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NAVAL AVIATION

NEWS



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Pouring on the coal as it flies straight up into the heavens is this F2H-2P photographic **Banshee** from VC-62 at Jacksonville. Note the three camera ports in the nose open and ready for business.

Pilot of the plane was Lt. (jg) Thomas G. Workinger, while the photograph was taken from another camera-carrying **Banshee** flown by Lt. (jg) Norman R. Gearhart, both with VC-62 squadron.



POWERFUL GRAY DIPLOMATS

Ancient Roman's "Mare Nostrum"

Ranged by Friendly Diplomats

Of the U.S. Sixth Fleet

FEMININE HEARTS were set aflutter from Barcelona, Spain, to Norfolk, Virginia, and back again because of some unpredicted eight to 10-foot swells that rolled over the Mediterranean Sea from the Gulf of Genoa into Barcelona. Although there were many anxious moments for all concerned, this Spanish romance ended with strengthened understanding between Americans and Spaniards.

The carrier USS *Midway* was making one of the usual Sixth Fleet goodwill visits to Barcelona in January, when it was decided that good relations between the United States and Spain would be set years ahead by holding an officers' dance aboard ship with some of the ladies of Spain as guests. So arrangements

were made accordingly for the international diversion.

On the appointed night, over 100 young ladies from many of Barcelona's finest families, and their chaperones, were ferried out to the *Midway* in the ship's boats. Officers in their best blues and bow ties met them at the gangway.

The evening's festivities were proceeding in fine style, and in accordance with the best of naval traditions, until old man Neptune intervened with his high-riding swells. The *Midway* started to drag her anchor, and it became too rough to operate boats alongside. Nobody could come aboard, or leave the ship. Traffic between the carrier and the dock came to an abrupt halt. Dancing continued uninterrupted.

TO COMPOUND the difficulties, a boat filled with more young ladies and more chaperones, was standing off near the *Midway* unable to make the gangway because of the swells. A small fire picked this time to break out aboard ship. It was promptly extinguished, but the boat's occupants had unfortunately heard the fire and damage control parties being called away, and returned to the beach to set off a flood of rumors.

As the duty sections took care of the emergency, the dance continued—so did the swells. At 2400 the ladies couldn't be disembarked. Dancing continued until 0100. The ladies still had to remain.

The dancers and their feet were wearing out under the strain, so movies were broken out and shown. Several hours and features later, people were even

ancient Romans' *Mare Nostrum* since the days of Truxton and Decatur in the war with Tripoli in 1802. More recently, America's sea power was experienced by the Mediterranean during World War II's landings in North Africa, Sicily, Italy and Southern France. The Fleet is now there for a different purpose—to make friends and help prevent the disaster of another world war.

Banshees, Skyraiders and *Savages* are aircraft capable of carrying atomic weapons at tremendous speeds to a distant target and returning to their mobile and elusive carrier bases. VAdm. John H. Cassady's Sixth Fleet carriers in the Mediterranean operate all three, but today the missions of these aircraft are friendly ones. Men of goodwill hope that such will always be so.

footer who has been wearing his naval aviator's wings since 1928, and knows the air/sea power business as only a man who has worked at about every job in it from boot ensign on a destroyer to Deputy Chief of Naval Operations for Air can possibly know it. He has been a long-time student of the Mediterranean and its peoples, and has had as well a taste of diplomatic duty as Assistant Naval Attache for Air in Rome from 1937 to 1939.

Summing up the job of his friendly fleet, the Admiral says "The U. S. Sixth Fleet is (generally) composed of two aircraft carriers, three cruisers, 14 destroyers, submarines and a support force of auxiliary vessels. The Fleet is continuously on the move, exercising at sea, visiting scores of ports, and constantly is pre-



SIXTH FLEET Commander, VAdm. Cassady, and former Chief of Staff, Capt. Parber cast critical eyes over fleet maneuvers during joint exercises in the Mediterranean Sea



MARSHAL TITO'S reaction to American hot dog is uncritical during a visit to USS Coral Sea

more tired, and especially so of movies. As the eastern horizon brightened with dawn, coffee was served in the wardroom.

The *Midway's* radio had long before started broadcasting on the frequencies of Barcelona's commercial radio stations to reassure the girls' families that all was well and that they would be returned safely just as soon as possible. Finally after breakfast in the wardroom, the sea had spent its fury. The last boatload of guests shoved off at 0900.

It took another week for the fury of wives in Norfolk to reach the *Midway* via airmail, but after all facts were known, all hands, even the wives and chaperones, could smile at Neptune and his ways. The affair in Barcelona was but one of the duties of the U. S. Sixth Fleet now cruising the Mediterranean.

The U. S. Navy has operated in the

The Sixth Fleet operates independently of the countries surrounding the sea and their economies, and is not dependent on support from bases ashore in the area. Its bases are on the east coast of the United States. Except for some fresh fruit and vegetables, its fuel and food comes from there.

If war would come again to this fought-over bit of water, the Fleet would stay right where it is to protect friends and help destroy enemies. Its built-in mobility would make it a tough target to catch. No "sitting duck", the Fleet can easily keep outside of range of Soviet short range fighter planes. If they would send out unescorted bombers to catch the shifty Fleet, it will be ready for them. As VAdm. Cassady says, "The Japanese tried that, and you know what happened." (They lost their air force.—Ed.)

The Admiral is a friendly six-plus

pared to fulfill its rôle as a coordinated and powerful striking force, if the need for such should ever be thrust upon us."

Following a visit to the Fleet by several high-ranking Spanish officers, he added, "I hope that these officers have come back with a working knowledge of Sixth Fleet operations and capabilities. I consider one of my primary missions to be the furthering of close understanding and cooperation between the Sixth Fleet and friendly Mediterranean nations."

In 1950 the Greek Minister of Foreign Affairs put it this way, "In the powerful gray diplomats of the Sixth Fleet we see the guarantee of small peoples' independence, for we know that you command them with the great inspiration of unselfishness for the service of the freedom of the whole world."

With few exceptions, each ship of the Fleet serves in the Mediterranean for

about four or five months on detached duty from the Atlantic Fleet. Upon completion of their tours, ships are relieved on station and return to the States for other Atlantic Fleet duties. This regular rotation of ships and their personnel in the Mediterranean not only permits efficient training of tens of thousands of Navymen, but it also acquaints them with the area and its people.

While the ships rotate at frequent intervals, the Fleet Commander and his staff remain in the Med for a normal 18 months to two year tour of sea duty. Continuity of operation is thus always achieved by having "old hands" on hand to keep all new arrivals in the proven groove of Fleet activity and efficiency.

Because VAdm. Cassady and his staff are on an extended tour of overseas duty, most of the married staff members have their families in Europe. Villefranche and its adjacent Cap Ferrat near Nice on the French Riviera is home for most of them. Like rents anywhere, rents on the Riviera are high. A house with a view of the sea on Cap Ferrat may be had for about \$140 but the rooms are big, drafty and hard to heat. Contrary to popular belief, it gets right cold on the Riviera in winter. Most places have no central heating. With coal at \$50 a ton, it doesn't take Sixth Fleet staffers long to build up their families' winter wardrobes.

NAVY FAMILIES find that their children pick up the French language in a hurry in school and in playing with French children. The kids prove invaluable as interpreters for their parents. When ma wants two quarts instead of one, from the milkman, junior comes in handy. Navy families are doing their bit in carrying out the Fleet's friend-making missions.

Should the international situation deteriorate to the point where the Sixth Fleet would have to show teeth as well as the flag, its powerful striking arm lies within its carriers, the USS *Midway* and the USS *Tarawa* and the others that would be added. The larger of the two CVA's now on station is the *Midway*. This broad-beamed beauty required 90 tons of blueprints during her construction in the latter days of the last war.

Capt. Frank O'Beirne's 2,500-man *Midway* ship's company includes men from every state plus the Philippines, Canal Zone, Hawaii, Guam and Canada. New York is best represented with 421 on the roster. Pennsylvania is next with 342, and Nevada trails with Willie Grotzley, FN, as that state's only representative in the crew. New York City, Chicago, Philadelphia, Boston and Detroit lead the cities represented among the *Midway's* crew.

The 45,000 ton *Midway* flies the two-



MEDITERRANEAN small fry entertained by sailors at one of Fleet's many orphan parties



GREEK AND ROMAN ruins provide pay-off to Navy recruiting slogans during Fleet visits



VC-5 SAVAGE on *Midway* frames Fleet Flagship *Newport News* during passing of mail

star flag of RAdm. S. H. Ingersoll, Commander Carrier Division Four.

The "Mighty-Mid" is a veteran of five extended Med cruises with the Sixth Fleet, and her air group, CAG-6, is also a real seagoing aviation outfit. Prior to leaving the States on the first of December, CAG-6 participated in the 1952 Midshipmen cruise, *Operation Signpost* testing the U. S. eastern air defenses, NATO *Operation Mainbrace* and Naval War College demonstrations.

During *Mainbrace*, the pilots gained experience in cold weather operations and in making "strike" flights over strange territory. While the group was in Scotland some of the boys tried out their Mk III exposure suits in the Firth of Clyde. They not only gained confidence in the gear, but detected some modifications for future suits.

CAG-6's two *Panther* squadrons Fighting 21 and 61, led by Cdrs. R. L. Johns and J. C. Longino, switched from F9F-2's to F9F-5's just before this cruise. Fighting 41 and 42, with Cdr. D. C. Rumsey II and LCdr. M. C. Thrash in command, are flying the trusty old hose-nosed F4U-4's, and Attackron 25 is outfitted with AD *Skyraiders*. LCdr. J. C. Mills leads this latter squadron. In addition to these five, CAG-6 has detachments from VC-4, 12, 33 and 62 aboard to furnish night fighter, AEW, ASW, photographic and other support. The CAG-6 VC's fly F3D *Skyknights*, F2H *Banchees* and AD *Skyraiders*.

CAG-6's commander, Cdr. E. J. Kroeger, holds a record of one kind or another. When he got his wings in 1938 he was ordered to CAG-6 on the USS *Enterprise* and stayed with the outfit until after the Battle of Midway in 1942. He now finds himself in command of CAG-6 on the *Midway*.

The group's aircraft are marked with a distinguishing color for each squadron. The jets are color striped on the nose and tail. The prop spinner and the belly tanks of the *Corsairs* are colored, and the AD's spinners and rudder tips get the same treatment. To show no partiality, Cdr. Kroeger's plane carries them all—red, white, blue, yellow and green.

Like the rest of the Sixth Fleet, the *Midway's* operating schedule works out with about 60% of the time at sea for training and operations, and the remaining 40% in various Mediterranean ports for goodwill visits. One month's operations included a two-day test of Italian air defense operations with the *Midway's* and *Tarawa's* air groups acting as the attackers, and Italian F-51's, F-84's and *Vampires* performing the intercepts. VC-5 operated eight AJ's aboard during the same month for carrier exercises.

ON THE way over on her current tour, the *Midway* ferried the first two planes, SB2C *Helldivers*, of a new Italian Fleet Air Arm. Lt. Mario Volpe and Lt. (jg) Vittorio Valente of the Italian Navy were aboard, and flew off the ship into Italy when she came within range of the Italian coast. Both Volpe and Valente were U. S. Navy trained.

NAS's Atlantic City, Jacksonville and Quonset Point are the homes of the *Midway's* composite detachments. Although four squadrons are represented, they operate from one ready room as a single unit with VC-4's LCdr. W. C. Reinhardt in charge. The VC-4 F3D's and F2H's are the carrier's night and all weather fighters, and Lt. P. M. Budinger's VC-33 AD-4N's and Q's provide all weather attack and anti-submarine capabilities. All weather AEW support is furnished by VC-12's AD-4W's, and VC-62 photo *Banshees* are the CAG-6 photographers. The latter two detachments are headed by Lt. J. P. Boland and Lt. (jg) J. R. Farrell.

Most *Midway* officers and men are going beyond their regular on-the-job

training to improve their professional competence by being enrolled in some sort of additional training; ranging from rate training, to correspondence courses for college credit. Lt. O. W. Shaham, Jr.'s training department is responsible for these courses, as well as the ship's "T" Division, which he claims is unique.

Each officer and man reporting aboard gets a complete shipboard check-out by "T" Division. New men are assigned to it for a week, and by lectures, tours and films are oriented in ship routine and problems from atomic defense to marriage and family life. Cdr. A. B. Furer, the *Mid's* exec, greets new groups with a personal "welcome aboard." His 15-minute greeting is followed by five days packed full of departmental lectures and tours, safety movies, general naval orientation, educational and insurance counseling, training in shipboard duties, and moral and character guidance.

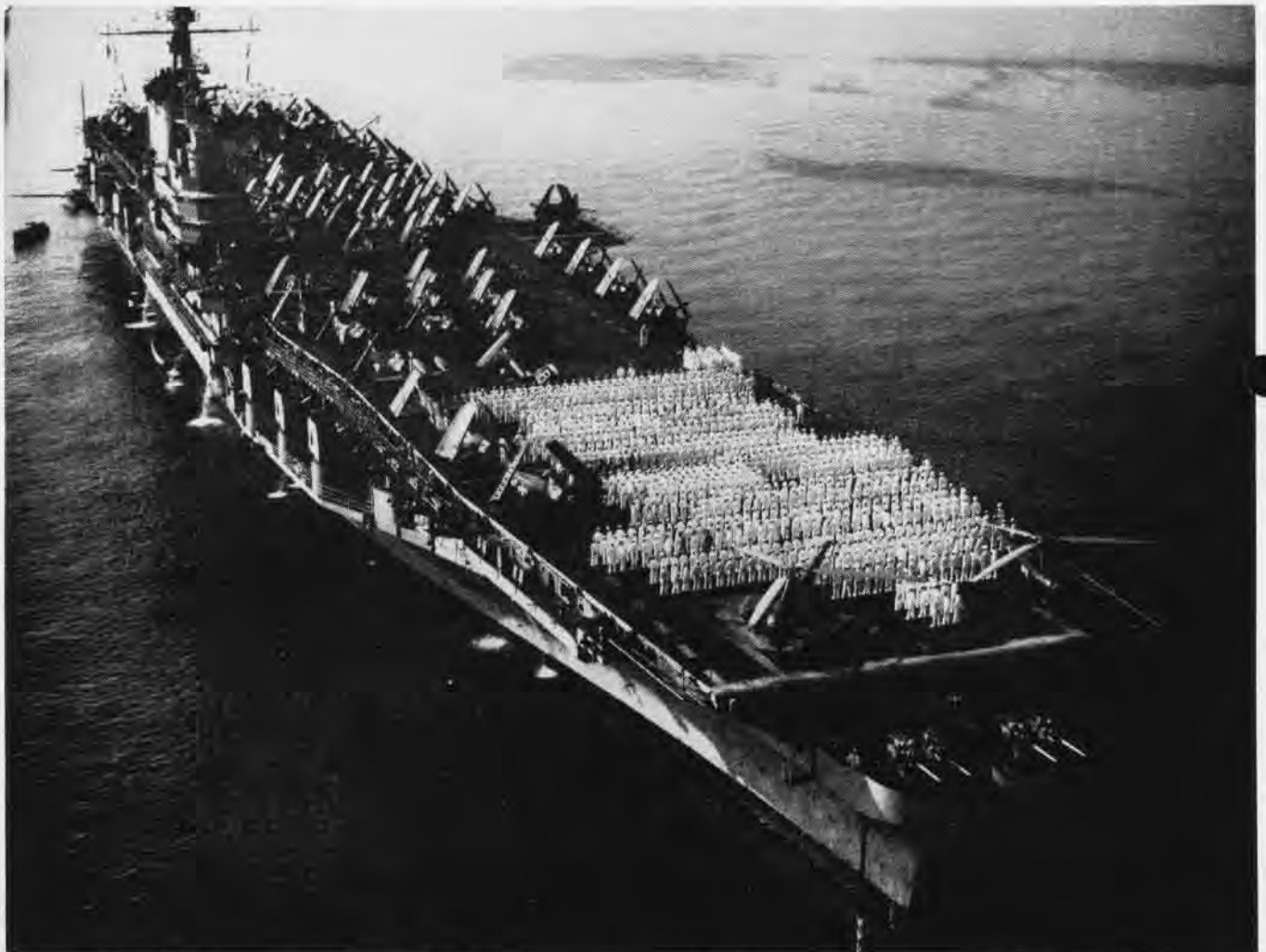
Mail from home is always a big factor in making or breaking any sailor-man's morale. Whether he's the newest boot aboard or wearing stars on his

shoulder, a Navyman likes his mail. That's why the Navy goes all out to get it through in a hurry. The postman usually rings the Sixth Fleet's bell two or three times a week.

To help keep mail and official documents flowing regularly to the fleet, FASRON-77 is maintained at Naples' Capodichino Airport. This squadron was commissioned on 1 April from the former VR-25 detachment located there.

FASRON-77 pilots regularly land their TBM-3R's aboard the Fleet's carriers bringing mail and personnel out from Naples. NANews' correspondent, LCdr. M. H. Portz, was delivered along with the official mail to the *Midway* in one of the squadron's passenger-configured *Turkeys* by Lt. A. E. Vickers.

From time to time, the TBM pilots fly out expecting to return immediately, and like all throttle-benders they can get weathered in too. LCdr. D. H. Well landed aboard the *Leyte* sometime ago after telling his wife that he'd be home for dinner. He got home—a week later.



AIRCRAFT AND men of USS *Coral Sea* line flight deck in inspection formation during that ship's last duty tour with Sixth Fleet. Frequent rotation of men and ships into the Fleet permits extensive training and experience in Mediterranean for many Navyman



USS MIDWAY flight operation strategy plotted in *Pry-Fly* by Cdr. Stanley, Lt. Meadows and LCdr. Quinlan



TRADITIONAL NAVY coffee session in VA-25 ready room on Midway by Horton, AN, Ens. Agway, Lt(jg) Holms, Lt(jg) Butler, Ens. Gorham, and Ens. Leiran.

An Italian admiral who had been sailing the Mediterranean for most of his lengthy naval career stated flatly that it is impossible to predict the weather in the Mediterranean. As a clincher, he commented, "The only thing you can forecast is what you can see."

THE JOB of predicting the unpredictable on the *Midway* falls on the shoulders of Lt. J. J. Creamer and his aerology crew of 13. They broadcast a surface synoptic every six hours and send out upper air winds and soundings twice daily. Creamer sticks his neck out two times a day by sending forecasts at 0700 and 1300 to other Sixth Fleet ships.

"The aerologists' big job," says Creamer, "is to keep our planes and ships out of trouble. If you can do that, especially in the winter, you're breaking even."

"For example," he continued, "a jet stream at 30 to 35 thousand feet might push a fighter flight over a country where they shouldn't be before the pilots realized it. Possible international incidents can be avoided if the pilots are forewarned of the stream's presence."

While the summer weather in the Mediterranean is usually good, between November and March it's unusual if it is ever good. Storms accompanied by high winds and high seas are common, although the temperature seldom gets below freezing.

Sixth Fleet aerologists get weather data for map plotting from all over Europe, including the USSR. Communication difficulties however, usually make the latter come in too late to be of any particular use. Teletype weather schedules are received from Paris, Port Lyau-ty, and the Azores. CW schedules come from Dunstable, England, and excellent upper air radio facsimile maps come

from Rhein-Main in Germany.

In spite of the good weather reporting coverage, the Med's difficult forecasting conditions can and do cause an occasional international headache like the Barcelona affair. Fortunately, weather, whether or not, seldom keeps the goodwill visits of the Fleet from being successful. Unlike the weather, other factors effecting the visits can be controlled, and are, through extensive pre-planning.

Before visiting any port, the ship's disbursing office makes local currency available for exchange. The training and public information departments collaborate in preparing excellent "poop sheets" on the history, layout, churches, points of interest, currency, transportation, clubs and restaurants in the city.

In addition to the official dope, old hands in the Med, have their own "confidential" information which they'll pass on to newly-arrived friends. One such tidbit went like this.

"Best hotel in town is the Ritz Carlton. The price is approximately 1,400 francs, but you must tell them that you are Navy to get this reduction. Highly recommended is the Dabateau Restaurant, world renowned for its fine food. Suggested course is 'Flaming Fish'.

"Cannes has an abundance of clubs and bars. Whiskey is very, very expensive. You'll do best ordering wines or beer. The best club in Cannes is Maxim's. It is very expensive, but anybody who is anybody goes there. It has the best floor show in town.

"If it's female companionship you're looking for, some of the higher class dates can be met in the Hotel — Bar. Don't drink much there or you'll go broke before the night gets started. Avoid the —. It's a queer joint.

While making the rounds, have a drink at Jimmy Davis's Bar and at the Chez Tony. They're good for atmosphere."

Sixth Fleet visits to Mediterranean ports are a practical approach to mutual understanding for both the inhabitants of the towns visited and the Americans who man the ships. Local dignitaries, and common citizens alike, enjoy the size and complexity of the visiting ships, as well as the cordial hospitality they find during receptions and "open house."

The officers and men assigned as hosts and guides soon learn something too—that schoolbook geography impressions might be wrong, and that the citizens of Barcelona, Nice, Naples, Athens and the rest down the line are people much like themselves with similar problems, pleasures and hopes.

ALTHOUGH there are a few Sixth Fleet men who occasionally make spectacles of themselves ashore, and there are a few natives who chalk "U.S. Navy Go Home" on buildings, these cases are rare. The relationship existing between the men of the Fleet and the people ashore is probably somewhere between this extreme and the attitude expressed by a young lady of Southern France to an officer ashore the afternoon following a blast at the Fleet by the local communist-controlled newspaper. With tears staining her Chanel-scented handkerchief, she explained, "They were saying bad things about you today."

The powerful gray diplomats of the Sixth Fleet are making friends for democracy in the Mediterranean today, and if the worst does arrive on some black tomorrow, the Fleet's hard-hitting striking arm, naval aviation with its *Banshees*, *Skyraiders* and *Savages*, is ready for action to defend democracy.



GRAMPAW PETTIBONE

Poor Way to Get Experience

The following is a story of six Naval Reserve aviators who were cleared for a cross country navigational training flight from NAS GROSSE ILE, Michigan to Otis Air Force Base on Cape Cod, a distance of about 650 nautical miles, who as it turned out got quite a bit more experience than they had bargained for.

The flight was originally planned to refuel at Griffiss Air Force Base, Rome, N. Y. and then to continue on to the ultimate destination. However, because of reported thunderstorm activity in the vicinity of Griffiss AFB, the flight was cleared only as far as the Naval Reserve Air Station, Niagara Falls, N. Y. and arrived there at 1615.

The operations department and aerology at NAS NIAGARA were secured and the flight was briefed on the weather by Flight Service. The enroute weather to Otis AFB was reported by Flight Service to be VFR with scattered clouds and rainshowers, tops of all clouds at 7,000 feet. The destination was reported to be good with 20 miles visibility so the flight of six filed a VFR flight plan (500 feet on top) to Otis AFB with Flight Service and departed Niagara Falls at approximately 1710.

