

NAVAL AVIATION

NEWS

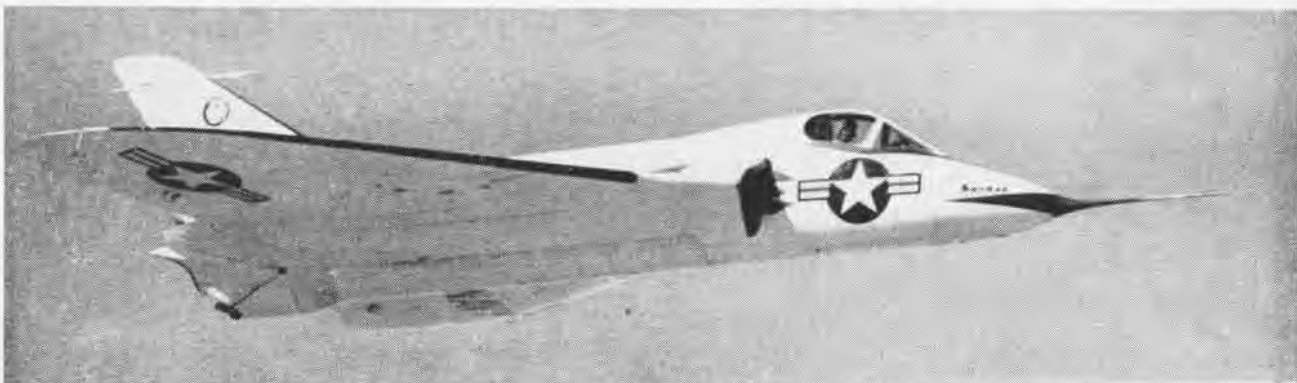
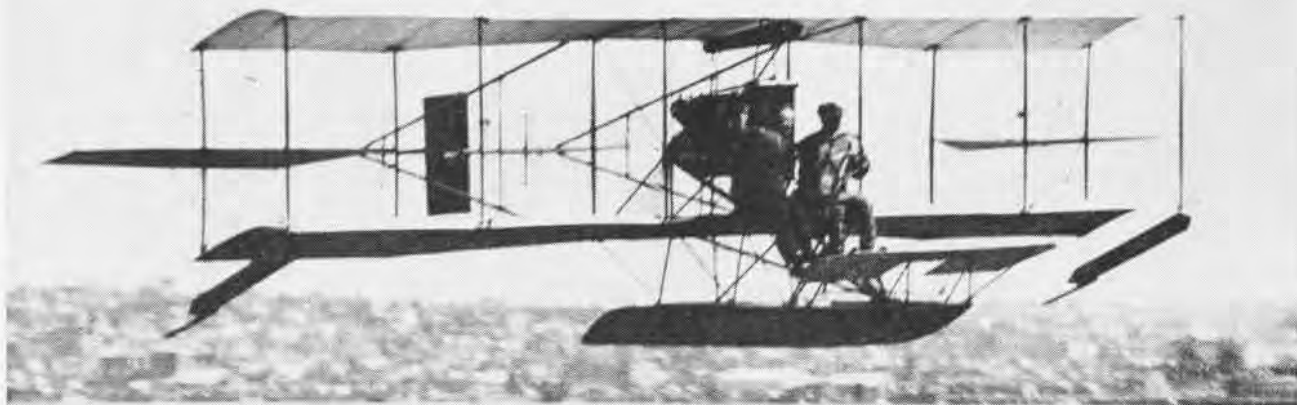


DECEMBER 1953

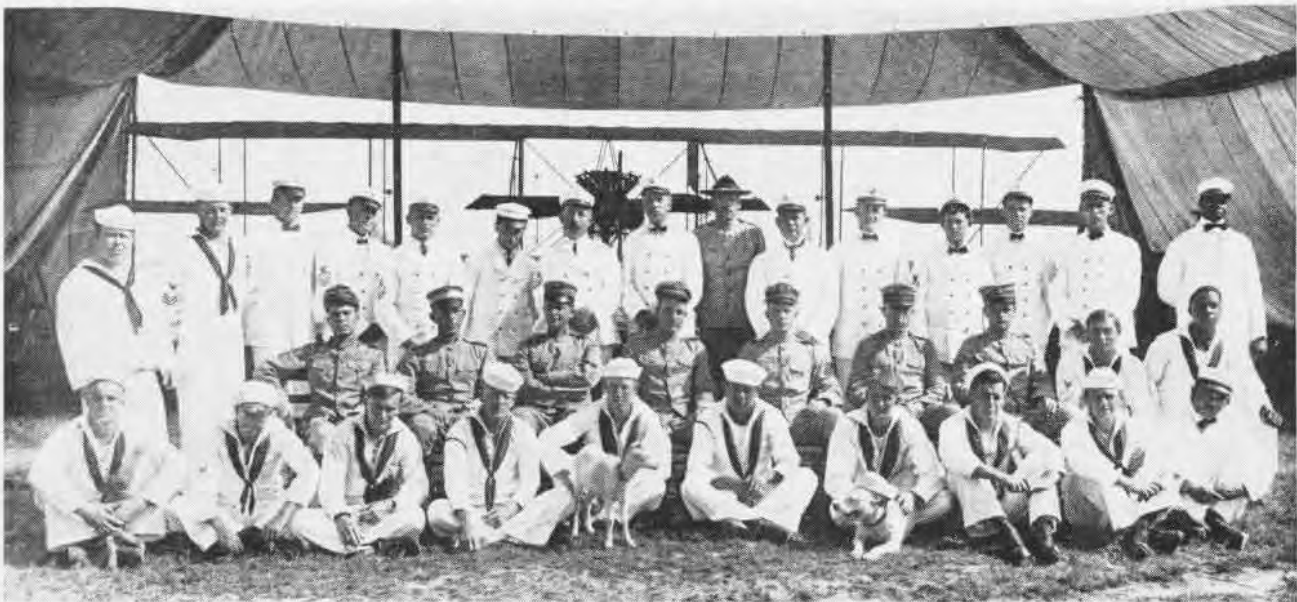
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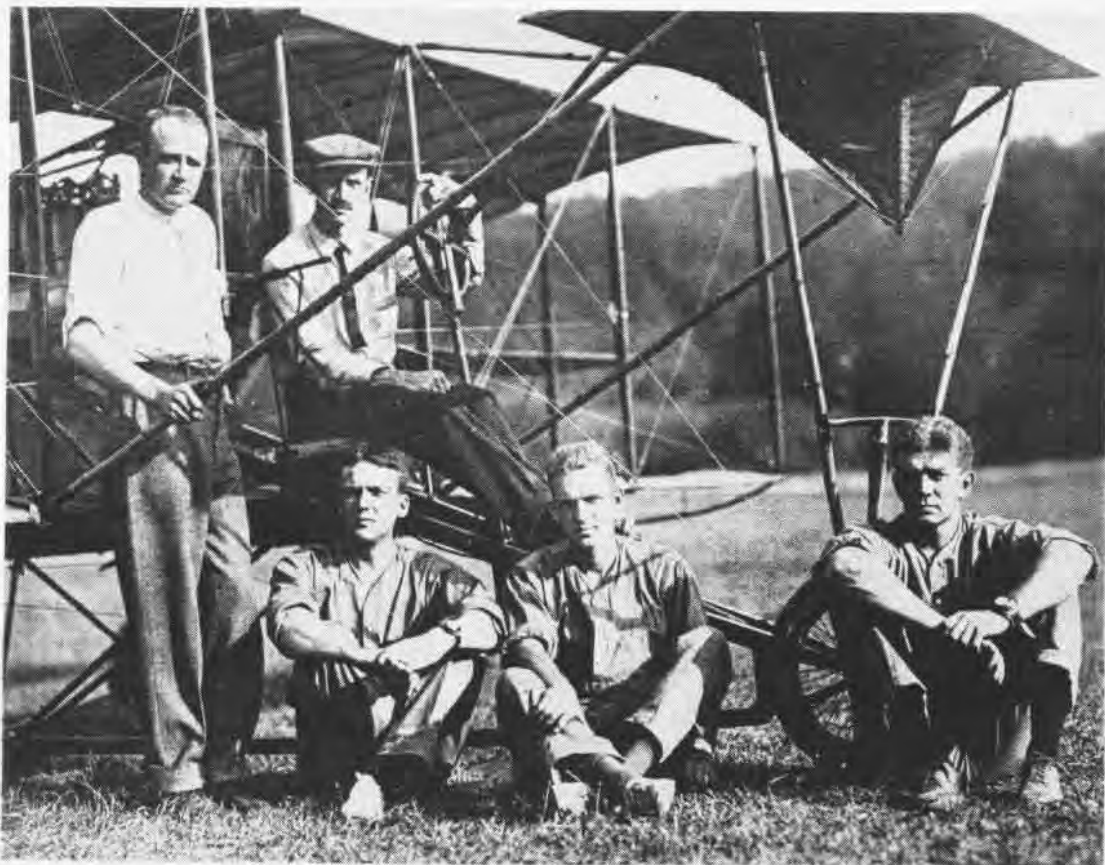
1911 FROM KITERS TO FIGHTERS 1953



NAVY'S FIRST AIRPLANE, CURTISS TRIAD, FLEW 45 MPH: CONTRAST IT WITH THE WORLD'S SPEED HOLDER, THE F4D, WHICH FLEW 753 MPH



IN 1913, NAVY SENT ITS AVIATION DETACHMENT TO FISHERMAN'S POINT, AT GUANTANAMO, CUBA, TO SEE IF PLANES COULD WORK WITH FLEET. CENTER ROW OF OFFICERS WERE HERBSTER, SMITH, CUNNINGHAM, TOWERS, P.N.L. BELLINGER, BILLINGSLEY, AND GODFREY DE CHEVALIER



BY THE NUMBERS

BACK ON March 31, 1911, the Secretary of the Navy received a telegram from Coronado, Calif., then a brush-covered spit in San Diego bay. It read:

"I report that in my opinion and in that of Mr. Curtiss (Glenn L. Curtiss), I have qualified in practical aviation.

"This means that I am qualified to fly a standard eight-cylinder Curtiss biplane under favorable weather conditions, but more practice must be had before I will be capable of flying in strong winds, making ascents in a limited space or landing on a designated spot. I have had no practice in flying the hydro-aeroplane."

(signed) T. G. Ellyson.

With that beginning, naval aviation got its start and it was not long before other adventurous young naval officers tried their hands at flying the flimsy planes at North Island or Hammondsport, New York.

Since then, many thousands of pilots have won their Navy wings of gold. Although naval aviation is more than 40 years old, there still are several

of the early pioneers around. Out of the first 25 naval aviators, eight are still living today as the world celebrates the 50th anniversary of powered flight.

Occupying the top spot in naval aviation's "honor roll" today is Adm. John H. Towers, one of the real pioneers and top men, who is listed as #3, although some say he should have been #2, right behind Ellyson. Early aviation was more casual than today's flying and records were not kept so exactly. In the photo above Towers (center) and Ellyson are seated in front of Curtiss in their "trainer" *Lizzie*.

Several years after Lt. Ellyson first flew, pilot certificates were issued to seven pioneers—Ellyson, Towers, H. C. Mustin, P. N. L. Bellinger, V. D. Herbster, B. L. Smith and G. de C. Chevalier. Cdr. John Rodgers was on other duty at the time but later his name was put between Ellyson and Towers.

LCOL. A. A. Cunningham, recognized by some as Marine Aviator #1 and Naval Aviator #5, was not included on this list of pioneers because on 11 August 1913, he asked to be taken off aviation duties because his girl friend would not marry a flier. He apparently had a pilot's persuasiveness because he later showed up as #5, ahead of B. L. Smith.

Records in Bureau of Naval Personnel listing the early naval aviators show Ellyson as NA #1, with 4 March 1913 as his date of "designation," although he first flew in March, 1911. Cunningham, on the other hand is #5, but his date is listed as 1 August 1912. It is all

living" class is Adm. P. N. L. Bellinger, who holds NA #8. The oldest living Marine pilot, LCol. William L. McIlvaine, now living on the West Coast, is #12. James Forrestal, former Secretary of Defense, was #154.

Flier Total Unknown

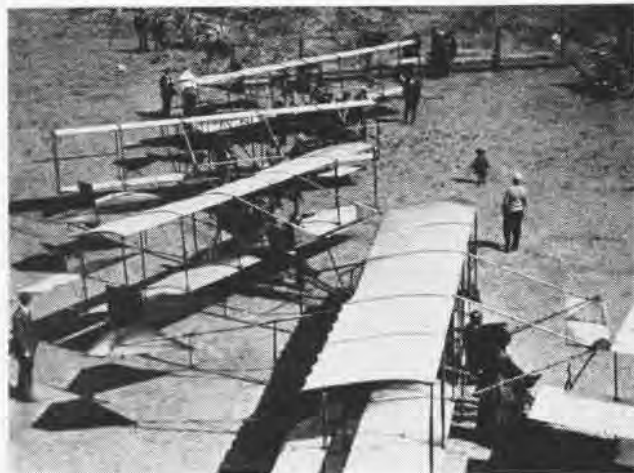
Nobody knows how many naval aviators there have been since Ellyson pattered around in the Curtiss biplane. During World War I the peak was 1,656 aviators. This dropped to 315 in February, 1920, and rose to a high mark of 48,948 aviators in June, 1945.

Another interesting fact difficult to ascertain was who is the lowest-num-

#1119 the same day.

Another alumnus of the same flying period, MGen. W. T. P. Hill, Quartermaster General of the Marine Corps, apparently holds the lowest number in the Marines, being NA #853. He had a couple of other well-known Marine aviators, MGen. Thomas J. Cushman, #2850, and MGen. Christian F. Schilt, #2741, as his flight students. All three still are on active duty.

Other high ranking naval officers who hold early aviation designations include Adm. Arthur W. Radford, #2896; Adm. Felix B. Stump, #2734; VAdm. John Dale Price, #2730, and Adm. Donald B. Duncan,



NAVY FLIERS in 1911 flew these Curtiss biplanes at North Island; early aviators also learned to fly at Hammondsport, New York



SECNAV Daniels, Asst. Roosevelt, greeted Cdr. Towers and LCdr. Albert C. Read with crews after 1919 NC flights over Atlantic

somewhat confusing.

