NAVAL AVIATION NEWS

46th Year of Publication

JUNE 1965

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CONVERSATION OR CONFLICT

"In some 15 Cold War incidents since Korea . . . the seapower factors of mobility, flexibility and responsiveness were used by the Navy in almost a classic sense as, in incident after incident, naval forces 'just happened to appear on the scene' at the proper time and in the proper amounts. When these naval forces arrive in distant disturbed areas, they are fully prepared for either conversation or conflict."—Admiral David L. McDonald, Chief of Naval Operations.

■ COVER

Cover throws spotlight on Navy's East Coast ferry squadron, VRF-31. Above, LCdr. Ed McKellar leads formation of VA-125 pilots flying by Mt. Shasta in A-4 Skyhawks. Number 2 pilot is Lt. Bob Klugh; No. 3, LCdr. Bob Owens; and No. 4, Lt. Bill Isenhour.

NAVAL AVIATION NEWS

FORTY-SIXTH YEAR OF PUBLICATION JUNE 1965

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■ THE STAFF

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NAVAL AVIATION NEWS

VAP-62 Aids Flood Area

Provides Aerial Photo Coverage

A Jacksonville-based Navy squadron was called upon by the U. S. Army Corps of Engineers to assist in obtaining aerial photographic coverage of the floods caused by the Mississippi River.

Heavy Photographic Squadron Sixty-Two, based at NAS JACKSONVILLE, dispatched one of its versatile RA-3B *Skywarriors* and a flight crew, consisting of two officers and two enlisted men, to record flood stages of the Mississippi. VAP-62 was selected because of the excellent photo coverage it produced during the low water stage in the spring of 1964.

Based at NAS TWIN CITIES, the VAP-62 aircraft flew a daily run from St. Paul, Minn., to St. Louis, Mo., obtaining accurate aerial photographic measurements for use in maps. The twin jet RA-3B was chosen because it could cover the entire flight line in two hours. The crew mapped the river daily as the flood crest moved downstream.

Commander J. P. Cullen, Commanding Officer of VAP-62 and a native of Minnesota, once resided in the area assaulted by the Mississippi River floods.

Outstanding Marine Cited

Receives DAC Gold Watch Award

The Outstanding Navy-Marine Aviation Cadet of 1964 is 1st Lt. Robert B. Geltz, 23, of Seattle, Washington. Lt. Geltz was picked from more than 1,000 Navy-Marine Aviation Cadets at Pensacola after making the highest over-all score in flight proficiency, academics and officer-like qualities. He received the Gold Watch Award, an annual presentation by the Daughters of the American Colonists Society.

Lt. Geltz serves with VMFA-542 at MCAS EL TORO and flies the F-4B *Phantom*. Because of operational commitments, he was unable to attend the presentation. Major General Louis B. Robertshaw, Deputy Chief of Staff, Air, to the Commandant, U. S. Marine Corps, received the award on behalf of Lt. Geltz at the General Assembly of the Daughters of the American Colonists, held at the Mayflower Hotel in Washington, D. C.

GENERAL GREENE MAKES DAC PRESENTATION

General Wallace M. Greene, Jr., Commandant of the Marine Corps, made the presentation to Lt. Geltz during ceremonies at MCAS IWAKUNI, Japan.

Before entering the service in March 1962, Lt. Geltz attended the University of Washington. He received his wings and commission in March 1964.

A CREW FROM NAS NEW YORK *removes WW I vintage ME boat from Great Neck, Long Island, garage of Mr. George Waltman who sold it to the Naval Aviation Museum. During and prior to WW I, similar Curtiss flying boats served widely as trainers. This particular ME, the first built at the Naval Aircraft Factory, Philadelphia, is being reconditioned there before shipment to Pensacola where it will be exhibited as the oldest aircraft in the Museum.*

Whidbey Winners Listed

VAH-123, VA-125, VP-17 in Lead

Bomber Stream Charlie, a simulated wartime bombing/navigational exercise was won by VAH-123, VA-125,

DURING HIS FIRST *visit to a U.S. carrier, South Vietnam's Prime Minister, Dr. Phan Huy Quat, observes flight deck action aboard USS Coral Sea (L) and pauses for the playing of the American and South Vietnamese national anthems (R). Dr. Quat flew aboard the carrier with a party that included American Ambassador to South Vietnam Maxwell D. Taylor and the Commander of South Vietnam's 1st Army Corps, Brigadier General Nguyen Chanh Thi. The party was greeted by Rear Admiral E. C. Outlaw, C.T.F. 77, and Coral Sea C.O., Captain George L. Cassell. In a speech carried over Coral Sea's TV, Dr. Quat expressed his country's appreciation of Seventh Fleet's aid.*

and VP-17. The exercise took place at NAS Whidbey Island.

Bomber Stream flags were presented to Commander Edward C. Fritsch, Jr., C.O. of VAH-123, for first place in the heavy attack category, and to LCdr. W. H. Robertson representing VA-125, the light attack winner. The *Totem Pole* Award for patrol squadrons went to Commander Robert J. Sadler, C.O. of VP-17. The awards were presented by Captain Donald G. Gumz, Commander Fleet Air Whidbey and Commander Fleet Air Wing Four.

Top crew in competition with the A-3B *Skywarrior* went to VAH-123 and was comprised of LCdr. W. R. Grayson, pilot; Lt. J. A. Gauthier, bombardier/navigator; and W. H. Boltz, AE1, crewman. Top crew for the A-4 *Skyhawk* was Lt. R. P. Rognlien of VA-146, based at NAS Lemoore. Top crew for patrol units was from VP-42. The plane commander was Lt. M. A. Pearce.

Also included in the competition was buddy bombing. This occurs when the A-3's are joined by A-4's on a bombing run. It is designed to multiply the striking power of attack aircraft carriers and to develop proficiency in providing navigational services for the smaller jets. Top combination in this competition was the A-3 team comprised of Lt. R. R. MacDougall, pilot; R. J. Thomas, PR2, bombardier/navigator; and W. H. Gieck, AD1, crewman, from VAH-123; and the A-4 pilot, Lt. D. D. Monger of Attack Squadron 125.

The aircraft made bombing runs on two Spokane Radar Bomb Site targets and a bombing run on Wilder Bomb Plot near Boise, Idaho. Leaving Wilder, the aircraft proceeded several hundred miles to sea for the celestial navigation phase of the exercise. They crossed the Washington coastline near Neah Bay for a navigation score en route to Whidbey. Participating patrol squadrons conducted aerial mine laying in Admiralty Bay off Whidbey Island, and were scored on navigation, rocket firing, and low altitude bombing.

COMNAVAIRPAC, *Vice Admiral P. D. Stroop, and ComNavAirLant, Vice Admiral C. T. Booth III, attended the 11th Annual Bombing Derby at Sanford, Fla., after quarterly conference of the two Naval Air Force staffs.*

U. S. at Paris Air Show

Blue Angels Make European Debut

The United States will officially participate in the 1965 Paris Air and Space Salon to be held at Le Bourget Airport, Paris, France, June 11-21. American participation, which will focus on U. S. advances in aerospace technology, will combine static aircraft and space displays with flight demonstrations.

As part of their first European tour, the Navy's *Blue Angels* will take part in the aerial demonstrations scheduled for June 20. Navy aircraft to be included in the show are: Chance Vought F-8; Douglas A-4; Grumman E-2A, A-6A and F-11; Lockheed C-130, and P-3A; McDonnell F-4B; North American A-5A; Bell UH-1B and the Sikorsky CH-53A.

The U. S. Space Program will be represented by full-sized displays of the *Minuteman I* missile, the *Atlas* and *Titan II*, and the *Agena B* space boosters. There will be 40 U. S. aircraft and missile exhibits and 19 flight demonstrations on the two days set aside for aerial exhibitions.

The tentative schedule for the *Blue Angels* during their European tour is: June 12, Vichy, France; June 13, Neuburg, Germany; June 15, Vienna, Austria; June 19, Evreux, France; June 20, Paris Air Show; June 23, Helsinki, Finland; June 27, Lolland, Denmark; June 30, Arnhem, Netherlands; July 3-5, Portsmouth, England.

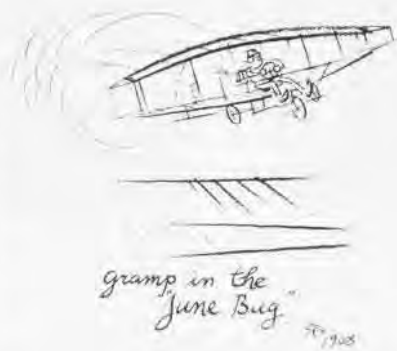
GRAMPAW PETTIBONE

Overconfidence—Inexperience

Three F-8 pilots launched for a scheduled advanced tactics flight. The lead pilot and his wingman (number 2) were to simulate separate sections with the third pilot acting as bogey.

At an altitude of 15,000 feet, the lead pilot called a 90° turn to port and, while in the turn, called a bogey. At this time, the number two pilot spotted a bogey which he immediately recognized as an F-9, crossing from right to left. The lead pilot, thinking the F-9 could possibly be his bogey, informed his wingman that they would continue for an identification pass.

During the 90° port turn, the wingman allowed himself to get sucked out of position and selected afterburner to close up. The lead aircraft rapidly overtook the F-9, passed him on the right and pulled up. The wingman, who was now in burner, trying to close his position, thought his section leader had overshot. The anxious wingman saw the F-9 pilot begin a



moderately tight descending right turn and immediately he became convinced that he had accepted the challenge to hassle a little.

Since he was closing the F-9 at an extremely rapid rate, the eager *Crusader* pilot executed a high side yo-yo with a roll to the inside to avoid overshooting and proceeded to dive on the F-9. At an airspeed of about 350 knots while trying to match the F-9's radius of turn, the pilot experienced heavy airframe buffet and immediately lost control when the F-8 snap-rolled to the left. He quickly neutralized the controls. The F-8 stabilized for a moment, then once again entered uncontrolled flight.

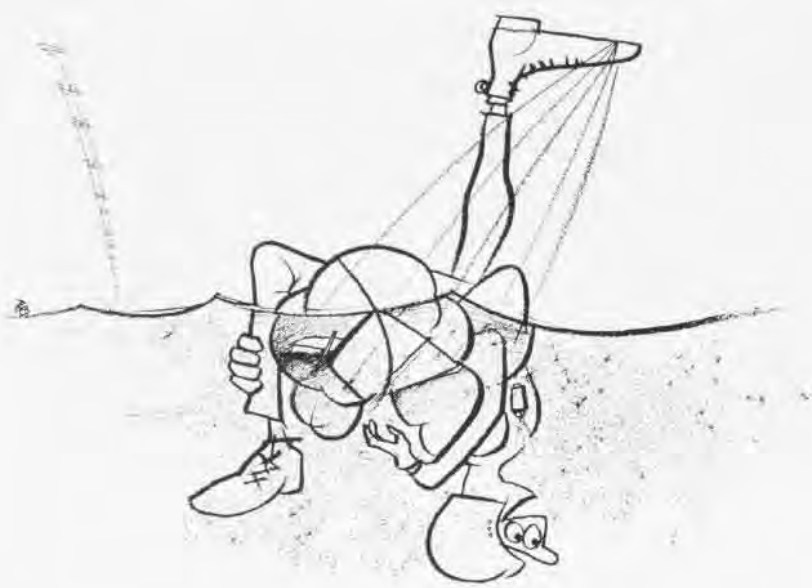
About this time, the pilot became rudely aware that he was in a spin and quickly initiated spin recovery procedures. He retarded the throttle and, while reaching for the droop control, noticed the altimeter unwinding. With the aircraft in an extreme nose-down attitude, the pilot ejected at an altitude of approximately 5,000 feet.

The ejection sequence was normal but, in attempting to fasten the pararaft lanyard to his torso harness, the pilot pulled the release for the seat pack. Upon entering the water, he became entangled in the shroud lines. He finally freed himself by cutting the lines with his survival knife. He was unable to reach the shroud cutter in the survival vest as it was under the inflated Mk. 3C. The pararaft was lost during the struggle with the shroud lines, but he managed to save the smoke flares and dye marker. Luckily, the pilot was a good swimmer and in excellent condition as he was not rescued for over two hours.

Grampaw Pettibone says:

Oh, my achin' ulcer! I have no idea how the flight leader briefed this hop, but it's for sure that the bogey wasn't supposed to be an F-9. When a wingman goes toolin' off on his own, it's just pure and simple poor flight discipline.

This lad didn't have too much experience in the *Crusader* and he proved it the hard way. Confidence is great if based on knowledge and spirit is commendable if tempered by experience, but overconfidence plus inexperience is a sad combination.



Low and Slow

Two young aviators in A-4C's filed an instrument flight plan from an East Coast MCAS to an Air Force base approximately 200 miles away. The training flight progressed nor-

ILLUSTRATED BY Colon

mally to the AFB and, after the pilots cancelled instruments at 20,000 feet, the flight entered traffic for landing. The lead pilot broke and landed on the left side of the runway.

After taking a normal interval, the wingman hit the 180° position at 1200 feet and continued in his approach reporting his gear down turning final. At about this time he experienced a short period of turbulence and immediately noted an excessive sink rate. He added power to stop the sink rate but did not go to full power until he realized he was dangerously low. Immediately, after going to full power, the left wing of the aircraft struck a power pole, barely cleared a warehouse and then touched down 700 feet short of the approach over-run.

The little *Skyhawk* bounced back into the air and continued in a climb to 5000 feet. During the climb, the pilot, seeing the left wing and aileron were damaged, leveled off and checked the aircraft for slow flight. Since damage did not appear to be too severe with near normal control response, a straight-in approach was made to a landing. Shortly after touchdown, the pilot realized the left brake had failed. He immediately informed the tower that he would take the arresting gear; a successful arrestment was made. After the aircraft came to a stop, the pilot climbed out uninjured. The aircraft sustained overhaul damage.

Grampaw Pettibone says:

Great balls of fire! This lad's just plain lucky to be here. He came within a foot or two of ending up in a warehouse with an A-4 around his neck.

Now, I know darn well this lad's been told hundreds of times what can happen when you get low and slow in a landing approach, yet he gets himself into that shape with no trouble at all.

After getting away with this one, I'll just bet, this young man can give us all a few thousand well chosen words on speed, attitude, and altitude control in the landing phase.

Blast Off

Early one bright afternoon, a pilot and RIO were briefed for an O&R pre-induction test flight in an F-4B. Pre-flight, start, taxi and takeoff were normal with no apparent discrepancies noted. The pilot climbed to 40,000 feet performing various checks en route, then descended to 10,000 feet to check the Ram Air Turbine (RAT). The RAT functioned normally and the pilot continued the descent, RAT extended, to check the radar altimeter.

The pilot decided not to do an angle of attack check owing to the amount of fuel aboard, but elected to consume the excess fuel by performing an over-the-shoulder (immelmann) maneuver in afterburner.

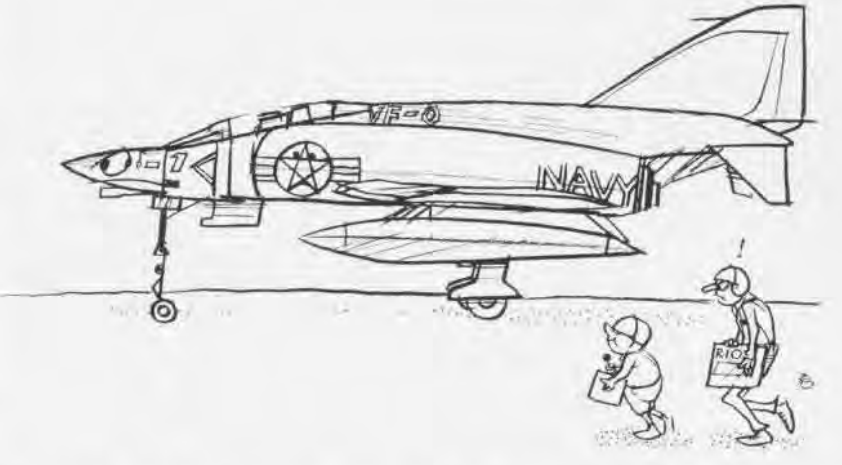
The aircraft at the time was at an altitude of about 800 feet and at a gross weight of over 32,000 pounds. The pilot initiated a gentle climb of approximately 500 feet per minute and then selected afterburner. Passing through 2,000 feet at an airspeed of 450 knots, he experienced a one-cycle, nose-down oscillation (nibble). The aircraft returned to level flight momentarily before another longitudinal oscillation was experienced.

At this point, the pilot retarded the throttles and simultaneously a severe pitch-down, short period oscillation occurred. During the pitch-down and under negative "g" force, the RIO ejected. A nose-up pitch followed immediately and the pilot ejected.

While descending, the RIO observed the F-4 roll to the left and crash in a nearly vertical attitude. The pilot and RIO landed approximately 200 yards apart in densely wooded, marshy terrain. The pilot was bruised and scratched from contact with the trees during landing, but the RIO suffered a fractured ankle and back injuries.

