

NAVAL AVIATION

NEWS



OCTOBER 1952

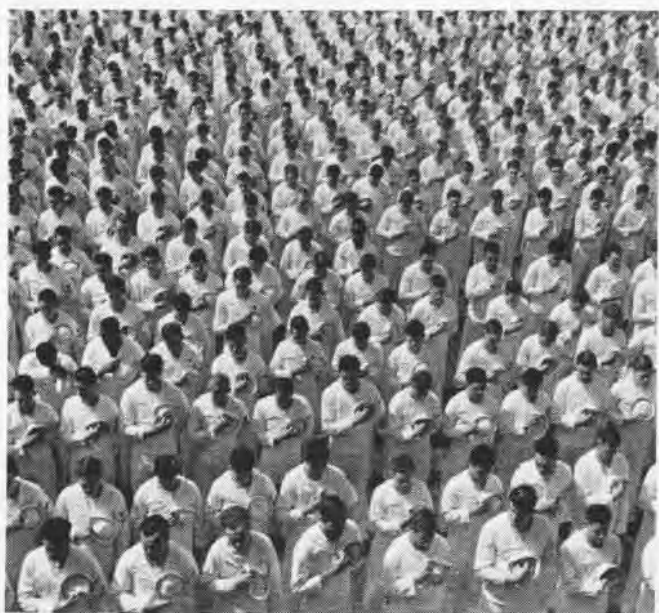




BOXER BLAST KILLS NINE

LIKE A page out of World War II Kamikaze attacks are these photos of the carrier Boxer, hit by a devastating explosion and fire off the Korean coast on 6 August. Nine men were killed and 32 injured. The sudden explosion on the hangar deck forced 63 men to leap into the sea to escape the flames. All but one were rescued by helicopters and small boats.

As soon as flames from the first explosion died away, firefighters attacked burning aircraft with water and foam. One bomb exploded, spreading the flames and inflicting casualties in the fire and rescue parties. Crewmen stripped bombs and ammo from the parked planes. More details on heroism during the fire appear on pg. 16.





STREAMLINED STORKS

A FERRY pilot was going about his chores nursing an ancient P-boat from the East Coast to Dago. His entire flight had been uneventful, but slow. The moment found him in the vicinity of Guadalupe Pass out in West Texas where everything comes in king size. The winds there are big too, and aged P-boats aren't speedy in anybody's league.

Our hero glanced out his window towards the ground and noticed a woman hanging out the family laundry behind an isolated ranch house. There's nothing at all unusual about this even in West Texas, so the ferry pilot went back to checking his gauges and sipping a cup of coffee the flight engineer handed him.

An hour later the same pilot in the same P-boat glanced at the ground again. There to his surprise was the same woman taking in her laundry.

NANEWS won't vouch for the authenticity of this

tale that's been making the rounds in ready rooms of ferry squadrons VR-31 and VR-32, but it does illustrate a point. Delivering naval aircraft can take a long time.

Each day that pilots and flight crewmen report for muster at these two FLOGWING outfits they must have kissed wife goodbye and have bags packed for a trip which may extend from three days to three weeks. Like streamlined storks, ferry pilots make deliveries.

Ferrying originating east of the 96th meridian which bisects the country just west of the Mississippi falls in the domain of Cdr. R. R. Humes' VR-31 with headquarters at NAS NORFOLK. Those flights from west of that line are in the bailiwick of VR-32 located at NAS SAN DIEGO and commanded by Cdr. C. B. Cottingham. Each squadron works closely with the other, and in coordination with the aircraft factories and overhaul activities in their own respective areas.



FERRY FLIGHT status board helps control aircraft deliveries. Lcdr. Bunger, Chief Muller and Cdr. Wolf schedule day's work



AVIATION PILOTS E. P. Kinney and W. L. Coppin work out flight plan before picking up fighters for delivery to fleet squadrons



BAGGAGE IS squeezed into F9F's nose by J. Carter, AM3, as D. S. Redgate, AD3, hands 'cbute to ferry pilot F. M. Howell, AOC(AP)

NAVY OVERHAUL centers and aircraft factories are turning out planes every day ready for delivery to fleet units. To keep the fleet operating, these aircraft have to be kept moving. It is the job of these two squadrons to see that they do. They deliver some 60 types from helicopters to big boats, from OY's to jets. Blimps are the only naval aircraft type not ferried by VR-31 and 32.

Any morning may see some F4U's to be moved from Quonset Point, F2H's from Jacksonville, F6F's from Alameda, F9F's from Bethpage, PBV's from Seattle, TV's from Corpus, HUP's from San Diego and so on *ad nauseam* through the various types.

Squadron flight officers are kept posted on the planes ready for delivery by dispatch from factory BUAER Representatives or other reporting activities. When pilots report for muster at 0730, they get their plane assignments. Few minutes pass before they are on their way to make the pick-up.

For a quick glimpse of the way the Navy ferries its aircraft, let's follow some *Corsairs* waiting in Quonset for delivery to a squadron at San Diego.

The delivery pilots toss their gear into a "Fubar" R4D or JRB that's standing by to lift them from Norfolk to Quonset. On the way up, the pilots may brush up on the F4U handbook found in the flying library located on all VR-31 "Fubar" transports.

After arrival at Quonset, the pilots fly at least a 30-minute check flight with a minimum of three full stop landings before accepting the U-Birds for ferry.

The whole flight then gets a thorough weather briefing followed by the word from the lead pilot on cruise settings and altitudes, inter-plane voice frequencies, order for landing and takeoffs, and all the rest of the dope needed for safe flying.

FERRYING with the exception of a few multi-engine jobs is strictly VFR. Takeoffs aren't made until at least a half hour after sunrise, and landings are completed by the same time prior to sunset. Ask any ferry pilot: the sunrise rule is an easy one; the sunset one is harder.

With all preliminaries out of the way, the *Corsair* flight clears Quonset to rendezvous in loose formation and head down the coast over the main ferry route.

The cross-continent ferry route follows the airways starting at Quonset, moves down to Norfolk, then across the U. S. via Maxwell, Dallas and El Paso to San Diego. From there it swings up to Seattle via LA, the Central Valley, Alameda, Red Bluff, and Medford. There are alternate routes to avoid weather, but when possible all ferry flights except flying boats stick to this route. The "boats" hug the coast to Corpus Christi via Jacksonville before starting the long non-stop overland haul to San Diego.

Our *Corsair* flight will probably RovNight at MAXWELL FIELD in Alabama, and at Dallas or El Paso with appropriate gas stops in between at prescribed refueling points. Enroute each pilot navigates and maintains a listening watch on the airways channel. In-flight information is exchanged between planes on tactical frequencies.

Position reports are made at range stations passed enroute. Seaplanes maintain watch on CW and make additional reports on this circuit to departure and destination points.

On arrival at the destination, aircraft are delivered, and the pilots report to VR-32 for a plane assignment to ferry back east. VR-32 pilots making an eastern delivery are re-assigned by VR-31 for a return ferry hop. If there is no immediate job, the pilots will rejoin their squadron by government air, or if that is not available, they get there commercially.

While on the road, weekends don't mean a thing to a



EL PASO airport tower is familiar sight on main ferry route. Jet pilots Hemphill and Zieba taxi by enroute to delivery point

ferry pilot. Ferrying is a seven-day a week job. Normally pilots and flight crews get two days off between trips lasting five days or more.

Paperwork hits every pilot on his homecoming. He fills out a cost-of-ferrying form, turns in his gas chits, makes out a discrepancy sheet and his itinerary. This last item is most important to him personally. Chances are he'll need that TAD dough for eating purposes on the next trip.

An additional report sometimes made following a ferry trip is a "Snooper Secret Anymouse Report." This anonymous bit of wisdom covers helpful information a conscientious pilot would like to pass on to his buddies, but for obvious reasons he retains the cloak of anonymity.

One pilot had this aeronautical gem to relay to his fellow naval aviators via the "Anymouse" route. *Grampaw Pettibone* still shudders when he thinks of it.

"While ferrying an F4U from Litchfield to Norfolk, I stopped at Big Spring for gas. At the time the gas truck was out of order. By the time it was fixed, it was too late to make Dallas before sunset, so I RONE'd.

"The next morning I found my port tire flat. Remembering past experience of waiting for parts, I removed the wheel and took it to town. There I had the nail removed and the tube patched. I then put the wheel back on and proceeded on mission via Barksdale, Maxwell and Spartanburg.

"Arriving at Norfolk I remembered I had not had the tire changed. Checking my gas I saw that I could not return to Dallas for a new tire, so I decided to land at Norfolk. Then the tire blew out. Due to my huge past experience of 40 hours in F4U's and keen thinking, I was able to make a controlled ground loop with no damage to the plane.

"I recommend that pilots *do not* take flat tires to the gas station on First St. in Big Spring, try the other one two blocks down the street. [Signed] Ens. Anymouse."

IF A PILOT runs into mechanical difficulty that can't be taken care of right away, he immediately phones or wires the squadron. Necessary parts and repairmen will be flown to him if possible, otherwise the plane is turned over to the custody of the COMNABS of the district in which the plane is located. The pilot stays with the plane until he's properly relieved, then goes on to another assignment.

If a group's lead pilot has difficulty with his plane, another member of the flight stands by with it. The leader uses the plane thus vacated, and continues with the flight so it will not be delayed. The necessary part will usually come along with the next flight over the route. Then if the fixing can be done, it's done. Johnny-left-behind joins the second group and continues with them to the delivery point.

Seldom do they have any serious difficulties on this score,



WEATHER BRIEFING by Wave aerologist at NAS Dallas brings grin to VR-31's Ltjg. J. V. Rossi on cross-continent ferry flight

but ferry pilots have become mighty wary of high elevation airfields and hot temperatures while flying jets. When the field elevation is around 4,000 or 5,000 feet and the temperature is around 105°, the longest runway is not long enough unless the pilot is really on his toes.

REALIZING that even judicious men can occasionally get caught on the road short of change, each new married ferry pilot is advised to set up a joint checking account with his wife. This allows pay checks to be deposited in his absence to draw against while away.

A squadron loan fund has been established by VR-31 in which a pilot can participate by contributing two bucks. If he really gets hard up for ready cash, he can wire the squadron collect and get \$20 by return wire. Next payday he pays back the two ten spots plus the cost of the telegrams.

Ferry duty is an excellent place for a young pilot to get experience. Ferrying requires individual initiative and a strong sense of responsibility not always associated with some billets held by junior aviators. Most ferry pilots are checked out in 15 to 20 different types of aircraft, and when they're on the road, they're pretty much on their own.

A typical case of what a ferry pilot can do in one two year tour of duty is that of an ensign who reported with 390 hours total time and qualified in the SNJ only. At the end of his tour he had over 1700 hours and was qualified in TBM, AD, F4U, F8F, F9F, F6F, F7E, F2H, R4D, R4D-8, SNB, JD, TV-2, F3D, P2V, and AF aircraft. That is a respectable number of types in anybody's language.

Before a pilot is considered qualified in type for ferry, he has a thorough check-out. After the usual handbook study, written test, and cockpit check from a qualified pilot, he flies



MOST FERRY flights follow main route across country. Deliveries in west are controlled by VR-32 and those in east by VR-31



PILOTS AUSTIN and Burlison of VR-32 exchange information at El Paso while pausing between opposite direction ferry trips

a two-hour local hop with five full stop landings. These are observed by the check pilot stationed in the control tower. Successfully checked, the aircraft type is entered on his qualification card. The ferry squadrons have a regular quota for the helicopter course at Pensacola for qualification in choppers. They have no trouble filling them either.

Each new ferry pilot, regardless of previous experience, is designated as "Follow Pilot" until he has successfully completed at least one protracted ferry flight over civil airways under the watchful eye of a "Single" or "Lead Pilot."

"Single Pilots" get that designation following several trips and a comprehensive examination. A "Single Pilot", contrary to the label, may lead one other. Following more trips, more experience, and another exam a ferry pilot gets his "Lead Pilot" classification.

Not only the number of types on his qual-card, but the number of toothbrushes in his medicine chest at home, indicate a ferry pilot's experience. New guys are prone to forget this important item in packing, and have to buy new ones on the road. After awhile they get the word, but in the meantime they've built up quite a collection of the tufted sticks.

SINCE there's so doggone much gear a ferry pilot has to lug with him, it's a major problem to get it all aboard a fighter. Personal gear is optional and usually consists of the aviator's green overnight bag loaded with changes of skivvies and socks, plus a canvas suit bag containing civvies and an appropriate uniform.

Flight gear is well standardized. The flight in one direction may be in a jet fighter and coming back it may be in a big boat, or it could just as well be an attack plane or a 'copter. Like a competent Boy Scout, he must "Be Prepared." In addition to a parachute, flying suit, and mike, he'll probably have a buffer helmet, oxygen mask, g-suit, bail out bottle and an F9F power adapter aboard somewhere.

A small tool kit is also a part of his gear. Smart ferry pilots make sure carburetor and induction systems are clean each morning before flight. They usually carry masking tape to seal all ducts at night in case of dust storms.

VR-31 and 32 each have about 79 pilots assigned. A quarter of these are enlisted aviation pilots. RovNight points on the route are used to seeing "white hats" with wings.

A typical month for a ferry squadron was July when VR-31 ferried 19 types over 683,000 ferry miles. Squadron pilots logged about 60 hours each. Their safety record was excellent. For the first half of '52, the accident rate was 3.5 per 10,000 hours flown. *Grampaw* is enthusiastic about this.

ChBosn. Pat Byrne, with some 20,000 total pilot hours in

his log, is usually high man on VR-31's monthly flight time totem pole. Par's favorite is the PBM. As an additional incentive for other pilots to beat his record, "The Royal Order of the Streamlined Stork" has been continued from World War II days.

This award is given "... in recognition and appreciation of vital and meritorious service rendered in delivering safely and without incident operational type aircraft to our combat forces in fair weather and foul over land and sea." It comes in five grades from the one gold star variety for 150,000 ferry miles, through the four gold stars for 375,000 miles to the one silver star for 450,000.

When the delivery load is light instrument training is conducted in SNB's and R4D's. Link trainers are kept busy, and pilots check out in new types during these slack periods.

Like all naval aviators, ferry pilots have their required reading to do. In addition to the usual material found in all Navy squadrons, the ferry outfits maintain a technical library of pilots' handbooks, engine manuals, illustrated parts catalogs, accessory and radio gear manuals for all of the more than 60 types flown by the squadrons.

Ferry pilots work hard, and it's been rumored that they play hard too. Many a saga of World War II ferrying hasn't yet been fully told. Others have become as legendary as Pat Byrne's mulligan stew.

ONE PILOT had this "Anymouse" report to make on hotel stationery from a familiar RovNight spot.

"Anyway I had to RON. After getting cleaned up and shaved, 'The Wagonwheel' seemed to be the place to go. Many good beers later I slid up to the desk and got the key for my room.

"Getting off the elevator I fumbled the key in the lock. The door was soon open and in I went, but then—there was this guy right in front of me. In the glow of the night light, I saw his ferocious size.

"Acting on impulse, I ducked and charged. Unfortunately, I met a sturdy fist with seven knuckles right against my chin. Down we went, but why both of us?"

"I recommend to my fellow pilots that you stay out of this hotel or else shut the closer door when you go out. It has a full length mirror and a cast iron door knob."

Ferrying the more than 2,000 planes used at the 26 Naval Air Reserve HTA air stations and NARTU's is done by the Weekend Warriors themselves. Moving the planes between overhaul centers and the reserve activities is no small chore.

Reserve air stations and NARTU's have volunteers from the ranks of the Organized Reserve who are qualified and available to ferry the planes assigned to those stations.



HAPPY HOUR comes with per diem checks for Lt. Waugh and Lindsay, AD1; VR-31 office personnel Swain, Boas and Bach approve

When some ferrying is to be done there's usually enough advance notice so with no strain an available volunteer can organize his affairs for a few days of active duty. Ferrying orders are issued by CNARESTRA and the reserve ferry pilot proceeds with the job. Upon delivery he returns to his regular civilian occupation and inactive duty. An Organized Reservist gets new orders and new active duty for each trip.

An HRP helicopter whose principal recognition characteristic in this case was its naked frame uncovered, and open for the world to see was recently being ferried from the factory in Pennsylvania down to NAS KEY WEST.

The flight was progressing routinely. Occasionally the pilot had to take his whirley-bird down and hover at highway intersections while he checked his roadmap, but for all practical purposes it was a smooth flight—that is, it was a smooth flight until it got over the red hills of northern Georgia. Here the engine started sputtering and coughing, then quit cold.

THE PILOT wheeled her in to a handy tobacco patch for a safe landing without damage to himself or his craft. After catching his breath over the close call, the pilot climbed out to survey the situation.

As he stood scratching his head wondering which direction to head for the nearest telephone, one of the local citizens sauntered up.

This very rural type character didn't have a thing to say at first. He made a circle around the HRP occasionally biting hard on his mouthful of chewing tobacco.

Eventually he completed the circuit and got back to where the pilot was standing. Shifting his tobacco behind some more remote molars and looking steadily at the HRP's naked framework, the native said, "Son, did you build 'er yourself?"

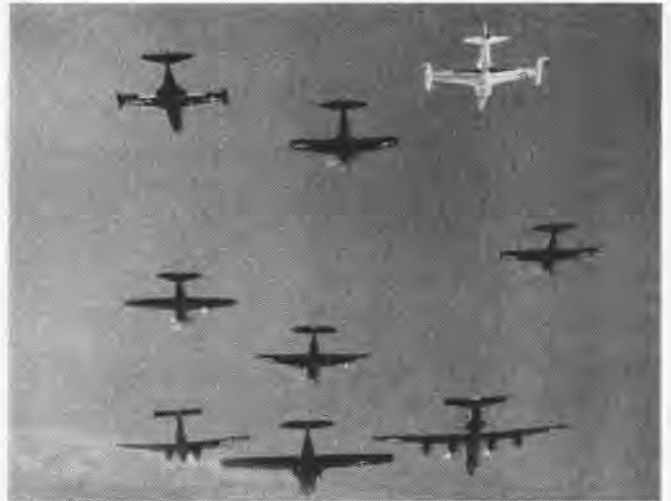
The ferry squadrons maintain comprehensive status boards from which a glance will show where each pilot is and what he is ferrying. Pilots' names are listed followed by a column indicating his availability for flight, or whether he is on a trip, off duty, on leave or grounded. Other columns indicate type aircraft and bureau number of the aircraft he is ferrying, his departure and destination points and estimated date of departure.