The Navy went in for training foreign powers' pilots at an early date. In 1917, three Argentinian Navy men reported to Pensacola to learn how to fly and were given Naval Aviator Nos. 95a, 95b and 95c. Somewhere along the line, the numbering system got fouled up and J. Salsman is listed as NA #95 $\frac{1}{2}$. 52 $\frac{1}{2}$

Coast Guard Showed Interest

The Coast Guard started early in its aviation interest, sending Elmer Fowler Stone to learn piloting during World War I. He was designated Naval Aviator #38 on 4 June 1916. Stone flew in the NC-4 across the Atlantic and worked as Coast Guard liaison officer in BUAER for many years. Oldest living Coast Guard aviator is RAdm. Robert Donahue, #54.

Second to Adm. Towers in the "still

bered aviator still on active duty. So far as NAVAL AVIATION NEWS could determine, Capt. Alvin O. Preil, member of the Reserve TAR selection board, holds the "championship" with #559. He was designated a naval aviator on 11 March 1918.

Right on his heels is the only LTA-HTA pilot to gain the rank of rear admiral in the Reserves, Karl L. Lange, with #547. RAdm. Lange is now wing staff commander at NAS AKRON. The only Reserve aviator-admiral on active duty is RAdm. I. M. McQuiston, military executive for the Reserve Forces Policy Board, who is #905.

Adm. Pride Held #1119

Another "low number" man still on active duty is VAdm. A. M. Pride, Commander of the Seventh Fleet. He was commissioned an ensign on 17 September 1918 and became aviator

#2943. They were of the 1920-21 vintage. Capt. S. H. Warner, the first *Grampaw Pettibone*, was #2974. Leroy Grumman, plane designer, was #1216.

Many of the Navy's top air admirals today would have had lower naval aviator numbers if they had not been sent to sea for four years before they could get into flight training, as was the case with some of the above-mentioned.

Another unique figure in naval aviation is Chief Boatswain Patrick J. Byrne. Byrne has 21,000 hours in the air, holds Aviation Pilot rating #10 and often flew with Adm. Bellinger. Byrne got his wings in 1920 in the first enlisted pilot class to graduate from Pensacola. He was a lieutenant commander in World War II. He is now attached to VR-31 in Norfolk.

Following is a list of the first 25 naval aviators, together with an out-

standing fact or two about them:

1. Cdr. Theodore G. Ellyson, deceased. First pilot, trained by Curtiss. Classmate of Adm. Nimitz. Made first catapulted launching in 1912.

2. Cdr. John Rodgers, deceased. Led first plane flight to Hawaii in 1925 in PN-3's. Honolulu airport named after him.

3. Adm. John H. Towers, retired. Commanded flight of NC seaplanes on transatlantic flight. Made first night plane landings. Chief of BUAER on Pearl Harbor day. Commander in Chief of Pacific fleet

4. Capt. Victor D. Herbster, deceased. Exec of *Lexington*; commanded NAS DUBLIN, Ireland, in WW I.

Cunningham First in Marines

5. LCol. Alfred A. Cunningham,

while in combat at Vera Cruz, Mexico. ComAirLant in WW II.

9. Ens. William D. Billingsley, deceased. First naval aviator killed in flight. Accident occurred at Annapolis, with John Towers in plane. Towers clung to Wright plane in 1600-foot fall and survived.

10. Lt. (jg) James M. Murray, deceased.

11. Capt. Henry C. Mustin, deceased. Commanded first Air Detachment of Pacific Fleet, later first assistant Chief of BUAER and ComAirPac.

12. LCol. William L. McIlvaine, USMC, retired. A leader in establishing aircraft as supporting weapon to fleet and ground forces.

13. Capt. Holden C. Richardson, retired. Outstanding naval aircraft designer. Co-pilot of NC-3.

tachment in England in WW I. Killed in ZR-2 dirigible crash.

18. Capt. Edward O. McDonnell, retired. Instructor of famed Yale Unit of fliers in WW I. Advocate of carrier aviation.

Capt. Capehart in So. America

19. Capt. Wadleigh Capehart, deceased. Exec of *Lexington*. Helped set up Brazilian naval aviation in 1919.

20. Cdr. Earl W. Spencer, Jr., deceased. Commanded NAS SQUANTUM and San Diego. First head of flight division in BUAER. Air officer of *Saratoga*. First husband of Duchess of Windsor.

21. Cdr. Harold T. Bartlett, retired. Served with Navy aviation in France in WW I. Commanded first Navy torpedo bombing squadron.



NAVY'S earliest living aviator, Adm. John H. Towers, congratulates LCDR. James Verdin, who set world speed mark in F4D



YESTERDAY'S and today's aviation is plainly contrasted in this shot of an early pusher biplane and Navy's F9F Panther

USMC, deceased. Commanded three Marine fighter squadrons in France in WW I. First Marine aviator.

6. Col. Bernard L. Smith, USMC, deceased. Established gunnery, bombing school at Miami in 1917; set up Marine barrage balloon program in SoPac, WW II.

7. LCdr. Godfrey de C. Chevalier, deceased. Helped develop arresting gear on carrier *Langley* and made first landing aboard. Home field at Pensacola named for him.

8. VAdm. Patrick N. L. Bellinger, retired. Flew one of NC seaplanes in Atlantic flight. First naval aviator to bring back a bullet hole in his plane,

14. Lt. (jg) Richard S. Saufley, deceased. Set altitude and endurance records in hydroplanes in 1916. Killed trying to break own mark. Drew first aerial map at Vera Cruz in 1914.

15. Lt. (jg) Clarence K. Bronson, deceased. Killed by premature explosion of bomb off Indian Head, Maryland.

16. Capt. Kenneth Whiting, deceased. Submariner and aviator. Commanded first American aviation unit in France. Commanded *Lexington* and *Saratoga*. Whiting Field in Florida was named for him.

17. Cdr. Lewis H. Maxfield, deceased. Commanded U. S. airship de-

22. VAdm. George D. Murray, retired. Outstanding in naval aviation training. Commanded *Enterprise* on Dec. 7, 1941 and Task Force 17 at Battle of Santa Cruz.

23. LCdr. William M. Corry, Jr., deceased. Commanded NAS BREST, France in WWI. Awarded Congressional Medal of Honor for trying rescue companion from burning plane, in which he perished. Three destroyers named for him.

24. RAdm. Albert C. Read, retired. Commanded NC-4, first plane to fly across Atlantic. Headed naval air technical training in WW II.

25. Cdr. Earle F. Johnson, resigned.



GRAMPAW PETTIBONE

Ten Fathoms Under

The pilot of an SNJ received a wave-off on his first carrier qualification approach. We pick up the pilot's statement as he arrives at the 90 degree position on his second approach.

"I apparently encountered some turbulent air because my wings started to wobble, but not violently and not like a stall. My left wing dropped and I must have over corrected because my right wing then snapped down and the aircraft rolled into a nose down steep right bank and hit the water in that attitude. The canopy jammed almost completely shut upon impact (except for about an inch). The aircraft went under water once and then I think it hobbled back to the surface because I could see what appeared to be a horizon. The aircraft started to sink and the cockpit began to fill with water. Just before my head went under I took a real deep breath.

"As the plane sank, I kept trying to open the canopy, first by using the normal release handle and then by trying the emergency release. I wasn't getting anywhere as I couldn't budge the canopy, and I was just about ready to give up. The plane must have hit bottom about this time for I felt a slight jolt and all motion stopped. It was so dark in the cockpit that I couldn't see what I was doing.

"I was about out of breath and decided that if I was going to get out I would have to do so immediately. I put my left hand on the release handle and my right hand in the crack in the canopy. I put both feet on the instrument panel and pulled with all my might. The canopy gave a little and started to slip back. I forced my head and shoulders through the opening, stood on the seat and shoved. As I left the cockpit, I pulled my right hand CO₂ bottle on my Mae West. It was still pretty dark and I was going up pretty slow, so I pulled the left hand bottle and started paddling as fast as I could. I was still paddling after I broke the surface. A motor boat from the destroyer picked me up almost immediately."



Grampaw Pettibone Says:

Son, you sure had me worried there for a minute. I didn't think you



were going to pull that left hand CO₂ bottle.

This lad escaped from his plane which was 50 to 60 feet under water and in so doing had held his breath for well over two minutes. That speaks pretty well of the physical fitness program, I'd say. Proper use of his shoulder harness paid off as it always does, but he received minor lacerations when he clawed his way out of the cockpit.

This accident just goes to show that it's a mighty cagey move to make sure your canopy is locked open when you're operating around a carrier. In addition, when flying service type aircraft, you can't lose anything if you make a habit of wearing your oxygen mask when making landings and take-offs.

There are a few aviators around who have been in conditions similar to this lad's plight who will tell you that the use of their oxygen has made the difference between getting out and not getting out of a submerged cockpit. Besides, that oxygen mask will protect your face from fire and will absorb a goodly portion of



the impact forces in aircraft accidents. All in all, I'd say that the oxygen mask is a pretty handy thing to have around in an emergency.

Take That and That!

The pilot of a PB-1G (Coast Guard rescue B-17) was cleared for a routine test flight. The plane captain was standing between the pilot and the co-pilot as an additional lookout for taxiing. The taxiway to be used ran between a line of hangars and the aircraft parking line.

While taxiing through this area, the starboard wing struck a stake bodied truck parked adjacent to a line shack next to one of the hangars. No one in the plane saw the parked truck or members of the line crew who attempted to attract the attention of the crew in the plane prior to the collision.

The pilot inspected the damage, proceeded to a cleared area where he turned around and, while taxiing back through the same area, his *left* wing struck the top of the line shack next to the same hangar. At this point the pilot didn't stop, but added throttle, dragging his port wing across the top of the line shack, and continued on back to the parking area.



Grampaw Pettibone Says:

Of all the bonehead stunts I've ever heard of, this one takes the cake. A single taxi accident is bad enough, but to compound it within a few minutes is downright inexcusable. I'm wondering whether this is the type pilot that oughta be trusted with our high priced airplanes. His actions in the second taxi accident certainly leave much to be desired.

There's no excuse for a pilot not posting a look-out outside of his plane before he taxis into a spot that he knows is going to be a tight fit. If there is *any* doubt about the clearance, *stop* until you get some outside help.

When the area ahead is news to you,
And only one looking out, when
there should be two,
Taxi only when you know all's clear—
The price of carelessness may cost
you dear.

Grampaw
says: THAW!

Don't pull a
Pit in the
CHILL!



YOU CANT BEAT
the Heat!

TAKE YOUR
TIME!

Really
Heat

GRAMP WRITES A POEM

'T WAS right around Christmas, and we had been told
To go to the Arctic, right into the cold,
To pick up a *Skymaster*, long stranded there,
And bring it back stateside with speed and with care.

We came in the night to cold Frobisher Bay
And ran a preflight check ere hitting the hay.
In temperature readings of 30 below zero,
'Twas no time to think of becoming a hero.

All through the day, there was plenty of work,
And no one was tempted to soldier or shirk.
Then chilled by the winds and frozen with doubt,
We finally taxied the *Skymaster* out.

It took lots of time for the stiff props to feather,
The fluid was frozen by cold Arctic weather.
But take off we did right into the soup,
The trouble then started, first with the loop.

Then out went the heaters, and quick as a flash,
All the dials went quize haywire up there on the dash.
As smoke filled the cockpit—we knew not the source—
The windshield iced over, a problem, of course.

The pins must have frozen, wheels would not retract:
There was nothing to do but to turn and go back.
The overcast held us, its darkness we feared,
When all of a sudden, a large hole appeared.

Down through this chimney and back to the field
As fast as we could with my blood near congealed!
I soon saw the runway—I wouldn't go round—
So I hit the flaps quickly and dropped to the ground.

With ice on the runway, the brakes wouldn't hold
And death loomed before me, lonely and cold,
For the end of the runway held a great drop,
And so well before it, the plane I must stop.

So groundloop I did—then rose such a clatter
We jumped in our seats to see what was the matter.
We'd hit some oil drums, used for lighting, I guess,
But whatever the purpose, they sure made a mess.

We slewed around slowly and came to a stop.
No one was hurt, but egad, what a hop!
The lessons we learned we learned mighty fast—
Engraved on our memories, long may they last.

The lessons I learned then—and there is no doubt—
I didn't take time to thaw the plane out,
Use plenty of heat and plenty of time—
This is the theme of my Christmastide rime.

When instruments fail, they create a real problem;
In instrument weather, you're sure lost without 'em.
Just "fly 'em by instinct" I've often been told
But that's not conducive for growing too old.

Don't be in a rush to get where you're goin'
Just take your time, so your "slip" won't be showin'
It's lucky we are, and most thankful too
To be able to tell this story to you.

Now your old friend Gramp who relates this tale
Will not enter into his usual wail—
Instead, Merry Christmas, Merry Christmas tonight—
Take time to be careful, take time to be right.



PUSH-BUTTON navies may be just over the horizon, but there's no end in sight for the swab and bucket, implements known to seafarers since men first went down to the sea in ships. Here on the Coral

Sea whenever deck scrubdown is ordered, sailors "turn to" beneath and between jet aircraft capable of dealing destruction with a push of a button. But still there is no modern, push-button swabbing.

Three Medals for Ex-POW Thornton Receives Awards on Return

When former Communist prisoner of war Lt. (jg) John W. Thornton came back to the United States, he received three medals from a grateful government for his helicopter rescue exploits in Korea, including the Navy Cross.

RAdm. R. J. Arnold, commanding officer of Naval Aviation Supply Depot, pinned the medals on Thornton—a Navy Cross, Bronze Star and Distinguished Flying Cross, each in recognition of a specific act of heroism.

Thornton, a pinwheel pilot from HU-2, was spotting mines and naval gunfire in Wonsan harbor from an LST when called on to rescue three Army and ROK men cut off by the enemy on top of a mountain.

Thornton's helicopter crashed when he tried to land and pick them up. He directed rescue attempts by two other helicopters. Remaining behind, he was captured by the Reds.

The Bronze Star was awarded for his work rescuing wounded Thailand sailors from the grounded corvette *Praesae*. His helicopter crashed on the deck and Thornton's bravery in putting out the fire and in the resultant rescue under Red gunfire won the medal. The DFC award came for spotting eight shore batteries for Navy ships offshore at Wonsan. Thornton was awarded a



WIFE, SON SEE THORNTON RECEIVE MEDALS

Silver Star for his mountain peak feat, but the Navy Board of Medals and Awards later upped this to a Navy Cross.



THE NAVY, which has made "ugly ducklings" out of some of its planes (see facing page) is not the only offender in this field. When Westinghouse Electric Co. was experimenting with using a plane as a television relay station, sending a picture to the ground below from cameras on the plane, it attached some odd things to a B-29. One was a telephone-pole-like antenna which folded up for landing and another pole atop the big bomber's rudder. The plane tested the idea of aerial television.