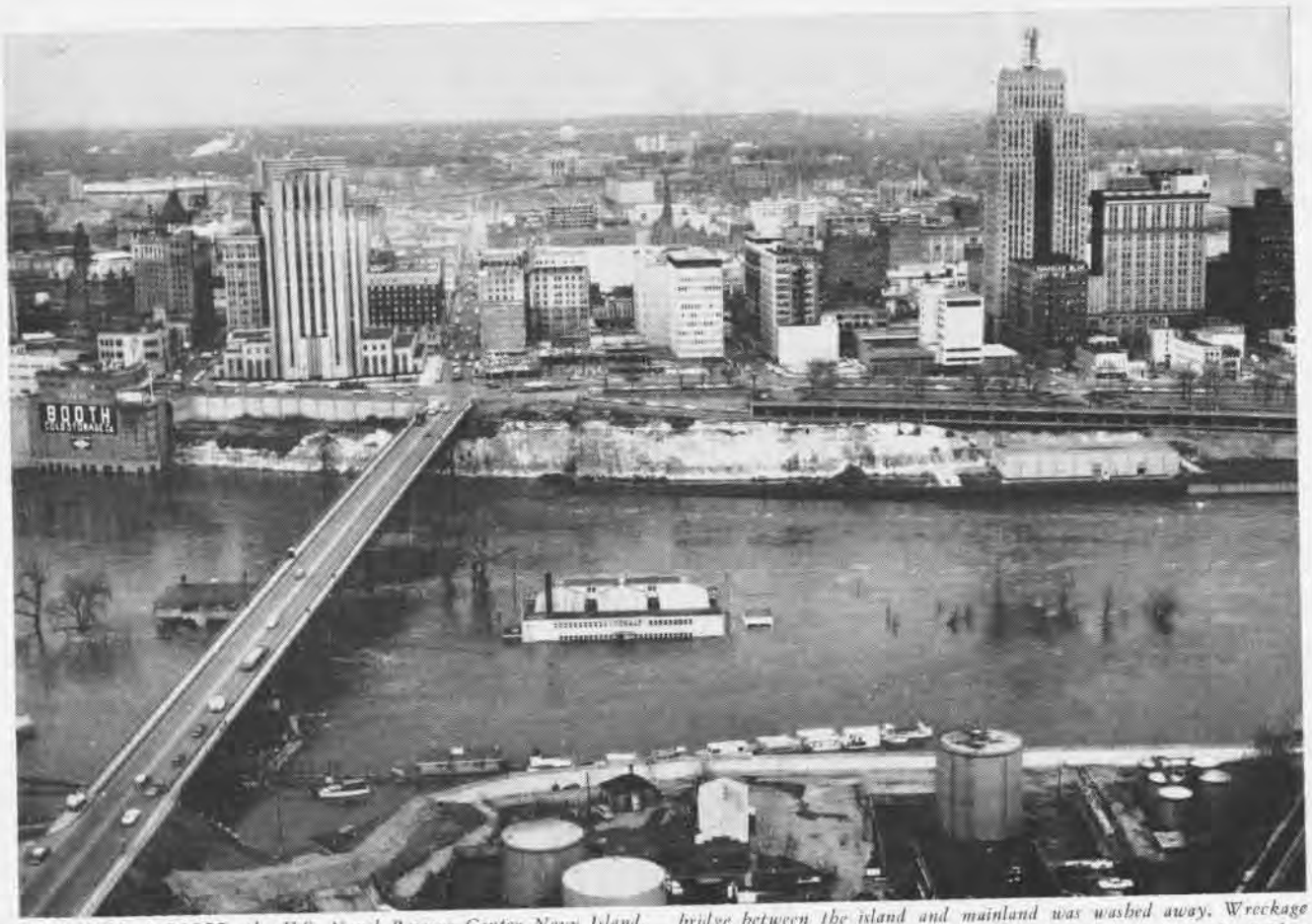
Grampaw Pettibone says:

Holy cats, if that don't wilt the lily, nothin' will! This gent has over 1,400 total flight hours, but very little time in afterburner/high performance aircraft and only 11.5 total pilot hours in the F-4B, spread over a seven-month period. With a logbook like that, he was barely qualified to start the aircraft much less be sent out on a test hop.



If there ever was an accident with supervisory error in it, this is it. Just how in the world could a pilot so completely unqualified be scheduled for a test hop? To ignore NATOPS and the other directives dealin' with pilot qualifications and readiness is not only costly but also downright foolish.

I really don't know how many hours of flight time this pilot needs to start playin' the game like a Pro, but it's pretty plain that 1,400 didn't do the job. Sure hope he's learned by now that there's a lot more to flyin' these birds than just strappin' one on and blastin' off into the wind.



RESEMBLING A BARGE, *the U.S. Naval Reserve Center Navy Island, St. Paul, was an early victim of the rampaging Mississippi River. The bridge between the island and mainland was washed away. Wreckage of the bridge is shown at lower left, beneath the Wabasha Bridge.*

NAVY AIDS FLOOD-STRICKEN MINNESOTA

WHEN THE WORST flood in Midwest history hit Minnesota communities, Air Reservists of HS-811, HS-812, HS-813 and the Marine's HMM-766 from NAS TWIN CITIES, commanded by Captain William J. Scott, executed many missions. Rescues, hourly flood patrols, dam watching, photo reconnaissance, transporting Red Cross officials, airlifts of supplies and personnel, and many other tasks were accomplished by helicopters.

MERCY MISSION *nears end as Mrs. Leonard Weiland, Le Sueur, is taken from the Navy helicopter to ambulance at NAS Twin Cities.*

SEVEN MEN *were rescued in this operation: five from a roof of Delano power station and two from a local co-operative creamery.*

NATOPS BY THE DOZEN

THE UNIQUE MISSION *of Aircraft Ferry Squadron 31 is dramatized pictorially in this photograph of 25 NATOPS Standardization Officers showing their manuals to Commander Jack R. Voorhees, squadron C.O.*

MOST NAVY squadrons have a single experienced aviator assigned as NATOPS Officer to supervise the Naval Air Training and Operating Procedures Standardization program. Aircraft Ferry Squadron 31 based at NAS NORFOLK, Va. has them by the dozen.

One senior ferry pilot coordinates the efforts of 25 assistants assigned to act as standardization officers for one or more of the many aircraft in the Navy inventory. These model standardization officers digest the message traffic and other information related to their particular aircraft and brief ferry pilots qualified to fly that particular aircraft. The task is complica-

ted by the fact that VR(F)-31 pilots are among the Navy's most mobile aviators. They seldom have the same destination on two successive flight plans and they spend little time in Norfolk between delivery trips. It becomes a challenge for these "stan" officers to keep an eye on their flock.

One solution is a weekly pilots' meeting to discuss operational problems. Each pilot also checks his slot in a cardex file between trips for safety blurbs written by the stan officers for the models he flies. In this way he gets the information not recorded for him in the minutes of the "All Pilots' Meeting." Important safety items are listed in the message assigning an aircraft to a ferry pilot on the road.

Standardization officers supervise qualification check flights for pilots who have built up sufficient experience in Replacement Air Group training programs or previous squadron duty tours. The ferry squadron is unique in that it has no aircraft assigned. Therefore, much of the multi-engine training in VR(F)-31 is done on the job in the course of delivery missions.

To become qualified to go on the road, pilots coming aboard VR(F)-31 start by studying and completing aircraft and NATOPS exams in at least three aircraft they will be designated to ferry. They spend the first two or three weeks in the squadron doing this paperwork, completing flight physiology requirements, route briefings and required reading. The new officer is then a follow pilot. Depending on experience, a pilot makes one to five cross-country trips or overseas trips before being designated a single pilot qualified to proceed independently. When experience builds up and he completes a procedures examination, the step to lead pilot is made. Of course, all pilots must be instrument-qualified, so an annual ground school and flight check are additional requirements.

Ferry flying is not a routine series of situations with the same course rules governing each flight. Pilots must adjust to a variety of bases and operations over different routes. For that reason, special briefings are incorporated into the training program to help prepare the pilot for the unexpected. Considerable attention is also devoted to OpNav Instruction 3710.6 regarding responsibilities of activities concerned with aircraft ferry service. Since much of the ferry business involves delivery to and from progressive aircraft rework, ferry pilots become especially cognizant of Progressive Aircraft Rework procedures.

A route liaison officer maintains an information file to assist with unpublished details regarding facilities. Helpful hints are informally passed to new pilots to save them the time-consuming process of learning everything by experience. This officer also reviews reports by pilots who encounter difficulties, so that he can smooth out areas in which misunderstanding occurs.

The responsibility of the safety officer is to keep everybody posted on the details of latest information concerning the aircraft he flies. He maintains a required reading file of pertinent facts and supervises publishing safety bulletins from standardization officers.

Despite the fact that being on the road is a seven-day-per-week job, morale is high because it's a flying job. Assignment as a ferry pilot is regarded as a bonus flying tour for experienced pilots, splitting their sea duty with a squadron and a second cockpit tour in the ferry command. As an example of the varied flight experience available, A-4 pilots can anticipate qualification in F-4, A-6, and F-8; and a P-2 pilot can expect to fly P-3 and C-130 turbine aircraft. Helicopter pilots have the entire range of Navy helicopters in which to enlarge their qualifications as well as plenty of fixed-wing flying. The number of aircraft qualifications is limited only by individual pilot motivation and skill.

Since there are no aircraft permanently in the custody of VR(F)-31, the squadron is in the unusual position of being without a maintenance department. Some 46 of the 100 enlisted personnel are regularly assigned as aircrewmen or candidate aircrewmen. Flying opportunities vary from flight engineer's duties on P-3 and C-130 aircraft to the crewman's seat in an F-4 *Phantom* jet. Serving as copilot in S-2 and other smaller multi-engine types is routine for ferry squadron crewmen.

A senior petty officer works with the assistant standardization officer for each model aircraft to ensure that crewmen get all information pertinent to planes in which they are qualified. Study sessions and lectures by

LT. JIM BUCK, *Schedules Officer, receives one of many telephone calls providing information. Scheduling traffic is his demanding job.*

COMMUNICATIONS *are vital if Lt. Buck is to match efficiently pilot and crewman qualifications with over 40 aircraft models the unit flies.*

LT. RALPH BROWN *checks routes. Pilots take advantage of southern weather and lower minimum en route altitudes in El Paso, Tex., area.*

THIS ROUTE *was taken by a crew delivering a P-3 Orion to North Island, a P-2 Neptune to Japan, and C-130 Hercules to NAS Atlanta.*

experienced personnel are a continuous routine during periods in Norfolk. VR(F)-31 aviation mechanics claim their situation has a real advantage for a man trying to advance in rate because of the wide opportunities and diversification of aircraft he encounters in his assignment.

Currently, three of the squadron's 46 aircrewmen are non-rated men and 14 hold third class aviation ratings. A great deal of experience and diversified background in Naval Aviation characterize the remaining 29 enlisted crewmen. They have to be versatile when switching from turbine aircraft to reciprocating engine types in the course of a mission.

For example, a chief technician, T. L. Warinner serving as radioman, and two first class mechs, Z. J. Fredrick and W. Simpson, recently formed a crew for three VR(F)-31 pilots who ferried a P-3 *Orion* from Norfolk to San Diego; then took a P-2 *Neptune* to Iwakuni, Japan. Their return ferry assignment was a C-130 *Hercules* to Marietta, Ga., with fuel stops at Adak, Alaska, and San Diego, Calif. Return to Norfolk (home base) was made via government aircraft which was also being flown by ferry crews.

Atlantic overseas runs are routine. The 1964 "remain overnight" message log shows deliveries to Rota, Spain; Naples, Italy; Mildenhall, England; Sigonella, Sicily; Keflavik, Iceland; Kenitra, Morocco; and Iwakuni, Japan. Getting stuck in exotic faraway places with a sick airplane sounds enjoyable, but since the crew has a limited laundry supply and spends 70% of the time on the road anyway, the romance of it all loses its luster.

The VR(F)-31 aircrewmen average nine aircraft qualifications each. It is a challenging task for each crewman to keep his qualifications current. Constant study is required to pass written examinations which must be taken annually. It is a stiff requirement but a wise one.

The camaraderie built up among ferry personnel boosts morale. No ferry pilot overflies a regular stop without checking to see if a stranded crew needs a ride to its next assignment. Variety in liberty spots is another big factor in building high morale. Recreation runs from ice curling contests in Nova Scotia to skin diving in the Bahamas. Helicopter personnel, especially, get a variety of stopping places although government bases are naturally used whenever possible for good solid reasons of economy.

In addition to being versatile in flying several aircraft, the professional ferry pilot must be flexible in his mental attitude toward the variety of situations he encounters. Despite scheduling at least one afternoon ahead, he reports to the squadron each day with his suitbag packed for at least ten days on the road in either desert or arctic climate. There is always the possibility that a bird is not in "up" status even though it has been declared "ready for issue." Scheduling around an unexpected discrepancy can be a major problem for the master controller back in Norfolk who manipulates crewmen, pilots, and aircraft in a spiderweb more intricate than any insect can devise. Constant experience perfects his skill.

Aircraft Ferry Squadron 31 is responsible for control of all ferry movements east of the 96th meridian. A sister squadron, VR(F)-32, controls western operations. The complexity of juggling aircraft, pilots and crews gets an apt comparison from Commander Jack R. Voorhees, Commanding Officer of VR(F)-31. He says it's like the man who had to haul four tons of canaries in a two-ton truck. All he has to do is to keep half of them flying all the time.

Few of his pilots complain about not getting airborne. Last year VR(F)-31 was high-time squadron in AirLant with a record 22,800 pilot hours and an accident rate of 0.86 (two accidents: both material failure) while delivering 2,300 aircraft.

Standardization of that much flying in more than 40 aircraft models would be a problem without the experience level of VR(F)-31 pilots. Most are at least second tour aviators and some have lost count. Log books generally show multi-thousand hours; none total less than a thousand pilot hours. The average flight time per pilot in VR(F)-31 is 3,900 hours, and this spells experience.

At 21, the Ferry Squadron has come of age and is among the oldest in the Navy. At one time, near the end of WW II, it had in excess of 1,000 pilots. Records show that one night the squadron received 440 "remain overnight" mesages. With the current shortage of Naval Aviators, only 40 of VR(F)-31's 50 billets are filled. For the pilot who wants to broaden his professional aviation experience in a variety of aircraft, it is a good choice to put on the preference card.

A Modern Odyssey, or

'SHIP, SHIP—OH! WHERE IS MY SHIP?'

By Marc Whetstone, JO1

IT HAD A HORRIBLE beginning and if I could have chosen any other way, I would have been grateful for the chance. "It," in this case, was travel in connection with orders.

I was stationed in Florida, at NAS JACKSONVILLE. I knew it would not be long before I could expect orders. There was a whispering in the wind that said, "West Coast." The immediate problem was, do I sit pat or do I pack up and ship my family to California? I decided to fly to Washington to nose around and determine which way the wind was actually blowing.

I caught a hop to NAF ANDREWS. Aboard the same plane were two Shore Patrolmen who had been suddenly drafted to escort a covey of prisoners to D.C. At Andrews, the prisoners delivered, the SP's learned they'd have to RON. They very much wanted to see the nation's Capital, so they tagged along with me, to seek lodgings in Washington.

Their company was great. It wasn't until we got off the bus in downtown Washington that I realized I was trapped. We walked down Constitution Avenue in the middle of the evening traffic rush. Out of habit, I guess, they flanked me, .45's still strapped to their sides, the SP brassards blazing. People started staring and making a path for us. Each step I took increased dread and embarrassment. "Hey," I wanted to shout, "I'm not guilty. I didn't do anything." Outside of my trip to the altar, it was the longest walk I ever took.

The escorts finally left me, once they found where Armed Forces Police headquarters was located. Nice guys that they were, I felt like a free man again.

Next day I checked with BUPERS and learned that I could expect orders to the West Coast. This was confirmed a short time later, back at Jax, when a personnelman called to inform me that the orders had arrived. I was to serve in the USS *Kearsarge* (CVS-33), whose home port is at Long Beach.

'People started making a path'

This news, as a rule, usually provides a lift. For the married man, problems of indecision suddenly seem to solve themselves—even before he hangs up the receiver. On the other hand, new problems are sometimes cranked in. For instance, the *Kearsarge*, I learned, was then "somewhere in the Western Pacific." Do I set up my family in our own home in Long Beach, among strangers, or do I take them to Phoenix where they'll be near relatives until the *Mighty K* returns to the U.S.? I chose the latter.

With furniture packed in the moving van, change of address cards deposited in the mail box, and our little '57 Chevvy packed to the soft top, including a spot for Gidget, a five-year-old Dachshund, we headed westward toward new horizons.

A magic time followed, of 30 days leave in the snowy ranges of Idaho and Colorado, an adventure the entire family could muse on in the months to come. I then boarded a plane in Phoenix, waved goodbye to my rather bewildered loved ones, and watched the Valley of the Sun become a lost oasis in the surrounding desert, as the sleek jet streaked upward to 19,000 feet. The odyssey had begun and the search for my ship was on in earnest.

At Long Beach, I joined several other "dislocated" men who were also floundering around in the sea of transplantation—some going east, others going to the Far East. About two weeks later, I was included in a draft organized for flights from the U.S. to the Western Pacific. These orders took me to Travis AFB near San Francisco, in fact, via the San Francisco International Airport. It was at the International Airport that we ran into our first inconsistency. It was already 1900 and the orders read to report to Travis by 2300, some 57 miles away. The last bus to Travis had already left an hour earlier. We solved this problem—five of us—by sharing the expense of a rented auto and we reported in on time.

Illustrated by
Lt. Neil F. O'Connor, USN

From here on I have nothing but praise for the manner in which the personnel at MATS functioned. Although my flight was canceled that evening, comfortable berthing space was provided, as well as storage space for luggage. Whenever I had a question, it was answered quickly, completely and with just the right amount of enthusiasm to bring out a smile on the most tired transient.

Noon the following day, we boarded a commercial turboprop four-engine and bade the Golden Gate a fond farewell. Next stop astonished, though perhaps it shouldn't have—Anchorage, Alaska. It was late in August and the temperature was just at the freezing point. Vast glaciers stretched seaward from jagged, sky-piercing peaks. A splendor of rainbow-colored highlights reflected in the setting sun, and we marveled at this as the plane began its 16-hour, non-stop leg for Tachikawa, Japan.

