

NAVAL AVIATION

NEWS



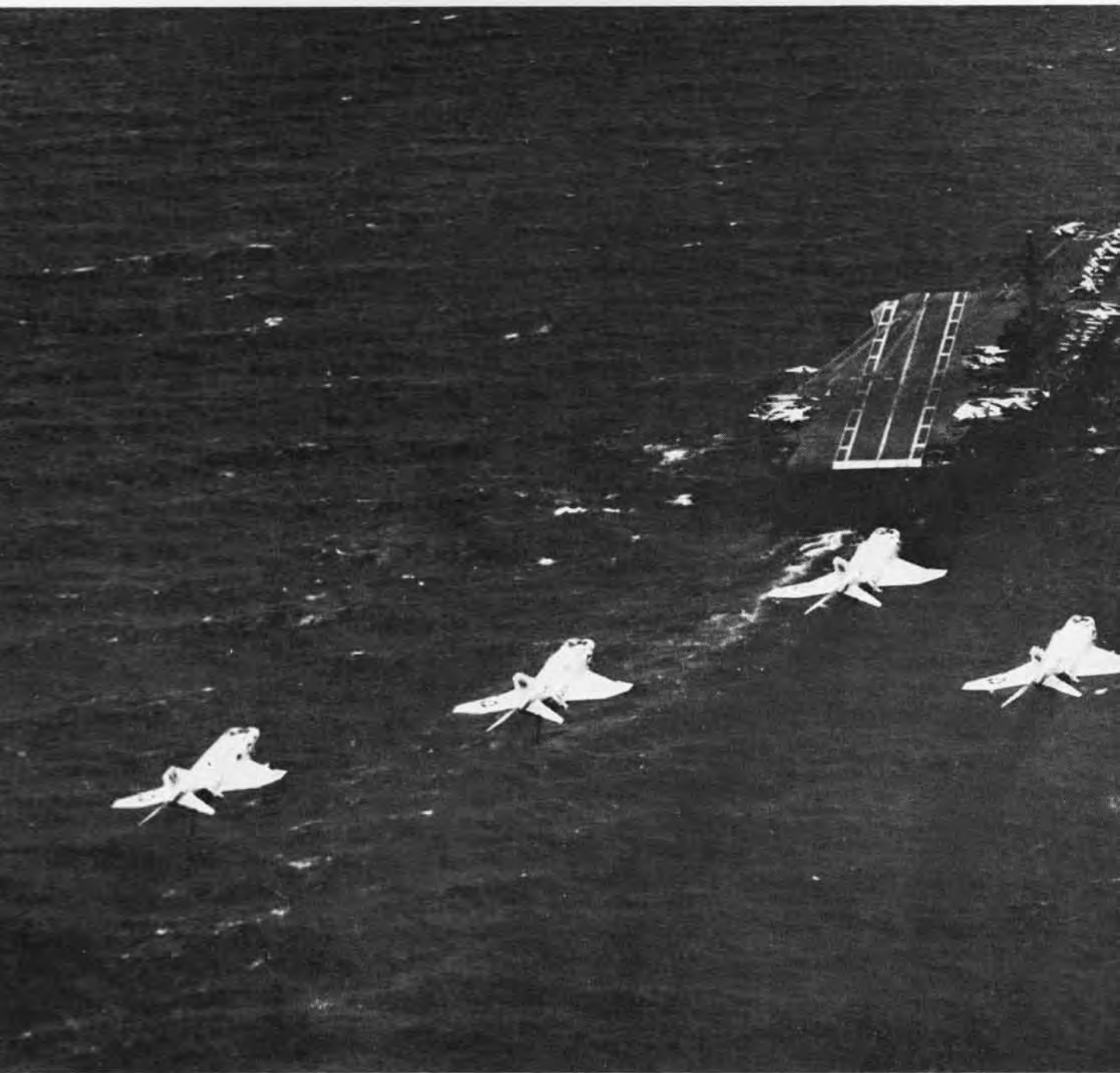
Osborn

Pettibone's 25th Anniversary

JANUARY 1968

NavAir No. 00-75-3





TESTED IN BATTLE

U.S. Naval Aviation plays a vital and indispensable role in Vietnam. Its versatility, linked with a high degree of mobility, makes its attack formidable. Aircraft carriers are really air bases which move across the sea, taking with them runways, fuel, munitions, spare parts, maintenance shops, personnel and living quarters for pilots and aircrewmembers. In the Vietnam conflict, Naval Aviation has proved to be a viable, powerful, military force.

NAVAL AVIATION NEWS

FORTY-NINTH YEAR OF PUBLICATION JANUARY 1968

■ IN THIS ISSUE

- Grand Old Man at 25** 4 *For a quarter of a century now, Grampaw Pettibone has been merrily exorcising the Dilberts in Naval Aviation—and, while he's at it, saving more than a few lives.*
- Electronic Funnel** 10 *Both the ship on station and the station itself bear the code name "Pirax."*
- They Tried Harder** 14 *When 11 bright-eyed young men opted to become members of the "Second Yale Unit," they found they had some big shoes to fill—and history proves they filled them well.*
- Goose-Egg** 23 *Considering it's a program with a big nothing for a title, Zero Defects has quite a bit to offer.*
- Above and Beyond** 27 *This month, the recurring NANews feature salutes a brave Naval Flight Officer.*
- 'United States, Arriving'** 36 *President Lyndon B. Johnson boards Enterprise during his whirlwind tour of military units throughout the country.*

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■ COVER

Grampaw Pettibone makes NANews' cover again, thanks to Robert Osborn. His portrait on page 4 celebrates his oft-recurring expletives: 'Great horned toadies,' 'Balls of fire,' 'Jumpin' Jehosaphat,' not forgetting, of course, 'Great sufferin' catfish.'

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NAVAL AVIATION NEWS

Weather Service Celebrates Observes its Golden Anniversary

Three thousand people working in naval meteorology observed the golden anniversary of the U.S. Naval Weather Service on December 17.

In 1917, the Navy had no meteorological specialist and very little equipment. At the insistence of Admiral William S. Sims, Commander, U.S. Naval Forces in Europe, the first steps were taken toward establishing a special aerological organization for the Navy.

In December, Assistant SecNav Franklin D. Roosevelt invited Dr. Alexander McAdie, Director of Harvard University's Blue Hill Observatory, to enroll in the Naval Reserve for the purpose of organizing a wartime Naval Aerological Service. LCdr. McAdie was attached to Naval Operations. On June 10, 1918, he reported that the organization of the service had been accomplished.

Today, the Naval Weather Service Command, comprised of 15 Weather Centrals and 57 detachments, headed by Captain E. T. Harding, provides worldwide service to the Fleet.

A-1 Gets Extraction Seat First Flight Lands on Oriskany

The first Navy A-1 *Skyraider* equipped with an extraction seat to land aboard the USS *Oriskany* was piloted by Commander Donald M. Willson, C. O. of Attack Squadron 152.

All of *Oriskany's* "Spads" will be equipped with the new seat for the remainder of the current combat deployment.

The new seat is equipped with a rocket which is fastened to the pilot by means of a line. When the pilot "punches out," the rocket physically



WILLSON IN A-1 WITH 'EXTRACTION SEAT'

pulls him out of the aircraft and the seat remains behind. For this reason, it is called an "extraction seat" rather than an "ejection seat."

Commenting on the new seats, Cdr. Willson said, "We're delighted to have them. It is definitely a morale booster for the pilots."

This is the first use of the new seat by the Navy. The Air Force is using the same system in A-1E aircraft and, according to Cdr. Willson, has had seven successful extractions to date. The Navy is planning to use the seat in other aircraft.

Corsair Program Extended Programmed into the Early 1970's

The Navy has informed LTV Aerospace Corporation of program approval from the Department of Defense for the production of the A-7E *Corsair II*.

This new model will follow the current production models of A-7A in 1967 and A-7B in 1968 with deliveries of the A-7E to begin in 1969.

The USAF has previously announced its intention to procure the A-7D version of the *Corsair II*. Since the A-7D and the A-7E are substantially the

same, except for the engine installation, they will be produced side by side on the common assembly line. The line will be geared to produce 40 aircraft per month at the production peak, scheduled to occur in 1970.

The Air Force A-7D is equipped with a TF-41 Spey jet engine developed by the Allison Division of General Motors and Rolls-Royce, Ltd., and will be produced by Allison. The Navy A-7E will be powered by a P&W TF-30-8.

The D and E models of the *Corsair II* will have a common M-61 Vulcan Gatling gun 20mm cannon capable of firing 6,000 rounds per minute. Also, they will have a common "avionics suit," incorporating the latest features in navigation and weapons control.

VT-1 Tops its Own Records Flying Mentors, Unit Scores High

Naval and Marine Aviators of Training Squadron One made October a milestone month by surpassing three squadron records: Two for the number of hours flown, and one for the number of students completing the squadron's flight program.

The instructors and students, flying the Navy's T-34 *Mentor*, set their new squadron tallies without a single accident. The *Mentor* pilots made over 44,000 landings in accomplishing their new mark.

During the month, they flew dual primary and precision hops, standardization flights, hops to maintain instrument and nighttime readiness and solo flights. VT-1 pilots reset their daily flight hour mark twice in the month: first, with 599 hours, and then with the new daily record of 613 hours to achieve an all-time monthly flight mark of 10,325 accident-free hours. The previous highs had been 589 and 10,000 hours, respectively.

Canadian Wings to Yankee VP-40's Farren in RCAF Exercises

AX1 David Farren of VP-40, NAS NORTH ISLAND, recently received honorary aircrew wings from the Royal Canadian Air Force. Squadron Leader George Taylor, RCAF, presented the wings as well as a letter of appreciation following Farren's participation in Canadian antisubmarine exercises off the California coast. These were held early last fall.

Detached from his billet of aircrewman and ASW instructor in seaplanes, Farren was assigned to an all-officer flight crew in Canadian Squadron 407 which flies *P-2 Neptunes*.

Missile Used in Research Helps Gather Data for New Science

On San Nicolas Island off the coast of Southern California, the Launch Control Officer pushes a button to start the sequence of events resulting in the launch of a RATPAC X missile (a modified *Terrier* guided missile similar to those in use by the Fleet).

When the missile's explosive payload of 175 pounds of TNT is detonated at a height of 31 miles, no one on the island or on the mainland at the Pacific Missile Range can hear the sound. However, in various positions on the island and the mainland, sensors are positioned to monitor the explosion. The infrasonic waves (sound waves below the hearing range of the human ear) reach the sensors about two-and-a-half minutes after the explosion, not appreciably weakened by passing through the denser atmosphere on their way to the earth's surface.

With missiles acting as carriers, some of the experiments will use explosives up to 1,000 pounds, detonated at altitudes up to 100 miles. The collected data will then be reduced at PMR's computer facility and turned over to Dr. Uri Fehr, head of this research, for interpretation.

The experiments now underway are of great significance: It is believed that all natural phenomena of a catastrophic nature generate infrasonic waves. Therefore, as scientists in the new field of geoacoustics learn to detect and interpret infrasonic waves, they will be able to signal the approach of storms, tidal waves, volcanic eruptions and perhaps even earthquakes in time to give us advance warnings.



(NANews photographs by JOC John D. Burlage)

A-7 DEMONSTRATION AT PATUXENT RIVER

AN IN-FLIGHT demonstration and a static display were highlights of a special "press day" for the A-7 *Corsair II* at NATC PATUXENT RIVER, Md., during which the announcement was made that the first combat-ready A-7 squadron had gone aboard the carrier *Ranger* for duty in the Pacific Fleet. The squadron is VA-147.

Press representatives, mostly from

the Washington, D.C., area, joined Navy officials for the demonstration of the Navy's newest light attack aircraft. Included were catapulted launches (top photo), arrested landings, ordnance firing and an effective presentation of the A-7's ordnance-carrying potential (photo at bottom).

NANews will have a feature on the A-7's deployment in a coming issue.



Osborn

A Salute to the Sage of Safety

GRAMPAW PETTIBONE

For twenty-five years Grampaw Pettibone has exhorted all Naval Aviators to practice safety and those who heeded him well now bear him witness

FOR A QUARTER of a century, Grampaw Pettibone, the astringent, acidulous curmudgeon, vaunted foe of the careless and mindless, has increased the chances of longevity for Naval Aviators. He is a legend created by the fusion of an Idea and an Artist.

The man who thought of Grampaw Pettibone, Captain Hubert Spencer "Seth" Warner, sat at the flight statistics desk in the Bureau of Aeronautics in 1942. As he studied the reports of training accidents, he was horrified by the needless loss of lives and planes for want of just the right knowledge to overcome the varied hazards a man faces in flight. Instructions, Notams, pamphlets, and various types of written warning had flowed continuously to the training stations of Naval Aviation, but apparently they did not stem the tide of increasing casualties. "Why were so many of the stupid accidents alike and why were so many of them so stupid, 100 percent pilot error?" Warner pondered.

It was at this point that Capt. Warner thought of Gramps, who, as "the oldest livin' Naval Aviator" would give the young neophytes of flight "the word." Robert Osborn, then a Reserve lieutenant and illustrator par excellence, brought this idea into being.

In the January 15, 1943, issue, Capt. Warner introduced Grampaw Pettibone in these words: "Gentlemen, meet an old-timer, P.S. ('Post Script') Pettibone, long since retired, but now back in parachute harness. He started

By Izetta Winter Robb



flying back in the days when airplanes were built out of cigar boxes and baling wire; when an airplane was considered a success if the pilot could coax it 50 feet in the air, and a successful landing was anything you could walk away from. . . . His log book is studded with 'firsts,' dating back to such things as 'first to take off in a seaplane carrying 250 pounds of useful load' and 'first to make a four-hour endurance flight.' In the last war he used to dogfight in a flying boat and use a Colt .45 to help out his combination gunner and bomber in the bow. . . .

"Grampaw is still a rabid aviation enthusiast, particularly where Naval Aviation is concerned. He has had more close calls and experiences than Eddie Rickenbacker and Dick Tracy combined."

Robert Osborn insists that the Idea is the important element in his successful creation. Once you have that, according to Osborn, you are on your way. Actually, Osborn was doubtful that a peppery, old guy, with tartness coming off his tongue as easily as

catastrophe follows a stall, would succeed.

Both the late Capt. Warner—his death occurred just a year ago—and Osborn, also the creator of Dilbert, a character of sterling stupidity, must take a bow together for creating a legend that has served the interests of safe flight in naval aircraft beyond any dream they originally had of its possibilities.

Admiral Arthur W. Radford, USN (Ret.), who, while on active duty was Vice Chief of Naval Operations, Commander in Chief Pacific Fleet, and later Chairman of the Joint Chiefs of Staff, had a very close affiliation with the old man. "I am indeed one of Grampaw Pettibone's oldest friends," he declares. "I was in charge of all Naval Air Training from the outbreak of WW II until April 1943 and had a hand in getting Grampaw Pettibone started. In my opinion, he has played a most important part in making our flyers aware of the hazards in flight. I am sure he will continue to be the most popular feature in *Naval Aviation News*."

Looking back, Rear Admiral H. B. Miller, USN (Ret.), in 1943 a commander heading BUAER's training literature section, confirms this estimate: "When Warner and Osborn joined forces, little did we anticipate that Grampaw's life would be so long and the results so gratifying. The Warner-Osborn team hit upon a formula of discussing and illustrating safety in such an entertaining manner that the success of this formula has

been widely copied in other fields. I daresay that the first thing the reader of *Naval Aviation News* turns to is Grampaw Pettibone."

There has been only one Osborn whose devotion to safety in Naval Aviation training remains undiminished, but seven Gramps have followed Capt. Warner to sit in the ol' man's seat. Speaking of them, "whoever they are," RAdm. Miller writes, "they have done a magnificent job in maintaining the humor, the sageness and whiplash so adroitly provided by Warner."

Back in 1943, the original Grampaw didn't know it, but "stupid accidents" caused by pilot error were going to occur again and again through the next 25 years.