Exchange Pilot Saves Two British Fishing Party Held in Fog

Two English fishing enthusiasts who were lost overnight in a peasoup fog in the English Channel were rescued by a helicopter flown by Lt. Joseph Reilly, formerly with HS-1 at Key West, now on exchange duty with the Royal Navy aviation arm.

The pair, Mr. and Mrs. F. H. Little, were taking part in an angler's festival when the fog descended on their boat. It was in near-sinking condition when a RN *Firefly* and the helicopter took off from Lee-on-Solent to search for them. The helicopter hovered over the boat and hoisted the elderly pair aboard. Lt. Ronald Fisher, RN, was crewman in the pinwheel.

Navy Helms Save Fisher Wounded Spearfisher Rushed to Aid

COMFAIR, JACKSONVILLE—A badly injured spearfisherman who shot himself in the neck was saved from death by a Coast Guard cutter, Navy aircraft carrier and a helicopter, cooperating in a swift rescue mission.

The man, David Earl Hall, a Korean war veteran, was walking on the Mayport jetty when he slipped. His spear gun fired the long steel spear into his neck, and he was unable to pull the dangerous weapon out.

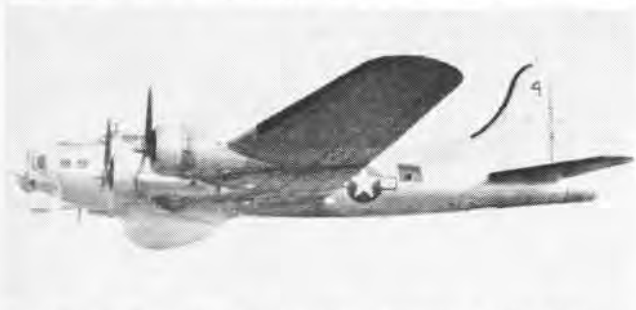
Bleeding profusely, he used his shirt to wave down the cutter *Sweetgum*, which picked him up and took him to the carrier *Randolph*. Lt. Joe Lambert, Navy doctor, gave him blood plasma and had him rushed to NAS JACKSONVILLE hospital via helicopter.



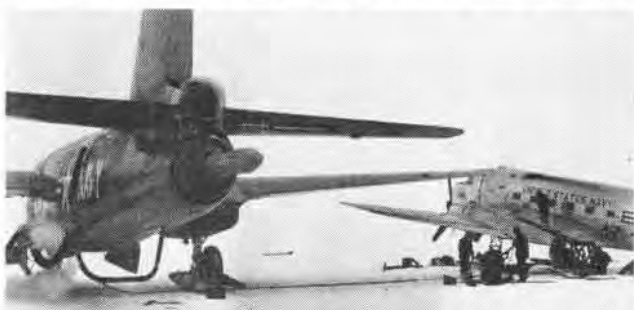
LONG TAIL BOOM OF VP-22 P2V CONTAINS GEAR TO LOCATE SUBS



RADOMES TOP AND BOTTOM BREAK SLEEKNESS OF WV-1 ASW PLANE



GUPPY ON PB-1W (FLYING FORTRESS) CONTAINED RADAR SCANNER



LONG STINGER ON P2V AT POINT BARROW HAD ELECTRONICS GEAR

ELECTRONICS MAKES 'UGLY DUCKLINGS'

BANE OF the existence of Navy aircraft designers, who design sleek, streamlined planes, are the knobs, booms, guppies and radomes which electronics men hang on them. The appendages are necessary to house the scanners and

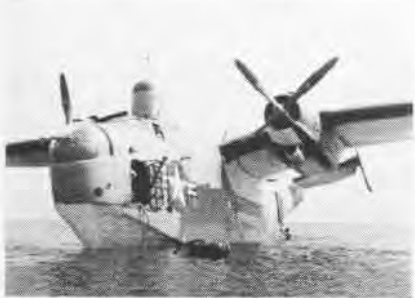
other electronics gear to enable the planes to locate enemy fleets subs or attacking air groups long before they can attack our ships. On this page we present some odd-looking results of this "marriage" of designers and electronicsmen.



PB-1W HAD RADAR SCANNER PLACED ATOP FUSELAGE FOR RESEARCH



NEW NAVY MARLIN P5M HAD RADAR 'NOSE', NEW HIGH 'T' TAIL



BULBOUS RADOME ON PBM CONTAINED RADAR



HUGE GUPPY REQUIRES EXTRA TAILS ON AD



SLEEK F4U LINES BROKEN BY RADOME KNOB

NAVY'S CARRIERS PROWL THE CHINA SEA

WHAT ARE the Navy carriers in the far East doing now that the Korean war is over? Have they come home or are there some still there?

Out of the news vacuum which descended after the armistice was signed, few reports reached stateside on the activities of Task Force 77, but the fleet is still there, ready for any emergency.

No longer are the flattops launching strikes against the Communists from the Sea of Japan east of Wonsan. They are operating in the China Sea south of Korea, instead. But a never-ending chain of aircraft is being launched day after day from the four fast attack carriers. It is the Navy's way of keeping alert even though hostilities on land have ceased.

Alternating off the Korean coast, the *Boxer*, *Yorktown*, *Kearsarge* and *Lake Champlain* send out *Panthers*, *Banshees* and *Skyraiders* on training flights to keep the Navy's weapons polished and the powder dry during the uneasy peace.

These flights are a bit different from the ones flown during the fighting. Pilots who had formerly moved in at speeds approaching that of sound now cruise at lower speeds, firing at target sleeves behind their own aircraft, rather than at bridges, trains and battered North Korean cities.

Two of the four carriers now off the Korean coast are comparative newcomers to the war in Korea, the *Lake Champlain* arriving in the final month of the war. The *Yorktown*, famous *Fighting Lady* of World War II, was en route to the Far East when the final bomb was dropped on Korea by Lt. (jg) William F. Finley flying an F9F from the *Boxer*. He was a member of VF-111 *Sundowners* squadron.

Boxer Active in Korea War

Real veteran of TF-77 is the *Boxer*, a four-time participant in the fray. With the exception of the *Valley Forge*, which was there when the first shot was fired by the Reds, the *Boxer* led all attack carriers in the battle zone. She leads all Navy combat carriers with 64,000 arrested landings aboard.

The fourth flattop now off Korea,



FRAMED BY THE THREE-INCHERS ON THE LAKE CHAMPLAIN'S FANTAIL IS A LANDING AD

the *Kearsarge*, had one combat tour of duty in 1952 and was on her way to the Far East again when the fighting stopped.

While the planes on the carriers are busy keeping their shooting eyes sharp, crewmen on the ships keep busy doing important work overlooked during combat days, such as completely painting and reworking portions of the ship.

Possibly the heaviest load to be lifted with the signing of the truce came from the shoulders of the ship's gunnery department and the air group's ordnancemen. The staggering load of bombs and rockets handled by the two sections—the Navy used more ordnance in Korea than in World War II—has now come to almost a complete halt. While in combat, those men sometimes worked 15 hours a day. Now their work consists only of caring for

the planes going out on gunnery hops.

The workload remains much the same for most of the ships. Aircraft must be manned as before, even though they no longer come back shot up by AA fire. Cooks still have more than 3,000 men per ship to feed, electricians have to service their miles of wiring and other ship divisions have to keep the vessel in constant state of readiness.

Possibly the only real differences in workload on task force personnel is the fact they enjoy somewhat of a holiday routine on Sundays, and weekday movies which were once a rarity during the fighting are now commonplace.

All told, it all adds up to the fact the Navy is not going to be caught off guard in the Far East. Four carrier loads of fighting planes are ready for action anytime anyone starts something.

'GLASS EYES' MAP SECRETS OF ENEMY



CAMERA BEHIND OPEN PORT IN F9F'S NOSE CAN BRING BACK INTELLIGENCE ABOUT ENEMY

A "RED HOT" jet fighter pilot walked out of his new commanding officer's office in a slow burn. What was it the CO had said? Something like this, "From this day on, as long as you are in this squadron, forget all about aircraft machine guns and cannons. You won't have them in your plane. Under no circumstances will you engage the enemy except on flight line. Your sole job is to make and deliver pictures to your ship."

Like rubbing salt in a wound the old man had added, "You will be shot at, and might get hit, but you get your pictures then run like the blaze!"

What the grouching fighter pilot didn't realize, but would before he'd been in the photo squadron long, is the fact that getting those photographs is just as tough, and just as important, a job as firing the guns. The success or failure of a strike can be dependent upon the photographic intelligence furnished by photo pilots.

Intelligence, like ordnance and transportation, is one of the host of specialized activities required for the waging of war. The Nazi General Staff made the statement, "He who has the best intelligence wins." This is putting it broadly, but it is certain that good in-

telligence supports every victory.

As much as 90% of the intelligence on certain operations in the last war was of the photographic variety, derived from interpreting information available from photographs.

Works All The Angles

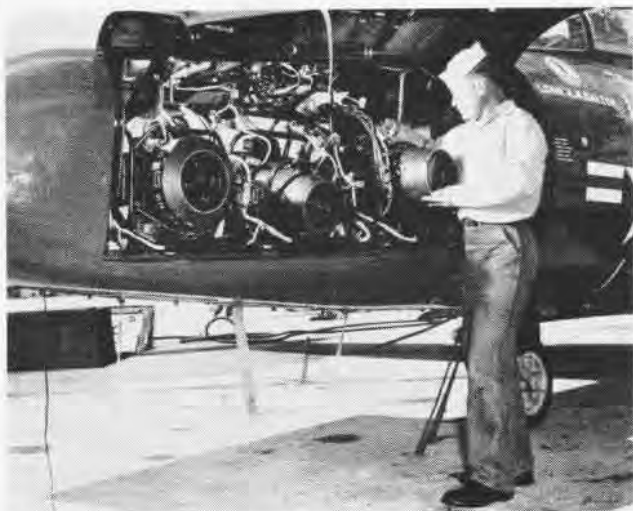
The key to good intelligence is a good collection system. In addition to photographic aerial reconnaissance, the system uses visual and electronic aerial reconnaissance, as well as spies, POW and refugee interrogations. Naturally if photographs provide 90% of the intelligence, aerial photo work assumes the major part of the collection effort.

During peacetime, intelligence must observe and listen to potential enemies, warn of his intentions and capabilities, and build an encyclopedia of knowledge concerning them. The operations of photo pilots are shackled by diplomacy at these times. In war things are different; he becomes the prime source of enemy intelligence—the quickest accomplished and the most reliable.

Stockpiled intelligence rapidly becomes obsolete. New material must be provided rapidly by photo reconnaissance. As the enemy perfects methods to knock him down, the photo pilot must fly higher and faster or much lower and much faster to complete



PHOTO RECCO PILOTS LEARN CORRECT WAY TO MAKE AERIAL MOSAIC



BATTERY OF F2H AERIAL CAMERAS SHOOTS HORIZONTALS, VERTICALS

his particular mission successfully.

Increased altitude and speed requirements tax, and sometimes exceed, the capabilities of camera equipment. Greater altitudes require longer focal length camera lenses to maintain the scale of the photography at an interpretable level. Long focal lengths mean heavier and bulkier cameras.

Low altitude operations at high speeds burden camera mechanism. Single frame cameras must recycle at terrific speeds to provide stereoscopic overlap. Continuous strip or single frame cameras must move the film at extremely high speeds synchronizing film and ground to prevent blurring.

Photo Pilots 'Step-Children'

In World War II carrier-based photo reconnaissance pilots and planes were the step-children of carrier fighter squadrons. Schools existed at Pearl Harbor and Harrisburg, Pa. to train photo pilots, but in far too many instances, the pilot became a "qualified" photo pilot after a shipboard cockpit checkout. Some of the results showed it. Owing to lack of appreciation on the part of some commanders, photo-configuration aircraft and their pilots were considered as dead weight to be carried. In spite of this maze of difficulties posed by their poorly coordinated organization, photo reconnaissance built an enviable reputation.

When the war was over, there was time to sit back and review past mistakes. Attention was focussed on the role that would be assigned photo reconnaissance in any future conflict. It was decided to promote a more

efficient intelligence machine by bringing all carrier photographic facilities under a centralized command.

In 1949 VC-61 was commissioned to provide this service for the Pacific Fleet, and VC-62 for the same service to the Atlantic Fleet. With specialized photographic squadrons, flying fighters, it has been possible to centralize highly trained and widely experienced personnel. The composite squadrons furnish each large carrier with a detachment composed of three photographic aircraft and supporting personnel. The VJ squadrons fly long range P4Y-1P and AJ-2P photo planes.

The flight syllabus for a fighter photo squadron requires all the various phases common to any conventional carrier squadron including familiarization, tactics, navigation, instruments, FCLP and carquals. In the place of primary weapons training, a photo pilot gets about 35 hours of photographic training.

Photo Pilots Are Trained

The ground training phase is longer than for a standard VF squadron. Preflight planning is lengthier and more complicated. Coordinates, speeds, terrain elevations, scale and flight lines must all be pre-planned. Post flight debriefing, film annotating, master plot maintenance and photo intelligence assistance goes on long after the VF pilots have turned in or secured.

To get usable intelligence from photography, the photo pilot and the photo interpreter must be a closely knit team. Pilots must know the limits of interpretation to provide useful pho-

tography from their missions. There are scales too small for accurate identification or detailed analysis of specific objects. Other scales are too large to give required lateral coverage needed for specific target location. Photo mapping can not be accomplished without knowledge of cartographic requirements.

Interpreters must constantly bear in mind that the pilot, the plane and the cameras are at stake on each mission. The more stringent the requirements he sets, the greater the chances of losing all three. Requests for photo scales larger than required cause the aircraft to cross the target at a lower and more dangerous altitude than would otherwise be required. Requests for cartographic quality over already mapped areas may cause the pilot to expose himself unnecessarily, and requests for coverage of larger areas than absolutely required cause the photopilot to remain over unfriendly territory.

Jets Main Photo Planes

Photo aircraft are selected from the most advanced fighter and bomber types to increase the probability of a safe and successful mission. F9F-5P's, F2H-2P's and AJ-2P's are in use today. Camera installations are also being improved for better results. Operating speeds are being increased and size reduced in the cameras, and their operation is being made automatic. For quick delivery of the finished product, high speed processing is possible through high temperature development, and improved equipment.