All regular RovNight and gas stops are also listed. As RovNight and mechanical discrepancy reports come in from the pilots on trips, the date is written under the proper city. By the use of this board, flights can be controlled regardless of their location.

To keep miscellaneous transportation costs at a minimum, the relative costs of government and commercial air flights has been figured in advance by the squadrons. In case there is no return ferry job for a group of pilots after delivery,



ALMOST STALLING F9F poses with PBY before VR-32 pilots at controls left San Diego for delivery of these contrasting aircraft



NINE OF the many plane types ferried by Navy. Right after the picture was snapped these nine departed to as many ferry points

whether or not they return by R4D, JRB or commercially is governed by cost.

For example, it costs \$126 for gas and oil for an R4D round trip between New York and Norfolk. The same trip in a Beech costs \$54.40. To make a pick up economically practical, there would have to be at least five pilots awaiting return to send an R4D for them, or less than five and more than two to send a JRB.

NAVY FERRY flights may carry military passengers on space available basis. Riders must have their own gear and parachute. No passengers are carried in PBM's on the long overland haul between NAS CORPUS CHRISTI and NAS SAN DIEGO. All available weight is needed for fuel and essential gear.

A point all servicemen with ideas towards aerial hitchhiking should bear in mind is that a ride in naval aircraft being ferried is strictly a courtesy and should be treated as such. Remember, the pilot's job is safe delivery of the aircraft, not chauffeuring passengers.

Moving hundreds of aircraft monthly is bound to produce for the participants a wealth of airways flying experience and a competence in a variety of aircraft obtainable in no other way. Here, as in all phases of naval aviation, teamwork is a fundamental ingredient for success—in this case, for successful delivery of aircraft to the fighting fleet by the streamlined storks of the ferry squadrons.

A Navy ferry story would not be complete without a mention of the services provided by the civilian airport managers, mechs and the hosts of other aviation people who help keep the planes moving towards the delivery point.

Even an old farmer who advised a ferry pilot after a forced landing with a war-weary F6F, "You'd have done better son if you'd landed with the furrows rather than across them," came through with the more practical use of his phone. This helped to smooth the injured feelings of the pilot who would have landed at the Naval Air Station in the first place if he had had any choice in the matter.

Ferrying is not always as slow as that experienced by the P-boat's crew observing the laundry. Jet pilots starting out early in the mornings on westerly flights sometimes have difficulty getting service at gas stops in the different time zones because crews are out to breakfast each place. But whether the flight is racing a clock or a calendar, the volume of deliveries is maintained. The fleet gets its planes promptly.



GRAMPAW PETTIBONE

Wanted: An Opening

There's an old saying that "pride goeth before a fall". Here's an accident that happened a few months ago in which pride may have played a disastrous role. Incidentally, before the day was over pride took quite a beating.

A reserve pilot was drilling with his squadron at a field a couple of hundred miles from his home base. On a Sunday afternoon he found himself scheduled to fly an SNJ back to the home station along with several other planes. However, another Weekend Warrior was using this particular SNJ at the time, so the other planes proceeded without him.

By the time the SNJ was back and fueled for the return trip, the weather was becoming marginal. The pilot was given a VFR clearance. His recent flight experience, incidently, consisted of 9 hours garnered in the SNJ during the previous 90 days.



WEAK END WARRIOR

Because of the weather conditions, he decided to follow the highway from Oklahoma City to Dallas, his destination. After crossing the Red River, with about two-thirds of his flight behind him he encountered rain and low visibility. Believing that there was a good chance that the weather had also gotten worse behind him, he decided to climb up through the overcast. He had no instrument ticket but completed the climb through (on a Federal Airway) and broke out on top at 12,000 feet. He continued to Dallas.

Over Dallas he found that he could hear the radio range, but could not receive any replies to his "What do I do now?" transmissions.

He flew west for half an hour, looking without any success for a break in the overcast, then turned around and



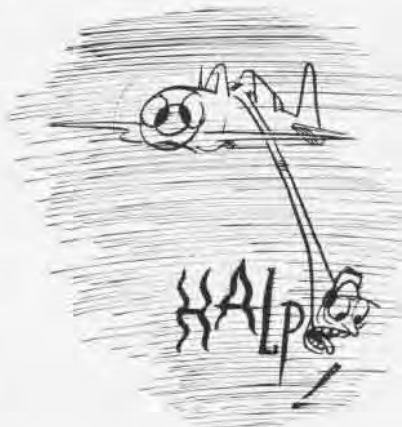
flew back to Dallas. By this time he had been airborne for about three hours. He couldn't tell for sure, as he had no watch and hence had to estimate the time.

With his fuel supply low and the weather very bad, he decided that he would have to jump. Not wishing to bail out over a populated area he flew north until both gas tanks were empty and then went over the side.

He was back in Oklahoma by this time and landed about 30 miles northwest of the town of Ardmore. He walked to a farm house and was taken into town where he notified authorities at Oklahoma City and at the Naval Air Station at Dallas of the events described above.

Grampaw Pettibone says:
Honest to Pete, I don't make up these stories just to illustrate a point. They really happen.

There's something downright pathetic about a pilot with nine hours of recent flight experience sitting on top of a metropolitan area at 12,000 feet with 11,600 feet of rain and soup between him and home base . . . unqualified on instruments . . .



unable to make radio contact . . . in a plane not equipped for instrument flight . . . and in all probability without a let down chart.

Even though he got himself in this fix by not exercising good judgment, I found myself wondering if there wasn't something that could be done to keep things like this from happening.

The folks at Dallas may have the solution. To prevent recurrence of such situations this instruction has been added to their local Operations Manual:

"On all cross country flights where weather conditions are marginal and the possibility of encountering instrument conditions exists, the aircraft and pilot must meet instrument flight requirements."

P.S. Their Operations Officer has also been directed to "deny flight clearance for a cross country flight to any Naval Aviator in an aircraft not having a clock in operation unless the pilot possesses a suitable time piece."



His brain is the
weak-end

Prematurely Gray

As we go to press, word comes of an accident of the sort that makes old men out of young pilots.

The pilot of a PV-2 taxied out and requested takeoff clearance on a relatively short runway. An automobile road ran past the far end of the runway, and beyond that a 39-foot dike sheltered the airfield.

The PV-2 carried a crew of seven and 1100 gallons of fuel. The pilot decided to put down partial flaps for minimum takeoff run. As he advanced the throttles,

both engines responded normally and all occupants of the plane are in agreement that neither failed or sputtered on the takeoff. Apparently there just wasn't enough room.

The PV-2 cleared the highway, but one wheel crashed across the top of a passing automobile. Seconds later the trailing landing gear clipped the top of the dike, slamming it back so violently that the wheels actually crashed into the wing structure with sufficient force to loosen pieces of metal on the upper surface of the wing. The main spar was cracked, and witnesses say that the tail of the plane touched lightly in the river, leaving a wake as the pilot struggled to remain airborne.

He gained a little altitude, only to find a power plant directly ahead. With full power on he made a tight right-hand turn inside the power plant and continued down the river.

Gear dangling, flaps partly down, and the airflow over the wing disrupted by large pieces of broken skin, the battle to get back to the airfield or to any suitable landing spot was on.

The river might have offered a good ditching spot except for the presence of two bridges which had to be avoided. Personnel in the tower lost sight of the plane as it disappeared beyond some low hills bordering one side of the airport.

Exactly 11 minutes after takeoff, the long slow right turn was completed and the PV-2 was headed toward the field from the south. During all this time it had not been higher than 300 feet; several times it had been maneuvered to miss buildings, hills, trees, smoke stacks. The airspeed during this wrestling match was between 75-80 knots.

The plane didn't quite make it to the runway, but a successful crash landing was executed on a level grass area short of the field. No one was injured.

The flight surgeon reports that the pilot's Schneider index was minus 5 after the accident.



Grampaw Pettibone Says:

I'm surprised it wasn't minus 15!

Naturally when the dust settled, the accident investigators broke out the slip stick and the Pilots' Operating Instructions to see what the "good book" had to say about the length of runway required for the particular conditions of load, wind, and temperature. They found some figures in red with a footnote which indicated that they were based on design calculations and hadn't been flight-tested. According to the book, the plane should have cleared the dike with room to spare.

However, the investigation also disclosed that a unit based at the field and operating PV-2's limited the fuel load to 700 gallons for takeoffs on this short runway.

With a heavier load, they request permission from the tower to use the long runway.

The business of what a plane will and won't do is a function of technique as well as design. One pilot will flatly state that a particular model will not maintain level flight on one engine at a certain weight, while another will tell you that it can be trimmed to fly hands off at this weight with one engine feathered.

Even when you think you are pretty familiar with what you and your plane can do under all conditions of loading and temperature, it pays to allow a margin for error—or, if you don't like that term, "a few extra feet of runway for the wife and children".

In a Hurry?

As the SNB approached a Marine Corps Air Station on a cross country proficiency flight, the tower was contacted and landing instructions were received. After joining the traffic pattern the pilot slowed to 110 knots and placed the landing gear lever in the down position.

The gear would not come down. On the second attempt the gear came out of the wheel wells, but then returned to the up position. After about five attempts the green light came on once, but the wheels could not be sighted visually. The horn continued to blow.

The tower was contacted and informed of the difficulty. The pilot made several additional attempts to get the gear down with the main selector and then decided to use the emergency system and to ask for a wheel check from the tower.

So far so good, but standby for what happened in the next ten minutes:

The pilot (a) didn't know the correct emergency procedure, (b) apparently didn't know that he didn't know what to do, (c) didn't use the plexiglass covered emergency checkoff list which was in the cockpit and contained a step by step sequence to be followed in lowering the gear manually, (d) landed with the horn blowing and the red light showing after the Operations Duty Officer at the field reported that his wheels appeared to be down and locked.

The co-pilot, unfamiliar with the SNB, was apparently just along for the ride.

After a roll-out of about 2000 feet, the landing gear collapsed and the Beechcraft slid to a stop on its belly.



Grampaw Pettibone Says:

Don't switch stations yet, because there's more to this tale of woe.

The accident report states that there was sufficient fuel on board for *three and one-half hours of flight* when the plane was landed with both horn and light indicating that the wheels were not locked down.

When I read that, I began to wonder if we shouldn't close shop and go out of business. In three and a half hours a heck of a lot can be learned, if you just keep cool and tell the folks on the ground what's happening.

This chap states that he could see the wheels, and therefore lost faith in the warning horn and light. He and the co-pilot were only able to move the hand crank about one quarter of a turn, because they were not employing the correct procedure.

The initial difficulty in this case was traced to improper maintenance. The switch for the electrical system had not been properly installed. However, there was nothing wrong with the emergency system. Had the pilot followed correct procedures for lowering the gear manually there need not have been an accident.



The emergency procedures vary slightly in different models of the Beechcraft, but they all have several features in common. When it has been determined that the wheels must be lowered manually, **THE FIRST THING TO DO IS TO DE-ENERGIZE THE REGULAR ELECTRICAL SYSTEM.** This can be accomplished by pulling out the landing gear circuit breaker (landing gear reversing switch circuit breaker in models with the dual instrument panel), or by turning off the battery and generator switches in older models which have fuses instead of circuit breakers.

Depressing the clutch on the floor board near the pilot's right foot will allow the gear to fall free. After this has been done (and not before unless you want to risk a broken arm), pull the hand crank inboard (i.e., towards the co-pilot) and turn the crank forward from the top position. Be sure that it has been turned as far as possible before releasing the clutch.

If you have turned off the battery and generator switches to de-energize the main system, you'll want to turn them on again so that you can check the wheel position with the light and horn as well as visually. Before you do this make sure that the main gear switch is in the DOWN position.

Above all—if you are not sure that you have done everything possible to get the gear down, get on the radio and ask for help. You protect yourself by doing this because many stations will then have a recording of your radio transmissions telling exactly what you have tried to do.



NAVY-smashed North Korean rail line with one lonely Red locomotive, with no place to go

T H E W A R



REDS WILL repair a bridge overnight, so the Navy's interdiction airplanes smash it again

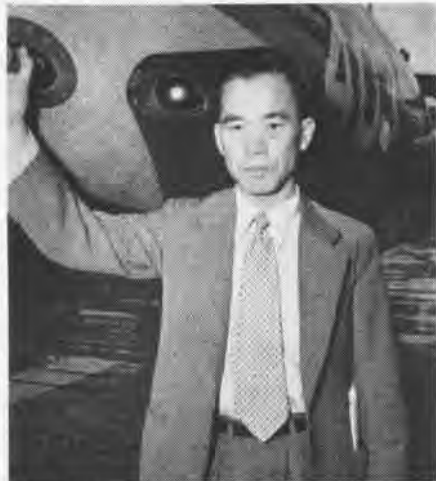
Jap Air Ace Visits

The Japanese Navy's #1 air ace of World War II, with 64 Allied planes to his credit, visited the *Boxer* while she was lying at the dock at Yokosuka.

Now a printer for *Aireview*, Japanese aviation magazine, Saburo Sakai visited the carrier along with the publisher of the magazine and some of his staff. The former ace seemed prouder of his battle scars than of his combat record.

He was injured four times during his naval career. He displayed one scar on top of his head which, he said, came from a strafing American dive bomber. Another scar beside his nose, he indicated came from a barrier crash.

Sakai never was shot down in his 3,000 hours in the air. Of the planes he shot down, he said, 10 were Chinese, six or seven British, the same number Dutch and several Australian. Presum-



JAP NAVY'S No. 1 ace, Saburo Sakai, with 64 planes to his credit, visits the *Boxer*

ably the rest were American, although he avoided saying so. Although a Navy lieutenant, he was mostly land-based. He made 100 carrier landings, however.

Sakai was especially fascinated by the jet planes. He inspected a *Panther* jet intently from all angles and then swung onto a step to peer into the cockpit. When he descended, he pushed the step back into the plane with casual familiarity. He has not flown since the war ended.

Fast Landing

An authority on 200-knot landings is LCdr. Ward S. Miller, skipper of VF-63 on the *Boxer*, who made a water landing at that speed after being shot up in the North Korean power dam raids.

Miller led his strike force of 30 *Corsairs* against the power plant eight miles north of Tanchon. A 2400-foot ceiling made the attack "hairy" since it would silhouette the F4U's against the clouds as they came in on the heavily-defended area.

On his first dive Miller released a 1000-pound bomb. "Right on target", he thought to himself. He didn't get a chance to check—three bursts of enemy flak ripped through the *Corsair*.

The explosion turned Miller's bomb-laden plane over, ripped a three-foot hole in one wing, tore out the engine controls, started an engine oil fire and peppered his face with shrapnel.

Miller righted the burning plane and flew it out to sea. He barely made it. Half a mile from shore he pancaked it onto the water at 200 knots. While

he watched his squadron mates blast enemy shore batteries to cover him, he floated 35 minutes until a helicopter from the *Helena* picked him up. Meanwhile LCdr. Lewis E. Thompson, his exec, regrouped the planes and attacked the power plant, inflicting 70% damage despite heavy flak.

Strong Man Act

Marine 2nd Lt. Ted Uhlemeyer, Jr., of VA-121 had to wrap both hands and one leg around the stick of his *Sky-raider* to bring the plane home after two direct AA hits but he made it.

The hits smashed into his right wing, flipping him over and jamming his ailerons and undercarriage. But he flew it back for a wheels-up landing at a forward air field. He was going in against enemy bunkers with two 1,000-pound bombs when a 37 mm shell



HERE'S why Lt. Uhlemeyer of VA-121 had to use hands and legs to fly his AD back home

zipped between his propeller and the leading edge of his wing.

Then he felt two solid thumps as the next shells caught him. The next thing he knew he was flat on his back at 6,300 feet. One shell hit the wheel well and the other went through the center of the wing, tearing a gaping hole (see photo). Using all his strength to straighten out the plane, he salvaged the bomb load.

Old POW's Meet Again

Two Marines who spent 41 months together in a Jap prisoner of war camp met again seven years later when both were assigned to Headquarters Squadron 33 in Korea.

They were MSgts. James A. Thomas and Charles P. Whelen. Both were on Corregidor when it was captured in May, 1942, by the Japs. They lost track of each other when liberated in September, 1945.

Their "tour of duty" as prisoners took them from Corregidor to Manila, Luzon, Hong Kong, Formosa, Kobe and Kyoro. What the two prisoners remembered most vividly were the terrible bombing raids by U.S. planes on Kobe while they were in a camp nearby. "They raided us nearly every day while we were there," Thomas said.

Both men have visited the site of their old prison near Kobe while on leave from Korea and found it changed. Thomas mentioned that he took many pictures since cameras were not plentiful in POW camps during the other war. His Kobe visit was 10 years to the day from the date he was captured in the Philippines.

Belly Tank Scrapes

A full napalm tank hung on the belly of a VMA-323 Corsair fighter piloted by Capt. Vincent Serio, with only a slender wire in the rear holding it on the rack.

Serio had been on a strike against Pyongyang and was unable to drop his napalm. Flying over a bay, he tried to shake it by diving and other violent maneuvers. No go.

If there was room for the tank to clear the runway when he landed, Serio had a chance. Wingman Capt. Lewis N. Bass flew alongside to help. While Bass watched, Serio lowered and raised his landing gear. Bass told him over the radio there were just inches to spare.

Serio tried flying slow to see how the Corsair would handle at landing speed and decided he could make it. Marine Air Group 12's base runways were cleared and personnel ordered away from the flight line.

Circling the field until he had used

up all the gas he dared, Serio touched down for a feather-light landing. Sparks flew as the front of the napalm tank dragged the runway and then the Corsair rolled to a safe stop on the Marston matting.