In a quick survey of Grampaw Pettibone's uninhibited critiques, *NA-NEWS* discovers that the current generation of young pilots is still marked with the same defects: failure to use the checkoff list, flat-hatting by the usual number of grandstand devotees, lack of planning, ignoring of warnings, *get-bomettis*, and any number of unwise maneuvers. Maintenance still fails to come through with zero-defects performance, and weather and folly combine to lure many an unwary soul into danger, even death.

In his field of critical comment, Grampaw Pettibone has ranged and raged over the entire spectrum of aircraft operation. Still the most critical areas of aircraft operation, from Jennies to jets, are takeoffs and landings. How to get up from the runway or off the carrier is still the work of a professional and everyone is involved in the process. Getting back safely requires equal competence. Design of aircraft and supporting equipment has helped incalculably, but still, as Gramps puts it, "The world's best safety device is situated slightly above and between the ears—use it."

AT TIMES, Grampaw Pettibone became downright discouraged in his role as safety exhorter and prophet. In 1964, after more than 21 years of service, he wrote, "Your ole bearded buddy ain't too surprised at anything that happens in aircraft any more." Indeed, experience confirmed his sad commentary.

For example, in 1958, one accident occurred which not only stumped the experts but almost killed them when two senior officers flew a TF-1 Trader



to a monthly safety officers' conference on the West Coast. Accompanying them were six other aviators, flying as passengers, who boarded the plane after a briefing on bailout and ditching procedures.

In the course of the flight, one of the passengers reported that the port engine was on fire. The intercom didn't work so all the pilots began shouting and giving contradictory advice.

As the pilot hit the feathering button to the port engine, the copilot lowered the landing gear on the advice of one of the passengers and immediately raised the wheels again as the pilot shouted, "Gear up."

Airspeed dropped alarmingly. The starboard throttle had crept back owing to a loose friction knot. While the pilot was fighting to maintain control, the copilot was busy *fastening his shoulder harness*.

Ditching was inevitable and the plane came to rest in three to five feet of water. All eight aviators aboard were injured but survived.

What really set Gramps off was that "no one had worn a parachute

harness, only one had on a Mae West, neither pilot had used a hard hat, and three out of five passengers did not have the shoulder harness fastened. One passenger, who was strapped in, released his safety belt on the first impact and caught the full force of the second one. The TF was a strike."

Grampaw Pettibone really laid it on: "It's just too doggone bad there weren't more seats up front to take care of everyone trying to get into the act. After hearing a thorough bailout and ditching briefing, how all hands aboard could ignore Mae Wests, parachutes and shoulder harnesses beats me. . . . Until BUMED revises the physical qualifications for NavCads to include feathers and webbed feet, we better use the gear BUAER provides us to make up for the lack of 'em."

IN SALUTING Gramps, Rear Admiral Paul D. Buie, current commander of the U.S. Naval Aviation Safety Center, NAS NORFOLK, describes himself as "your pardner in crime-fighting" and opines, "As for that bearded you sport, most of us guess that each gray strand represents an accident or 'hazardous experience'—(Oh, my achin' back). . . . We will never get a ZERO-accident rate nor know how many accidents we prevent." But he promises Grampaw Pettibone he will never give up.

"There'll always be a flat-hatter" is the despondent thought of Gramps and the Safety Center. One such type demonstrated that frequently pilot error is anything but singular. A Reserve ensign ran up the score to seven violations in exactly one hour and 40 minutes as follows:

"In the annals of Naval Aviation, a special and memorable place will always belong to Grampaw Pettibone, the legendary aviator created by the late Captain Hubert S. Warner, USN, and Illustrator Robert Osborn."

**—Admiral T. H. Moorer
Chief of Naval Operations**

(1) Made a pass at a two-plane section of SNJ's conducting an instrument flight; (2) headed for home instead of his assigned area; (3) flat-hatted (even though he was on probation for a similar incident and had been forbidden to go below 2,000 feet except in the landing pattern); (4) made a pass at a farmer's car and missed it by about 10 feet; (5) buzzed a farmhouse and barn, then started down a gully below treetop level; (6) severed two power lines; and (7) landed at his home field where he stated that he had "hit a duck or some sort of bird."

Grampaw points out that this last statement "showed considerable imagination since there were about 20 feet of copper wiring trailing from the airplane." He reported that this chap was headed for the Aviator's Disposition Board, and "unless I miss my guess, his wings will be permanently clipped. Ah, for the good old days of public hangings. We could have all gone and taken a picnic lunch."

THE WARNER-OSBORN concept of Grampaw Pettibone was based on the principle of learning from the mistakes of others. As Gramps points out, "You won't live long enough to make them all."

"The tart discussions and evaluations" of Gramps are particularly admired by Vice Admiral John J. Hyland, Commander Pacific Fleet, who writes to the Sage of Safety, "We have profited by them. You have been a real expert at inserting the needle, but you don't stick it in unless it is well deserved."

For an example of this, we turn back to earlier days. The patrol commander of a PBM decided to give a simulated engine failure on takeoff after a few touch-and-go's. The PPC stood between the two ensigns at the controls. The lesson came off badly as the PBM hit with sufficient force to suffer strike damage. It bounced and remained airborne as full power was applied.

The bounce had knocked the PPC off his feet and his right leg was broken. As the two ensigns got things squared away and readied for a proper landing, the second radioman attempted to help the PPC.

He made this statement later: "I made the PPC lie on the flight deck, head forward, and took my belt and

'I regard Grampaw Pettibone as one of the most valuable members of my staff. He's a fine blend of Irish spirits and a thrifty Scotch temperament.'

—Vice Admiral Thomas F. Connolly, DCNO(Air)

the plane captain's and strapped his legs together. . . . Had I morphine, I would have given him an injection. . . . He was in much pain . . . but asked me to send the 'IN' report. I started to knock Mr. _____ out with my fist, but didn't think that I had the power, so didn't."

This was too much for Gramps: "It's lucky for the PPC that this chap didn't have an old horse pistol handy. After all, the lieutenant's leg was broke—so . . . what the heck."

But Gramps immediately took a turn to the positive and pointed out the availability of morphine syrettes for multi-place aircraft and wound up with the rye comment, "Next time, I'll bet the PPC is occupying one of the pilot's seats when he gives a simulated emergency to a relatively inexperienced copilot."

For Gramps, silence is no virtue and repetition no vice. He has regularly squared off with his favorite expletives: "Great balls of fire," "Great horned toadies," and "Jehosaphat" is as near as the saint of safety ever comes to profanity, but the air seems blue as, over and over again, Grampaw warns against flat-hatting, ignoring weather, failing to follow regulations.

Gramps came near to silence when six Reservists penitently rehashed a cross-country training flight. They wrote down their own errors, which included failure to take measures in the light of foul weather reports, delay in taking action after encountering difficulties, and folly in not returning to a midpoint station. Furthermore, two of the pilots had no oxygen masks. The once unwary, now wiser, pilots

concluded their critique with two points:

"This is a poor way to get experience. . . . All of us are lucky to be here to write about this never-to-be-forgotten experience."

Gramps finished this off in two words, "Nuff said."

So far as we know Gramps only once refused to make comment on a case, this in his 25th year of giving everyone anything but the silent treatment. Here's what stumped the expert:

"During the takeoff roll, at 120 knots, the neophyte pilot . . . smartly pulled the stick aft. The F-4 over-rotated and stalled at an airspeed of 135 knots, with at least 20° nose up and commenced several wing-rock cycles.

"There was no response to the Instructor Pilot's frantic calls for 'attitude.' Being *in extremis* at about ten feet above the ground, the instructor elected to abandon the rear cockpit. The seat and chute performed flawlessly and deposited the disgruntled instructor on the runway intersection.

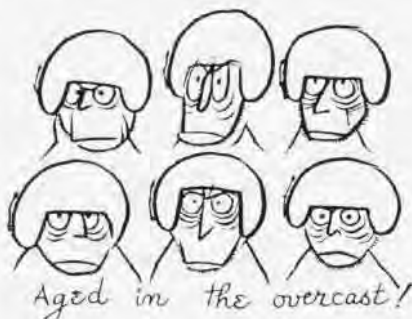
"The fledgling pilot, not too disturbed over the turn of events, found himself in the enviable position of stable flight again, continued on and landed uneventfully—and nonchalantly—just one hour later."

This incident will probably become known in Naval Aviation safety annuals as the first—and perhaps the last—of Dilbert's triumphs.

Dilbert, the perennial accident-prone pilot, usually, according to Gramps, flies along "fat, dumb and happy." For example, this is the kind of situation that really burned the old man up:

"Dilbert called for another beer. He was having a bang-up time not far from the air station. It was pretty late, but why should he worry? All he had to do the next day was drive a few bodies to Washington in a *Beechcraft*. If he couldn't cope with an SNB, hangover or no hangover, he deserved to stop flying. That's the way Dilbert had it figured."

He set off the next morning with one of the passengers in the righthand



seat. Since he had been late in getting started that morning, he missed breakfast completely.

The weather was VFR, a few clouds and moderate turbulence. A half hour later, Dilbert realized he didn't feel well. In minutes, he felt worse and declared that the weather didn't look good and he was going to land and check it. The passenger up front wondered why he didn't use the radio, but said nothing.

On the ground, Dilbert found the appropriate relief. In another 45 minutes, he tried a bowl of chicken soup. That experiment was successful and, a while later, he announced to the passengers that the weather was satisfactory and they would be going. After Lakehurst there wasn't a cloud in the sky. For once the weather was "embarrassingly good."

According to Grampaw Pettibone, "This was one of Dilbert's better days. He was a little late, but he made it without so much as a scratch on the airplane—and for Dilbert that is something. Of course, there's no telling what might have happened had the weather really turned bad."

GRAMPAW Pettibone's mission in teaching safety to young aviators has always been successful. One of his faithful readers, Vice Admiral W. I. Martin, Commander Sixth Fleet, writes: "Any tailhooker who admits too close a personal rapport with the legendary Mr. Pettibone runs the risk of revealing himself as a onetime member of the 'Groped-in-the-Groove-and-Goofed Club.' The pleasure of such a risk is all mine as I recall an almost

religious rapport with the Sage of Safety going back to the first time Gramps let fly with 'Great balls of fire!!!'

"His coming into being 25 years ago was a stroke of good fortune. The fact that his unique and salty services have been available to three generations of Naval and Marine Aviators speaks for his nimble and knowing adaptation to changing times, techniques and technologies, and without ever once suffering loss of credibility or dilution of his awesome argument that 'all people-caused accidents should never have been.'

"Thus, from a time of the sub-subsonic N3N and SBU to the present era of Mach Two machines, his trenchant treatment of Dilberts in our midst has undoubtedly kept thousands of Wings of Gold wearers from coming to similar grips with trouble."

But more than testimonials of distinguished Naval Aviators indicate the efficacy of Gramps' preachments, for a survey made some years ago by the National Research Council showed that *Grampaw Pettibone* is the best-liked and most effective safety column. In personal interviews, 88.2 percent of all Naval Aviators on active duty read Gramps regularly; 10.8 percent read him frequently and only one percent read him seldom. No follow-up has been made to discover the mortality rates of the "unreading" one percent.

Gramps' faithful readers check up on him. In August 1954 (see page 21), Osborn in the lead illustration showed Gramps taking his fill of watermelon—in his officer's blouse.

Promptly Gramps heard from a Navy lieutenant, pilot type, asking, "It seems to me that the uniform of the day in a watermelon patch in August would be an old pair of shorts and towel. How about it?"



"Son," Gramps replied, "I get your message. . . . I suffer from a rare disease called 'accidentitis,' the symptoms of which are high temperatures and extreme chills. They don't show, but there are two sets of woolen underwear under that tunic.

"When you've been around as long as I have, you'll find that worrying about you young lads takes a lot out of an old man. Besides, if you'll look at the picture again, you'll notice that I was wearing a bib. While this item is entirely unnecessary, it is considered good practice when imbibing nutrients of high liquidity."

Another pilot, Commander, USN, who preferred to remain anonymous, queried Gramps: "I have done considerable . . . research and have been unable to reconcile with facts one of your statements on page 6 of the February 1954 issue of NANews: 'A cowl speed ring was found obstructing fuel flow into the carburetor.' Knowing your reputation for being correct and a sage in your own right, how about telling me how that could happen?"

Gramp started out bravely, "Well, bub, it ain't easy. You see, this AF-2S sustained a high G impingement upon a barrier cable during carrier operations. This encounter caused the cowl speed ring to deflect upward, thereby



restricting the flow of ozone to the intake duct of the carburetor. The deformation of the cowl speed ring was such that it caused a severe twisting effect of the airflow across the fuel nozzles, which in turn—all right, I give up. It was a slip of the pencil. . . . Let me up, fellas."

VICE ADMIRAL A. S. Heyward, Chief of Naval Air Training, uses one of Grampaw Pettibone's favorite expletives in addressing a letter of congratulation to the old man: "Great balls of fire, do you mean to say it's been all of 25 years that you and that cohort of yours by the name of Osborn have been trying to keep us wayward birdmen in line?"

"Many of us owe our continuing health and relative happiness to careful reading and heeding your colorful comments, driven home by Osborn's telling cartoons. Between the two of you, many pilots and planes have been saved to fly another day."

Sometimes the incident is grim that saves other pilots. In July 1962, Gramps described the flight of two young pilots in a T-28. At Jackson-



ville, they detoured to the beach.

Flying over the sand, inboard of the water's edge, they cruised from 100 to 200 feet altitude until they approached the more populated areas. Now they really lowered her and followed the beach contours at about 10 to 20 feet, waving to bathers and fishermen. A lifeguard reported the T-28 passing down his beach, the prop wash tossing up sand.

A woman sitting on the porch of her country store saw only the aircraft canopy pass over the intervening 20-foot sand dunes. Two young women, sunbathing on the sand, saw the plane coming and, jumping up, ran for the dunes. They reported that the pilot smiled and waved to them as he passed by at eye level.

He must have decided to take



It's the MOMENT of TRUTH for the FLATHATTERS!

another look, for he immediately pulled up into a steep wingover to the left. The T-28 attained a level of about 200 feet, turned, faltered and plunged into the water, striking about 100 yards off shore. Both men rode it in. There wasn't time to get out.

Gramps comments, "What a waste! Two fine young men lost because they had to 'impress' a bunch of bathers and fishermen! Everyone knows flat-hatters get hacked but good. The main trouble is that most of 'em end up DEAD and very few get before a board. The first survivor who gets caught at it will now get hung higher'n a horse thief. Ol' Gramps sits on the Big Board and believe me, the only discussion is not whether to hang the flat-hatter up to dry, but how high."

The account of the two Dilberts plunging into the drink to their death gains emphasis by Osborn's illustration. The artist never fails to drive home Gramps' exhortation. Vice Admiral John T. Hayward, President of the Naval War College at Newport, R.I., calls his illustrations "magnificent." This is his witness: "The marvelous characters of Gramps and Dilbert have, together, done a job for U.S. Naval Aviation that is immeasurable in its achievement."

To which Vice Admiral W. A. Schoech, USN (Ret.), DCNO (Air) in 1962-63, agrees in these words:

"The old fud managed to cook up the optimum stew of criticism and praise, through words and cartoons for each erring pilot he chose to address.

"No doubt it would be difficult to measure Gramps' cost-effectiveness (I hate even to raise the point for fear that next week it may kick up a study) but we must admit that his humorous approach always got the immediate attention of young and old. Surely his words get results that couldn't be hoped for via official directives. Many of us are still breathing today because of the sharp tongue of the old coot with the whiskers.

"Let's declare Arlington Cemetery out of bounds for Gramps, give him a DSM for his first 25 years of service and pass a law to guarantee his caustic jibes for the life of Naval Aviation."



PIRAZ station

PHOTOGRAPHS AND STORY BY JOI WILLARD B. BASS, JR.



CONTROL POINT IN TONKIN GULF

THERE WAS a nudge at his shoulder. "Roll out of your rack," a voice said. "Your section's got the Mid tonight." RD2 Ronald Feger slowly eased out of his bunk to dress.