GILL UNLOADS CAMERA FROM CHIN MOUNT OF AN AJ-2P OF VJ-62



VJ-62'S DELIO CHECKS PHOTO TECHNICIAN'S PANEL ON AN AJ-2P

WORLD'S PHOTO PLANES COME IN MANY SIZES



P9F PHOTO PANTHER TAKES PICTURES OF SANGSON, NORTH KOREA



LONG-NOSED AJ-2P PHOTO PLANES FLY FOR VJ-62 ON EAST COAST



SLEEK BOEING RB-47E STRATOJET HAS CAMERAS IN ITS LONG NOSE



NEW SWEDISH SAAB S-29C JET PHOTO PLANE PACKS SIX CAMERAS



LUMBERING OLD P4Y-1'S STILL USED FOR PHOTO PLANES BY VJ-61



VC-61 PHOTO BANSHEE WITH VF-11 ESCORT MAPPED ENEMY TERRAIN

Navy Air Ace Comes Home

Lt. Bordelon Wears The Navy Cross

When the *Princeton* returned to NAS ALAMEDA, the Navy's only Korean war ace was aboard her. In a war in which jet aircraft was of primary news interest, Lt. Guy P. Bordelon, VC-3 night fighter pilot, flew a *Corsair* to gain national recognition for five kills of enemy aircraft.

Flying from the *Princeton* on night heckler missions, the VC-3 team was used to enemy flak and other dangers connected with night combat operations. Then the Navy offered and the Air Force accepted assistance in stopping night raids on ground positions by "Bedcheck Charlies." With Lt. Bordelon were Lt. J. K. Arthur, Lt. (jg) J. G. Strandlund, Lt. S. N. Groves and Lt. R. W. Hopson from the *Princeton*; Lt. C. Z. Stevens and Lt. D. B. Edge from the *Philippine Sea*; LCdr. W. R. Moore and Lt. J. F. Sunley from the *Boxer*.

When Lt. Bordelon bagged his fifth Red plane, he became the first Navy ace of the Korean war and received the Navy Cross. The raids diminished after that. This feat caused RAdm. R. E. Blick to comment, "There will always be a place in war for propeller-driven aircraft."

Bordelon's 11 years of service had been uneventful from the standpoint



ACE SHOWS SON, MARC, INSIDE OF CORSAIR

of public recognition. He had been an instructor and staff officer and had done the many flying jobs which receive little attention. His training and experience in the relatively new field of night radar fighter interception has paid off.

10 More Red-Baggers Listed

Marines Shot Down Communist Plane

Ten more Marine pilots who shot down Communist planes in the Korean War have been added to the list of 23 Navy and Marine fliers with "kills" to their credit, published in NAVAL AVIATION NEWS in October.

The men and their feats follow:

Capt. E. B. Long, flying an F7F-3N, bagged a PO-2 on 1 July 1951

Capt. D. L. Fenton, F4U-5N, PO-2 on 13 July 1951

Maj. E. A. Van Gundy, F7F-3N, PO-2 on 23 Sept 1951



ONE OF THE brightest spots in the Korean war has been the way Navy and Marine aviators and ground crewmen have befriended the war-torn people of that unhappy land. It isn't just Christmas once a year with them—they reach down in their pockets every day to help, especially young children. In the picture on the left MSgt. Richard S. Graham of 1st Marine Air Wing tries a sweater on a Korean orphan. The tot is being



cared for in an orphanage financed by the Marines of that Wing. The sweater came from the Holy Trinity Episcopal Church of Onancock, Va. In the other photo, hordes of little Korean kids swamp the jeep of MSgt. Don H. Boyd as he drives up with a package of clothing received monthly from members of his church back in Miller, Missouri. The youngsters are in a refugee village somewhere in south Korea near Boyd's division.

Capt. John W. Andre, F4U-5N, YAK-9 on 7 June 1952

Maj. Thomas M. Sellers, F-80, 2 MIG-15's on 20 July 1953

Maj. Roy L. Reed, F-80, 2 MIG-15's, 7-12 April 1953

Capt. Harvey L. Jensen, F-80, MIG-15, 18, May 1953

Maj. J. H. Glenn, F-80, 3 MIG-15's, July 12, 19 and 22, 1952

Capt. Robert "Ding" Wade, F-80, 1 MIG-15, November 1952

LCol. John Payne, F-80, 1 MIG-15, February 1952

Capt. Long's shooting down of the PO-2 "Bedcheck Charlie" is reported to be the first confirmed night fighter kill in the Korean War.

Exchange Pilots to USAF

Twelve Naval Aviators Start Duty

Twelve naval aviators recently reported to duty with USAF squadrons located over the country from Otis AFB, Mass. to Paine AFB, Wash. following a brief indoctrination session at the Pentagon.

Each year the Navy exchanges 25 pilots with the USAF to help insure common doctrine, practices and mutual understanding between the services.

Naval officers in this group are LCdr. T. R. Sedell and Lts. J. A. Sickel, O. H. Oberg, K. A. Wade, J. G. Brozo, W. C. Decker, F. W. Blake, D. C. Bennett, H. A. Winter, D. L. Briggs, L. W. Moffit and M. A. Lea.

BuPers Finally Caught Him Plank Owner of VF-174 Liberated

NAS JACKSONVILLE—After flying 1410 hours in the 44 months since he was first assigned to Fighter Squadron 174, Lt. (jg) Arlo J. Jensen has finally received orders for transfer.

Lt. Jensen first reported to VF-174 in 1950 as a midshipman. All but 425 of his flight hours were flown in prop-driven F4U Corsairs and his hops have taken him all the way from Norfolk to the Caribbean and from Jacksonville to the Mediterranean. He was flying an F9F-6 Cougar when he received his orders to Naval Air Base Training at Pensacola.

Although the squadron's title has changed five times since first being commissioned, it has always retained the *Hell Razor* emblem.



JENSEN CHECKS OUT AD3 DIARIO ON F9F-6

Baffin Island Air Lift HU-2 Battles Arctic To Effect Rescue

The versatile "whirlybirds" of HU-2 have effected an air evacuation in the far north of 81 men and 10 tons of baggage.

Operating from an icebreaker, Lt. W. D. Jurashek and Lt. (jg) R. L. Carpenter were alerted for the evacuation attempt when it was discovered that a detachment of men and their supplies could not be taken from the beach by ship or landing craft.

Owing to lack of harbor facilities and adverse weather conditions with a high running sea, it was found that the original evacuation plans could not be carried out. The copters were called in and within two days all personnel and their equipment had been removed.

The conditions on the helicopter were many times close to gross weight maximums. However, low air density conditions and strong steady winds

aided in carrying the weight.

Two weeks later the same two pilots were again called on to airlift 21 Army engineers and their equipment from their Arctic camp after an LST had battled the elements for six days in an attempt to get to them. Weather conditions, currents, tides, and uncharted waters made it impossible for the LST to complete the task.

On the first flight, the pilot noted good beaching conditions south of the camp and an LCVP was able to effect a landing and pick up 11 of the men.

Extremely foul weather caused reduced helicopter flights, but by the end of the second day, the HU-2 pilots evacuated the remaining Army personnel with their baggage.

Aviator Shows He's Tough VR-21 Man Tries Flying Minus Wings

Flying without wings is for the birds! That's the opinion of a VR-21 pilot at NAS BARBER'S POINT, and he should know since he tried it. He fell 200 feet (one bounce) straight down from the rugged Waianae mountain range near Honolulu.

Lt. Larry Joyce was hunting for wild pigs and wild goats with LCdr. Lyle Flick and LCdr. Donald Cooley on

their day off. They picked their way up a narrow, jagged ridge at an altitude of about 3,000 feet with Joyce in the lead.

Flick stopped for a moment to adjust his binoculars and scan the surrounding ridges for some game for a squadron party. Suddenly, he caught a movement out of the corner of his eye. He turned and saw Joyce sailing through space, head down. As he watched, Joyce ricocheted off an outcropping, plunged over the edge of the almost-sheer cliff face and disappeared from sight.

Cooley and Flick scrambled, slipped and slid down the rocky cliff side toward the spot where their friend had fallen. It took them thirty minutes to reach his side. As they rushed to the groaning pilot, Flick remarked that he bet it would stop Joyce's pig hunting. Joyce replied, "Hell, no, I'll just hang on tighter."

Joyce was hoisted to his feet and, after gingerly poking around, pronounced fit for travel except for cuts, bruises and sundry pains. One thing he proved is that they're building aviators of tough stuff these days.



IT SAYS "U. S. Navy" on the side of this stubby-looking little blimp but few of today's aviators have ever seen one. It is the Navy's first and only all-metal airship and flew back in 1935. The ZMC-2 was built by Detroit Development Corp., at Grosse Ile, Mich. It had a metal covering composed of aluminum-coated sheets riveted together in rings. Two balloons inside contained the helium which carried this 150-foot airship aloft. Since it had a metal skin instead of fabric, the airship was heavy and unstable in the air, according to Capt. M. M. Bradley, LTA advisor to DCNO (Air), who once flew it. It came back from its first flight with a couple of bullet holes in it where some trigger-happy hunter took a shot at it. Note the eight tail surfaces needed to stabilize the airship. Four were movable. The airship had 202,000 cubic feet gas capacity, 700 miles range and cruised at 50 mph.

★

Merry Christmas In Navy Blue

★



SANTA "pulls the prop through" prior to departing from North Pole in his giant *Mary* seaplane for VR-2 party at air station.



YONA orphan is all set at Guam Christmas party with ice cream, cookie and Navy hat.

GOOD WILL and the love of fellow man was the Navy's watchword during Christmas 1952. The Navy's goodwill ambassadors played a big part in putting the stars back into the eyes of unfortunate children throughout the world.

More than 300 starry-eyed youngsters of deceased Armed Forces personnel got the thrill of their lives at NAS SAN DIEGO when they met the feature attraction of the annual party, Hopalong Cassidy. Maybe those kiddies couldn't boast to the rest of the neighborhood gang about what their dads did for them during the Christmas season, but each one of them could show a picture taken with Hoppy.

The cowboy took over Santa's task

of distributing gifts to the service orphans. Presents included leather and suede jackets, western shirts and Hoppy souvenirs. Santa kept his hand



TEETH will grow back and Pensacola party keeps miracle of Christmas in her heart.

in the operation by presenting each child with a sock of candy and nuts.

Halfway around the world, the men of VR-4 were entertaining on a "big brother" basis for a large group of seven-to-ten-year-olds from Guam's Yona Orphanage. Exploration of the squadron area was first on the program. One boy, observing the folding wings of a carrier-type plane, exclaimed in shocked tones, "Look at the

broken airplane." He also wondered if a radome was an atomic bomb.

The youngsters were then loaded into buses and taken to the EM Club where a huge turkey dinner awaited them. The dinner was consumed not only with children's typical eagerness, but also with a dignity usually found only in grown folks. Following a cartoon session, the long-awaited moment arrived and each child received gifts.

Across the waters in the sunny climate of Golfe Juan Harbor, France, some 250 children from orphanages in the Nice area were entertained aboard



FIVE-YEAR-OLD Jimmy Echols looks wonderstruck at Santa during Atlanta celebration.



HOPPY wishes everyone a Merry Christmas before presenting the gifts as Capt. W. F. Rodee and TV cowboy star Monte Hall watch.



CHAPLAIN R. L. Smith lifts a tiny French orphan girl for better look around at Christmas party on Midway in French harbor.

the *Midway*. The tour of the carrier and the meal in the crew's mess were fun for the kiddies, but they seemed to like chewing gum better than the food and candy. The crew obliged by giving away most of its supply.

Following movies came presentation of gifts by "duty daddies." Old Saint Nick came "riding" down the forward elevator. He greeted the tots in their own language and gave each a bag of candy and fruits.

Out at NAS DENVER, members of the Wave drill team remembered the vets confined to hospitals who might be facing the bleak prospect of Christmas alone. They spent most of Christmas Eve distributing gifts to veterans at the VA and Fitzsimmons hospitals.

Approximately 50 boys and girls

were royally treated to a turkey dinner hosted by personnel at NAS ATLANTA. The children, from a club sponsored by the Salvation Army, received children's gifts and a certificate for new shoes from Santa Claus.

Down in the Pensacola area, 150 underprivileged tots were treated to the air station's traditional Christmas party. After a plentiful turkey dinner, the kiddies watched Santa arrive in a festively-decorated helicopter. When the girls opened their presents, they found toys, shirts and other wearing apparel, while the boys were given jackets, shirts and toys.

Out at NAS ALAMEDA, 57 needy children from Alameda county watched Santa arrive in a *Mars* seaplane, the *North Pole Special*. In sponsoring the

party, VR-2 personnel contributed more than \$1,000 and solicited housing units for used and discarded toys. These were repaired and made to look like new by the men in the squadron shops and working areas. The money was used to purchase additional toys and a complete outfit of clothing for each child. Sailor escorts played "parents for a day," herding the tots through the chow line and urging them to stuff themselves with turkey and ice cream.

This year big plans are underway again to put the stars in kiddies' eyes. As men and women at naval air stations and aboard carriers throughout the world open their hearts and their pocketbooks, Santa is getting ready to make this Christmas season bigger and better than ever before.



HE MAY be alone but he's not forgotten. Lt. M. Griffith pays Christmas Eve visit to Pfc. Wm. N. Skidmore at Army hospital.



SANTA'S helpers at VR-2 workshop devote all their spare time to repairing used and discarded toys in preparation for party.



LCDR. SCHOENI'S OUTSTANDING JOURNALISTIC GIFTS MADE HIM GREAT EDITOR OF NANews

NEWS EDITOR CHANGES TO CIVVIES

WITH this issue of NAVAL AVIATION NEWS, more than a volume is concluded—an era is ended. For NANews' brilliant and versatile editor, voice of naval aviation, takes flight for Dallas and Chance Vought.

For more than ten years, LCDR. Arthur L. Schoeni, USNR, has served as editor, feature writer and general manager. During World War II, he was one of Editor Horace Ervin's chief assistants. Since 1946 Schoeni has been editor-in-chief. The red-cheeked, fair-haired JG that came in April 1943 to NANews, then part of naval aviation's training literature section, has become a seasoned lieutenant commander, but the enthusiasm and fire are still there, and the touch with words is surer than ever.

Out of Oregon and the United Press, into Dartmouth and the Navy, Schoeni has pounded the typewriter and a reporter's beat that took him on TAD more than 109,750 miles. His line of travel has extended as far southeast as Puerto Rico, as far northwest as Korea. But most of his travel has been in the United States where he has visited 35 Navy and Marine Air Stations. All in all, Schoeni has made 70 TAD trips—with 99% of the mileage in bucket seats.