"Then I started breathing again," Serio said. "I don't want any more like that!"

Negro Jet Pilot

The Navy has another negro pilot in Lt. (jg) Earl L. Carter, now flying combat strikes off the *Bon Homme Richard*. It would have had two but for the death of Ens. Jesse L. Brown, who was burned to death in his crashed plane while Lt. (jg) Thomas J. Hudner tried vainly to rescue him. Hudner won the Congressional Medal of Honor for that feat, the first Navy pilot in the war to receive the high award.

Carter has been flying his Panther jet on flak suppression hops against such targets as Pyongyang and hydroelectric plants in northeastern Korea. He is a graduate of DePauw, Purdue and Columbia Universities in Navy-sponsored college training courses. He received his wings in 1950 and served for a time at Quonset Point.

Family Affair

Whenever the Marine Deathbrattlers squadron runs a close air support strike in front of the Seventh Marines, it's a family affair for the Gregory brothers.

LCol. Noel C. Gregory is commander of the Second Battalion. His brother, Maj. Marshall C. Gregory, is a member of the Deathbrattlers whose Corsairs have been flying daily strikes with MAG-12.

The brother ground-air team is carrying on a tradition set by their father, the late BGen. Maurice C. Gregory, who served 41 years in the Marine Corps.

Undeterred

Some fellows don't know when they've had enough. Sgt. William E. Hensen, radar operator with the Marine Flying Nightmares squadron in Korea, was shot down in Communist territory, parachuted to safety, dodged Reds all night long, got back to his own lines and next day he reenlisted for six more years.

A helicopter rescued him six hours after he had gotten out of the burning F7F and hidden under cover of night till daybreak. Marine, Air Force and British planes flew protective cover over him while he was down.

"I never want to do that again," said Hensen.

A few hours later he was in the squadron office, signing up to reenlist.



CAPT. SERIO of VMA-121, who made safe landing with napalm bomb hung on F4U



NAVY'S only negro pilot, Lt. (jg) Earl Carter, flies jet off Bon Homme Richard deck



LCOL. Gregory chews over Korean war with brother Marshall, who flies with MAG-12



CRYING towel and 'Welcome Home' sign greet TSgt. Henson after rescue behind lines



HELENA'S helicopter picked Lt. (jg) Crow, G. W. Morrell, AD1, out of water off Korea



ENS. HONEY of Boxer models 89-item survival outfit, costing \$872, he wears on top

Weight Lifters

If the Navy continues to add equipment to a pilot, tomorrow's flier may have to be hoisted aboard a horse like the armored knight of old.

Including everything he wears and carries, the Navy's carrier pilots go into combat with 89 items of clothing and equipment costing \$872.89. Every item is designed to prolong life. Aboard the carrier *Boxer*, the job of the survival officer, LCdr. R. E. Barclay is to see that the pilots know how to use the gear.

Pilots hate the turkish-bath effect of their rubber exposure suits, but they invariably wear them if the water is 60 degrees or lower. Many a pilot is alive today because his suit saved him in the Sea of Japan's icy water. Not a single *Boxer* pilot was lost from exposure after ditching, although several have been killed or captured when shot down over land.

Rescue of Colonel

Shot down four times while bagging 11 Jap planes at Guadalcanal to win the Congressional Medal of Honor was less exciting than a close brush with death he had when hit by AA behind the Communist lines in Korea, according to Col. Robert E. Galer, commanding officer of Marine Aircraft Group 12.

As he pulled out of a bomb run against a Communist mining site and supply area, his *Corsair* was hit by 37 mm flak which chewed a piece out of the leading edge of his wing and engine mount. His engine quit before he could make friendly lines and Col. Galer went over the side.

His foot caught in a strap in the cockpit. Buffered by the slipstream as his fighter went into a screaming dive, the former All-American basketball player



'R AND R' in Japan sees Airman Robert F. Boals of Valley Forge trying Jap bicycle

at University of Washington pulled himself back into the cockpit. Freeing his foot, he went out spread-eagled. As the tail of the plane went by it hit him in the left side and shoulder.

"I estimate the chute opened about 150 feet from the ground," Col. Galer said. "I floated down through the smoke of the crash and landed within 10 feet of the wreckage. The plane was burning, and some of the ammo was exploding. While getting out of my chute, I heard small arms fire, but I don't know what the Reds were shooting at."

Although he had several cracked ribs, a damaged shoulder and a practically useless left arm, Col. Galer ran for higher ground. He could see three men with rifles searching for him near the wreckage.

Signaling rescue planes, he was picked up an hour later by a Navy helicopter piloted by Lt. (jg) H. O. McEachern. On the fourth pass he managed to get into the sling lowered by Ted J. Lee, crewman, and the pinwheel went up like an elevator.

Enroute to its base, the helicopter was hit three times by AA, once so heavily it spun the plane out of control. About 20 miles from the coast, a red light flashed on, indicating it was nearly out of gas. McEachern gambled on making it and headed out to sea. At 9 p.m., almost four hours after he was injured, Col. Galer landed on the deck of a ship off the east coast of Korea.

Col. Galer shot down a total of 13 Japs in World War II. He and his air group were featured in Naval Aviation News, September issue, pg. 10-14.

Song of Reserves

Since more than 60% of Marine Air Group 12's officers are Reserves recalled to active duty in Korea, including a large group from Seattle and Denver,



COMMUNIST bullet went through sleeve of Lt. (jg) C. G. Erb's suit; he hit gun later

these World War II veterans voiced their sentiments in a plaintive motto in the officers' lounge which read:

You can take away my ribbon,
And eliminate my star,
But protect me from the villain
Who would drop that precious "R",
Foul up my pay account,
Refuse me at the bar,
Send me off to Mandalay,
But save that lovely "R".
Deny me ration books and stamps
And tires for my car,
Take my blessings one by one
But leave me with my "R".
Do what you will, please, Colonel
But this symbol, sir, preserve
That warm and tender Roger
Which indicates "Reserve."

Follow-Up Boys

A new name is appearing in naval aviation's calendar of events off Korea—Tarcaps. In a service full of abbreviations, this one stands for "Target Combat Air Patrol". Their job is to follow up after a strike knocks out a target and see that it doesn't begin operating again.

Eight pilots of VF-74 on the *Bon Homme Richard* have a private war going on with the Communists. *Essex* pilots cut four miles of railroad east of Ong-Ni, then the Tarcaps went into action. Their job was to prevent the Reds from rebuilding and putting into operation facilities that feed front line troops.

Like the carrier pilots who waited until the Japs almost finished Munda airfield in the South Pacific before moving in on them, the Tarcap pilots kept an eye on the Ong-Ni railroad and then blasted the repaired railroad.

Tarcap pilots from the "We Deliver" squadron are Lt. (jg) William E. Orr, Ens. Robert H. Hartzell, Lt. Edmund H. O. Gallaghan, Lt. (jg) J. R. Messner, Lt. William W. McLoughlin, Lt. Glen H. Hall, Lt. Allen A. Horney and Lt. (jg) Roger J. Miller.



FLYING ensigns of Princeton set for hop: Molnar, Johnson, Wittman, front; Akagi, Miller, Broughton, Brown, Melton, Hoffert standing



CREW OF PBM damaged by two MIG-15's in Yellow Sea, Sexton, Maigret, Richter, Brown, Dunn, Esquivel, Bartlett, Finley, Sander

Tail Feathers Hit

Leading a flight of Corsairs from VF-192 and AD Skyraiders from VA-195 on a rail-cutting strike south of Songjin, LCdr. John Dinneen, exec of the fighter outfit, led them in to hit three Communist trucks making a nightly run south with supplies for the front lines.

While in their screaming dives, the planes were peppered by four Communist AA batteries from nearby hill positions. On the pull-out, a direct hit by a 37 mm shell jolted the plane severely and control was lost momentarily. Dinneen radioed to his flight that his elevator controls were damaged but he believed he could make it back to the carrier.

Ens. Conrad Neville escorted the crippled plane back to the task force. Dinneen was unable to control the attitude of his F4U as he approached the Princeton and had to take a wave-off. On his second pass, he brought the plane in safely.

The Hard Way

It was a routine landing—except that Capt. Edward Shamis, the Marine F9F pilot, had a compound fracture of his left arm from antiaircraft fire, only one wheel of his jet would come down and he had an unexploded bomb still hanging on one wing rack.

Shamis was hit by AA while diving on an enemy supply area near Chorwon. With his wingman, 2nd Lt. Richard T. Spencer, he flew back to a distant field. In his approach he found only one wheel could be lowered.

"Evidently the shell that got me also had torn up my landing gear system," Shamis said. "I still had one bomb left, and, believe me, I prayed the wheel that was down was the side the bomb hung on!"

As the air speed got low, the plane fell on the wing with no wheel and started skidding. It wound up close to a crash crew, which rushed him to a nearby hospital.

Migs vs Mariner

Two MIG-15's with Chinese markings attacked a Navy PBM over the China sea on 31 July, killing two of its crewmen and injuring two others.

Making three firing runs from the rear, the two Migs failed to bring down the seaplane, which returned their fire. The plane was on a routine observation and weather reconnaissance flight and was attacked halfway between Manchuria's southern tip and the eastern tip of Shantung peninsula.

Men killed were H. G. Goodroad, AD, and Claude Playforth, airman. Wounded were R. H. Smith, AO3, and H. T. Atkins, airman apprentice. The plane flew back to Paengnyong, on Korea's east coast, then back to its base in Iwakuni, Japan. Lt. E. E. Bartlett, Jr., was plane commander and Lt. John P. Finley copilot.

Navy and British seaplanes have flown 12,000 recco and weather observation sorties over the approaches to Korea and China since the war started.



SKYRAIDER from Boxer peels off into its dive to hit North Korean target; far below it another dive bomber heads downward



SPECTACULAR low-level photo of shattered North Korean railroad show efficiency of interdiction strikes from the Valley Forge

KOREAN KIDS' FRIEND MISSING



SGT. CAIN POSES WITH TWO OF HIS PROTEGES

VMO-6, KOREA—Maybe it was the new baby at home that got MSgt. John T. Cain so interested in Korea's unfortunate children.

Traditionally, Marines have "latched on" to waifs wherever they go, feeding and clothing them, but Korean kids offer a special opportunity. Cain got his bright idea while talking to desperately poor children during his first month when he flew 76 combat missions.

Every day that he had time he would do a little investigating. He talked to teachers at a school here at this advanced air base. He tried to change military funds into Korean wan, and hit a stumbling block. But he converted the paymaster section and picked up a few subscriptions to boot when they learned his purpose.

"None of the kids had been to school since 1950 when the Reds invaded South Korea," he said. "Their parents couldn't afford it, so I started a back-to-school movement of my own."

He got three boys and six girls enrolled, on a six-months probation basis. If they complete the first term, Cain promised to pay for another year. The tuition? Six dollars a year for each child.

Other Marines heard of Cain's plan and demanded to be let in on the fund. Cain had to put some of the would-be donors on the waiting list. It was something like donating blood: people couldn't rush in all at once. Meanwhile Cain did more investigating his second month, while flying 30 missions.

"I plan to put five or six more children back in school next week, as soon as I can sandwich in trips to the schools between flights," he said.

Next week never came for Cain. His parents were informed he was "missing in action".

The children? Well, Cain had a theory that fighting for the kids' freedom wasn't

enough. He wanted them to study the democratic processes of freedom so they would know what the fighting was for.

Every weekday morning, outside VMO-6's gate, little groups of Korean youngsters trudge off the dusty road to school, an education paid for by Marine dollars. Other little youngsters, not so lucky, stand along the road and wistfully watch their playmates. Unlike unwilling American schoolboys, Korean kids like to go to school.

VP-4 Plane Crew Captured

Armed Men Greet P2V at Barber's Pt.

The *Neptune* set down smoothly on the runway at NAS BARBER'S POINT after a routine patrol flight. It taxied to



BERTHELSON MARCHES LISHNESS, HART, SNYDER

the line. The engines were cut. As the tired crew tumbled out, armed guards swarmed around and took them into custody.

Was a 20th Century Benedict Arnold aboard, or had Hawaiian Reds seized the field? Fortunately neither was the case. VP-4 was just conducting a realistic intelligence drill to train flight crews in proper procedure in the event of capture by a real enemy.

The "captured" crew was picked at random from the squadron. Just before takeoff on a routine patrol, the plane commander was handed a sealed envelope with instructions to open it one hour prior to landing. The envelope contained word that the pilot would have to land his *Neptune* at an "enemy" field owing to circumstances beyond his control.

During the remaining hour of flight following disclosure of this information, the crew listed the equipment, publications and papers that would be destroyed and disposal method to be used had the "enemy" field been really enemy.

At the end of the patrol, the crew was

taken under guard and marched into a waiting room for interrogation. The "prisoners" were later questioned individually, and the plane was checked against the crew's list of material to be destroyed.

According to VP-4, the drill was excellent training for squadron personnel in proper conduct in the event of capture.

Navy Man Flies Own Planes

4000 Hours, None in Any Navy Aircraft

NAS BARBER'S POINT—Four thousand hours single and multi-engined time and never has flown a Navy plane—that is the record of Lt. P. J. Senger, commanding officer, flag administrative unit, of ComFairHawaii.

He has more hours at the controls than most of his fellow officers who are naval aviators, but Senger's time, accumulated since his barnstorming days in 1929, have all been in civil aircraft. He holds a commercial instructor's license, is a licensed aircraft engine mechanic and is designated a private pilot examiner.

With him, aviation is more of a hobby. Since arriving here in October, 1950, he has logged more than 400 flying hours in various types of planes. He owns a Stinson two-seater and a former Army plane, which he keeps at Honolulu International airport.

Senger, formerly a chief flight instructor at Waynesboro, Va., has noted a decrease in private aviation since 1949. He credits this to expiration of



LT. SENGER BESIDE HIS L-5 AT HAWAII FIELD

the GI bill of rights under which a veteran could learn to fly. Many civilian flying enthusiasts also have been recalled to active duty.

● NAS JACKSONVILLE—Lt. Joe Vaughn of VF-14 passed two milestones in his life while operating as part of the Sixth Fleet. After having passed his 1,000th hour in the air, he brought his plane to the deck of a carrier for his 100th carrier landing.

NIGHT-FLYING 'CHOPPERS' BUSY IN KOREA

SO YOU want to be an aviator and fly night and day? If it is flight hours you want, complete with Communist bullet holes in the wings and four or five combat hops a day, then join VMO-6 in Korea.

Flying the smallest airplanes and helicopters in the combat zone, this Marine outfit probably logs more hours of flying time than any other combat outfit, Navy or Marine. During May, for instance, the squadron logged 2,626 hours of flying—this despite the fact the KoWar had slowed down and flying of wounded Marines to rear areas was not as urgent as it had been. Even so, VMO-6's HTL helicopters made 222 evacuation flights that month. Just recently the bigger HOSS's began replacing the Bells.

Operating with 10 OE's (Cessna's) and 11 Bell pinwheels, the 33 pilots take pride in their flying records. Capt. Oliver D. Higgins led the "chopper" list with 43.6 hours in May. The champion OE pilot was MSgt. John T. Cain, since missing, with 184.1 hours.

VMO-6 is the senior helicopter unit in Korea, having been continuously in operation there since July, 1950, a month after the war started. Men are rotated out of the war zone, but the squadron stays on. During that time it has flown more than 4,000 wounded men from the front lines to hospitals and aid stations.

Besides Marines, the squadron also has evacuated Korean Marines and U. S. Army wounded. Night evacuation flights for the latter soldiers were taken over when the Marines were the only remaining helicopter outfit in Korea doing night hops.



ANSWERING a call for an emergency evacuation, a VMO-6 Bell helicopter starts off from the base camp to front lines; note OE's and HTL's on the flight line in sun-baked Korea hills

The helicopters do a lot of night flying, although their only instrument for that kind of "feeling around in the dark" is a turn and bank indicator. During April this year, 32 night evacuation flights were made, with flares and a searchlight on the plane belly being used to make landings on blacked-out airstrips.

One night Lt. Gerald L. Lillich picked up a patient in the "Punch Bowl" area of eastern Korea front lines. With only his searchlight to aid in landing, he flew down a road. Every time he saw an MP sentry's check-point fire, he would land and ask the direction to the next post. He made seven landings on the black road before he got his wounded

rider to a first aid center.

Another job of VMO-6 is to fly in VIP's and entertainers. Singer Monica Lewis was to be brought in to Kwandae-Ri one day. Pilots flipped a coin to see who won the honor of flying her in. Capt. Samuel F. Martin won, but was disappointed when the thrush decided she would rather fly in a helicopter than Martin's little OE.

Ordinarily the little squadron's flying runs between 1,000 and 1,750 hours a month. The OE's go out two and three times a day for artillery gunfire spotting, observation of enemy movements, taxi hops and mail runs to rear areas. Bomb racks were installed on their wings and when the big Chinese push was expected



WINTER OR summer, VMO-6's little Cessna OE-1's take off from gravel runways to spot Marine artillery fire on Korean Commies



JEEP ambulance brings wounded Marine to an advanced field where an evacuation helicopter from VMO-6 will fly him to a hospital



MARINES land rescue helicopters anywhere clear space can be found for the rotors



WHEN MAIL call goes out at advanced base, line of Marines eagerly awaits distribution



MARINE helicopter pilots stand by for any calls for aid to move wounded from the front

the night of June 25, the 2nd anniversary of the war's start, they dropped flares over the lines to pinpoint night troop movements.

The little Cessnas also run air strikes, giving advice to dive bombers or fighters as they come on the target.

To protect them from ground fire, pilots wear the new fiberglass bullet-proof jackets and have steel armor plating around their seats. Flying low and slow, they are prime targets for small arms fire and automatic weapons because the Communists know double-trouble fighters and dive bombers soon follow in their wake.

SINCE it has been operating in Korea for two years straight, VMO-6 has done plenty of cold and hot weather flying. During the superheated Korean summers, helicopters have difficulty in getting enough lift to carry more than one passenger. In the winter, when temperatures sometimes go as low as minus 22° F, the flying is easier, though chilly. Wounded men are placed in snug sleeping bags in the external litters to keep them from freezing.