He made his way through the darkened ship to the bridge, then into the hustle of the Combat Information Center (CIC). The air-conditioner was a relief. The hot, muggy weather off the coast of Vietnam seemed always to be with them, even at this early hour. Grabbing a cup of black coffee, he sat down behind his console. It was going to be another busy day.

On the bridge of the year-old guided missile frigate *Wainwright* (DLG-28), the officer-of-the-deck gently coned the ship into position for the morning's operations.

PIRAZ, or Positive Identification Radar Advisory Zone, is an area covering much of the Tonkin Gulf. But it is also the station name of the ship which controls this zone. *Wainwright* provides Navy and Air Force pilots with continuous and dependable aid to safe air navigation, quick advice on the nearest tanker service and sorts out the good guys from the bad. She operates over 100 miles north of Yankee Station where Navy carrier-based pilots begin and end their combat flights. The distance to Hanoi and Haiphong is therefore much shorter to the north and west.

Near daybreak, activity begins to pick up in CIC. Eerie figures move in the shadows. Some hunch over colorfully lighted computer consoles or stare at the slow sweep of a radarscope; others sift through the mountain of message traffic which feeds the big machine.

In a few minutes, planes from the three attack carriers of Task Force 77 will be overhead on their way to targets in North Vietnam.



"We are the eyes of Task Force 77. At times the airspace here is as crowded, if not more so, as the world's busiest airports during peak hours."—Captain G. E. Locke, Wainwright's commanding officer.

For *Wainwright*, this is her second period on the line. She has come half-way around the world, from Charleston, S. C., and the Atlantic Fleet, to watch over PIRAZ. Commissioned in January 1966, *Wainwright*, commanded by Captain G. E. Locke, is equipped with the latest, most sophisticated equipment, the Naval Tactical Data System, to perform the PIRAZ mission. NTDS is a high-speed, computerized system of collecting, displaying and evaluating combat information.

Twenty-four hours a day *Wainwright* controllers identify and track all aircraft over the Tonkin Gulf. During the daily strikes they have their hands full.

First come the defensive F-4B *Phantom* jets, then the supporting tankers and radar aircraft. Finally, like a great horde laden with bombs, the attack aircraft—*Phantoms*, *Thunderchiefs*, *Intruders*, *Skyraiders*, *Skyhawks* and *Crusaders*—check through PIRAZ on their way to the target. All the aircraft in the armada are identified, assigned a computer identification code and tracked to target and back.

Now *Wainwright's* small flight deck comes alive with activity. The sea-air-rescue "Big Mother" helicopter, which landed aboard at sunrise from the carrier *Intrepid*, starts its turbojet engines and lifts off. Along with other sea-air-rescue helos, it will hover just off the coast of North Vietnam near the coast-out (or attack exit point) throughout the mission. They wait to assist returning pilots who may be in trouble and have to ditch.

Back in CIC, RD2 Ronald Feger stares at his scope. For this mission he is the air intercept controller. By identifying and tracking every friendly aircraft, he is instantly aware of any enemy air activity and diverts the defensive *Phantoms* to the intercept. Should the enemy break through the defensive fighters or ever make an attempt to attack the Fleet in the Tonkin Gulf, *Wainwright* would immediately shift to her main battery, the *Terrier* surface-to-air missile system.

More than once, *Terriers* have been readied when unidentified "friendlies" have forgotten to check into the PIRAZ area. Though *Terriers* have never

been fired in anger, *Wainwright* missilemen check and double check the system daily to make sure it will be ready if needed.

Aside from her primary mission of keeping track of all aircraft over the Tonkin Gulf, *Wainwright*, on request, also passes to pilots such information as weather conditions, courses to home base and location of other aircraft in the Gulf.

The cycle continues. Attack aircraft coast-out with empty bomb racks, take a fix on *Wainwright* and head for home.

But work does not slow down aboard the PIRAZ station ship. During the lull between strikes, data on the next attack is fed into the computers and marked on the plotting board. Men and machines work together to form a smooth-running team where a score of 99 out of 100 is not good enough. There can be no mistakes—there is no room for error. One slip anywhere along the intricate chain could spell disaster in the air.

For Feger and the rest of *Wainwright's* crew, there is no such thing as "the end of a perfect day."

Identification Radar Advisory Zone—100 miles north of Yankee Station—controlled by the new guided missile frigate Wainwright, is the electronic funnel for transiting Navy carrier aircraft in waters off North Vietnam. In early morning brief, no detail of day's operations can be overlooked.



ANTARCTIC NAMES HONOR DEEP FREEZE MEN

THE PROUD record of officers and men of Naval Aviation who served in various seasons of Operation Deep Freeze is commemorated in the names given geographical locations in Antarctica by the U. S. Board on Geographic Names. While most of the names honor men, aircraft (*Her-*

cules and *Neptune*), air stations (Patuxent River and Quonset Point) and VX-6 have shared the glory.

In earlier issues of *Naval Aviation News* (September 1961, p. 11; June 1962, p. 28; March 1963, p. 37; and May 1965, p. 12), geographical locations for *Deep Freeze* participants

were given and those serving with Navy are included with the most recent list announced this year. Since all those listed below belong either to the U.S. Navy or Marine Corps, the designation USMC is not used save after those names where rank fails to indicate the branch of service.

Name	Location	Named for	Name	Location	Named for
Airdevronsix			Farrell, Mount	78° 21' S, 85° 03' W	Ltjg. Lawrence J. Farrell
Icefalls	77° 31' S, 160° 25' E	VX-6	Fendorf Glacier	79 30 S, 84 53 W	LCdr. James E. Fendorf
Allen, Mount	78 43 S, 84 56 W	Ltjg. Forrest M. Allen	Ferrara, Mount	82 38 S, 41 15 W	ADC Frederick J. Ferrara
Allsup, Mount	84 01 S, 159 36 E	AD2 Clifford C. Allsup	Flanagan Glacier	79 29 S, 82 42 W	Lt. Walter B. Flanagan
Anderson Nunataks	75 07 S, 68 19 W	AT2 Richard E. Anderson	Fordell, Mount	80 19 S, 82 09 W	Lt. William D. Fordell
Andes, Mount	85 53 S, 146 46 W	LCdr. Paul G. Andes	Foreman Peak	85 45 S, 138 24 W	AD1 Donald L. Foreman
Angier, Mount	83 21 S, 161 02 E	LCdr. Donald L. Angier	Franko, Mount	84 37 S, 176 58 W	LCdr. Willard J. Franko
Bakutis Coast	74 45 S, 120 00 W	RAdm. Fred E. Bakutis	Frontz, Mount	85 46 S, 131 46 W	LCdr. Leroy Frontz
Balish Glacier	79 25 S, 84 30 W	Cdr. Daniel Balish	Fulgham Ridge	84 54 S, 177 20 E	ABF1 Donald R. Fulgham
Bender Mountains	85 51 S, 140 12 W	LCdr. Leslie C. Bender	Fuller Dome	86 38 S, 156 14 W	AK1 C. E. Fuller
Berger, Mount	75 03 S, 71 51 W	LCdr. Raymond E. Berger	Fusco Nunatak	80 02 S, 80 09 W	AE1 Thomas A. Fusco
Blount Nunatak	83 16 S, 51 06 W	AD2 Hartford E. Blount	Gallup Glacier	85 09 S, 177 50 W	Cdr. F. S. Gallup, Jr.
Bolt, Mount	71 06 S, 165 42 E	Lt. Ronald L. Bolt	Gardner, Mount	78 23 S, 86 02 W	Lt. Harvey E. Gardner
Bolton, Mount	85 56 S, 129 43 W	Lt. James L. Bolton	Gorecki, Mount	83 21 S, 57 20 W	ATC Francis Gorecki
Borcik, Mount	86 12 S, 153 38 W	LCdr. Andrew J. Borcik	Graham, Mount	85 25 S, 146 45 W	LCdr. R. E. Graham
Bowers Peak	71 43 S, 163 20 E	Lt. John M. Bowers, Jr.	Gray Spur	85 10 S, 90 29 W	AD2 James L. Gray
Bracken Peak	77 51 S, 85 24 W	AD1 Harold J. Bracken	Greenwell Glacier	71 20 S, 165 00 E	Cdr. Martin D. Greenwell
Brandau Glacier	84 54 S, 173 45 E	LCdr. James F. Brandau	Gregory Ridge	86 03 S, 157 46 W	LCdr. Nelson B. Gregory
Brandau Rocks	76 53 S, 159 20 E	Named by New Zealand	Gurnon Peninsula	74 23 S, 110 30 W	Lt. Paul J. Gurnon
Capley, Mount	79 33 S, 83 12 W	LCdr. Joe Henry Capley	Hall, Mount	84 56 S, 170 23 W	LCdr. Ray E. Hall
Carey Glacier	78 53 S, 83 55 W	Lt. David W. Carey	Hawkes, Mount	83 56 S, 55 45 W	Capt. William M. Hawkes
Chandler, Mount	75 17 S, 72 33 W	LCdr. J. L. Chandler	Hemphill, Mount	71 01 S, 165 06 E	Ltjg. Harold S. Hemphill
Chapin Peak	85 58 S, 131 40 W	Capt. Howard Chapin, USMC	Hercules Inlet	80 05 S, 78 30 W	C-130 <i>Hercules</i> aircraft
Chastain Peak	85 10 S, 94 35 W	AM1 William W. Chastain	Herr, Mount	85 45 S, 149 32 W	Lt. Arthur L. Herr, Jr.
Cheeks Nunatak	74 58 S, 72 49 W	AT1 Noble L. Cheeks	Hill Nunatak	84 01 S, 54 25 W	PHC Jack O. Hill
Christy Glacier	86 07 S, 161 20 W	ADJ1 C. C. Christy	Huckaby, Mount	85 54 S, 127 03 W	Cdr. Donnie W. Huckaby
Cole, Mount	84 41 S, 177 35 W	AD2 Nelson R. Cole	Hudman Glacier	78 54 S, 84 12 W	Capt. R. A. Hudman, USMC
Cole Peak	85 45 S, 136 38 W	ABAN Jerry D. Cole	Hunt Spur	86 00 S, 146 50 W	ATC Glenn C. Hunt
Compton Valley	85 01 S, 91 20 W	Ltjg. Romuald P. Compton			
Constellation Inlet	78 30 S, 80 30 W	VX-6 <i>Constellation</i>			
Cordiner Peaks	82 50 S, 52 45 W	Capt. Douglas Cordiner			
Cornwell, Mount	77 40 S, 86 09 W	Lt. James W. Cornwell			
Counts Icefall	85 13 S, 90 48 W	LCdr. William D. Counts			
Counts, Mount	83 11 S, 160 23 E	Named by New Zealand			
Cox, Mount	71 47 S, 160 36 E	ADJ2 Allen N. Cox			
Craven, Mount	71 08 S, 165 15 E	LCdr. Alexander T. Craven			
Curtis Peaks	84 55 S, 169 35 W	LCdr. Roy E. Curtis			
Denauro, Mount	86 27 S, 151 30 W	ADR2 R. Denauro, Jr.			
Dick Glacier	84 54 S, 175 30 W	Lt. Alan L. Dick			
Dickerson, Mount	84 20 S, 167 09 E	LCdr. R. G. Dickerson			
Dietz, Mount	86 16 S, 153 10 W	Lt. Donald L. Dietz			
Dobbratz Glacier	79 24 S, 85 05 W	Maj. Jos. Dobbratz, USMC			
Dockery, Mount	71 12 S, 164 39 E	Lt. Olan L. Dockery			
Driscoll Glacier	79 42 S, 83 00 W	Cdr. Jerome M. Driscoll			
Dryfoose, Mount	84 51 S, 169 52 W	LCdr. Earl D. Dryfoose, Jr.			
Dzema Peak	85 45 S, 138 00 W	Ltjg. John Dzema			
Ebbe Glacier	71 03 S, 164 45 E	Cdr. Gordon K. Ebbe			
Eblen Hills	85 51 S, 133 28 W	ADRC James C. Eblen			
Edixon, Mount	71 48 S, 163 20 E	Lt. James R. Edixon			
Eley Peak	79 39 S, 84 20 W	PH2 Richard G. Eley			
Ellis Bluff	85 20 S, 175 35 W	ACC W. Ellis			
Epler Glacier	86 15 S, 161 00 W	SKCS Charles F. Epler, Jr.			
Epperly, Mount	78 26 S, 85 53 W	Lt. Robert M. Epperly			
Everett Range	71 20 S, 165 40 E	Cdr. William H. Everett			