It had been nine years since I'd travelled the narrow country roads of Japan. They were the same. Still narrow, with the same chuck holes. Still alive with erratic traffic. The three-hour bus ride to Yokosuka was stimulating, nostalgic, and an exercise in itself.

The *Kearsarge* had already been pulled out of Yokosuka to bolster the Seventh Fleet in the troubled waters of the Gulf of Tonkin. Consequently our rendezvous could not yet be consummated. The transient personnel office at the Naval Base had no idea when the *Mighty K* would return. I

was resigned to the fate of living out of my seabag for a while longer.

"All we can tell you," I was told, "is to sit tight." So I went to get a shoe shine. Five shoe shines, two haircuts and four days later, I doffed my tropical white uniform, donned my dress blues, and was handed a third set of orders. Destination: Subic Bay, Republic of the Philippines.

Back at Tachikawa, I inched my seabag up to the check-in counter. The terminal was crowded shoulder-to-shoulder. Finally, I stepped before a rather weary looking Air Force airman. He was smudged fingers-to-elbows with stamp pad ink used for endorsing flight confirmations on orders.

He looked at the orders and his eyes snapped. "Wait right here," he said. He rounded the counter instantly and clipped down the terminal walkway. My orders were clutched in his hands. "Good Lord," I thought, with a mixture of apprehension and curiosity, "what now?"

He returned, "Check your bags over there," he said, pointing to the checking station, "and then report to the Security Office across the street." He stamped the orders, handed them back, and returned his attention to the long line of waiting transients.

I couldn't for the life of me remember anything I might have done wrong. But when someone in authority tells you to report immediately to the police station, you do so with an extra beat or two in the heart and a furrowed brow. My heart beat sounded like an army of grape crushers at harvest time.

They were smiling at the Security Office when I reported and I thought of the *coup de grâce* that might have been an easier way to go. They don't smile for nothing, these guys, I thought. Steel yourself.

Then the let-down. I had been assigned courier duty, along with a USAF Airman First and a First Lieutenant. We were to guard a 600-pound crate and five registered mail bags. We never did find out what was in the crate, but were given a .45 to guard the whole shebang. The gun was given to the First Lieutenant who nonchalantly turned it over to me. There was a faint remembrance of Constitution Avenue back in Washington and a strong aversion to .45's, so I exercised my seniority and passed

'We were to guard the crate'

the weapon to the airman. What a contented, smilingly wary look of a shotgun rider that brought out on him!

There was one advantage to this assignment: we had the front row seats on the plane. There was also a disadvantage: while the other passengers happily snoozed the hours away, we had to keep each other awake, even resorting to quiz games.

Mid-summer humidity hung heavily over Clark AF Base in the Philippines when we arrived. I was acutely aware

'We've been looking for you'

that my dress blues were over-ripe for the cleaners. We were relieved of our courier duty by a Special Forces guard. I bade goodbye to my "shotgun" partners.

Only a transient Navy man can realize how heavy a seabag can get. And a hot and tired Navy man, 23 hours from his last sleep, is very conscious of this weight. It was 0530 and time for another check-in counter. I rejoined my fellow world travelers and discovered we had six hours to wait before the bus departed for the carrier anchorage at Subic Bay. At a nearby barber shop, I luxuriated in a relaxing shave.

The bus trip was a bleary experience. I fought the return of drowsiness, brought on by the hot, hot heat and rhythmic motion of the bus. I tried to concentrate on the velvet green countryside, farmers knee-deep in mud-soaked rice and cane fields, the laboring water buffaloes. But it was a losing fight. I was tired. I was fatigued. I was drenched in perspiration. Soon I was asleep.

Next thing I knew we were parked in front of the Subic Bay transient barracks. "Where is my ship?" I asked. The answer I had heard many, many times before: "Sorry. Don't have any idea today, but we'll let you know as soon as we find out." Was the entire Navy conspiring to hide my ship from me?

The days went by, each starting with the familiar answer. On the third day, the routine was changed. I helped form a search party scouting the jungles for a lost four-year-old girl. She was soon found by her parents.

On the fifth day, returning from a liberty jaunt to neighboring Olongapo village, I found rejoicing sailors packing seabags. The ships were entering harbor, led by the *Mighty K.*

Hurriedly, I checked out of the barracks, threw dirty clothes on top of clean in my seabag, and hired a taxi. It was unbelievable. This, then, was the end of a two-month, 10,000-mile search. Two newly acquainted shipmates helped me with my baggage as I walked up the gangway, stopping momentarily to salute the colors.

"Request permission to come aboard, sir," I said to the JOOW.

"Permission granted. Welcome aboard. We've been looking for you."

THE RUSSIAN WAY OF SOD FIELD FLIGHT

'To know how to fly from sod at all times of the year, in any weather (is) . . . a business of honor with every pilot.'

The following commentary is based on a series of articles which appeared in two official Russian military publications: Krasnaia Zvezda (Red Star), *which is the daily newspaper of the Ministry of Defense of the U.S.S.R., and* Aviatsiia i Kosmonavtika, *which is a monthly journal devoted to aviation and cosmonautics published by the editorial offices of* Red Star.

By Capt. Wm. C. Chapman, USN

RUSSIAN MILITARY aviators undergo intensive tactical training in the summer months because of their country's adverse climate in other seasons. In the summer of 1964, flight instruction emphasized operations conducted from unsurfaced, dirt or sod airstrips. Activities of this sort were common in the Soviet past, but the emergence of jet aircraft with their complexity, speed and size discouraged flight operations from the soil.

In June 1964, *Red Star* noted the value of WW II operations from unsurfaced airstrips at advanced bases. Although the advent of jets had stifled developments following the war, the Soviets used dirt runways in the Moscow area for MIG-15 flights in the early 1950's. Further, Il-28's flew from grass fields along with the Russian version of the B-29 bombers in the satellite countries.

The Soviet's current argument declares that advanced field operations are an absolute necessity in order to provide unremitting support for ground forces. Since the predominant mission of the Red Air Force is traditionally the support of the Army, and since Soviet fighters and fighter-bombers, according to Secretary of Defense Robert McNamara, have but half the range plus the bomb-load capability of their NATO counterparts, this is a cogent argument.

There are differences of opinion among the Soviet air commanders and other officers of the rear services. *Red Star* deplores the fact that "the opinion still continues to exist that supersonic aviation cannot do without a prepared takeoff and landing strip, and flights from the sod, they say, bring grounds for flight accidents and may disable expensive hardware."

But *Red Star* admits that "work off the sod is a troublesome, laborious business. . . . Even a sod field needs levelling, rolling, freeing from high spots, timely sowing of grass, fertilization, water, etc."

Pavement, in the long run, is simpler. Nevertheless, the Party organization means to overcome such "reluctant moods and conservatism" in the interest of essential combat readiness.

Aviatsiia i Kosmonavtika's major spokeman is Lieutenant General of Aviation F. Shinkarenko, Hero of the Soviet Union and Military Pilot, First Class. He has detailed the duties of the flight supervisor, the central figure at a dirt field activity.

In essence, the flight supervisor's duties resemble those of the air boss on an aircraft carrier. Normally a field grade officer, the supervisor is stationed in the control tower. His "flight deck" consists of three areas: the *stoianka,* or parking space; the VPP, or runway strip itself; and the RD, a single taxiway paralleling the strip at a distance of 50 to 60 meters. Runways are usually narrow, half the usual width, with markings only at the approach end. Lanterns mark runway edges at night.

A remote electronics aid for the approach is provided and, in the tower, the flight supervisor is available for "talk-downs" when necessary.

Because the strip may be located in clearings, deep in the woods, complications arise in pilot identification of the field from a distance. This constitutes a major handicap for the jets, but, conversely, facilitates camouflage, a definite military advantage.

The flight supervisor is responsible for locating the approach fix, the tower, and for designating the release point for drag-chutes along the runway. Also, he must denote where turn-off points are located and insure the availability of crash gear and gravel trucks to repair holes.

Training is conducted from hard runways, with dirt field dimensions marked, before a pilot tries actual sod operations. Element commanders and experienced pilots evaluate the strip before the newer aviators fly from it.

The flight supervisor apparently flies the weather hop himself, in preparing for the day's operations. He notes the distance at which the strip can be distinguished and conditions for ground operations. Pilots are thoroughly briefed on the supervisor's findings and admonished not to shoot for the center of the runway in landing. Unless flyers continually use the entire width of the strip, the grass grows up.

After some practice, one pilot remarked, "We entered into dirt field operations after fully working out the technique from a paved runway and after receiving sufficient training with the complex equipment of a modern fighter-interceptor . . . . It is impossible to say that all went smoothly."

A major problem involved wet grass. Radius of turn on the wet turf had to be expanded by 15 meters. Heavy braking could produce ruts three to five centimeters deep, thus prematurely placing the field out of commission. Under these conditions, cautious taxi procedures were mandatory, although nose wheels could sink if too slow a speed was maintained.

In launching, pilots were advised to roll straight ahead for 20 to 30 meters on the strip after turning onto the runway to assure a proper line-up. This is vital since attempts to remedy a poor situation after beginning the roll are risky. Power must be added smoothly and afterburners should be activated only when the aircraft is well established in a smooth roll. Because of bumps, substantial vibration is expected and pilots are warned to neutralize the rudder pedals.

Blowing dust caused by engines is a serious factor which dictates the need for considerable interval between launches. For intercept missions, two or three airplanes are started simultaneously and taxi 150 to 200 meters apart depending upon conditions.

Nose position at takeoff is critical. If the nose is too high, the aircraft bounces into the air at less than flying speed. At a nose-low attitude, the nose gear suffers from bumping action

A MIG-15 *is launched from paved runway. Soviets hope for success in sod operations since aircraft based at advanced fields would provide unremitting support for ground forces.*

and may sink into the soft earth. Pilots were recommended to sight a distant elevated object because visibility over the nose can be marginal after liftoff.

Afterburner problems were also cited. The "no-go" point must be preselected and adhered to. Experience proved that no flight should continue without afterburner. Present policy calls for the pilot to notify the tower when the burner has been activated.

In the landing evolution, primary difficulty was found in the approach because of the paucity of distinguishing marks to help the pilot's depth perception. Inexperienced pilots tended to over-estimate the distance to the runway threshold, starting too high or too fast. Banking five to ten degrees to either side of the glide slope aided vision.

The standard approach is made with 80-85 per cent power, leaving the power on until the plane is firmly settled on the ground. One of the articles exposes a certain cavalier attitude toward standardization that would not be accepted in U. S. Navy circles, and which must inevitably contribute to an increase in accidents. It is recommended, for instance, that the pilot make his approach to a dirt strip at an angle steeper than normal in order that he might see the field better. Snow-covered fields, marked with dirt or turf, are easily distinguishable and the pilot can approach at 75-80 per cent, pulling back to idle for touchdown. In essence, the pilot has his hands full in an approach, an argument which easily convinces some that departures from an optimum standard are dangerous.

Roll-out is a critical phase since the aircraft's nose tends to rotate into the ground at touchdown and positive efforts are necessary to keep the nose up as long as possible. Slow or fast landings also accentuate this rotation and the ineffectiveness of braking on wet grass are yet other considerations which demand precise speed control.

One Russian pilot expressed dismay at the engineering design of the cockpit. He deplores the position of the drag-chute release situated under a safety cover high on the left side of the instrument panel. While bouncing along a dirt strip, it is extremely difficult for the pilot to manipulate the release without distraction.

Another Soviet release treats helicopter operations from the sod. "Ground resonance" is the particular bane of the twin turbo-jet Mi-6 at temperatures above 30 degrees centigrade. Spring dampeners connected with the main gear oleos have not been altogether successful in combatting this problem. This resonance can arise by merely shutting down the engines as they pass through the 30-35 per cent range. In one case, an Mi-6 experienced ground resonance which created four to five-meter bounces in just two seconds. Alert pilot action saved the aircraft.

Sun and shade produce differential pressure in the oleos, and this factor acentuates the problem. In addition, the rough landing area of a dirt field multiplies the possibilities for ground resonance to exist.

There is also a cavalier attitude evident in maintenance procedures. One mechanic allegedly takes it upon himself to reduce pressure in the oleos when temperatures rise. Results have been good. Another enjoys success by making his men re-check oleo pressure after filling them. He also is unique in that he insures that oleo pressures are checked daily. No SOP or NATOPS standard is apparently used, and it appears that much of this maintenance is individually instigated.

The main thesis in an article dealing with maintenance during sod operations can be summarized thusly: Painstaking pre-flight checks are more important in dirt field operations than in flying from an established base, but post-flight checks take on an even greater urgency. Dust and sand are constant enemies.

Some evidence of "card" maintenance exists. A portable, universal check stand, complete with facilities for engine analysis and system checks, has become a necessity.

Russian military operations under primitive conditions have long been a factor in Russian military successes. The current emphasis on advanced base aviation training as indicated by the articles quoted here is significant although one must say that the outcome is still in doubt.

If the current training program succeeds, the capability gained for operating in immediate support of advancing armies will substantially increase the combat potential of the Soviet Army. One can, however, venture the estimate that accidents and damage to equipment resulting from such a program will render its cost-effectiveness suspect in the extreme. What is needed even before the urging implicit in the articles noted is the development of specialized aircraft for sod field operations. Only the Polish version of the Mig-15 recently outfitted expressly for field operations would seem to provide the Soviets with an aircraft capable of taking the beating which is an inevitable concomitant of the attempt to fly highly complex ships from primitive runways.

And since its performance is so limited as to render it already obsolete, one can say that the Soviets do not yet have in sight a capability for exploitation of unprepared landing areas which will not prove more a handicap than a blessing. ★★★

AMERICA 'SHOCKED' BY FIRST CRUISE

AMERICA CREW MEMBERS *rig deperming cables around carrier's girth. With a cable required for every 15 feet, working parties were busy.*

By Chuck Brown, JO1

USS AMERICA's maiden cruise was an electrifying experience for the Navy's newest aircraft carrier.

At the end of a five-mile sojourn within the Hampton Roads, Va., harbor, the newly-commissioned CVA was subjected to five hours of electric jolts, ranging up to 1,400 amperes, in a process known as deperming.

The process was created to reduce the effectiveness of magnetic sensing weapons against a ship, and to reduce the danger of its inherent, permanent magnetic field to its own delicate electronic equipment.

Deperming reduced *America's* magnetic field by converting the carrier into a huge solenoid, using heavy deperming cables as wiring and the ship as a core.

Critical ship-handling maneuvered the 1,047-foot-long *America* into a deperming slip at Craney Island, within inches of a predetermined position. Then, *America* crew members started the long, laborious process of wrapping more than eight miles of deperming cables around the carrier's 77,600-ton bulk.

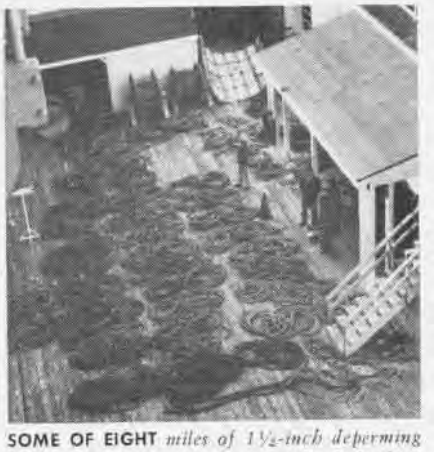
Spaced 15 feet apart, the spans of cable encircled the ship 83 times from bow to stern. With the hookup completed, a cycle of positive and negative charges was fed into the cables for five hours.

Deperming over, *America* received passing grades from a battery of instruments. From the Craney Island facility, *America* moved to an anchorage within Hampton Roads for ammunition loading. The big carrier's first at-sea period was next on the operating schedule.

Photos by Myron N. Swink, PH2

MUSCLE *to position deperming cables around USS America is provided by three crewmen.*

DIRECTIONS *to flight deck of carrier are provided by bullhorn as rigging continues.*



SOME OF EIGHT *miles of 1½-inch deperming cable is laid out at Craney Island facility.*

Battle of the Philippine Sea

'ALMOST EVERY SHIP HAD A LIGHT'

The World War II Battle of the Philippine Sea in June 1944 produced many stories. Most notable was the true story of how an admiral (Marc Mitscher) defied the enemy and ordered the lights of his task force turned on, to guide late-arriving, gas-starved aircraft which had participated in the battle.

One of the pilots, Donald Lewis (now president of Pacific Air Industries, Long Beach, Calif.), kept a record of his emotions and thoughts of that long day. His story, now 21 years old, will remind many "older" Naval Aviators of their own exploits and perhaps sharpen their memory of that day. Younger Naval Aviators, now engaged in a different sort of fight in aircraft that fly four times faster, will enjoy making comparisons with a young pilot of that era.

By Donald Lewis

THAT AFTERNOON at 1615, with beating heart, I manned my plane and wondered for the hundredth time about the merits of this poor, old tired-out SBD *Dauntless* dive bomber. Did I have any place in a war where planes were slow if they cruised less than 250 knots? I was to have ample proof, before that day was out, that tenacity and sheer ruggedness can sometimes make up for speed and show.

My crew consisted of one John Mankin, of Wyoming. He was both radioman and gunner, and, along with others in the squadron, represented, I thought, the best there was. I know to this day that my story would be a lot different if our skipper had merely gone by the rules. LCdr. Ramage, our skipper, was different. Sometimes in this business the rules are inadequate and things happen so quickly there isn't time to consult an Admiral's committee about new ones. They just have to be made on the spot—right and quick. The Japanese losses, which we helped to inflict, and the fact that 12 pilots and 12 crewmen went out that night and all returned to their ship, speak more for his leadership than anything I might write here.

My regular place in the squadron was flying number two position in Lt. Lou Bangs' division. He had at one time been an instructor at Pensacola and Wayne Morris had been one of his students, or rather it should be said that Morris had Bangs as his instructor. Morris was lucky to get the best the Navy had to offer.