Two of VMO's sergeants, Paul W. Fulcher and Herman F. Petruck, developed an idea which has been valuable in saving wounded men's lives. They perfected an aluminum bracker to fasten to the helicopter fuselage, a couple of feet above the litter. A bottle of blood plasma is placed in this rack and the life-giving fluid fed into the man's arm as he is being flown out of the combat zone.

Shortly after they developed the plasma-holder, it was used to save a young Marine's life. The Leatherneck was critically wounded in the abdomen while on a night raid. Capt. Robert W. Baker, forward air controller with the ground party, put in a radio call for a VMO-6 helicopter. Twenty minutes later it arrived.

The plane landed in the grey dawn, loaded the injured man into a litter pod and flew him back to a rear area hospital. Baker visited the helicopter outfit later



WAITING for the evening show to begin in VMO-6's deluxe air-cooled movie theater

to personally thank Capt. Robert E. McCluen for saving the Marine's life. McCluen, however, gave much of the credit to the plasma bottle idea of Fulcher and Petruck.

McCluen, incidentally, figured in another front line tale. A rescue call came in for a helicopter. When it arrived to pick up the wounded man, front line fighters were amazed to see McCluen leap out of the cockpit to help load the man in the stretcher. Although within range of Communist snipers, he was decked out in a freshly-pressed khaki gabaradine uniform with campaign ribbons on his chest. Bars of his rank sparkled in the sunlight.



OBSERVATION planes like this OY-2 helped Marine spotters locate Red ground troops.

It turned out McCluen was on the point of departing for rest and recreation leave in Japan when the emergency call came through for the evacuation. He had gone without taking time to change into flight gear.

The little Bell pinwheels have no hoist to use when picking up men marooned in inaccessible areas. A rope can be lowered with a sling on the end, into which he can get and be flown out. One mechanic, who went along on an evacuation hop, almost got left when the helicopter came under ground fire and started to soar off. Rather than be left behind, he grabbed onto the ski-like skid on which the pinwheels land and threw a leg over it. Hanging thus, he rode 25 miles back to safety.

One VMO-6 pilot in an OE was wounded while flying over enemy lines and the observer, Lt. R. F. R. Purdon, flew the plane back to a landing. 1st Lt. Edward B. Keyes, making his first hop as an observer, had to fly another plane back when his pilot was wounded, despite the fact he never had flown an airplane before. Just to prove his durability, he went on to make 317 flights across the Communist lines. In that time his planes were hit 45 times by small arms fire, but never were shot down.

Some close calls also have been recorded by VMO-6 pilots. MSgt. John R. Stone was flying along over a Red area when an 85 mm aircraft shell burst nearby. Fragments blew out one of his OE's tires but the plane kept on flying. Stone, incidentally, has more than 9,000 hours of flying time to his credit. 1st Lt. Kenneth M. Scott, on his last mission as an observer before being rotated, got a bullet through his right sleeve which drew blood.

ALTHOUGH they fly choppers and little Grasshoppers, VMO-6's pilots believe in the old Boy Scout motto about preparedness. Some evenings 1st Lt. William A. Brockman stands at the end of the little gravel runway with a couple of LSO paddles in his hands. Each plane coming in gets a carrier



SOLID comfort is the motto of VMO-6 enlisted men who view outdoor movie lying flat on backs in the dust, even in a blackout



NOTHING fancy about VMO-6's tent city in the Korea hills; men sterilize their food trays in hot water after finishing chow

landing routine.

"After all, none of us knows when he may be transferred to a carrier-based fighter outfit," says the rotund Brockman. "It doesn't hurt to keep your hand in."

Although it is close to front lines, the helicopter squadron sees many stars of high-ranking officers and is checked out in military protocol.

BGen. Merrill B. Twining, assistant commanding general of the 1st Marine Division was being flown on a front line tour of inspection by 1st Lt. William J. White. A second helicopter carrying another high officer was flown by Capt. Walter T. McMillin.

The latter's pinwheel developed engine trouble and landed in a rice paddy White brought his plane down alongside it. BGen. Twining stepped out to let LGen. Franklin A. Hart, Commander of Fleet Marine Force, Pacific, have his seat, then stood ankle deep in the mud to wave a "cheerful" farewell to the three-star general.

Helicopters and OE's have had no trouble from enemy planes, although one pilot spotted a *Yak* fighter in the distance. Occasionally the little Cessnas are used to fly aerial photographic hops for 1st Marine Division intelligence. The rear seat was turned to face aft for better shooting.

COMMANDING officer of the observation unit, which is noted for its excellent morale despite its rugged operating conditions, is Maj. Wallace J. Slapney, with Maj. William A. McLean as executive officer.

The squadron's little 1,100 foot gravelled runway is located a few miles down a narrow valley from their "rich cousins", HMR-161, flying the big HRS-1 helicopters. The big helicopters are used for carrying large numbers of troops to mountain top areas and other tactical movements.

One of its sidelines, however, is dusting the troop areas in the region with DDT to kill flies and mosquitoes.

VMO-6 can vouch for its efficiency at the latter task—one of its late-afternoon softball games was broken up when an HMR-161 pinwheel liberally doused the diamond and players with a cloud of choking chemical while a game was in progress.

With no running water in its base camp, VMO-6 for a long time was hard-pressed for showers for tired, dusty pilots and crewmen. They had the choice of walking a mile down a dusty road to another unit's crude shower tent or else washing off in a foot-deep stream a mile in the other direction. Then someone discovered an underground spring right off the runway and from then on everyone enjoyed a welcome though frigid shower on their own premises.

New pilots reaching VMO-6 are visibly shaken when first assigned operations duty. In full view of the operations tent is a grave-size mound of dirt. The headboard bears the legend:

"THIS OPERATIONS DUTY OFFICER MADE ONE MISTAKE!"



BRACKET on HTL fuselage holds blood plasma bottle during hop; Sgt. Fulcher, Capt McCluen, Sgt. Petruck developed the device



SGTS. Requero, Bates, Mueller and Pfc. Gayle perform an engine change in one day on OE alongside runway at their base

FIRE ON THE BOXER KILLS NINE



THICK SMOKE POURS OUT OF #3 ELEVATOR AS CREWS ON HANGAR DECK FIGHT FIRE ON THE BOXER

NAVAL aviation's worst accident of the Korean war occurred 90 miles off the Korean coast on 6 August when an unexplained hangar deck explosion on the carrier *Boxer* killed nine men and injured 32 others.

The explosion occurred at 0616 as the *Boxer* was preparing to launch strikes against the Reds. Fed by gasoline, bombs and ammunition in the fully-loaded planes, the ship became an inferno seconds later.

Sixty-three men were forced to jump over the side to escape the flames and explosions. Fire fighters instantly began pouring water and foam on the flames, but were hampered by exploding ordnance and when flames burned around vital fire-fighting gear and communications lines.

Plane crewmen rushed in among the burning planes to strip bombs and ammunition before they exploded. Cdr. R. C. Bengston, the executive officer, and Cdr. J. A. Leonard, engineering officer, led the firefighting efforts, with Capt. Marshall B. Gurney, who had just assumed command of the ship from Capt. Dennis J. Sullivan, in charge.

Many men were trapped briefly in spaces above and below the hangar deck by the dense smoke. Rescue workers in oxygen masks guided many to safety. Far below the water line, engineers donned masks to remain at their posts. For nearly four hours 3,000 men on the carrier battled to control the fire.

Stories on individual heroism were many. R. W. Chapman, AD3, played a fire hose on Airman Ralph L. Finley, who was lying seriously injured under a plane. With bullets flying around him, Chapman dragged him from the spot

into the photo lab. There he was trapped for nearly an hour by the flames.

LCdr. Kenneth McAfee, gunnery officer, asked for help in heaving a hose into place. An eager figure in khaki dashed to his side. Peering through the smoke, McAfee recognized the senior chaplain, LCdr. George Hoglan. "I didn't mean you," McAfee protested.

"I can work as well as anyone else!" the chaplain snapped.

With each plane a potential fire bomb, Lt. W. J. Norton, hangar deck officer, managed to get the #3 elevator lowered with men and fire hoses on it. He then had a plane pushed onto it and the engine started. The whirling prop helped clear the smoke and gas out so the men could fight the fire better.

CADY E. LEIB, AB3, after directing the moving of planes away from the fire, donned oxygen breathing gear and searched for men in the smoke-filled spaces. He first rescued four men from a compartment directly above the hangar deck. Then, on two trips below, he rescued five more. In addition, he recovered the bodies of two who had died from smoke and heat.

Fireman John Lewis, Jr., worked without a mask. Making trip after trip to fire rooms three and four, he rescued at least 11 men. He finally was overcome by smoke himself. In the Marine compartments, five men decided to fight their way out. Holding hands to avoid being separated in the smoke, they felt their way to the hangar deck. As they reached it, a bomb exploded, killing one instantly and blowing another into the sea, where he disappeared. One Marine recovered con-

sciousness and found himself clinging to a pipe on the side of the ship.

One doctor and two enlisted men were killed on the line of duty. Lt. James E. Shropshire, Jr., medical officer for CAG-2, was busy on the hangar deck, 100 feet from the flames. A fragment of an exploding shell ended his heroic efforts. Hospitalmen Richard S. Taylor and James V. Wark died in a similar manner.

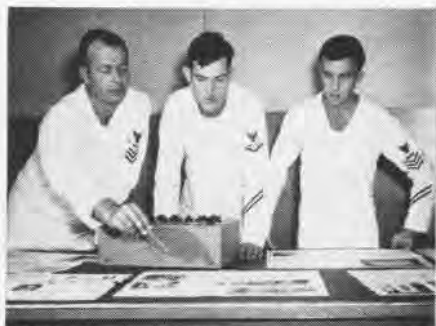
(More pictures of fire on inside front cover.)

Corpus Men Build 'Lung'

Polio Project Gets Merchants Interest

NAS CORPUS CHRISTI—Using plans obtained from a scientific magazine, a small group of civic-minded sailors here has built an iron lung for treatment of polio cases in the Corpus area.

The idea for the lung came from John Hults, AD1. After securing the



HULTS, BECHER, BURNS EXAMINE LUNG'S PLANS

plans, he contacted local merchants and got an estimate of \$260 for all the materials in the proposed lung. When the merchants heard about the project, however, they donated most of the materials.

With the cooperation of the Corpus chapter of the Foundation for Infantile Paralysis, the sailors gathered the materials and plans and built the lung, to be given to Nueces county chapter.

Two VP Outfits Win Honors

VP-34, VP-3 Finish Year Sans Wrecks

FAIRWINGS, ATLANTIC—Two patrol squadrons of this wing—VP-34 and VP-3—were the only two units of the Air Force, Atlantic Fleet, to complete the 1952 fiscal year with 100% safety marks.

These two top safety squadrons are ASW patrol bomber units under FAIRWING-11 at Jacksonville. Cdr. C. A. Lenz is skipper of VP-34, which flies *Mariners* from Trinidad. In the last half of the year it logged 3,613 flight hours.

VP-3, flying *P2V's* operates out of Jacksonville under command of Cdr. L. E. DeCamp. Both patrol plane units participated in ASW, destroyer exercises, with airships and hunter-killer aircraft, plus several other fleet operations.

NEW, BETTER EXPOSURE SUIT OUT



NEW MK 4 exposure suit showing excellent flotation qualities; pilot is putting on the quick-donning gloves; reports from fleet pilots were included in revised model

WITH THE Navy operating extensively in cold waters, it became apparent that an improved immersion suit would have to be provided for pilots who had been unwilling to wear the cumbersome and hot Mk 2 anti-exposure suit. In 1951 the Bureau of Aeronautics assigned the task of developing an improved garment to Aeronautical Medical Equipment Laboratory, Naval Air Material Center, Philadelphia. The Mk 3 anti-exposure suit was in production within five months!

To date, at least 10 cases of cold water escapes have been fully investigated, and it has been definitely established that the life of the pilot has been saved primarily by this garment. In one case, a pilot had parachuted into 31°F water surrounded by ice-floes; the pilot clambered out of the water and perched on a floe for 55 minutes awaiting rescue by helicopter. When rescued he averred he was comfortably warm throughout the experience, except for his hands. (It is estimated that freezing water can kill a man dressed in ordinary flight gear in 5-10 minutes.)

Nevertheless, as use of the garment increased, it became apparent that certain inadequacies demonstrated by the pilots as inherent features of the suit should be corrected. The pilots pointed out that they often were unable to obtain good fit from the limited number of sizes offered. They further requested that the mobility of the anti-exposure suit be increased and at the same time reduce its bulk; that the foot gear assembly be made less complicated. Other comments included the need for a easier donning, better hand protection and more durable seals and suit fabric.

From almost every squadron using the Mk 3 anti-exposure suit came com-

ments and suggestions for improvement. Based on these comments, AMEL proceeded to develop a new garment known as the Mk 4 anti-exposure suit, incorporating most of the corrections offered by the pilots themselves. The number of sizes was increased from five to 12 and the boot sizes were increased from four to 15.

The bulk of the suit was reduced materially and the mobility increased by a radical design change and by strategically incorporating two way elastic stretch material placed at areas of strain. Thus "give" was incorporated into the suit. Mobility in the insulation liner has been increased and at the same time, the bulk has been decreased appreciably. The sleeves have been lengthened, adding thermal protection to the wrists.

An insulated boot, requiring no extra heavy socks was provided. This boot



OLD-TYPE suit with seat chute and new suit with back chute; note better fit, pockets

is both comfortable and warm at a temperature of -40°C .

It is much easier to don the Mk 4 as the boot is also a walking boot and there is no shoe to snag the suit when the foot is inserted into the pants leg. Further ease of donning has been provided by widening the entrance portal five inches. The g-sleeve covering has been provided with a finger-grip tab to facilitate affixing it to the g-aperture fitting on the exposure suit.

An emergency watertight glove has been developed that is stowed in special pockets in the suit. Thus, a downed pilot can don these gloves and his hands will be protected for extended periods of time under the most adverse conditions of cold.

An entirely new-type nylon reinforced rubber wrist and neck seal has



OLD AND new inner liner, showing longer sleeves, better body fit on Mk 4 on right

been developed that is considerably more comfortable to wear and will not rip or tear. A base fabric equal in weight but considerably stronger than that used in the Mk 3 was developed for the construction of the Mk 4. Also, additional pockets for specialized use have been provided for both the insulating liner and the outside shell of the Mk 4 anti-exposure suit.

● **NAS COLUMBUS**—VR-691 recently received a score of 98 out of a possible 100 on its final evaluation report to CNARE-TRA after completing annual training duty at NAS Norfolk.

● **USS ESSEX**—The cake Lt. Roger D. Nelson sliced aboard this ship was really a double celebration. Lt. Nelson made the 47,000th landing aboard the carrier and had also just become a father for the fourth time.



THESE SHARP-EYED MARKSMEN WON COMFAIRJAX ROCKET CHAMPIONSHIP 3 MONTHS AFTER FORMING

New Squadron Sets Record VF-101 Rocketeers Average Error 23'

VF-101, JACKSONVILLE — Three months after it was commissioned, this fighter squadron romped off with a new local record for competitive rocket firing, scoring an "outstanding".

Out of 13 pilots competing in the exercise, nine fired "outstanding" scores and the remaining four "excellent". Leading the marksmen was Lt. (jg) W. P. Davis with a perfect score. The record may be a fleet mark also.

Men winning the coveted "E" for outstanding were Lts. L. W. Skelly, J. B. Stetson and J. W. Wachter, LCDrs. G. H. Mahler, commanding officer, and LCdr. J. O. Mayo, exec; Lts. (jg) L. E. Koert and J. G. Hayes and Ens. T. I. Pickett. Men scoring "excellent" were Lts. (jg) J. M. Arnold, G. F. King and R. M. Neumann and Ens. V. A. Eisenmann.

Total error for the squadron, 52 rockets fired, was 1240 feet, giving an average error of 23.8 feet. VF-101 flies FG-1D's.

The squadron recently voted to adopt the insignia and nickname—*Grim Reapers*. Contingent on official approval, VF-101 will be the fourth squadron to bear this famous name, succeeding VF-10 of WWII renown.

Marksmen in the accompanying photo are, front row: Pickett, Koert, Mahler, Mayo, Hayes and Wachter. Back row, Davis, King, Stetson, Neumann, Arnold, Skelly and Eisenmann.

First CVM Is Commissioned National Model Meet Scene of Event

The Navy-sponsored annual National Model Meet held this year at NAS LOS ALAMITOS was full of thrills for both contestants and spectators. About 800 contestants participated in the meet.

Many of the highlights of the meet came on the final day. The *Blue Angels* staged a thrilling show for thousands of spectators and high Navy brass. SecNav Dan A. Kimball termed their display of airmanship as a convincing demonstra-



SKIPPER ROBERTSON SURVEYS HIS NEW COMMAND

tion of the Navy's continued preeminence in this field.

The *USS Small Fry*, which has been used in the Navy carrier event at model meets for the past two years, was formally

commissioned as CVM-1 (midget carrier), the first of a growing fleet. The commissioning ceremony was conducted in accordance with the procedure set forth for full-scale vessels, complete with an honor guard and band.

SecNav Kimball was given full honors on coming aboard the *Small Fry*. He delivered the commissioning address and Capt. E. J. Drew, CO of Los Alamitos, placed the ship in commission on orders of "Chief of Model Airplane Operations." The ceremony was complete with the invocation and the national anthem at the hoisting of the colors.