About an hour after leaving Niagara Falls the flight encountered numerous cumulus buildups and a few thunderstorms which they were able to circumnavigate for a while. The flight was forced to climb and to change course frequently in order to maintain 500 feet on top and stay out of the clouds. The static had become so bad that the radio range receiver was practically useless. At 15,000 feet the flight leader while flying between two buildups ran



into a box canyon of clouds and couldn't avoid entering the overcast.

Somewhere between Syracuse and Albany, N. Y. while in the overcast, the flight became separated into two sections, the division leaders and two wingmen made a 180 degree turn while the other three aircraft continued on course and climbed out on top at 18,000 feet. When the flight became separated, a series of radio transmissions occurred between various members of the flight including the flight leaders of both sections which resulted in the conclusion that they now were decidedly *two* flights and that neither know quite where they were. Finally, all radio contact between the sections was lost.

The section that made the 180 degree turn continued to weave in and out of the clouds trying to stay on top and maintain a course toward Otis Air Force Base. After numerous blanket calls on Guard channel by the section leader, the section was finally located by Otis

AFB DF and given a steer to the base. About 30 miles west of the field they luckily found a break in the overcast, descended underneath and landed at Otis without any further difficulty even though the ceiling at the time of landing was only 600 feet overcast.

The other section was not quite as fortunate as is evidenced by the statement of the section leader.

"When the division leader entered the clouds, I elected to continue straight ahead and began to climb. My two wingmen stayed with me and we broke out on top of the overcast at 18,000 feet. I made quite a few changes of heading but there was so much noise and static that I couldn't orientate myself using the range receiver, so I finally turned it off so that I could hear the VHF. It was getting dark by this time and I called Griffiss Air Force Base for an emergency VHF DF fix, telling them that we were lost and on top of the overcast at 18,000 feet.

"A number of stations answered and Mitchell Air Force Base finally pinpointed our position. They gave vectors for us to fly and kept in touch with us constantly until we were over New York City. While we were being vectored to New York City we were lowered to 5,500 feet in the overcast. We maintained this altitude while Mitchell Idlewild and Floyd Bennett fields were trying to get us in a position to land. [Incidentally, the weather in New York at this time was reported as 400 feet variable, 1½ miles visibility.]

"Floyd Bennett GCA finally took over and gradually lowered us to 2,500 feet and at this point Idlewild GCA ordered us to 1,500 feet and then an immediate descent to 300 feet. We couldn't get



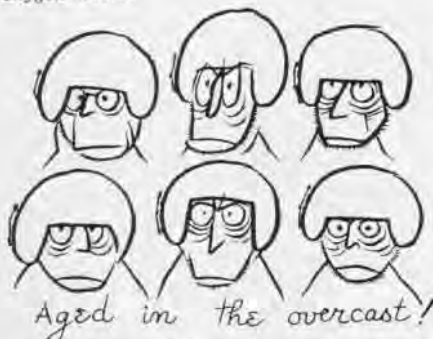
down fast enough on instruments and missed the airport at Idlewild. Up to this point Idlewild GCA thought that there was only one plane involved. When I told them there were three of us, we were immediately returned to Floyd Bennett GCA."

AND THAT'S NOT ALL—LISTEN. "Floyd Bennett GCA finally got us over their field and into their GCA pattern. On the first approach they brought us down to 700 feet. We did not break contact so we were sent back to 1500 feet for another pass. On this approach we were brought down to 500 feet and I could see street lights but GCA ordered us to return to 1500 feet. On the third approach we broke through the overcast at 300 feet over the field and landed with very little hesitation.


"We had been in the air better than three and one-half hours, and for the last hour had been flying instruments at night in formation. When we landed we could not have made another GCA approach as I had only 17 gallons of gas remaining. One of my wingmen had 13 gallons and the other had only 5.

After returning to their home station and rehashing the flight, the six pilots finally made the following observations in the hope that they might keep other pilots from making some of the same mistakes:

1. We should not have accepted the Flight Service weather report as the basis for a VFR flight without checking the weather sequence reports along our route.
2. We did not recognize the seriousness of the weather situation soon enough and thus were caught in bad weather.
3. We shouldn't have tried to stay on top under the circumstances, but should have returned to NAS NIAGARA FALLS. We didn't find out until later that only four pilots had oxygen masks.



4. No one tried to get enroute weather from the radio range stations until too late.
5. A flight violation hasn't been received. (YET)
6. THIS IS A POOR WAY TO GET EXPERIENCE.
7. ALL OF US ARE LUCKY TO BE HERE TO WRITE ABOUT THIS NEVER-TO-BE-FORGOTTEN EXPERIENCE.

 **Grampaw Pettibone Says:**
Nuff said!

No Suction?

A plane captain with the assistance of another mechanic was attempting to correct a maximum RPM discrepancy in the starboard engine of an F2H. The plane captain took position in the cockpit and the assisting mech took position directly under the starboard engine to make minor adjustments as necessary.


A tractor-drawn jet starting unit was used and the engine was started successfully. The plane captain proceeded with a full power turn-up, noted the RPM error, reduced throttle and signalled to the assistant mech to make the necessary adjustments on the engine.

This sequence of events was followed three times. (During this time, the jet starting unit power leads were left connected to the aircraft receptacle and the operator of the starting unit remained seated on the tractor.)

At some time during the fourth full power turn-up, the operator of the starting unit when informed that the unit was needed to start another aircraft, dismounted the tractor and approached the starboard side of the aircraft turning up. As the operator approached directly in front of the air intake of the starboard engine and started to lean over—presumably to disconnect the power lead to the aircraft—he was



sucked head first into the air inlet duct of the starboard engine.

 **Grampaw Pettibone Says:**
About the time that I begin to relax and figure that everyone has the word on giving these jet engines that are turning up a wide berth, I see another accident report. This is about the fifth or sixth time that someone has been sucked head first into the intake of a jet, and in all cases the injuries were either serious or fatal. In this case, the victim received such serious injury that there is some doubt that he will be able to return to duty.

This accident reminds me of the following verse that was originated some time ago and contains some mighty good advice when working around jets.

"There's not much suction," said Chief Erard.
"They may pull a little, but not very hard."
He stepped slightly closer and held out an arm
As though daring the jet to do him some harm.
"Well, doggone me," said the F2H1.

"I reckon I'll inhale that sonofagun.
He thinks there's no suction in front of a jet?
Perhaps this will prove his theory's all wet.
"Just stand by a second. I'll empty his pockets.
Why, I'll pull his eyes right out of their sockets."
The jet then inhaled as he eased on the gas
And sucked the Chief in—clear up to his—hips.
Moral: In general, Chiefs are rather tough
and jets prefer more fragile stuff.
So kindly heed this warning clear
Avoid jet engines from both front and rear.




Even a Chief is
no match for a jet!

Belly Landing Box Score

1 April to 30 September, 1952

Forgot to lower wheels.....	41
Raised wheels instead of flaps after landing	21
Total.....	62
Wheels up landings prevented by alert tower operators	16
Wheels up landings prevented by runway wheel watch	21
Total.....	37

 **Grampaw Pettibone Says:**
Just look at those figures! Sixty-two wheels-up landings in six months, just because a few knuckleheads neglected one of the most important items on the landing check-off list — WHEELS DOWN AND LOCKED. It just doesn't seem possible but these boners are costing us well over \$1,000,000 a year.

However, it makes me feel good to see that alert tower operators and runway wheel watches have prevented thirty-seven wheels-up landings during the same period. The addition of the runway wheel watch is really paying off in dollars and cents.

The Training Command is using all sorts of gimmicks to prevent wheels-up landings. I hear that one instructor and student who were waiting to take the runway for take-off even pulled right out into the middle of the landing runway when they observed a plane in the final landing approach with the wheels up. I don't recommend this as a permanent preventive measure, but it was effective in this case of faulty headwork.



UN PROPAGANDA LEAFLETS WARN LABORERS AWAY FROM RAILROADS, URGE THEM TO HIDE FOOD, POINT OUT POW'S GOOD FOOD (LAST ONE IN ABOVE)

PROPAGANDA BOMBS WEAKEN FOES' MORALE

IF THE North Korean Railroad company has complaints about how slow its laborers are repairing rail lines cut by Navy and Marine bombs, it probably can blame propaganda leaflets which showered down along with the bombs.

Commencing last June, attacking planes have been followed in on occasions by dive bombers or fighters carrying gaily-colored leaflets. They exhort North Korean civilians to refuse to work on military projects.

This leaflet-dropping is part of a wide campaign of psychological warfare in which all services participate. Planes shower leaflets on the enemy, loud-speakers on front line tanks or bunkers and military shells carry leaflets behind the lines. The Army has printed these sheets in multi-million quantities and the Navy and Air Force help drop them. As many as 11,000,000 have been dropped in one week by one service.

Propaganda planes from the carrier air groups carry leaflets by loading them into AN-M16A cluster adapters obtained from NAD's, forming the Mk 105 leaflet bomb. One CAG dropped a million copies of two "popular" leaflets alone to aid in the "psywar" campaign to undermine civilian and military morale behind the Communist lines.

Proof that laborers take to heart the messages on the leaflets was seen in a report that repair to certain areas of track was delayed up to three days as a result of the leaflets.

Prisoner-of-war interrogators report many captured Communist soldiers have propaganda leaflets in their pockets. Some come running toward our lines waving "surrender passes" (Fig. 5, above) over their heads—this despite Red leaders' orders to destroy any pamphlets they find.

The United Nations forces knew about this destruction order and cleverly

put the Reds on the spot. One leaflet contains a large picture of the Chinese Communist flag on it. (See Fig. 7, next page.) On the opposite side were the words: "This is the flag forced upon the Chinese people by Communist traitors!" It told the finder to destroy the leaflet.

Red soldiers were given a choice of keeping UN propaganda sheets or else tearing up their own flag. The paper they were printed on was thin enough to permit reading the Chinese writing on the reverse side through the flag, so that anyone who posted the flag in his bunker also could read the propaganda.

One of the leaflets (Fig. 1) aimed at railroad workers, which was dropped in great quantity by Navy pilots, contained such advice as: "People of North Korea For many months UN aircraft have been attacking railroads, bridges

and other military installations in the terrible war which was provoked by your Communist leaders.

"UN aircraft shall remain in the skies, seeking out targets and destroying them until the Communists have had enough. Your air force has not protected you from these attacks and cannot do so in the future. Is this not so? The UN does not make war on civilians.

"We know you are forced to work on military projects by the Communists against your will. Must you not save yourselves from useless death for the Communists? Is it the fate of Tanguon's descendants to die a dog's death for the Russians?

"You must save yourselves! Flee to the hills! Do not work on the repair of railroads and bridges because UN aircraft will attack them again and again!



ROLLS OF THOUSANDS OF PSYCHOLOGICAL WARFARE PAMPHLETS ARE LOADED IN MK 105 BOMB CASE



BUNDLES OF LEAFLETS ARE LOADED IN OBSERVATION PLANE FOR DROPPING



ARMY PERSONNEL LOAD 105 MM ARTILLERY SHELLS WITH LEAFLET ROLLS

A large percentage of the prisoners of war have frankly admitted that they had been influenced into surrendering by the messages they have read on propaganda leaflets. Hundreds who said they were afraid to keep the leaflets on their persons admitted they had read them and believed the promises of good treatment, better food and living conditions.

Out of a group of nearly 100 prisoners interrogated by UN officers during one short period recently, 100% admitted they had seen, read or discussed UN leaflets. More than half had been influenced to some extent in favor of the UN.

Psychological warfare in constantly devising new methods of playing upon the enemy soldier's fears, jealousies, hopes and suspicions to lower his fighting ability. In the broad sense, "warfare psychologically waged," consists of military operations carried out with close and studied reference to the politics, opinions and morale of the enemy.

SOMETIMES propaganda leaflets are designed to influence Communist workers in a particular area. One leaflet was dropped near a long by-pass around a destroyed bridge on a North Korean river. It showed a vertical aerial photograph of the construction and advised Communist readers:

"You cannot deceive the Flying Tigers of the UN! They have eyes which can pierce the darkness! They see that you are building a long by-pass around the ruined bridge over _____ river! . . .

Your work is useless! The UN Flying Tigers have bombed this area before and will do so again and again! Is it not a pity to die a dog's death for such useless work?"

Allied intelligence once learned that a Chinese Red unit was going to attack a certain UN hill position. Leaflets were printed hurriedly and dropped on the units "selected" to make the attack, advising them the UN knew of their "secret" plans and inviting the Red soldiers to surrender in the confusion.

Never missing a chance to earn a few shekels, the North Koreans have been known to pick up propaganda leaflets and sell them for 200 won (6,000 won to a dollar). When leaflets flutter down on an area, Communist leaders frequently slap an immediate curfew down on all civilians or else try to rope it off so the leaflets can be picked up by "trusted" help and burned.

Many leaflets were aimed at civilian farmers urging them to feign sickness when labor companies came by (fig. 8), to dig holes and hide their grain so the Reds couldn't steal it (fig. 4) and to refuse to work for the Communists as slaves (fig. 9). Another one urged them to pack up their belongings and flee south to friendly territory (fig. 10).

Psychological warfare leaflets make all manner of subtle attacks on the enemy soldier's mind. Communist leaders come in for their share of lampooning in them. One showed Stalin and Mao Tse-Tung, Chinese Red leader, linked arm in arm stealing food from Chinese mouths to

feed the Russians (Fig. 3). This was tied to news of a shipment of 500,000 live pigs from China to Russia and was aimed at creating discontent among hungry Chinese. It showed China's subservience to its Russian master, seeking to create a rift between the two.

Other UN propaganda leaflets showed photographs and described prisoners' sports, good food and learning of trades while in UN prison camps (Fig. 6). How successful this propaganda tack was may be evidenced by the fact the Reds sent picked men to surrender and stir up riots in the prison camps at Koje.

SOME concrete proof of the war's ravages was contained in another leaflet which listed the number of buildings destroyed, vehicles burned, bridges and rails cut by UN planes. The leaflet blamed the country's destruction on Communist leaders who started the war. This propaganda is aimed particularly at North Korean soldiers. Another, aimed at these men, pictured an aged North Korean woman grieving for her absent son. It urged the reader to quit fighting and go back home.

Many troops in the North Korean army are South Koreans who were captured in the Reds' southern pushes and forced to fight for the Communists. These men would be especially receptive to such propagandizing.

Based on a soldier's disgust for defective weapons, another leaflet pictured an obsolete Russian rifle. In cartoon form, it showed Stalin handing it to Kim



LEAFLET (LEFT) WITH CHINESE RED FLAG TELLS FINDER TO DESTROY IT: OTHERS URGE FEIGNING SICKNESS OR URGE KOREANS TO FLEE TO S. KOREA

Il Sung, North Korean leader, who in turn handed it to Korean fighters. It blamed the gun's heaviness and jamming on the Soviet.

Not only leaflets have been dropped behind the enemy's lines with telling effect. Psychological warfare people also have tried to win friends by dropping writing paper so Chinese soldiers could write home. Of course, the writing home process would bring on a certain amount of homesickness in the Chinese soldier. What he would have to report would not be good, and the folks back home would not be cheered up either, which is what the UN wants.

ANOTHER gesture of generosity was the dropping of plastic pliofilm bags in which various small gifts or useful objects are enclosed. On the bag is printed instructions for their use, with the compliments of UN forces, to show they were interested in Communist soldiers' comfort.

In the handy bag are such items as miniature chess boards printed on paper, matches, stationery, gift card, cigars and a calendar. The latter item could not fail to make enemy soldiers conscious of their long stay in the combat area and spread discontent.

Ground forces have mounted radio loudspeakers on tanks and advanced bunker positions to broadcast Chinese and Korean-language propaganda. The Navy as yet has not used the "Polly" planes it developed late in World War II. These P4Y-2's were equipped with loudspeakers. Flying low over enemy-held territory where Japs were holed up they would urge them to surrender.

The biggest problem with loudspeaker planes, of course, is that to be heard by ground troops clearly they have to fly low, and this means plenty of trouble from antiaircraft fire. To fly above this flak and small arms fire would require louder broadcasts and this would mean still heavier installations in the planes to produce more volume. One advantage of loudspeakers has been that enemy party leaders are unable to prevent soldiers from listening to them, even though they might forbid leaflets.



"CAN'T FORGET VAUDEVILLE DAYS, RITZMAN?"

VC-4 DEVELOPS NIGHT LSO SUIT



MIDWAY LSO'S MAHER, LOCKARD AND HURST DEMONSTRATE CHRISTMAS TREE LIGHTED LSO SUIT

ONE OF VC-4's former landing signal officers, Lt. K. C. Pailer, spent most of his working hours at sea waving aircraft aboard the carrier at night. The pilot's couldn't see his "black lighted" suit well enough, and he objected to the ultra-violet light getting in his own eyes.

Going to work on the problem, he came up with a simple lighting system of his own for making night LSO signals visible. The results of his efforts satisfied both the pilots' (those who have seen it) and his own objections to black lighting.

Pailer bought a couple of sets of ordinary parallel Christmas tree lights, and mounted them on a suit of flight coveralls. The light sockets were mounted in small pieces of "spaghetti" insulation and sewed at 12" intervals down the arms and legs of the suit. One socket was taped at each corner of the paddles, and these were connected into the circuit of the suit by regular Christmas tree light plugs on the cuff of each arm.

The whole business was fastened to an extension cord at the bottom of the legs and hooked up to a 12-volt battery. Standard 12-volt bulbs dipped in red aircraft dope finished the job. Plans and comment have been sent to BUAER for evaluation.

According to Lt. T. S. Lockard, an F3D night fighter pilot and present VC-4 LSO who put the suit into use when Pailer was detached from the squadron, "Night recovery time has been cut down considerably with the Christmas tree lighting. There is no interference with the LSO's vision, and even jet pilots can pick up the LSO at the 90 degree position."

In early World War II night operational flying, various types of lighted wands were used by landing signal officers in waving the planes aboard carriers. The lighted wand system had two big drawbacks in that the pilot had no vertical reference point in the dark, and it was hard for the LSO to give him a clearly distinguishable cut signal.

These two difficulties were largely overcome with the adoption of the present black lighting system for night LSO work. Unfortunately, this system has some serious faults of its own. If the LSO looks into the black lighting, it spoils his vision, sometimes even to the point of vertigo, so he is forced to wear a guard below his eyes. Because he must stand squarely in front of the black lighting source to reflect light from the fluorescent strips on his suit, he can't freely move around the platform. The "Christmas tree" lighting system of Pailer's eliminates both of these objections.

"Signals can be given with the same rapidity at night as in the daytime," says the enthusiastic Lockard. "There is no blurring effect that is present with black lighting, and it's a big advantage to the LSO not to be limited to one position on the platform."

Other VC night pilots on the *Midway* where Pailer's system is used by Lockard and Lt. (jg) J. Proctor, CAG-6 LSO, chorused their praise of the "Christmas tree" suit.

Lt. (jg) J. Q. Quinn, a VC-4 *Banshee* pilot added, "With the Christmas tree lights on the LSO at night, you can see everything but the frown on his face."

Celestial Link Goes to Pole Arctic Navigation Now Being Taught

They're dusting off the celestial Link navigational trainers of World War II days and preparing to use them to teach high speed, high altitude polar navigation.

The old celestial Links are being modified by Link Aviation Inc., retaining the old celestial dome with its gear box drive. The tower-mounted fuselage and ground projecting mechanism have been supplanted by an observation platform and student navigator training booths. More than 500 of the silo-like navigation trainers were made during the previous war for day and night flight check-outs.

In the modified trainer, simulated flights are possible in any direction, at any northern hemispheric geographic position above 35° north latitude. Simulated air speeds vary from 100 knots to supersonic speeds and altitudes up to 100,000 feet, with winds of zero to 200 knots.

Principal change in the celestial dome is the addition of the sun in place of one of the 12 original navigational stars.

In Her Husband's Footsteps Crewman's Widow Asks WAVE Duty

A young NAS QUONSET widow has offered to take her husband's place in the Navy. Mrs. Constance Quirk, whose husband John, was killed in a plane crash off Block Island last fall, only 12 days after their marriage, has applied to join the WAVES.

Mrs. Quirk told recruiters that she wants a job as much like her husband's as possible. In this case, it is quite possible she will get the duty she applied for. If she follows her husband into naval aviation, she will work in the control tower, directing planes.



AIRPLANES can't flap their wings, but this one does the next thing to it. The Bell X-5 research plane, shown here in multiple exposure photo, can change the sweep-back of its wings in flight to gather data on aerodynamic effects of changing sweep. The plane has made more than 60 flights.

FREAK CRASH TRAPS MARINE FLIER



NOTE SKID MARKS LEADING TO KERN'S CORSAIR

2ND MAW, CHERRY POINT — A freak accident trapped 1st Lt. Richard E. Kern upside down in the cockpit of his Corsair for 2½ hours following an emergency landing at ALF Atlantic, N. C.

Kern, a pilot with VMA-332 from 3d MAW MIAMI, escaped with only a dislocated shoulder after the harrowing experience of being suspended upside down while his squadron mates failed trying to reach him by digging frantically with their hands.

The rescue had all the elements of a thriller. Kern was returning from a bomb and rocket strafing run when his engine developed trouble and he overshoot the landing strip. (See photo.) The plane hit a stump and flipped over on its back with the stump wedged up through the inverted cowl into the cockpit.

No crash equipment was available at the landing strip and Kern was pinned in a cramped position, the stump blocking his escape and preventing rescuers from reaching him.

Capt. B. E. Beeghly, his flight leader, followed Kern into the field. Having no shovel, he dug with his hands around the cockpit opening so Kern would not be suffocated by gasoline fumes. He then radioed to Cherry Point for help.

Four helicopters from HMR-263, led by Maj. William E. Brown, were among the first to arrive. Immediate aid was needed. The helicopters took off and landed at various civilian homes near the field and in Atlantic requesting loan of shovels. Cooperation of the civilians was instantaneous.

Meantime crash crew personnel arrived by transport plane bringing more rescue equipment. All hands dug out the stump and freed the pilot. Because of his long vigil in the cockpit, Kern was unable to lie flat on the stretcher. The

helicopter flown by Maj. Brown landed him on the lawn of Cherry Point infirmary.

Jets Touch-Go on Carrier Boxer Air Group Claims It Holds First

USS BOXER—The Boxer's Air Group Eleven claims a first in naval aviation, being the first air group to qualify in the art of "touch and go" jet landings on board a carrier.

VF-112, commanded by LCdr. C. E. Lair, Jr., and VF-113, under Cdr. J. H. Tripp, tried out the technique of power-on touch and go landings without barriers when the carrier was operating off San Diego.