By 1630 all of our planes were in the air. We rendezvoused with Cdr. "Bill" Martin's Grumman *Avenger* torpedo bombers, this flight being led by the X.O. of the squadron, Lt. Van Eason. Our *Hellcat* fighter escort was under Cdr. William "Killer" Kane—destined to become an Ace with five Japanese planes to his credit as a result of this day's work. At last, on a heading of 290 degrees, and throttled back to the maximum to insure the most economical fuel consumption, we headed for the Japanese fleet!

Our navigation boards told us it would be 250 miles at least. I burned out my left auxiliary tank. Fifty-two gallons already gone, and we were scarcely at the halfway mark. We were then 6,000 feet and it was 1800. I could see additional aircraft from other carriers in our task force, slightly to one side and headed for the same target. It felt good to see them and realize we were not doing this alone. I heard a contact report from a TBF scout plane, piloted by Lt. Robert S. Nelson, apparently over the Japanese fleet. He gave their strength as consisting of three separate task forces: one consisting of six fleet oilers, plus a number of DD's; another containing their battleships and more DD's; and the third consisting of the carriers, of which the search plane said there were seven—three large ones and four smaller ones!

At 11,000 feet, I put my engine in high blower, adjusted my oxygen mask and called my gunner to see how he was doing. John said that he was cold. For days, while aboard ship, I had been too hot, but now because of the altitude, the pure oxygen I was breathing and the nervous drain on my energies, I was beginning to feel cold too. Not even the heat from the engine seemed to be enough to kill the chill. We were now at 14,000 feet. I had just run out of gas on my other wing auxiliary tank — it was 1845. I was thinking to myself that if we could only go into our dives right now, my chances of a hit would be the best — as with my gas tanks evened off, the plane would trim up just about perfectly. I wanted to have as many things in my favor as possible, as I knew that, once over the target, there would be quite a few things decidedly not in my favor. At any rate, I decided to keep my two main tanks of fuel, approximately 250 gallons, exactly equal up to the moment I actually did nose over into my dive.

It was now almost 1900 and we had already covered 225 miles. I thought of my gunner again and knew he must be almost frozen to death. The back seat of an SBD is a pretty exposed place, and he must make it even more so in order to keep his guns ready for quick use.

We were at 15,000 feet, when I heard our fighters "Tally-ho" the Japanese force. The first report gave their position as 15 miles to our port; this force consisted of six fleet tankers and a half dozen DD's. The TBF's had sighted them now, and even as their report was given, I could see several thin strips of white far below, which were the wakes of these ships. They were moving fast with everything they had—even at this altitude, I could tell that. I heard my skipper on the air: "41 Sniper to 85 Sniper—we will not attack—we will not attack. Where are the Charlie Victors?" I think he must have been exasperated that anyone would even suggest that we would come 300 miles to dump a load of bombs on a few oilers when there were carriers around.

I started to get squared away. I noted where the wind was from in relation to the direction we were now

heading. I changed my gas tanks again, checked my bomb release, flipped on my gun switches and bombsight, and did as many other things as could be done this much in advance of a dive. Then I heard another contact report—more ships had been seen still further north some 20 miles. There were many cruisers and DD's, some battleships and, best of all (and my heart turned over when I heard this), seven carriers—four small CV's and three larger ones.

I started to get ready in earnest now. I was scared. I couldn't believe this was really happening to me. I went over my check-off list again—closed my formation. In a few minutes I would see them. Yes, even as I thought this, I could make out several dark forms ahead. Some were going in circles; others were zig-zagging. Their formation was well spread out—just the opposite battle procedure which our forces employ. "41 Sniper to all bombers," I heard my skipper calling again. "The first division will dive on the largest CV, the other sections will dive on the smaller jobs."

We were beginning to spread out a little now. From 16,500 feet we started what was to be a high-speed break-up into our dives.

I could now see three carriers plainly, trying to take cover under a cloud. Another large one (I'm sure of the *Shokaku* class) was to my left without a cloud near it.

Dive speed was 200 knots now. I checked everything once more. Gas seemed to be evened off, the plane well trimmed, but when I had come back to low blower (because of the natural decrease in power at this altitude), I had lost a little distance. But "Tip" Mester, the other wingman in my section, filled in quickly, keeping the interval between planes just about right. We had agreed before the flight to maintain a close diving interval, as that keeps the enemy gun crews on the deck below taking cover most of the time—so quickly does one bomb follow another. This, then, is the way I would try to keep it.

I glanced quickly at my altimeter —13,000 feet. For the first time now I noticed AA fire. I couldn't help thinking how our tactics varied from the Japanese. I knew we would never let two divisions of dive bombers get as near as we were now, without sending out every available fighter and throwing up a virtual barrage as well. I saw a pair of our fighters out the other side of my cockpit, one of them was Ltjg. John Shinneman. He had been just off my starboard watching the other bombers steepen their dives —now he would go on down with me. I was the last plane to dive and I knew there was little chance of anything beside an F6F *Hellcat* getting on my tail.

NAVAL AVIATOR, ENS. LEWIS, IN 1944

There were great black puffs all about now and smaller white ones, looking for all the world like small balls of cotton. Things started to happen so fast it was a blur from here on in—now it was 10,000 feet. I was starting to over-speed and overshoot the carrier I had picked out and that meant the last thing on my check-off list—dive flaps. I pushed the actuator, glanced out to see if they had operated successfully, saw a plane smoking horribly away to my port, wondered if it was one of ours. I heard Japanese voices on our radio frequency—they were counting—then more talk—they were excited. Who wasn't? I heard someone tally-ho again, "Enemy aircraft—4 o'clock—angels five."

It seemed to take an eternity. Never had a dive taken so long. The wind was from my right. I was still overshooting. I corkscrewed toward the left and back again—it helped. The carrier below looked *big*—tremendous, almost make-believe. I had a moment of real joy. I had often dreamed of something like this—then I was horrified with myself. What a spot to be in! I was straight up and down now in my dive. I was right in the middle of all those white puffs and, for the first time, I could see where they were coming from, for each side of the carrier below seemed to be a mass of flashing red dots. The ship had been turning slowly to port. It stopped, and I noticed a larger red flash, which was a bomb hit on the side and well forward, but unmistakably a *hit*. I figured it must have been scored by "Banger," as we called Lt. Lou Bangs.

The carrier below had stopped moving. Who could ask for more? I thank whoever laid on that last one, as it had stopped the carrier dead in my scope. I kept trying to move my point of aim to the right to allow more for the wind. The furthest I could move it was so that it rested squarely on that side of the carrier. That wouldn't be enough I knew, but it was too late for violent maneuvers. I could allow for the error in one other way, however, and that would be by going lower. The last time I glanced at my altimeter it registered 3,000 feet. Stopped below, the big carrier looked even larger — it was completely enveloped in a sort of smoky haze. It was hard to stay in my dive this long — under some conditions a person can live a lifetime in a few seconds. It was time—I couldn't go any lower: NOW.

I pulled the bomb release, felt the bomb go away, started my pull-out. My eyes watered, my ears hurt. My altimeter indicated 1,500 feet—too low I thought. But what had I done? I turned to see. There was more smoke and flame on the same side as the first hit I had seen, only this was way aft —that would be mine—but even with such a low pull-out, the wind had apparently carried it way to the starboard side. I experienced a momentary disappointment. I had expected more of an explosion to follow a direct hit on something as vulnerable as a carrier. Then I remembered that our section carried semi-armor-piercing bombs which would, of course, pierce the flight deck and burst below.

My ears still hurt. I had already closed my dive flaps and gained 280 knots, but I couldn't seem to go fast enough. There were ships all about. They were all shooting far above the carrier which was dark with smoke and its own AA. I saw a plane burst into flames and then slowly float downward. I saw a smaller carrier off my other wing with its flight deck a mass of flames. A torpedo plane flying at only a few thousand feet left

ENS. LEWIS AND HIS GUNNER'S MATE, JOHN MANKIN, IN THEIR SBD DOUGLAS DAUNTLESS

a vicious path of black smoke and dark flames before it plunged into the sea. Would I get out of this yet? I felt good and even surprised after pulling out of my dive still unhit. Now I faced other problems!

For a moment I was almost panic-stricken. Everywhere I looked there seemed to be ships with every gun blazing. The sky was a mass of black and white puffs and, in the midst of it, planes already hit burned and crashed into the water below! It's strange how a person can be fascinated even in the midst of terror. I'd see orange bursts from a ship; a moment later a billowy puff would blossom out nearby; a second later, another, still nearer. They were getting the word!

I was employing the wildest evasive tactics possible. I would be down over the water, then pull up quick and kick hard rudder, hold it a moment, then kick the opposite rudder. I had decided it didn't make much difference which way I went—our pre-arranged retirement course was 090 degrees—I would take that. Any direction I went, I would have to run the gauntlet. I saw now the Japanese advantage in spreading their formation of ships. I would no sooner exceed the range of one ship than I would fall into the sights of another further along. I seemed to spend an eternity in the midst of their AA. I began to think that real low on the water was the best place. I flew there for a few seconds—a temporary lull.

Suddenly there was a tremendous geyser directly ahead, another to starboard. I pulled up quickly. A cruiser was using its large deck guns to drop shells in front of us, hoping we would run into one of the columns of water even while escaping the shell itself. There were other planes all about now. I saw a *Helldiver* flying low over the water, as I had been a moment before, lose a wing and disappear almost instantly, without either smoke or fire and scarcely leave a ripple on the sea.

I found myself with a cruiser on one side and a destroyer on the other; resulting crossfire was effective. I believe that combination came closer to getting me than any of the others I had been a target for. Some of the shells burst so near, their concussion would lift my plane a few feet higher in the air. Several times I was surrounded by black bursts and I could hear the hollow, empty sound the concussion made when it came against the metal fuselage.

I saw a bomber, one of our own. It was Ltjg. Bill Schaffer and his rear-seat man, Santulli. I joined up on him. My own gunner called, "Jap fighters—high starboard." I looked to my right and saw off in that direction half a dozen planes fighting. Even as I watched, I saw one literally blown to pieces in the air, and another catch fire and slowly descend, disappearing in a cloud. As Schaffer and I joined other planes, the AA gradually diminished except for occasional bursts. I began to fell better. These planes were from the *Lexington*. I wondered where my own bombers were. There was no more interference from the Japanese fighters; they had apparently been well taken care of.

I stayed with this group of planes for 15 minutes. It was rapidly getting dark. I took stock of my gas and reluctantly decided to leave this formation. Much as I liked their company, I knew I would never make it back at the engine setting they were using (I had 32 inches of manifold pressure and 2100 rpm, and I could barely stay with them.) I wondered if they would make it back.

John called and pointed out another formation of bombers way to starboard. I broke away and joined them—it was our own group. I counted them like a mother hen counting her chickens. There were eight and I would make nine—we had come out with 12. Our skipper was using his head. We were conserving what little fuel we had left, for it was quite dark already, and we were still a long way from our ships.

We ran into a few rain squalls. It was now pitch dark. I turned on my lights—dim—ate an apple, which I had brought along, and then readjusted my oxygen mask, as I was feeling tired and my eyes were seeing things that weren't there. The pure oxygen, even at 2,000 feet, would both relieve fatigue and help my vision at the same time.

Apparently, there were many of our planes that day who hadn't used their fuel economically. The results began to show. It was 2030. I heard one pilot tell his rear-seat man to get ready for a water landing. I heard a fighter pilot call his wingmen and say he had been hit in one tank and was going down. Both wingmen called back and said they would land with him. I saw a group of lights to my right, getting lower and lower—then they weren't there. Apparently, a whole section of planes had been low on gas and had decided to land together, hoping this would increase their chances of being picked up. I heard another pilot, apparently lost, calling desperately for a carrier. His base was too far away to pick him up. Finally he called again. He announced, "Out of gas—bailing out"—then silence.

Another hour had passed. I was worrying about my own gas. Three of my four tanks were completely dry, and a good deal gone from the last one. With some luck, I might make it back. My eyes were tired, my back

was stiff, my head ached and I was hungry. In short, I had had enough for that day. Everyone felt the same way—I could tell by the loose formation—but we hung on.

At 2121 I thought I could see star shells, off to starboard, but I wasn't sure, as there was also lightning around. A moment later there was no mistaking it—they were star shells and searchlights as well. We were still a long way off, but it made me feel good. I realized what a tremendous concession was being made in our favor.

I have heard pilots express the opinion that the admirals looked down upon flyers as expendable, and I suppose they must to a certain extent, but I shall never again feel that they wouldn't do every conceivable thing in their power to bring a pilot back. I know there were subs about the Fleet that night, and enemy planes had followed us back—for one actually got in the landing circle for one of the carriers. And yet, when we approached the outer screen of our Fleet, almost every ship had a light. In the utter darkness, the intensity of some of the lights was blinding. The large ones from the carriers seemed to stretch to infinity. It was a demonstration I shall never forget.

Every group seemed to get over the Fleet at the same time, and, of course, everyone, being low on gas, wanted to land immediately. We were told to land on any base available, that is, any which had a clear deck. The skipper found a carrier landing planes. The first two sections broke up. I could see them break away and head down for the landing circle.

It was a little before 2200 now. I figured I had about 15 minutes more fuel, then I would have to make preparations for a water landing too. My best bet, I thought, would be to circle where I was at 1,500 feet and try to spot a carrier, not only with a clear deck, but with no one in the landing circle as well. I knew if I once put my wheels and flaps down, and started operating at full power, the little gas I had left would be gone in no time. Some carrier was on the air—its deck was clear. Furthermore, the carrier would signal its position by two flashes from its largest searchlight. That was what I was waiting for. I watched for the signal and finally saw it off to the left. I felt good. Perhaps I would make it after all.

As I drew near, I saw one plane in the traffic circle. I started to get squared away myself—mixture rich, wheels down, shoulder straps tight, etc. I made my turn a little way ahead. I could barely see the lights of the ship. The plane I had noticed moments before was in his crossleg. I saw his lights; he was steadily approaching for the final turn into the groove. Then there was just blackness where he had been! He had gone through all the incredible experiences of this day and night, and then, scarcely a minute before he would have been safely landed aboard, his gas had run out. I checked my own gas again, even my last tank registered empty. It was 2210. I felt I had enough gas left for three passes at this ship. I was in the groove now, and I could plainly make out the long line of light down the flight deck.

THERE was a signal officer at left. He looked grotesque, like a mechanical man with arms of light where the electric wands were, that are used for night carrier landings. I was near enough now to pick up his signals. My heart dropped. He was waving me off. I was mad—frustrated—I would land anyway. Still I couldn't. He was under me now as I gunned it and heard the engine gobble up still more of those last few precious gallons. I called him everything I could think of. Well, perhaps he was right, maybe I had been too low. I would try again and this time concentrate what energy I had on making my approach perfect—just the right speed, just the right altitude. Once again I was in the groove—another wave-off. I was really mad now, but as I went by I saw the reason. On the deck, just aft of the island structure, was a plane on its back and thoroughly cracked up. They coudn't land me without wires or barriers.

I took up my wheels and flaps, throttled back as much as possible, and gained a little altitude. Perhaps a destroyer would pick me up in the water. After such a day, I was too tired to have much concern now over a mere water landing in the middle of Pacific enemy waters. I think this must have been the attitude of most of those pilots who actually did make water landings that night, surprisingly high number of them sucessful.

I decided if I could find a carrier shortly, I would have enough fuel for one more pass. Surely, I thought, there must be one carrier with a clear deck around. I saw more lights further ahead. I gained on them slowly. Yes, it was another carrier and what luck! I was approaching from its stern.

For a moment, it was my impulse to put wheels and flaps down immediately and come right in for a landing—a very unorthodox procedure. I decided against it, mostly however, because I had lost sight of the signal officer. I went by the port side and looked down. He was giving me a "wheels down—land" signal. The deck looked clear. It was a big carrier of the *Essex* class. I got squared away once more. This would be my last chance, as I must be at the very end of my gas. Again, I was on my crossleg. In the groove I picked up the signal man—he was giving me a high and fast. I dropped my nose, took off a little throttle, picked it up with a little back-stick pressure and now I was right over the ramp. There it was at last—the CUT.

The deck looked big after so many landings on our smaller "E." I dropped my nose and guided her down, felt the hook catch a wire, and it was all over. I was taxying up the deck following the plane director's lights, cutting my engine. I heard myself talking as in a dream—everyone seemed friendly. "What carrier is this?" The *Yorktown*, I was told.

Another plane was coming in to land. There had been accidents that night. I was told to clear the deck quickly. I felt tired but elated. From the side, I watched this next plane land. It as an SBD also, and a good landing followed. I saw the number on the side. It was the skipper's plane.

We were glad to see each other. It had been only seven hours since I had last seen him, but it seemed like a year. He had done a swell job that day. I told him so, but he scarcely heard me, he was so glad just to be back.

I was grateful to my old SBD, still the most dependable plane in the Fleet, grateful to my skipper for a fine job in leading us out and back, grateful to every admiral and captain who willingly took a thousand risks to help us back, and last, but surely not least, to my God, who knows when a fellow needs help.

THE PANORAMA *of NAS Brunswick, Maine, at night is vividly depicted in this time exposure by Navy Photographer Tom Jones, who slowed his camera speed to capture the trail of lights left by a taxiing aircraft. Photos were taken as the station turned 22 years old.*

NAS BRUNSWICK LIGHTS THE NIGHT

TO THE NAVY PILOT flying over NAS BRUNSWICK at night, the station is a voice in his earphones and a kaleidoscope of multi-colored lights: red-green-white-amber-blue spangles strewn across the runways, floodlight banks on the hangars, rotating beacons stabbing their beams into the black sky.