As a practical newsman, LCDR. Schoeni has upheld the rule that names

make news and under his direction, NANews has not dulled its message with anonymity. Pictures of exploits with names attached have enlivened the pages of the News.

On a staff where it was once suggested that everyone ought to be able to do everything, LCDR. Schoeni has certainly qualified—as writer, editor and chief photographer. In the last five years, 12 of his pictures have been used as covers, and he has chosen or planned all the others. Wherever exceptional clouds are used as background, it is safe to assume that his photographs provided the artistic cumulo nimbus.

The reporter's gift of finding a story where one has only a clue is Schoeni's great asset. A short note on pilot's headgear was evolved into a lead feature when Schoeni started asking questions that really brought in information, and his query into the way a retractable rocket launcher worked on fighter aircraft was parlayed into an exciting five-page account of rockets—how they have been carried and how they are carried. Early this year Schoeni's ten-year history of his professional contemporary, Grampaw Pettibone, originally scheduled for a few paragraphs, turned into an outstanding five-page feature.

In the same way, what was to be a "duration" job became a decade of ac-

complishment. As he becomes a civilian, LCDR. Schoeni will use his wide and thorough knowledge of the aviation field, which he gained as a naval officer.

by Izzetta Winter Robb

Tech Training Gets F7U Puckett Delivers Cutlass to Center

COMFAIR, JACKSONVILLE—Technical training students at the center here will be able to learn how to repair the F7U *Cutlass*, since one of the high-speed fighters has been received here by the training facility.

LCdr. Ron Puckett, former VF-11 pilot in Korea, flew the *Cutlass* here from Dallas, where he is attached to the BAR office. Puckett stole the show



MECHS WILL LEARN INTRICACIES OF F7U-1

at the Dayton Air Exposition by flying the F7U past the crowds upside down at 500 miles an hour and 200 feet altitude.

The *Cutlass* will be used by Naval Air Technical Training Center for ground training of ordnancemen and electricians.

F9F-7 Flies Off Midway LCdr. Thomas Brings New Jet Aboard

USS MIDWAY—LCDR. J. E. Thomas, CO of VF-61, added another first to his record when he landed the new F9F-7 *Cougar* aboard the *Midway*.

Thomas was accompanied by LCDR. Lawrence Heyworth, Jr., exec of the squadron, who also flew one of the swept-wing jets in the rough-seas operations off Norfolk. A year ago, while at NATC PATUXENT, Thomas made the first carrier landing in an XFJ-2 *Fury* aboard the *Midway* and Heyworth the first in the F9F-6. The F9F-7 has a different jet engine powering it.

Thomas is a "plankowner", having been air operations officer on the *Midway* when she was commissioned in 1945, first of the CVB class.

MARINES SUPPLY BY HELICOPTER



HMR-161 PERSONNEL READY MILLIONTH AIRBORNE POUND FOR DELIVERY TO 1ST MARDIV

ELEMENTS of the First MarDiv, entrenched on a lonely hillside in Korea, are getting essential equipment and food air-expressed to them by Marine Helicopter Squadron 161.

Recently a 'copter piloted by Capt. J. E. Pfluhler whirled down on this outpost with the one millionth pound to be delivered by the squadron since the signing of the armistice in July.

Perched high atop and along the ridges of some of the most treacherous terrain in Korea, the Marines can be supplied more economically by air than by any other method, for most of the area is inaccessible to motorized equipment.

HMR-161 'copters have flown more than 170 flights totalling more than 280 airborne hours in supplying these Marines since the signing of the armistice on 27 July.

This particular flight was only a small part of the tremendous job being done by these airborne *Leathernecks*. The "choppers" have hauled more than 66,000 pounds in a single day to front line outposts.

Hauling everything from heavy bunker material to foodstuffs, the helicopters deliver their loads to pinpoint landing strips. Some are located on ridge tops so sharp that sandbags must

be tiered on each side to provide suitable landing platforms, while other spots are so small that they must hover over the outpost while offloading is accomplished by line.

Delivering single bunker timbers overland required three hours while the helicopters could make the same trip in three minutes.

Despite the many hazards involved in maneuvering through the jagged, razor-sharp peaks, HMR-161 is taking a lot of weight off the foot soldiers.



PILOTS who have operated off the new canted deck of the USS *Antietam* were loud in their praise of the faster launching and safer arrested landings made possible by the angled landing area of her deck. In this photo an F9F is catapulted while FJ-2's and F2H-3's cluster behind it on the launching area. The angled portion of the deck has no barriers and planes missing wires, coming in with full power, readily take off again with no danger to planes in the take-off area. The small triangular area added to the ship's port side to make deck for the canted "runway" can be seen clearly in this striking photo

Jets Are Too Fast for Him Stunt Flier Likes Ground Work Better

MCAS KANEHOE BAY—Marine Capt. Charles F. Stansbury has more than 4,000 pilot hours in the air, but has never been a Marine pilot. The Marines probably couldn't use him anyway as he used to be a professional plane wrecker.

Stansbury, at 13, was turned down by WW I recruiters. He thought if he learned how to fly, they'd take him. He learned in an hour and 15 minutes. As a 30-hp automobile towed a glider around a half-mile circular track at about 50 miles per hour, he learned to operate the controls. Then he soloed.

Recruiters remained unimpressed, so he took stunt jobs flying with the young motion picture industry. The most spectacular event of his stunt career was looping the loop around the Colorado Street Bridge in Pasadena while flying a Boeing PW biplane. He was grounded for that.

He served two four-year hitchies in the Marines, then returned to his first love, the air. By 1934, when he set his last plane down on an airstrip, he had logged more than 4,000 hours of flying time.

When WW II came along, Stansbury re-joined the Marines and went to the South Pacific to build airfields for the Marine Corps. The captain is now attached to MCAS KANEHOE BAY where he usually takes time to watch the *Panther* jets. To young second lieutenants who ask if he wants to fly a jet, he always replies, "Negative!"

I LIVED 2 MONTHS IN MY 'POOPY SUIT'

HOW CAN a Navy pilot crash behind the enemy lines, his plane burst into flames and his squadron mates flying overhead give him up for dead—then walk out of a Communist prison camp many months later?

The Navy had two such cases in the Korean war—men officially declared dead by the Navy. NAVAL AVIATION NEWS asked Ens. Edwin A. Nixon and Roland G. Busch to tell what happened to them after their planes crashed in Korea. Their stories are presented here.

Nixon was flying an F9F-2 from the *Philippine Sea* on 1 March 1952. While in a dive-bombing run on a heavily-defended railroad bridge near Wonsan, he was hit by AA. The plane glided into the ground, exploded and burned, causing his squadron mates in VF-91 to report him killed. Here is Nixon's tale:

"I felt a mild thud while in a dive-bombing run. Since all flight characteristics and instruments read normal, I was not too concerned. But as I pulled up to rendezvous with my division leader, the cockpit filled with smoke (yes, I had my air-conditioner on) and I experienced a flame-out.

"My radio was dead. The cockpit cleared itself and since there was no visible fire, I decided to try for the water and get an air start on the way. Not only did these attempts fail, but I was unable to jettison my bombs.

"A little too low to jump, I picked out a nice-looking ploughed field, pulled up a bit at the last minute to avoid a railroad embankment, and with the indicator at less than 120 and no flaps, stopped in less than 100 yards.

"There was an immediate fire and I made the mistake of looking down for my strap release, burning my face somewhat. I crawled to a nearby ditch as the enemy was shooting at the plane from all around. I waved my life vest at the other planes and left it in plain sight. Two gunless soldiers spotted me but walked away when I pulled out my 'lethal' .38. They were soon back with about 15 friends with guns and after a short time as target, I surrendered.

"My captors, who were Chinese, treated me fairly well, but walked me



ENS. BUSCH TELLS NAVY PILOTS OF HIS POW EXPERIENCES AFTER REACHING FREEDOM

miles, showing me off in the neighboring villages. I lived like an animal for the next two months, being interrogated on and off. My only clothing was my Mk IV *Poopy Suit* which I never removed because of the cold. It left much to be desired as it became too hot on long walks, too cold for sleeping, cumbersome for emergency calls and a wonderful home for hundreds of lice.

"I arrived at the prison camp in the middle of May and except for five more weeks of solitary confinement for interrogation, I stayed at this camp. The majority of the prisoners in the several compounds were flying personnel, and we had quite a few of the imprisoned naval and Marine pilots, including one English naval pilot. On the way to be repatriated, I ran into Ens. Peel who informed me that I was dead. I couldn't believe that I hadn't been seen.

"Anyway, it's wonderful to be out of that land of rice and lice."

Ens. Busch was lost and believed dead while attempting to rescue his wingman, Ens. Harlo E. Sterrett, Jr., of VF-653, in the famous search which saw Task Force 77 cease combat operations for two days to hunt them.

Busch's *Corsair* hit a hillside on a 6,200-foot plateau, exploded and burned. It had been hit by small arms fire while flying at treetop level. He was so badly burned it took him sev-

eral months, with poor medical care, to recover.

Ens. Sterrett, although not given up as dead, was carried as missing in action more than a year. One big HRS-2 from the Marines crashed trying to reach him and a second barely rescued the crew several days later after failing to find Sterrett or Busch.

On his return from POW camp, Sterrett told the NEWS he had landed upside down in a tree. He ran to a clearing so the rescue HO3S helicopter from the *St. Paul* could find him, but five Communist soldiers opened fire and wounded him in the knee.

"Within minutes after the CAP left me, the Communists moved in and forced me to give up," he said. "They took me to the town next to the marshalling yard we had bombed and put me in a house there. The next day the planes were back just as I figured they would be. Later that day they told me they had shot down another of our planes (probably Busch's), but when I asked if the pilot got out they would not say, so I refused to believe them."

Busch and Sterrett were rejoined in Chongjin three weeks later. On the return trip to "civilization" for repatriation, Sterrett traveled by train, truck, bus and even walked 30 miles on the railroad tracks. "During this trip, we saw a large amount of the damage done by our aircraft and along with it we got a good view of China across

the Yalu river," he said.

While in the Chinese POW camp, Busch and Sterrett saw a number of "good shows" put on by the F-86's which shot down a considerable number of Mig's in the neighborhood.

"It certainly is great to know that you belong to a service that will all but stop a war for the sake of one man," Sterrett said. "Adm. J. J. Clark, was so good as to make a special trip to Inchon to greet the Navy and Marine aviators who were POW's and it was from him that I received some of the information of the tremendous effort that was made to rescue me.

"I would like to thank all of the men who participated in the attempted rescue and particularly the helicopter pilots and crew members and the pilot

—it was that broken up and burning too. I received third degree burns on my legs and wrist and second degree burns on my face. My face had been burned 15 days before when an incendiary shell burned out my cockpit.

"The plane exploded as I was hurrying through the woods and when I heard small arms I decided not to stay around, although I did signal Lt. Bob Balsler who was flying with me with a smoke flare when I got to a clearing.

"He thought it was Sterrett because my plane seemed to explode on impact and they couldn't see how I could be alive. That evening I crossed one mountain and stopped in the valley when darkness came because I didn't want to risk tearing the burned flesh

longer walk, I was put on an ox cart. I was in the cart just outside of Kilchu, with the Korean officer who had charge of me and around 50 curious and angry civilians following. Two F2H Banshee photo planes (without guns, but the Koreans didn't know it) flew over.

"While they orbited twice, I had a flare going but they apparently did not see me. The Koreans had run to a ditch a good hundred yards down the road for safety and from there the Korean officer fired at me with my .38 when he saw me with the flare. After this close call, they hurried me to a cave east of Kilchu.

"I was kept in this cave for three days with a 105° temperature. I was given some shors there which knocked



MARINE GEN. PATE PINS AVIATOR WINGS ON NIXON UPON HIS RELEASE

STARRETT (LEFT), THORIN, RIKER, ALL NAVY PILOTS. RED POW'S

from VF-194 flying an AD-2Q that dropped the survival bomb almost at my feet, for it contained so much equipment that proved valuable both before and after I was captured. The only thing I sure could have used was a radio."

Here is the story of Ens. Busch, second of two Navy pilots officially declared dead:

"While looking for Sterrett on the afternoon of May 27, 1952, I was creased on the left temple by small arms, causing me to momentarily lose consciousness. I was clipping trees before I knew it. I just had time to add full power and pull back on the stick before the F4U hit the mountain.

"Exactly what happened to the plane I am not certain because all I had to do was unstrap myself and crawl out

on my legs by underbrush.

"Setting out at dawn on the 28th, I crossed another mountain and around four that afternoon I was found sleeping in the underbrush by a Korean woman out looking for wild berries. When she saw me, she went running and screaming back to the houses and two men with rifles came back and quickly found me in the new hiding place I had found.

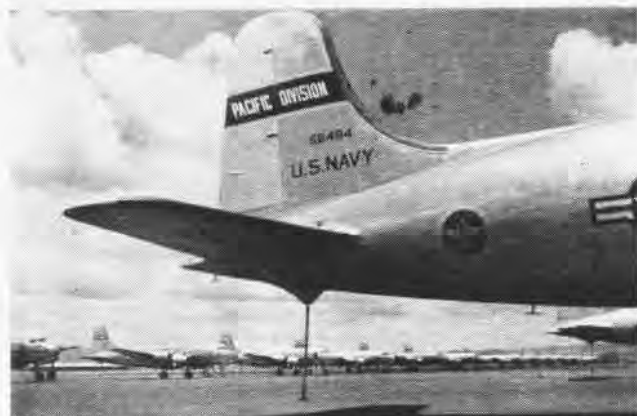
"They fired one shot at me and since all I had was a .38 pistol I surrendered. These civilians took everything I had including my watch and ring before turning me over to N. K. soldiers. I was taken to Kilchu when I got my best chance to escape as we were approaching town.

"When my legs had stiffened and the pain was such that I could no

my fever. Then I was taken to Chonggin where I ate for the first time. I drank mushy rice with a straw for about two weeks because burns kept me from opening my mouth wide enough to take a bite of anything.

"Sterrett and I were finally put together on 17 June and the next morning a bombing raid almost knocked down the house we were in. After this we were kept in a cave until we started on a 14-day trip across country to Pyongyang on Aug. 15.

"While we were in the cave, there were also around 26 South Korean prisoners who were members of radio teams the N. K. called spies. They used to beat them often. They also had two women locked in with the men. My burns healed seven months after I was shot down by the Reds."