With flight deck barriers unrigged and tail hooks retracted, the pilots made five landings. On the sixth landing, the arresting wires were raised and the hook brought the plane to a normal stop. Should the hook fail to engage a wire, the pilot merely adds throttle and takes off again.

This technique of landing was used successfully when the new canted deck on the Annetam was tried out. The Boxer's checkouts gave its pilots a taste of this type of landing since the Annetam has no barriers.

Out of a total of 324 landings on the Boxer, only one barrier crash occurred, resulting from a broken deck pendant.

● MCAS CHERRY POINT—The first R4Q-2 Fairchild Packets to be assigned to the Marine Corps have been received by VMR-155.



COMFAIR Jacksonville hails Lt. Homer Morrow as one of its top jet gunners after he put 102 rounds of 20 mm cannon fire into a tow banner target out of 284 shots fired. Morrow flies F2H-2 Banshees with VF-62. He was in VOS-2 during WWII and got refresher training at NAS Floyd Bennett field in 1951.

KOREAN AIR WAR



POWERFUL emotions are betrayed in these men's faces as eager hands help to minister to Robert L. French, AL1, aboard the destroyer USS Halsey Powell. French was one of ten men who survived when a P2V-5 was ditched and Coast Guard plane crashed

Twin Crash at Sea

Not once, but twice the crewmen of a P2V-5 *Neptune* patrol bomber were cast into the sea to await rescue from their tiny life raft.

The VP-22 patrol bomber was on a routine patrol in the Formosa Straits when it was hit by ground fire and the crew was forced to ditch. The Navy and the Coast Guard immediately dispatched planes and ships to search for survivors. A Coast Guard rescue plane picked up the men from this first mishap, but it crashed and burned on takeoff.

Once again the Navy and Coast Guard men abandoned the plane and took to the heavy seas in life rafts. Ens. Donald K. McElroy dived into the rough seas to assist the weakened survivors to

safety. The destroyer *Halsey Powell* was the first to sight survivors of the second mishap. Seven men were found alive in a life raft and taken aboard and three others were rescued later.

Clay Pigeons

Day in, day out, during the Korean war, helicopter pilots and crewmen have carried on their rescue work without benefit of headlines. It's part of their job and they don't hesitate at all when it comes to hovering over a downed pilot while the Reds take pot shots at them.

Lt. Leonard A. Henke and Lt. (jg) James B. Overton of VC-3 call the appearance of a helicopter the most welcome sight a combat pilot can ask for.

They were spotting for the guns of the USS *Los Angeles* which was shelling targets in the Wonsan area, when Overton's *Corsair* was hit. Flak was intense and accurate and several times Henke's plane was rocked by the exploding anti-aircraft shells.

Henke was at 4,000' and Overton about 2,000' below when he was hit. The first thing Henke noticed was that Overton's tank, still partially full of gas, was on fire. Soon the flames were licking the cockpit and the engine exploded. The plane banked sharply and dove into the water at a 30° angle.

Henke hadn't seen his fellow pilot bail out and so he assumed that from the speed of the plane and its angle of impact with the water Overton was

killed. He radioed the *Los Angeles*, asking them to send their helicopter to the area. He directed the pilot to the spot where the plane had gone in.

The chopper flew low over the crash scene and the pilot reported that he couldn't see anything but bits of debris floating on the water. The helicopter was being fired on by small arms from the beach, so Henke began strafing runs with his 20 mm cannon aimed at the source of the ground fire. As he flew over the 'copter pilot, he could see bursts in the water all around him as he hovered practically motionless a few feet over the water's surface, like a clay pigeon in a shooting gallery.

The helicopter pilot was about to give up and return to the *Los Angeles* when the ship radioed that they had spotted Overton on the beach. Henke and the chopper pilot spotted Overton at the same time. Henke began making more strafing runs to give covering protection to the downed pilot and the 'copter.

Overton would run a few steps toward the incoming helicopter, then hit the sand. He repeated this performance two or three times until the 'copter reached him. The last thing Henke saw, before flying south to land at a friendly airfield behind the lines, was his fellow pilot dangling from the "whirlybird's" rescue line as they flew off to the *Los Angeles*.

Only two weeks prior to this incident, Overton was hit by AA in this same area and crash landed wheels up on a friendly strip on Yodo Island in Wonsan Harbor. At about that same time, Henke, flying in pre-dawn darkness, spotted a truck moving along with its lights on. He made a low strafing dive and the truck blew up as he passed over it, putting 20 holes in his plane.

It Happened to a "Ghost"

The "Grey Ghost" of the carrier *Kearsarge* won't be haunting the Reds over North Korea for some time, because one of the enemy found out that even a ghost can be hit.

The F9F *Panther* jet from VF-141 received its name because it sports a natural aluminum color instead of the conventional Navy blue paint job. It is being tested against the elements to determine how well the metal surfaces will resist corrosion.

Ordinarily, the *Starbaster's* skipper, LCdr. Frenchie Roberts, flies the "Grey Ghost," but one day operational commitments necessitated a change in pilots and Lt. (jg) Jocko Schlosser went out instead. The "Ghost" and two other *Panthers* were on a reconnaissance mission near Songjin when Schlosser's plane received a direct hit in the left wing from an enemy 37 mm shell.

The resulting hole was large enough for a man to put his head and shoulders through. Although the plane was extremely difficult to control, Schlosser managed to return to the *Kearsarge* and land without mishap.

When LCdr. Roberts saw the damage that had been done to his plane, he growled at Schlosser in mock anger, "That's the last time you'll get the keys to the family car."

High Man at 23

First man of Capt. W. R. Hollingsworth's carrier, the *Princeton*, to pass the 100-mission mark in Korean combat hops was Lt. (jg) William F. Moore. Only 23 years old, Moore led all other pilots on the flattop, now operating off North coast. His 100th mission was flown to within four and a half miles of Manchuria and nine miles from the Russian border.

Ride 'Em, Cowboy!

Texas-born Ens. Bill Doggett of VA-145 aboard the *Kearsarge* probably has had many a rough ride on a bucking bronco, but he had to go all the way to Korea to get the roughest ride of his life.

Doggett was flying in an eight-plane strike against an enemy gun position in "Artillery Valley," when a 37 mm anti-aircraft shell hit the propeller of his *Skyraider* and exploded. There was a loud bang and then he saw an orange puff of smoke blossom just forward of the cockpit.

The explosion had torn a hole the size of a grapefruit in one blade of the propeller and had punched over 100 holes in the engine cowling and right wing. Jagged, foot-long streamers of metal threw the propeller off balance and set up a terrific vibration that threatened to shake the plane apart. Doggett described the sensation as "a cross between a reducing machine and a Texas bucking bronco." To add to his troubles the engine began smoking heavily because of a damaged oil line.

For 40 minutes he fought the bucking aircraft as he skimmed 100 miles over the tops of mountain ranges, occasionally skirting towering peaks he couldn't clear. Finally, the airstrip came into sight. He circled once, then set the plane down in a perfect landing. The weary but happy pilot was flown to his carrier while his plane was turned over to amazed repair crews at the airstrip.

When LCdr. Harry McLaugherty, CO of VA-145, saw the damaged plane, he remarked that he had never seen a plane that badly mangled make it back. The plane needed a new prop, new engine and hydraulic and structural repairs. All Ens. Doggett wanted was some sleep. His rough ride had tired him.



DAMAGE to "Grey Ghost" pains LCdr. Roberts as he and Lt. (jg) Schlosser examine plane



TAILPIPE of jet furnishes beat for VF-51's Swanson, Belanger, Angelo on Valley Forge



HE GOT home with this damaged prop. Ensign Doggett holds prop with foot-long streamers



AFTER passing 100 mark in Korea, flight instructor duties await Lts.(jg) Harris, Adams



TWO TOP air bosses, RAdms. Soucek and Hickey meet on the flight deck of Kearsarge



TWO MARINES from Adm. Hickey's staff bover above waves between Guadalupe and Oriskany

Veteran Carriers End Tour

As the *Essex* completed her second Korean tour, Lt. (jg) John Harris and Lt. (jg) Joseph Adams were the only pilots in Air Task Group Two who owned 100 combat missions. Harris led Adams in missions flown over war-ravaged Korea by 137 to 114.

Only five months after Harris won his gold wings at NAS PENSACOLA, he took part in the first Navy strike in Korea, flying from the *Valley Forge*. Adams made his debut against the Communists as a *Princeton* pilot in May 1951. He has since completed two tours on the *Essex*, while Harris flew from the *Princeton* on his second tour.

The jet photo detachment of VC-61 aboard the *Essex* completed the first full combat tour with F2H-2P *Banshee* photo planes aboard a carrier. Although other detachments of this squadron have used *Banshees* during their Korean tours, the *Essex* detachment was the first to use them from start to finish.

With the departure of the *Badoeng Strait*, ending her third tour of duty in Korean waters, the famed Marine *Checkerboard* squadron, VMA-312, transferred its operation to the *Bataan*.

When the *Bing Ding* staged its homecoming celebration at NAS SAN DIEGO, the guest of honor was Miss Nina Warren, daughter of California's Governor. Miss Warren, once a polio victim, accepted a check for \$5,400 on behalf of the National Foundation for Infantile Paralysis. The ship's crew dug deep into their pockets to raise the money to help fight the dread disease.

Happenstance

A unique situation occurred in the Sea of Japan off the Korean east coast when RAdm. Apollo Soucek, ComCarDiv Three aboard his flagship *Valley Forge*, relieved RAdm. R. F. Hickey, ComCarDiv Five aboard the *Kearsarge*, as Commander TF-77.

It was the first time in the history of the Korean war that a commander of TF-77, riding his own flagship, has commanded his own carrier division in

the task force. CarDiv Three consists of the *Valley Forge*, *Philippine Sea* and the *Kearsarge*.

The unusual situation arose because of the different rotation dates of the ships operating in the Korean combat zone. Carriers are relieved on the combat line for stateside maintenance and overhaul singly, rather than in divisions. As a result, their dates of detachment and return to the line must vary. It was purely by chance that these attack carriers in CarDiv Three were united in combat.

Waltz Over the Waves

Moving day is enough of a problem on dry land to give anyone a headache, but when it comes at sea, it's no fun at all. That's what happened to the 112 officers and men who make up the staff of COMCARDIV 5, RAdm. Robert F. Hickey. They went bag and baggage over the highline from carrier to tanker to carrier.

The transfer came about when the admiral received orders to shift his flag from the *Kearsarge* to the *Oriskany*. TF-77 was restocking depleted ammunition and provision stores when the transfer was effected. Despite towering waves and icy winds, the entire operation went off like clockwork. The shift of personnel plus approximately 10 tons of freight and baggage went without incident.



FORMING a near-perfect triangle, three jets from Bon Homme Richard reform after strike

Tragedy Aboard Oriskany

A young Navy cameraman aboard the *Oriskany* recorded on film the tragic moments before a wild bomb exploded, killing him. Thomas Leo McGraw, Jr., was at his station, standing by to take photos of any untoward incidents during carrier landings, when Lt. Edwin Kummer landed his *Corsair* with a bomb still dangling from the wing. Kummer had been on a mission over North Korea and the bomb had failed to be released over the target.

McGraw saw the bomb drop and started his camera. The film shows the action as the bomb bounced twice on the deck, skidded toward McGraw and exploded. The photographer was killed instantly, and the camera was shattered by the explosion. Somehow, the film escaped destruction.

Hot fragments and flames killed Thomas M. Yeager and wounded 15 others. Yeager was struck by the shrapnel while repairing electrical circuits of a plane parked on the hangar deck. Langford W. Henshaw, seriously wounded with a large piece of shrapnel in his own back, dragged Yeager from the debris and burning area in an effort to save his life.

More heroism was displayed as Airman Richard Donovan plunged through flames and exploding ammunition, disregarding his own personal safety, to rescue the unconscious pilot. Lt. Kummer miraculously escaped death, suffering only burns and minor injuries. Donovan cut the pilot from his parachute harness and with the help of Airman Michael J. Yok carried him to safety.

The ship's medical department was on the spot immediately, administering aid. The ship's doctors and medical corpsmen worked throughout the night and the following day. Hundreds of blood donors lined up to donate to their wounded shipmates.

The greatest danger to the ship came when the gas tanks of an F9F *Panther* on the hangar deck were pierced by hot bomb fragments. The hangar bay, flood-

ed with gasoline, was immediately isolated. Thoroughly-trained, tireless repair parties worked continuously throughout the night to repair the damage. The next day the *Oriskany* was fully operational. Special memorial services were held for McGraw and Yeager.

The rapid repair of the flight deck to full operational status brought a "Well done!" from VAdm. J. J. Clark, Commander 7th Fleet.

The Rugged Corsair

With all the to-do the newspapers have been making over "The Last of the Corsairs," Ens. Dan Bryla's veteran plane added one more striking performance to a long list of battle feats.

Flying a *Corsair* from the *Valley Forge* on a coordinated strike against the Chosen Number One hydroelectric

pulling the *Corsair* through a half loop or "Split S." More speed built, the stick began to freeze and the dive steepened. The pilot grabbed the stick with both hands and pulled back with every ounce of his strength. At the same time, he was exerting all the pressure he could put on the left rudder pedal to compensate for the speed.

He began to "grey out" and saw, as he slowly began to reach a level flight attitude, that he was headed straight for the middle of a 4,000' ridge of mountains surrounding the target area. By this time, Bryla was sure his number was up and he was plenty scared.

Luckily, the *Corsair* barely skimmed over the ridge and Bryla began to join up with his group from the *Valley Forge*, at the same time trying to avoid the flak bursting all around him. With

Seemed like an Eternity

A really grim moment cropped up in TF-77 when Phillip Tucker, a young deck crewman on the *Philippine Sea*, fell overboard while pushing a jet into launching position. The ship's helicopter, manned by Lt. (jg) Leroy Kile and Richard A. Myers, lifted Tucker from the churning waters in less than a minute.

Although thoroughly chilled, Tucker was unharmed. Rushed to sick bay, he chattered out his story while consuming hot beef broth. "I don't know just what happened, but there I was bouncing in the sea. I waved and hollered as loud as I could to make sure the helicopter pilot could spot me. Seems I was there an awful long time."

He was told the official log showed he was in the water only 50 seconds.



SKYRAIDERS from the *Essex* unload thousand-pound bombs on the *Rashin* roundhouse, northernmost Korean port near USSR



ESSEX bombs punched seven holes in reinforced concrete structure. It still stands as major force blasted down and inward

power plant, Ens. Bryla underwent an experience every pilot dreads. He began a steep attacking dive from 17,000' and the target was closing in on his gunsight, when, midway in his dive, his plane began to shudder and buffet about violently.

At first he thought it was caused by the enemy's antiaircraft fire which was bursting around him as he closed on the target. As the shaking and yawing became worse, he realized that his plane was travelling fast enough to cause compressibility shock waves to develop around his control surfaces, making control of the plane almost impossible. He immediately released his bombs, chopped off his power and pulled back on the stick to recover from the dive.

Before he reached a horizontal position, his plane suddenly flipped over on its back. The ailerons froze and Bryla was unable to roll out to an upright position. He attempted a recovery by

some of the strain of his hairy experience passed, he began to notice excruciating pains in his left hip, stomach and shoulders. He was faint and felt very weak, but, after turning on 100 percent oxygen, he began to feel better.

When he approached the *Valley Forge* for a landing, he rocked his wings to let the LSO know that he needed to land at once and didn't think he could take a wave off and circle the carrier traffic pattern again. The LSO signaled a cut and he landed. The jerk of the arrested landing shot sharp pains through his body, but he found them almost enjoyable, knowing he was back home and in one piece.

Bryla was taken to the carrier's sick bay where medical examination revealed a broken left hip and strained shoulder and back muscles. Of the two, the plane withstood the experience far better. The next day, the rugged *Corsair* was back in the air, flying on combat missions.

Korean "Thanks"

When a Marine Commandant says, "Well Done!" the *Leathernecks* know that they've done a bang-up job. When the people of Pyongteck turned out for "Marines' Day," the men of MAG-12 were given an ovation they will always cherish, as Koreans are just as reticent as "the old man."

The citizens of Pyongteck were grateful for funds and clothing given them by MAG-12 and they took particular pains to say so. All city officials made speeches about the *Leathernecks'* generosity. They were flanked by principals from 15 grade schools and one high school, and representatives of the Women's Club and the Junior Chamber of Commerce.

Lt. Sidney E. Walters, who has been working with the Junior Chamber of Commerce, presented a Marine fund which will allow an additional 10 children to attend Pyongteck's school.

RELIEF MAPS AID KOREA BOMBING

VAdm. Ofstie Aviation Head Replaces Gardner As Air Deputy Chief



MAJ. CUSHMAN, MSGT. MECK DEVELOPED IDEA

SPOTTING pinpoint targets under snowy terrain in Korea proved difficult until pilots of Marine Aircraft Group 33 began carrying sections of three dimensional plastic relief maps in their cockpits.

Familiar landmarks such as roads, rail lines and river are difficult to find when snow blanketed the Korean hills. Sometimes they were obliterated, making them useless for target area identification.

The main landmarks like large rivers, mountains and lakes still were visible. Many pilots find it difficult to interpret flat maps since they do not show graphically elevations and depressions. Korea's rugged terrain adds to the confusion and pilots had a hard time untangling a maze of contour lines to spot them as mountains, ridges, draws, noses, saddles and the like.

Maj. Thomas J. Cushman, operations officer of VMF-311, got the idea of using three-dimensional plastic relief maps for target identification. The maps, developed by Army Map Service as Series L-552, were available in limited quantity.

Group fliers had used the relief maps frequently in their ready rooms, but it was desired to have small segments to carry in their small F9F cockpits. First hurdle met was the scarcity of the relief maps. Working with MSgt. Chester Meck and 1st Lt. William A. Bowden, Jr., of the intelligence section, Cushman was able to secure a sufficiently wide coverage of the group's operational area to give it a try.

Map sheets of the vinyl plastic were cut into sections, along the coordinate lines, roughly 6" x 10". These were thumbtacked to plywood sheets to prevent damage. Cushman tried them out on a mission and was enthusiastic about their value.

Because of the shortage of maps, only

the strike leader gets a section to carry with him. Occasionally a target lies on the edge of a pre-cut segment, so the value of the map is lessened since the pilot cannot get a picture of the terrain forms surrounding his target. MAG-33 hoped to fix this when more maps became available by using a simple overlap system.

Flight leaders found the technique highly satisfactory and estimated use of the relief maps increased target location from 10 to 20%.

Let the Receiver Beware!

Friend's Gift Starts Hobby for Chief

In the beginning, Chief Oscar H. King of NAS NORFOLK didn't believe that birds were worthy of the title of man's best friend. Maybe he even thought that the little feathered creatures were a bit on the stupid side.

His ideas began to change when he was returning from duty in Korea and stopped in Honolulu. A friend gave him two homing pigeons as a gift and from that day on he was sold on a hobby. When he arrived for duty as NAS NORFOLK, he built an aviary which now houses 48 of his little friends.

Last fall one of his little racers returned from Greensboro, North Carolina, leading more than 150 other birds in the 214-mile race. Not all of his birds have performed in such an outstanding manner, however. Last July he released one of his pigeons and it concluded its six-month marathon when it finally arrived at the aviary in January.

Another time, a hawk with a hungry look raided the loft and succeeded in frightening the smaller birds. The next day King entered one of his feather merchants in a race. The pigeon flew home in winning time, but wouldn't land with the memory of the hawk still uppermost in its head. After a good deal of frantic coaxing, the bird finally came to roost, but not before the chief's entry had lost the race to another homer which lit out for home without delay.



BIRD KING HOLDS COULD BE SIX-MONTH STRAY



VADM. OFSTIE WAS PANMUNJOM CHIEF OF STAFF

A change in command in the top echelon of naval aviation took place on 16 March when VAdm. R. A. Ofstie replaced VAdm. M. B. Gardner as Deputy Chief of Naval Operations (Air).

VAdm. Ofstie came to the Pentagon from his post as Commander of the U. S. First Fleet in the Pacific. Until his position there has been filled, VAdm. H. B. Martin, ComAirPac, will serve temporarily in that spot, as well as heading up Pacific fleet aviation.

VAdm. Gardner moves to Deputy Chief of Naval Operations (Operations), where he replaces VAdm. James Fife.

Offices under DCNO (Air) recently underwent a sweeping reorganization which realigned OP-05 activities. Among them was NAVAL AVIATION NEWS, which was removed from Aviation Planning division and placed directly under DCNO (Air), changing from OP-501B to OP-05A3.

He Wasn't Leatherneck Type Marines Recall Star Refused by Films

Hollywood sometimes guesses wrong. Lt. Frank Mullen, Marine Reservist who is stationed at MCAS EL TORO has played practically every military part in the movies but has never been cast as a Marine.

He was turned down for "Sands of Iwo Jima" as not being the *Leatherneck* type. The Marines didn't agree with Hollywood, however, and last year recalled him to active duty. At the time he was playing Commander Kit Corry on the television serial, "Space Patrol." Youthful viewers were informed that their hero was going on a highly secretive mission in the interests of inter-planetary peace.

Part of the secret mission will include attendance at the Forward Air Controller's School at Coronado in preparation for leaving as a future replacement.

HUMOROUS SIDE OF AIR INVASION

"THIS MUST be some kind of record!"

No better summary could be applied to *Airlex II*, as seen through the eyes of all hands in VMR-253, based at MCAS EL TORO. The three-day maneuver saw the vertical envelopment and capture of the enemy airfield *Ambush*, located at Mojave, Cal.

Subsequently, a complete Marine infantry regiment with its equipment, was airlifted into the area and a strong airhead was established. The *Flying Packets* of VMR-253 made 159 sorties totalling 195,973 passenger-miles and 75,124 ton-miles. They packed a little item of 1,661,590 pounds during the exercise.

With typical Marine Corps thoroughness, the exercise stressed teamwork and realism as the criteria for success. Unloading time at *Ambush* was cut to three minutes for the average stop, as the air crews attempted to avoid enemy air strikes on the strip.

At times this emphasis upon realistic conditions led to some humorous developments.

During the first day's operations, while enemy troops still held strong positions around *Ambush*, an R4Q paradropped supplies to the friendly forces. Another plane, forced to remain on the deck for simulated repairs, was stormed by an angry sergeant who demanded:

"Who packed that paratainer with horse manure?"

The pilot explained to him that rear echelons of his own regiment had ordered the gear and also packed the paratainer. The sergeant stomped away muttering, "What good is horse manure to the company in this freezing wind?"

Capt. Bill Breau was told by an umpire that he had been "strafed" by hostile jets while unloading at *Ambush*. He would have to remain on the deck for repairs, he was told. Not to be outbluffed, the captain asked, "What part of my plane has been damaged?"