COMPTON VALLEY IS NAMED FOR LTJG. ROMUALD P. COMPTON, USN



JOC SCOT MacDONALD, FOR WHOM MacDONALD POINT IS NAMED, SERVED ON NANNEWS STAFF AFTER HIS 'DEEP FREEZE' ASSIGNMENT

Name	Location	Named for	Name	Location	Named for
Hurst Peak	79° 34' S, 84° 35' W	AM1 Hurst	Price Peak	85° 43' S, 142° 24' W	PNC Floyd W. Price
Janulis Spur	85 07 S, 90 27 W	Lt. George Janulis	Prince, Mount	74 56 S, 134 10 W	ADR2 Joseph Prince
Jones Bluffs	74 47 S, 110 20 W	LCdr. Stanley W. Jones	Quonset Glacier	85 18 S, 127 20 W	NAS QUONSET POINT
Kazukaitis, Mount	72 05 S, 100 43 W	PHC Frank Kazukaitis	Ratcliff, Mount	85 42 S, 137 00 W	ADR2 Chas. E. Ratcliff
Keim Peak	70 44 S, 159 52 E	PH1 Mike B. Keim	Reedy Glacier	85 45 S, 133 00 W	RAdm. James R. Reedy
Kelley Peak	80 10 S, 82 50 W	ADJ3 Charles C. Kelley	Reimer, Mount	77 48 S, 86 12 W	PHC John D. Reimer
Kenney, Mount	84 44 S, 175 26 W	1stLt. L. S. Kenney	Roe, Mount	85 08 S, 169 36 W	Lt. Donald W. Roe, Jr.
Koloc Point	74 11 S, 111 24 W	LCdr. Bohumil Koloc, Jr.	Rosenthal, Mount	80 03 S, 83 15 W	LCdr. Ronald Rosenthal
Krebs, Mount	84 51 S, 170 20 W	Cdr. Manson Krebs	Sample Nunataks	70 53 S, 159 50 E	AT1 Gerald M. Sample
Kring, Mount	75 00 S, 157 56 E	SSgt. A. L. Kring	Schanz Glacier	79 45 S, 83 40 W	LCdr. Thomas L. Schanz
LaForrest Rock	85 06 S, 164 32 W	AK1 Bernard A. LaForrest	Schneider Glacier	79 29 S, 85 17 W	Cdr. Arthur F. Schneider
Lee Peak	86 25 S, 151 35 W	PH1 Frank P. Lee	Schneider Rock	74 07 S, 114 51 W	Lt. R. P. Schneider
Lewis Cliff	84 15 S, 161 05 E	AT2 Richard E. Lewis	Schobert Nunatak	85 31 S, 162 14 W	AE1 Wm. J. Schobert
Liptak, Mount	78 41 S, 84 54 W	AD2 L. H. Liptak	Segers, Mount	78 25 S, 85 22 W	CSC Chester W. Segers
Lishness Peak	78 53 S, 84 45 W	AT1 Alton R. Lishness	Shattuck, Mount	80 26 S, 81 30 W	ADR3 Maurice Shattuck
Lovejoy Glacier	70 48 S, 160 10 E	Lt. Owen B. Lovejoy	Sheets Peak	85 28 S, 125 52 W	JO2 Joseph D. Sheets
Luck Nunatak	75 19 S, 72 30 W	AD/AO1 George D. Luck	Shields, Mount	70 11 S, 159 56 E	SSgt. J. K. Shields
Maaske Dome	85 58 S, 144 00 W	Lt. Gary L. Maaske	Shinn, Mount	78 27 S, 85 46 W	LCdr. Conrad S. Shinn
MacDonald Point	79 52 S, 160 20 E	JOC J. H. (Scot) MacDonald	Simmons, Mount	80 22 S, 81 48 W	AT1 Richard S. Simmons
Marze Peak	78 52 S, 84 32 W	AD1 Marion O. Marze	Simpson, Mount	72 12 S, 100 23 W	Lt. Bryan Simpson, Jr.
Matney Peak	79 10 S, 86 14 W	ABFC William R. Matney	Southwick, Mount	78 46 S, 84 55 W	TSgt. T. E. Southwick
May Peak	85 57 S, 132 23 W	LCdr. Robert L. May	Spann, Mount	82 26 S, 40 15 W	SSgt. Robert Spann
Mayer Crags	84 53 S, 168 45 W	Lt. Robert V. Mayer	Speed, Mount	84 30 S, 176 50 W	Lt. Harvey G. Speed
McCarthy Inlet	78 45 S, 46 20 W	LCdr. Chas. J. McCarthy	Springer Peak	79 24 S, 84 53 W	PH2 Michael J. Springer
Miller Peak	78 49 S, 84 14 W	AT2 Charles S. Miller	Stich Peak	85 57 S, 132 01 W	LCdr. John D. Stich
Milton, Mount	78 48 S, 84 49 W	AD2 Patrick G. Milton	Streitenberger Cliff	85 03 S, 92 07 W	SSgt. F. W. Streitenberger
Moody Nunatak	83 07 S, 159 30 E	Lt. D. M. Moody	Strybing, Mount	78 42 S, 85 04 W	MSgt. Henry Strybing
Moody, Mount	71 32 S, 162 49 E	Named by New Zealand	Takaha, Mount	76 16 S, 112 14 W	A VX-6 Skytrain
Moran Buttress	85 31 S, 125 38 W	LCdr. Clifford D. Moran	Thompson		
Morris Cliff	80 20 S, 81 49 W	Lt. Harold M. Morris	Escarpment	79 27 S, 83 30 W	Cdr. Robert C. Thompson
Morris Glacier	84 46 S, 169 30 W	Cdr. Marion E. Morris	Torbert, Mount	83 31 S, 54 08 W	LCdr. John H. Torbert
Morrison Hills	84 12 S, 168 55 E	Lt. I. James Morrison	Unger Peak	79 21 S, 86 10 W	Ltjg. Maurice H. Unger
Morton Glacier	83 12 S, 168 00 E	LCdr. John A. Morton	VX-6, Mount	72 38 S, 162 12 E	Naval Air Development Squadron Six
Munson, Mount	84 49 S, 174 22 W	Capt. William H. Munson	Waldron Spurs	84 35 S, 175 36 W	LCdr. James E. Waldron
Neprune Range	83 20 S, 56 00 W	P-2 Neptunes	Walker Spur	85 01 S, 91 12 W	Capt. J. G. Walker, USMC
Newcomer Glacier	77 47 S, 85 27 W	Cdr. L. E. Newcomer	Warren, Mount	77 43 S, 85 57 W	MSgt. C. O. Warren
Noxon, Mount	72 18 S, 99 44 W	GySgt. W. C. Noxon	Wasko, Mount	84 34 S, 176 59 W	LCdr. Frank Wasko
O'Neill Nunataks	79 01 S, 84 57 W	AG Jerry O'Neill	Webster, Mount	85 40 S, 144 24 W	Lt. John B. Webster
Pardue Peak	79 06 S, 86 30 W	Lt. A. Michael Pardue	Williams Bluff	70 43 S, 160 14 E	PH2 Harry N. Williams
Patuxent Range	84 50 S, 64 00 W	NAS PATUXENT RIVER	Wilson Peak	78 52 S, 84 47 W	AT1 James H. Wilson
Perez Glacier	84 06 S, 177 00 E	Ens. Richard Perez	Works, Mount	71 14 S, 164 56 E	Lt. William W. Works
Perez, Mount	70 00 S, 159 33 E	PH2 Manuel J. Perez			



AT BUFFALO: Rear, L to R: beach boy, dear old Bill, Woodhouse (advisor), Rodman, Fuller, McCormick, Depew, Potter, Knox, Otis, Lufkin, Goodyear, Scratt (instructor), Schieffelin, Farwell (1st Yale); front: beach boy, De Cerna and Chip, Smith (mech), Smith, and Hawkins.

Naval Aviation in World War I

THE SECOND YALE UNIT

The story of the First Yale Unit and the accomplishments of its members are well known. Few know that there were also Second and Third Yale Units. A change in Navy policy prevented the Third from completing its training as a unit and only a narrow margin separated the Second from the same fate. But, like its earlier and larger counterpart, the Second completed its own training under Navy supervision and its members served in many capacities at home and abroad, compiling a record equally embellished with promotions and citations. This is its story as told by one of its members.

EARLY IN 1917, the Kaiser's U-boats were sinking Allied merchant ships in the North Atlantic faster than new ones were being built. The lifeline of the Allies, England, France and Italy, was in mortal danger.

In February, Admirals Robert E. Peary and Bradley A. Fiske visited the Yale campus, describing to groups of students the submarine peril and pointing out how useful Naval Aviation could be as a counteracting force. A group of 11 undergraduates, ten of them sophomores and one a freshman, plus two recent graduates, were fired

By RAdm. J. J. Schieffelin
USNR (Retired)

with ambition to serve as "the eyes of the Navy," a phrase used by the Admirals. They decided to form, under the leadership of Ganson Goodyear Depew of Buffalo, N.Y., one of the sophomores, a unit styled "Aerial Coast Patrol Unit #2." In doing this they were following the example set by the already existing "Aerial Coast Patrol Unit #1," organized by F. Trubee Davison in 1916.

The idea was presented by Depew to CNO, Admiral W. S. Benson, who

approved it and caused orders to be issued to all members of the group to report for training to Lt. Wadleigh Capehart, Naval Aviator No. 19, at Buffalo, N.Y. The members of the unit enlisted in the United States Naval Reserve as seamen, second class, on April 16, 1917, just ten days after the declaration of war. Capehart was on duty in Buffalo, supervising the production of naval aircraft at the Curtiss aeroplane factory. The cost of instruction and equipment came mainly from private sources.

Lt. Capehart was a godsend. He

treated the enthusiastic sophomores with amused tolerance, never losing sight of their dedication and potential. He displayed practical common sense in persuading Curtiss to admit the unit members as temporary factory hands. This enabled them to learn the essentials of aeroplane construction. This apprenticeship, combined with periods at the factory at Hammondsport, N.Y., where the OX and OXX motors were manufactured, constituted their grounding in technical fundamentals. Manuals, pamphlets and textbooks, sent up from NAS PENSACOLA, completed the indoctrination.

The unit lived in tents behind a rented seaplane hangar on the Lake Erie shore of the city of Buffalo, the location being protected by a breakwater providing smooth water for takeoffs and landings.

Flight operations, using a second-hand Curtiss F boat, began on Decoration Day, May 30, 1917, with misfortune. The flight students were being given initial short hops, going in alphabetical order for a ride with their first instructor, Fred Zimmer, at the controls. On the fifth flight, the F boat crashed, causing Zimmer's death and such serious injuries to his passenger, Seymour Knox, the freshman member, that he was eliminated from further participation in the war.

It was only through prompt action that Ganson Depew saved the unit from oblivion. The crash caused naval authorities to consider abolishing the unit and sending its members to the new ground school at MIT in Boston. However, Depew obtained the services of Harold Kantner, a well-known civilian flying boat pilot with 1,500 hours flying time, a fabulous score in 1917; wangled the purchase of a brand-new flying boat; and succeeded in persuading Adm. Benson to allow the continuance of training in Buffalo.

Ganson Depew, the organizer and acknowledged C.O. of the unit, was a young man with so forceful a personality, supplemented by extraordinary powers of persuasion, good looks and charm of manner, that he might very possibly have achieved his ambition to become President of the United States had not his life been cut short by illness in 1924. In the Navy, his administrative talent, spotted early, resulted in his being kept in the United States throughout the war. At Pensacola he was quickly promoted to lieu-

tenant, junior grade, and he ended the war as Exec and acting C.O. of NAS HAMPTON ROADS.

"Gans" Depew projected his ideas in a way that made the listener want to go along with him. It was not only the national emergency that produced the almost miraculous approval of the conservative and cautious CNO, Adm. Benson, and continued this support when disaster struck the unit on May 30. It was Gans' silver tongue, concise presentation and irresistible enthusiasm that carried the day. He was the Trubee Davison of the Second Yale Unit. Thus the 12 remaining members of the unit completed training in October 1917, passing all the exams sent up from Pensacola and successfully taking the flight tests with considerable gusto.

The "payoff" in the test for qualification for Navy Wings was to take the F boat up to almost its ceiling, 6,000 feet, cut the switch and glide down in a spiral, then to cause the aircraft to fetch up without power within 20 feet of a marker buoy. While at other schools the distance allowed from the buoy was 100 feet, the tests at Buffalo required that the nose of the F boat be within 20 feet of the mark. All 12 of the unit were successful, three actually nosing against the buoy.

IN NOVEMBER 1917, after receiving commissions as ensigns, USNRF, five of us were immediately ordered overseas, six to Pensacola, and one to Washington, D.C. Two of the Pensa-

About the Author

J. J. Schieffelin, Class of 1919, Yale, and Naval Aviator No. 124, served overseas during WW I from late 1917 until after the Armistice. After a brief assignment to the training station at Moutchic, he served at Felixstowe and later at Killingholme from which bases he flew patrols over the North Sea and was an active participant in the antisubmarine campaign.

In WW II, he served from February 1941 through June 1946 with assignments involving training of AvCads at NRAB ATLANTA and AVS and ACI officers in the indoctrination school at NAS QUONSET POINT, duty on the staff of ComForward Area, Central Pacific, and, in the post-war period, further staff duty in Japan. He was placed on the retired list, USNR, with the rank of Rear Admiral in 1959.

cola contingent were sent abroad a few months later.

The first five, after reporting at Admiral W. S. Sims' headquarters in London, were detailed to Moutchic, France, for bombing practice in French FBA flying boats. Upon arrival at Moutchic, the green aviators found the beach where the new air station was located, close to a lake, littered with the wrecks of FBA flying boats.

Discreet inquiries disclosed that these aircraft, equipped with rotary Clerget motors (the whole motor revolving with the propeller around a stationary shaft) apparently had a tendency to spin in when doing a turn to the left. The new Yale pilots survived this phenomenon by executing flights that involved nothing but right turns, wherein the powerful torque caused by the whirling motor tended to work against the bank of the aircraft rather than accentuating it into a spin. It proved feasible to carry out the bombing exercises without ever turning left. After a few weeks, three were ordered to the Royal Naval Air Station at Felixstowe, England, and two to the U.S. Naval Air Station at Dunkerque, France.

Ens. Stephen Potter was in the Felixstowe contingent and soon became second pilot to an excellent Canadian, Flight Lieutenant Norman Magor. Potter specialized in gunnery, being on the practice range at every opportunity, learning precision in "leading the target." This paid off in March 1918 when he shot down a German two-seater seaplane, probably a Friedrichshafen, in an aerial duel off the north coast of Holland. Potter was flying a British F2A flying boat, like our H-16's, against a German biplane seaplane with two pontoons. Since the airspeed of the two planes was apparently equal, they flew along side by side on parallel courses, shooting at each other. Potter's gunnery was better than the German's; the seaplane caught fire and plunged into the water. A few weeks later, on April 25, Potter and Magor's flying boat was shot down in flames by seven Brandenburg monoplane seaplanes that flew at 100 knots, a decisive advantage over the 80-knot flying boat.

Potter's death, the first fatality in the unit, changed the attitude of its members from one of being on an adventurous lark to one of grim determination to win.



CURTISS F BOAT, THE TYPE IN WHICH THE UNIT WAS TRAINED AT BUFFALO, N. Y.

The pilots at Felixstowe were privileged in that they were at the Royal Naval Air Station where the two-engine flying boats, perhaps the finest invention in WW I, were perfected by Wing Commander J. C. Porte, RN. He started with the pre-WWI *America* flying boat designed by Curtiss to attempt a trans-Atlantic flight. It had been purchased by the British at the outbreak of the war in 1914. Porte improved the Curtiss boats with better shaped hulls, more power, and better flight characteristics. The ultimate F2A flying boats (F for Felixstowe) were not only seaworthy, but they could also do routine patrols lasting five hours, carrying two 230-lb. depth bombs and armed with up to six Lewis machine guns. With a cruising speed of 60 knots, a maximum speed of 80 knots and a landing speed of 45 knots, these aircraft were the workhorses of the North Sea patrol, flying thousands of convoy escort patrols, plus many a search and long-distance reconnaissance mission.

It was at Felixstowe that "lighter stunts" originated. The radius of the flying boats was limited to a maximum of seven and a half hours in the air, covering 450 miles. Since the distance from Felixstowe to the Danish coast northwest of Heligoland was 340 miles, the aircraft could not fly reconnaissance missions far enough to sight ships making sorties from Germany northward, up the coast of Denmark.

To overcome this deficiency, Wing Captain C. R. Samson, RN, and Wing Commander Porte together devised a lighter that could carry an F2A flying boat and be towed at high speed by a destroyer. These lighters were in use in the spring of 1918 and American pilots were selected to take part in several of the "lighter stunts." The flying boats were placed aboard the lighters in the evening, the air crews

going aboard the destroyers which furnished the towing.

The formation of three destroyers, each towing an F2A sitting on a lighter, crossed the North Sea at 30 knots to a point north of the Dutch coast. Before dawn, the aircrews were put aboard the lighters to man their aircraft which were then offloaded from the lighters. Motors were started, warmed up, and the three-seaplane patrol took off, if sea conditions permitted, which they did more often than not. Thus, patrols were flown to within sight of the Danish coast, Blaavand Point usually being sighted. The F2A's made it back across the Bight of Heligoland to Holland and thence to Felixstowe, landing with fuel tanks almost dry.

These flights were highly regarded at Felixstowe, especially by the Americans. The Admiralty liked them, too.

The two pilots at USNAS DUNKERQUE, where they reported to Lt. Artemus L. Gates, USNR, of the first Yale Unit, and later Assistant SecNav for Air, were Ensigns Edward de Cernea and Traver Smith. "Shorty" Smith flew fighters with British Air Squadron 213 and earned promotion to lieutenant, junior grade, in December of 1918.

"Eddo" de Cernea was attached to French aviation and distinguished himself in antisubmarine and other missions to such a degree that France showered him with honors. He was seriously injured in a crash in August 1918. This writer has no knowledge of the work that earned him such appreciation from the French, but he does know that the population of Dunkerque literally idolized de Cernea. On a special mission to Dunkerque shortly after the crash, "Eddo" de Cernea was discovered in a hospital cot in a room banked from floor to ceiling with flowers brought in by the

French people of Dunkerque to cheer him up. A voice from underneath a mass of bandages that covered his face came from him, saying "I'm O.K., no kiddin'." That was true. He made it home later in pretty fair shape.

ENS. J. Sanford Otis, who went overseas with Ens. Alexander McCormick in June 1918, flew with the Northern Bombing Group, under LCDr. Robert A. Lovett, USNRF, of the first Yale Unit, who became Secretary of Defense in 1951.

"Shorty" Otis, who was extra tall, also made two successful trips ferrying Italian Caproni bombers from Italy over the Alps to northern France. It is a wonder he lived to tell the tale, for these planes were faulty and caused many casualties. Luck had to be combined with skill to fly one over the Alps.

Ltjg. McCormick, after being in charge of a division at Pensacola, also flew two Capronis up from Italy and was then assigned to RAF Squadron 214, flying bombing missions from Calais in large British bombers. Upon returning from one of these flights, his plane crashed in a forced landing at night. He survived the impact, got safely out of the plane, and was running forward to aid the pilots caught in the wreckage of the nose when he was struck by the blade of a propeller still rotating in the darkness. His death was the direct result of his effort to help his British friends.

Ens. Percival S. Fuller, known as "Perce," had the oddest adventure in the record of the unit. After instructing at Pensacola and making lieutenant, junior grade, he went to NAS COCO SOLO, C.Z., where he became squadron commander. While taxiing a float seaplane in a lagoon, his plane was drawn irresistibly toward a water-spout. The pilots jumped overboard when the plane was whirled upward by the spout which then collapsed, dropping the plane back into the water in a wrecked condition. This episode was not held against "Perce," who was promoted to lieutenant in Dec. 1918.