Recently, NAS BRUNSWICK, Maine, turned 22 years old. First commissioned April 15, 1943, the station was used to train Royal Canadian Air Force pilots. In 1946 it was deactivated; in 1951 it was recommissioned and assigned an ASW responsibility. Now, the backbone of its effort is FAW-3's SP-2H *Neptunes*, which canvass the waters of the North Atlantic for potential enemy submarines. The wing's five patrol squadrons are regularly deployed to Spain, Sicily, Cuba, Iceland, and Newfoundland.

After so many years, finding a fresh approach to taking photographs of a Navy activity, such as NAS BRUNSWICK, can become difficult. But Tom Jones, PH3, captured the brightness of the station at night, and NANEWS is inclined to agree with the description of Tom Gearhart, JO2, "Day or night, NAS BRUNSWICK is awake and open for business."

AIR CONTROL *personnel are on watch in Brunswick's air traffic control tower as the sun sets. Except for smaller work force, activities remain virtually unchanged, and watches continue.*

CONSTANT STREAM *of cars entering and leaving gates of NAS Brunswick at night are captured in time exposure by Tom Jones, PH3, typify "we never close" aspect of station.*

SEVENTH FLEET AIR POWER IS READY AND ABLE

Story and Photos by James F. Falk, PH1

PILOTS TAKE *one last look at their charts before manning airplanes: (L. to R.) Ltjg. Ivan L. Keesey, Lt. Majors, Ltjg. Dan K. Dahl, and Cdr. Pete Mongilardi, C.O., VA-153.*

TASK FORCE 77, the Seventh Fleet carrier striking force, commanded by Rear Admiral E. C. Outlaw, has been ordered to launch another aerial strike against North Vietnam.

Aboard the aircraft carrier *Coral Sea*, the Task Force flagship, Commander H. P. Glindeman, Jr., Commander of Carrier Air Wing 15, has met with the planning board to decide what types of ordnance the planes will carry. Throughout the night, ordnancemen work below decks arming bombs and then loading them on planes positioned on the flight deck. The pilots have been assigned their targets and are now in *Coral Sea's* ready rooms receiving last minute in-

BELOW DECKS, *ordnancemen on the* Coral Sea *work through the night assembling and arming bombs before they are loaded on the planes.*

IN THE EARLY *morning light, ordnancemen make final adjustments on the bombs as the planes are spotted for the forthcoming launch.*

BRIEFINGS *completed, Lt. Majors and other CVW-15 pilots man airplanes for the strike.*

LOADED FOR ACTION, *Skyhawk #306, flown by Lt. Majors, leaves the holdback behind as it screams down the catapult on way to Bac Long Island deep in the Gulf of Tonkin.*

structions from their flight leaders.

One of these pilots will be Lt. William T. Majors, 31, of South Gate, Calif., attached to Attack Squadron 153. He and other pilots of Carrier Air Wing 15 will be taking part in the morning attack on BacLong Island, deep in the Gulf of Tonkin.

Like the other Seventh Fleet pilots of Task Force 77, Lt. Majors is now putting to use the peacetime training he has received as a Naval Aviator. He has 3,000 pilot hours and 350 carrier landings behind him with 130 landings on the *Coral Sea*. Today's strike is the fourth for him since his deployment in January. During an attack on Dong Hoi, on February 11, his plane was shot down and he was rescued by an Air Force seaplane.

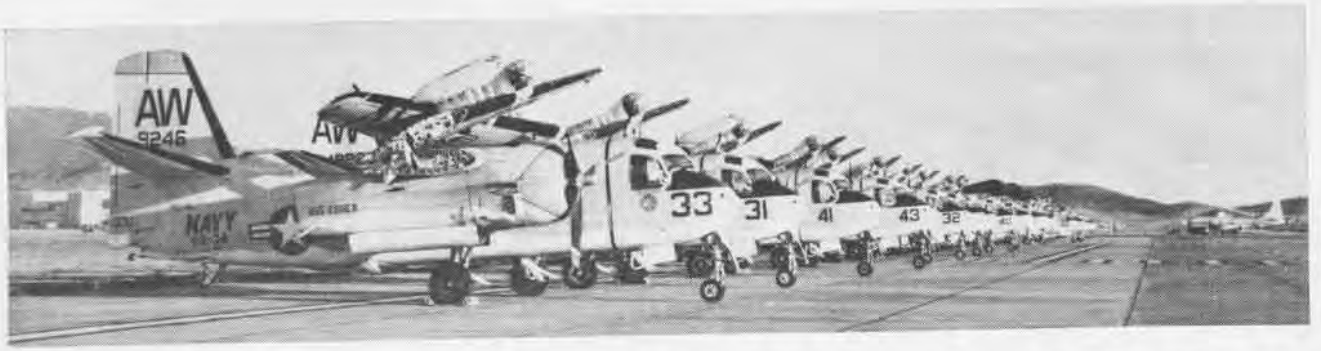
In his words: "There is nothing to which I can compare carrier duty . . . we are like a big team. Each department has its task and each man in the department plays a part. When word comes in to launch a strike, the wheels start turning. Ordnance is armed and loaded, the planes are fueled and checked over, catapult crews get their gear ready, briefings are held for the pilots and the planes are spotted for the upcoming launch."

The planes have been launched. They have been out two hours and are starting to return with empty bomb racks. After landing, Lt. Majors makes his way past taxying jets and scurrying plane handlers to the island structure, and then down to Ready Room Four. While waiting to be debriefed, the pilots will re-fly their mission with hands and words as they drink coffee and unwind.

Though these pilots have spent years preparing for missions such as they are now required to fly over North Vietnam, their training continues with each strike.

AFTER TWO HOURS, *the airplanes begin to return with empty bomb racks. Skyhawk #306 is caught by the arresting gear. This was Lt. Majors' fourth strike mission in Vietnam.*

SHOWING *the strain of the mission, Lt. Majors goes to his ready room for debriefing.*



SPRINGBOARD 65 DECLARED 'BEST EVER'

MID-DAY AT NAVAL STATION, *Roosevelt Roads, only a few of the hundreds of American and Allied aircraft assigned to Springboard 65 are on the airfield. The majority are participating in the various maneuvers making up Navy's largest annual winter training exercise.*

In April, almost three months after it began, Operation *Springboard 65* ended in the Caribbean after a schedule of air, sea and land activities.

Just as Puerto Rico's mild winter climate attracts the winter tourist, so too does her promise of warm weather, clear skies and relatively calm seas attract the ships and aircraft of the U. S. Atlantic Fleet.

The largest most successful Fleet training exercise of its kind to date, *Springboard 65* involved the services of 10,000 officers and men, 220 ships, and countless aircraft. Not only units of the U. S. Atlantic Fleet but Allied units participated in the training program.

With hundreds of operations going on simultaneously in a relatively small area, the task of scheduling and logistics, detailed planning and supervision was a critical one. In command was Rear Admiral H. H. Caldwell, Commander Caribbean Sea Frontier, stationed in San Juan, Puerto Rico. He commanded *Springboard 65* operations, scheduled the many participating units and assigned logistic responsibilities and liberty ports.

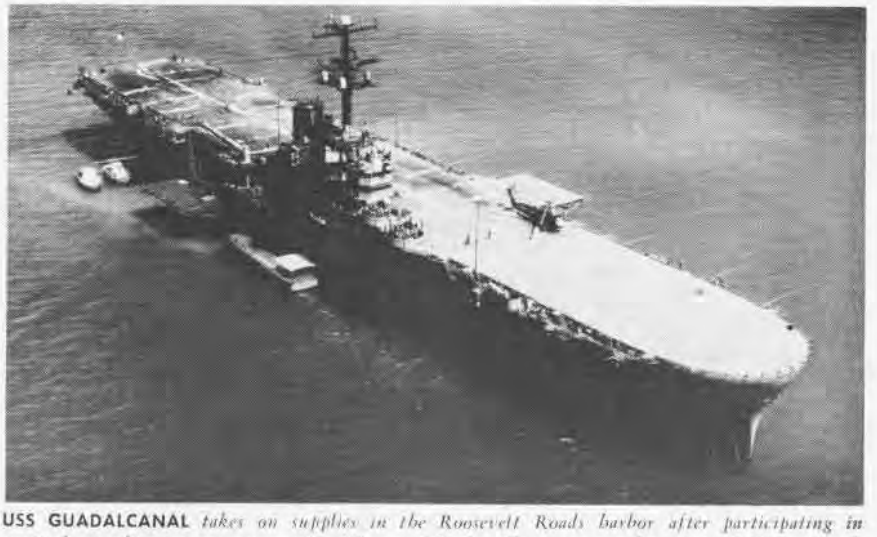
Acting as Admiral Caldwell's right hand man was Captain Henry C. Bridgers, Jr., Commanding Officer of U. S. Naval Station, Roosevelt Roads. He was faced with the task of logistically supporting the ships and aircraft participating in the exercise.

Commencing in early January, *Springboard* participants began arriv-

AS TWO C-1A'S *prepare to take RAdm. B. M. Strean, Commander Carrier Group Two, and party to F. D. Roosevelt (CVA-42), helicopters from Guadalcanal (LPH-7) surround them.*

TWELVE S-2'S *from the aircraft carrier HMCS Bonaventure sport Canada's new ensign.*

THE 34-FOOT-DRAFT *HMCS Provider was deepest draft ship to enter Rosy Roads' harbor.*



USS GUADALCANAL *takes on supplies in the Roosevelt Roads harbor after participating in vertical assault exercises on nearby Vieques Island. These are regular part of Springboard.*

THE WORLD'S *only nuclear-powered cruiser, USS Long Beach, was one of 40 ships in Springboard used to test surface-to-air missiles.*

RIDING HIGH, *USS Plymouth Rock (LSD-29) refuels after grueling exercise in which she and sister ships practiced amphibious assaults.*

ON CULEBRA ISLAND *Bombardment Range, USS Requin (SS-481) fires a Mk. 14 torpedo at underwater bluff to prove all systems A-OK.*

MEMBERS *of the Atlantic Fleet Mobile Photo Unit took triangulation photographs to check accuracy of shipboard gunnery during test.*

ing in the Caribbean operating areas ready to fire missiles, lay minefields, conduct gunnery exercises, drop torpedoes, make amphibious assaults on offshore islands, practice antisubmarine warfare techniques and engage in almost every type of ship and aircraft weapon system training known to the Navy today.

U. S. Naval Station was a thriving support facility. As the major logistics and operational focal point, the station kept *Springboard* aircraft flying and ships sailing.

During the 89 consecutive days of day and night operations, more than 40 aircraft squadrons used the runways, parkways and ramps of Roosevelt Roads' 11,500-foot airfield. Almost every type of aircraft the Navy operates found its way to "Rosy International."

Aircraft landings and launchings reached a high of 28,000 during the exercise. In March alone, more than 10,000 were recorded.

Just as air traffic kept Air Operations personnel on their toes, so did seagoing units heavily employ the services of Rosy's Surface Operations department. Some 220 ships, ranging from aircraft carriers to nuclear submarines, were serviced in the newly dredged harbor. Such activity spelled a 52% increase over *Springboard 64's* total surface operations. Ships, one after another, came alongside for replenishment and repairs.

In the midst of the maze of *Springboard 65* surface operations, Rosy personnel were called upon to assist in the recovery operations of *Gemini II*. Rosy's Surface Ops team rallied to the cause and handled the recovery and dearming process expeditiously.

An international flavor was added to *Springboard 65* by participating allied units from Great Britain and Canada. A Royal Canadian contingent, composed of some 600 Army, Navy and Air Force personnel, were stationed at Roosevelt Roads for the three-month exercise.

Logging over 1,000 flight hours while operating with British and American submarines in the Caribbean area, the *Argus* maritime patrol planes from Canada added greatly to the effectiveness of the exercise.

No *Springboard* would be complete without its high-ranking military and government observers, and *Springboard 65* was no exception. Some 30 flag rank military and civilian officials were on hand, and 70 senior military officers conducted inspection tours of their respective units while engaging in training activities in the Caribbean.

A broad spectrum of training, the smoothness of logistic operations, the units involved made *Springboard 65* the "best ever," observers said.

HMCS BONAVENTURE, *one of 200 ships in Springboard, steams into harbor for provisions.*

MANY FOREIGN UNITS, *including British, Dutch and Italian, participated in Springboard. Here USS Entemedor (SS-340) and Canadian Air Force Argus are teamed in ASW exercise.*

Museum Items are Solicited

BuWeps Instruction Sets Criteria

The Chief, Bureau of Naval Weapons, has established the criteria for transferring naval material and supporting documents to the National Air and Space Museum.

BuWeps Instruction 5722.2A provides the standards and procedures by which "aircraft parts, instruments, engines and other aeronautical equipment and records for exhibition, historical and educational purposes," as authorized by Public Law 722, 12 August 1946, may properly be presented to the museum.

The standards are well defined in the instruction so that commanding officers can set aside important, historical items and, upon approval of the Chief, BuWeps, can make the proper transfer.

VF-51 Crusader Pilot Cited

Britannia Award Winner for 1964

A *Crusader* pilot, Ltjg. Frederic M. Dale, attached to VF-51, has been named to receive the Britannia Award for 1964. The annual award is given to the Navy or Marine flight student who attains the highest over-all score in weaponry during advanced flight training.

It was established by the Lord Commissioners of the Admiralty of the United Kingdom in 1956 in appreciation of the assistance rendered by the United States in training British naval pilots from 1952 to 1956.

Ltjg. Dale is attending a special course in preparation for duties as VF-51's squadron weapons officer.

NABTC to Get New T-2B's

Twin Engines Give More Realism

The first production T-2B twin-jet *Buckeye* rolled off the lines at North American in April and will be opating soon at fields of the Naval Air Basic Training Command in Pensacola, Fla., and Meridian, Miss.

The major difference between the T-2B and the earlier version is twin jet engines. The two J-60 Pratt and Whitney engines will substantially increase the performance and give the student a closer representation of Fleet aircraft. The T-2B has tandem seating with the instructor-pilot in the elevated rear cockpit. It also has a ground-level ejection capability.

FOR OUTSTANDING *achievement in flight training at Pensacola, Admiral A. W. McKechnie gives Ens. Roger L. Johnson a certificate and Wings of Gold on behalf of Navy League as Cdr. D. W. Fisher, HU-1 C.O., and Mr. John Shroder, Navy League, look on. The award was made at an inspection.*

Blue/Gold in Second Fleet

More Time in Port Made Probable

A new concept in the Second Fleet scheduling will, if approved, allow it to be divided into two parts on a three-week duty basis. Blue and Gold are the titles used to describe the two groups. The plan has been agreed to by Commander Naval Air Force, Atlantic, and Commander Cruiser Destroyer Force, Atlantic.

According to Admiral David L. McDonald, CNO, men of the Atlantic Fleet carriers have averaged 72 nights a year at home during the last four years. There are 81,000 people in Navy families on the East Coast involved. If accepted, the concept will allow firmer long-range planning; the ships of either task group to become more of a team; better cross-servicing between ship types; time to be spent more efficiently at sea and in port; more effective training with less time actually at sea and more effective use of available training services.

At the same time, there will be predictable time in home ports with families; more dependable leave periods; more time for Fleet personnel to attend service schools; easier individual planning and a more relaxed readiness posture for the non-duty group in port.

As now planned, half the Fleet, scheduled as the "duty group" will handle all sea assignments and port visits away from home port. These ships, although widely dispersed, will be scheduled as a single task group.

The operating group will normally assume a duty status on Friday and if scheduled, sail no earlier than the following Monday. The return to home port will be on or before the Friday at the end of its three-week duty period. Units of the in-port group will remain in their home ports.

Ships involved are home-ported on East Coast at Boston, Newport, Norfolk, Charleston, and Mayport.

DISPLAYING COMNAVAIRLANT *E awards are five of 15 officers and men of HS-11, Quonset Point, receiving them: Ltjg. C. E. Walker, Cdr. C. O. Fiske, C.O., Ltjg. D. O. Drake, LCdr. D. B. Lee, and LCdr. C. H. Cooley. Other recipients were LCdr. N. T. Butcher; Lt. R. B. Stack; Ltjg. J. N. Beem; Ltjg. C. E. Brooks; Ltjg. T. C. Wagner; R. M. Nichols, AMSI; E. A. Wiley, AE2; H. McCaffery, AX3; G. K. Clary, AX3, and B. L. Williams, AX3.*

ON PATROL WITH PACIFIC AIR WINGS

AT MOFFET FIELD *RAdm. M. G. Stirling, RCN (2nd from R), is greeted by Capt. Malcolm Friedman (L), and RAdm. J. W. Gannon.*

AT BARBER'S POINT, *an aloha is extended RAAF Squadron Leader J. L. Ingate (L) by Capt. Grayson, FAW-2 (right) and Cdr. Sharp.*

FLYING BY in a 12-plane formation over NAS WHIDBEY ISLAND, Washington, the crews of VP-1 ended a six-month deployment that had given them a front seat view of the South Vietnam situation.

Commanded by Commander William Vierregger, the squadron logged more than 7,000 flight hours between October 7, 1964 and April 1, 1965. Duties during the deployment included shipping and ASW reconnaissance patrols, search and rescue missions, low-level shipping surveillance along the coast of Vietnam, and providing recon cover for U.S. ships operating in the Gulf of Tonkin.

Upon departing its temporary base at MCAS IWAKUNI, the squadron received congratulatory dispatches from General W. C. Westmoreland, Commander of the U. S. Military Assistance Command, Vietnam; Admiral Thomas Moorer, former Commander in Chief of the U.S. Pacific Fleet; and Captain R. L. Dahllof, ComFAirWing Six. Captain Dahllof called VP-1's performance "one of the outstanding deployments on record."