Unhesitatingly, the umpire relied, "Number three prop governor was hit by a shell."

The dauntless aviator pointed out that the R4Q is equipped with only two propellers. After a close scrutiny of the twin-boomed aircraft, the official offered, "Number two prop governor."

"But," countered the indomitable plane commander, "we don't have prop governors on the Q."

Never to be outflanked, the umpire settled the discussion: "Your fuel pump has been shot up, and you will stay on this field for repairs!"

Contributing to the Herculean effort

to unload expeditiously was the squadron's civilian Fairchild representative, R. E. Steward. As "Stew" explained later, "I was cleaning up loose ends in the cargo compartment preparatory to taking off, when I saw this two-by-four come sliding in through the back door. It had a black flag on it, I threw it out of the plane. Again, it came back in, and I tossed it out."

"Then a major's bewhiskered face appeared at the door. 'Just where do you think you're going?' he asked. I said, 'Home.' 'Oh, no you're not!' he yelled at me. 'You were just strafed, and you'll be down for several hours.' I said, 'OK' and we stayed."

One pilot, Maj. G. L. Anderson, remarked that the *Packet* never gave the squadron any trouble. His co-pilot philosophized, "The R4Q is like a good woman: not troublesome enough to scare you away, but just rambunctious enough to keep you interested."

By 2nd Lt. Gerald J. Ringer, VMR-253.

VMF-235 Opens its Heart Two Sick Lads Entertained by Marines

A Valentine's Day preview for two Costa Mesa lads showed the youngsters that Marines at MCAS EL TORO have hearts bigger than the biggest Valentine.

The boys, Johnny and Tommy Hagerman, aged 10 and 12, are victims of the dread killer, muscular dystrophy. The men of VMF-235 decided to give the boys an advance Valentine treat with a special visit to the Marine air station. The first thing they did was to furnish the boys with scale replicas of the F3D and F9F to help pass the long hours until their visit to the station.

During liberty hours, mechanics of VMF-235 repaired a hydraulic lift that



LT. COL. C. L. BRIGHT WELCOMES BOYS TO VMF-235

wasn't operating properly. The lift is used for hoisting the boys into bed and, while the lift was out of order, their mother went through a nightly struggle of hefting the boys into their high, hospital-type beds.

On the big day, the men lined up quite a program for their visitors. Although the brothers couldn't leave their wheelchairs, they were elevated to cockpit height with an elevator used for loading transports so that they could get a peek at the workings of a *Panther* jet. For added punch, a formation of jets buzzed the flight line and a helicopter hovered close enough for the boys to get a good look.

The biggest thrill of all was a swearing-in ceremony making them honorary fighter pilots of VMF-235. Even when they returned to their home, the day's events weren't finished. Their mailbox was stuffed with valentines from every gal in Women's Marine Detachment.

● USS LEYTE—THIS *Essex*-class carrier has been scheduled for mothballing in the Atlantic Reserve Fleet.



WHAT IS this F7U-3 doing? Its leading edge flaps are down, tail hook is retracted, and "elevons" on the trailing edge of the wings are up, instead of down as landing flaps usually are. The photo was taken as the Cutlass passed over the arresting wires, which are down, during touch-and-go landings during its carrier qualifications on the Coral Sea.

CG CUTTER SAVES P2V CREWMEN



MEN IN LIFERAFT ABOVE WING OF THE NEPTUNE



COOS BAY CREWMEN HELP SURVIVORS UP LADDER

COAST GUARD, Navy and Air Force cooperated to save 10 men whose P2V was forced to ditch in the frigid Atlantic ocean and broke in half when it slammed into the swells.

LCdr. James R. Bird, the pilot, flashed his plight to the Coast Guard search and rescue center in New York and the SOS was relayed to RDF stations along the coast. In 16 minutes a B-29 from Kindley Field, Bermuda, was taking off with a lifeboat slung on its underside to drop by parachute. Five minutes later a Coast Guard PBM took off.

With one engine out, LCdr. Bird began heading toward the Coast Guard cutter *Coos Bay*, which had left Portland, Me., that morning to patrol the Bermuda-Azores sea lanes. The cutter turned on its YR homing beacon to guide the P2V, keeping in touch with its radio and plotting the plane's position by radar.

On board the cutter, crewmen prepared life rafts, float-equipped litters, acetylene cutting torches and other rescue gear. Others donned exposure suits. When the plane's fuel was sufficiently low, Bird brought the *Neptune* down into the water nose-high. The tail section broke off in the impact.

Lifeboats from the cutter picked up six men in liferafts and four from the water at 10:32 a.m., an hour and a half after the plane radioed for help. The Navy men were transferred to the cutter *Barataria* which took them to New York and the *Coos Bay* went back to her sea patrols.

Men aboard the VP-16 plane from NAS Jacksonville were Bird, LCdr. George M. Battle, Ens. Arthur P. Marking, John C. MacDonald, AD1; Joseph K. Smith, AL1; B. A. Cooley, AO2; W. V. Evans, AD3; Frederic M. Horn, AL3; Thomas F. Gramling, AL3, and W. C. Sumpster, AT.

Sub Man Flies Blimp, Plane Landon May Be Navy's Triple-Theater

NAAS WHITING FIELD—A student taking flight training here soon may become the Navy's first triple-threat man—a submariner, blimp pilot and heavier-than-air pilot.

He is Lt. James B. Landon. He spent

three years in submarines during World War II. In 1947 he went to Lakehurst and became an airship pilot with ZP-1. While in that squadron he became one of the first blimp pilots to make a landing aboard an aircraft carrier.

Landon entered HTA flight training at Pensacola in October, 1952, and flies from North Field with his instructor, Lt. W. C. Jackman.



LANDON HOPES TO BECOME HTA PILOT SHORTLY

New Training Books Sent Out Recognition, Aerology Data Ready

Several new books or posters of interest to naval aviators and aircrewmembers are being distributed to the fleet.

● *Aerology for Naval Aviators*, NAVAER OO-80U-22, replaces the WWII publications. The new book is loose leaf to permit revision.

● *First Aid for Air Crews*, NAVAER OO-80ZZ-42, originally an Air Force poster, has been revised and printed on waterproof, foldable paper so it can be stuffed in a flight suit pocket and be readable even after dunking.

● *Soviet Operational and Experimental Aircraft*, NAVAER OO-80ZZ-46, a Restrict-

ed recognition poster has already been distributed. Being revised are silhouette posters for general display showing principal USN, USAF, British and USSR aircraft. Also being prepared are 15 recognition posters, with photographic views and description of a major operational plane. Only the IL-28 poster is Restricted.

General aviation training manuals are prepared under supervision of CNO, OP-561C (formerly OP-542D). Aviation activities should consult the *Naval Aeronautic Publications Index* for numbers and correct procedures to order them.

Marines High with Safety MAG-15 Claims Honors Without Crash

MCAS EL TORO—Marine Air Group 15 is probably the safest air group in naval aviation today.

With VMF-235, VMA-251 and Air Maintenance Squadron 15 topping the list of three divisions in the quarterly Pacific Fleet safety awards, the group heads the lists of safe flying groups. The three squadrons compiled 4,500 hours of accident-free air hours from 1 October to 1 Jan. 1953, with 100% safety score.

VMF-235, winner of three previous safety awards in the past 18 months, took top honors for all Marine and Navy squadrons. It logged 1,900 hours of flight time, 200 hours more than its nearest jet competitor, and 500 hours more than its counterpart in the propeller division.

During the period, VMF-235 was changing from *Corsairs* to F9F's and had only 6 out of 65 pilots with jet experience. VMA-251 carried off prop attack honors with 1,358 accident-free hours in *Corsairs*. NAMS-15 had 1,390 accident-free hours, despite the fact it had no steady pilots attached, only staff officers in MAG-15 who fly whenever their primary job with the group allows.

New Recruits Learn History MAG-14 Teaches Men of Past Heroism

2ND MAW, CHERRY POINT—New men reporting in for duty in Air Group 14 are given a written history outlining the outfit's illustrious war record. The whole idea is to build up a little pride among the men in the group. It presents them with a challenge and responsibility to carry on the tradition.

MAG-14's World War II record was impressive enough to win it two Presidential Unit Citations. It stretches from Cape Esperance, Santa Cruz, Guadalcanal, Lunga Point, Peleliu, Rendova, the Philippines and Okinawa. Among the well-known Marine air heroes who have served in the Group were Capt. Joe Foss, who became the first ace to tie the 26 enemy planes shot down by Capt. Eddie Rickenbacker, and Maj. Gregory Boyington, Black Sheep squadron leader.

AND THERE I WAS



With their hearts in their mouths, they feathered the engine, dumped as much fuel as they could and circled for an immediate landing. Investigation proved that a fearless Gooney had succeeded in cramming himself down the carburetor air scoop and No. 2 had cooked its goose.

It was later rumored that the pilots filed complaints against the Midway tower for failing to keep the field under positive control and ATC for failure to include essential traffic in the clearance. The CO of Gooney Birdron 387½ was reprimanded for failure to issue a night-flying schedule.



"Contact"

A LONG queue of SNJ's led by an instructor, taxied out to the line one night at Pensacola for one of the early phases of night flying. The planes took off and began their rendezvous, but the instructor noticed one of his nervous chickens was missing. He called him.

"Blue Five, this is Blue Leader. What's the matter?"

"This is Blue Five," came the quivering answer. "I can't find my light switch, sir."

"Can you find the instrument panel?"

"Yes, sir."

"Put your left hand on it."

"Yes, sir."

"Now, move your fingers along the switches, beginning left and moving right. When you come to the fourth switch push it up."

"Yes, sir."

"Are your lights on, Blue Five?"

"Yes, sir."

"Well, why don't you join up?"

"I can't sir."

"Why not?"

"I haven't started my engine yet, sir."

LT. KIRBY RAMSEY
NAS LOS ALAMITOS

Looney Gooney in Hot Seat

ONE OF VR-5's new R6D's recently returned from a special lift to the Far East with a tale of a short but heroic encounter with a looney Gooney bird on Midway Island.

The plane had made a gas and breakfast stop at Midway on a flight from Atsugi to Barber's Point. After servicing the plane and completing the flight planning for the short haul to Barber's Point, the plane taxied out, received a flight clearance and commenced its takeoff run.

At the lift-off speed, the manifold pressure and BMEP gauge on No. 2 engine began a slow but steady drop-off. The crew began to think they might as well have left No. 2 back at the terminal. Having spied numerous Gooneys engaged in field carrier landings and night taxi practice (without running lights), the pilots began to speculate on the possibility that No. 2 engine had swallowed the bird.



FIGHTER



BOMBER

IT SEEMS THE BIG ONES GET THE LITTLE ONES
AND VICE VERSA

Voice of the Reserve

WHEN United Nations forces poured ashore following their successful assault on Inchon in the fall of 1950, they received many gestures of welcome from South Koreans liberated from the yoke of Communist occupation.

Overnight, hastily painted and crudely let-



"NAVCAD PROSPECTS?"

tered signs blossomed on dwellings and other buildings from Wolmi-do to Kimpo. Most proclaimed in bold letters, "Welcome U. N. Army" or "Welcome U. S. M. C.," but one in particular stood out bigger and bolder than all the rest for the world to see. This sign virtually shouted at the passers-by. It read, "Welcome U. N.—U. S. M. C.—U. S. N. R."

A Wise Guy, Hey?

CHIEF Warren J. Henderson of VR-31, battling bad weather brought his helicopter into a safe landing in a drive-in restaurant parking lot. Then he got out and calmly order a hamburger.

Henderson ran into a cold front and poor visibility while flying from Atlanta to Nashville. There was nothing for him to do but land at the first spot with room enough for his aircraft.

Henderson almost didn't get his hamburger, though. The drive-in manager thought he had a wise guy on his hands until he looked out the window and saw the helicopter.

Good Shooting?

BACK IN 1931 a pilot in VF-2, the enlisted pilot's squadron, came back with 104 holes in the gunnery sleeve during IBP. Since his gun had been loaded with only 50 shells, this was quite a feat.

The umpire, of course, ruled that the man couldn't be credited with more than 100% hits—but wait a minute! LCDr. J. J. (Jocko) Clark belligerently claimed that his man had personally put those 104 holes in the sleeve,



AAAZOOOM! TAT-TAT-TAT! BOOM! BOOM!

and by all the gods he was going to see that he got credit for every blankety-blank one of them.

He (Clark) didn't care if the sleeve was creased so that one shell could make four holes instead of the expected two; all he wanted was blankety-blank justice for his gunner.

The heated argument finally was taken to ComAirBatFour. Clark never gave up, even after BUORD was called on to decide the matter. I believe the department finally held the man made only 100% hits, but they never did convince Jock.

"I don't see how they can figure it only 100%. What about those other four holes?" he demanded.

CAPT. SETH H. WARNER (RET)
CARMEL, CALIF.

500,000th Technician 'Out' Command Graduates Many in 10 Years

On Friday, 6 February, the 500,000th trainee was graduated from the Naval Air Technical Training Command.

Lakehurst's technical training unit, commanded by Capt. G. V. Walker, graduated two classes on that day—an aerographer's mate class A and a parachute riggers class A. The honor man from each of these classes was selected as a member of the Half-Million Club. Capt. Walker official swore them into the club and gave them membership certificates.

The Naval Air Technical Training Command was formed on 1 October 1942 at the Board of Trade building in Chicago's loop. RAdm. Albert C. Read, who piloted the NC-4 across the Atlantic in 1919, was in command of the new activity. In just a few months more than 10 years after it was formed, NATTC was to graduate its 500,000th student.

Representing the aerographers school was William Blumen, AGAN. He was detailed to Coco Solo. Representative of the parachute riggers school was Steve B. Abrahamson, PRAN, formerly with VS-24 at Norfolk. He went to Kingsville, Tex.



RADM. GREER CONGRATULATES HONOR STUDENT

A venerable "milestone" in aviation technical training was reached when the Naval Air Technical Training Command graduated its half-millionth student since 1942.

RAdm. Marshall R. Greer, CNA-TECHTRA, paid tribute to the "dedicated technicians without whose skill the aeronautical organization of the Navy would be unable to function" during his annual inspection of more than 9,000 naval personnel at NAS MEMPHIS.

He presented a scroll to Ronald Whitaker, honor man of the Aviation Electronics Technician "A" School at Memphis. The award was presented as a tribute to the 500,186 students that have successfully completed training as aviation technicians at Naval Air Technical Training Command schools from coast to coast. As honor man of his class, Whitaker was given first choice of available duty stations. He reported to a VP squadron in San Diego for duty.



JUBILANT BTU-2 LEADERS HONOR THE OCCASION

BTU-2 Sets All-Time Mark Flies 25,000 Hours Without Accident

NAAS CORRY FIELD—When the last plane landed here on 10 February, officers of Basic Training Unit Two heaved a sigh of relief and immediately laid claim to an all-time Navy record of flying 25,000 hours without an accident.

BTU-2's safety record began on 16 September 1952 with a goal of an accident free month. Seven months went by without an accident and still the days piled up, adding to the record.

An almost unbelievable aspect of this record is the different types of training done during the period. Flight students received instruction in basic instruments, basic formation tactics, basic night flying and day landing practice.

Capt. Charles C. Gold, commanding officer of Corry Field, and Cdr. M. E. Woyke, OinC of BTU-2, claim it was enthusiasm and safety consciousness that set the record, not any super-secret methods.

In honor of the occasion, Cdr. Woyke presented a 10" cigar to LCdr. V. W. Lydston, safety officer of the unit (see photo). LCdr. R. W. Cramler, assistant OinC, gives him a light with a blowtorch.

Ubangis Try High Altitudes

Jetsters Get Hits on 41,000 Ft. Runs

NAS GUANTANAMO BAY—Having successfully completed 25,000 foot gunnery competition in this Cuban area, VF-12, the *Flying Ubangis*, commanded by LCdr. J. M. Breen, started going to greater heights in their jets.

A highly successful start was made with half the squadron qualified at 35,000 feet. Scores as high as 14% hits were attained. A test was conducted to see how high gunnery competition could be carried out successfully. It was determined that runs could be made from 43,000 feet on a banner being towed at 41,000 feet. Only one plane made the runs, getting three hits on the banner with 50 rounds.

Lt. (jg) Nip Navarre riddled the tar-

get sleeve at 35,000 feet with enough 20 mm cannon shells to qualify for a Navy "E," thus becoming the first in the Atlantic fleet and possibly the entire Navy to do so. Lts. (jg) Clyde Alber and Charlie Knighten missed getting the coveted award by one shell each.

VMF-235 Wins Safety Award

Coveted Pennant Tags Marines as Tops

A Boston Brave "farm club" has captured its fourth pennant in the past year and a half, a record that the "parent club" would have trouble equalling. The *Beantown*-endorsed "fans" are members of VMF-235, based at MCAS EL TORO.

VMF-235, a peacetime Reserve squadron from Boston, won the coveted Pacific Fleet safety award for its enviable record of close to 2,000 accident-free air hours from 1 October to 31 December. Competing with more than 40 Navy and Marine squadrons for the honor awarded quarterly, the Marines posted some 200 more hours in the air than their nearest jet competitor and more than 500 hours over the closest propeller-type aircraft unit.

This latest victory in the safety field for the Boston baseball "mascots" was no tea party. The trophy was won during a period when the pilots were checking out in F9F *Panthers*. Only six of the 65 pilots had previous experience with jets and a great many of the pilots were inactive Reservists whose only training in the past six years consisted of a dozen hours in WW II-type planes.

Squadron officers attribute their outstanding safety record to team spirit, the professional competence of maintenance personnel and pilot indoctrination. (Editor's Note: This story was written before the Braves when to Milwaukee.)



WEARING THE uniform of a Nazi lieutenant general, Marine Capt. Edward A. Schaeffer, of MCAS Cherry Point, showed up at the main gate and baffled sentries there. MP Sgt. J. B. Boyce and Pfc. D. Shrewsbury checked his credentials before passing him.

COOKIES WORRY CRASH-LANDER



FROHE HAPPY TO WALK AWAY FROM CRASH

2ND MAW, CHERRY POINT—His clear thinking when about to make his second crash landing in six weeks saved a local residential area from possible destruction, but Maj. Leo P. Frohe passed it over as routine to worry about some spoiled cookies.

He was enroute to Miami and the Caribbean area when his AD-2 *Skyraider* developed a runaway prop. A full belly tank prevented him from making it back to Cherry Point and he could not drop it because he was over densely-settled residential area.

Within seconds he was down to 500 feet. Gambling his life against the risk of dropping the inflammable tank, Frohe crash-landed in some woods just after releasing the tank. The AD bucked its way through the underbrush, cutting a wide swath and shearing off the wings.

His wingman, Lt. Olin Hoffman, circled the area until two HMR-263 helicopters reached the crash. MSgt. Irving E. Britton and Capt. Ted Scheetz reached the smoldering ship as Frohe was struggling out of his protective harness. They gave the AD a heavy dose of carbon dioxide from their fire extinguishers.

Frohe then began worrying about his cargo of cookies, cake and messages from families here to their husbands and fathers on maneuvers with VMA-211 in the Caribbean.

As soon as he was checked by hospital corpsmen back at the station, he called up his wife. The call reminded him of one he made January 29 to tell her he had ditched in Pamlico Sound and spent an hour in his life raft until a Coast Guard plane picked him up. (See next column.)

"It looks as tho I am making a career of this," Maj. Frohe jested, "But at least I walked away and didn't have to swim from this one."

2ND MAW, CHERRY POINT—"Let's do something tonight, Mary. Something exciting."

Maj. Leo P. Frohe of VMA-211 was talking to his wife on the phone. In front of him lay a pile of soaked, dye-stained flight clothes. He had just gotten back to base after having ditched his AD-2 in cold Pamlico Sound and spent an hour in his life raft.

He was alive because he knew how to ditch his plane successfully, his survival equipment worked and rescue was quick in coming.

Flying on an instrument training hop over the Sound, Frohe's engine coughed



SOAKED DUDS BEFORE HIM, FROHE CALLS WIFE

and stopped. Diagnosing the trouble as fuel starvation, he used the electric booster in an attempt to start the engine again. He was unsuccessful, so he notified his wingman, 2nd Lt. Alex Morrison, and began looking for a spot to ditch.

Morrison radioed the "Mayday" call for help while Frohe headed his dive bomber toward a little island. "When I saw I couldn't make the island, after gliding three miles, I made an easy turn into the wind and kept hauling back on the stick to get my speed down to 90 knots. I set her down about 1000 yards from the island," he said.

The ditching was uneventful and the pilot climbed out on the wing to begin untangling his harness. "It seemed like she stayed afloat a long time, then suddenly—whoosh! There I was in the water, wet up to my neck.

"I partly inflated my life raft and climbed in, then attached my parachute to the raft as a sort of sea anchor. Then I broke open the dye tabs to mark my position to help searchers find me.

"Everything worked fine. I never saw so many planes in the air," he said, referring to Morrison's *Skyraider*, a Coast Guard B-17 which flew over his position, and later the Coast Guard PBM that picked him up.

"My closest call was the smoke bomb dropped by the B-17," he said "I've never seen a better shot—the bomb nearly hit my raft."

After about an hour in the cold water, Frohe was hauled aboard the PBM and taken to Elizabeth City, then to Cherry Point. His first thought when he arrived back to base was to reassure his wife that he was safe and suggest they "do something exciting" that night.

Winds Shorten Mars Hops Seaplanes Land at Hilo With Gas Low

VR-2, PACIFIC—Heavy headwinds forced two JRM *Mars* seaplanes flying from Alameda to Honolulu to land at Hilo, Hawaii, emergency airdrome for the first time since the facility was set up.

When the pilots of the *Mars* planes saw they hadn't enough gas left to make it safely to Honolulu, they radioed ahead for a Coast Guard air/sea rescue P4Y to escort them in, after 16.8 and 17 hours in the air respectively. Passengers were flown to Honolulu in a VR-21 R5D. A fuel line was floated out from the beach at Hilo and sufficient fuel pumped out for the *Mars* to make it to their base at John Rogers field.

Practically the entire population of Hilo turned out to witness the operation. Plane commanders for the eventful flights were Cdr. D. A. Campbell, exec of VR-2 and Lt. B. A. Lawson.



AN UNCOMMON sight around a Navy bangar was this one when Mrs. S. A. Van Every, wife of VR-1's commanding officer, christened the squadron's first R7V-1 "Polaris" when it arrived at Patuxent River, Md.

REGULUS: RECOVERABLE MISSILE



EMITTING CLOUDS OF GASES, NEW REGULUS GUIDED MISSILE TAKES OFF FROM CARRIER DECK

REGULUS, a triple-threat guided missile which can be launched from submarines, surface ships, or shore bases, has reached the stage in its development at which a submarine has been specifically modified to launch and maintain it. USS *Tunny*, a converted WW II sub, has been modernized by the addition of a snorkel, the streamlining of hull and conning tower, and the installation of a tank for stowing a guided missile and a rack for launching one.