Ens. Chauncey Lufkin, Yale '15, with an engineering degree, was first assigned to the Bureau of Steam Engineering in Washington, D.C. In April 1918, he went to Moutchic where he was injured in a crash in August. He finished the war at Naval Aviation Headquarters in Paris and was pro-

moted to jaygee in October, 1918.

Frank H. Goodyear, also with an engineering background at Yale in the Class of 1916, after instructing at Pensacola, was assigned to NAS SAN DIEGO, Calif., as navigation officer.

Ens. Clifford Rodman, a hard-driving Chicagoan, rose during 1918 to the position of C.O. of the Service Flight School at NAS PENSACOLA, and was promoted to lieutenant, junior grade, on May 20 and to lieutenant on July 1. He was four times recommended for lieutenant commander.

The ablest natural pilot in the unit was Ens. Ashton W. Hawkins from El Paso, Texas. A sandy-haired, tall, wiry westener, he soaked in every drop of information during training and became an artist in the handling of flying boats. He was one of the pilots assigned to Felixstowe whence he went on to Killingholme, where he reported for duty to Cdr. Kenneth Whiting in June 1918. "Tex" was credited by Adm. Sims with having done more war flying than any other U.S. Navy pilot working from North Sea bases. His feats at Felixstowe included going out in stormy weather, in fog, at night, and truly made him an all-weather pilot before all-weather flying was considered feasible. He also went on several "lighter stunts" and this experience qualified him, in Whiting's opinion, for the most difficult assignments.

ON ONE OCCASION, for example, he was assigned to hunt for a Zep-pelin airship reported to be headed for the Killingholme area. With Ltjg. G. Francklyn Lawrence, of the first Yale Unit, as his second pilot or navigator, with a radioman and a machinist's mate, he took off in an H-16 flying boat at midnight in a tempest of wind and rain. "Tex" flew "by the seat of his pants" up through the rough air until the flying boat emerged into the clear above the clouds at close to the aircraft's ceiling, 10,000 feet. There was no moon and they searched the starry skies for signs of a Zeppelin. A reddish speck close to the cloud horizon attracted their attention and they headed for it, believing it might be the exhaust glow of a Zep's motors. After maintaining this heading for some 30 minutes, both pilots agreed that the speck was the planet Mars. After several hours of fruitless search, as dawn was breaking, they dove into

the overcast, heading westward for England, but with no idea of where they had drifted in the high winds.

Levelling off just above the waves in thick fog, ceiling zero, they continued westward. They sighted close aboard a British trawler, followed by another and again another. Altogether, they counted seven trawlers steaming in column. Lawrence deduced that, being in such neat formation, these little ships might be leaving a port, so they flew along the reverse course astern of the trawlers. A rock breakwater loomed up in front of them. They hopped it and made a landing in the smooth waters of a harbor. Taxying forward, there loomed, dead ahead, a seaplane ramp, back of which could be dimly seen the gaping open front of a seaplane hangar!

At the ramp, their flying boat was hauled up onto the concrete apron, where an amazed British duty officer greeted them with the question: "However did you find this place in this weather?" With a slow smile, Tex replied: "They taught us to navigate in the United States."

They were at the Royal Navy air station at South Shields, near the mouth of the river Tyne, 80 miles northwest of Killingholme, the only seaplane station on the coast for many miles in either direction. Moreover, there are many rocky cliffs girding the nearby coasts. Luck combined with quick thinking got them there. So, we can brag that on a stormy night in 1918, two Navy pilots, one from each of the two first Yale Units, unwittingly set a course for Mars, which even the most advanced astronauts have not yet tried to do. Our boys did not make Mars, but they did make it back to base—or, rather to a base.

All but one of the members of the unit earned promotion. Some, Depew and Rodman in particular, received assignments of great responsibility. The ones who went overseas earned the respect of the British and the French.

Four were awarded Navy Crosses (two posthumously). De Cernea was made a Chevalier, Legion d'Honneur, given a French Army citation, and awarded a Croix de Guerre with palm. A destroyer was named "McCormick" and another "Stephen Potter."

By and large, Yale Aerial Coast Patrol Unit #2, the kid brother of Trubee Davison's renowned Unit #1, is well able to stand on its record.



GANSON G. DEPEW



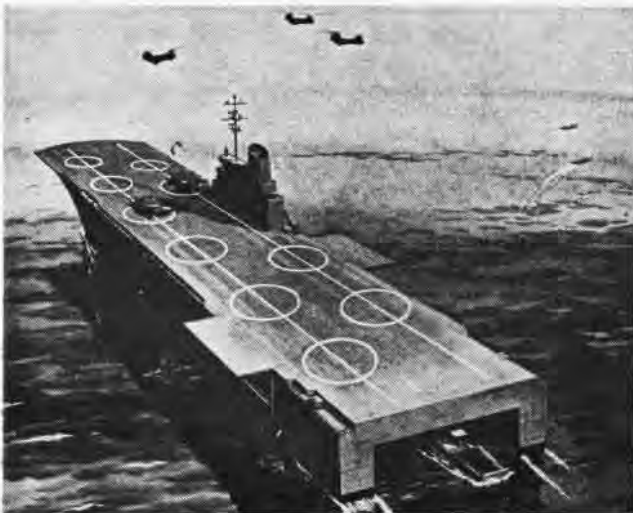
STEPHEN POTTER



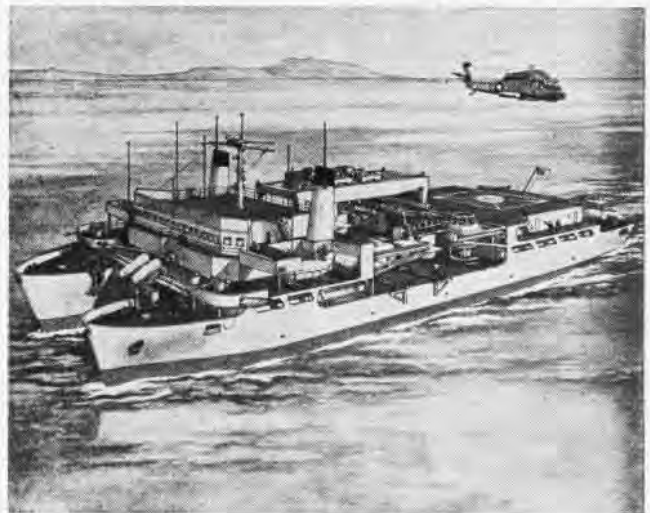
EDWARD de CERNEA



ALEXANDER A. McCORMICK, JR.



FROM THE drawing boards in 1967 came these artist's designs for proposed new U.S. Navy ships. At left is the large multi-purpose assault ship (LHA) which combines the functions of a helicopter assault ship (LPH) and a dock landing ship (LSD) into one vessel capable of housing, transporting and delivering troops to tactical objectives by



helicopter and landing craft. The other design is for a new class of submarine rescue ship (ASR). It will provide helicopters for search and rescue and operate the deep submergence rescue vehicles when they become available. The catamaran configuration gives the ship improved stability when operating special equipment at great depths.

Fourth SATS Field Begun Will be Tested at Patuxent River

AT NATC PATUXENT RIVER, Md., ground has been broken for the world's fourth operational Short Airfield for Tactical Support (SATS). The new field will be used to test the suitability of the unit and the aircraft using it.

Chief values of SATS are its mobility, the speed with which it can be constructed, and its ability to handle jet aircraft in a forward combat zone (NANews, September 1965, p. 10). Measuring 96 by 2,200 feet, the NATC field will be surfaced with 2x12-foot aluminum mat sections each weighing 144 pounds. One CE-1 Mod-3 catapult, powered by two modified J-79 turbojet engines, will lift aircraft off the 2,200-foot runway. The catapult, all 126,000 pounds, can be broken down for air transport. MOREST is used for arrested landings.

At present, there are two other SATS fields in operation: at Chu Lai, Vietnam, and Bogue Field, MCAS CHERRY POINT, N.C. A third is being built at MCAS EL TORO, Calif.

Rear Admiral Daniel F. Smith, Jr., is commanding officer of the NATC.

Aussies Earn Wings of Gold Seven Trained at Ellyson Field

Six midshipmen and one officer of the Royal Australian Navy recently

received the U.S. Navy's "Wings of Gold" in ceremonies at NAAS ELLYSON FIELD, Fla. Captain Robert Q. Wallace, C.O. of the station, made the presentations, designating them Naval Aviators and qualified helicopter pilots.

Captain John P. Stevenson, Naval Attache at the Australian Embassy, Washington, D.C., designated the seven as qualified RAN aviators and commissioned the six midshipmen as sublieutenants in the RAN.

This was the first group of over 30 Australians who will train at Ellyson.

Flying Family of O'Neills Father and Son Fly an S-2 Tracker

When LCDr. Henry G. O'Neill headed home to NAS ALBANY, Ga.,



LCDR. O'NEILL AND SON, ENS. O'NEILL

from Jacksonville, Fla., recently, he turned the controls of his S-2 over to his son, Ens. Kenneth J. O'Neill. Ens. O'Neill, a flight student at the Naval Air Basic Training Command at Pensacola, was going home on leave when his father picked him up.

The elder O'Neill is the ground control approach officer as NAS ALBANY. Another son, Ltjg. Warren H. O'Neill, is stationed with VP-28.

Schoolmaster of the Year NATTC Memphis Man Wins Honor

AXC Lawrence E. Viar, NATTC MEMPHIS, has been selected the Naval Air Technical Training Command's "Schoolmaster of the Year." He was chosen from seven semi-finalists, all Navy instructors. The seven were picked from 3,700 contestants from technical training centers through the command.

Chief Viar is presently teaching the Integrated Data Display Systems course in the Aviation Electronics Technician School at Memphis. His "Schoolmaster" presentation was entitled "Sonobuoys."

The other semi-finalists were PHC Thomas Hartsock, NATTU PENSACOLA; PTC William Brabant, Naval Unit, Lowry AFB; PRC James Green, NATTC LAKEHURST; ACC David Bruce, NATTC GLYNCO; AE1 Louis Caron, NATTC JACKSONVILLE; and AT1 Roger Bell, NAAS REAM FIELD.

SPACE FAIR IS A SMASH HIT

In November, 195,647 visitors attended the three-day Space Fair at the naval missile complex at Point Mugu. According to officials, it was the biggest three-day event of its kind in the history of California.

Stars of the huge air show, an event that is outstanding on the West Coast, were the Navy's *Blue Angels* and the Army's *Golden Knights*.

The military air show featured *Sidewinder*, *Bullpup*, *Zuni* and *Mighty Mouse* barrages by high speed F-4, F-8 and A-4 planes. A pass by the famous U-2 recon plane was a hit.

Food and soft drinks had to be re-ordered in quantity. All profits went to Navy Relief and to other charities.



PROFESSOR Art School cuts ribbon as he flies his "Chispmunk" in the inverted position; upper right: Mrs. Terry Holm thrills crowd with her wing-walking act. Bud Fountain, a veteran cropduster, is piloting the Stearman biplane. Below, stunt pilot Frank Tallman taxis in his Boeing F4B after putting it through its paces; below and left, the Blue Angels trail colored water in spectacular flight; and below, right, "laddies" of the Truman Pipe Band, provide music. Dan Scott (in foreground) is employed as a civilian at NAS Point Mugu in the public works department.



a GRAMP for all seasons



When Naval Aviation News reaches its readers, they regularly turn to Grampaw Pettibone's column, headed by a drawing appropriate to the season. Pettibone is not one to mourn the passing of the months, rather he celebrates them.

For a quarter of a century, Illustrator Robert Osborn has, month in and month out, portrayed the "longest livin' Naval Aviator." He drew him in 1943 in a recumbent position (see page 5), indicating retirement, leisure and the pleasures of living to an advanced age. Since then, Gramps only occasionally appears in so relaxed a posture. From the first, the old man jumped up and took on a life of his own. There is no single picture that serves to show this complicated character who shreds Dilbert with words and, from time to time, praises the smooth work of the "Pro's."

After leaving the Navy at the end of the WW II, LCdr. Osborn continued to serve the Naval Aviation Safety Program. With his extraordinary gift, he has not only created a legend, but given to naval aircraft distinct personalities and portrayed the Dilberts who manage to slip into flight uniform.

In 1959, Osborn received the Navy's Distinguished Public Service Award, presented by Thomas S. Gates, Jr., then Secretary of the Navy. The citation honored him for his unflinching understanding of the problems of military flying and pointed out what still holds true: that Grampaw Pettibone is "the most widely read and best remembered feature of Naval Aviation publications." It is still the inimitable Osborn who produces "a Gramp for all seasons."



JANUARY



Take it Easy!

MAY



SEPTEMBER



FEBRUARY



MARCH



APRIL



JUNE



JULY



AUGUST



OCTOBER



NOVEMBER



DECEMBER

OLD CARRIERS NEVER DIE

By JOSN Tom McNamara
Photos by SN D. A. Jeannette

DENSE BLACK SMOKE billowed hundreds of feet above her flaming decks. Fires roared through passageways and compartments. Planes melted like butter. . . . Exploding ammunition sprayed her decks and flecked the sky. . . ."

Thus a reporter described the Japanese kamikaze attack against USS *Bunker Hill* (CV-17) on April 7, 1945.

World War II had ended by the time she was repaired, but in the 18 months before she was hit, the *Grey Ghost* had participated in many a major sea battle in the Pacific Theater, earning the Presidential Unit Citation and 11 battle stars.

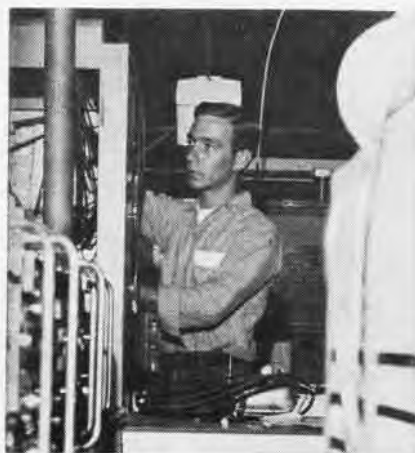
Placed in mothballs in 1947, she returned to duty in 1965 and moved to her present mooring at Pier F, North Island, San Diego, Calif.

Now the property of the Naval Electronics Laboratory Center, she serves as a floating test bed for the development and evaluation of integrated electronics equipment.

No longer classified as a carrier, *Bunker Hill* still looks the part, even with all her electronic gear.



FLIGHT DECK of *Bunker Hill* after kamikaze attack. Below, ET3 Tom Christner works with some of electronic gear presently on board. At right, flight deck as it appears today.



ZERO

Defects



As part of its continuing efforts to pass the word on new programs that will affect Naval Aviation, NANews recently investigated Zero Defects. Surprisingly, our research and our interviews with the two gentlemen pictured above, J. W. Crane and Franklin Curhan, yielded answers to our questions that were altogether different from those expected.

By JOC John D. Burlage

Photos by PH2 C. H. Parker



THE HARRIED editor pauses in his involvement in those vast editorial complexities in which harried editors are always involved. He fixes his stern gaze on a staff member who has never learned to be inconspicuous.

"Staff member," he says (in a tone of voice that, to the subordinate, spells nothing but t-r-o-u-b-l-e), "I have here an announcement that Zero Defects has come to Naval Aviation. *Naval Aviation News* should have a story on this event. Write one."

The staffer looks at his editor in disbelief. Zero Defects? What in the name of Grampaw Pettibone is Zero Defects?

The editor's stern countenance alters to one of mild contempt. "Zero Defects," he replies haughtily, "is a management tool, used of late by private industry, aimed at the reduction of defects through prevention. It is designed to motivate those in the working class toward preventing errors in their assigned tasks by developing within them a constant, conscious desire to do their jobs right the first time."

The explanation is rewarded by an utterly blank expression on the face of the NANews writer.