* * *

The common problem of all maritime air squadrons—ASW defense—brought the U.S., Canada and Australia into friendly contact in the Pacific.

Aircraft carrying 108 Australian officers and crewmen arrived in Hawaii late in March for a series of exercises with U. S. air and sea forces. The Australians, who fly P-2 *Neptunes*, were hosted by Commander, Fleet Air Wing Two, Captain Jack Grayson, and the C.O. of VP-28, Commander Wallace Sharp.

Canada's top West Coast Naval Commander, Rear Admiral Michael Stirling, RCN, visited the headquarters of Commander Fleet Air Wings, Pacific, at NAS MOFFETT FIELD, Calif., for talks with Rear Admiral John Gannon. The Canadian Admiral, whose responsibilities are similar to those of Admiral Gannon, received briefings on ASW matters, a tour of a P-3A *Orion* and a look at the Fleet Air Wing Ten contact analysis center.

Rear Admiral Evan P. Aurand visited the ComFAirWingPac headquarters for a patrol plane demonstration in connection with his new job as Commander, ASW Group One, based at Long Beach. Admiral Aurand was making a familiarization tour of shore ASW commands.

* * *

Each of three new Patrol Plane Commanders in VP-4 had either an unusual background, or future, to commend them. The first, Ltjg. D. L. Rush, is rebuilding a private aircraft he owns. The second, Lt. L. Hebert, served three years in a destroyer before commencing his flight training. The third new *Neptune* PPC, Lt. L. E. Printup, is a former A-4 *Skyhawk* pilot. Lt. Printup completed his PPC flight check in the morning, then reported for his own wedding.

* * *

A four-plane detachment from VP-17 provided air cover for Operation *Silver Lance*, the largest Fleet exercise ever held off the West Coast. Based at NAS NORTH ISLAND for the exercise period, the crews were given credit for "destruction" of two "aggressor" submarines. As part of the exercise, VP-17's crews played host to three reserve *Neptune* crews from NARTU MEMPHIS. The Reserves were members of VP-793 and had deployed to Whidbey Island for their annual two-week active duty for training. While three of the crews

ENDING *six months in Far East, VP-1 announces Whidbey return in Neptune flyover.*

AN AFFECTIONATE *welcome was given the crewmen when the first P-3A Orions arrived for VP-28. LCdr. Carl Hinger receives salute.*

FUTURE PILOT, *Mark Enomoto, is spellbound as Lt. E. G. Williams of VP-6 unfolds aviation wonders at Honolulu's Annual Space Age Fair.*

took part in *Silver Lance*, the remaining members of the squadron stayed with VP-17 for training.

In the quarterly Totem Pole competition among Whidbey patrol squadrons, VP-17 won top honors as a squadron after competition in ordnance loading, navigation, photo recon, mining and weapons delivery. Top crew honors in the competition went to VP-42's #10 crew, led by Lt. Michael Pearce.

* * *

VP-28 fortified its claim as a "sharp outfit." Commander Wallace Sharp took command of the squadron at NAS BARBER'S POINT, relieving Commander Walter Roll. Commander Sharp had been the X.O. prior to assuming the C.O.'s office. Before leaving the squadron, Commander Roll presented the first VP-28 P-3A Patrol Plane Commander's designation to LCdr. Gail Sharp. The squadron commenced transition to the P-3A *Orion* ASW aircraft late in 1964 and had completed most checkouts by April.

The squadron's last SP-2H was flown to NAS WHIDBEY ISLAND on April 7. It was delivered to VP-42 by LCdr. H. C. K. Aiau, VP-28's Admin Officer, who had flown the same airplane since its arrival in the squadron 20 months earlier.

* * *

The nosewheel door of VP-19's Crew #6 *Orion* has five markings painted on the outer skin. Four of the markings represent rescue missions—they are crosses. The fifth marking is a turkey—it represents the timely delivery of 125 frozen birds to NS KODIAK, Alaska, last November. The delivery helped the naval station celebrate Thanksgiving in the proper manner. Lt. Don Foery is the crew's PPC.

Lt. Foery was one of seven VP-19 pilots to receive pins from the Lockheed Company after passing the 1,000-hour mark in the P-3A. Others receiving the pin were LCdr. Dean North, LCdr. Tom Warren, LCdr. Bill Cloughley, Lt. Lou Shumway, Lt. Vic Huey and Ltjg. Bob Zimmerman.

* * *

Increased activity in Southeast Asia resulted in a large increase in flight time for VP-9 pilots and crews. Three crews approached the 215-hour mark in March, and the nine-plane squadron totalled more than 1,600 hours for the month.

* * *

Another West Coast seaplane unit, VP-48, welcomed aboard a new Commanding Officer, Commander W. M. Shaver, at NAS NORTH ISLAND. Commander Shaver, who relieved Commander C. J. McGrath, had been squadron Operations Officer.

* * *

VP-50, flying SP-5B *Marlin* seaplanes, got into quick "action" against the enemy during Exercise *Silver Lance*. Within three hours of the start of the exercise, Crew #6 had registered one "probable" and one "possible" submarine kill against the "aggressor" forces. During 10 days of participation, the squadron flew 17 missions, including the delivery by parachute of a five-man SEAL team.

RECEIVING *1,000-hour pins from Lockheed Rep, Mr. Carl Woods, are VP-19 officers (L to R): LCdr. North, Lt. Huey, LCdr. Warren, Ltjg. Zimmerman, Lt. Foery, and Lt. Shumway.*

IN THE OLD HYDRAULIC *shop, there was no special contamination control. All the rework functions were done in this open area.*

NEW ASSEMBLY AREA *is largest contamination-free section of facility. Glass cabinets (left) are air-locked to protect transfer of parts.*

LINT-FREE HYDRAULIC SHOP AT NORTH ISLAND

By Elretta Sudsbury

A SPECK OF DUST, invisible to the human eye, can cause the malmafunction of servo control valves in inertial guidance systems. It is therefore imperative that such valves and other delicate, hydraulic and electro-hydraulic units be reworked where dust cannot get at them.

At the Overhaul and Repair Department, North Island, a new 10,-390-square-foot, contamination-free hydraulics shop insures the reliability of overhauled equipment. The new facility is the culmination of a project initiated about 30 months ago when BUWEPS published guides defining levels of minimum cleanliness and outlining process requirement for hydraulic pump shops.

The shop is equipped to process 3,000 components each month. These include pilot servo units, regulators, accumulators, valves, power controls, wing fold and droop-activating cylinders, hydraulic vacuum pumps, and many others.

The basic structure is a modular assembly of "thermo-cell," steel-clad, insulated panels which lock together and stand without internal supports. The otherwise clear interior is divided by "thermo-cell" walls to form three rooms, each with individual controls for temperature, humidity and pressure, pale green bulkheads and diffused lighting.

A corrugated acrylic ceiling distributes air in an even, downward flow in a semi-vertical pattern. Heat and airborne contaminants are removed at the same time that turbulence is eliminated, and the perimeter wall ducts deliver the air at uniform velocity. The flecked white deck covering is a seamless, resilient, polyester-based material specially compounded for durability against acids and hydraulic fluid.

Other features of the hydraulic area are shadowless lighting to maintain a 200-foot candle glow at bench level; a motor-operated, static pressure control damper; and flush-mounted dust-free, pass-through cabinets along the walls.

Employees "suit-up" before entering the shops and remove the special clothing before going to other areas. The hydraulic facility, more like a laboratory than a shop, is in direct contrast to the old shop which had no protection from airborne contaminants other than that afforded by an industrial building.

The new facility is divided into three areas used respectively for preparation/production control, assembly and test. The production control area personnel assemble parts of units into kits after they have been disassembled, cleaned, evaluated, and repaired or replaced in outside areas. Kits are delivered to the assembly area through dust-free, pass-through cabinets.

The assembly shop, both the largest and the "cleanest" of the three areas, covers about 4,000 square feet and is equipped with 90 work stations. Here employees wear lint-free, dacron coveralls and head covers. Only smocks are required in the other two shops.

After assembly, the equipment is again passed through other dust-free cabinets to the test area. Following the test, it returns to the outside shops for cleaning and painting. It then goes to a packaging shop if it is intended for the supply stock or to the aircraft assembly line if it is to be used to support the aircraft rework programs.

The new hydraulic facility is the sixth contamination-controlled production shop constructed in the O&R department. Others are used for rework of bearings, helicopter blades, constant-speed drive equipment and instruments.

Although the new production area was designed and developed by the Industrial Planning Division, many other groups participated in the project. Without citing individuals, it may be said that many worked closely with the contractors during the planning and construction periods.

A shop for calibration of test equipment is almost completed. An ultra-clean facility for bearing overhaul will be constructed later this year. Other contamination-controlled shops are being planned at North Island.

BELL ROLLS OUT THE X-22A V/STOL AIRCRAFT

LARGE DUCTS OF THE X-22A V/STOL AIRCRAFT ARE LIFTING SURFACES IN FORWARD FLIGHT

With the roll-out of the first of two X-22A's at Bell Aerosystems' Niagara Falls plant, the trio of Tri-Service V/STOL's have all made their appearance.

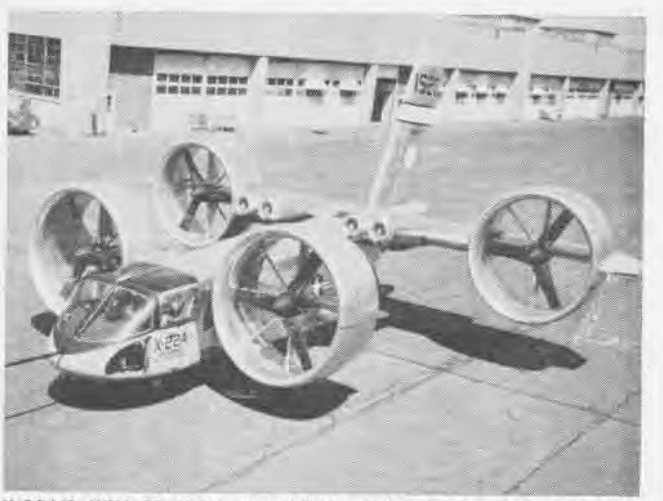
The tilt-wing Vought-Hiller-Ryan XC-142A was initially ordered to obtain an operational evaluation of a four-ton payload V/STOL (vertical or short takeoff and landing) assault transport. To support technology development of other promising V/STOL concepts for this mission, the Curtiss X-19A (tandem tilt prop) and Bell X-22A were subsequently ordered. Management of the X-22A program was assigned to the Navy under the Bureau of Naval Weapons' Aircraft Development Officer.

The Tri-Service V/STOL's are intended to demonstrate that such an aircraft can be built to combine the usefulness of fixed-wing aircraft and helicopters for the assault transport mission. V/STOL's would have the vertical takeoff/landing capability of the helicopter plus cruise speed close to those of fixed wing transports. If short takeoff distances are available, greater payloads can be lifted off the ground than with vertical liftoffs, to further increase the V/STOL's usefulness. The combined vertical flight and high speed capability of V/STOL's also shows promise for other military missions, and the X-22A's will be evaluated to determine the adaptability of the concept for these other missions.

Powered by four 1250-hp GE T-58 engines, the four interconnected ducted propeller units will give a maximum speed in level flight of nearly 300 knots. The duct units are tilted upwards about 90° to the VTOL position, where the X-22A can be hovered at takeoff weight with a 1200-pound payload with one engine out. STOL operation is accomplished at intermediate duct angles.

The Navy-run program for the two X-22A aircraft will include contractor development and demonstration, military trials at the Naval Air Test Center and flight research for which special variable stability and control equipment has been designed and incorporated into the aircraft.

T-58 ENGINES DRIVE ALL PROPS THROUGH COMMON SHAFTING



X-22A'S WILL BE USED FOR V/STOL EVALUATION AND RESEARCH

SELECTED AIR RESERVE

WEEKEND WARRIORS *M. C. Carroll, M. J. Moore, J. D. Phipps and R. L. Clark admire silver loving cup to be given quarterly to Olathe squadron which recruits most Reservists.*

TO INSPIRE NAS OLATHE's Selected Air Reservists to greater recruiting effort, Capt. Eugene Lowrance, Air Wing Staff 88L Commander, has established the Wing Commander's Recruiting Trophy. The silver loving cup will be awarded quarterly to the squadron whose members enlist the most men in the Naval Air Reserve during each three-month period. The three Reservists who sign up the most recruits will receive individual recognition. Names of the winning squadrons will be engraved on the cup.

NARTU Inspection on Intrepid

Rear Admiral D. M. White, ComCarDiv 20, aboard the USS *Intrepid*, conducted the 18th Annual Military Inspection of NARTU NORFOLK. One thousand Naval Air Reservists participated.

The NARTU consists of Selected Reserve Units, including an air wing staff, four air anti-submarine squadrons, two air transport squadrons, one jet attack squadron, a weapons training unit, an air intelligence unit, a helicopter squadron and a maintenance unit. Commanding Officer of the unit is Captain George R. Crittenden.

During the inspection, the Navy League of the United States presented its annual award of the "Naval Air Reservist of the Year" to Madison K. Deans, AO1, of VS-862. Mr. Roy Charles, President of the Hampton Roads (Virginia) Council of the Navy League, made the award.

Twins Follow Dad

A Navy veteran of 22 years saw his 17-year-old twin sons follow his footsteps into the Navy when his re-enlistment ceremony became a family affair. Lloyd Hankins, ADC, was flanked by Lloyd, Jr., and Larry for his re-enlistment, conducted by Captain Robert H. Wood, Commanding Officer of the Naval Air Technical Training Center, Memphis.

Hankins' twin sons were then sworn in for their first taste of Navy life. The youths will complete two years of active duty with the Fleet after they are graduated from high school.

Promotion Protocol

When four naval officers at NAS ATLANTA were promoted in April, Captain J. N. Durio, Commanding Officer made a ceremony of it. He placed the appropriate shoulder boards on Captain K. G. Miles, Executive Officer, who, in turn, put the commander's boards on R. F. Maggiore, SIO. The latter put the lieutenant

STARS AND STRIPES *are much in evidence at Memphis as Captain G. F. Vance, C.O. (R), congratulates new Captains (L to R), King E. Hodges, John A. Smith, Patrick H. Faircloth.*

ADVANCES *in rank are celebrated by four officers as Capt. J. N. Durio, NARTU Atlanta, puts the four-stripe insignia on his X.O.*

PFC. WAYNE W. DUNN, *Marine at South Weymouth, noted blips on scope signalling a lost plane and a Marine pilot went to the "rescue."*

insignia on B. N. Walker, Assistant Information Officer, who put the J.G. boards on L. Aksionczyk, assistant Public Works Officer. The shift is shown in the photograph above.

First Aid Training Saves Life

Two months after he had taken a course in mouth-to-mouth resuscitation, Robert Kryka, SK1, a member of NARTU ANDREWS saved the life of a little girl named Dee Ann, 14 months old.

Off duty at his home in Seat Pleasant, Md., Kryka's neighbor, Mrs. Rodger Wathem came through the door yelling, "Uncle Bob, take us to the hospital, Dee Ann has swallowed floor wax."

En route to the hospital, the baby stopped breathing. Kryka stopped the car and gave Dee Ann mouth-to-mouth resuscitation. After three breaths, the little girl resumed breathing. A little later, she lost her breath again. Once again Kryka went into action and saved her. Finally, they reached the hospital and the emergency room crew took over. Now Dee Ann is feeling fine.

On the Alert

What does a lost pilot do? He flies in triangles and hopes that somewhere an alert, well trained radar operator is on the job.

At NAS SOUTH WEYMOUTH, Marine Air Control Squadron 21 has such a radar operator on the job—Pfc. Wayne W. Dunn, a Marine Reservist.

Dunn was on watch when he noticed blips that "made several distinct triangles."

A South Weymouth-based jet pilot, Marine Reserve Captain Kenneth G. McAdams, was sent out to investigate.

Dunn vectored the Marine pilot in behind the other plane, then watched anxiously as the two blips slowly merged on his radar scope.

After three runs, Capt. McAdams caught sight of the other aircraft at a much lower altitude. Upon closer observation, he determined that the plane was not in trouble but was engaged in training operations.

"The important thing was that our radar operator picked him up and followed through," said Maj. Robert W. Rasdale, a Marine Air Control Officer aboard for the weekend. "Every pilot can be grateful that we have people like Pfc. Dunn."

AT NAS GROSSE ILE, *Rear Admiral G. P. Koch, CNAResTra, presents Orin N. Gahlau, AG1, the "Man of the Year" trophy for integrity, professional performance, leadership and military bearing. The Admiral announced that the prize is an expense-paid three-day trip to Las Vegas for Gahlau and his wife.*

Another Claim

At NAS SOUTH WEYMOUTH, Jet Attack Squadron 912, commanded by Commander Frederic L. Usher, is claiming a flight record for one weekend of flying. During the weekend of February 27-28, the squadron amassed a total of 133.5 hours. The average aircraft availability was 80%, with 15 pilots aboard. The weather was VFR except for Sunday morning.

Navy Beat Army

In a manner of speaking, Navy beat Army, despite the fact that an Army professional participated in the event when Joseph C. Williams, 18 years old, was sworn into the Selected Air Reserve at NARTU MEMPHIS.

Both his father and mother were once members of the Naval Service, but Maj. Charles E. Williams made Army a career when he enlisted in 1947 as a staff sergeant. Mrs. Williams was a yeoman in the Waves.

Young Williams has been assigned to VP-792.

South Weymouth Paper Honored

In April, the *Weymouth Warrior* received from the Freedoms Foundation of Valley Forge, Pa., the coveted George Washington Honor Medal.

The award was made for the station paper's continuing cartoon strip, "Private Dawson," which explains our American heritage in simple terms.