Designed so that it can be recovered after flight, *Regulus* was developed and tested at far less expense than a non-recoverable missile would have entailed. During the early stages of development, a flight-test missile costs approximately as much as a jet fighter. Without the recovery-after-flight feature, *Regulus'* testing would have called for expenditure of around 200 missiles. As it was, only

approximately 30 flight-test vehicles were destroyed.

Developed by Chance Vought Aircraft under BUAER contract, the *Regulus* program was begun in 1947. During the past year, a small group of officers and men on the *Tunny* have been taking special training at NAMTC Pt. MUGU, in *Regulus* operation and maintenance.

As an assault missile and in some other roles, a drone version of *Regulus* will be used. On tactical missions, the techniques and guidance systems of all-weather, distantly controlled missiles will be employed. This versatility makes possible the utilization of *Regulus* in various ways, thus precluding the need for designing and procuring a different missile for each function.

Guided-missile research reveals that these weapons can assume many forms. They can travel on predetermined paths or on ballistic trajectories and can move at either slow or supersonic speeds. All the Navy's guided missiles are remotely or automatically controlled, so they are not subject to some restrictions imposed upon piloted aircraft.

Study Probes Flight Pay SecDef Commission Favors Incentives

Rates of flight pay should be sufficiently high to insure retention of best qualified pilots and aircrewmembers on a career basis. This was one of the findings of a special commission to study incentive, hazardous-duty, and other special pays in the military services. The commission was set up by former SecDef Robert A. Lovett.

Noting that although base pays have been increased while flight pay has remained constant, the commission found that this situation has reduced the incentive value of flight pay. It recom-

mended that flight pay should therefore be established as a percentage of base pay rather than continue as a fixed sum, so that flight pay could retain its incentive value.

Other recommendations aimed at greater flight-pay equity:

- Remove from flight status officers and men in non-crew member status (except aircrewmembers in training) who do not possess technical skills contributing to the safety or mission effectiveness of aircraft. Couriers and stewards were cited as examples.

- Remove from flight status those who can't reasonably be expected to provide air leadership or serve operationally in an emergency because of specialized training in fields other than aviation.

- Require that all services submit to SecDef a flight-status selection system which will require a periodic review of the flying and service records of each officer to determine whether he should remain on flight status even though he can pass his flight physical.

- Change flight surgeons and medical aviation observers who receive crew-member flight pay to the pay scale provided for non-crew members. Exception: officers such as flight surgeons on hospital planes who perform duties essential to the mission of an aircraft in flight.

The commission observed that members of the armed forces are unable to bargain with the Government or to resign before the end of a set period of service. Therefore, it was reasoned, the terms of their contracts with the Government should be strictly observed as a matter of good faith. Since special pays are an important part of these terms, the commission recommended caution in changing them.

No action has thus far been taken on the commission's recommendations.



REGULUS FLIGHT-TEST VEHICLE ROARS ALOFT



SHARP-EYE Leonard M. Rizzola, AFC, with pistol, eyes bullet-riddled bullseye after he won fleet units and naval command pistol matches at Guantanamo Bay by wide margin. From the *Tarawa*, Rizzola shot 361 out of 400 with .45 and 396 out of 400 with the .22 to add to his many other shooting championships. With him are Col. John B. Hill and ChCarp John Skranski, range officer.

FROM BRINY DEEP TO BLUE SKIES

NAVY PILOTS who log 10,000 hours of flight time can claim they really have a lot of flight time. When Cdr. Parker W. Gray, 50-year-old Organized Reservist, logged his 20,000th hour at NAS SQUANTUM, he became eligible to join ranks with a few other Navy pilots who have made the mark. For Cdr. Gray, the 20,000th hour of flight time rounded out a naval career that reads like a fabulous adventure story.

His naval service began aboard the USS *Tucker*, DD-57, one of the early "four pipers," after he enlisted as a "landsman" in 1919. Less than a year later, he was awarded the Navy Cross for preventing what might have been a serious marine disaster. When a depth charge broke loose from its fastenings during a heavy storm, he wrestled with it, preventing it from exploding and causing serious damage to his ship and probable loss of life. In the struggle, he broke all of his fingers, his nose and six ribs.

He entered the "silent service" and was aboard the *S-5* when she became stuck on the bottom after a crash dive. The submarine remained imbedded in the mud for 48 hours before rescue efforts were successful.

Following a period of duty aboard cruisers and battleships, he applied for flight training in 1925 and was ordered to Pensacola. Nine months later, he completed his flight training and was designated a Chief Aviation Pilot. He received his carrier qualifications aboard the *Langley*. NAS COCO SOLO was his first aviation duty station. He remained there until he was eligible for discharge from the Navy.

Returning to civilian life, Cdr. Gray saw a promising future in commercial aviation which was still a lusty infant. He flew first with Pan-American on the Miami-Rio de Janeiro run, then started his own airline between the islands off Cape Cod and the mainland. It proved to be a short-time business venture and he returned to the expanding airlines field, flying for American Airlines.

As commercial aviation with its trimotored Fords, Loenings and other new planes grew tamer and safer, Gray found himself becoming restless. He finally left for South America. There he found wider horizons and finally became a flight instructor for the Columbian Air Force with the rank of Captain. While in South America, he flew Curtiss *Hawks*, Junkers, *Wacos*, *Swallows* and even Messerschmitts.

When the excitement began to pall again, he returned to the United States and resumed operation of his island airlines. With the beginning of WW II



GRAY IS READY TO EMBARK ON RECORD FLIGHT

in 1939, the government suspended operation of the line and transferred his planes to Canada. It was a new venture and Gray went along too. Three days later, he and his airlines pilots were ferrying bombers to England as members of the Ferry Command. He made 167 North Atlantic flights, 64 PBV hops from Bermuda to Scotland, 14 B-25 flights across the South Atlantic, 16 PBV flights to Australia and 19 B-25 flights to New Caledonia and New Guinea.

Early in 1940, Gray was commissioned Wing Commander in the RAF and transferred to the 19th Bomber Group. On a routine PBV flight along the coast of Spain, he sighted a convoy of German merchantmen. Without hesitation, he poured on the coal and managed to set four of the ships afire before he was jumped by a flight of five Heinkels. Six members of his crew were killed and Gray was wounded several times. However, he managed to fly his crippled P-boat back to Wales. He was the sole survivor of the flight.

It took 18 transfusions to patch him up. After a month in the hospital, he was returned to Canada for rest and recuperation. While there, he was awarded the British Distinguished Flying Cross. The urge to fight with his fellow Americans caught up with him. After he left the hospital in Canada, he resigned his commission in the RAF and rejoined the U. S. Navy as a lieutenant.

Following refresher training at NAATC CORPUS CHRISTI, he was assigned to VRF-1 at NAS FLOYD BENNETT. He was back at an old and familiar job once more, ferrying aircraft. This time, however, it was *Avengers*, *Hellcats*,

Corsairs, *Privateers* and, of course, *PBY's*. Gray was transferred to NATS and, for four months, flew the Miami-Floyd Bennett-Quonset Point run. In 1943 he was assigned to the Naval Air Facility Test Unit at Trenton, New Jersey, as a test pilot. When his unit was disestablished in 1945, he went to the Flight Test Division at NAS QUONSET POINT.

He was released to inactive duty in 1946 as a lieutenant commander. He returned to civilian aviation as a ferry pilot and ferried planes to the far east. He kept his hand in naval aviation by joining the Naval Air Reserve in 1950 as a member of an AVU(A).

Once again, he's busy making a new chapter to add to his personal saga of aviation. He is now assigned to HU-911 at NAS SQUANTUM as instrument training instructor and will take his helicopter training at Pensacola.



WATER JUG GAME TESTS VJ-62 PLAYERS' SKILL

Water Jug Game Raises \$\$ VJ-62 Players Put Dimes in the Glass

VJ-62, SANFORD—Three water jugs, a basketball game, collection cans and officer contributions were contributing factors to this photo squadron's successful March of Dimes funds-raising drive.

The scheme which netted the most fun for donors was the water jug. A gallon jug with metal screw top was filled with water. A one-ounce jigger was placed in the bottom and a small slot was cut in the top. The skill-provoking object was to drop a dime thru the slot and have it fall through the water and settle in the small glass below.

It sounds easy but it isn't. Several men seemed to "find the gouge" and scored with startling success. Three such jugs were kept busy for two days and, together with other money-getting schemes, enabled VJ-62 to raise \$823. The total was four-fifths of the whole air station's contribution and a third of the money raised by the whole county.

QUONSET 'SAVES' PILOTS LOST WHILE TAXIING

PAINFUL 52, this is Quonset Tower. What is your present position? What are your intentions?

Tower from Painful 52—I am lost out here in a sea of blue taxi lights. I just sent my co-pilot out to walk around to see if he could orient our position.

Painful 52, this is the Tower. The crash truck is out cruising around trying to locate you. Blink your lights to attract his attention. You were given take-off instructions about 15 minutes ago. What are your intentions?

Tower, this is Painful 52. I intend to take-off as soon as I find the duty runway."

The above incident involved a fleet pilot with two years of recent operating experience at NAS QUONSET POINT. The air station's operations officer was in the tower to witness the debacle. Considerable trouble had already been given to methods of improving the Quonset taxiway lighting system and this incident proved to be the spur to action.

A local committee was expanded to include representatives of Quonset-based fleet units. Advice was volunteered from the electronics section of the Naval Air Test Center at Patuxent River, Md.

During the period of study over the next few months, it was determined:

1. That as many as seven minor but relatively expensive night taxi accidents had recently occurred at Quonset.

2. That an undetermined, but large number of "close calls" or near accidents did not occur, largely because the local pilots were acutely aware of the deficiencies in the taxi lighting system. They

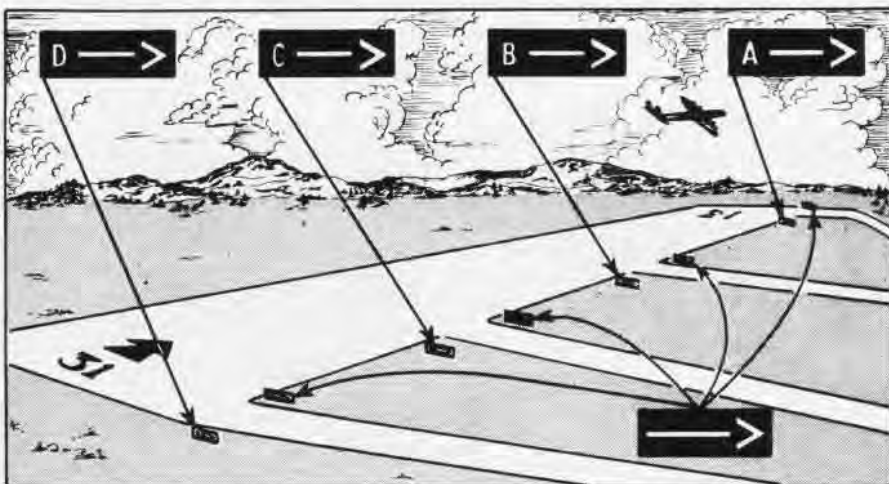


SIGN POINTS DIRECTION TO QUONSET RUNWAY

had become accustomed to groping their way around the field with an extra degree of alertness and were depending upon detailed guidance from the tower controlmen, follow-me jeep, taxi signalmen, and "lady luck."

3. That the most confusing points of any night lighting field are the turns and intersection of taxiways.

4. That the double blue incandescent lights placed at the beginning of a radius joining the intersection of a runway to a



QUONSET'S ILLUMINATED TAXIWAY MARKERS HELP PILOTS UNSCRAMBLE DIRECTIONS IN NIGHT HOPS

taxiway did not clearly mark the intersection, but in fact, gave the taxiing pilot the false impression that such was the place to commence his turn, whereas the turn should begin at a distance of at least 25 feet. (For a 50' wide taxiway, the average distance between the two locations of double blue lights is 165'.)

5. That any turn lighted by incandescent blue lights arranged to form a curved line, such as outlining the arc of a turn, appears to the approaching pilot sitting in a taxiing airplane, as a cluster of lights. Depth perception is nil until the plane is near enough to the lights for the pilot to be able to look down on the plan view of a lighting pattern.

6. That adjacent taxiways approximately paralleling one another, if lighted simultaneously, add appreciably to the taxiing pilot's confusion.

7. That taxiing pilots, except those thoroughly familiar with all taxiways and runways, must invariably have visual or verbal instructions in order not to become lost, and even simple instructions often can not be made clear to the pilot unless such instructions are complemented by a sign at each intersection to identify, for the pilot, his position and/or arrows that point directionally to the proper taxi route.

8. That the brightness intensity of the

incandescent blue taxi lights is generally greater than required or desired from the pilots' point of view. Pilots prefer a soft blue glow that can be easily used as a guide instead of the harsh glaring light that is universally used.

Among the recommendations from the committee were:

1. That each taxiway corner or intersection should be marked by a sign lighted in a color that is in sharp contrast to the blue incandescent bulbs used as edge markers for the straight taxiways.

2. That incandescent lights used on the interior arc of a taxiway turn should be re-arranged to form a straight line across the fillet of the turn, using evenly spaced lights of a color that contrast to the aviation blue, so that a pilot approaching a turn will continue in a straight path until the lights at the turn commence to form a straight line tapering into the taxiway and;

3. That the brightness intensity for all taxiway lights should either be reduced or made variable.

To a small portion of the taxiway system was added a number of experimental signs. A local manufacturer cooperated in building a number of shapes and sizes of both neon and incandescent internally illuminated signs for evaluation by the pilots.

At this point, the study was submitted for Bureau approval and assistance. The Bureau of Aeronautics had already tackled the problem. Dunlap and Associates of New York and Stamford, Conn. were under contract to make a study to develop an optimum taxiway lighting, routing and destination marking system. Dunlap was contacted and the company agreed to use Quonset Point as one of their "typical examples." Dunlap's technical report has been used as a basis for the presently installed system at Quonset, and BUAER is sponsoring the project as



LETTER'S OUTER RIM IS OF REFLECTING PAINT

its first experimental installation.

The signs are internally illuminated, double faced, weatherproofed, 56" x 14" x 8" in size, box-shaped structures, and are mounted at a maximum height of about 20" above the runway. The figures and letters are cut out of black painted metal panels mounted against a yellow plexiglas background. The intelligence can be read either day or night at distances of about 800', from front or rear.

Standard abbreviations were found to be the best type of symbolic representation for destination markings. The inbound markers contain three or four letter words to denote specific locations off the field. These terms for destinations will be encountered at most airfields. Outbound destination markers show the number of the runway to



YELLOW PLASTIC BEHIND LETTERS SHOW BRIGHT

which the taxiway leads. These numbers conform to the standard practice of designating the runway.

THE RUNWAY turn-off points are identified by two markers, one on each side of the turn-off entrance. The sign on the near side of the turn-off contains a directional arrow and an identifying letter designation; the sign on the far side of each turn off contains a single directional arrow. The letters on the side of a side facing a pilot as he takes off or lands proceed in reverse alphabetical order so that the "A" always appears at the last turn-off as shown in the illustration at the top of pg. 00. (A normal transmission from tower to pilot after landing: "_____ cleared left. Go around the *Able* taxi sign.") Intersections are identified by the runway that may be crossed or entered at that point.

The system has proven to be of considerable assistance to all pilots and is a good start in correcting night taxi problems. It will prove its worth by decreasing night taxi accidents, expediting taxi traffic, minimizing radio transmissions and confusion to pilots, especially transients who arrive or depart Quonset during darkness. Aviators are invited to comment both to BUAER and to Quonset. A number of civilian airports are considering using the sign system.

MARINE NONCOMS RUN AIR SHOW

2ND MAW, CHERRY POINT—The best way to uncover enlisted men who might make good officers is to give them the officer's job to do and see how they measure up.

Cherry Point tried this out for the first time recently when a Command Post Exercise was conducted entirely by noncoms of the 2nd Marine Aircraft Wing. Sergeants of Marine Transport Group 26's headquarters squadron both planned and led the maneuver.

The problem was one of communications; the objective was to train the noncoms in what to do if no officers were present. The idea came from MSgt. Clarence J. Pence. Six weeks of planning and preparing was done before six helicopters of HMR-263 took off with four combat-equipped Leathernecks, returning later for more men.

In two hours the communication system was complete, and Sgt. Pence and his communications officer, TSgt. George R. Paley, were in touch with Cherry Point directing simulated air strikes against a mock enemy. Later the helicopters laid communications lines from the air and the command post moved a mile nearer the "front". Within nine minutes communications were set up.

The only officers in the maneuvers were Capt. Wallace Wessel, Norman G. Ewers and 2nd Lt. William K. Schlef, who prepared a critique on the exercise. During the day, communication lines several times were sabotaged by small pins being pushed through the wire and into the ground, thus closing the circuit. An immediate "alert" was sounded, and two saboteurs were apprehended.

Interrogation of the men by Pence



PENCE, RIGHT, OKAYS MESSAGE FOR COGGIN

and TSgt. Max P. Coggin pointed the "finger" at Schlef as the "brains" of the saboteurs. He was questioned and later released under surveillance. From then on sabotage ceased.

Korean Lauds Marines' Air ROK Marine Head Praises Close Air

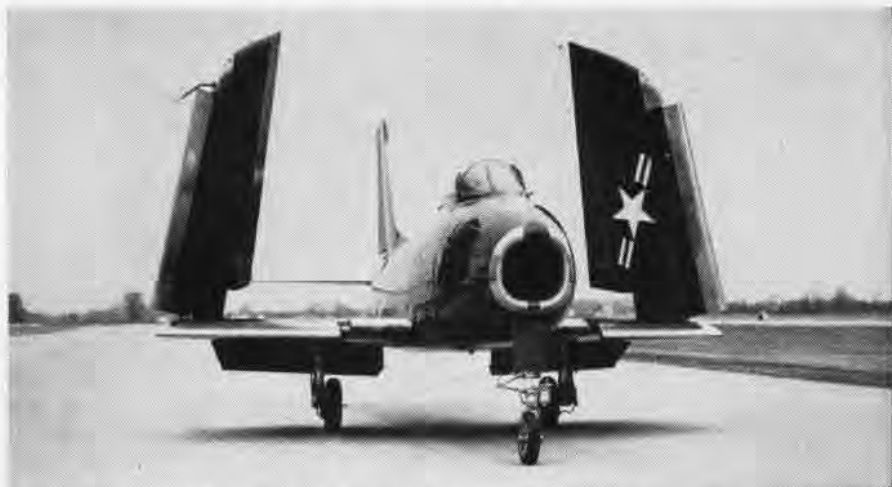
MCAS CHERRY POINT—"I don't feel that we could do without the U. S. Marines' aviation".

Those are the sentiments of MGen. Shin Hyon Zoon, Commandant of the Korean Marine Corps, who recently toured Marine stations in the U. S.

Commenting on the success of Marine aviation units in Korea, Gen. Shin said, "Marine aviation has done an excellent job, and as far as close air support is concerned, we couldn't do without them.

"Not only have they been a great help to the ROK Marine Corps, but also to the First Division of U. S. Marines and the Fifth Air Force."

The general has a total of more than 18 years of service, including 12 years in the Japanese Army during which time he rose to rank of Captain.



FIRST PHOTO of the Navy FJ-2 Fury with its wings folded for convenient carrier storage is shown above. The swept-wing member of the FJ-1—P-86 family is rated at better than 650 mph and carries four 20 mm cannon. Furies going to the Marines will be unpainted, while those operating with Navy squadrons will be painted the customary blue. Note the leading edge "droop snoot" which increases the airplane's lift during takeoff and landing.

ORDERLY'S COURTESY PAYS OFF



JERNIGAN DEMONSTRATES USE OF SHARK CHASER

THAT OLD Southern hospitality paid off for a VR-21 flight orderly. James R. Jernigan—of the Raleigh, N. C., Jernigans—was named "Top Flight Orderly of the Quarter" for the five squadrons of Fleet Logistic Air Wing, Pacific.

James is one of more than 100 flight orderlies who make life more pleasant for passengers traveling on Navy transport planes in the Pacific area.

It takes a rare combination of talents and patience to be a successful flight orderly. He's the "front man" for naval aviation to the people riding the big transports—high government officials, admirals, generals, dependents of service personnel, and, of course, the soldiers, sailors and Marines shuttling back and forth to the Korean War theatre.

The slim, blonde orderly from North Carolina has run into some situations that would tax the ingenuity of Hercules. "On one flight recently," he recalled, "we were bringing dependents back to Barber's Point from Midway. There were about a dozen children abroad, and about that many more 'on the way' so to speak." So far, Jernigan hasn't delivered any babies, but he claims he wouldn't be a bit surprised if he eventually has to perform that traditional service for which taxi cab drivers are noted in the daily press.

Then there's the problem of small children whose parents have stuffed them with milk shakes and ice cream before taking off. Rough weather aloft produces quite predictable results from delicate young stomachs.

VR-21's champion flight orderly gives the air-sickness prize, however, to the large number of Filipino service families transported regularly between Guam and the Philippines. "The weather is usually pretty rugged on that particular run,"

says Jernigan ruefully, "and for some reason they can't seem to stand it quite as well as other passengers."

Not only must the flight orderly serve as public relations man and nursemaid, Jernigan also must brief the passengers on the use of emergency equipment and other conveniences aboard the airplane; he distributes food and beverages; tucks the passengers in with blankets and pillows at night and has a first aid kit for treatment of minor misfortunes. With as many as 35 passengers and seven crew members to take care of he has to sandwich in his secretarial duties, taking care of cargo, passenger and mail manifests connected with transport operations.

His job as flight orderly keeps him away from home base at Barber's Point naval air station from 15 to 20 days of every month, sometimes logging 150-160 flight hours a month. "We're getting more orderlies now, though, and are not as rushed as we have been."

Extra pay, known as per diem, is allotted for his time away from Barber's Point, and this just about covers the extra expense involved.

While laying over between flights in Japan, Jernigan shops for the many bargains to be found in Tokyo. To his best girl, Carolyn Fuquay, and his family in Raleigh, he has sent silk pajamas, robes, binoculars and souvenirs from Nippon.

The quiet, soft-voiced Tarheel proved himself a diplomat when asked which passengers were the easiest to get along with and which ones gave him the most trouble. "All passengers are interesting," he said, "and it's easy to please everyone. I just did my job in the line of duty and tried to make everyone comfortable and contented."

SMALL wonder, then that James Jernigan, AN, USN, received the following letter of commendation from the Commander, Fleet Logistic Air Wing, Pacific:

"Records of this command indicate that you stand at the top of the list for having received the greatest number of commendable comments during the fourth quarter of 1952 regarding the discharge of your flight duties. These comments were made by those passengers whom you so competently and courteously served. The value of an efficient flight orderly is reflected time and again by each satisfied passenger.