Ignoring it, the editor continues his discourse: "To achieve its ends, this program uses every available management/communication technique to get the word down to the working level. Basically the word is, 'Do not make mistakes in the accomplishment of your assigned duties.' As far as personnel in Naval Aviation are concerned, one technique that will be

utilized for this purpose is the highly interesting, readable article you are going to prepare for the magazine."

Quickly hiding the Admiral's memorandum which he had been using as a reference, he gently fingers his cat-o'-nine-tails to emphasize his point.

The staff member turns his blank expression momentarily from his editor to the stack of paper work located squarely in the middle of his "Do!" basket. Oh, dandy, he groans. Thousands of vital, necessary stories just begging to be written and I get stuck with a glorified propaganda campaign. This assignment is never going to win me the Pulitzer Prize.

Some grand, old sayings insert themselves into his mind: "To err is human;" "If at first you don't succeed, try, try again;" "Everybody makes mistakes." The job he has inherited means, he figures, that he must tell every officer and enlisted man in Naval Aviation that if they err, don't succeed the first time and make mistakes, they're *naughty*. The staff member is not thrilled by the prospect.

He turns his most winning smile on the editor, who is prepared for this assault. Boss, the staffer wonders, couldn't we just give Zero Defects the back cover and let me do something worthwhile—like conduct an intensive investigation into the basic aerodynamic instability of the dodo-bird and the effect this factor had on his extinction? You know, something the average Naval Aviator would be *interested* in reading?

The editor is not impressed by this suggestion; he gives his cat-o'-nine-



Crane: "Zero Defects is not designed to intimidate anybody, or to present a 'big brother' appearance.



"We want to appeal—strongly, I admit—to every man's inherent desire...



... to do the best job he possibly can—all day, every day."



tails a few practice flicks. NANews will have a story on Zero Defects, he declares, and the staffer will write it.

Muttering under his breath, the writer departs to do a story about Zero Defects.

DURING the course of his research for the story on Zero Defects he will write, the NANews staff member soon finds he is able to lay the blame for the entire program squarely on the doorstep of the Orlando, Fla., division of the Martin-Marietta Corp.

Under the guidance of a gentleman named James F. Halpin, who was the division's director of quality, the Martin-Marietta management in Orlando instituted the first Zero Defects program July 20, 1962, in an attempt to reinstate some time-honored notions of employee skills into an operation that was becoming increasingly complex and mechanized.

The NANews man is surprised to learn that the program was enthusiastically received by Martin-Marietta's Orlando employees. Reports from the plant outline how, under Zero Defects, the corporation realized a 23 percent improvement in the defect rate of manufactured hardware in 1963 and an even better 48.2 percent improvement in 1964. These figures do not light any fires in the writer's eyes, until they are equated by the reports to a cool \$2 million in savings. That, the staff member thinks, ain't hay.

It wasn't long before the Zero Defects idea spread. Other companies instituted their own programs—sometimes with different titles, but always with the same idea: Convince employees that a determined effort not to make mistakes would be of benefit to both themselves and the firm that paid their salaries. RCA tried Zero Defects, as did GE and Boeing. The Convair Division of General Dynamics had its "Craftsmanship" program, while Ryan called its campaign "Ryan Builds Better." Motorola tagged its Zero Defects-type program "PRIDE" (Personal Responsibility in Daily Effort). Douglas and Lockheed jumped on the bandwagon. All the programs were reported to be successful.

In 1964, the Zero Defects idea was endorsed by the Defense Department.

On December 7, 1966, the Chief of Naval Material issued an instruction which detailed the methods by which the Navy would administer a Zero

Defects program, and which assigned responsibility for developing and supporting the Navy program to the commander of the Naval Air Systems Command.

On March 13, 1967, a NavAirSysCom instruction was issued on the subject. It declared that the command would:

1. Provide policy guidance for planning and implementing field Zero Defects programs;

2. Monitor program progress and achievement;

3. Issue data on new developments and Zero Defects program innovations and conduct periodic seminars to promote the exchange of ideas among field activities; and

4. Provide the assistance of a Zero Defects coordinator to aid in pre-installation planning, resolving problems and providing continuing guidance for maintaining the program.

Zero Defects had invaded Naval Aviation's hallowed passageways.

"The Zero Defects program offers timely support for the objective of our determined effort to eliminate waste wherever it occurs in the programs of the Federal Government."

—President Johnson

AT NAVAIRSYSCOM's Program Analysis Branch, they take Zero Defects most seriously. This is because within this branch is located the aforementioned Zero Defects coordinator, a civilian named Joseph W. Crane who is also head of the branch. He is ably assisted by another civilian, Franklin Curhan.

Because the Program Analysis Branch is the place to learn about Zero Defects and its inclusion in Naval Aviation, the NANews writer—who is beginning to have some doubts about his doubts about the worth of the whole shebang—figures he should take the time to have a chat with Messrs. Crane and Curhan.

Both gentlemen seem eminently qualified for their work. Crane has an extensive background—35 years' worth—in government management that

dates from clerical and junior management positions he held with the Department of Agriculture from the early 1930's to the early 1940's. He moved up to a position as management analyst with the Bureau of Ships and then became a management engineer. In 1960, he accepted a position with the old Bureau of Weapons; he became BUWEP's Zero Defects coordinator in 1965 before the Navy Department reorganization brought him to NavAirSysCom.

The younger Curhan did a stint as a Navy officer before he joined the government as a civilian employee in 1961. He held several positions in the Washington, D.C., area before he became Crane's assistant in February 1967. If he lacks experience, he more than makes up for it in determination. Curhan obviously feels that Zero Defects is the greatest thing since the *Langley*; he takes a very dim view of anybody who belittles the program in any way whatsoever.

"Our ZD program will be just as effective as each of you, individually, strives to make it—for ZD is essentially an individual, personal commitment at all levels, a desire to excel."

—VAdm. I. J. Galantin

Both Crane and Curhan are quick to assault the NANews staffer's lingering doubts about the benefits the Navy—and particularly Naval Aviation—will derive from Zero Defects.

In the first place, Crane emphasizes, Zero Defects is much more than a glorified propaganda campaign. Furthermore, he insists, the program is *not* designed to get anybody into hot water for not being a perfectionist on the job.

"I would be the first to admit that one of the fundamental requirements for a successful Zero Defects program is to make certain that every worker is influenced by all means available to do his best possible work," Crane says. "However, there is nothing sneaky about it; we come right out and admit what we're attempting to do, so the term 'propaganda' is inappropriate

here." In that short statement, he effectively scotches one of the NANews writer's strongest arguments against Zero Defects.

"Also," he says, "Zero Defects is not designed to intimidate anybody, or to present a 'big brother is watching you' appearance. All we want to do is to appeal—strongly, I admit—to every man's inherent desire to do the best job he possibly can—all day, every day."

Actually, Crane points out, those who created Zero Defects discovered three basic causes of worker defects: lack of knowledge, lack of proper facilities and lack of attention.

The first is the most easily corrected: Find the man who needs the training and train him properly. Of the other two, Zero Defects addresses itself primarily to lack of attention—although there is a facet of the program that is also applied to lack of proper facilities.

Discussing the most nebulous of the three, lack of attention, Crane says: "The trouble is that, in every job, there are certain mundane tasks which must be done over and over again, but which often do not appear to be really vital or necessary. No matter how dedicated he is, a man may sometimes permit himself to become casual about such assigned chores.

"Yet it is evident that every single job should be done properly the first time it is tackled because, in Naval Aviation especially, it is obvious that somebody's life may depend on your doing what you should do, the way it should be done, when it should be done. If an error is made in the repair of a part while it's on the work bench, correcting the deficiency can be pretty difficult when the part has been installed in an aircraft that is in the middle of a bomb run over North Vietnam."

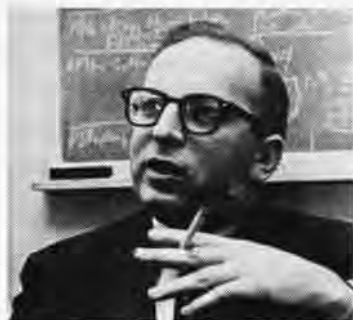
The NANews staff member can see his arguments against Zero Defects dissipating like so much smoke. But, he wonders, isn't the necessity for perfection in the repair of a critical aircraft part so obvious that a campaign such as Zero Defects is not really necessary to drive it home?

Ah, but it is, declares Curhan. "Sometimes it's very necessary to remind a man—especially a man who has a lot of routine tasks to perform, no matter how important—that he is, in fact, a craftsman whose successful

Curhan: "Sometimes it's very necessary to remind a man . . . that he is, in fact, a craftsman."



"The emphasis of Zero Defects is, after all on craftsmanship. . ."



. . . and on a return to those time-honored values of . . . personal pride."



"Zero Defects puts the responsibility for performance squarely on the shoulders of the individual—not on the supervisor, not on the inspector, not on the watchdogs of management."

—G. T. Willey, *Martin-Marietta*

completion of his job is imperative if he is to contribute to the success of his entire organization. The emphasis of Zero Defects is, after all, on *craftsmanship* and on a return to those time-honored values of satisfaction in a job well done and personal pride in knowing you have done a job the best way it could be done."

THE PROGRAM Crane and Curhan are creating for the Navy and its aviation arm comes complete with an arsenal of methods that can be used to remind Navy men of the importance of their jobs. Curhan discusses these methods:

"We are now publishing a Zero Defects newsletter to keep the program before commands and to provide them with the latest Zero Defects information. We are producing a Navy-oriented movie to supplement one the Department of Defense has made available, entitled 'Right the First Time,' and we are buying another for distribution in January 1968 called 'What a Wonderful World It Would Be.' We intend to have posters, which are a vital part of the Zero Defects campaign, available in 1968, and the Navy Band is even cutting us a special record album containing some excellent music which commanders may present as awards to those who make significant contributions to the program. We will make the album available as soon as we can.

"Of course, we correspond regularly with the other systems commands, the Marine Corps and with private industry to obtain new ideas and to pass them along—although, I'm happy to say, we've now reached the stage at which most of our correspondence is to provide information, not obtain it."

The staff member admits this sounds like an ambitious undertaking that just may accomplish something worthwhile (and the admission makes him think: Good heavens, am I being con-

verted?). He wonders if there is anything in Zero Defects that will reward a man who does consistently excellent work.

"Of course, there is," Curhan replies. "One of the points of this program is to encourage commanders who use it to provide suitable awards for men who do outstanding work. Such awards have always been a most important part of Zero Defects; in the Navy, they could include certificates, or special liberty, or one of the special record albums we will make available, or anything the commander considers practical and worthwhile.

"One definite reward is in the form of Zero Defect's relationship to awards programs already in existence, such as the Beneficial Suggestion campaign. Don't misunderstand me; there is nothing in Zero Defects that ties it directly to any other existing program. However, in an attempt to eliminate the second of the three major causes of worker error, lack of proper facilities, Zero Defects has what we call 'Error Cause Removal.'

"Under this aspect of the program, workers who see shortcomings in methods employed at their duty stations may do something about it by submitting an 'Error Cause Identification' form. Once the form is submitted, it becomes the job of management to review the report and, if warranted or feasible, to act expediently to correct the deficiency. It is *not* necessary for the man who fills out the report to recommend how to eliminate a cause of error—all he has to do is spot something that may be causing defects, or 'down time,' and report it.

"However, if a man *does* have an idea for correcting the deficiency he notices, he automatically becomes eligible for awards available under such programs as Beneficial Suggestions. It makes no difference if he uses an 'Error Cause Identification' report or not. And, even if a man does not recommend a correction, there is a chance he may still share in an award: Let's say his supervisor has the idea for correcting the deficiency a man has noticed; it's possible the two of them may become joint recipients of a Beneficial Suggestion Award."

The staff member's doubts about the program are being riddled from all sides. What, he wants to know, is the NavAirSysCom coordinator's office

doing about instituting a meaningful Zero Defects program in the Navy?

"Several naval activities have had Zero Defects for more than a year," Curhan says. "They include the Naval Ordnance Station at Louisville, Ky.; the Naval Avionics Facility at Indianapolis, Ind.; the Naval Supply Center at San Diego, Calif.; the Naval Ammunition Depot at Crane, Ind.; and several naval shipyards, such as those at Charleston, S.C., and Portsmouth, N.H.

"As for results at some of these facilities, NSC SAN DIEGO reported 1,840 ideas submitted in the first two years of Zero Defects operation, with a 65 percent acceptance rate; NOS LOUISVILLE revealed a 50 percent reduction in rejects (from seven percent to 3.5 percent) since implementation of the program. In 15 months, NSY PORTSMOUTH produced 9.23 miles of single pass welding with perfect 'ZD' workmanship.

"In April of this year, the Navy conducted two one-day management training seminars, attended by top-level military and civilian personnel from key naval activities. The seminars were designed to brief the 120 persons who attended on the success of the program in naval activities which had implemented it, in industry and in the other armed services, and to impress upon them the need for continuing top-level support.

"Those seminars were followed by three-day workshops held on both the East and West Coasts from May 10 through July 14, at which more than 400 persons were given a concentrated indoctrination on methods for planning, conducting and sustaining a Zero Defects program. Personnel attending these workshops represented selected shore-based Navy and Marine Corps activities in the continental U.S. as well as activities in Guam, the Philippines and Japan."

As far as Naval Aviation activities are concerned, Curhan provides this information: Zero Defects campaigns have already been implemented, or are soon to be started, at the Naval Air Rework Facilities at Cherry Point, N.C.; Pensacola, Fla.; Quonset Point, R.I.; North Island, Calif.; and Alameda, Calif. Programs are in various stages of progress at NAS LEMOORE, Calif.; NAS OCEANA, Va.; NAS LAKEHURST, N.J.; MCAS BEAUFORT, S.C.; and in RCVW-12 squadrons lo-

cated at NAS MIRAMAR and LEMOORE, and at NAS WHIDBEY ISLAND, Wash.

Under RCVW-12's Zero Defects program, each squadron's commanding officer is directed to implement his own campaign and to designate an officer to administer activities. This officer, in turn, coordinates with the RCVW-12 staff maintenance officer, who has over-all responsibility for the program within the air wing.

Plans for installation of the program in other Naval Aviation activities, Curhan says, will be announced soon. He adds that commanders who are interested in the program, but who may not have been represented at the Zero Defects seminars held earlier this past year may correspond directly with him by writing the coordinator's office, Naval Air Systems Command (Air-5024), Department of the Navy, Washington, D.C., 20360, or by telephoning him at Washington Autovon (22), extensions 6-4889 or 6-7883.

BY NOW conceding that there just may be a place for Zero Defects in Naval Aviation—and even going so far as to hope Naval Aviation types will agree with him—the NANews staff member returns to his office to compose a bit of deathless prose on the subject. Noting his newly-acquired enthusiasm for the job, the editor puts away his cat-o'-nine-tails and makes room for the article.

As he heads for his desk, the staffer is horrified to re-discover a little sign he has had thumbtacked to the bulkhead near his little corner of the world for, lo, these many moons. On it are imprinted these words:

**"ACCURACY IS OUR WATCHWORD . . .
WE NEVER MAKE MISTEAKS."**

Glancing about the office to make certain nobody is looking his way he yanks the little sign down and quietly deposits it in his wastebasket.

Then, with a determination to avoid wasting as much paper and typewriter ribbon as possible, he begins to write his article.

Score one for Zero Defects.



ABOVE AND BEYOND

LIEUTENANT, JUNIOR GRADE, BRIAN E. WESTIN
UNITED STATES NAVAL RESERVE

AS A Naval Flight Officer in the right seat of a VA-85 A-6 *Intruder*, Lt. Brian E. Westin participated in a combat mission against an enemy junk concentration in North Vietnam.

After skillfully navigating his aircraft to a precise area on an inland waterway, Bombardier/Navigator Westin sighted his specific target and his pilot began the attack. During the run, small arms fire entered the cockpit. Westin's pilot was seriously wounded and instinctively pulled back on the stick to recover from the dive. Assessing the situation as *in extremis*, Lt. Westin took command.