VR-8'S R4D-1'S FLEW 20,000,000 MILES WITHOUT MAJOR ACCIDENT



CAPT. B. M. STREAN, CDR. W. R. LASSER MAN THE SUPER-CONNIE

VR-8, THE NAVY'S WHITE HAT SQUADRON

"GAINING and holding the title of 'The Navy's Most Distinguished Transportation Squadron' hasn't been an easy job," said Captain Bernard M. Streaan, Commanding Officer of VR-8. "It has been a back-breaking job, a job in which I am justly proud of my officers and men."

Destined to become, before the end of the war, the largest operating squadron in the old Naval Air Transport Squadron, VR-11, predecessor of VR-8, was commissioned in September 1945. Shortly after commissioning, the squadron was transferred to the Hawaiian area from which location it supported the Pacific Fleet's vast operations.

The operations of a transport squadron, however vital to the support of combatant forces, are likely to be routine and not at all spectacular. The more efficiently schedules are met, the more likely are the services provided to be taken for granted.

About a year before WW II came to an end, VR-11 (later to become VR-8) and VR-13 were responsible for the operation of all Navy land-based transport aircraft over the entire Pacific Ocean area. Routes for VR-11 reached all the way from Oakland, California, to points as far away as the Admiralty Islands in the southwest Pacific Ocean.

The first vitally important task of VR-11 came shortly before D-Day in Europe. Reaching half-way around the world to ask for assistance in the delivery of 112 tons of essential mine-sweeping gear, the Air Transport Com-

mand requested help from NATS. VR-11 was given the assignment. Loading up necessary men and equipment, VR-11 flew across the Pacific and then the nation to join their east coast based equivalent, VR-1. In less than eight days, aircraft from these two units delivered 82 tons of this gear as the Navy's contribution in the emergency.

Continuing operations under NATS, VR-11 with detachments at Kwajalein and Johnston Islands, later merged with VR-12. With this merger the new route of Oakland-Guam-Kwajalein-Midway became the responsibility of VR-11, with headquarters at Barbers Point, T. H.

Operation Crossroads, the first of the atomic bomb tests, gave this squadron a real chance to spread its wings. Assigned the responsibility of the safe transportation of essential supplies, scientists and observers to and from Bikini Atoll, the squadron operated in this capacity throughout the follow-up operations which ended in September.

At the end of *Operation Crossroads*,

VR-11 was assigned a monthly schedule of 14 R4D round trips between Honolulu and Moffett Field, Calif., the same number between Honolulu and Guam and four from Honolulu and Midway. Six of these flights called for the use of hospital planes.

On November 15, 1946, VR-11 was designated VR-8. As the continued reduction of the operating forces and the re-organization of supporting elements followed the economics of a reduced military budget, the task of VR-8 was greatly increased. Reductions in personnel and prospective decreases in aircraft allowances might have made the task impossible but instead, as proclaimed by the squadron, "We accomplished more with less."

With the establishment of the National Security Act of 1947, the wheels which were destined to merge certain units of the military began to roll. VR-8, along with the other squadrons of NATS were combined with ATC (Air Transport Command) to form the Military Air Transportation Service (MATS).

Hardly had the ink dried on the directive merging these two huge organizations when the Russians put a blockade on Berlin. With VR-8 ordered out of the Pacific, crews packed personal belongings and spare parts to fly stateside. Stopping just long enough at Moffett Field to arrange a "swap" with the Marines, trading four plush R4D Douglas *Skymasters* for cargo-type aircraft, VR-8 headed for Rhein-Main AFB via Westover AFB, Newfound-



WHITE HAT, TIRE, WING MAKE UP INSIGNE



HERE ONE OF VR-8'S MAINTENANCE CREWS IS SHOWN ON THE DOUBLE



INVENTORS MCCLANAHAN, HOPKINS SHOW SAFETY DEVICE THEY MADE

land and the Azores. Just 24 hours after their arrival in Germany, VR-8 planes were in the air headed for Berlin laden with food and fuel.

AT THE end of the first month, VR-8 not only topped all other squadrons in the amount of food and fuel hauled, but had broken what had been set as the 100 percent efficiency mark. On December 16, 1948, the squadron flew 51 sorties to set an airlift record for number of trips flown by an individual unit during a 24 hour period. On that day the squadron's efficiency mark rose to a staggering 222 percent. VR-8's habit of showing up at the top of the Rhein-Main Group kept other squadrons hopping to prevent the Navy from acquiring a permanent lease on first place. VR-6 was always right on its heels.

In April 1949, they established the highest utilization mark for any squadron on the lift with 13.5 hours. This performance record was unparalleled in the history of air transportation.

Statistics alone tell little of the story for great personal effort was required to establish such marks. Ofttimes flying in the fog-bound corridor between Allied and Russian controlled territory, planes were never more than three minutes apart and at intervals of only 500 feet. The Berlin Airlift will remain one of the outstanding feats in air transport history, and the Navy can be justly proud of the role which VR-8 played, which led to the success of this venture.

In its present MATS assignment, Pacific Division, VR-8 continues to set the pace in establishing impressive statistics. A flying safety award was initiated in June 1950 with a trophy to

be given to the squadron having the fewest accidents in percentage to hours flown during successive three-months periods. VR-8 held the trophy 21 of the 27 months it was in existence.

The trademark of VR-8 is a white side-walled tire; it was created by LCdr. John C. Lafferty.

The consistency of such high efficiency marks has not come by chance for a rigorous training program has been set up within the squadron operations for pilots and crewmen who are to "fly the line" throughout the Pacific. Experienced instructor plane commanders devote at least 30 hours instructing each new pilot reporting to the squadron before his first pilot or plane commander check.

When a plane returns from a scheduled hop, it is rolled onto the wash rack. From there it is towed to one of the squadron's three nose-racks to receive a thorough inspection. The mechanics and radiomen go to work checking the engines, structures, radio equipment, and under the system, "one plane—one crew," the maintenance continues until all repairs are made and the inspectors can find no discrepancies.

The plane is then turned over to a



PHILLIPS IS DISC JOCKEY FOR VR-8 RADIO

pre-flight crew of 11 men who prepare it for a test hop. The test pilot notes all discrepancies and it is the responsibility of the pre-flight crew to make the necessary repairs.

A FITTING tribute to the outstanding performance of personnel attached to the engineering department was given by RAdm. John M. Hoskins, when he said, "Every VR-8 record is a salute to the efficiency of the maintenance men. There can be no praise too high for their outstanding achievements."

During the Korean conflict, the Pacific Division of MATS transported more than 497,000 passengers, 62,000 air evacuation patients, 67,000 tons of cargo and 30,000 tons of mail. During this same period, it made 34,900 Pacific crossings.

VR-8 planes alone have flown over 20 million miles without a major flying accident since the end of the historic Berlin Airlift in 1949. Flight nurses of VR-8 attached to the Air Force have contributed greatly to the success of the evacuation of the 62,000 patients mentioned above. A great many of these patients were casualties from the fighting in Korea.

With the addition of four recently purchased *Super-Constellations* to the squadron, VR-8 will soon turn their old workhorses (R5D's) to pasture. More are expected within the near future to fulfill the Navy's desire for a high speed cargo and personnel transportation plane.

The *Super-Constellation* (R7V-1) will begin scheduled flights in the near future and VR-8 will continue to fulfill its "We Carry the Load" motto.



THE NAVY cooperated in putting ashore 5,000 troops from India who were sent into Korea to supervise the buffer zone detention camps for prisoners of war refusing repatriation. The CVE Point Cruz received the troops from LCU in In-



chon harbor, the first step on their trip. Once aboard they were segregated in groups of five and flown inland by Marine and Army helicopters in history's largest helicopter airlift, using HRS-2 pinwheels. The POW camps were at Panmunjom.

New Yorkers Save 2 Fliers Heavy Overcast Balks Their Landing

Four air-minded residents of Warwick, N. Y., who cooperated to save two Navy pilots lost above heavy overcast, have been given the Navy's thanks for their feat.

Lt. Ray G. Mead and Ens. Ted Cunningham were flying an SNJ from Pensacola to Quonset Point when their gas began to run low. They circled over the Poughkeepsie area for some time trying to orient themselves, when their plight became apparent to Bruce Hoag and John Dows of Warwick.

Hoag called Stewart field, which had instructed them to land at Poughkeepsie. Dows phoned the Warwick airport and told Sherry Smith and Arthur Muchler of Monroe to take a plane up and lead the lost SNJ to the airport.

Flying a Piper *Pacer*, the two took off and guided the SNJ in, with only 10 minutes of gas left. The two Navy men had been unable to locate any roof markers or other points to spot their position.

Marine Jet Claims Record 1000 Hours Before a Major Overhaul

The Marine Corps' "Uncle Long Timer" is due for R&R stateside!

"Unk," as he is affectionately called, is a Pratt & Whitney jet engine and gained his nickname after logging 1000 flying hours before a major overhaul during his duty with the Marines.



COL. WHITTEN, MR. SPAFFORD INSPECT "UNK"

His history started back in '51 when he was installed in a Navy *Panther* jet at NAS MIRAMAR. During his life there, he logged more than 500 hours and was used in six different aircraft.

"If you want to break the life of this engine down to a human element, you might say that this wear and tear of one day's flying time to an engine is the equivalent of two years to a human life," declared CWO Pat L. Sumners, an engineering officer with Marine Air Maintenance Squadron 13. "That makes this engine 80 years old if you use that comparison."

"Unk" was tagged by pilots of Marine Air Group 13 during their stay at the MCAS, KANEHOE BAY, T. H.

During his final days before overhaul, he was entrusted to the hands of LCol S. H. Whitten, commanding officer of Marine Jet Squadron 451, who said, "I've never had any fears about being able to keep 'Old Unk' in the air, although he seems a trifle tired at 42,000 feet—but then . . . so do I."

Col Whitten continued, "His fame is attributed to the maintenance crews without whose expert work, this record would not have been possible."

'Champ' Gets Into 3-D's Carrier Sequences Filmed in Pacific

A nine-man team from Paramount Studios was on board the *Lake Champlain* for two days filming sequences for a forthcoming 3-D movie, "Cease Fire." Scenes filmed aboard were primarily of jet aircraft being launched.

The film is a semi-documentary account of the 7th Infantry Division's efforts to thwart the Communist offensive the day preceding the truce signing. The *Champ* enters the movie at the climax when combined operations of all the Armed Forces are shown. Planes are shown being launched and later making strikes over Korea.

Originally, only a few sequences were to be filmed aboard, but the scenes were so dramatic that it was decided to expand filming of carrier operations. The camera was set up at the forward end of the flight deck in such a way that planes' wing tips come a matter of feet from the lens. This should lend quite an interesting, if not startling, effect. The planes appear to be coming at the audience.

● VF-172—Three men on the flight line grabbed fire extinguishers, fought a refueling gasoline fire and saved an F-4H from destruction. They were Buster Scheuer, Dick Bridges, and James Johnson.

FIVE ASW CARRIERS SELECTED

THE NAVY now has five general types of aircraft carriers with the creation of a new designation of CVS for five flattops destined to be antisubmarine warfare support ships.

The new CVS's are the *Enterprise*, *Franklin*, *Bunker Hill*, *Leyte* and *Antietam*, the latter recently converted to a canted deck type. The first three are famous CV's from World War II days and have been in mothballs. The *Leyte* and *Antietam* played a part in the Korean war.

The new *Forrestal*-class carriers are known as CVA's along with the large number of old *Essex*-class CV's, plus the former CVB's—*Midway*, *Roosevelt* and *Coral Sea*, which are also now CVA's. Included in the broad attack carrier class are the *Essex*-class ships which were converted under the 27-A program, like the *Oriskany*, to give a beefed-up version of a CV.

Also in the carrier lists are the five TCVE's—transport carriers whose job it was during the Korean conflict to ferry Air Force planes to the Far East, as well as a myriad of other similar tasks.

Other carrier types are the CVL's like the *Wright* and *Cabot*, used mostly for training and research work, and the CVE's, which saw action with Marine squadrons off Korea's west coast. Marines operated off the CVL *Bataan*

and CVE's *Bairoko*, *Badoeng Strait*, *Rendova*, *Sicily* and *Point Cruz*.

Eleven CVA's took part in the Korean war, most of them being taken out of mothballs for the job. They are the *Valley Forge* and *Boxer*, which had four tours each, the *Philippine Sea*, *Princeton*, *Leyte*, *Lake Champlain*, *Bon Homme Richard*, *Kearsarge*, *Oriskany*, *Antietam* and *Essex*.

Champlain Gets Visitors

An Inter-Service Program Begins

Four officers and one enlisted man started a new inter-service educational program when they arrived aboard the carrier *Lake Champlain* in Korean waters. The program, initiated and sponsored by Joint Operations Command, Korea, is aimed at fostering team-work and coordination between the Armed Forces.

The program will familiarize Army, Navy, Marine Corps and Air Force personnel with each other's operations and promote free exchange of ideas and criticism. It is set up so that personnel normally attached to a shore facility may observe the facets and functions of shipboard operations and vice versa. Incoming parties will consist of from five to eight visitors, both officers and enlisted men, for a period of about five days.



VADM. OFSTIE GETS CHECKOUT ON F3D OFT

OFT Invaluable to Pilots

F3D Trainer For Interceptor Crews

The latest thing in training for crews of night interceptor work is the new F3D *Skyknight* operational flight trainer developed by the Office of Naval Research.

Designed to pre-educate our night interceptor combat teams, this equipment is a twin-unit mobile affair that travels anywhere in the USA.

Utilizing the ultimate in design and compactness, this unit operates at the cost of approximately \$64.00 an hour, which includes maintenance, repairs, upkeep, power, instructors' pay and transportation. Compared against the \$560.00 per hour cost of actual operational aircraft, this is a tremendous savings.

Marine Capt. Ted Williams spent 21 hours in the F3D OFT before departing for a tour of combat duty in Korea and he said, "That was the most valuable 21 hours I have ever spent."

Korean Vet Wins Rocket 'E'

New Rules Applied to Coveted Award

COMFAIR JACKSONVILLE—The first rocket "E" winner in the area since new and more stringent rules were made for earning the award is Korean vet, Lt. (jg) Ed Gillespie of VF-11's *Red Rippers*. He is believed to be the first pilot to have garnered the coveted award in the Atlantic Fleet Air Force since the new rules governing the aerial competition have been applied.

No new "E" was needed on the side of his F2H *Banshee* jet. His plane captain merely touched up the one he won last year under the old rules. Gillespie flew enough missions in Korea to make the strike markings on the side of his jet an impressive sight. He is now at NATC PATUXENT RIVER, putting the newest and fastest jets through their paces at the base.