"It is with pleasure that the Commander, Fleet Logistic Air Wing, Pacific commends you on attaining the distinction of being the 'Top Flight Orderly of the Quarter'."



THIS PICTURE is a natural. The Bureau of Aeronautics Representative at Chance Vought Aircraft Co., plant at Dallas is Capt. Charles M. Jett. He happens to have twin boys, George and Charles, so it was the obvious thing to do to take a picture of the twin Jetts beside the twin jets of Chance Vought's F7U-3 Cutlass at the Dallas plant.

Death Interrupts Exercises Ships, Sub, Plane Rush Man Northward

USS SALERNO BAY—Winter training maneuvers in the Caribbean were in full swing when word was received by this escort carrier that bad news had struck a submariner at sea in the exercises.

A. J. LaPalaosa, commissaryman first class, received a telegram informing him his young son had been killed by a New Jersey hit-and-run driver. RAdm. Frank T. Ward, Commander of Hunter-Killer Forces, Atlantic, issued orders necessary to speed LaPalaosa homeward. This took a bit of doing since he was on board the submarine *Entemedor* and a long way from land.

The destroyer *Basilone* took the heart-broken man off the submarine and raced full speed to the *Salerno Bay* to transfer him ashore. A plane piloted by Lt. William Fava was waiting on the flight deck of the carrier.

Within minutes, LaPalaosa was in the air and within the hour was waiting air transportation at San Juan, Puerto Rico. The hundreds of men on the destroyer, submarine carrier and airplanes returned to their work with perhaps a little more fervor and zest, realizing they all had helped a shipmate in need.



"INSTRUCTOR? I THOUGHT YOU WERE!"

PREP SCHOOL FOR KOREA COMBAT



MAJ. SMITH, INSTRUCTOR, CHECKS OUT EUSTER

MCAS, CHERRY POINT—The English have a saying, "England's battles are won on the playing fields of Eton and Harrow." At Marine Fighter Training Squadron-20, where the students are men, not boys, the expression is much shorter and grimmer: "From here to Korea."

Every one of the pilots now taking the jet tactical training course at Cherry Point expects eventually to wind up overseas in combat, according to Capt. H. O. Taylor, squadron flight officer. The first class, which graduated in January, has already been placed on the next draft for Korea.

All the students are Reserve officers, recalled from civilian life to help fill the growing need for fighter pilots. All had flown before, in World War II, but only one pilot in 10 had actual combat experience. VMFT-20's job is to provide the polish and training to qualify these men for combat flying.

Most of these recalled pilots needed conditioning for combat, physically and mentally. But the biggest problems confronting the instructors were those of re-familiarizing the pilots with their aircraft and acquainting them with the latest techniques and equipment.

Headquarters Marine Corps thought the situation sufficiently acute to authorize the founding of two new schools, one at MTG-20, Aircraft, Fleet Marine Force, Atlantic, Cherry Point, N. C., and the other at MTG-20 at El Toro, Calif. These schools are outgrowths of Marine Training Squadrons 1 and 2, which were founded in 1948 to replace World War II instrument training schools.

On the day of its commissioning in January, 1952, the squadron's strength stood at exactly one officer and one type-

writer. Old prefabricated buildings were torn down and brought from nearby Oak Grove to be set up alongside the airstrip, forming the three and a half buildings that comprise the squadron.

Equipment and men trickled in those first eight months of '52, until instructors and students alike were flying four types of reciprocators (propeller-driven aircraft) and one type of jet, the TV-2 jet trainer. But shortages were still acute; there were not enough planes and only three mechanics in the entire squadron who could work on jets.

During this period the squadron's strength rose to 126 enlisted men and 10 officers. LCol. Daniel L. Cummings took over as commanding officer, and the emphasis switched to jet training with the arrival of the new F9F Panther.

This meant a change in personnel too. Only a few of the original instructors had ever flown jets; the others checked out with the students as the school progressed. Returning combat pilots were transferred to the squadron to combine "know-how" with theory.

With the coming of the jets, much of the trial and error common to earlier training disappeared, and the squadron's new mission became apparent; jet tactics. Reciprocators were discarded, and the instructors were able to concentrate on two types of aircraft instead of five.

The new squadron head recognized the problem and set about solving it

with a proposed "Jet Tactical School". This school, the only one of its kind in the country, started the next month and graduated its first class of five men in January.

Before being admitted to the school, however, the pilots received Marine refresher training at naval air stations in their home areas. Those who successfully passed the standards set at these stations were then sent to the jet school where they "started from scratch".

The tactical training school approaches training on the principle that the pilot "knows from nothing". He is taught the jet aircraft piece by piece, much as the Marine rifleman learns his M-1 rifle.

The recalled Reservist starts with the TV-2 trainer and works his way up to the F9F Panther. He learns his plane's fuel and hydraulic system and learns them well; his life may depend on how thoroughly he masters his lessons.

"We are not training these men to be mechanics," explains Captain Taylor, "but we do want them to be able to recognize anything fundamentally wrong with their planes."

The course lasts 16 weeks, including 100 hours of flight time and close to 40 of lectures and demonstrations. The main concern, aside from teaching these men to fly jets, is jet tactics, something developed since World War II. But emphasis is also placed on aircraft procedures, flight tactics, ordnance (gunnery, rockets, bombing), close air support and night flying.



WHEN a copy of the Royal Navy's air magazine "Flight Deck" in its new slick format was opened by Grampaw Pettibone recently, the old gent was greeted by his British cousin the "Aged Aviator." Gramp found this character indulging in his own favorite pastime—dispensing pearls of safety wisdom to less experienced zoomies. When queried if they had met before, the only response was a dignified "harumph" as the two old gentlemen left for afternoon schnapps. A retired iron man from wooden ship days recalled that he had overheard the two advising each other in a Port Arthur cafe during the Russo-Japanese war on the proper method of tarnishing ensign and sub-lesutenant stripes via the ancient toothbrush, salt shaker and waterglass route.

BIS TRIALS



A STORY currently told in irreverent non-naval circles relates that when Commodore John Paul Jones uttered his immortal battle cry, "Sir, I have not yet begun to fight!", a wounded Marine lying at his feet muttered dejectedly, "There's always someone who hasn't got the word!"

Relatively few persons in or out of the Navy's aviation service have "got the word" about a little known but powerful organization—the Board of Inspection and Survey (OP-45 in CNO), and its activities in conducting the official "BIS" service acceptance trials of aircraft. This lack of "spotlight" has not kept the board from occupying an important place in development of new planes.

When a manufacturer produces a new plane someone has to find out if it will perform as the Navy requires—and that someone is the Board. It acts for the Secretary of the Navy, reporting its recommendations as to acceptance or rejection of the plane, to the Secretary via the Chief of Bureau of Aeronautics and the Navy Office of General Counsel.

Once the first photographs of new jets and other type planes appear in the magazines and newspapers the planes "disappear" from view for a time before they are turned over to squadrons. It is during this period when the Board gets in its exhaustive checking of the plane and everything in it.

Navy regulations require that service acceptance trials shall be conducted by the Board on each new type or model of aircraft bought by the Navy, prior to final acceptance from the contractor for service use.

RAdm. J. M. Higgins is president of the board. Its aviation members are Capt. E. T. Neale, Capt. Malcolm M. Cloukey,



CONTESTANT for the "fastest jet" in the Navy's fighter stable is this F7U-3, which passed preliminary carrier suitability BIS trials of the Coral Sea and is now getting remaining tests

Cdr. B. T. Macomber and LCdr. W. C. Adler. The latter three are stationed at Naval Air Test Center, Patuxent River, Md., where they supervise the actual flight trials and sign the reports giving "thumbs up" or "thumbs down" on the planes.

"BIS" trials are now being conducted for XFJ-2, F9F-6, F7U-3, F2H-3 and F7U-1 fighters; AJ-1 attack airplane; F9F-5P and AJ-2P photographic planes; P5M-1 and P2V-6 patrol planes; HUP-1, HUP-2, HO4S-1 and HTK-1 helicopters and the ZPN-1 prototype airship.

If test aircraft become available, "BIS" trials are expected to begin before 1 January 1954 on 25 new models including F9F-7, FJ-2, FJ-3, F3H-1, F4D-1 and F10F-1 fighters; F9F-6P and F7U-3P photographic planes; AJ-2, AD-5, AD-5N, AD-6,

AF-3S, A2D-1 and A3D-1 attack planes; S2F-1 ASW plane; R4Q-2 and R3Y-1 assault transport planes; HOK-1, HSL-1, HRS-3, HO4S-3 and HO4S-2 helicopters, and ZP2N-1 and ZP-4K-1 airships.

Navy regulations provide plenty of help to the board in conducting the trials. Chiefs of naval bureaus and other organizations concerned are directed to furnish information and assistance to the board. Shore establishments also may be called on to assist in the testing, as is done at Patuxent.

Bureau of Aeronautics assists the Board by issuing "TED BIS" project orders for trials, allocating test aircraft to the Board, providing engineering and logistic support for test aircraft, and providing government personnel and facilities at NATC PATUXENT RIVER, the



HTK-1 DOUBLE-rotored helicopter built by Kaman presents novel appearance as it flies in BIS trials at NATC Patuxent River



AJ-2 SAVAGE, advanced version of the AJ-1 now with the fleet, will get BIS trials shortly; new photo taken at Columbus, Ohio



TRIALS OF XFJ-2 fighter are nearing completion and production FJ-2 have been started under the new streamlined trial system



LATEST thing in airships is the ZPN-1 Nan ship which was tested at Lakehurst and got its ASW tactical trials with FAETULant

Naval Airship Training and Experimental Command, Lakehurst, N. J., and the Naval Aircraft Torpedo Unit, Quonset Point, R. I. These activities do the actual flight and ground testing required by the Board.

PATUXENT accomplishes 90% or more of all test operations and preparation of test reports in connection with "BIS" trials. Airship trials are conducted by a Sub-Board at Lakehurst, assisted by the NATC command. Aircraft mine and torpedo installation trials are performed by the torpedo unit at Quonset Point.

The Board's task, in general, is to find out if the procurement contract guarantees have been complied with; report all defects in material, performance and design; recommend design changes and recommend final acceptance or rejection of the aircraft for service use, to the Secretary of the Navy.

These guarantees range from broad assurances that the aircraft conform to the detail specification for their construction to specific guarantees of stability and control, suitability for land, carrier or water-based operations, weight empty and various performance characteristics

such as maximum speed, stalling speed, rate of climb, service ceiling, hover ceiling and minimum takeoff distance or time. When it orders an airplane the Navy specifies what it wants the plane to be able to do—it is the Board's job to find out if it measures up.

Procedures to be used in conducting the trials were authoritatively set by the Board for the first time when the manual of "Board of Inspection and Survey Aircraft Test Directives" was issued on 1 October 1951. A committee of officers representing the five test divisions at Patuxent aided in drawing up this manual.

Experience with this standing committee proved so successful that last June a new aircraft trials committee was established by the President of the Board. This committee consists of the five directors of test divisions at NATC, assistant directors as alternates, and the senior member of the board at Patuxent, Capt. Cloukey, as chairman. One of the committee's main jobs is to revise BIS aircraft test directives to keep them current as to technical requirements, as well as serving the best interests of efficiency and economy.

DETAILED estimates recently completed by the test divisions and the office of the board at the Test Center indicate that flight hours required for conduct of "BIS" trials have been reduced by 35% under the revised requirements. Direct man-hours have been reduced by 37%, and the combined dollar costs of flight hours and direct man-hours have been cut by 36.5% or about \$2,000,000 a year.

Steps now are being taken to modernize as well as streamline the trial procedures. Official permission has been granted to conduct realistic tests of anti-submarine aircraft and equipment in the joint aircraft-submarine training exercises conducted by Fleet Airborne Electronic Training Unit, Atlantic. Arrangements are now being worked out for suitable tests and trials pertaining to special weapons and guided missiles installations on new model aircraft.

The Board of Inspection and Survey may be one of the lesser-known aviation activities but its job of watching the quality of planes and seeing that the Navy gets its money's worth makes it important. All new planes must bear its stamp of approval before they can reach the fleet.



P2V-6 PATROL plane, now getting BIS trials at Patuxent, got its torpedo and mine installation trials at Quonset torpedo unit



BIS TRIALS of P5M-1 include rugged rough water tests and ASW tests with submarines operating with FAETULant based at Norfolk



NOTABLE officers at Ridder presentation are LCol. Sparrow, MGen. Schilt, BGen. Lamson-Scribner and trophy donor, LCol. Ridder



ILLUSTRIOUS history of VP-741 during two years of active duty is given to Capt. Noble by Cdr. Hardy as Capt. Born watches

WELCOME HOME, "WEEKEND WARRIORS!"

THE BIGGEST clamor among returning Reservists is for the return of their original squadron designations to NARESTRACOM. VP-812 was the first veteran squadron to be reformed at NAS MINNEAPOLIS and VP-741 at NARTU JACKSONVILLE is helping to keep the ball rolling.

At impressive ceremonies at NAS JACKSONVILLE, Cdr. James W. Hardy, CO of VP-741, read orders officially redesignating VP-741 as VP-16. Immediately afterward, Cdr. Hardy presented to Capt. E. B. Noble, CO of NARTU JACKSONVILLE, the squadron's pictorial account of its operations since its activation to Atlantic Fleet duty in March 1951.

Cdr. Hardy expressed the sense of pride that the outgoing Reservists felt in their unit and promised that VP-16 would do its best to maintain this high example of service. Capt. A. S. Born, COMFAIRWING 11, declared that VP-741's record was a "definite challenge" to the new unit.

The continuing interest in the Air Reserve program of these returning Reservists will pay off in the long run. These men have grown wise in the ways of the fleet and understand carrier operations under combat conditions. Their experiences will prove to be of inestimable value to other squadrons and members.

For instance, Lts. Francis "Yip" Yirrell and Richard Stephansky, former members of VF-914 at NAS SQUANTUM understand helicopter operations under combat conditions. Recalled to active duty in September 1950, the two fighter pilots were assigned to a helicopter training unit at NAS LAKEHURST. Later they were assigned to COMAIRPAC and sent to Korea on a tour of combat duty.

While in Korea, they were on temporary additional duty with VMO-6 attached to the First Marine Division. They took part in a daring night rescue mission in the front lines, when a severely wounded officer couldn't be evacuated from the front by other means. Disregarding the fact that it was dark and all aircraft had been grounded because of high winds, they flew to the front in a helicopter.

YIRRELL took the controls of the 'copter and Stephansky acted as navigator on the first leg of the mercy flight. Stephansky's job consisted mostly of holding a flashlight over Yirrell's shoulder so he could see the instrument panel. When they arrived at the front, Yirrell landed the helicopter in the light provided by two parked jeeps.

The patient and the doctor were waiting. However, only three could crowd into the helicopter, so Stephansky remained behind and the doctor took over as navigator. Several times they barely cleared the tops of the 2,000-foot mountains that flanked the route to the evacuation hospital. This was one of the first night helicopter missions of the war.

Experiences like this one, will help in training other Reserve helicopter pilots. Both Yirrell and Stephansky have been assigned to Squantum's helicopter squadron.

Not to be outdone by their Navy counterparts, Marine Reservists have also been hitting the trail back to the MARTCOM. Out at NAS OAKLAND, LCol. Leon Sparrow once more took up his duties as commanding officer of VMF-141. A veteran flyer of WW II, he was the first CO of VMF-141 when it was

activated in the summer of 1951. At the change of command ceremonies, Lt. Fred K. Drinkwater, III, and Capt. Robert E. McCluen were presented with Distinguished Flying Cross medals for heroic achievements in Korea. Capt. McCluen also received the Navy Commendation Medal.

LCol. Sparrow assumed his old command in time to receive the Marine Air Reserve Trophy for his squadron. Based on combat readiness and overall proficiency, VMF-141 was selected as the best Marine Fighter Squadron in the Reserve command.

LCol. Herman H. Ridder, donor of the trophy, presented the award to Sparrow at impressive ceremonies. Major Gen. Christian F. Schilt, Commanding General, Air, Fleet Marine Forces, Pacific, spoke of the critical days from July 1951 until April 1952 when he was Commanding General of MAW-1 in Korea.

"Prior to August 30th, 1952, our shore-based Marine aircraft squadrons flew approximately 20 percent of the Fifth Air Force sorties, carried about 33 percent of the bomb tonnage dropped on the enemy and were credited with approximately 40 percent of the observed and assessed damage. When one realizes that over 50 percent of the pilots in the First Marine Aircraft Wing at this time were Reservists, we understand what an effective force the Marine Air Reserve is in meeting a threat to our national security."

Marine Reservists came in for more high praise as MGen. Clayton C. Jerome, until recently the Commanding General of MAW-1, assumed command of MAW-2 at MCAS CHERRY POINT. He spoke briefly about Marine Reservists in Korea



HE GOT there first. LCdr. D. Charmichael of VF-692 is greeted by LCdr. Andi after jet check



ALERTNESS and skill in fighting fire won these 15 crash crewmen a letter from Capt. Strong, commending them. Two, Pennington and Nicolson were not present

And the magnificent job they are doing. He pointed out that Reserves make up approximately 50 percent of Marine Corps Air strength in Korea and said, "They flew during World War II and have returned to fly again in Korea."

New Address For Squantum

For three decades NAS SQUANTUM has played an important role in the Naval Air Reserve Training program. Newer, faster planes are helping to bring that role to a close. Squantum's runways, adequate for WW II planes, are dangerously short for jets that can eat up hundreds of feet in a matter of seconds.

During the coming year, probably after the summer training program is completed, NAS SQUANTUM will be relocated at what is now ALF SOUTH WEYMOUTH. During WW II, South Weymouth was the home station of many lighter-than-air squadrons which

patrolled the Atlantic coast. After the war ended, the station was disestablished and placed in a caretaker status. In September 1951, the first construction in preparation for the relocation began. A 7,000-foot runway, nearly twice the length of the longest runway at NAS SQUANTUM, was started with plenty of room remaining for expansion.

Crash Crew Commended

Seventeen sailors, members of the NAS DALLAS Crash Crew, put their training to the test when an F8F, landing at Dallas, veered off the runway, nosed over, pinning the pilot beneath the plane, and caught fire.

The crash crew rushed to the scene, fighting the fire which broke out anew several times. Risking their own lives, crewmen scooped foam away from the pilot's head, as he hung head down, in danger of suffocating. The crane truck

arrived and picked up the tail of the plane, allowing the pilot to be pulled out of the wreck. The whole incident happened in a brief interval of six minutes.

Shown in the picture below are: Vowels, Wilson, Cooper, West, Mitchell, Peters, Whaley, Files, Herring, Johnson, Miller, Holt, Jobe and Kerchum. They were present when LCdr. G. K. Sherman, acting Security Officer, read a letter of commendation from Capt. S. C. Strong, CO of NAS DALLAS.

Reserve Roundup

● NAS NIAGARA FALLS—Joni James, popular recording songstress was voted "the girl we'd most like to believe." She was presented with an official Navy certificate, naming her an honorary "Weekend Warrior."

● NAS COLUMBUS—First of the "Weekend Warriors" to check out in the new Phantom jets was LCdr. Daniel Charmichael.



"LOOK, MA, no hands!" New chiefs Grindstaff, Huntington and Hill get their initiation at NAS COLUMBUS via pigs' troughs



WHY DON'T You Believe Me Girl, Joni James receives certificate as honorary "Weekend Warrior" from Cdr. William F. McDonald

AIR FORCE PILOTS LEARN A TRICK

USS DUXBURY BAY—Arab citizens of Bahrain island in the Persian Gulf were greatly surprised to see a USAF Grumman SA-16 (Navy UF) land in the harbor and taxi to the fantail of this seaplane tender. The occasion was a special one—the Air Force seaplane was to be refueled while afloat, a new experience for the “boys in blue.”

When the *Duxbury Bay*, commanded by Capt. R. C. Needham, arrived in the Persian Gulf with her new coat of white paint, sharp-eyed aviation officers spotted the amphibian at Dharan Air Force Base.

With a view to maintaining a high state of training and performing competitive exercises, the cooperation of the 59th AF rescue squadron was enlisted. The squadron never had thought of conducting a refueling exercise from a seaplane tender. Maj. M. L. Pengue, USAF, the CO, had served as an exchange pilot in a PBM squadron and was familiar with the problem.

So, on 20 January, in Khor Kalyia anchorage, the *Duxbury Bay* laid a standard aircraft mooring buoy 500 yards from the ship by use of stadimeter and bearings. Standard PBM refueling procedure was used for the SA-16. Two-way communications were established between the plane, ship and crash boat. After landing, the Air Force pilots were transferred to the ship where they expressed doubt, over coffee, that refueling could be accomplished.

The plane got underway and came up astern of the tender and picked up the fueling buoy. The whaleboat picked



AIR FORCE SEAPLANE PULLS ASTERN OF TENDER

up and maintained a strain on a line streamed from the port waist hatch of the plane while the *Duxbury Bay* hauled the aircraft up to the fantail.

At this point an overhead trolley line was passed to the plane from the ship and the fueling lines run out to the aircraft. After the simulated refueling, the line on the winch was slacked off and the whaleboat pulled the aircraft clear of the ship, then cast off. The plane returned to the mooring buoy and its pilots were brought back to the tender.

Wide were the grins on the faces of the Air Force pilots from the knowledge of the new trick just learned. They were quick to realize the advantages of the extension of their operating range through use of a seaplane tender. The dirty faces of the refueling personnel also were happy in the knowledge they had shown the Air Force a new trick.

The *Duxbury Bay*, incidentally, was still smarting from an incident which occurred when it was sailing out of the Navy Yard before going to Persia. Gleaming in its new white paint job, its

pride was hurt when a destroyer in the vicinity inquired by flashing light, “Navy or Coast Guard?” The captain’s reply to that query would have curled the DD’s radar antenna had it been sent.

'Copter Used In Timber Lift Marines Adopt New Combat Maneuver

When it comes to a lot of ingenuity, the Marines have always been famous for coming up with something new and different. Give the Marines a helicopter, and they’ll find some new way to use it long before the idea occurs to anyone else.

In the Korean conflict, combat Marines have found that it was sometimes difficult to hold hard-won positions because the enemy-held bunkers were destroyed while the ground was being fought for. Without the bunkers they had no place to dig in and, if they took time to rebuild the bunkers, they were vulnerable to Red counter-attacks.

The answer simply was to have the Marines carry their own bunkers with them in helicopters.

After rear-area troops saw bunker timbers to the proper length, the Marines load them, along with gunny sacks which will be filled and used as sand bags, in the ‘copters which hedgehop along behind advancing troops. When a position is taken, the helicopters alight and pour out the timber and sacks. *Leathernecks* quickly place the logs and fill the sacks to chink in open spots. In no time at all, the bunker is rebuilt and ready to withstand a terrific pounding.