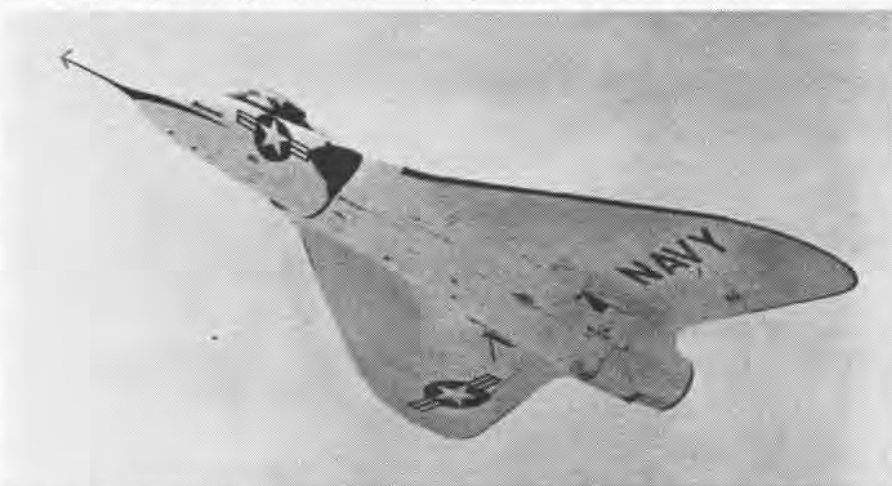
Barry Robertson, 16, of Pacoima, California, was selected as the honorary skipper of the midget carrier. He was the youngest contestant entered in the Navy carrier event. In recognition of his appointment, young Robertson and his father were flown to Pensacola, where as guests of the Navy, they witnessed full-scale carrier operations aboard the *Cabot*.

Midway Entertains USAF Jets and Train Land at Pacific Island

VR-21, MIDWAY ISLAND—Memories of busy World War II days were revived at this tiny Pacific air station when 80 planes were on the deck at one time on July 10.

Col. Dave Schilling and his wing of 59 F-84G jets descended on the island like a flock of the proverbial gooney birds. The jets were supported by a large number of transport aircraft which included C-74's, C-97's, C-124's, B-50's, C-54's, and B-17's.

The refueling, towing and parking of the aircraft presented quite a task, but the station, detachment and Air Force combined to do the job successfully. More than 100,000 gallons of fuel were pumped in a 24-hour period.



NEW FLIGHT view of the XF4D Skyray being built at Douglas El Segundo plant shows the butterfly wings of the powerful delta-wing interceptor. It weighs about five tons and is rated well over 600 knots. Powered by the J-40 jet, it is one of the Navy's most promising fighters. The Skyray put on a spectacular slow-flying demonstration before a crowd of aviation writers at Muroc recently. It has a single, thumb-like vertical tail.

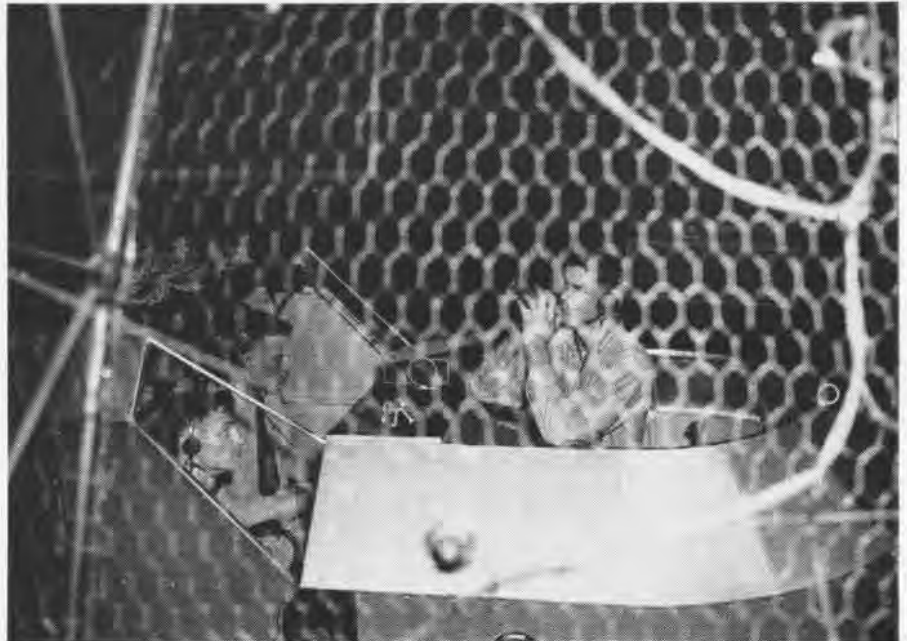
COMBAT READINESS GROWS GADGET WISE

CONEY ISLAND with its roller coasters, fun houses and fascinating mechanical gadgets that light up all over the place has nothing on the Training Building at NAS QUONSET POINT.

There, in the Aviation Training Aids Unit, are housed a number of mechanical devices that would delight the heart of any funster, but they're devices for a purpose other than pleasure. Keeping naval airmen up-to-date on the latest developments in aviation would cost the government many thousands of dollars if it were not for these training devices. For only a fraction of the cost of a real flight, students can make simulated flights to any part of the world under almost any conditions. What's more, when they graduate to the real thing, they know what to expect.

A little more than a year ago, CNO established the first Aviation Training Aids Unit at NAS QUONSET POINT to meet the increased requirement of maintaining operational readiness of aviation personnel. In many cases, ground training programs had been on a haphazard, catch-as-catch-can basis. There just weren't enough training facilities nor personnel or equipment to meet all requirements. The answer seemed to lie in the establishment of one central facility through which all aviation activities in a given area could obtain equipment and guidance in ground training.

Quonset was chosen as the site for an experimental unit. The knowledge gained there was to be used as a criterion elsewhere. Once operating rules and pol-



NO, IT'S not a squirrel cage they're in; W. Craddock, ADC/AP, flies the celestial trainer while Storm, TD1, acts as navigator and Sherlock, TD2, takes star fix

icy had been decided, ATAU was to move under command of COMFAIR QUONSET and other units were to be set up as component activities of other Fleet Air Commands.

Today ATAU QUONSET has come of age and moved to COMFAIR QUONSET. It's a smooth-running organization with two officers and a handful of enlisted men doing a gigantic job. Two subsidiary units have also been set up at NAS BRUNSWICK and NAS ATLANTIC CITY, under Quonset's jurisdiction.

ANY DAY at the ATAU is a busy day. The phone rings constantly as squadron ground training officers call to get the latest word on training devices. While most of the trainers are an old, old story, the methods of training and constant utilization of trainers have given new life to training programs.

The ever-expanding unit is under direction of LCdr. John I. Leonard. Prior to his recall to active duty from the Organized Reserve at NAS NEW YORK, LCdr. Leonard was with the Office of Naval Research at the Special Devices Center working in connection with the development of aviation training devices. LCdr. Russel Gearin, asst. OinC, was also recalled from NAS SQUANTUM.

Under LCdr. Leonard's control, ATAU provides personnel for operation, instruction and maintenance of training devices, issues films, charts, posters, mock-ups, models and literature to supported fleet air units; and maintains adequate stocks of training aids and spare parts to meet training requirements. LCdr. Leonard also has the task of training OinC's for other ATAU's.

As projection and sound equipment become available, ATAU will issue them to their activities for use in ground training programs. While the ATAU maintains liaison with all activities undergoing training, it is not responsible for the conduct of their training syllabi except on the major devices. The unit merely acts as a guide, assisting and indoctrinating them in the proper application of training aids and devices.



ONE REASON why gunnery training is popular at Quonset; ATAU instructor, R. Gardner, TDAN, points out correct sight usage on 3A-35 gunnery trainer to a student



MORE thrills per second come in Dilbert Dunker; VP-8 aircrewman takes spine-tingling ride as part of readiness training



FASRON-101 Flight Surgeon, LCdr. C. N. Curtis gives word on use of oxygen mask for trip "upstairs" in low pressure chamber

A TRIP through the busy training building is reminiscent of old school days. Rooms have been renovated and classes are scheduled throughout the working day. In the recognition classroom, airmen learn to recognize and identify the different types of planes and ships of American, friendly and enemy nations by watching a picture flash on the screen for a mere tenth of a second.

Elsewhere in the building, classes are conducted in communications, fighter direction voice procedure, radio equipment operation, lost plane search and rescue procedure, celestial navigation, free gunnery, survival training and link instrument training.

Scattered throughout the building are numerous panels which make up the P2V-4 trainer unit from NATTC MEMPHIS. It's the first one on the east coast and fleet squadrons and FASRON units are receiving instructions on flight and maintenance of this type aircraft.

One of the latest devices to arrive at Quonset is doing wonders for the ASW training program. It's a sonobuoy trainer, device 15-M-7B2, used for training aviation personnel in the proper use of sonobuoys for tracking submarines.

Keen hearing is a "must" for students. Before they can qualify for this training, they must have their hearing tested. So delicate in detecting sounds are the sonobuoys that the student with keen hearing can recognize the sounds of fish, footsteps or even the slamming of a door within the submarine.

On a torrid day, sonobuoy training is very popular. Even the hottest "hot" pilot cools down considerably as he listens to the cooling sound of water in an air-conditioned classroom.

The trainer provides twelve sonobuoys, eight recording turntables and three 10-inch cathode ray tubes which substitute for the scene of the target

areas as crew members would see them when looking out the ports.

The trainees carry out the tasks of pilot, navigator, bombardier and radioman as they fly their plane in the vicinity of a submarine whose course and speed are controlled by the instructor. Twelve sonobuoys are available to be dropped automatically at the "present position" of the aircraft. Students are limited to six drops at the present time.

Having laid out a pattern of sonobuoys, the student radioman at his simplified mockup of a sonobuoy receiver listens to the underwater sounds transmitted by the sonobuoys as his plane maneuvers over the pattern and interprets the sound. The course and position of the submarine tracking are supplied from the eight recording turntables. The relative positions of the submarine, aircraft and sonobuoys appear as bright spots on the three 10-inch cathode ray tubes. The display can be changed manually to enlarge the target area. Either the aircraft or geographic zone can be the center of the display scope.

The aircraft, controlled by the student, has a speed range from 40 to 250 knots and a 0 to 10 degree per second turn rate. The submarine, which appears on the students' display scopes at the discretion of the instructor, operates at various speeds and can be made to zig-zag and perform all kinds of maneuvers. The submarine's tactical diameter for a given rudder angle is constant with varying speeds. Acceleration and deceleration of the submarine are not simulated.

In order to accommodate a larger number of students, the trainer is supplied with 13 headset and an amplifier loudspeaker unit. These additional students can listen to underwater sounds as the radio operator tunes them in and observe the visual displays of the positions of the sonobuoys on the scope.

The training afforded in submarine detection has been of immeasurable value in improving combat readiness and is in great demand by all squadrons whose mission includes ASW.

Another device which is in constant utilization is the F9F-5 operational flight trainer which replaced the F9F-2 trainer. The controls, instruments and other flight equipment are activated to properly simulate emergencies.

Flight simulation includes starting, taxi, take-off and landing procedures, high mach number effects dependent upon density altitude, power settings, control movements, drag conditions, loading and CG changes.

Long before the jet pilot finds himself in an emergency situation in his aircraft, he is taught proper procedures in the trainer. By the time he gets into difficulty in the air, his reaction is almost automatic, saving him from "losing his head" when he really needs it.

TRAINING for almost every type of emergency has been taken into consideration. While most flyers won't have to rough it, just in case they do, a large display of all types of survival equipment has been provided in one central facility in the Training Building. Since most squadrons don't have sufficient equipment to provide their own displays, a central display for use by all squadrons was the logical answer.

A movie projector, sound equipment and a screen have been set up in another room in the building so that numerous survival films can be shown. Trained personnel are provided to aid squadron survival officers in teaching pilots and crew members about proper survival techniques.

Every day pilots report to the station infirmary not in answer to sick call, but for a "flight" in the low pressure cham-



INSTRUCTORS L. E. Callahan, AO1, and Ralph C. Pemberton, ADC, demonstrate the switches to fire rockets on P2V-4 trainer



SERIOUS business for Ens. Berland and H. F. Colby, AL3, of VP-26 as ATAU's Hinish and Mason instruct on sonobuoy trainer

ber. Hundreds of pilots are going through the chamber, learning the correct procedure for flying at high altitudes.

The chamber is manned by Lt. Gladys Brewer Holton and David Sherlock, TD2. Lt. Holton lectures on the physiological aspects of high altitude flight, emergency procedures and then follows by taking the pilots on a simulated flight to 40,000 feet. She is in constant communication with the men inside the chamber because, occasionally someone does get panicky, even though they all have been told how they will feel and what they can expect.

Over in the station's big indoor pool, Dilbert Dunker is working overtime. As part of their readiness training, all pilots and aircrewmembers are checked out in the trainer. It takes only one ride to teach the men to take a big breath just before they hit the water. Some of them swallow a lot of water, but no serious incident has occurred. Students consider the experience soggy but valuable life insurance in case they ever have to ditch.

At the suggestion of NAS LAKEHURST helicopter pilots, a rig will be used with the trainer to permit instruction in the proper procedure for correct

positioning in the helicopter hoist harness. In order to get the "feel" of the rig, trainees will be hoisted four feet from the surface of the water.

One of the newest training devices is being utilized at VC-12. It's a device with a moving radar target for training radar operators and CIC personnel. The accent is on economy as it doesn't require operational ships and aircraft.

THE DEVICE is capable of operating with surface and air search radars with the transmitter either "on" or "off" or with remote radar repeater scopes. However, the movement of the student's ship is not taken into consideration.

One complete unit of the device produces six realistic targets to simulate moving ships, aircraft or a combination of both, each of which is independently controllable in speed and course. The air targets are variable in speed from 100 to 600 knots over a range of 120 miles. The ship targets are variable in speed from 5 to 30 knots over a range of 30 miles when all targets represent ships. Mark IIG band and IFF signals are simulated and may be applied to any selected target by switching.

Officer and enlisted air controllers in VC and VS squadrons are undergoing this training. It will also be used to acquaint pilot personnel with the intricacies of airborne intercept problems.

Quonset fighter pilots no longer have exclusive membership in the Order of Military Instantaneous Acceleration Society. The ejection seat trainer is available to all pilots who wish to check out in it, thereby becoming eligible for the Society.

Sometimes special devices need repair and overhaul. Located throughout the country are seven special devices overhaul shops, one of which is at Quonset. After a short stay in the shop, completely overhauled trainers are made available for distribution to ATAU's activities.

All Trademen assigned to ATAU are in constant training to maintain their proficiency. One hour daily is set aside to conduct in-service training. They must also sign up for a correspondence course in Special Devices.

A milestone for Quonset was reached when ATAU moved to COMFAIR. Three enlisted women attached to the unit became Quonset's first "seagoing" WAVES. All are TDAN's, working in Link Trainers and learning how to maintain them. Ruth Gardner also instructs in the 3A-35 turret gun trainer for squadron enlisted personnel.

With ATAU QUONSET now well beyond the experimental stage, the value of a central facility to assist in carrying out an effective training program has been clearly demonstrated. Units have been established at Norfolk, San Diego, Cherry Point, El Toro, Whidley Island, Jacksonville, Barber's Point and Alameda. Fleet activities in these areas are also receiving similar readiness training.

As the Navy's airdales pass through these "gadget heavens" and scatter to the four corners of the earth, they will leave with the knowledge they are the best-trained aviation personnel in the world.



SEAGOING Waves, Ruth Gardner and Bobbie Owen, adjust Link 1-CA-1 trainer



DISCUSSING installation of parashut in survival room are LCDrs. Leonard and Gearin

THEY STOOPED TO CONQUER AT NAF SALEM



THREE SNJ's fly in formation over the hangar at NAF SALEM. When the facility was first commissioned, hangar served as administration building until one was built

GROWING in just three years from a struggling unit with a broken-down hangar into an operation resembling that of a full-sized Reserve naval air station is a tremendous achievement in anyone's language. At the Naval Air Facility in Salem, Oregon, credit for this accomplishment goes to a small but active group of stationkeepers.

The facility occupies the unique position of being the only Naval Air Reserve organization of its kind in the nation. It was surveyed for use in November 1948, but final approval was not forthcoming from the City Council until 24 January 1949. In April of that same year LCdr. G. W. Hug, now Cdr., was recalled to active duty to take over the facility as Officer-in-Charge.

Cdr. Hug and his assistant, LCdr. S. R. Fallander, put the operation into high

gear with a pep talk to the 21 enlisted men who had been transferred from NARTU SEATTLE as stationkeepers for Salem. From that day on, every man not only carried on with his primary duty, but he also learned how to be a carpenter, plumber, painter, metalsmith or general handyman.

The facility and its first Associate Volunteer Unit (A) were commissioned on 5 August 1949 by Capt. A. E. Buckley, then CO of NARTU SEATTLE. The *Blue Angels* and two air groups from Seattle performed for the spectators in typical Navy style. With its establishment as an official organization, NAF SALEM became a source of pride for a Navy-minded community.

By June of 1951, 241 pilot officers had been processed for flight units in the Salem area. Many came from such far-

away places as Medford, Grants Pass and Coos Bay. By the end of the fiscal year, 4,982 hours had been put on the five SNJ's and two JRB's allotted to the facility.

In July 1951 training operations were stepped up with the decommissioning of the AVU(A)'s and the commissioning of three AAU's as part of the Group II Program of the Naval Air Reserve Training program. The 25-pilot allowance of these units was completely filled until recently when 17 pilots volunteered for active duty.

THE MEN at NAF SALEM are devoted to the task of keeping the facility in its unique position. After receiving crash equipment, they discovered that there was a definite lack of fire-fighting equipment. The fact didn't discourage the stationkeepers. They put their heads together and came up with the idea of building a 2000-gallon fire truck from a surplus gasoline truck.

The pressure pumps were obtained from surplus stores and the foam nozzles were obtained by devious methods, as yet unrevealed. The men had a chance to demonstrate their talents by saving a house in their vicinity when the local fire department ran out of water and had to call for the Navy equipment.

The amateur fire fighters saved the house with their own homemade equipment. Since that time, most of the men at Salem have graduated to veteran fire-fighters by going through fire fighting school at NAS SEATTLE.