Reaching over from his seat, Westin assisted the semiconscious pilot in the control of the airplane and succeeded in turning the *Intruder* towards the sea, levelling off at an altitude above the small arms fire, yet below the surface-to-air missile threat. Simultaneously he alerted search and rescue forces, insuring prompt assistance for the emergency situation.

During the exit from hostile terrain and in the course of the over-water leg at the times when the pilot lapsed into unconsciousness, Westin, although unqualified by experience or training as a pilot, managed to fly the A-6 by controlling the stick from the right side of the cockpit. When it became apparent that a safe landing at the nearest divert airfield, some 100 miles away, could not be reached before the pilot became completely unconscious, Westin decided on an over-water ejection.

Ejecting the wounded pilot first, Westin followed at once and was soon recovered from the sea. He then directed the helicopter crew towards the estimated position of the pilot. When the latter was unable to enter the rescue sling, Lt. Westin, without regard for his personal safety, courageously dropped back into the water, despite the fact that a shark was circling the bleeding victim.

Following the rescue of the pilot, the hoisting device on the helicopter failed before Westin could be brought aboard. He waved the helo off to take the unconscious pilot to a nearby ship for immediate medical attention. Remaining alone in the shark-infested water without his normal flotation gear, Westin orally inflated his "G" suit and awaited his eventual re-rescue by another helo.

Flight Officer Westin's cool-headed actions illuminated his strong desire to save a wounded shipmate. His complete disregard for his own personal safety was responsible for saving his pilot's life.

Ltjg. Brian E. Westin has been awarded the Navy Cross.



ON PATROL

with the Fleet Air Wings

VP-5 Celebrates 25th Birthday

VP-5, commanded by Commander John V. Josephson, celebrated its 25th birthday last November while deployed at Sangley Point, R.P. During the first five months of the deployment, the squadron flew 7,200 hours.

In WW II, VP-5 flew Lockheed *Vega Venturas* in all-weather raids on the Japanese mainland. After the war, it moved to the East Coast and flew P-2 *Neptunes*. In June 1966, VP-5 transitioned to the P-3A *Orion*.

Canadian Squadron Visits VP-8

VP-8 *Tigers* played host in October to a crew from the Royal Canadian Air Force 404 Squadron from Greenwood, Nova Scotia.

The Canadians arrived at VP-8's home base, NAS PATUXENT RIVER, Md., in their *Argus*, named for the tireless watchman of Greek mythology. VP-8 matched myth for myth with their *Orion*, named after a mighty hunter. The Americans had an opportunity to compare the *Argus* with their own smaller but no less effective *Orion*.

Both crews discussed tactics and

techniques used in ASW. Under the command of Flight Lieutenant Philip Walker, the Canadians flew on numerous training flights with crews from VP-8 and viewed weapon systems trainer facilities.

In November, VP-8, led by Commander H. F. Knudsen, repaid the visit when a crew flew to 404 Squadron's home base. The exchanges are part of a program conducted by Nav-AirLant and the RCAF Maritime Command.

Navy Crew Saves Army Tug

One morning last fall, while flying a routine *Market Time* mission off the coast of South Vietnam, VP-1's Crew 10 was notified that an army tug was lost in the South China Sea. It had been towing a 100-ton floating crane to Da Nang when Hurricane *Clara* caused the towline to break. At the same time the navigation equipment aboard the tug broke down.

Within two hours of notification, the VP-1 crew, commanded by LCdr. M. "G." Branscomb, spotted the floundering ship and gave its crew a bearing to Da Nang. About 180 miles away, they found the crane drifting

south along the coast of Vietnam.

After locating the crane, the VP-1 crew gave its location to the USS *Abnaki*, a Navy tug, which took the crane in tow and delivered it to Da Nang.

VP-11 Hosts NATO Crew

Recently VP-11, Keflavik, was host to six officers and six enlisted men from the 333rd Air Squadron of the Royal Norwegian Air Force. The squadron is based at Andoya in northern Norway.

The Norwegian outfit's primary mission is ASW; its secondary mission, airborne reconnaissance. It flies the U-16 *Albatross*.

Each member of the Norwegian crew had an opportunity to fly in the P-3B *Orion* and showed a keen interest in the VP squadron's operations.

VP-7 Returns from Sigonella

VP-7 returned to NAS JACKSONVILLE last November, following a six-month deployment to the Med. The squadron's operational commitments were heavy and it averaged 1,000 hours each month in the air.

During the Middle East crisis, VP-7



PLANESIDE BRIEFING OF VP-7 CREW PRIOR TO A LAUNCH



VP-5 PILOTS GET WEATHER BRIEFING BEFORE 12-HOUR PATROL

worked closely with Sixth Fleet units while conducting round-the-clock surveillance. When the tempo of these operations eased up, the squadron participated in numerous Sixth Fleet and NATO exercises involving coordinated tactics and procedures with British, Italian and Greek naval units.

From Tradewind to Williwaw

Wind and fog were two of the major problems encountered by VP-28 when the squadron began its six-month deployment to NS ADAK last June. Coming from the region of the predictable tradewinds prevailing at Barber's Point, the *Hawaiian Warriors* found themselves in the home of the quick-changing williwaw.

"The williwaw changes in velocity and direction in a matter of moments," according to Commander Edward F. Lebiez, the squadron's C.O. "While the 70-knot gales of deep winter are predictable, the fickle 40-knot gusts have come and gone before you know it." However, the VP-28 pilots quickly learned to cope with it.

Since the williwaw spelled instant crosswind plus turbulence, it called for fast reaction on the part of the pilots, who usually carried extra airspeed when landing. Even so, they sometimes felt like a ping-pong ball while trying to keep the plane down on the runway.

Since winds were still a problem on the ground, maintenance and aircrew personnel tied the aircraft down with chains. Without them, a 40-knot gust could sail an *Orion* clear across the

ramp, especially when there was ice.

Although the *Warriors* had occasional opportunities to do some salmon fishing, hunt seal or caribou or study the ways of the bald eagle, they nevertheless counted the days until their return to Hawaii.

Pilot Receives 2,500-hour Pin

While flying with VP-26 at NAS BRUNSWICK, LCdr. G. W. McDonald was presented with a model of the P-3B *Orion* and a pin representing 2,500 hours flight time in the aircraft. Captain I. J. Gersuk, ComFAirWing Three, made the award. LCdr. McDonald is now one of only 11 aviators in the Navy qualified to wear the pin.

VP-1's Commander Decorated

One morning recently, as he prepared to address VP-1 at Sangley Point, Commander L. C. Day, the squadron's C.O., was puzzled to note the presence of Captain J. S. Laney, ComFAirWing 10, and his staff, as well as the commanding officers of VP-2 and VP-5.

Cdr. Day had planned to present good conduct awards to several VP-1 personnel. But his plans were altered when Capt. Laney stepped to the microphone and said, "Cdr. Lawrence C. Day, front and center." Capt. Laney then presented Cdr. Day with the Navy Commendation Medal "for meritorious service while serving as commanding officer of Patrol Squadron One from May 15, 1967 to November 15, 1967 during combat operations from Cam Ranh Bay."

The citation read in part, "His imagination, ingenuity and superior management of talent and available resources contributed directly to the success of Patrol Squadron One's outstanding record in Southeast Asia."

Sixty-four members of VP-1 were advanced as a result of the Field Advancement Program or successful completion of Navy-wide competitive examinations. This is the largest single group to be advanced in the history of the squadron.

Forty-nine of the advancements were made under the Field Advancement Program which allows men serving in the combat zone to have the competitive examinations waived since the tempo of Southeast Asia operations does not allow sufficient time for advancement study. For these individuals, advancement is based on a recommendation by the commanding officer and approval by the Naval Examining Center.

SecNav Visits VP-44

The Secretary of the Navy, the Honorable Paul R. Ignatius, visited NAS PATUXENT RIVER in November for a familiarization flight in the P-3 *Orion*. VP-44, commanded by Commander Roy D. Snyder, was host to the Secretary and Vice Admiral Paul Masterton, Commander ASW Forces, Atlantic.

On the familiarization flight, VP-44's Crew Seven, led by LCdr. Albert Mills, demonstrated the tactics used against enemy submarines. An American sub was the simulated target.



THE NAVY'S ORIONS, FLOWN BY PATROL SQUADRON FIVE, ARE REGULARLY PART OF THE SCENE AT NS SANGLEY POINT, R. P.



SELECTED

Reservist of the Year Named

In a ceremony at NARTU ALAMEDA, AD1 Charles E. Oliver, VR-871, was recently named the Bay area "Reservist of the Year (1967)" by the Oakland Council of the Navy League. RAdm. Fred. E. Bakutis, ComFAir Alameda, made the presentation.

Oliver joined VR-871 in 1956 and is presently leading petty officer of three divisions of the squadron's maintenance department. In civil life, he works at the station's rework facility.

'Fly Navy' Cars Presented

Operation *Topless* took place in Detroit, Mich., recently when 19 "Fly Navy" Chrysler convertibles were presented to the Naval Air Reserve Training Command by the Navy League of the United States.

Each year, the Navy League provides a new convertible to each Naval Air Station and Air Reserve Training Unit in the command. The cars are used on visits to college campuses to recruit aviation officer candidates and Naval Aviation cadet applicants.

Captain Giuseppe Bello, representing CNAResTra, and Captain C. G. Hathaway, commanding officer of NAS

GROSSE ILE, Mich., accepted the keys to the cars from James M. Hannon, League executive committee member.

The current delivery of 19 cars included the 130th convertible presented since the program was started in 1961 when the Jersey Shore Council gave the first car to NARTU LAKEHURST, N.J.

Award for 'The Quiet Warrior'

In November, Vice Admiral Thomas F. Connolly, Deputy Chief of Naval Operations (Air), presented the Navy Commendation Medal to Commander E. T. Wilbur, present editor of *Naval Aviation News*.

Commander Wilbur was cited for his production of a film which he wrote, produced and directed while serving as the Public Affairs Officer at NARTU NORFOLK, Va. (NA-NEWS, September 1967, p. 31).

The citation read: "The film, 'The Quiet Warrior,' is an outstanding documentary on the citizen patriots, 'The Naval Air Reservists,' who give so much of their time to maintain the ability of the Reserve forces to augment the Fleet. Commander Wilbur provided the motivating inspiration and guided the effort of various mili-

tary and civilian groups cooperating in the production of the film. His personal participation in the filming of many aerial sequences, both as director and pilot, materially assisted in the very dynamic film sequences so essential to this superb movie."

The Naval Photographic Center is preparing the film for wide distribution to Naval Air Reserve activities.

ASW Exercise

Late last year, NAS SEATTLE, Wash., was host to airmen from three Reserve units during a two-day joint Canadian/American ASW exercise.

The hunters were reserve flight crews from units at Los Alamitos, Calif.; Twin Cities, Minn.; and Alameda, Calif., and Seattle. They hunted the Canadian submarine, H.M.C.S. *Grilse*.

The visiting crews flew SP-2E *Nep-tunes* while the Seattle Reservists utilized SP-2H's and S-2D *Trackers*. As in all exercises, each crew tried to find the submerged submarine and simulate a strike. The airmen racked up almost 100 flight hours despite extremely adverse weather conditions.

Captain Floyd E. Cooper is commanding officer of NAS SEATTLE.



ALL IN A ROW ARE THE 19 'FLY NAVY' RECRUITING CARS PRESENTED TO CNARESTRA BY THE NAVY LEAGUE OF THE UNITED STATES

AIR RESERVE



DURING NARTU Washington's military personnel inspection, BM2 Clayton Kennerson waits to pipe inspecting party aboard (above), inspectors pass through ranks (right) and Capt. Muery speaks to the assembled Reservists.

Photographed by
JOC John D. Burlage

RESERVISTS MUSTER FOR ANNUAL INSPECTION

IT WAS a big day for members of 16 Selected Air Reserve squadrons and units, as well as for active duty personnel, who are assigned to NARTU WASHINGTON at Andrews AFB near Washington, D.C. The time for their annual military inspection coincided with a Navy Day open house that included a flight demonstration by the Blue Angels.

Discarding civvies, the Reservists donned officer or enlisted dress blues and lined up in the NARTU hangar. On hand were Rear Admiral David C.

Richardson, Assistant DCNO(Air), Captain Louis J. Muery, Deputy CNAResTra, and others.

The inspecting party arrived and, led by Capt. Muery, passed through the ranks. In the speech that followed, Capt. Muery complimented the Reservists on their appearance and emphasized the importance of their mission. Then the ranks broke and the Weekend Warriors joined the thousands of visitors who came to Andrews for the open house events.

It was a mighty big day indeed.



John Steel

at Sea with the Carriers

PACIFIC FLEET

Hancock (CVA-19)

The veteran *Hancock*, recently returned from a seven-month combat tour in waters off Vietnam, has entered the San Francisco Bay Naval Shipyard at Hunter's Point for an extensive face-lifting.

Included in the overhaul, which is to take 8½ months to complete, will be general repair and maintenance on the hull and interior frames, installation of a modified central air-conditioning system and replacement of one of the ship's three salt-water evaporators with a new model that will increase fresh water output by 75 percent. Much of the carrier's flight deck planking is being replaced and a new aluminum fantail section will be added.

Intrepid (CVS-11)

The *Intrepid* pulled into Yokosuka, Japan, for an in-port period that gave her crewmen a well-deserved break from the job of launching attack aircraft against targets in North Vietnam, but the respite was a short one. The ship was soon back on the line in her capacity as a light attack carrier and her CVW-10 pilots were bound on strike missions against two important highway bridges and the Van Danh railroad siding and spur, all near Haiphong.

Hornet (CVS-12)

Hornet returned to home port, Long Beach, from a seven-month WestPac deployment after dropping off planes and personnel of her embarked CVSG-57 at San Diego.

During the cruise, the ASW carrier spent as many as 43 consecutive days at sea; 35 percent of the deployment

was on the line in the combat zone. The ship steamed some 60,000 miles and participated in multi-nation maritime exercises that included *Sea Dog*, an ASW and convoy operation that began in Manila Bay and ended in Bangkok, Thailand.

One of the ship's squadrons, HS-2, was credited with rescuing 15 downed aviators. A *Hornet* pilot, Lt. Neil R. Sparks, won the Navy Cross for his part in the rescue of an F-8 *Crusader* pilot who ejected from his aircraft deep in North Vietnam. Additionally, HS-2 pilots and aircrewmen were awarded 12 Silver Stars, 10 Distinguished Flying Crosses and four Air Medals for heroism.

Enterprise (CVAN-65)

Test pilots and engineers from NATC PATUXENT RIVER, Md., brought the new "F" model of the A-4 *Skyhawk* aboard *Enterprise*, while the nuclear-powered carrier operated off California, for tests to determine catapult minimum and air speeds of the plane.

Pilots of another new Navy aircraft, the A-7 *Corsair II*, also completed landings aboard *Enterprise* as part of their transition training from the A-1 *Skyraider* to the new jet. The pilots, all with newly-formed VA-97, were training with VA-122. They included Commander F. J. E. Schultz, LCDrs. M. W. Dixon, L. H. Taylor and E. B. McHale and Lts. J. D. Munsinger and K. L. Crowder.

Kearsarge (CVS-33)

Kay, in port in Yokosuka, Japan, after joining the Seventh Fleet, received a new C.O. when Captain Creighton W. Cook relieved Captain Ben C. Tate during a ceremony aboard the ASW carrier.

Later, while *Kearsarge* operated in

the Gulf of Tonkin, the crew of one of her SH-3A *Sea King* helicopters was credited with rescuing two downed pilots in a single day. Included in the crew were Ltjg. Richard Grant, pilot; Ltjg. David D. Weighton, copilot; AX3 John R. Kitts, first crewman; and AXAN Randolfe A. Bandow, second crewman. The rescuers, all assigned to HS-6, braved heavy enemy fire to make one of the rescues.

A *Kay* crewman, TM3 Glenn F. Odom, received the Navy Commendation Medal during a ceremony aboard the CVS for the heroism he displayed by using his own body to smother a shipmate's burning clothing after an explosion in a nitrogen compressor compartment set the man ablaze.