The Marines have found the technique is so successful in saving time and lives that it has been adopted as a standard combat maneuver.



NAVAL Aviation News occasionally presents group pictures of new Navy squadrons so their comrades-in-arms can see who is who in the outfit. This month we show VF-103, which had its shakedown aboard the CVA Lake Champlain last fall and was on the Coral Sea for Aerex I in January—their first shipboard operations since they were commissioned last May. In the photo, they are, front row: Lt. E. T. Russell, Lt. W. A. El-

ling, LCdr. G. T. Lillich, commanding officer; LCdr. L. W. Metzger, Lt. H. G. Johnson, Lt. C. W. Keshlear, Lt. W. P. Gatewood, Lt. R. M. Buck and Ens. J. S. Bassett. Back row, Ens. W. H. Davis, Ens. R. B. Harter, Lt. E. B. Sexton, Lt. (jg) S. N. Eldredge, Lt. T. G. Klein, Lt. (jg) J. E. Halle, Lt. (jg) C. E. Dorris, and Ens. W. F. Tynan. Lts. Kane and Branson absent. The squadron flies Corsairs and is operating at Jacksonville

ALUMINUM ARMOR PROTECTS AD'S



ARMOR ON ACCESSORY SECTION STOPS 12.7MM

IN THE early part of 1951, in Korea, the Douglas AD *Skyraider* airplane was put to use in close support of Marine front line ground troops. To accomplish their assigned missions, the pilots attacked from altitudes ranging from 100 to 300 feet and up—altitudes from which extreme accuracy could be obtained.

It was soon discovered, however, that losses of both pilots and aircraft from enemy ground fire became prohibitively excessive. To avoid or at least minimize such losses the pilots were forced to drop their load at a minimum altitude of 1000 feet with a consequent drastic decrease in target hits.

To regain the tremendous advantages of "on-the-deck" attack, it became imperative that action be taken to provide some means by which the close support combat potential of the AD could be realized with some reasonable degree of safety to both aircraft and personnel.

A thorough analysis of available Korean combat data for the AD airplane revealed the engine accessory area, the so-called "Hell Hole", was the chief contributor to aircraft casualties. Bureau of Aeronautics decided that the most effective way, short of a complete redesign of the airplane, to reduce the vulnerability of the airplane to ground fire was to install armor plate in those areas in which the incidence of killing was high. Aluminum alloy, which is highly effective against shell fragments and projectiles at high obliquities, was the material selected to accomplish this purpose. With the assistance of the Douglas Aircraft Company at El Segundo and the cooperation of the aluminum industry, BUAER, in the latter part of 1951, expedited an external aluminum armor installation for the *Skyraider* aircraft operating in Korea.

This armor covered the under part of the airplane from the nose to the rear of the cockpit including the "Hell Hole" and the wing struts and extended along the sides of the cockpit. One-half inch thick aluminum plate comprised all of

the armor, except that on the sides of the cockpit which consisted of one-quarter inch material. In all, 618 pounds of aluminum armor were added to the AD. This was with the 200 pounds of armor originally designed in the airplane made the *Skyraider* a veritable *Stormovik*.

That the armor was effective is evidenced by the reports received in the Bureau of Aeronautics from the forward



FUSELAGE SIDE SHOWS ARMOR PLATES IN PLACE

area AD squadron commanders. Rifle, "burp gun" ammunition, .50 cal., 23 mm HE projectiles and shell and bomb fragments have been stopped cold. Even more significant are the reports that the armor has saved a number of aircraft and pilots from loss by direct hits by 37 mm HE projectiles.

Since about March 1952, when the first armored AD's were used in combat, at least 18 AD airplanes and pilots have been saved by the armor from loss or major injury. This amounts to a full complement of AD aircraft aboard a carrier.

What effect do 618 pounds of additional armor have on the flight characteristics, maneuverability and load-carrying capacity of the AD? The answer is that the only adverse effect imposed upon the airplane is a slight reduction in load-carrying capacity for the carrier based AD's. The land-based *Skyraider* has taken the additional weight in its stride.

Enthusiasm for the armored AD's has been almost unanimous among the forward area squadron commanders. As one AD squadron commander said "[it is the] opinion of this squadron that [the] additional protection afforded . . . definitely compensates for increased weight. Pilot morale factor alone is justification." The Marine AD squadron commander who said that armoring the AD airplane

was the best thing that happened in Korea may be said to be a little over-enthusiastic. However, it is a fact that when the armor demonstrated its effectiveness in saving pilots' lives and aircraft, the beneficial effect upon pilots' morale was markedly significant and they again began unloading from practically on the deck with results disastrous to the enemy.

by Carl R. DeVine
BuAer Armament Div.

VR-2 Athletes Set Pace

Capture 10 First Out of 14 Sports

VR-2, ALAMEDA—This transport squadron racked up an outstanding record in intramural sports during 1952, winning 10 first and two second places out of 14 sports entered.

Under the direction of Lt. (jg) Phil B. Greene and Richard M. Reiss, ADC, squadron athletic teams won firsts in Fleet Air Alameda touch football, volleyball, basketball, badminton, golf, swimming, tennis, wrestling, table tennis and .45 cal. pistol competition. It took seconds in handball and bowling. In the two remaining sports, horseshoes and softball, VR-2 finished third and



GLITTERING ARRAY OF TROPHIES WON BY VR-2

fourth respectively.

In the accompanying photo, Lt. (jg) Greene (left) is shown with Capt. Albert S. Major, Jr., commanding officer of VR-2, and Capt. W. H. Weston, chief of staff of ComFAir Alameda, with trophies won by squadron athletes.

Efficiency is Their One Aim

San Diego Gets New Organization

Top-level civilian administrators of NAS SAN DIEGO have established a "first" in the San Diego area by organizing a chapter of the Naval Civilian Administrators Association. Primary objective of the organization is to promote the efficiency of the naval activity in cooperation with the Commanding Officer and his Department Heads.

The NAS unit received its charter from William T. Ashton, member of the National Board of Directors. The first meeting was addressed by Rear Admiral Leslie E. Gehres, USN (Ret).

Gramp Would Like This One Pilot Brings Plane in on One Wheel

When Ens. Witvoet of VF-34 made a forced landing on the NAS JACKSONVILLE strip, no doubt *Grandpaw Pettibone* was riding right along with him, whispering the right things in his ear. The only injury to the *Banshee* jet was a damaged wing tank.

The pilot was part of a three-plane ferry hop from VF-34 to VF-22. He was to land second in the flight, but he discovered his starboard landing gear wouldn't come down. After trying all emergency procedures without success, he was advised to try a landing.

He lowered his port wheel, nose wheel and tail hook and then approached to within 100 feet of the field arresting cable before letting the wheel and hook touch. He kept his plane on the one wheel until the hook engaged the chain. Once engaged, he slide on the wheel and his starboard wing tank until the plane stopped.

Witvoet credits the clear heads in Operations, an alert ground crew on the line and the excellent advice given him by Lt. Hugh Tate, who coached him while he was still in the air, with the successful landing. So little damage was done to the plane that it was flown back to NAS CECIL FIELD the next day.

Lady Aboard the Oriskany Mascot Adds Four Pups to Ship's Crew

While *Panther* jets and other aircraft were being launched from the *Oriskany's* flight deck in Korean waters, a two-year old lady was giving birth to quadruplets. Schatzie, the carrier's dachshund mascot, was enacting a scene as old as time.

Piped aboard in Tripoli during the summer of 1951, she is just some 3,000 miles short of sailing around the world. She is the first female to sail around Cape Horn's treacherous waters aboard an aircraft carrier. In her two short years she has crossed both the International Date Line and the Equator.

Her pups, one male and three females, are being cared for by one of the crewmen. Their future is undecided, but meantime all the men have become their ardent admirers.



VETS AT AN EARLY AGE ARE SCHATZIE'S PUPS

NAVY PILOTS JOIN 'ZERO' CLUB

ROUND numbers always have had a fascination for naval aviators, especially when they give an excuse for a cake-cutting or special party of some kind.

● Down at Fleet Air Jacksonville, 81 hurricane hunters from VJ-2 were presented with "Century Club" cards and "Order of Hurriphooners" certificates recently for flying through hurricanes of 100 knots or more in 1952. Cdr. David J. Walkinshaw passed out the honors.

● Aboard the *Coral Sea* off Norfolk, Lt. (jg) James W. Kissick brought his AD-2 in for a landing. It was like any other landing, but since it was the 50,000th aboard that huge flattop it called for a special party. Capt. H. D. Riley and Cdr. F. T. Moore, Jr., air officer, assisted in cutting a huge cake for the occasion. Cdr. Moore has supervised almost 20,000 of the 50,000 landings as air officer.

The *Coral Sea*, since her return from the Mediterranean last fall, has been an Atlantic Fleet training carrier and flagship of ComCarDiv Six, who is RAdm. Charles R. Brown. Adm. Brown, incidentally, is the holder of the Navy's aerial gunnery championship, having won it back in 1930 when he put 120 bullets out of 120 into a tow banner for a 100% score.

● On another front, Lt. (jg) Fred Thorn with VF-73 aboard the *Tarawa* in the Med became the first aviator to make more than 100 landings aboard the flattop. He first flew aboard the *Terrible T* in Sept. 1947, in an F8F while in VF-11. He flew VF-73's F4U's aboard later and F9F-5's with the same outfit in 1952.

● At Jacksonville, three pilots of VF-62 claimed honors for making 100 jet landings aboard one carrier. Then VF-31 dug around and found it had nine members of the "Centurian Club" who had landed F9F-2's or F2H-2's aboard the *Leyte*.

Members of VF-31 with 100 jet landings were Cdr. Edwin S. Memel, and Lts. (jg) William I. Parrish, Henry H. Dodd, Ronald H. Caldwell, John B. Cogdell, William F. Rau, Richard J. Owens, Donald M. Lynam and Lloyd L. Parthemer. All of them made at least two Med cruises and all but Parthemer were on the *Leyte* during its Korean cruise. In the accompanying photo are Owens and Parthemer, front row, and Dodd, Parrish, Lynam and Rau, rear.

● Another member of the "Zero Club" was the training carrier *Monterey* at Pensacola. Second Lt. Lloyd L. Lund made the 45,000th landing aboard the CVL during the course of his carrier



LEYTE CENTURY CLUB WITH 100 JET LANDINGS

check-out preparatory to becoming a landing signal officer. Lund has 10 years of Marine flying behind him, having been an officer in World War II, then reverting to "flying sergeant" and going back up to his former rank as officer in Korea.

● Although it is only a CVL and one of the Navy's newer carriers, the USS *Wright* landed its 45,000th plane on 19 February. Lt. Howard M. Worley of VS-27, flying an AF-28, brought it in and won the cake. The *Saipan*, a sister ship, celebrated its 34,000th landing when Lt. John I. Lund of VS-801 came in with another AF.

● Another sister ship, the *Cabot*, claimed the record for landing helicopters when Capt. Redalan of HMR-262 brought his HRS-2 aboard, marking 1,000 such landings by pinwheels. HMR-262 made 1,491 landings on the *Cabot* off Vieques and Onslow Beach. The *Cabot* boasts 54,581 conventional arrested landings making it one of the top carriers in the Navy.



LOS ALAMITOS Reserves Stringfellow, Stead and Binder check NANews March photo feature on Reserve LSO shot by photographer Stead during his two week training cruise

First Landing Is in a Jet VF-101 Pilot Comes Aboard in F2H-2

VF-101, CECIL FIELD—Few if any naval aviators make their first carrier landing in a jet, but Lt. (jg) R. E. Zagorski claims that honor.

Zagorski's feat is claimed as a "first" by this squadron. When it was operating from the *Coral Sea*, Zagorski brought his F2H-2 aboard—the first time he ever had landed aboard a flattop in any kind of a plane.

It seems he was released to inactive duty shortly after he was commissioned in 1945 and before he had an opportunity to qualify aboard a carrier. In July, 1952, he reported to VF-101 for active duty, flying in *Corsairs* here. The squadron shifted to *Banshees* that November.

Zagorski made 20 successful landings aboard during the three-day cruise, as did 13 other pilots of his squadron for a total of 280. None of the 14 pilots had previous jet carrier experience, but only Zagorski had no carrier landings to his credit.



DO THESE men look like Air Force men? Six sailors with FASRon-107 in Iceland sent \$40 to a Boston girl with a serious brain disease. A Boston paper called them Air Force men, much to their dismay as they read the clipping. They were: W. M. Whittemore, B. J. Dixon, E. G. Morgan, C. P. Brase, H. R. Cooper, with H. R. Duttweiler, seated, holding the newspaper clipping.

'Mr. Happiness' Commended VR-6 Man Recognized for Aid to Kids

Dee F. Richardson, training devices-man second class, was commended recently by Capt. Edmond K. Konrad, VR-6 commanding officer, for helping underprivileged children in the area.

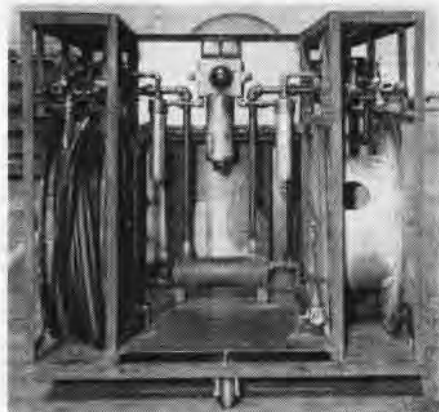
Richardson, who is known throughout the Springfield-Holyoke, Mass., area as "Mister Happiness", received commendation at "Meritorious Mast" exercises before 800 officers and enlisted personnel of VR-6.

Richardson first began his work for children in September 1952. Each Wednesday afternoon he shows movies to the children at Springfield's Mercy Hospital, Brightside Home for Boys and Mt. St. Vincent Home for Girls. He has organized Halloween and Christmas parties for the children which were very successful.

HOT LACQUER SPRAY GEAR READY

THE HOT lacquer spray process for painting aircraft exteriors has been given a tremendous boost by the Overhaul and Repair Department, NAS JACKSONVILLE where it has been developed in a practical efficient way. The hot lacquer spray process has been used industrially, but before it could be used at air stations, it was necessary to develop special equipment. This was done under the direction of Capt. L. D. Coates.

Some months ago BUAER requested NAS JAX to work out the details of the process, develop equipment and work



EQUIPMENT provides hose reels at sides, paint reservoir in front, gages at center



HERE ARE men who made process efficient (l to r): Day Brown Rhodes and Morris

out techniques for station use. By 2 February, the prototype equipment had been put into experimental production.

The project began in April 1952 when O&R requested BUAER's authorization to employ hot lacquer paint to the outside of aircraft.

The process incorporates a steam heating unit located about 30 inches from the paint gun, which sprays the lacquer topcoat at a controlled temperature of approximately 160°F. It is a development of the old pot heating procedure used by wagon manufacturers a half century ago.

In order to study the process as it was used industrially, Walter S. Morris, materials engineer, and Horace G. Rhodes, snapper in the finish and insignia shop, went out to the west coast. When the men returned and made their report, BUAER authorized O&R to develop the hot lacquer method for use at all naval shore establishments.

By 21 November 1952, the first military aircraft was painted by this method at Jax. In order to evaluate the procedure, 23 aircraft were painted on one side with hot lacquer and on the other, with cold lacquer, and released to operating squadrons throughout the Navy.

Lacey Day, plant engineer, then asked BUAER for special funds to develop a piece of apparatus that would eliminate the chief difficulties involved in the hot

lacquer process. Approval was given and in just over a month the first equipment was designed and constructed.

George W. Brown, mechanical engineer, coordinated the work. The design included a reservoir for the lacquer; heating equipment; gages for control of paint, air and steam pressures; devices for removing moisture and foreign particles from the air; hose reels; spray guns, and a dolly which would make the unit portable.

The prototype gear provides four individual painting units. Two aircraft can be painted simultaneously by either two or four painters. The equipment releases paint at the same pressure whether one painter or four are at work. The painter's operative alternatives are limited to speed of work and distance from the aircraft.

THERE are great advantages in using this method. Uniform equipment for one to four painters decreases painting-in-process time and increases production. There will be a remarkable savings in paint thinner. One coat of hot lacquer provides an enamel type finish without the usual surface imperfections and is the equivalent of two thicknesses of cold lacquer. The method does not require the usual expensive humidity and temperature controls and is therefore usable anywhere.

Thickness must be controlled to meet BUAER specifications because otherwise paint finish would fail in service. This JAX has done by rigorous process control and careful training of the spray painters as well as in the design of equipment which makes it all possible.

● **MCAS CHERRY POINT**—The first annual All-Marine Boxing Tournament was held at this station. BGen. William G. Manley, commanding general, was host for the gala tournament. Most Marines like fisticuffs.



CHIEFS BAKKO AND STEPHENS SHOW OFF DEVICE

New Electric Hydraulic Test

An electric hydraulic (hydrolube) test stand has been designed by D. C. Bakko, AMC, and W. C. Stephens, AMC of FASRON-10, NAS MOFFETT FIELD. A 10 hp. electric motor, an P9F hydraulic engine-driven pump assembly, and salvage and expendable scrap metal were used in making the stand.

The new stand has proved highly successful in operation. It has three outstanding features:

1. Engine-driven pump supplies pressure automatically and does not need to be regulated.
2. Electric equipment requires little servicing and has low operating cost.
3. The electric unit is compact and easy to handle.

Students See Theory Shown

A new training aid developed by instructor Bill Goss, TD1, at NATECHTRACEN MEMPHIS enables students at the TD(A) school to see theories they once had to learn to believe by theory. Various meters have been installed on an illustrated Pentode circuit to aid trouble shooting.

The instrument of wood and cardboard construction has various parts of a circuit mounted on individual masonite plug boards which can be inserted or removed from the circuit as desired. Consequently, the results of faulty tubes or parts are shown on an incorporated oscilloscope.

Goss' invention has proved so successful that plans are being made for the construction of two more of these training aids.

Hi-Shear Rivet Training Film

A training film entitled "Riveting with Hi-Shears" is available in BUAER for use of interested activities. This 16 mm. sound technicolor film, 18 minutes long, was made at O&R stations during the summer of 1952.

It shows the proper riveting technique as well as the inspection and removal of Hi-Shear type rivets. It was produced by the Hi-Shear Rivet Tool Company, Los Angeles, Cal.

Activities who wish the film to be shown should forward their requests to BUAER, attention Airborne Equipment Division. Requests should include dates and number of personnel who are expected to see the film.



HUGE 'PADDLES' HITCHED ONTO T-34 TURBOJET

New Wide Prop Blade Out

A new aircraft propeller with the widest blades ever built will power the R7V-2 transport, hitched to a 5,500-hp P&W T-34 turbo-prop engine.

The new blades are expected to help give considerable performance increase for the plane over its piston-engined counterpart, the R7V-1. Hamilton Standard division will build the new propeller, parts of which are already in production.

The blades are of hollow steel construction supported internally by a steel core. Air spaces in the blades are filled with a vulcanized synthetic sponge for additional support of the outer shell. Designed originally for engines in the 5,000-hp class, the new prop is first in a line of propellers which, in various combinations of numbers of blades, can be used on engines of more than 9,000 hp. and airplane speeds of more than 500 mph.

Marine 'Copters Lay Wires

For several months Marine Helicopter Squadron One has assisted the Marine Corps Equipment Board in the evaluation of an airborne wire laying device. This device consists of a cylindrical shaped canvas container, closed at the forward end, with a hole four inches in diameter in the trailing end.

The case has a zippered opening extending along one side and across the forward end. Pay-out of the wire is initiated by a cockpit control which releases a weight suspended at the rear of the case. When the weight is released, the payout end of the wire is fed out through the hole in the trailing end of the case.

Very little or no difficulty has been encountered in the accuracy of this device. The average accuracy of the wire drops were within 50 feet at the initial point and within 25 feet at the termination station. It is possible to obtain greater accuracy with heavier drag weights, but this, however, is mostly a matter of pilot practice.

Wire laying flights up to four miles have been made. Tests conducted by HMX-1 established the optimum speed of 40 to 45 knots for wire laying in the HTL-4 helicopter, this making it only a matter of minutes before telephone communication may be established between vital points along the battle area.

Tech Training is Expanded

CHANGES in the naval air technical training program to widen its training and liberalize some requirements have been announced by the Navy.

- A new air controlman school (class B) was established on 15 April at NAS OLATHE, Kansas, a 16-weeks course designed to give advanced training to control tower operators. The step is in line with increased emphasis on all weather flying and expansion of aviators' instrument training.

- An aerological electronics equipment Maintenance course (class C) has been established at NATTC MEMPHIS. This six-weeks course is designed to train aviation electronics technicians in maintenance of rawin, radiosonde receptor, and ceilometer and other shore based aerological electronics equipment.

- A specialized helicopter maintenance course (class C) has been established also at Memphis. Its object is to train AD's to maintain HRS, HUP and other helicopters added to the training program. It lasts four weeks on each type aircraft.

- Standards for selecting personnel to be sent to Class P and Class A schools have been liberalized. Minimum test scores have been set which are slightly lower than scores formerly required for admittance to the schools in most cases.

Entrance marks at the AN(P) school have been brought in line with the requirements for entrance to the several Class A schools by setting up the new entrance scores of GCT+ARI=105 or ARI+MECH=105.

- All naval air recruits except Waves are now processed through the Airman (Class P) school at Norman, Oklahoma. The AN(P) school at Jacksonville is reserved for Marine aviation recruits and the Waves.

- Formerly only the following Class A schools were available to the fleet for quotas: aviation electronics technician, aviation aerographers mate, air controlman and photographer. In addition, fleet quotas now are available to aviation ordnancemen, aviation electricians mates and training devices men.

- The AT(B) school for electronics technicians mates has been made more attractive to married men by making the quotas non-returnable. This permanent duty status makes it possible for these trainees to have their families with them for the 40 weeks of this course.

- The J-48-P6 jet engine has been added to the engines available for a three-weeks course of instruction under supervision of the AD(B) school at Memphis. Quotas are available every three weeks.

NEW BARRIER STOPS WILD ROCKETS



LOOSE ROCKET HEADED TOWARD IRISH BARRIER



FINS OF RUNAWAY ROCKET ARE CAUGHT IN MESH



CDR. IRISH (LEFT) INSPECTS BARRIER DESIGN

THE USS *Badoeng Strait* experienced numerous hung rockets on returning F4U strike-mission aircraft while operating in the Yellow Sea. There was no effective method employed on the VMA-312's F4U aircraft to jettison rockets that have hung up because of broken "pig tails", electrical failures, or similar causes.