MANY experimental aircraft carry "stingers" on the nose to measure yaw, but the P2V is probably the first to pack a "stinger" on its tail. In this case, the long protuberance is full of electronic searching gear. Most Neptunes carry machine guns or 20 mm cannon in a tail turret. The fairing reportedly increases speed.

NEW ENGLAND MINUTEMEN SAVE TIMBER



A DENSE pall of smoke helps hasten the long Maine twilight as volunteers and local firemen battle to bring brush fire under control near station gates at Brunswick.

TWO TROPHY-WINNING squadrons from NAS SQUANTUM, VS-911 and VP-911, found a "hot time in the old town" while on their annual training cruise at NAS BRUNSWICK. They admitted it was the hottest cruise in their memory as they battled two different fires up in Maine.

The two squadrons had just landed and started to shake down for their cruise when they were recruited to fight a roaring brush fire a few miles from the Maine station. A PBY from VP-911 sighted the fire about 1500 on a clear bright afternoon, reporting it to the control tower.

To safeguard life and property and to contain the fire which was being rapidly enlarged and swept toward the station boundary by a 15-knot northeasterly breeze, Capt. G. G. Price, NAS BRUNSWICK CO, called for volunteers and took charge at the scene. Grabbing brooms, shovels and fire-fighting equipment, about 80 Reservists, led by two VS-911 officers, were dispatched in buses to the fire.

Under direction of the West Bath Fire Chief, Navy men handled most of the fire equipment present and stayed on through the afternoon and

the long Maine twilight, battling the advancing fire line. Broom squads, water teams and bulldozer drivers beat out brush fires, quenched hot spots and smothered outbursts of flame. Fire lanes were hacked through the heat and confusion. The fire was brought under control and extinguished about 2100.

Suffering from smoke inhalation and near exhaustion, the two squadrons slogged back to the waiting buses, returned to the station and hung their mud-covered, water-soaked shoes on their bunks as weary mementoes. Through their efforts, valuable timber and several private residences were saved from destruction.

Buckling down to the serious business at hand with the smoke still in their eyes, the two squadrons had their training schedules permanently interrupted when a fire broke out in the mess-hall-recreation building. Joining station fire fighters and Bath firemen, the men helped bring the \$500,000 blaze under control. During the blaze, Lt. Franklin Fairhurst of VS-911 disregarded his own safety and tried unsuccessfully to halt the blaze with a portable fire extinguisher. He was burned on the hands and neck.

The volunteers helped to save the Navy Exchange and station gymnasium which was adjacent to the burning building. Loss of messing facilities made it necessary for the two squadrons to return to their home station before completion of their cruise.

Los Alamitos Gets a BARTU

The nightmare problems of trying to staff aviation production centers with qualified personnel are still vivid in BUAER's memory. In an effort to line up able men for any eventuality, BUAER Reserve Training Units are being established in key locations throughout the country. Newest of the units is AGU (L) 776 (BARTU), commissioned at NAS LOS ALAMITOS on 1 August.

The BARTU consists of 33 officers and seven enlisted men, all of whom are civilian specialists in the Southern California industrial area in such fields as aviation, electronics and merchandising. Some had experience in BAGR or BAR offices during WW II, while the rest have technical backgrounds which qualify them for this assignment.

The unit is under the training direction of Capt. N. A. Draim, BAGR west, and is under the administrative control of NAS LOS ALAMITOS. It will drill monthly out of the Los Angeles BAGR office, studying field problems, making orientation visits to production plants, analyzing contracts and studying methods of production control in aviation.

Cdr. W. E. Hutton Miller, CO of the AGU, is an executive with the International Glass Company and formerly was with the guided missiles division of Consolidated Vultee Aircraft Corporation. The exec is Cdr. Lloyd Hockin, pioneer of much of the Navy's aviation electronics countermeasures gear.

Oakland Provides AI Training

One fact that the Korean air war pointed out was the definite need for more trained air intelligence officers. Since part of the responsibility for this type of training fell upon the Naval Air Reserve Training Command, special units were established, in addition to AI officers attached to Wing Staff,



RESERVISTS from NAS Dallas cut up, teasing each other with lobster claws during summer cruise at NAS Quonset Point.



MODELERS check B-17 scale model inside main hangar as a heavy thunder shower drives them inside during Atlanta model meet.

to train neophyte officers over a two-year period.

NAS OAKLAND, in an effort to furnish more realistic training to its unit, AGU (S) 872(A1), has provided them with a complete briefing room which incorporates most of the features of a combat briefing room afloat. All construction work was done by the Public Works Department under the supervision of Lt. A. C. Stratton, Assistant Aviation Tech Training Officer.

The most important feature of the briefing room is a six-by-seven-foot aircraft mission board, similar to those found in squadron ready rooms aboard carriers. Provision is made for chalking in all navigational, aerological, communications, emergency procedure and target data required by pilots to complete a mission.

Adjoining the mission board is a sliding blackboard and five sliding chart boards. The chart boards can be locked in place behind the blackboard with a steel bar to provide security. Strong fluorescent lights directed on the boards from overhead furnish excellent visibility.

Since the briefing room also contains an extensive AI library, fully indexed in compliance with CNARESTR instructions, security is of paramount importance. Security reminders are posted prominently throughout the room and a duty officer is appointed for each drill period. He is responsible for the safeguarding of the materials and the room itself. A large double-door safe provides stowage for secret publications, while confidential material is stowed in



HOPE clowns as Bobby Glen Franks, VS-871 AFAN, gets in a few words between laughs.



EAAT shoes for be-men's helmets could be a new fad. LCdr. Herbel models his shoes.

a combination lock file cabinet.

The briefing room is large enough for training film showings and can seat as many as 30 pilots for briefings. Bulkhead and bulletin board space is ample for display of recognition materials, flak reporting charts and other data of interest to pilots and AI officers.

Station Roundup

● **NAS ATLANTA**—The skipper, Capt. S. M. Pickering, was presented with a trophy by the Crosley Corporation for outstanding public service in the furthering of model aeronautics at the close of the Greater Southeastern Model Plane Meet at this station. The Navy, as host to the modelers, closed down aircraft operations during the two-day meet. Awards ranged from the Arthur Godfrey Permanent and Perpetual trophy to \$1200 in War Savings Bonds.

● **NAS COLUMBUS**—LCdr. V. E. Herbel, exec of VA-694, is a family man as well as a flying man and he's proud of it. To prove it, he wears three baby shoes on his crash helmet, one for each child. Seen from the rear, he's a walking apparition with the shoes flopping in the breeze.

● **NARTU MIAMI**—LCdr. John A. McIntyre, NavCad Procurement Officer, is one of the few night fighters launched over the stern of a carrier during WW II. When the bow of the *Hornet* was damaged, the planes were spotted forward heading aft, the ship was backed into the wind and "backwards operation" resulted.

● **NAS LOS ALAMITOS**—Continuing his tour to entertain servicemen and women all over the world, Bob Hope recently recorded the Hope Show with Rosemary Clooney, Sheldon Leonard, Bill Goodwin, Les Brown and the Band of Renown at this station.

MONTEREY LEADS IN LANDINGS



KOPF TAKES HONORS FOR RECORD LANDING

SEVERAL carriers are running almost neck and neck for the honor of being the leading active duty carrier in the United States Navy in number of landings made. While the Korean air war was going full blast, the *Boxer* led all other carriers for many months.

Then the truce was signed and air activities were curtailed aboard carriers in Korean waters. Gradually, the *Monterey*, stationed at Pensacola, crept up on her rival. When NavCad Perry W. Kopf brought his SNJ *Texan* trainer in for a landing recently, the NavCad qualification carrier broke into the lead with a record of 65,000 landings.

The suprised cadet made what he thought was a routine landing for one of his six required basic qualification landings. He was greeted by RAdm. W. G. Switzer, CNATECHTRA, who was aboard with a group of orientation guests from Memphis, Tennessee; Capt. J. P. Walker, skipper of the *Monterey*; a barrage of flashbulbs; the customary cake baked for the occasion; and an elated flight deck crew.

In another record-breaking endeavor shortly after that event, Lt. C. Carpenter, an LSO at Barin Field, made the 417th landing of the day to surpass the *Monterey's* previous daily high of 396 landings.

Meanwhile, Ens. David C. Shepherd made the *Boxer's* 62,000th landing. His feat was described thus: "Pepeekeo Panther Pilot's Plane Planting Precipitates Party." In simple English, it meant that the Pepeekeo, Hawaii, pilot had finally joined the ranks of cake winners under unusual circumstances.

When returning from a training mission, the usually flawless VF-52 pilot took wave-off after wave-off. There was method in his madness, though, for

when he finally came in, he won the traditional cake for making a carrier's thousandth landing. The *Sea Lancer* pilot's determination was the result of his scoring previous very near misses in making the 57,999th and 60,001st *Boxer* landing.

The Carrier-on-Board Delivery Unit (COD airline) of VR-23 managed to get into the traditional cake-cutting ceremonies too. Lt. Jarel C. Hosack was honored when he made the 51,000th landing on the *Valley Forge* in Korean waters.

The newly reconverted *Yorktown* is far down the list, but she was off to a late start and arrived in Korean waters after the truce was signed. It was during a Sunday visit to RAdm. R. F. Hickey, CTF-77, that RAdm. W. V. O'Regan, COMCARDIV 5, witnessed the carrier's 36,000th landing. After dinner, the admirals acted as a critical audience as the *Yorktown* swung into afternoon flight operations. As a special honor to the distinguished visitor, Ens. Horace F. White of VF-64 made the landing in a *Panther* jet.

During her annual Med cruise, the *Coral Sea* had a gala celebration as Ens. J. R. Burriss of VF-81 made the 58,000th landing. Among the squadron's pilots is one who is credited with making the cake-inspiring thousandth landing on four separate occasions. LCdr. J. W. Lankford made the third, fourth and fifth thousandth landings aboard the *Langley* while flying an F6F *Hellcat* with VF-32 in the spring of 1944.

The fourth occasion was aboard the *Antietam* when he chalked up the 2,000th landing on the new canted deck. Recently he made his 300th successful landing aboard the flattop in the Mediterranean.

During refresher training at Guantanamo Bay, the *Cabot* passed another milestone in her history. Lt. R. S. Marts of VS-32 settled his TBM-type aircraft onto the flight deck for the 55,000th arrested landing aboard the carrier.

As this story is written, the *Monterey* is tops on the totem pole. While combat operations have ceased, carriers in Korean waters are now launching their aircraft on training flights. Next month it's possible that some other carrier may creep back into the lead.



SIX F4U-4's in stepped-down echelon make a striking picture while flying to the west of mighty Mt. Rainier. These planes, units of VF-878 from NAS OAKLAND, made the trip to Seattle for their two-week summer cruise. Both pilots and ground crew received much valuable training and the whole squadron operated in a manner that showed its ability to be self-supporting when at full strength in manpower.



SYMBOLIZING the multi-ancestral makeup of America itself, these eight U. S. Navy men, all of whom are first or second generation lineage from other United Nations countries, cut a birthday cake marking the eighth anniversary of the United Nations on 24 October. All serve on ComFairHawaii staff. They are, front row: Constantine T. Palokus, CCSN, Greece; Bartolome E. Didasa, SD2, Philippines; Paul Martinez, SN, Mexico; Sherman C. Dudoit, PNASN, New Zealand; Gordon L. Nordstrom, YN3, Sweden. Back row, Robert E. Juleff, AOC, Canada; Lt. Harold C. Boudreau, France and George T. Jardine, AKC, Brazil.

Champ Gives Aero Service Yorktown AD Gets Full Treatment

When a sputtering and spitting *Skyraider* came limping aboard the *Lake Champlain*, little surveillance was necessary in identifying it as a "foreign" aircraft from the *Yorktown*. After a complete engine change, including a new polish job, the languishing AD was ready for home.

As Lt. Harold Escamilla of VA-65 approached his plane, he found it almost totally unrecognizable. *Champ* mechanics had attached multi-colored paper streamers to the leading edge of both wings and rail assembly and their technical assistants had provided the aircraft with neatly painted signs of welcome.

Along with the job went this message:

To: Yorktown Barnstorming Shows, Inc.,
"Doc" McKechnie, (Commanding Officer, Yorktown)
President

Dear Customer:

We have this date completed servicing your plane. May we thank you for calling on us to demonstrate our complete certified aero service—the kind of service that has made "Champ" synonymous with sterling or silver. Now you can rest assured that

your plane has been completely overhauled by skilled certified Champ mechanics and technicians—prompted by a desire to provide only the finest in service and always to please you, our customer.

We know you will be happy with your like-new plane. Notice the brilliant shine, the sleek paint job, the clean-cut marking. Once you're in the cockpit you will thrill to the smooth surge of power from the brand new Chevrolet engine—and at all times, you'll fly it with the relaxed confidence and sureness that comes only from knowing you are in a plane serviced by "Champ Aero Service."

We are extending to you the courtesy of maintaining a charge account with us, thus relieving you of bothersome payments on odd dates during the month. No doubt you will call on us again soon. Remember in any emergency on land or at sea, "Champ Aero Service" is prompt, ready, reliable and courteous.

Thank you once again for this opportunity to serve you. It has been a distinct privilege and pleasure.

Capt. Leonard B. Southerland signed himself as President of "Champ Aero Service Co."

● USS RANDOLPH—First take-off and landing on this carrier since its recommissioning was made by Cdr. F. B. Stone, air officer. He was the first landing signal officer aboard ship during WW II.

VC-62 Gets F9F-6P Jet Composite Squadron Widely Spread

COMFAIR, JACKSONVILLE — VC-62 became the first composite squadron on the east coast to receive the new F9F-6P swept-wing photo jet. It is the only Atlantic coast squadron which will be assigned the Grumman plane.

VC-62 will use the F9F-6P along with its F2H-2P *Banshees* on photo missions. It sends pilots all over the world, having men in Korea, the Mediterranean, North Atlantic, Greenland and Cuba.

New Safety Device for NAS Alameda Licks Wheels-up Landing

A new gimmick to add to the comfort and efficiency of runway signalmen has been introduced and proven at NAS ALAMEDA.

Designed by A. S. Neto, AM2, and constructed by the maintenance division metal shop at Alameda, this new oddity cost approximately \$35.00. In the six months since its introduction the air station had not had a single wheels-up landing.

Built from angle iron, plywood and plexiglas, the small orange and white check house provides excellent protection against the elements and also offers the runway signalman a place to sit when no aircraft are in the landing pattern.

According to the enlisted men who have been assigned as wheel watch, "the house" has been very beneficial from the standpoint of affording personal comfort on a job where personal comfort leads to greater efficiency and fewer wheels-up landings.