The Honorable John A. Volpe, Governor of Massachusetts, presented the bronze medal to the paper's editor, Edward W. Sullivan, Jr., JO1, and cartoonist Edward P. Garvey, EO1.

AT SEA WITH THE CARRIERS

FLIGHT DECK CREWMEN *aboard USS America hook up an A-4C Skyhawk to the catapult as the ship's Exec., Cdr. K. B. Austin, prepares to pilot the aircraft for first "cat" launch.*

A HAPPY *Commander K. B. Austin, America's Exec, waits to make ship's first takeoff.*

ATLANTIC FLEET

AMERICA (CVA-66)

While crew members cheered, Commander Kenneth B. Austin, *America's* Executive Officer, piloted an A-4 *Skyhawk* for the carrier's first catapulted launch and arrested landing as CVA-66 operated off the Virginia Capes.

America's underway operations, the carrier's first, lasted a week.

Less than 15 flight days later, *America* pilot LCdr. Bailey D. Sterrett recorded the carrier's 1,000th landing in an EA-1F *Skyraider*. LCdr. Sterrett is OinC of VAW-33's detachment, attached to CVW-6.

America was again off the Virginia Capes when the landing was made. The Navy's newest CVA is due for a Mediterranean cruise soon.

FORRESTAL (CVA-59)

Captain Howard S. Moore became *Forrestal's* 11th skipper when he relieved Captain Michael J. Hanley, Jr., during change of command ceremonies in Norfolk. Captain Moore is the former C.O. of the Fleet oiler USS *Platte*; Captain Hanley was ordered to the Office of CNO.

They call themselves "Larry's Legion" and now they have a kepi to go with the name. Officers and enlisted men of VFP-62's Det. 59 chose that unlikely title and had reproductions of the kepi, the Foreign Legion's traditional round, red hat, painted on the sides of their RF-8A *Crusaders*.

USS AMERICA'S *skipper, Captain Lawrence Hayworth, Jr., congratulates Sterrett and Ens. C. Parker, NAO, after 1000th landing.*

Not too long ago, when *Forrestal* anchored off Cannes, France, the detachment's OinC, LCdr. W. C. Larry, went ashore to try to find some real kepis. He did better than anticipated. He found the men who wear them. He was even invited to take his detachment to Marseille, where the Legion's First Regiment is headquartered.

The detachment's successful visit to Marseille netted a kepi from Legion Regimental Commander Colonel Michel Vadot. Later Legionnaires returned the call by boarding *Forrestal*.

ESSEX (CVS-9)

A five-week cruise completed, *Essex* returned to home port, Quonset Point, R.I., after undergoing her annual ORI and carqualing student pilots.

During the deployment, three HS-9 helicopters from *Essex* rescued four S-2D *Tracker* crew members after their aircraft crashed near Guantanamo Bay. None of the fliers was injured.

Piloting the SH-3A *Sea Kings* for the rescue were Lt. R. R. Rose and Ltjg. T. P. Greenlee, Ltjg. H. J. Hennessey and Ltjg. G. R. Carroll, and Ltjg. A. L. Patton and Lt. J. Waring. The rescued *Tracker* crew members included VS-34's Exec, Commander Ralph M. Tucker; his copilot, Ltjg. O. Dennis Smith; Thomas Stevens, ATC; and Robert C. Goode, AXC.

Landing No. 124,000 was tallied by the 22-year-old CVS when Ltjg. J. R. Lee and Ltjg. J. M. Rehuk of VS-34 landed their S-2D aboard.

INTREPID (CVS-11)

Helicopter crew members and a flight surgeon from *Intrepid* plucked a sailor suffering from blood poisoning off the deck of the submarine USS *Thornback* in choppy Atlantic waters 165 miles from Norfolk. He was quickly transferred to the Naval Hospital at Portsmouth, Va.

A GUEST *of USS Independence skipper, Captain R. W. Windsor, Jr. (R.) is retired Rear Admiral J. C. ("Jumpin' Joe") Clifton.*

AIR FORCE *Capt. James C. Doggette, Jr., of VF-13, touches down in F-8 Crusader, making USS Shangri La's 70,000th arrested landing.*

Intrepid was anchored off NS NORFOLK when aid was requested for *Thornback* sailor John F. Tamblyn, TM3. Two SH-3A *Sea Kings*, piloted by Ltjg. Troy Beatty and Ltjg. Dennis Lange of HS-3, were sent to help, accompanied by flight surgeon Lt. Russell Meyer. The sailor was hoisted into Ltjg. Beatty's SH-3A, and was pronounced in good condition.

HS-3 and another *Intrepid* squadron are claiming new records. HS-3 has logged its 30,000th accident-free hour. A mark of 21,000 accident-free hours in a 42-month period has been made by VS-27.

A new chapel has been dedicated aboard *Intrepid* by Captain G. A. Wright, CinCLantFlt staff chaplain, who joined Navy chaplains of all faiths for a morning dedication service. He called the chapel, furnished with $3,500 raised from doughnut sales, "one of the Navy's finest."

INDEPENDENCE (CVA-62)

CVA-62 claims to be the only carrier with a former Air Force pilot as Supply Officer. Commander Joseph H. Cheshure is perhaps the only one of his kind. He switched from Army Air Corps to Navy Supply Corps, and recently reported to *Independence* from the Ordnance Supply Office in Mechanicsburg, Pa.

OKINAWA (LPH-3)

Captain Jack L. Evans relieved Captain Maxwell McDonald as C.O. of *Okinawa* during change of command ceremonies while the ship was in Norfolk. Captain Evans was previously skipper of the store ship USS *Belatrix*. Captain McDonald received orders to ComPhibLant's staff.

BOXER (LPH-4)

Boxer, commanded by Captain W. M. Sessums, has left Norfolk for a three-month Mediterranean cruise. During the deployment the amphibious assault ship will participate in exercises to maintain Navy-Marine Corps vertical envelopment capabilities. The LPH returns in July.

SHANGRI LA (CVA-38)

Ltjg. Larry Conaway of VA-46 aboard *Shangri La* safely ejected from his A-4C *Skyhawk* when the aircraft caught fire during operations off the coast of Italy. He was rescued by a helicopter flown by Ltjg. L. H. Petersen.

An Air Force pilot, Capt. James C. Doggette, Jr., made *Shangri La's* 70,000th arrested landing. Capt. Doggette is assigned to VF-13. The squadron flies the F-8E *Crusader*.

RANDOLPH (CVS-15)

Randolph returned to home port, Norfolk, after completing six weeks of refresher training in the Caribbean.

USS LEXINGTON *crew members rejoiced when the CVS returned to NAS Pensacola after a five-month overhaul at the New York Naval Shipyard in Brooklyn, and this spell-out provides evidence of their happiness. Ten days later, the carrier was underway for training.*

PACIFIC FLEET

RANGER (CVA-61)

Rear Admiral Henry L. Miller, Commander Carrier Division Three, was awarded a Gold Star in lieu of a second Legion of Merit by Vice Admiral Paul B. Blackburn, Jr., Commander Seventh Fleet, during ceremonies aboard *Ranger*. He received the award "for exceptionally meritorious conduct in the performance of outstanding services as Commander Attack Carrier Striking Forces, of the Seventh Fleet . . . from 24 September 1964 to 17 March 1965."

Vice Admiral Blackburn presented the award in behalf of the President of the United States. It is the nation's fifth highest.

BENNINGTON (CVS-20)

Admiral Roy L. Johnson relieved Admiral Thomas H. Moorer as Commander in Chief, Pacific Fleet, during ceremonies aboard *Bennington* while the ASW carrier was moored at Pearl Harbor, Hawaii. Admiral Johnson served nine months as Commander Seventh Fleet after relieving Admiral Moorer in June 1964. Admiral Moorer's orders take him to Norfolk, where he will become Supreme Allied Commander, Atlantic, with additional duties as Commander in Chief, Atlantic Command, and Commander in Chief, Atlantic Fleet.

Flying an A-4 *Skyhawk*, Ltjg. Lawrence Decker of VA-113's Det. Quebec has made *Bennington's* 84,000th arrested landing.

BON HOMME RICHARD (CVA-31)

Under tactical command of Rear Admiral W. S. Guest, Commander Carrier Division Nine, *Bon Homme Richard* participated in Operation *Tee Shot* off the California coast. The exercise was designed to increase First Fleet readiness in strike actions.

CVA-31 is again teamed with CVW-19. The air wing has returned to the *Bon Homme Richard* after several months on the West Coast. The wing completed last November on the *Bonny Dick* one of the longest peacetime cruises made by a carrier since WW II.

CVW-19 flies A-4C *Skyhawks*, A-3B *Skywarriors*, F-8C *Crusaders*, A-1H *Skyraiders* and E-1B *Tracers*.

WINNER *of second Legion of Merit, RAdm. H. L. Miller was honored aboard USS Ranger.*

TICONDEROGA (CVA-14)

"Tico" played host to a variety of visitors recently, including the San Francisco Naval Shipyard Sea Cadet Corps and the Navy League's Cadet Corps, who held their annual inspection aboard; 16 clergymen from the San Francisco Bay area, who toured the ship; and 18 University of Utah NROTC midshipmen, who also made a tour. *Ticonderoga* is undergoing overhaul at the San Francisco Naval Shipyard.

CONSTELLATION (CVA-64)

Constellation is in Bremerton, Wash., for a nine-month overhaul.

CWO John W. McCaffrey, CVA-64's last officer plank-owner, has been transferred to the Naval Amphibious Base, Coronado, Calif., after serving aboard the carrier since Oct. 27, 1961.

KITTY HAWK (CVA-63)

With her news-magazine reporting work 88 per cent completed, *Kitty Hawk* crew members looked to the scheduled early-May departure date from the Bremerton shipyard. "'They're grinding up the hangar deck and driving me insane' need be sung no more, because now they're winding up the boiler room and heading for the main" was the way *The Hawkeye* described the decrease of noise from hammers and deck grinders.

Seattle Times reporter Svein Gilje offered what he called a "crazy idea" to Bremerton Symphony Conductor Leo B. Reynolds: Why not hold a concert aboard *Kitty Hawk* as a community salute to the Navy men?

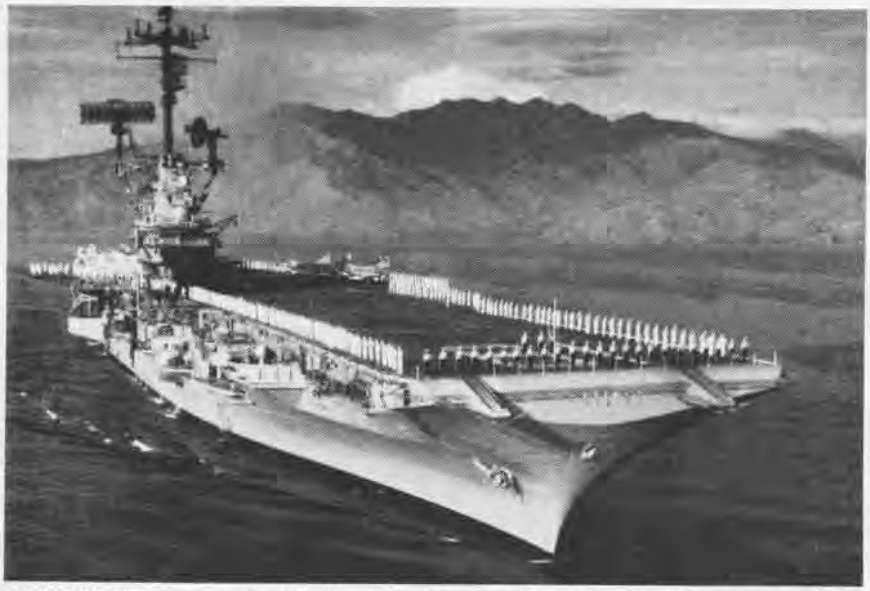
Why not, indeed? So they hoisted aboard a grand piano, set up a stage and 1,000 persons got to attend what the ship says is only the second such symphony concert since WW II.

MIDWAY (CVA-41)

With Captain James M. O'Brien as C.O., *Midway* has left home port, Alameda, Calif., for duty with the Seventh Fleet. An ORI was held in Hawaii before the carrier headed for WestPac.

The 128,000th arrested landing aboard the 20-year-old carrier was made by Lt. David B. Dixon of VA-125, flying a Douglas A-1 *Skyraider*.

A STRIKING PORTRAIT *of carrier operations is presented by USS Constellation (CVA-64). The San Diego-based carrier, which normally embarks CVW-14, has entered the Bremerton yard.*



AS CREWMEN *man the rail, USS Hancock approaches Subic Bay, R.P., for an in-port period after operations that sent her planes on North Vietnam strikes. Hancock is 21 years old.*

HANCOCK (CVA-19)

At 21, she's the oldest of her kind. Even so, she's still in the jet set.

She presents a strange paradox.

When they reach her age, most ladies are just becoming adults. *Hancock's* history proves she is a fully-matured woman of the world.

Commissioned April 15, 1944, she took part in all major combat action in the Pacific toward the end of WW II. Her air group shot down 73 enemy aircraft in a day, for a record, and downed the last enemy plane.

She was decommissioned, then recalled to active duty.

She was the first American carrier to receive steam catapults.

She was 12 years old when she underwent an $8 million conversion and modernization that included an angled flight deck, an enclosed hurricane bow, a mirror landing system, enlarged elevators, and improved electronics equipment. The work almost doubled her original 22,000 tons.

As modern CVA's go, she's on the short side—just 890 feet long. She can launch some of the biggest jets.

At press time, she was one of the CVA's operating in troubled Southeast Asia waters, and her aircraft were making combat strikes.

Aircraft carriers don't care about commissionings or birthdays. Sometimes crew members do, but that sort of thing is reserved for people. As for the "birthday," *Hancock's* crew may have paused for a few minutes to consider the age of their "lady" and there may have been a cake. There usually is.

To the 42,000 tons of steel that is *Hancock*, it made no difference.

She just kept steaming along. There was, after all, a job to be done.

RESCUED *after ejecting, Cdr. J. H. Harris is greeted aboard Coral Sea by RAdm. Outlaw.*

CORAL SEA (CVA-43)

Commander J. H. Harris, C.O. of *Coral Sea*-based VA-155, received the red-carpet treatment when he returned to the carrier after he ejected from his crippled A-4 *Skyhawk* during an air strike on Bac Long Island off the coast of North Vietnam. Commander Harris was rescued by a naval ship operating in the area. His aircraft had been hit by enemy ground fire.

Earlier, *Coral Sea* resumed operations after putting into Subic Bay, R.P., for an in-port period. The 50 days the carrier spent at sea before the port call comprised CVA-43's longest single operating period.

HORNET (CVS-12)

Fourteen senior naval officers from a dozen countries recently observed ASW techniques aboard *Hornet*. Headed by Rear Admiral Tso-Ping Liu of the Republic of China, the group is attending a special course at the Fleet ASW School, San Diego.

Lt. R. R. Proctor and Ltjg. J. R. Pettyjohn of VS-35 piloted an S-2D *Tracker* aboard for CVS-12's 84,000th arrested landing.

During their brief stay aboard, six pilots assigned to VMA-223's Det. Tango logged a total 1,200 landings and made double centurion.

PRINCETON (LPH-5)

Donald F. Behler, Jr., FA, was reported in good condition after an emergency appendectomy performed aboard *Princeton* while the LPH steamed at high speed through heavy seas and high winds. *Princeton's* Medical Officer, Lt. M. W. Dunn, performed the operation. He was assisted by Lt. P. G. Young. LPH-5 is with the Seventh Fleet.

YORKTOWN (CVS-10)

S-2 *Trackers* made CVS-10's 102,000th and 103,000th arrested landings. Pilots were Ltjg. Jeff Parsons of VS-25 and Lt. P. J. Brust of VS-23.

CONTEMPLATING *the job ahead, J. R. Spahn prepares to wash USS Ranger's flight deck.*

FIVE GRADUATES *of the Electronics Technical Officer Course at Naval Air Technical Training Center, Memphis, helped establish a new record class average of 85.08. At the same time, one of them, 1st Lt. Daniel C. Georgia, bettered the individual high average by a tenth of a point with a final average of 91.4. The record smashers who are being congratulated by Captain Robert W. Wood, Center Commanding Officer, are (left to right): Lt. William T. Fenton, Jr., 1st Lt. Georgia, CWO James M. Burns, Lt. James E. Moore, 1st Lt. Wm. J. Selwitschka.*

2,500 Hours in an A-3B

NAO has an 8,700-Hour Total

Lt. Francis L. Gilmore, attached to VAH-123, owns an impressive logbook. At ceremonies at NAS Whidbey Island, Lt. Gilmore, an NAO, received recognition for completing his 2,500th flight hour in the Douglas A-3B. An engraved plaque was presented by Douglas Aircraft officials. His total flight hours number 8,700.

His flying career as an aircrewman includes combat duty in the Aleutians in 1942-43 and participation in the Berlin airlift in 1948-49. He has had tours in SBD, P-2, and AJ units.

As a Warrant Officer, his flying duties were temporarily interrupted in 1953. In 1956 he was commissioned an ensign and assigned to VAH-6 at North Island. After bombardier training, he deployed to the Pacific.

Lt. Gilmore serves VAH-123 as radar instructor for bombardiers.

Two Naval Aviators Cited

For Services to Navy and Nation

Two Naval Aviators were among those selected to receive the Navy League's annual National Awards for special meritorious service to the Navy and the Nation for 1964. Vice Admiral Fitzhugh Lee, Commandant of the National War College and former Chief of Naval Air Training, received the John Paul Jones Award for Inspirational Leadership. Rear Admiral James R. Reedy, Commander, Naval Support Force, Antarctica, received the Stephen Decatur Award for Operational Competence.