The *Badoeng Strait* has effectively constructed a barrier net made up of two-inch cotton and nylon webbing supported by $\frac{3}{8}$ inch cables. The rig is attached to the number four barrier stanchions which effects its immediate use at all times.

The idea of the cargo net barriers originated aboard the *Badoeng Strait* in 1951 and was affectionately known as the "Fredericks barrier," in honor of the executive officer who originated it.

The new barrier, likewise named for Cdr. A. H. Irish who designed it, is the improved successor to the Fredericks barrier.

Many factors for availability make the

use of the Irish barrier very feasible:

1. The barrier takes up no space when not in use; it lies flush to the deck, allowing aircraft to be taxied or towed across it without difficulty.
2. Whenever the barriers are up it is always available; thereby eliminating the use of additional hands in rigging it.
3. Rigging time is only 15 minutes on the first operating day.
4. Personnel are not endangered by its movements.
5. Owing to the closeness of the barrier to the jettison ramp, the entangled rockets can be quickly disposed of with a minimum of danger to personnel.

In the few times that hung rockets have jarred loose from returning aircraft, the "Irish barrier" has more than proved its effectiveness and worth as a safety device.

Navbit Trainer Modification

A modification to the Link NAVBIT trainer has been developed by Harold D. Mason, TD, of the Aviation Training Aids Unit, NAS QUONSET. It is designed to assist maintenance and to increase accuracy of instrument indication.

This modification results in an absolutely accurate transmission of the trainer attitude from the bank and pitch drive unit to the artificial horizon indicator. After proper installation all hesitation, stickiness or lag in the horizon system is removed.

A system of pulley groups each correctly positioned to obtain maximum efficiency and using a phosphor bronze cable to connect the bank and pitch drive unit with the artificial horizon disabling unit is the key to this greater accuracy. A minimum saving of two hours per week in maintenance time is estimated.

Emergency Runway Lighting

By adding a few "practical twists" to an old accepted method of runway lighting, Cdr. L. M. Madden, operations officer at Navy's new master jet base at Oceana, Va., has developed a new emergency runway lighting system.

Electrically powered runway lights are all right, but if a power failure occurs, there must be a fast-paced remedy ready. What Cdr. Madden has done has been to design a quick method of using old-fashioned smudge pots to light the runways.



SMUDGE POT PLACEMENT CREW WITH TRAILER

His system requires two trucks, capable of pulling two small trailers, 12 men and—smudge pots. In an emergency, the trucks are driven out on the runway, one of each side. Two men riding on the back of the trailer light the smudge pots while another signals where they are to be dropped. Another man pushes the smudge pots aft of the truck, where one man slides them down a chute. Once down the chute, the smudge pots land upright and illuminate the runway.

By using this system, an 8,000-foot runway, plus a ramp into the parking area, are ready in just six minutes.

VR-3 Engine Time Increased

VR-6 maintenance crews at Westover AF Base have again increased the engine time on squadron RSD aircraft.

Twelve engines have had over 1000 hours each on their flight time logs. Each engine on aircraft #90401 has logged over 1300 hours flying time.

One engine on a VR-6 *Skymaster* has logged a total of 1452.7 hours. This engine is expected to continue its fine performance until its removal after 1750 flying hours. A 25% increase over the normally allowed flight time was gained by changing all cylinders on this engine.

Refracting Rods for Runways

Pilots hopefully feeling for the ground at night have often complained about the inadequacy of semi-recessed runway marker lights. Harry Dalton of NADC JOHNSVILLE and Tom Macario have invented a simple means of providing a better runway light pattern with an easier-to-maintain, more-economical light fixture. It is called the "Macton Rod."

It consists of a transparent plastic plate to replace the original light cover and a $2\frac{1}{2}$ " plastic rod that literally pipes the light to the top of the 15" rod. The plastic cover plate is drilled to conform with the metal cover of the fixture it is fitted on. The rod is attached to this plate by means of a one-half-inch dowel of the same material. This attachment allows the rod to snap the dowl pin under five pounds pressure with no interruption to the light circuit or pattern.

Rods are light and not generally damaged when struck from the fixture, so they may be used many times before replacement is necessary. The Macton lens plate and refracting rod improves the pattern of lights.



MACTON LENS PLATE WITH THE REFRACTING ROD

ORDNANCE HANDLING GEAR READY

ORDNANCE gear rarely gets the attention it merits. It does not explode with a brilliant flash, and it makes no noise except for mechanical squeaks. But there is nothing dull about the work the gear makes possible.

On the hangar and flight decks of an aircraft carrier, the ordnancemen are working under terrific pressure to meet rigid time requirements in rearming aircraft for strikes. More than anyone else, they appreciate armament handling equipment.

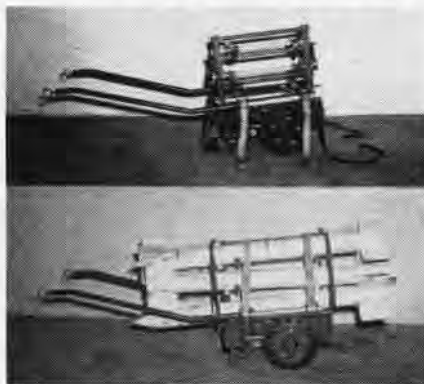
The Armament Division of BuAer is constantly studying the problems of rearming and transporting ordnance in order to improve equipment. To V. S. Jefferson, one of Navy's landbased "sailors", a civil servant in the division, goes a great measure of credit in the success of new handling equipment.

A new series of ordnance gear is the Aero 12B bomb skid and associated adapters. For purposes of evaluation, 50 new Aero 12B bomb skids have been distributed to carriers in the Pacific and Atlantic: the *Midway*, *Essex*, *Leyte*, *Kearsarge*, *Oriskany*, *Bon Homme Richard*, *Cabot*, *Sicily*, and *Salerno Bay*.

Outstanding improvements include bigger wheels (for negotiating larger arresting gear cables), new rubber compound for the tires, new tire tread, lighter weight, and a reduction in storage space required. The new rubber compound, developed by the B. F. Goodrich Company, will withstand a temperature range from -70° to $+160^{\circ}$ F. This low temperature limit was necessary owing to the increased tempo of operations in the Arctic regions.

The new tread is non-directional. No matter at what angle the bomb skid wheels hit the arresting gear cable or similar deck obstacle, they ride over with ease. Since the overall size of a bomb skid is determined by the size of the smallest bulkhead and elevation platform opening on any type carrier, any increase in wheel size was a major problem. The old M1 type skid had been designed with adequate clearance, but with the addition of larger wheels, it would not fit the bulkhead openings. However, after careful study, squeezing of dimensions and structural modifications, the new bomb skid was designed around the larger wheels. This was done at lighter weight and at no sacrifice of capacity or capability.

Reports by the ships using the new equipment show that the new equipment is considered a great improvement over the old. Use of the new bomb skids and adapters would, on the basis of wartime allowances, yield, it is estimated, the fol-



BOMB SKID 12B is shown above with adapter; below, it is loaded with six HVAR rockets.

lowing savings in weight and space:

CVB	23,060 lbs.	142 sq. ft.
CV	16,310 lbs.	78 sq. ft.
CVL	7,240 lbs.	80 sq. ft.
CVE	5,270 lbs.	64 sq. ft.

All operating parts of the bomb skid such as wheels, brake mechanism, handles, chocks, and hold-downs are completely interchangeable. Handles may be latched on to either end of the skid, the latch control being located at the operator's hand and not, as heretofore, at the skid. Thus the operator, after loading the skid onto the elevator, doesn't have to enter it to unlatch and release the handle. The skid is capable of transporting any store up to 1000 pounds from the ammunition room, up through any combination of upper and lower stage elevators on any aircraft carrier. It is 33 pounds lighter than the one currently in use.

A description of the associated adapters for the Aero 12B skid follows:

Aero 8B Bomb Skid Adapter—The adapter is a frame upon which are mounted adjustable supporting stumps designed to handle six of any type rocket from $2\frac{3}{4}$ to 5 inches in diameter. The adapter occupies less stowage space than the Mk 3 Mod O bomb skid adapter and requires no loose or interchangeable parts to accommodate the various rocket diameters. All parts such as stirrups, hold-downs and frames are completely interchangeable. When the adapter is hung upside down on a bulkhead, the projecting stirrups swing over and in, thus reducing the space required. Even if the adapter is stacked on the deck in preference to hanging it on the bulkhead, there is a saving in stowage. By actual weight the adapter is 49 pounds lighter than the one currently in use.

Aero 9B Bomb Skid Adapter—The adapter is a collapsible box, the sides and ends of which are attached to the base of the adapter with piano type hinges. When assembled and ready for transporting stores and miscellaneous equipment, the sides and ends of the adapter are held in position with four simple bolts. The adapter occupies less stowage space than the Mk 5 Mod O bomb skid

adapter and it is entirely free from loose parts. The adapter is capable of transporting practice rockets, rocket heads, rocket motors, belted ammunition, ammunition cans and any packaged pyrotechnics up to its 1000-lb. capacity.

In its collapsed position, the adapter can be hung on a bulkhead or stacked on the deck. By actual weight, the adapter is 100 pounds lighter than the one currently in use.

New Tail Tow Bar for F9F

Aircraft handling crews aboard the USS *Oriskany* have been able to speed up flight deck respos by manufacturing a suitable tail tow bar for F9F-3 aircraft. The Universal tow bar was unsatisfactory because of the excessive time required to hook up and the danger



NEW ORISKANY TOW BAR PROVES WORTH

of tipping the aircraft over when turned broadside to the wind.

The new tow bar allows a straight pull back, thereby eliminating the 180° turn required when using the Universal tow bar. It is also used to spot the aircraft. Inasmuch as it can be used on the F9F only, additional tow bars must be carried in stock for use on other type aircraft.

Despite some disadvantages, the new bar has been found most suitable for reverse towing. The design is a composite of ideas obtained from several other carriers on which the F9F's are operated.

New Retracting Strut Tool

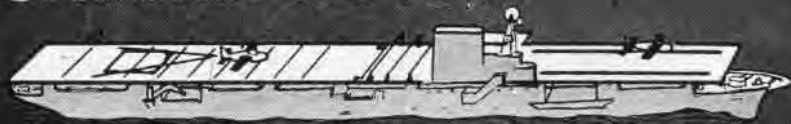
A new tool designed to simplify the extraction of the snap ring from the swivel gland shaft in the landing struts of the R3D has been manufactured by B. E. Fogle, AMI, of Acceptance, Transfer and Training Unit, Corpus Christi, Texas.

The tool is made from two pieces of $\frac{3}{8}$ " chrome-molybdenum steel pipe. The pieces of pipe are four inches long, and welded to form a T. The lower wall of the vertical pipe is filed to form two $\frac{3}{8}$ " prongs, resembling screw driver blades. The prongs are formed directly opposite each other.

To extract the snap ring, the prongs of the tool are placed on the retainer ring and the swivel gland spring is compressed by pushing in on the handle. After the spring is compressed, the snap ring may be removed by the use of a small screw driver inserted between the prongs of the tool.

Previously, it was necessary to use two screw drivers to exert pressure on the retainer ring. A second man was required to slip the snap ring out. Owing to the restricted space, considerable time was required for the job. The new tool makes it a one-man job.

CARRIER NOTES



BUREAU OF AERONAUTICS—SHIPS INSTALLATIONS DIVISION

Canted Deck Report

The USS *Antietam* (CVA-36) reports that from 1 February 1953 until 6 March 1953, a total of 1,680 landings were made in evaluating the canted deck. Of these, 896 were arrested landings, 794 of which were accomplished in the F9F-5 type aircraft. The remainder were of the touch-and-go variety. Seventy-eight night landings were made.

During the period when arrested landings were the objective, 93 no-engagements occurred due primarily to hook bounce or flared wings which caused the aircraft to bounce over the wire. The majority of these no-engagement passes were caused by jet aircraft which failed to touch down before reaching the number five and six cross deck pendant area. An increase in the number of arresting wires, or a relocation of the existing six pendants is being considered.

A total of six accidents occurred, two in each of the Class B, C, and D categories. All of those were nose wheel accidents in which the nose wheel of the F9F-5 failed on landing. Two appeared to be the result of poor pilot technique. It is believed that the position of the barricade ramp was a major contributing factor in the four other accidents.

It is interesting to note that the average day pullout of wire during the period of the report was 141 feet for the F9F-5. At night, this type aircraft averaged 145 feet. The number of engagements per cross deck pendant were fairly evenly distributed with number one wire being engaged 85 times; number two, 153 times; number three, 202 times; number four, 161 times; number five, 113 times; and number six, 80 times. All of these engagements were by F9F-5 fighters.

The conclusions of the evaluation of the canted deck during this period were generally highly optimistic. This configuration appears to offer great promise in the way of reducing accidents incident to landings.

Catapult Speedometer

It was previously reported in an earlier issue of NAVAL AVIATION NEWS that an electric speedometer was under development which would furnish an immediate indication of catapult end speed in the catapult control room. Development of this equipment has proceeded to the point where it is considered acceptable for service use. Changes are being prepared to cover the installation of this equipment on H4 and H8 catapults.

The speedometer is actuated by the catapult engine crosshead and furnishes a direct indication of end speed in knots in the cata-

pult compartment to an accuracy of \pm two knots. Modifications necessary to install this equipment are within the capacity of the ship's forces.

Device Speeds Oil Draining

USS BADOENG STRAIT—The "XSSM" drain oil bowser has been designed and built by C. E. Potvin, AM3, G. F. Ottosen, AN, and L. J. Grass, AM1, as a time-saver in handling drain oil from aircraft. "XSSM" stands for "Experimental Surface-to-Surface Missile."

The bowser was constructed from one napalm tank, one battery cart, one 1½" glove valve, 15 feet of 1½" surveyed fire hose, one swivel caster, and four 2x3/16" iron strips, 38 inches long. The tank holds approximately 150 gallons of oil.

It can be easily moved about the hangar deck. The hose can be conveniently lowered from a sponson to the water where the residue will be carried away.



DESIGNERS CHECK THEIR DRAIN OIL BOWSER

H4C Catapults at 4000 PSI

Tests conducted aboard the USS *Palau* indicate that operation of H4C catapults at 4000 psi launching pressure is satisfactory for service use. Fifteen launchings were made aboard the *Palau* at pressures in excess of 3500 psi. Ten launchings were made at 4000 psi. The capacity of the catapult is increased approximately 18% at an end speed of 74 knots.

Based upon the foregoing tests, a catapult change is being prepared which outlines the minor modifications required on the catapult in order to operate at launching pressures of 4000 psi. These changes can be made by the ship's forces. Calibration data obtained from the *Palau* high pressure launchings will be available in the near future.

HORNET REUNION

The USS *Hornet* (VC-12) reunion will be held June 12-14 at the Hotel Chelsea, Atlantic City, N. J. For further information write Abe Lipsky, USS *Hornet* Club, 266 Conklin Ave., Hillside 5, New Jersey.

LETTERS

SIRS:

The Oklahoma chapter of American Ex-Prisoners of War is holding the Sixth National Convention of American Ex-Prisoners of War. It will be held in Oklahoma City on June 4-6, at the Biltmore Hotel.

There are approximately 132,000 ex-prisoners of war or next of kin who are interested in this convention. This also includes all American ex-prisoners of war who are still in the service.

R. A. ALLEN, LT.
NATTC, NORMAN, OKLA.



SIRS:

There is a right way and a wrong way to do things in aviation, and the wrong way has been getting some publicity of late and should be spotlighted.

Aviation Medical Safety Bulletin #8 tells of an AD pilot whose engine froze, forcing him to ditch. The story quoted him as saying he swam a few feet from the plane. "I then inflated my life vest and unbuckled my chute."

Naval Aviation News December issue tells of a Marine at Edenton who ditched his *Corsair*. The story says "He released his safety belt, floated out from the plane and inflated his Mae West. With a little difficulty, he took off his parachute."

In both of those cases the pilot did things backwards. We keep hammering in training that the parachute harness should be unbuckled before the Mae West is inflated. It is difficult to unfasten the harness once the vest is blown up and might conceivably cost the pilot his life.

COLONEL, USMC



SIRS:

Greatly enjoyed "The Life and Flight Times of Gramp" in the January issue, but find one statement I'm sure Gramp wouldn't have let slide through—if for no other reason than his undoubted belief in a Howgoesit Curve.

The article credits Gramp's flight with VP-10 from Diego to Pearl as "the longest mass flight attempted up to that date, 1938."

Page VI-13, NAVAER 00-80V-32, says that's a distance of 2,288 miles. So what about the 14 PBV-1s of VP-3 which Lt. R. W. Morse led from Diego to Coco Solo in late June 1937? The same page says that's 2,507 miles—or is 18 planes more of a "mass" than 14?

A. A. SPROULE, LCDR.

NAMTC, PT. MUGU, CALIF.

† The first "mass flight" of Navy planes on record actually was when six P2Y's flew from Norfolk to Coco Solo in Sept. 1933. LCDR. Wm. McDade led 12 PBV's from San Diego to Pearl Harbor in January 1937, so it looks as the Gramp's flight qualified mainly because of the most planes.

● NAS JACKSONVILLE—After eight months of combat action in Korean waters aboard the *Kearsarge*, the *Red Rippers*, VF-11, are home.

LETTERS

SIRS:

With reference to the article *Flares Light the Way for Fighters*, January, 1953, issue, some added information is hereby submitted. The operation was pioneered by VP-772 and VP-28, followed by VP-871 who later checked out VP-9.

The sketch shown on pg. 14 was drawn expressly for VP-871 as can be noted by the designator on the tail. The account of the operation was well written, however it is disconcerting to ex-members of the *Old Lamp Lighters* to see their sketch lifted without acknowledgement.

J. F. RUSSELL, LT.

1225 OXFORD WAY
STOCKTON, CALIF.

† The article and pictures were prepared for NANews by ComNavFe in Tokyo. The drawing showed better than could any photo how a night flare plane operated. VP-9 hereby gets a pat on the back for pioneering, with other squadrons, in Korea.



SIRS:

An article in the January issue concerns the high altitude photo record set by a pilot of VC-61 from Miramar. In the accompanying photo, which shows many points of interest to a native San Diegan, the naval air station at Miramar is *not* shown.

The article refers to an "X" formed by crossed runways, as those at Miramar. However, having flown from both fields, I have recognized the "X" in the picture as the runways at Montgomery field, or San Diego municipal airport.

REX A. MADDOX, AC1

GCA UNIT NO. 26

NAS ATSUGI, JAPAN

† Our apologies to Miramar for mistaking it for the smaller field. We got a bum steer from a chairborne photo interpreter in the Pentagon.



SIRS:

The February issue of NAVAL AVIATION NEWS credited VP-741 with being the first squadron to add an economy officer to its organization. No date was given for this addition to their roster, but we believe that our VP-21 may have beaten the gun on this one. On 13 November 1952, Lt. W. R. Berger was appointed Cost Control Officer of our squadron.

Up to now, we have been equipped with P4M-1's. Those twin jets of the Mercator burn a lot of fuel so that we have no reply to VP-741's NSA record but we have been devoting a good deal of time to cutting costs where we can. With our new P2V-6's, we should be matching or beating VP-741 in short order.

CDR. A. A. BARTHES
COMMANDING OFFICER

NATC PATUXENT

SIRS:

The readers of your article "Naval Air Station Types" in the February issue might be interested in the extra news that NAS CORPUS CHRISTI has aboard a training component which we feel worthy of inclusion under "Training Air Stations"; it is the Naval School, All Weather Flight.

Estimates of the capabilities of present equipment and training methods support a contention that general carrier air groups can be made capable of conducting carrier operations with ceilings as low as 200 feet and visibility of 1000 yards. Obviously, the tactical training necessary for such a task cannot be given to newly designated aviators unless they are thoroughly qualified in basic instrument flying, and at ease in instrument weather; this is where all weather flight comes in.

Each newly designated Navy carrier pilot goes through an intensive instrument flight syllabus before going on to jet training or directly to the fleet. This advanced instrument course is a modification of the well known instrument flight instructor course given by all weather flight for many years.

Comments of fleet commands receiving recent graduates of flight training indicate that it is training time profitably spent and gives the fleet a pilot well qualified to pursue tactical all weather training in the type aircraft he is assigned to fly.

J. R. REEDY, CAPT.
NSAWF, CORPUS CHRISTI

WAVES' ELEVENTH REUNION

All Waves, past and present, active and inactive, USN and USNR, are invited to attend the eleventh annual national Wave reunion to be held July 31st, August 1st and 2nd, 1953, at the Brown-Palace Hotel, Denver, Colorado. For information, send a self-addressed, stamped envelope to National Wave Reunion Committee, P. O. Box 622, Denver, Colorado.

VB-5 REUNION

Bombing Squadron 5, USS *Yorktown* (CV-5), is planning to hold a reunion in San Diego on 6 June 1953, at a place to be announced, of all personnel who served in the squadron at any time from the date of commissioning to July 1942. All former members not already contacted are asked to write John W. Trott, 4512 Pescadero Ave., San Diego 7, Calif.

YORKTOWN REUNION

The sixth annual reunion of men who served on the CV *Yorktown*, known as "The Fighting Lady," during the last war, will be held in New York City, May 8-10 at Hotel Belmont Plaza. The Yorktown Association numbers 1250 members. For more information write: Yorktown Association Inc., c/o George Bernard, New Equipment Digest, 60 E. 42nd St., New York 17, N. Y.



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● THE COVER

Another in Naval Aviation News' series on "Faces of Naval Aviation in this month's cover typifying the CIC plotter in a carrier. The plotter is E. L. Singletery, AF2, and the photographer John Koplin, PhAN, both of Naval Photographic Center, Anacostia.

● SUBSCRIPTIONS

An unclassified edition of Naval Aviation News, containing special articles of interest to Reserves, is available on subscription for \$2 a year through Superintendent of Documents, Government Printing Office, Washington 25, D. C. Changes of address for this edition should be sent to the above address.

● THE STAFF

LCdr. Matthew H. Portz
Head, Aviation Periodicals Section

LCdr. Arthur L. Schoeni
Editor

Izetta Winter Robb
Lt. Dorothy L. Small
Cdr. Charles A. Collins
Richard G. Fuller
Associate Editors

James M. Springer
Art Director

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MIDWAY'S INSIGNIA

THE FIVE squadrons of Carrier Air Group Six based aboard the *Midway*, subject of this month's feature article, are presented here. VA-25's leaping cat with bared fangs and claws depicts the striking power packed in the squadron's punch. VF-41's animated ace of spaces is loaded with a rocket to hurl after the one he's just let go from his tail hook equipped cloud. The mailed fist of VF-21's *Mach Knockers* shatters the sound barrier, and the VF-42 shield carries the chessman's pawn. The *Jolly Roger* of VF-61 waves traditional skull and cross bones.



VA-25



VF-41



VF-21



VF-61



VF-42



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