Equipped with a trailer hitch post it can easily be moved by mule or "follow me" jeep to a parking space a few yards from the duty runway.

It is used only during daylight hours.



RUNWAY SIGNALMAN ENJOYS LIFE OF RILEY



THREE NEW TRAINERS IN FLIGHT AT PENSACOLA: TEMCO PLEBE, MENTOR T34 AND RYAN L17

NEW TRAINERS GETTING TRYOUT

NAS PENSACOLA—After long and faithful service, the venerable SNJ *Texan* primary trainer may be replaced by one of the three training planes now undergoing evaluation tests by members of Basic Training Unit One at Corry Field.

In the event of the selection of one of the three planes under consideration, the larger SNJ would be replaced with the economy feature playing a strong role.

The planes undergoing tests are the Ryan Model 72 *Navion*, the Temco T-35 *Plebe*, and Beechcraft's T34A *Mentor*.

The *Plebe*, manufactured by the Temco Aircraft Corp. is a two-place, tandem seating, training, low-wing land monoplane of all metal semi-monocoque construction. The landing gear is of conventional tricycle design with fully retractable nose and main gears. The maximum gross weight of the plane is 2,450 pounds. It is powered by a six-cylinder opposed, air-cooled, naturally aspirated, direct drive, dry sump engine, with a power rating of 225 hp at 2,600 rpm at sea level.

The canopy is a single piece, bubble type plastic enclosing both cockpits and can be operated manually or electrically. The maximum allowable driving speed is 230 knots indicated air

speed with a maximum allowable manifold pressure of 29.5 inches of mercury. With a range of 630 nautical miles, the *Plebe* drinks gasoline at the rate of 7.6 gallons an hour.

Weighing in at 2,900 pounds, the *Mentor* is a two-place single-engined trainer built by the Beechcraft Corp., of Wichita, Kansas. It is designed to meet the requirements of ruggedness and safety demanded by a primary trainer and at the same time prepare the student pilot for the transition to heavier, faster airplanes by possessing many of the flight characteristics and operating systems of the high-performance airplanes he will fly later.

Incorporating the tricycle landing gear, a constant-speed propeller and full instrumentation in both cockpits, solo flight can be made from the front cockpit only. The *Mentor* is powered by the same engine as the *Plebe*. Gasoline consumption of the *Mentor* is less than the *Plebe*. Maximum range is 780 nautical miles at 1,900 rpm with a true air speed of 113 knots.

The *Navion* is a low wing, two-place, dual-control airplane powered by a six-cylinder horizontally-opposed air-cooled, Lycoming engine. With a gross weight of 3,100 pounds, a two-bladed, constant speed Hartzell propeller pulls it along at a permissible air speed of

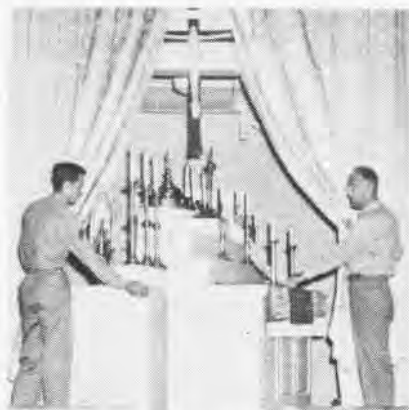
190 knots. With a 60-gallon fuel capacity, the *Navion* has a maximum range of 637 nautical miles at sea level.

Current plans are for three test groups of flight students with four students per group to get 35 hours of flight time in each of the three trainers before completing his basic syllabus in the SNJ. The test groups will be made up of officer students with no previous flight training.

LCdr. A. L. Macauley is in charge of the evaluation tests under Cdr. H. C. Grothjahn, OinC of BTU-1C.



JACK YORK, 6-year-old Chinese-American lad living on Oahu, T. H., has hypoplastic anemia and needs frequent blood transfusions. That explains how he has 66 proxy fathers, all members of MAMS-13 at MCAS Kaneohe Bay, all of whom have given him a pint of their blood. Here three of his "fathers" check him out on aviation.



FOUR FAITHS use the chapel at MCAS Cherry Point and they do it with a minimum of confusion and delay between services. A revolving altar has the Catholic and Protestant altars back to back for quick changes. Christian Science meetings are held also in the chapel as well as Jewish services.



MANY NAVY and Marine aviators came out of Communist prison camps in Korea with long beards or mustaches. The champion, however, seems to be Lt. Leonard D. Taft of VMO-6, shown here with his "beaver". The picture was taken a few minutes after he was repatriated, still wearing a North Korean prison outfit and Marine cap.



QUESTION: When can a one-man life raft hold two? Answer: When the two are as small as these two tots occupying a Navy MK 2 life raft at the Armed Forces Day Show staged at NAAS BARIN FIELD, Ala.



FIRST pigeon to land on the *Antietam's* new painted deck visited the ship when she was landing Royal Navy jets off the English coast. Chief Boatswain James D. Maloney took the bird to the repair locker for some food and then to the bridge where the pigeon paid his respects to RAdm. Sir A. Buzzard, director of British naval intelligence, who viewed the tests.



SEAPLANE RAMPING OPERATION LECTURE GIVEN BY LTJG BOYLE TO ATTENTIVE MIDDIES

VP-34 INVADES TEXAS FOR MIDDIES

NAS CORPUS CHRISTI—The 12 PBM's of VP-34 made lumbering take-offs from Trinidad, B.W.I., swung their noses north for the 2250-mile flight. The invasion of Texas was on!

Commanded by Cdr. F. L. de Lorenzo, VP-34 flew the 2250 miles to Corpus Christi, Tex., to participate in the Naval Reserve Officers Training Corps summer cruise to give them a look-in on the Navy.

Utilizing pilots as both ground school instructors and pilots, and every man doubling in flight crews and maintenance, the squadron completely self-sustaining, was pushed hard to meet the extensive flight and ground school schedule for the 1700 midshipmen participating in this course. By flying 11 and 12 flights a day, VP-34 was able to meet its schedule, giving each and every midshipman his complete course in both ground and flight school.

The functions and missions of a seaplane patrol squadron were graphically demonstrated by lectures and demonstrations. Subjects gave squadron members increased familiarity with aircraft design, stressed the importance of weight and balance, and gave them additional training in seamanship, gunnery, squadron administration, maintenance, navigation and operational tactics.

Logging over 1000 hours flying time, VP-34 gave each "middie" a thorough checkout on the duties of the

navigator and flight engineer. Then each man acted as co-pilot and had actual control of the plane during radio range navigation and low level bombing and strafing runs. At the end of his flight, each midshipman was awarded a "VP-34 Honorary Airman's Card", showing he had participated in the actual control of the aircraft.

At the conclusion of the syllabus, each midshipman was given a questionnaire which was rallied to see how many were interested in becoming a naval aviator. About 66% indicated that they were possible candidates for flight training.

The cruise was productive of another unique feature—it left all the wives and families on sea duty in Trinidad while the entire squadron personnel were on duty stateside for six weeks.

Typical of the many friends made by officers and men of VP-34 during their short stay in Texas was Jo Ann Brown, who worked in the snack bar. She gave each plane crew a gift when she learned that the squadron was to return home. The gift was a blessed Saint Christopher's medal. She in turn was made an honorary member of the squadron.

With the invasion a success and well wishes for a safe return to Trinidad by all hands, VP-34 swung their noses south for home with one thought—Texas is tolerable after all!

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ENSIGN A. L. "Tony" Couch, student pilot at *Whiting Field*, orders his pal "Eaglebeak" from an SNJ with the support of instructor Lt. R. L. Lowery. Couch and the Indian have been constant companions in and out of the Navy since Tony created Eaglebeak several years ago in his home town.

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LETTERS

SIRS:

Kindly advise Lt. (jg) R. E. Davis (Letters column, August issue) to take a back seat when the Zero Club meets. His "thousandth landings" two on the *Coral Sea* and one on the *Wright*, are "nuthin'!"

The Number One "thousandth landing" specialist is none other than Lt. (jg) Thomas A. Francis, one of the *Cavaliers* of VF-22, presently on the *Lake Champlain*.

Not only did he make three "thousandth landings", but he made all of them on the "Champ" the hard way—consecutively—the 3,000th, 4,000th and 5,000th landings. You figure the odds of such a record, our slip stick doesn't go that high.

R. J. SANFORD, Lt. (jg)

PIQ, VF-22

† L. Bellinger, AG1, on the *Albany*, also reported "Hard Way" Francis' feat, which should stand for some time. See pg. 26 for a pilot with four 1000th landings.

SIRS:

In your July issue an item credits VS-23 with a possible record (28) in aircrewmen qualifications.

On 23 May 1953, VS-21 designated 38 men as combat aircrewmen. This ceremony took place on board the USS *Bataan* following highly successful hunter/killer operations in the western Pacific. Cdr. C. T. Durgin, Jr., was commanding officer of the squadron at that time.

These men were commended by Lt. (jg) R. W. Mathews, aircrew training officer, for their interest and proficiency. VS-21 operates with AF-2S and AF-2W aircraft and is at present commanded by LCdr. R. G. Orr.

R. G. STOWELL, LT.



DUBBED the "Highline Admiral" of the *Orient*, RAdm. R. E. Blick prepares to transfer by highline from his flagship, *Princeton*, to another ship steaming alongside. The admiral has visited at least 15 ships since last May, most of them by highline.

SIRS:

In reply to the question concerning single-engine takeoffs by flying patrol boats, I wish to make the following statement.

On 12 April 1945, our two-plane flight of PBM-3's was returning from a routine patrol in the Okinawa area, when a life-raft with an American pilot aboard was sighted about 200 miles off the northern coast of Okinawa.

My plane, with Lt. John Pepper as pilot, circled the area while our "buddy" plane made the landing to pick up the downed pilot. After dumping its remaining bombs, the landing was made, but an inspection of the aircraft showed the starboard engine had pulled away from the top mounts.

This necessitated an attempt at a single-engine takeoff after the pickup was made. After a run of about two miles and covering almost 360°, the plane pulled off and commenced a slow climb to about 1,200 feet. It remained at this altitude and the single-engine flight and landing at Kerama Rhetto was without incident.

Our squadron, VPB-18, was attached to FAW-1 and operating from the USS *St. George*, AV-16, at the time this happened.

WILFORD O. HILL, ADC

NAS COLUMBUS, OHIO.



SIRS:

I feel compelled to correct a statement in your September issue where the USS *Salisbury Sound* claims to be the first AV to be modified for operations with PBM aircraft. This is not so. We have been so modified (beefing up and relocation of the after crane) since November, 1952.

During *Phibex II* we operated as an advanced base for VP-44 at San Juan, P. R. This squadron was equipped with PBM's and all services to this type plane were completed successfully, including loading and offloading of the aircraft from the sea-plane deck.

I may add that the ship recently won the Navy "E" and also participated in *Operation Churby* in the Galapagos islands, Ecuador, where more than 700 men were initiated into the *Royal Order of the Deep* as trusty *shellbacks*.

BRUCE A. NELSON, AB3

USS CURRITUCK



● **NAS JACKSONVILLE**—The Navy gave an assist to "Operation Warmth," a program set up by the National Junior Chamber of Commerce to procure sufficient clothing and bedding for the people in the devastated areas of Greece, by flying a plane load of blankets and clothing to New York.

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● THE COVER

The "last word" in modern Santa Claus covets on this month's cover—old "Kris Kringle" Pettibone in the Navy's new "space suit". The Santa is LCdr. L. H. Peck and the photographer was John Haller, Jr., both attached to the Naval Air Material Center, Philadelphia.

● PICTURE CREDITS

Old naval aviation pictures on the inside front cover and pgs. 1-3 came from the photo section of the National Archives and the personal photo albums of Capt. W. I. Chambers, first head of the Navy's aeronautics desk.

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SQUADRON INSIGNIA

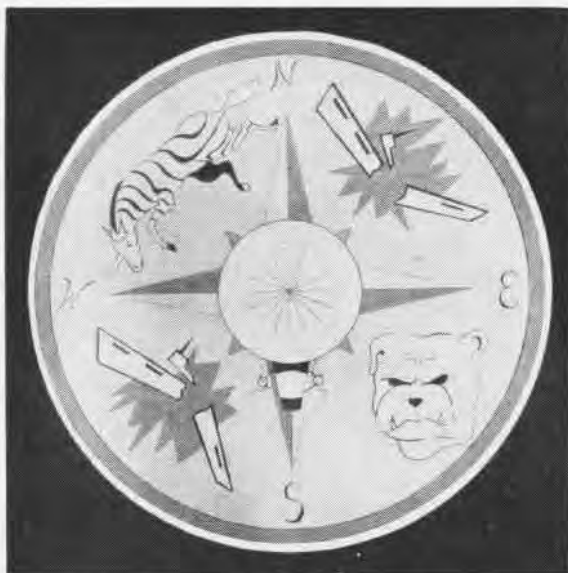
FOUR widely-divergent activities' insignia are presented here. VX-2 at Chincoteague flies its drone Hellcats and "mother" Bearcats to help fleet gunners evaluate their electronics systems, hence the red F6F and drone control box. VMAT-20 features an "Old Dog" in honor of its many Reservists "alumni". Blimp squadron ZP-4 has a zebra and bulldog for its ZD designation, two bombed subs for its ASW work and a blimp nose in the center. Fleet Air Service Squadron 101 presents a stylized monkey wrench, representing its repair work for outfits flying over the sea or mountains.



VX-2



VMAT-20



ZP-4



FASRon-101

THIS ✓ MAY SAVE YOUR LIFE!



✓	Check your weather carefully.
✓	Remove frost and snow before takeoff.
✓	Check controls for restrictions to movement.
✓	After run-up, look for ice formed from propeller blast on wings, fuselage.
✓	Don't take off in wet snow or slush if it can be avoided.
✓	Use pitot heater when flying in rain, snow, clouds or icing areas.
✓	If flying in wet snow or freezing rain, change altitude if possible.
✓	Use full carburetor heat to clear ice.
✓	Use prop de-icers just before getting into ice areas.
✓	Watch your airspeed—stalling speed increases with ice.
✓	Check wing de-icers. Don't land with them turned on.
✓	If you get a load of ice, don't make any steep turns.
✓	Don't land three-point if iced up; fly in with power.
✓	Use carburetor heat during approach; change to cold just before flareout.
✓	Before take-off, check anti-icing and de-icing equipment.

WINTER flying weather is here. Cold weather safety precautions should be observed. Look over the check-off list to the left and keep those “golden rules” in mind. The life you save may be your own.

NAVAL AVIATION

NEWS