Starting with only the one hangar, the men have added to the buildings at the facility until now it has the appearance of a major air operation. Under construction at the present time is a combined



TEST run on new 2000-gallon fire truck the men built is held by Roberts, Kneidler and Holman as LCdr. Fallander watches



CARPENTERS, too! Holmes, Empey, Hatzenbubler, Weitstein, Alexander and Holman work on combined shop and storage building



CAREFUL with that needle, Doc! J. E. Brown, HMC, receives a shot from R. L. Daut, HMC, in NAF SALEM's compact sick bay



TRAINING cruise activity includes demonstration in metal bending. Phillips and Williams show Thomas and Holmes the way

shop and storage building. Twelve men whose primary duties designate them as pharmacist mates, radiomen and yeomen help in construction during their free hours.

All engine checks and changes on the seven aircraft are completed at NAF SALEM if at all possible. Airmen Recruits on two weeks training cruise do what they can to help and eagerly absorb the knowledge that will someday make them experienced airmen.

Even in the Medical Department, the Salem men have demonstrated their penchant for independence. All medical examinations are handled by three Reserve doctors who give their time one Sunday each month to keep the organization going. One is a flight surgeon. Pilots in the area don't have to travel to Seattle for their physicals, but are taken care of in the very complete, compact sick bay. The equipment was gathered together from various sources and reconditioned.

ABOVE THE noise that can always be heard around the hangar, the hum of a sewing machine can sometimes be distinguished. The machine was salvaged by the stationkeepers from a local dump heap and completely overhauled. All tarpaulins and engine covers are tailored by one of the radio technicians in between his checks of radio equipment.

Interest runs highest at NAF SALEM during the annual training cruises. During fiscal 1951, all but two of the pilots made the cruise and 92 percent of the enlisted men were in attendance.

Specialized training, such as GCA and ATC coordination, is given at NARTU SEATTLE and the Seattle-Tacoma Airport, but all planes are based at Salem for maintenance. Enlisted men get more than a fair share of on-the-job training under the tutelage of the stationkeepers. Because of the limited number of airplanes,

flying during the cruise is a dawn-to-dark affair and the men work hard keeping the assigned planes in the air.

With the continual round of activity at the facility, it would seem almost impossible for the men to find any time to relax. Yet NAF SALEM boasts a well-rounded recreation program. An annual golf tournament has all hands competing and there's a volleyball tournament and softball team in competition most of the year.

With these teams representing the Navy in the area, things are never dull. The men spend their time at the coffee mess bickering back and forth among each other as to which team is going to polish off the other. It's the same type of eagerness and drive which has accomplished so much at Salem.

Capt. R. E. Coombs, Jr., CO of NARTU SEATTLE, made the first formal annual inspection of the facility last February along with Cdr. J. I. Fadin, pre-

sent OinC, and LCdr. Fallander. The morale and smartness of the group was apparent to all officers of the inspection party. Naturally, they were proud of this offspring of the NARTU.

Now that daily life is settling into a more or less routine pattern at NAF SALEM, the ever-alert group of men are casting their eyes toward their parent station, anxiously awaiting the time when operational-type aircraft will be made available for their use. Many of the Reserve pilots travel to Seattle just to keep their hand in airplanes that were familiar to them during World War II. With such energy and persistence, they will soon find themselves reaping their just rewards.

ORGANIZED RESERVE UNITS

AAU-891—LCdr. William H. Trindie, CO.
AAU-892—LCdr. Clifford C. Burke, CO.
AAU-893—LCdr. Glenn M. Revel, CO.
AGU(LI)-892—Cdr. Carl H. Cover, CO.



IT'S GOOD to get back in the air again! Reserve pilots P. H. George, R. C. Good, W. S. Wright, R. F. Woody and C. E. Berg leave field after flight during cruise



THE PAST summer 927 midshipmen in their second class year at the Naval Academy spent eight weeks learning about aviation. Their training included a cruise on the CVB *Midway*, a field trip to Philadelphia, aviation indoctrination at Annapolis and a visit to Patuxent NATC. In this photo, a naval aviator explains an aerial maneuver during the ship's cruise in Canadian waters.

Coral Sea Fliers Are Busy Claim Record—5,968 Hours of Flying

CVG-4, CORAL SEA—Air Group Four may have set a record for hours flown in one month on a Mediterranean cruise when it racked up 5,968 hours and made 2,052 carrier landings during June.

The Air Group and detachments of VC-4, 12, 33, and 62 chalked up the record with only one collapsed tail wheel to mar the perfect accident record. CVG-4 is made up of VF-62, VF-43, VF-44, VA-45

and VMA-211, flying *Banshees*, *Skyriders* and *Corsairs*.

Of special interest is the amount of night operations conducted. Cdr. Larry Geis's group has a goal of one night landing a month for each of the so-called day pilots. Since departing Norfolk 19 April, 479 night landings have been made. The fliers found time to visit Genoa, Taranto and Naples also during the month.

With 10,451 hours under their belts in two and a half months, *Coral Sea's* fliers have their sights set on maintaining a round-the-clock combat readiness second to none in the Atlantic Fleet.

Marines Going to Europe Two Squadrons to Join Forces in Med

Two squadrons of Marine fighter planes will be transferred to Europe this fall to bolster western air power in the Mediterranean area.

The two squadrons, numbering 32 planes, will be assigned to the Sixth Mediterranean Fleet to improve air defense measures in that area and reach Italian pilots close air support techniques.

The Marines are scheduled to arrive in Europe about the time that some 300 Canadian jet fighters will arrive to take over the "top cover" mission of Allied air forces in central Europe.

● MCAS KANEHOE BAY—Capt. Charles Stanton of MAMS-2 flew his R5C to Maui, picked up four *Leatherneck* potentials and brought them to the Honolulu Marine Recruiter. They all chose a Marine career.



PERCHED on the prop of an R4Q Flying Boxcar at Cherry Point is pretty Ann Mills, the beauty queen of nearby Morehead City, who was chosen "The Cargo We Would Like Most to Carry" by VMR-252. She is believed the first mascot picked by a Marine VR squadron.

No Clouds, Lightning Hits Panama Target Tower Is Hit by Bolt

Being struck by lightning out of a cloudless sky was the strange experience of Lt. Donald Baskin, attached to Fleet Weather Central, Balboa, Canal Zone.

Baskin was flying an Air Force B-26 for an Army anti-aircraft unit on the entrance to Panama Canal. He had been in the area for more than an hour and had 5,000' of armored cable out with a radar sleeve attached.

There were no clouds closer than 10 miles away at the time. He noted a flash of lightning about 50 miles away, and two minutes later his plane was struck by lightning.

"The plane lurched and I was blinded momentarily. The lightning struck the plane on the left side of the nose and traveled down the side to the rear," Baskin said. "It passed on to the small cable at the rear of the plane and completely burned it."

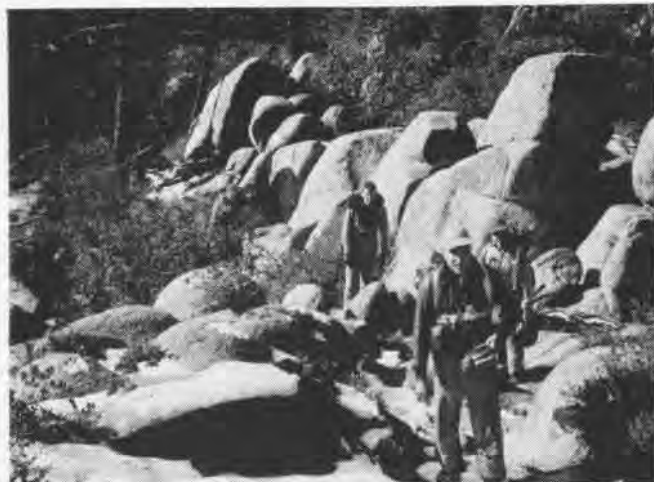
"My ordnance man reported we had lost all the cable. Looking back there was a trail of smoke to the rear about 2,000 or 3,000 feet, caused by the burning cable. This smoke trail was observed by naval personnel on the ground seven or eight miles away."

There was not precipitation encountered for more than an hour prior to the discharge and no clouds closer than an alto-cumulus formation 10 miles away. Ground inspection showed small pin holes in the plane's nose section. In the cable exit, a hole the size of a dime was burned aft of the round tube holding the cable. The tow reel had numerous burned spots wherever the cable still on the reel was touching it.



THE FIRST night fighter detachment to go aboard a carrier equipped with F3D-2 Skynight jets joined the USS *Franklin D. Roosevelt* before she left for duty in the Mediterranean area. A detachment of VC-4 at NAS Atlantic City, the group pictured above is, left to right: Lt. S. J. Burtschell, Jr., Lt. (jg) E. H. Steentofte, LCdr. C. L. Null, officer in charge; Lts. (jg) R. S. Bick and G. L. Wegener. The detachment claims a record for having qualified aboard a carrier 21 days after receiving their first Skynight planes.

FINAL EXAM IN LIVING ON A SHOESTRING



ON TREACHEROUS TRAIL TO LOST VALLEY, MEN FIND GOING ROUGH



CAMPER PREPARES DESERT SHELTER TO PROTECT HIM FROM THE HEAT

ORDINARILY a week in the mountains promises beautiful scenery, rapids-torn fishing streams, early morning trips and nights besides campfires under the stars. However, some graduates of FASRon-7's Survival Training Unit at NAS SAN DIEGO have visions of an entirely different nature.

They are the men who volunteer for the trip to the unit's Land Survival Base Camp near Warner's Springs, about 75 miles northeast of San Diego. Taking only supplies and material they would ordinarily have if they were parachuting out of an aircraft, these men leave for the field base camp on a designated Monday morning.

The survival party never exceeds 30 men. The camp is about one city block square and is made up of the many different types of shelters which could be constructed in a short time by downed airmen. They furnish protection from virtually every type of weather. These shelters, all constructed from parachutes,

include paratepees, two-man pup tents, open-faced tents and wigwam teepees. The camp is located in a grove of trees near a shallow, free-flowing stream which provides water for the campers.

Upon their arrival at base camp, the men are divided into sections of five or six men each and begin learning and living survival techniques by undergoing the camp indoctrination program. This procedure introduces the camp to the men, its program of training, its safety rules which must be followed closely and what the men will be expected to learn while in training.

THE FIRST night is spent preparing for bed and scrounging for the evening meal. It consists of anything edible from snake steaks to yucca cactus broth. After a hard day "surviving", the men are ready to turn in for a night's sleep.

The next morning, armed with first aid kits, snake kits, bed rolls and only such other equipment as they would have if downed, they begin the 25-mile hike to and through Lost Valley where they will receive further instruction in survival. That night is spent on the trail which is extremely rough and rugged. Its unpredictable terrain offers many additional hurdles for the camp-makers.

Wednesday they begin the last leg of their journey to Lost Valley. Shortly after they arrive, a survival plane drops a survival food kit to the men who thoroughly enjoy their first commercially prepared mess since leaving the air station.

Thursday the long trek back to camp begins with that night being spent on the bank of the stream which winds from Lost Valley to the outer perimeter

of the survival base camp. Camping near the water furnishes a fourth type of topography which might confront them in an emergency.

The final day of their outing, the men, tired but wiser, arrive at the base camp and prepare for their return to NAS SAN DIEGO. They have two things to look forward to—a ride back to the station and a night's sleep not under the stars.

This excellent training has been highly praised by crewmen who have made use of the training and experience they received from this invaluable instruction.

LCdr. C. E. Cox, officer-in-charge of the Land Survival Field Base Camp phase of the Survival Training Unit's course of instruction, points out that this training is not only vitally important and necessary for plane crews, but is also of great value to all persons who enjoy outings in forests and who often make camping trips.



ALL THAT'S LEFT AFTER MEAL IS SNAKE'S SKIN

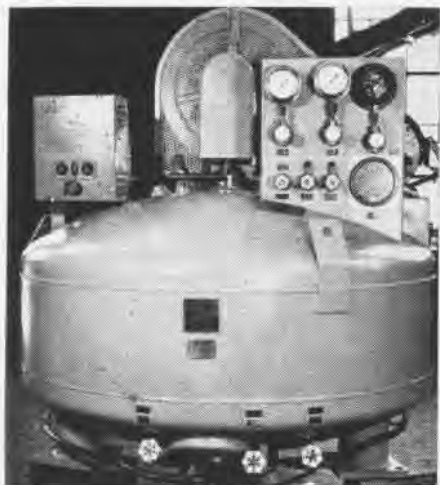


A GOOD SCRUB-DOWN IN STREAM HELPS MORALE

CARRIERS TO MAKE OWN OXYGEN

Liquid oxygen manufacturing plants, to replace bulky gaseous oxygen storage systems on aircraft carriers, have been developed by Bureau of Ships.

In the past, oxygen for high-flying pilots has been stored in heavy cylinders. When empty, these had to be taken to shore bases or supply ships for refilling. By making their own oxygen and storing it in liquid form, carriers can be self-sufficient in this highly-important fight-



LINDE OXYGEN STORAGE TANK FOR BOTH UNITS

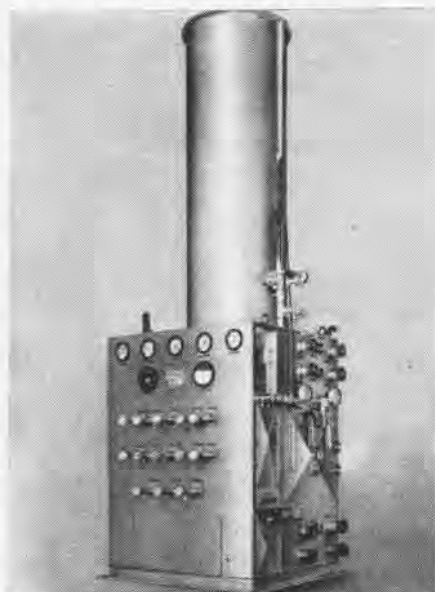
ing commodity.

The oxygen plants were designed because of constantly expanding needs of high altitude jet planes. As a by-product, the plants also produce nitrogen, which is used to purge gasoline lines aboard the big ships. The liquid oxygen is converted to gas and piped to the flight deck where oxygen bottles in the planes can be refilled without removal.

The plants produce 4.34 gallons of liquid oxygen (500 cubic feet of gaseous oxygen) and 1,500 cubic feet of gaseous nitrogen an hour. Production is done by liquifying and distilling air from the atmosphere. The only necessary raw material, compressed air, is supplied either from the ship's high-pressure air system or from independent air compressors installed for the purpose.

During World War II, carriers depended on compressed gas storage cylinders with a 220-cubic-foot capacity, which had to be refilled frequently. When jets first went aboard carriers in 1948, these cylinders became inadequate. Jets operate at higher altitudes and pilots need more oxygen, often using it from takeoff.

Another factor contributing to the developing of oxygen-producing machines was the increasing degree of streamlining and compactness of aircraft. Oxygen cylinders were being squeezed into planes wherever designers could find



AIR PRODUCTS GENERATING PLANT FOR CVB-59

room. This made removal and recharging difficult.

Two types of oxygen manufacturing plants were developed for the Navy. One type, developed by Linde Air Products Co., division of Union Carbide and Carbon Corp., will be installed on all carriers of the CVB-41 *Midway* class. The other type, manufactured by Air Products, Inc., is being installed on the CVB-59 *Forrestal* and on all CV's. Two machines are installed on each carrier.

The liquid oxygen produced is piped to the oxygen storage tank. When gaseous oxygen is needed, the liquid is automatically pumped from the tank at 3000 lbs. per square inch pressure to a heat exchanger. There it is converted to gas and pumped at high pressure to the distribution system.

The gaseous nitrogen is compressed in a separate high-pressure machine and charged into storage flasks, for use as needed in the ship. Storage tanks for liquid oxygen are built similar to vacuum bottles to hold the extremely cold (minus 297°F) liquid oxygen.

Besides making carriers self-sufficient in oxygen, use of the machines results in substantial savings of space and weight aboard ship. To store the amount of oxygen produced by the shipboard system in five days would require 545 standard 220-cubic-foot compressed-gas cylinders, weighing 70,000 pounds empty. The complete oxygen-generating systems weigh only 20,000 pounds.

• **VR-1, PATUXENT**—A 6,000-pound meteor camera was flown from NAS QUONSET POINT to Biggs AFB, Texas by this Fleet Logistic Air Wing squadron. Belonging to Harvard College, the \$150,000 camera will photograph meteors on cloudless nights.

Norfolk Field Given Name Chambers, Naval Air Leader, Honored

NAS NORFOLK—The main flying field here has a new name—Chambers Field—perpetuating the name of an outstanding pioneer in naval aviation, the visionary Capt. Washington Irving Chambers.

The smaller landing area formerly called Chambers Field, located northwest of the present field, was permanently closed to aircraft operations after having been in use since 1929. In 1938, Fleet Adm. William D. Leahy, then Acting Secretary of the Navy, designated the old field in Chambers' honor.

Capt. Chambers arranged a series of aviation demonstrations in 1910 and 1911 to "sell" the Navy on having airplanes. These included the flight of a land plane from the Birmingham's bow and the landing aboard a platform erected on the stern of the *Pennsylvania*. Capt. Chambers originated and designed the first plane catapult.

As a result of the experiments, the first appropriation, \$25,000, for aviation was included in the 1912 naval appropriations act.



THREE amateur Casey Joneses from NAS Mofet field—Claude Ames, AF1; Richard Johnson, AF2, and Lt. J. F. Beck—have launched a model train building club and plan to construct a scaled replica of a valley 30 miles long for their train tracks. Shown here is an engine built by Ames, atop a pack of cigarettes, showing its small size.



UP FROM the 2156th Air Rescue Squadron at MacDill AFB, USAF exchange pilot Paul Apgar is greeted by Cdr. J. C. Houghton, CO of VP-5 at NAS Jacksonville. Capt. Apgar has many hours in the C-54, C-47, P-40, P-39, P-36 and B-29 and will soon check out in the P2V Neptune in his VP-5 duties.

LANT AIR WINGS HAS BIRTHDAY

NAS NORFOLK—Fleet Air Wings, Atlantic, the east coast's antisubmarine patrol bomber command, began its fifth year of operations under ComAirLant in September.