Another Naval Officer, Rear Admiral George H. Miller, Director of the Long Range Objectives Group, Office of the Chief of Naval Operations, received the Alfred Thayer Mahan Award for Literary Achievement. The Robert M. Thompson Award for Outsanding Civilian Leadership went to Rear Admiral Wilfred J. McNeil, USNR (Ret.), President of Grace Lines and former Assistant Secretary of Defense. Dr. James H. Wakelin, Jr., was awarded the Rear Admiral William S. Parsons Award for Scientific and Technical Progress.

The awards, established by the Navy League in 1957, were presented by Robert H. Barnum, National President, during a meeting of the Navy League, Washington, D. C., in April.

NEW PHOTO VERSION *of the Phantom II, developed by the McDonnell Aircraft Corporation, is the RF-4B, now coming off production line for service with the Marines. Its first military test flight took place in April. The shore-based F-4C was developed for the USAF from the standard Navy/Marine F-4B, followed by the USAF RF-4C recon version. A minimum program combined the F-4B and RF-4C features into the RF-4B to meet Marine Corps needs.*

SIX VMA-224 PILOTS *each scored a bullseye in a loft-bombing practice at MCAS Yuma, Ariz., where the squadron was temporarily based for training. Pilots who received letters commending them for professional excellence and outstanding airmanship from Yuma officials are 1st Lt. R. E. Smith; 1st Lt. Sheridan Davis; LCol. Thomas E. Mulvihill, C.O.; Maj. J. T. Hagen, and CWO D. W. Richards. Also cited, but not pictured, Capt. E. H. Loney.*

INTREPID'S ADMAT: KUDOS APLENTY

AIR DEPARTMENT *inspectors from ComFairQuonset and USS Essex check over their reports during inspection of Norfolk-based Intrepid.*

EVEN NECKERCHIEF *knots of USS Intrepid crew members impressed Rear Admiral M. H. Tuttle, who led ADMAT inspection team aboard.*

By John Auble, Jr., JO2

THERE'S A LINE at the bottom of the Plan of the Day published aboard the Norfolk-based antisubmarine carrier USS *Intrepid*. It reads: "Keep Her the Best." If results of the ship's recent Administrative/Material (ADMAT) inspection are any criteria, the carrier's crew works hard to live up to the motto.

Administrator for the inspection aboard the 22-year-old carrier was Rear Admiral M. H. Tuttle, Commander Fleet Air Quonset Point, R.I. Admiral Tuttle led a team of inspectors from both ComFAirQuonset and from the assist ship, USS *Essex*. Assistant Chief Inspector was Captain W. L. Pack.

All of *Intrepid's* departments, except Supply, were inspected. Supply was "hit" a few weeks earlier by Commander W. W. Roth and his supply staff from ComNavAirLant and received a "high excellent."

Supply's high scoring acted as a kind of overture to the later inspection—an inspection which reaped, according to observers, the best scores in recent *Intrepid* ADMAT history.

The inspectors' final report told the story. Received some 18 days after the thorough going-over, it awarded the carrier an "Excellent" score. A final over-all numerical grade of 91.9 was earned, along with Admiral Tuttle's comment that *Intrepid* "is operating as an effective unit of the Fleet (and is) well-organized, capably administered, and fully able to carry out all of her assigned missions."

Highest grade received by the nine major *Intrepid* departments went to the Navigation crew. They were awarded a 95.3 and, according to the Admiral, "Navigation is the best of the CVS's seen so far this year as well as last year." He added that "the training program, including CDO and OOD training, navigation publications, and general cleanliness and seamanlike appearance of the spaces, were outstanding."

All the inspectors said they were impressed with everything, from freshly-painted exterior to crew members' neckerchief knots.

These *Intrepid* activities and facilities were judged "Outstanding" (the Navy's highest adjective grade): OE Division (Operations), W Division (Weapons), Nuclear Weapons Coordination, Administrative Office (highest score of all interdepartmental units inspected with 98.6), Marine Detachment, Personnel Office, Physical Fitness Program, Electronics, Chapel and Religious Activities, Morale, Personnel Appearance and Conduct of Ship's Company, and, of course, Navigation.

Also receiving special mention were the ship's "young, congenial, and energetic Chaplains" (LCdr. C. E. McFarland and LCdr. T. J. McDermott), "one of the best Legal Offices," the Marine Guard, and "the finest group of neckerchiefs" the Admiral said he'd ever seen.

Ironically, of the few minor discrepancies found aboard *Intrepid*, one proved more workable to the inspectors than the Navy's "book method." It involves spotting helicopters on the flight deck. In *Intrepid*, helos are spotted in the ship's launch area farther left of the centerline than prescribed. It's done that way, the Air Department maintained, to allow more room for fixed-wing aircraft on the starboard side. The inspectors agreed.

Naturally, the results of the ADMAT pleased the ship's skipper, Captain Joseph G. Smith. The veteran aviator commented later that *Intrepid's* showing was a "fine testimonial" to the carrier's crew.

Captain Smith summed it up this way: "Like all evolutions and activities in the Navy, or anywhere in life for that matter, inspections are necessary to reveal how well we're doing our job and just how things generally are coming along. It is a sad side of human nature, but all of us are just too apt to overlook errors in our work and not to correct inefficient procedures. It is too easy to 'slip.'"

Because of this tendency, the C.O. continued, "It takes someone else, someone outside the immediate presence, to tell us so, someone whose objectivity has not been so colored by routine, distorted by habit or bogged down in detail that it cannot tell us what direction to go."

TV Arrives in Antarctica

Weather Word Presented Visually

Operation *Deep Freeze* technicians have opened the Antarctic's first television station, WTFO, a closed-circuit TV system designed to brief pilots on weather data.

Pilots scheduled for aircraft operations into the heart of the continent can receive a visual weather briefing from the Antarctic's meteorological headquarters, Weather Central, on the "hill" at McMurdo Station. Williams Field, McMurdo's icy airport and terminal, is 17 miles from Weather Central and, except by helicopter, almost two and a half hours away.

Weather charts and diagrams of cloud cover transmitted from Central are received at the small hut housing "Strip Weather," an office that records hourly observations of the weather at Williams Field.

Pilots due to take off from Williams check in at Strip Weather minutes before their flight to receive briefings. Before the installation of the television unit, information was provided by voice communications which did not permit full coverage of weather data.

The TV setup was airlifted into McMurdo by a VX-6 C-130 *Hercules* aircraft. William Pascoe, Naval Aviation Engineering Service Unit engineer, worked with Navymen William Pettit, ET3, and James Lyons, ET2, to assemble the unit. They had it working in 10 days.

VMFA-323 Lists Records

Several Firsts at Roosevelt Roads

The 2d Marine Aircraft Wing's *Death Rattlers*, MCAS CHERRY POINT, report a number of achievements during their deployment to NS ROOSEVELT ROADS, Puerto Rico.

Under the command of Lieutenant Colonel N. W. Gourley, Marine Fighter/Attack Squadron 323 is the first Marine F-4B *Phantom* squadron to operate in Puerto Rico. At the same time, it claims a new Navy/Marine Corps record for firing eight consecutive missiles against airborne targets. VMFA-323 logged 52 close air support missions during Operation *Quick Kick VII*.

RIO Logs 1,000 Hours

Tophatter Tallies 400 CV Landngs

LCdr. Lee R. Hurst, a radar intercept officer (RIO), attached to VF-14 at NAS OCEANA, accumulated his 1,000th hour in the *Phantom II* during an intercept mission from NAS KEY WEST on April 1st.

As one of the first RIO instructors with VF-101 at Oceana, LCdr. Hurst began flying in the *Phantom* in June 1960. Prior to that he attended the Air Force RIO School at Connally AFB, Waco, Texas. Since reporting to VF-14 in 1963, he has accumulated over 400 hours and is a *Centurion* aboard the *Roosevelt*. He has compiled more than 400 carrier landings.

3,400 Safe Hours at O&R

Norfolk Flight Test Unit Excels

The O&R Flight Test Division at NAS NORFOLK has an enviable safety record. During the past four years, more than 3,350 accident-free test flights have been completed with over 3,400 flight hours, 4,000 landings.

With a crew of 64 military and civilian personnel and four test pilots, they ground-check, pre-flight and flight-test as many as 800 aircraft each year. Chief Test Pilot for P-2 aircraft is Commander Ray C. Newman, Engineering Officer at O&R. LCdr. W. R. Gilbert is flight test officer and Lts. Tom Cook and Ron Datka are assistant flight test officers and test-fly F-8 and F-9 aircraft.

Academic Honors for Pilot

Leads in Flight Surgeon Course

On April 8th, Lt. William R. Crawford, Medical Corps, a former Naval Aviator turned medical doctor, received the Surgeon General's Award for Academic Achievement during graduation ceremonies of Class 108 at the U.S. Naval School of Aviation Medicine, Pensacola, Fla.

Lt. Crawford received the award from Rear Admiral James L. Holland,

RADM. HOLLAND MAKES PRESENTATION

Commanding Officer of the Naval Aviation Medical Center. The Surgeon General's Award is presented to one member of each graduating class on a basis of academic achievement, leadership ability, military character and bearing, and moral character.

Dr. Crawford also had the distinction of receiving the highest "peer rating" ever obtained by a student at the Naval School of Aviation Medicine since its establishment in 1939. This rating is determined when each member of the class makes an individual evaluation of his classmates.

The Naval career of Dr. Crawford goes back to January 1955 when he took flight training at NAS PENSACOLA. At NAS CORPUS CHRISTI, he received his wings on June 15, 1956. He spent the next two years with VS-39 at NAS QUONSET, flying the twin-engined S-2.

In August 1958, he left the Navy and entered the University of Rochester Medical School. During his four years in medical school, Dr. Crawford maintained his flying proficiency in the Naval Reserve, flying weekends with VS-933 at NAS WILLOW GROVE.

After his internship and another year of general surgical training, Dr. Crawford, in July 1964, went to Nigeria where he was for three months a surgeon in a small hospital,

FOUR MIRAMAR CRUSADER *pilots recently completed the new Weapons Officer Training Course (WOTC). The course, which includes academic and flight instruction, provided a study of the Crusader's armament and fire control systems and weapons delivery. Left to right are Ltjg. F. M. Dale, VF-51, Britannia Award Winner, 1964; Lt. R. D. Streng, VF-194; Ltjg. B. M. Johnson, VF-162; LCdr. C. Steel, VF-33, and Commander H. E. Camp, C.O., VF-124.*

under the auspices of a non-profit organization named Operation Crossroads, Africa.

He re-entered the Navy in October 1964 as a member of Flight Surgeon Class 108. Once he has completed training late this year in an accelerated jet flight training class at NAAS MERIDIAN, he will report to Replacement Air Group 126, NAS MIRAMAR.

Maint(O) Study Enlarged

Management Control Phase Added

Principles of the Standard Navy Maintenance and Material Management System are now incorporated in the curriculum of Aircraft Maintenance Officers Course at the Naval Air Technical Training Center, Memphis.

The system consists of two areas: (*1*) A planned maintenance system which emphasizes preventive maintenance; and (*2*) a maintenance data collection system for efficient management control. The first area has previously been taught, and the second is now being implemented in the Fleet and is part of the Maint(O) course.

While making these changes, which provide prospective squadron Maintenance Division Officers with the information needed to organize and administer an aircraft maintenance department or division, other changes appeared also to be in order for the entire 16-week Maint(O) course.

Phase times and sequence, in some cases, were changed. The time allocated to Phase I, which is Avionics Equipment and Systems, was reduced by two weeks, so that the student will spend only six weeks in this area. Certain lessons were consolidated, and instruction was increased in other areas.

Phase II, Maintenance Organization Management and Publications, lasts two weeks and deals with aircraft maintenance program, policies, organization, management techniques and the special publications. Phase III, Aircraft Equipment and Systems, remains two weeks in length. This part of the course is designed to assist in qualifying an officer student as an Airframes Division Officer.

Power Plant Equipment and Systems, Phase IV, a two-week block, prepares the student for assignment as the Power Plants Division Officer in either a reciprocating engine or jet squadron.

Phase V, Maintenance and Material Management Administration, is a four-week block which encompasses the Naval Aviation safety program, the planned maintenance system, a maintenance data collection system, including maintenance data reporting.

Block students are selected on a space-available basis. These students may attend for any one or more of the blocks desired to meet current needs. However, those students who wish to take Phase V must request Phase II as a prerequisite. Students desiring these two blocks will not be delayed in their training as the courses follow each other in sequence.

LETTERS

Naval Nostalgia

SIR: I had the unexpected opportunity to read the February 1965 issue of NANews.

On page 39 under the by-line Aerial Billboard, old and fond memories were received, and establishing at the same time an unusual situation which I believe is seldom encountered. I served in all three squadrons during my career. The service was in different sections of the U.S. (East and West Coast) and to find them all in the same hangar at the same time, is to me, unusual.

I was in VB-3, the original Top Hat squadron, when it was known as Bombing Three in 1938. I was in VF-3, the Felix squadron in 1939-1940. We had F3F-3's, the last biwing fighter the Navy had. Vice Admiral J. S. Thach was Lieutenant, Engineer Officer, and Rear Admiral Henry Miller was Ltjg., and personnel officer. Both outfits were based at North Island at San Diego. VF-33 was the last fighter outfit I was with. We were based at NAS OCEANA in 1955-57 and had FJ-3's. Commander James E. Ferris was the skipper.

To find all three outfits under one roof at a new base seems to me unusual for a person to have served in each previously.

G. H. PENLEY, ADC, USN(Ret.)

86 Hiawatha Avenue
Westerville, Ohio

Other Claimants

SIR: A picture and caption appearing on page 19 of the April 1965 edition of *Naval Aviation News* has been viewed with interest. The picture shows LCdr. Frank Achille receiving a C-130 2000-hour certificate. The caption states, "Achille became the first Naval Aviator to accumulate 2,000 flight hours in the C-130."

Please be advised that LCdr. Achille was not the first Naval Aviator to accumulate 2,000 flight hours in the C-130. Major Ed Pitman, USMC(Ret.), received a 2,000-hour plaque in recognition of his becoming the first Naval Aviator to accumulate 2,000 flight hours in the C-130. Subsequently the undersigned received the customary 2,000-hour flight certificate for the C-130 on February 7, 1964.

R. O. WHITE
COLONEL, USMC

FMFLant, Norfolk

¶ The caption should have specified the first Naval Aviator "on the West Coast."

Back Cover Picture

Shown on the back cover of this issue is a picture of four airplanes returning to the USS *Franklin D. Roosevelt* (CVA-42) from patrol as a storm and nightfall approach. The photograph was taken by P. H. Jenkins, AN, in December 1964 while *Roosevelt* was en route home from an eight-month deployment with the Sixth Fleet.

SECNAV COMMENDS NAVAIRNEWS EDITOR

REAR ADMIRAL MARTIN (R) PRESENTS SECNAV COMMENDATION TO CHIEF MACDONALD

HIS WORK for *Naval Aviation News* has won Chief Journalist James H. (Scot) MacDonald a Secretary of the Navy Commendation for Achievement Award. Chief MacDonald, author of a well-known series of articles on the history of aircraft carriers, transferred to the Fleet Reserve April 9 after completing 20 years' active service. For the last four years of his Navy career, MacDonald was an associate editor of NANEWS.

Presented the day of his retirement by Rear Admiral W. I. Martin, Assistant Chief of Naval Operations (Air), the citation read in part:

"While serving as Associate Editor of *Naval Aviation News*, an official publication of the Chief of Naval Operations, Chief MacDonald organized, researched, and wrote a series of 14 articles concerning the history of the aircraft carrier. Appearing initially in serial form . . . the collection later was published as a booklet known as 'Evolution of Aircraft Carriers.' This publication, through its distribution within the Department of Defense and its availability to schools and libraries throughout the United States, is contributing to a better understanding of the vital role played by the aircraft carrier in the Twentieth Century."

Born April 13, 1928 in Boston, Mass., MacDonald joined the Navy Oct. 15, 1945 at Boston. The Navy journalist is a veteran of Operation *Deep Freeze*. He served with Air Development Squadron Six, the primary air support squadron for the Navy's Antarctic operations.

MacDonald was also assigned to the submarine tender *Sperry*, the destroyer tenders *Yosemite* and *Cascade*, and the cruiser *Pittsburgh*. Other duty included staff, CinCPacFlt; Journalist School instructor, U. S. Naval Training Center, Great Lakes, Ill.; staff, Commander MSTS, New Orleans, La.; and Headquarters, MSTS, Washington.

Official's Son Wins Wings

Follows in his Father's Navy Steps

Captain Donald B. Hirsch, USMC, was designated a Naval Aviator and qualified helicopter pilot at Ellyson Field, the home of Navy's Helicopter Training Squadron, HT-8. This event occurred exactly 35 years to the day after his father received his "Wings of Gold." Hirsch is the son of Rear Admiral Morris A. Hirsch, the Comptroller of the U.S. Navy.

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NAS NEW YORK

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NAS New York was established in June 1941 when the Navy purchased Floyd Bennett Airport. It was originally a base for anti-submarine units and Fleet service training, but now it operates as an air station to support Naval Air Reservists. Maintaining Fleet readiness, its squadrons are flying the A-4B, SP-2E, S-2A, C-54, C-118, SH-34J and the UH-34J. The Commanding Officer of the station is Captain J. J. Hinman, Jr., USN.

ONCE ONLY 400 ACRES, NAS NEW YORK NOW COVERS 1,300

A NAVY SH-34J HOVERS OVER VERRAZANO-NARROWS BRIDGE

NAVAL AVIATION
NEWS

This month 368 Naval Aviators are flying over the horizon of active Naval service—into retirement. Any good friend can assure them monthly pleasure with an annual subscription to Naval Aviation News. Send $2.50 check to

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