Formed in 1948, FAirWingsLant controls squadrons of long range, multi-engined patrol planes and airships spread from Maine to Panama. Its original 15 squadrons dropped to 65% of strength in 1949 and early 1950, but was brought up to 22 squadrons after the Korean war started by calling up Reserve squadrons from Norfolk, Anacostia and Memphis and forming new units from those already in action.

During World War II, there were about eight fleet air wings in the Atlantic theater, each with 10 or more squadrons. Fleet air wing headquarters previously at Coco Solo and San Juan have been shifted to Jacksonville and Quonset Point. Fleet Air Wing Five, at Norfolk, which formerly controlled all state-side squadrons, now directs seaplane squadrons at Bermuda and Norfolk.

Since January, 1950, bases have been reactivated at Panama, Trinidad, Bermuda, Glynco, Ga., Brunswick, Me., and a unit has been operating in Iceland. FAirWingsLant squadrons also operate from Patuxent, Jax, Key West, Argentina, Lakehurst, Weeksville and a number of other overseas bases.

In addition to ASW, however, the squadrons have valuable "everyday" missions. Among these are the hurricane recco flights of Weather Squadron Two. Air-sea rescue and searches are an almost weekly occurrence with FAirWingsLant squadrons, and they have made many 'mercy' flights to outlying bases with serums and other badly-needed medicine. Reserve training also played an important part of FAirWingsLant operations. More than 600 crewmen and 160 officers from Weekend Warrior units trained with the command's units at Norfolk last summer.

The Wing flies P5M's, P2V's, P4M's, P4Y *Priveteers* and Goodyear ZP2K airships. The new *Nan* airship just received at Lakehurst also will be used. Two seaplane tenders, the *Currituck* and *Timbalier*, are assigned to the command for advanced base operations.

Present commander is RAdm. Grover B. H. Hall, who took over the reins in March, 1952, from RAdm. Richard F. Whitehead. His chief of staff is Capt. Wallace B. Mechling. FAIRWING-11 at Jax, Trinidad and Coco Solo is commanded by Capt. A. S. Born. FAIRWING-3 at Quonset, Patuxent and Brunswick is under Capt. James D. Leeper. FAIRSHIP-

WING-1 with four squadrons of blimps is located at Weeksville, N. C., and commanded by Capt. Maurice M. Bradley.

'Big Ones' Fly the Pacific Constitutions Give Deluxe Hawaii Hop

FLOGWINGPAC — Have you ever made a trans-Pacific flight in a bucket seat job? Then you will be interested in this story of progress in the Pacific.

The *Big Ones* (R6V *Constitutions*) made three flights to Barber's Point from the mainland during June. The first transPac featured all-out luxury as passengers settled comfortably in the copious seats, enjoyed two first-line movies, slept on air mattresses located fore and aft on the lower deck, and on the port side of the upper deck.

And, manna from heaven, everyone had Canadian bacon and eggs for breakfast.

Anti-climax department: The bacon-and-eggs routine was knocked off when it was found it took four hours to dish up the piping hot breakfast for 55 passengers and the crew.

Marine Spears Huge Fish This Is Big One That Didn't Get Away

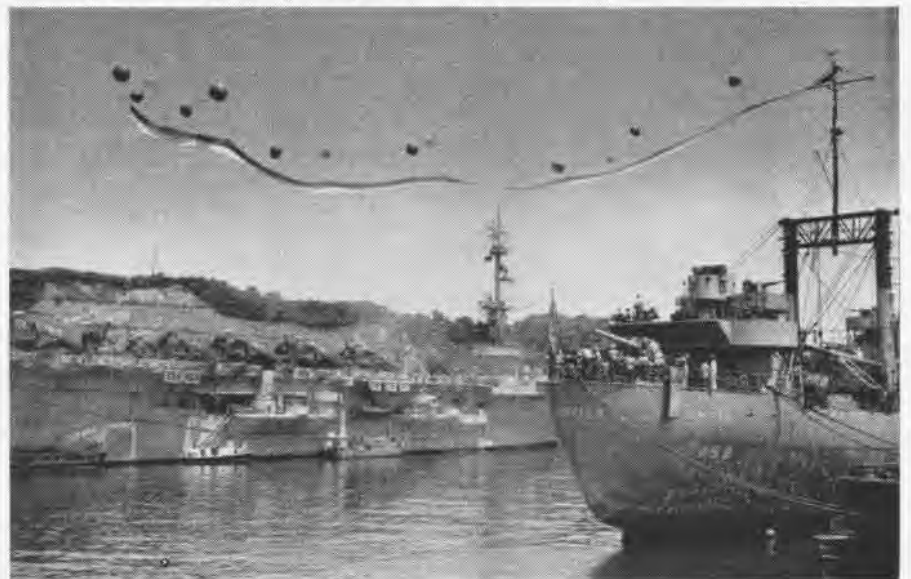
A Marine pilot, Major John F. Bolt, on lend-lease to the Air Force went fishing in Tampa Bay recently and came back with the fish story to end all fish stories. It was so good, in fact, that traffic got tied up as motorists gaped at a huge fish hanging by a rope from



BOLT AND WIFE DISPLAY 'WHALE' OF A FISH a tree in the front yard of a local photographer.

The Major, a devotee of underwater spear fishing, harpooned a jew fish, 6 feet eight inches long and weighing 403 pounds. Assisting Major Bolt was a judo expert. Major Bolt picked what he thought was the largest fish of the lot and shot his spear, which was attached to a rowboat. Two other companions occupied the boat.

With the noted perversity of big fish, it got going and wrapped the rope around some piling. It was finally dislodged and the four men got it ashore and into a trailer. The Major claimed that jew fish are quite edible so its highly possible a great many people ate the "fish story."



HOMEWARD bound aviation supply vessel, USS *Jupiter*, streams out of Yokosuka harbor pennant supported by helium-filled balloons. Stocked with more than 25,000 different items in its hold, the *Jupiter* has delivered 16,541 tons of vitally needed aviation supplies to the UN forces in Korea. In May 1952, the *Jupiter* made mid-ocean transfers to four aircraft carriers in one day, involving technical aviation supplies which amounted to 28,000 cubic feet and weighed 36,000 pounds, a real shipping record.



HERE IS SHOWN A DRONE TARGET WHICH IS LAUNCHED FROM USS HELENA, AIRBORNE AT 65 KNOTS

TARGET DRONES AID AA GUNNERS

KEEPING Navy antiaircraft gunners from getting the bird is part of the job of Lt. Willard L. Holloway, USN, of Orlando, Fla., and he is glad to report that more often than not he is unsuccessful. In this case, the "bird", as its handlers refer to it, is a pilotless drone aircraft launched from the deck of the heavy cruiser USS *Helena* (CA-75) and remotely maneuvered by Holloway as it is fired on by accompanying ships.

The drone—designated KD2R2—leaves its catapult on the *Helena* at from 65 to 70 knots. Then its air-cooled engine boosts it rocketlike over the speed range until it reaches a steady 220 knots as Holloway, his eyes straining to hold it in view, manipulates the radio controls to avoid the tracking fire of the gunners.

Aboard the *Helena*, maintenance and launching of the KD2R2 are carried out by a KD-24 unit headed by James H. Muir, ADC, USN, of Santa Ana, Calif. Here's a typical launching:

The drone's prop is turned up by a crewman perched alongside the launching platform. As the engine begins to scream, Chief Muir signals him to clear the area as two other crewmen kneeling beside the catapult adjust valves controlling the drone's mechanism. One of them picks up the firing lanyard.

At a signal from Muir, another crewman squatting aft of the drone moves the safety pin and retires to a safe distance. Then, at a nod from Lt. Holloway who will try to keep his radio harness on the roaring bird after launching, Muir gives a thumbs up, the firing lanyard is triggered back, and the drone screams away in a fast climb.

"Keeping your eye on that speck in the sky for a couple of hours of target practice is really something," says Holloway. "Sometimes I feel as if my eyes are hanging out of their sockets."

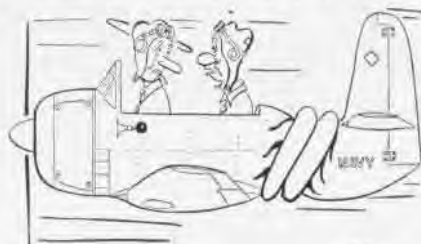
Occasionally the drone's radio unit picks up a "bastard" signal which flicks it into a crazy snap roll. Holloway gives a "left" or "up" signal to regain control. Once back on its course, the drone is flown back and forth over the task element, as the sharp odor of cordite from the fast-firing guns fills the air.

Holloway is called upon to exert considerable ingenuity with his small square control box to keep the drone aloft. He is forced to use every trick in the book—rolls, weaves, turns of all kinds—but most often, the gunners get the bird.

KD2R2 is a small airplane with a gross weight of about 310 pounds when fully assembled for flight. Its powerful two-cycle, four-cylinder engine is operated on high-octane gasoline. It generates about 72 hp at 3,400 rpm. The fuselage is 147 inches long and the wingspan is 138 inches. Within this relatively small area is packed a parachute, 11.3 gallons of gas, polystyrene foam, and four directional remote-control units to steer the plane.

CV's Get 2 Sonne Printers

Bureau of Aeronautics recently authorized an increase in Sonne printers for wartime aboard CV and CVB-class vessels from one to two per vessel. Requisitions to bring CV's operating in the Korean theater up to the new allowance may be submitted through the usual channels for photographic supplies.



SAY, REMEMBER THAT LAST SNAP ROLL?

Cabot Has 50,000th Landing

Carrier One of Leaders in Air Navy

NAS PENSACOLA—A milestone in the history of the aircraft carrier *Cabot*, also known as "The Iron Lady" was recorded 14 August when NavCad Jerry S. Bassett brought his F6F fighter in for the 50,000th landing made on her deck.

Commissioned in July, 1943, the *Cabot* is the training carrier for flight students in the Naval Air Training Command. Capt. E. H. Eckelmeyer, Jr., is commanding officer.

The *Cabot's* keel was laid on 11 April 1942 as the light cruiser *Wilmington*. She came off the ways, however, as a CVL in July the following year and operated extensively against the Japs from the winter of 1943 to the end of the war. Attacked repeatedly by enemy aircraft, only two *kamikazes* succeeded in diving into her. The *Cabot* also survived three battles with Pacific typhoons.

She was put in mothballs in 1945, taken out again in 1948, then overhauled and converted into a modern ASW carrier. Following a tour in the Mediterranean, she came back to Pensacola as training carrier.

(Editor's Note: Records in Ship's Installations division of BUAEER show the following leaders in carrier landings, as of 30 June: Bozer, 54,545; Cabot, 47,420; Philippine Sea, 46,231; Leyte, 44,000; Wright, 42,820 As of 31 March, the Essex had, 45,571 and the F. D. Roosevelt, 42,158.

Two Squadrons Win Honors

VP-49, VP-5 Awarded Battle Pennant

FAIRWINGS, ATLANTIC — VP-49, based at Bermuda, has won the coveted Atlantic Fleet Air Force battle efficiency award for seaplane squadrons for the third time in the past four years.

VP-5, based at Jacksonville, won the battle efficiency "E" pennant for patrol squadrons for the second consecutive year. The two squadrons were chosen after competitive inspections and analysis of fleet exercise participation and comparative monthly performance during fiscal 1952.

VP-5 is commanded by Cdr. James C. Houghton and flies P2V-5's. During the year, the squadron served from Newfoundland to Puerto Rico. In *Convex III* maneuvers off Puerto Rico, it was credited with "enemy submarine kills" equal to those scored by all other air units combined. It also shattered all known Navy records for a nine-plane squadron by flying more than 1,500 hours in March.

VP-49 at Bermuda is commanded by Cdr. J. P. Lynch, who relieved Cdr. Ellis J. Fisher after the award was presented. The squadron also won the honor in 1949 and 1950.

Hydraulic Tail Jack Made

During the current tour in Korea, R. H. Niemela, AMC, and L. W. Shafer, AM1 of VF-113 and VF-114 respectively, developed a hydraulic tail jack which has been a big help in trouble shooting on the F4U. Its light weight and small size make it easy to carry back and forth between the hangar and flight decks among closely parked aircraft. It can be securely lashed down along with an aircraft in rough weather.

The following spare F4U parts are used in constructing the jack: a wingfold actuating cylinder, an emergency hydraulic selector



CHIEF NIEMELA WITH JACK HE HELPED DEVISE

valve, and a hydraulic hand pump. The frame is made of 4130 chrome-molybdenum alloy tubing. The cradle which supports the aircraft is made of flat stock curved to fit the fuselage and padded with rubber. Two 2 1/4" eyes are attached to the cradle for tie-down purposes.

The operation of the jack is like any other hydraulic jack, but its light compact construction makes it an outstanding tool.

Yoke Board for Range Charts

Cdr. W. H. Munson of Corpus Christi's ATU-12 has patterned a "yoke board" along the lines of a single-fan pilot's knee pad for the exclusive use of multi-enginememen. The "yoke board" securely holds range charts in a readable position without interfering with yoke movements, or the pilot's view of his instruments.

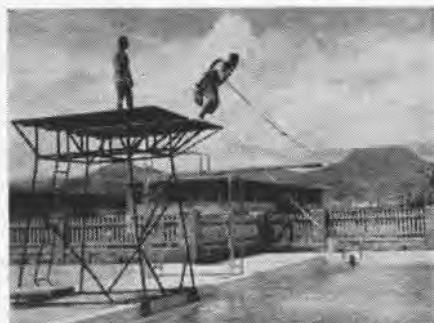
The scrap aluminum and plexiglas-constructed board is 7 1/2" x 8 1/2" in size. The attachment allows it to remain mounted during takeoffs and landings.

Range approach charts are held under a plexiglas plate. Other papers are attached at the top of the board by a standard clip chained to the back. A hinge at the bottom keeps charts from falling and allows their quick change.



YOKE CHART BOARD USED SUCCESSFULLY AT ATU-1

CHUTE ESCAPE TAUGHT IN WATER



ATTACHED LINES PULL PILOT THROUGH WATER

MAG-13, KANEOHE—A new way to give pilots realistic training in getting out of a parachute while being dragged by an inflated chute canopy has been developed by this Marine Air Group.

Wearing full flight gear, life jacket and parachute, the pilot jumps from a platform at the end of a 50-meter swimming pool. A 50'-line is attached to the risers on both sides of the parachute. Fellow pilots stand ready to pull these lines as soon as the pilot hits the water.

Running down the sides of the pool, they tow the pilot through the water at a rate which is approximately that caused by a 20-knot wind blowing the uncontrolled chute along the surface. The jump from the 14-foot platform into the water approximates the forces that would be encountered during an actual parachute water entry.

On hitting the water, the pilot un-snaps his leg straps and then chest straps. If he has trouble unsnapping them, he

can always come up for air simply by using his hands and raising his head and turning it sideways to avoid swallowing water. After the three snaps are released, in an average of 30 seconds, the pilot extends his hands over his head and the harness is pulled off his back and head. When rid of his harness, the pilot inflates his Mae West, releases his raft and climbs in.

This realistic training has been enthusiastically received by pilots. It is a definite confidence-building exercise since all flights conducted in this area are over water.

Besides this parachute survival check-out, pilots' water survival training also includes 50-foot swim under water, 15 yards through simulated oil on the surface, 25 yards through simulated burning oil, concussion swim for 50 yards, swim 440 yards, break strangle holds, make 60-foot cross-chest carry, tired swimmer's carry, abandon ship jump and swim and demonstrate artificial respiration.

Standard Maintenance Checks

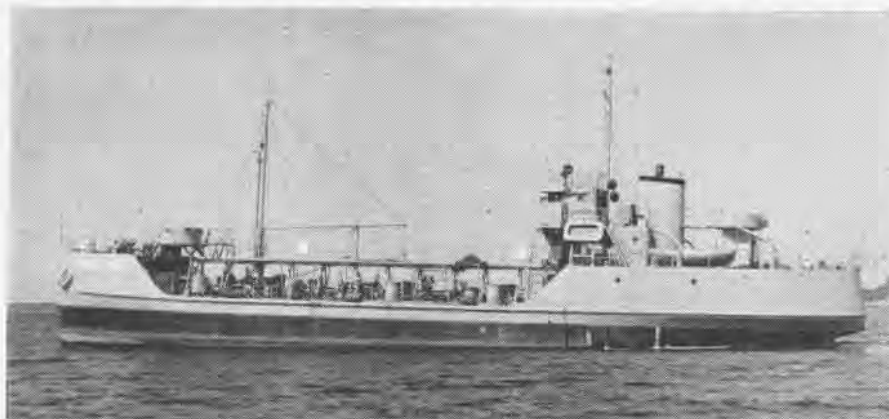
A standard maintenance check sheet for inspecting R6D-C118 transport aircraft has been devised and is in the process of adoption by Navy and Air Force activities.

The new check system has been formulated for both Navy and AF aircraft. This is the first time a standard check procedure has been tried for both services. Check sheets have been drawn up for pre-flight, thru-flight, post-flight, intermediate-flight and major-flight inspections.



THE "NEWS" published a picture of an F6F pulling in half after catching the arresting gear wires and received many varied reports as to what carrier it happened on. Another picture of a plane breaking in half showed up in possession of Lt. Bob Reilly, now with Warner Bros., in Hollywood. When he was with VC-85 on the Lunga Bay off Lingayen Gulf, Reilly had the bad luck to come in for a landing with four 500-pound bombs in his TBM's bomb bay. The hook dampener broke on landing and the plane nose caught the last barrier while the hook picked up the first. The plane broke in two, catapulting the radioman out in his seat and knocking him unconscious. Rockets on the wings went through a couple of FM's but nothing detonated. The picture shows the TBM when the two pieces came to a halt.

YOG-90 'DE-ZIPPERED' FOR JAX



WITH ENSIGN FLYING, YOG-90 PUTS TO SEA WITH WHAT COULD TURN INTO A VERY 'HOT' CARGO

A UNIQUE-TYPE vessel for a naval air facility has been recommissioned at NAS JACKSONVILLE.

During the period before the ship was placed in operating status, the crew of the USS YOG-90 had shipboard duty and yet was shorebound. The ship lay alongside the boat house pier with no provisions provided for her 14-man crew, so they "chowed down" at the mainside galley.

The ship, one of only six of its type in use now in the Atlantic Fleet, transports aviation gasoline between the Fuel Depot at Trout River, Florida, the Mayport carrier landing and NAS JACKSONVILLE. Now that the ship is operating, it is attached to the Fuel Depot. It was formerly under the jurisdiction of the Operations Department at Jax.

Commissioned in 1945 in Camden, New Jersey, YOG-90 served in the Atlantic Fleet until 1949, when fate placed her in mothballs at Charleston. With the outbreak of hostilities in Korea, the "90" was once more in demand. The zippers were taken off, and she was sent to Jax. With a light displacement of 444 tons and an overall length of 174 feet the ship is capable of carrying huge quantities of aviation gasoline.

There's a problem in the Jacksonville area that wouldn't be found in others. Between NAS JACKSONVILLE and the Fuel Depot are several low bridges. Because of YOG-90's size, all bridges must be opened to enable her to pass. To prevent ill will on the part of citizens who use the bridges, YOG-90 passes beneath them at the slack hours whenever possible.

The all-enlisted crew is headed by Chief Quartermaster Pete Jabaly who was assigned as skipper while he was with the organized Surface Division 6-16 which is based at Daytona, Florida. The majority of the personnel came from the Charleston Naval Base, but four of the

crew hail from Jax.

A great deal of emphasis is placed on firefighting aboard the YOG-90 because of the highly inflammable nature of the cargo and the ever-present danger of explosion. While the ship was being reconditioned, Chief Jabaly conducted frequent fire drills.

Navy Method Used by USAF

At a time when Air Force F-86 Sabre jets were being readied for overseas shipments at NAS ALAMEDA, it was discovered that 20 plastic radomes and fuselage air intake assemblies would require replacement before the planes could be flown in combat. Owing to the limited time before planes were put aboard a carrier for transportation, the Air Force decided to ship the domes separately to the Far East for replacement after the planes were unloaded.

But this would take from 100 to 200 man-hours per aircraft to replace new noses which cost over \$600 each. It was at this point that Edward M. Wondra of the O&R department at Alameda suggested that the Air Force plane domes which had been cracked, blistered or damaged be repaired in the same way Navy planes have been repaired.

USAF personnel were convinced that the Navy method was practical and sent McClellan Field men to Alameda to be trained in the Navy method.

The savings to the Air Force were considerable. Mr. Wondra has been commended under the Navy Awards and Incentives Program.



I NEVER DID BELIEVE IN FLYING SAUCERS, DID YOU?

New Compass-Swinging Aid

A faster and more accurate method of swinging remote-reading gyro compasses has been devised by VA-45, with credit for the development being handed to A. Pikelny, AEIC, and the squadron electrical division. In the old system for swinging the G-2 compass, the technician had to make visual adjustments to the compensating magnets in the transmitter without visual reference to a compass indicator. Time and accuracy were sacrificed by the necessity for setting pre-arranged signals between pilot and technician or for using a sound-powered phone system.

In the new development, a remote-indicating magnesyn compass is inserted in parallel with the master direction indicator placed adjacent to the transmitter. Position of the



UNIT USED IN VA-45 COMPASS-SWING METHOD

indicator permits the technician to compensate the transmitter by visual reference to an indicator. This eliminates the guess-work inherent in the previous system. In effect, the technician's indicator is a duplicate reading of the G-2 inner dial which is controlled by the magnetic characteristics of the transmitter.

The outer dial, read by the pilot in flight, is the magnetic indication of the transmitter sent to the amplifier and gyro-stabilized in the master direction indicator to give a slow and steady follow-up to the inner dial indications. Thus the inner dial and the transmitter are all that enter in the swinging of the compass. If the amplifier and the components of the compass system are in proper working order, outer and inner dial will match perfectly.

VA-45 operational experience indicates time to swing a compass is reduced by at least one-third. It was also found that the G-2 compass and the standby magnetic compass can be swung simultaneously. VF-62, flying F2H aircraft, and VF-44, flying F4U's, have also tested the new system and have found it superior to the old.

Bomb Container Release Mod

J. A. Smolik at NAS SAN DIEGO has made a modification of the manual release of bomb container AERO-4A, which has netted him an award under the Navy Awards and Incentives Program.

He noted that 95% of the "upper" manual release rods (509120-6) of the bomb container, coming into the shop for overhaul were broken off because the end of the rod protruded out of the body assembly.

He overcame this difficulty by substituting for the rod a cable or spring which allowed the "ring assembly" to come flush with the body assembly.

● NAS GROSSE ILE—VR-731 completed a two-week training cruise at NAS NORFOLK.



ANO ATSUBGI'S K. J. McGreevy, QMC, and R. G. Miller, AK3, check stocks of aviation charts and maps for filling fleet air orders



ENS RICHARD Boles works over check off sheet for navigation kit with the help of Sidney Fields, AN, in Transport Squadron 3

FLEET AIR NAVIGATION CHARTED BY ANO

WHEREVER Naval Aviators go, it's with maps—or charts. Because there are no convenient filling stations to pull into to get the latest map and directions, the Navy has established a series of Air Navigation Offices to distribute same to squadrons and other operating units.

In the Pacific area, these sources of neatly packaged bundles of geographic information are located at NAS SEATTLE, SAN DIEGO, ALAMEDA, BARBERS POINT and ATSUBGI. On the Atlantic side they're found at NORFOLK and QUONSET POINT. There'll soon be one at PORT LYAUTEY.

Each office maintains stocks of standard aeronautical charts produced by the Hydrographic Office, Aeronautical Chart and Information Service, and the Coast and Geodetic Survey. In addition topographic maps produced by the Army Map Service and all related publications used in Naval Aviation are stocked for issue.

Like a pilot's socks and shirts, his air navigation charts catch tough wear. Lt. F. E. Day, Jr., Officer-in-Charge of the Air Navigation Office at NAS ATSUBGI, estimates "the average life of a map is about three trips because the paper is folded and refolded so many times."

During World War II, there were several ANO's in the Pacific to service fleet aviation units, but at the end of the war all were disestablished except those at SEATTLE and BARBERS POINT. The activities of these were on a reduced basis.

Needs of the fleet have increased so tremendously during the past two years that the ANO's have been once again set up so distribution to the operating forces could be made quickly at the discretion of Fleet Air Commanders.

In addition to their distribution services, the ANO's collect and pass on to all concerned the latest aeronautical information, such as corrections for existing charts and up-to-the-minute dope on radio facilities, serviceability of airfields and other navigational data. As information centers, they maintain close liaison with military and civil air activities.

If your outfit needs charts for cross country, instrument or foreign operations contact your Air Navigation Office. It promises prompt delivery—if necessary in person, by regular air transportation, or by CODfish airline.

Even with guaranteed delivery by the ANO's, squadrons have to have their own system for getting the proper navigation equipment in the hands of the pilots at the proper time. One squadron with a good system is VR-3.

When charts arrive at the VR-3 navigation office, they are logged by type,

number, amount and source of shipment before being stowed in specially marked chart cabinets.

In advance of each flight, a navigator's kit is prepared which contains all charts needed to cover the route. A check-off list shows the navigator exactly what is in the kit. Following the flight, kits are broken down. All used forms are placed in an itinerary folder and retained on file.

Navigational instruments are issued before takeoff and are turned in following the flight. This insures proper maintenance and security.

Watches are maintained on a 24-hour basis in the squadron navigation office. Latest briefing material is kept for ready issue and one complete set of navigation publications is maintained for each plane.

Marine Transport Men Busy Fly 9,300 Hops During Past 12 Months

VMR-152, PACIFIC—Flying from California to Korea's west coast, VMR-152 during fiscal 1952 flew more than 23,000 hours as a member of Fleet Logistic Air Wing.

The year's mark included 9,300 flights in Douglas R3D's for an average of 25½ flights a day, which is plenty—considering the long distances flown on most hops.

With an average of 31 plane commanders and 28 copilots, the squadron carried 26,500,000 pounds of cargo and mail and 123,000 men. Although NAS BARBER'S POINT is home port for this Marine squadron, its members spend most of their time in Japan from where they support the ground Marines and First Marine Aircraft Wing in Korea, carrying "anything, anytime, anywhere."



THIS GISMO is a collimator. A. L. Grover, QM01, of VR-3 is giving a sextant the eye

LETTERS

SIRS:

Guess I missed the February '52 issue in which several people solve the mystery of the tailless F6F. It may have happened elsewhere (F6F-3's would wrinkle badly on a hard pullout or landing) but I agree with Mr. Golden.

The accident occurred in April or May '44 on board the *Hornet* (CV-12). Pilot was Ens. "Razor" Blaydes of VF-2. He and Ens. Kenneth Lake had recently reported to the squadron and, after the Palau strikes of 29-30 March, were qualifying before participating in subsequent strikes.

Blaydes caught #2 or 3 wire, tore off the rail, went up the deck on two wheels, turned left at the barrier, went over the side and was picked up shortly. LSO was either Carter or Boswell. Cdr. Bill Dean, CO, LCdr. Butch Voris and others of VF-2 can verify.

LCDR. L. E. DONER

TACRON-6, NORFOLK

For another picture of a plane pulling in half upon landing, see pg. 29.



SIRS:

Another first for the *Red Rippers!* Aboard the *Oriskany* we became not only the first jet squadron to round Cape Horn, but by virtue of our *Banshees* being spotted ahead of VS-32's Turkeys, the first squadron on the first aircraft carrier ever to sail past the southernmost tip of South America.

But the cruise should be noted just as much for the good will created by naval aviation in South America . . . Our biggest, best and most important air show was given at Rio de Janeiro. President Vargas and his full military and civil staffs came aboard the *Oriskany*, followed by a horde of newsmen from Rio's 14 papers plus national, international magazines and wire services.

The city's people flocked to see us launch as we steamed from the very heart of Rio harbor. President Vargas plopped in Capt. John Lambrecht's chair to watch the McDonnell *Banshees* of VF-11 and TBM's of VS-32 work. After a V-formation fly-past and rocket dives on a towed sled by Cdr. Denny Phillips'



Red Ripper Banshees, the planes flew over Rio.

Following this, the jets did their best to comply with Brazilian military wishes to fly as low and fast as possible over beautiful Copacabana Beach. The same night the aircraft, *Oriskany* and Pres. Vargas were shown to all of Brazil's two million Cariocas via television.

Zero-zero flying weather prohibited an air show in Valparaiso but led by LCdr. Larry E. Flint, exec. of VF-11, the jets penetrated a 1200-foot ceiling to create a sensation in Peru's capital city Lima.

R. E. COWELL, LT.



SIRS:

The article, "Women in Aviation Volunteer Essential Services," in your July issue states that Lt. Gladys Brewer of NAS QUONSET was the first WAVE to become a member of OMIAS (Order of Military Instantaneous Acceleration Society).

Lt. Glenna L. Cahill, MSC, USN, of NAS JACKSONVILLE and Lt. Mary F. Keener, MSC, USN, of NAS NORFOLK both rode the ejection seat on 8 April 1952 at their respective stations. These WAVE officers, like Lt. Brewer, are working in flight physiology.

Although no date was given for Lt. Brewer's ride, it is not believed that the NAS QUONSET ejection seat trainer was in operation as early as 8 April 1952.

H. D. STEINBECK
LT. MC. USNR

NAS NORFOLK



SIRS:

I am writing for information regarding a club known as the "Goldfish Club." I have no first hand knowledge of this organization, but understand that it was active during the war and was composed of naval aviators and crewmen who had successfully ditched aircraft.

My squadron has had two ditchings and I am interested in finding out if the men involved are eligible for membership and if the club still is in existence. Can you give me any information in regard to these questions?

PAUL H. ENGEL, LT. (JG)

During the war, the Walter Kidde Co., which made CO2 cartridges for life rafts and Mae Wests started the "Sea Squatters Club" for fliers and crewmen whose lives had been saved by that survival gear. Write for an application blank from the company at 675 Main St., Belleville 9, N. J.

● NAS PENSACOLA—The USS *Cabot*, fresh from a tour of Mediterranean duty, has relieved the USS *Monterey* as the Atlantic Fleet carrier assigned to the Naval Air Training Command.

● NAAS CORRY FIELD—A schedule of planes leaving Corry Field on cross-country hops is maintained a week in advance. This is convenient for personnel desiring passage on emergency leave.

CONTENTS

Ferry Squadrons	1
Korean Air War	8
VMO-6 in Korea	13
Fire on Boxer	16
New Mk 4 Exposure Suit	17
Special Devices Unit	19
Salem Reserve Unit	22
Survival Training	25
Carrier Oxygen	26
Helena Target Drones	28
YOG-90 Dezippered	30
Fleet Air Charts	31

THE COVER

Lt. W. F. Tabin, Jr., gives the cut to an F9F from "Jernigan's Jets" squadron—VF-24—aboard the *Boxer* after a combat strike on Korean Communists. The handlebar-mustached LSO sports a highly-colored tiger's head on the back of his flight suit.

PHOTO CREDIT

The back cover photo of the USS Franklin D. Roosevelt was taken by Barrett Gallagher, formerly with the Steichen Navy combat photo unit during World War II, now a New York magazine photographer.

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SQUADRON INSIGNIA

Four widely divergent types of insignia are presented this month. Fleet Air Hawaii rainbow and flower lei tell of its locale at Barber's Point, the two stars on the rainbow stand for the admiral in charge. Fleet Air Wing 14 features a pair of binoculars, a submarine periscope—the enemy—and the Pacific Ocean. Fighter Squadron 23's insignia was designed by the author of the comic strip, Prince Valiant, and features a knight and his shield with lightning flash. VX-3, the experimental squadron, has an emblem detailing its missions.



FLEET AIR WING 14



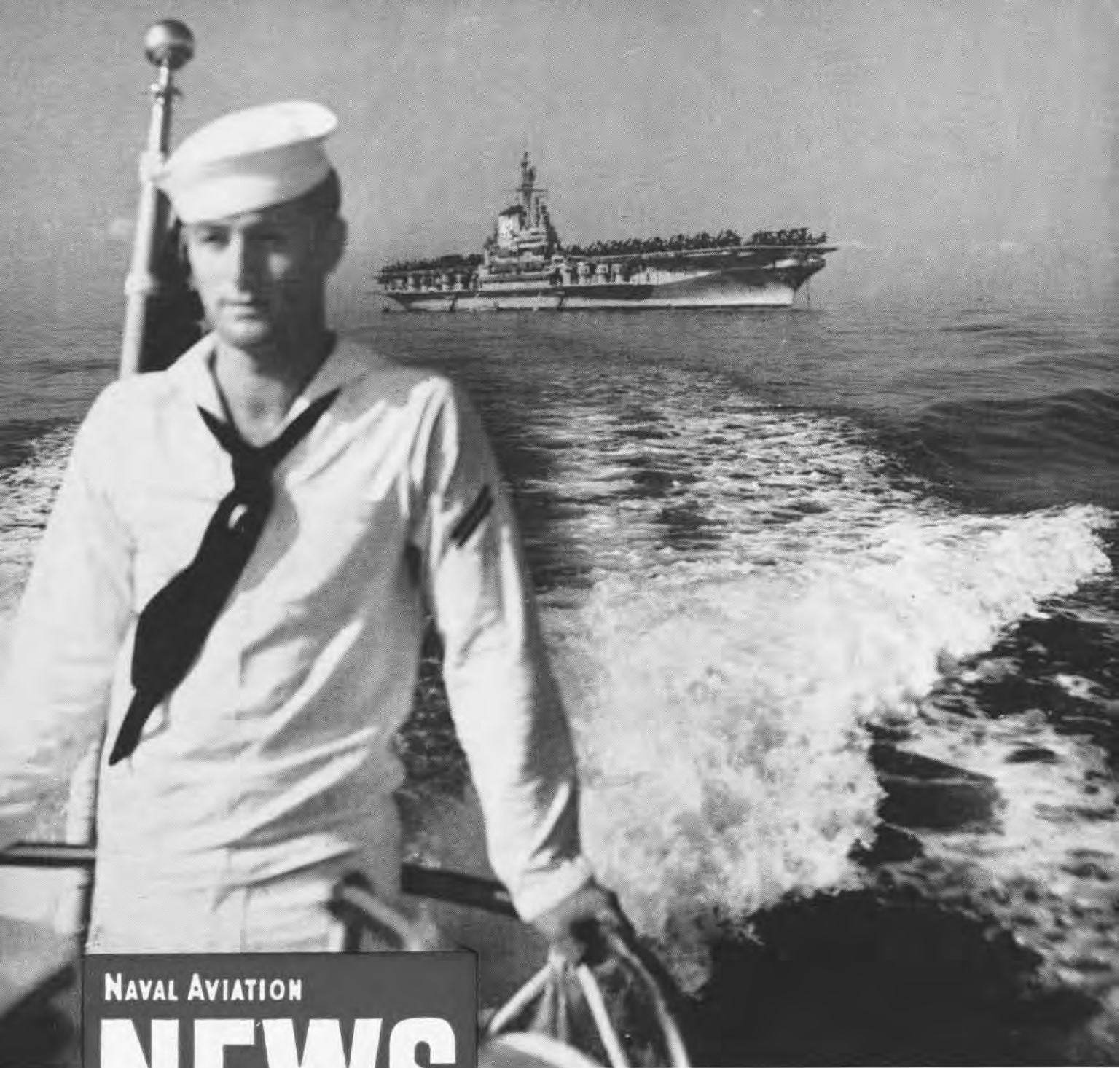
FLEET AIR HAWAII



VF-23



VX-3



NAVAL AVIATION

NEWS

'See the World with the U. S. Navy' is an old recruiting slogan, true today as it always has been. You can see it, too, through the eyes of *Naval Aviation News*' world-wide coverage of naval air power. Send \$2 check to the

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