Constellation (CVA-64)

Flying as often as foul weather and the winds of Typhoon *Emma* would let them, *Connie* pilots continued to batter enemy targets as their carrier operated in the Gulf of Tonkin. Strikes were flown against the Haiphong army barracks, the Cat Bi airfield, a shipyard and a storage area in Haiphong (both previously unhit), supply and communications lines and the Hai Duong railroad siding—to name a few.

In between strikes, *Connie* crewmen managed to find time to muster for a party to celebrate the sixth anniversary of their CVA's commissioning. Special guests for the hangar deck ceremony were the ship's nine remaining "plank owners": FTC Pierce Ryan, BMI Samuel Robinson, MM1 Dickson Dumbaugh, MM1 David Moore, MM1 Herman Perry, BT1 Charles Morin, SD1 Julian Sinlaro, SD2 Fraciano Angel and SD3 Alejandro Alcaydo.

When Commander Gene Tissot's F-4 *Phantom II* slammed down on the flight deck recently, after the CVW-14 skipper had led other F-4 pilots on a successful strike against the Nui Dat

boat works, he became one of few Naval Aviators to log 1,000 carrier arrested landings. Cdr. Tissot has flown more than 280 combat missions, many of them in Korea, since he became a Naval Aviator in 1948.

Coral Sea (CVA-43)

Coral Sea is 20 years old. Crewmen of the CVA celebrated the anniversary while their ship was bound for Subic Bay, R.P., after almost 40 days on Yankee Station in the Gulf of Tonkin. A few days earlier, the ship had played host to Senator Stuart Symington (Mo.), who flew aboard to view air operations and talk with crewmen and

pilots. He was accompanied by Vice Admiral John J. Hyland, then Com-SeventhFlt.

The 10,000th accident-free arrested landing aboard *Coral Sea* was logged by a pilot of a fleet tactical support squadron, VRC-50, based at NAS CUBI POINT, R.P. Lt. J. B. Jones, who also made his 200th arrested landing at the same time, set the mark in a C-2A *Greyhound*.

Kitty Hawk (CVA-63)

It was a double-barrelled day for the officers and enlisted men of *Kitty Hawk's* CVW-11. It was their first day aboard the CVA in preparation

for their fourth consecutive combat deployment with the ship; it was also their 25th anniversary as a fighting unit. The CVW was commissioned in 1942 and has fought in three wars. Pilots of the air wing first boarded *Kitty Hawk* for the ship's maiden cruise around Cape Horn to their present home port, San Diego.

They make a big thing of "Family Day" aboard *Kitty Hawk*. Matter of fact, they make it more than one day: Dependents and friends of the CVA's crewmen first attended a picnic ashore, then they boarded the ship a few days later for an all-day cruise off the California coast.



TWO CARRIERS operating in the Gulf of Tonkin are *Constellation* and *Coral Sea*. Aboard *Connie*, an RA-5C *Vigilante* is launched on a recon-



nnaissance mission while crew members unbook ordnance during ammo unrep. *Coral Sea* crewmen spell out a "20" to celebrate ship's birthday.

SN Francisco Anaya takes his ship-board knot-tying seriously, and he proved it during the family day cruise by making himself a family man for the second time within a year by "tying the knot," if you please, during a Catholic ceremony officiated by a ship's chaplain.

Anaya was marrying the former Miss Maria Chevaz for the second time in a year. First joined by a justice of the peace, they decided a Catholic ceremony would be more official—and they figured a family day cruise was the perfect time for it.

Oriskany (CVA-34)

As *Oriskany* operated in the Gulf of Tonkin—her pilots being launched on such missions as strikes against the Haiphong rail yard, the Nui Ong Bang naval dispersal area and other targets—crewmembers took advantage of a lull in operations to hold a memorial service on the flight deck.

The service was in tribute to the 44 officers and enlisted men killed in the hangar deck fire that swept the ship a year earlier as she operated in the combat zone.

An *Oriskany* pilot, LCdr. Robert Arnold of VA-164, is another Naval Aviator who has chalked up a record number of arrested landings—900, to be exact. The A-4 *Skyhawk* pilot first started making carrier landings in November 1953.

LCdr. Allan J. Adeeb, MC, is one Navy flight surgeon who feels he is on the same "plane of understanding" (to use his words) with the pilots of *Oriskany*. He should be; he can pilot a plane with the best of 'em.

Dr. Adeeb is one of only 13 actively flying flight surgeon-pilots in the Navy, and he may be the only one to be carried qualified in Fleet-type aircraft who is operating from a carrier in combat.

In addition to his regular duties in *Oriskany's* sickbay, Dr. Adeeb flies an average of one tanker air-to-air refueling mission a day in a VA-163 A-4 *Skyhawk*.

Oriskany's flying doctor is a 1957 graduate of the University of Tennessee's School of Medicine, which he attended after earning his BS in psychology as a pre-med student at the University of Florida. He entered the Navy in 1959, attended Flight Surgeon School and, after logging 300



ABOARD *Oriskany*, Dr. Allan J. Adeeb is also one of the ship's A-4 *Skyhawk* pilots.

flight hours as a special crew member of training aircraft, tried for his wings. He got them, via basic flight training at Pensacola and advanced jet training at Beeville.

With his major interest being aerospace medicine, Dr. Adeeb has found his assignment to *Oriskany* gives him the opportunity to indirectly field-test a project in which he was engaged for two years with Captain Roger Reinhardt, chief of neuropsychiatry at the Naval Aerospace Medical Institute in Pensacola. The project: to determine, before pilot training has progressed too far, why some aviators are unable to make carrier landings even though they qualify in all other respects.

Ticonderoga (CVA-14)

Captain Norman K. McInnis is *Tico's* new skipper. He relieved Captain Ward Miller during a flight deck ceremony held while the CVA was at NAS NORTH ISLAND.

Arrestment number 101,000 was logged aboard *Tico* when Ltjg. Wendell W. Brown, VF-191, landed his F-8 *Crusader* aboard during refresher training off California.

Valley Forge (LPH-8)

A memorable send-off party for *Valley Forge* was held in the LPH's flag-draped hangar deck as more than 700 crewmen and their guests participated in a "pre-deployment party." The affair was held in Long Beach, where *Valley Forge* recently underwent a seven-month overhaul in preparation for her fifth cruise to the waters off Vietnam.

MR2 Stuart D. Proctor and AN David R. Titus have been selected as the *Happy Valley's* most recent Petty Officer and Sailor of the Month.

Yorktown (CVS-10)

Yorktown moored at Seal Beach, Calif., for an ammunition on-load that lasted 17 hours.

ATLANTIC FLEET

Essex (CVS-9)

Paul R. Ignatius, Secretary of the Navy, took a close look at the Atlantic Fleet's ASW forces when he visited *Essex* while the CVS was participating in maneuvers in the western Atlantic. The Secretary was accompanied by Admiral E. P. Holmes, CinCLantFlt; he was greeted aboard *Essex* by Rear Admiral T. D. Davies, ComCarDiv 20, and Captain John A. Harkins, *Essex's* commanding officer.

During his stay aboard, SecNav Ignatius observed training exercises and toured the ship.

Later, with *Essex* in port at Norfolk, Va., Vice Admiral Paul Master-ton relieved Vice Admiral Charles E. Weakly as ComASWForLant during a ceremony aboard the ship. Attending the ceremony were Admiral Thomas H. Moorer, CNO, and Adm. Holmes.

Guests of a somewhat lesser stature in life—but just as important to *Essex* crewmen—trooped aboard the ship for a "Family Day" outing out of her home port, Quonset Point, R.I. There were 1,500 of them in all—dependents, mostly—and you can bet they got good treatment from crew members.



BOXER returned to home port, Norfolk, recently, after having steamed her one-millionth mile in 22 years of continuous active service. The LPH had been on a three-week training cruise.

Arrested landing number 135,000 was logged by *Essex* when Lt. Jerry L. Wright, VS-39, piloted an S-2E Tracker into the veteran carrier's arresting wires.

Essex crew members topped their 1966 United Fund contributions by donating \$6,000 to the 1967 Quonset Point area campaign. The donation represented a 100 percent contribution rate for the carrier's crewmen.

Randolph (CVS-15)

Randolph crewmen celebrated their ship's 23rd "birthday" by holding a boxing "smoker" on the hangar deck while the CVS operated with the Sixth Fleet in the Mediterranean.

Earlier, *Randolph* men had a chance to see Naples, Italy, when the ship put in there for five days.

Another port call for *Randolph* was at Barcelona, Spain, but sailors of the CVS found their stay in the city to be more exciting than they'd bargained for. While the ship was anchored off Barcelona for a six-day stay, gale winds hit during one evening and made the three-mile boat trip from the Fleet landing to the anchorage too hazardous to undertake.

So, some of the 1,000 *Randolph* men who couldn't make it back to their ship were accommodated for the evening by four of the CVS's accompanying destroyers, which were moored nearby, while most of the men found rooms in local hotels. Next morning, *Randolph* liberty boats were sent out on Operation *Retrieval*, an exercise that ended at noon when the last of the lost liberty party returned aboard.

Boxer (LPH-4)

One million miles in 22 years. That was the record for *Boxer*, established the evening before she returned to home port, Norfolk, from a three-week training cruise in the Atlantic. When the ship pulled into port, there wasn't much to do about the mark, but her crew was proud of it. "One million miles in 22 years of continuous service is a long distance, no matter how you cut it up and serve it," said one, in what may have been the understatement of the year.



'SQUASHED C-1' was photographed through mirror on *Lexington* by PH3 A. J. Ostrom.

Saratoga (CVA-60)

Presentation of *Saratoga's* monthly "Golden Tailhook Awards," given for excellence in landings, has been made most recently to LCdr. Bill Majors, VA-216, and Lt. Pete Russell, Attack Squadron 176.

Sara has been named winner of the Edward F. Ney Memorial Award for being one of the best feeders in the Navy. The award, presented to various commands afloat and ashore which are judged to have the best food service in their categories, was given to the ship after intensive judging—first by ComNavAirLant and later by a team of judges from the Navy Subsistence Office. They boarded the carrier to check food preparation, the food itself and the general appearance of the ship's enlisted mess and galley.

Wasp (CVS-18)

Leathernecks of *Wasp's* embarked Marine Detachment traveled to Camp Edwards, located on a desolate corner of Otis AFB at Cape Cod, to provide a firepower demonstration utilizing typical Marine weapons and tactics.

Shangri La (CVA-38)

More than 400 members of the American Ordnance Association boarded *Shangri La* to witness a Navy firepower demonstration from the flight deck. The exhibition was conducted in the Atlantic off *Shang's* home port, Mayport, and included a demonstration by pilots of CVW-8. The association members, whose organization is designed to improve government-industry relationships in developing and producing weapon systems, were holding a meeting in Jacksonville, Florida.

F. D. Roosevelt (CVA-42)

Ltjg. Larry Elberfeld, VA-12, made FDR's 168,000th arrested landing in an A-4 *Skyhawk*.

In an awards ceremony held aboard the carrier, VA-172 took the CarDiv Six OK-3 Award for outstanding performance in carrier landing operations, the *Bleu Max* Award for superior bombing accuracy and the *Captain's E* Award for excellence and safety in squadron operations. A VA-72 pilot, LCdr. John Lamers, broke up VA-172's award sweep by winning the individual OK-3 Award.

Chief



A relaxed President Johnson (above) talks with a crewman aboard Enterprise after flying to the nuclear-powered carrier during his whirlwind tour.

During his stay aboard Enterprise, as part of a Veterans Day tour of military units, President Johnson donned a "VIP" baseball cap and flight jacket (above), talked with crewmen (right) and called for peace talks with Hanoi aboard a neutral ship at sea during a speech on the flight deck (far right). The President was aboard the CVA for a full night after flying to the carrier for operations at sea off southern California.



Executive aboard Enterprise

VIETNAM and world peace were the theme of speeches given by President Lyndon B. Johnson and Vice President Hubert H. Humphrey as they visited the nuclear-powered attack carrier *Enterprise* on two occasions a month apart.

President Johnson boarded *Enterprise* while the carrier was operating off the coast of southern California during his whirlwind tour of military units in honor of Veterans Day. The Vice President's visit to the carrier was made a month earlier, while *Enterprise* was in port, as part of a two-day speaking tour of the San Francisco area. *Enterprise* is based at NAS ALAMEDA, across the bay from San Francisco.

Accompanied by Secretary of Defense Robert S. McNamara and Admiral Thomas H. Moorer, Chief of Naval Operations, President Johnson was flown to the *Big E* by helicopter late in the afternoon November 10, spent the night aboard and left the carrier the next morning for McConnell AFB, Kansas, by way of NAS NORTH ISLAND, near San Diego, Calif.

After he landed aboard the ship, the President and members of his party watched day and night flight operations with Captain Kent Lee, *Enterprise's* commanding officer.

The next morning, addressing the *Big E's* crew on the flight deck, the President issued still another call to

North Vietnam for meaningful peace talks aimed at ending the war in Vietnam. Suggesting that the talks might even be held at sea aboard a neutral ship, he borrowed a bit of Navy slang to address Hanoi's leaders: "Now hear this: You force us to fight. But you have only to say the word for our quarrel to be buried beneath the waves."

Mr. Johnson was insistent on U.S. willingness to talk about ending the Vietnam conflict "so long as two would come to the meeting. So long as one did not insist that the other walk on water and work a miracle alone."

As for *Enterprise's* part in keeping the peace as well as fighting the war, the President said: [*Enterprise*] rides the waves as the world's largest and most versatile ship of war. But from her launching to her last day, she will be a ship of peace. You all can be proudest of that."

Recalling *Enterprise's* two previous tours to the combat zone, and the fact that crewmen were preparing for the time when they would "go back in again," Mr. Johnson said:

"You will go with America's gratitude and blessings. And you will carry my own and your Government's pledge. The peacemakers in Washington will match each enterprise of the guardians on Yankee Station. Our statesmen will press the search for peace to the corners of our earth."

The same general tone of attitude toward the war in Vietnam and the search for peace had been struck aboard *Enterprise* a month before Mr. Johnson's speech by Vice President Humphrey, who said:

"Peace is not obtained by merely wishing for it or praying for it. It is the peacemakers and not the peace-wishers who will achieve peace."

Saying that the U.S. intends to stand firm on its current Vietnam policies, Mr. Humphrey praised *Enterprise* men for the job they had done in Vietnam to help stop aggression and the use of "brute force."

"We believe it is better to meet little aggressions now than to wait for a massive attack later," he said.

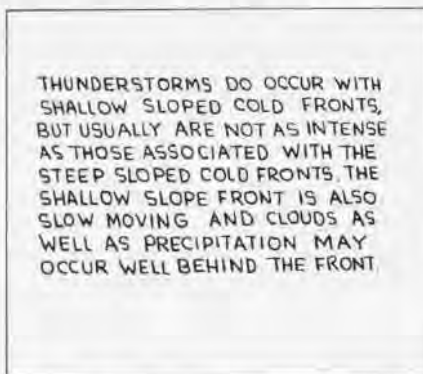
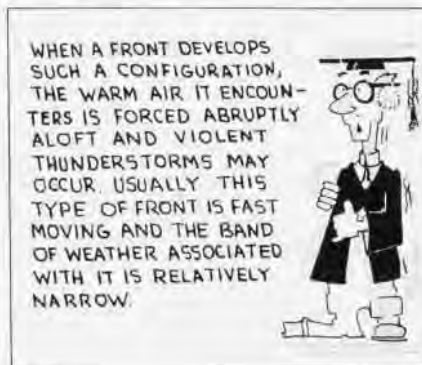
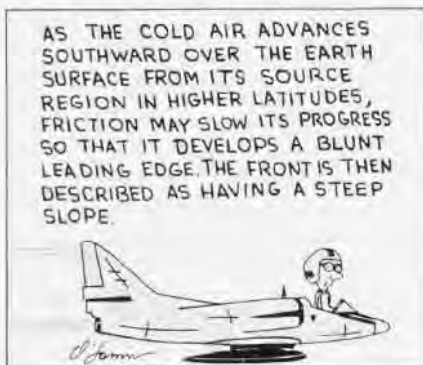
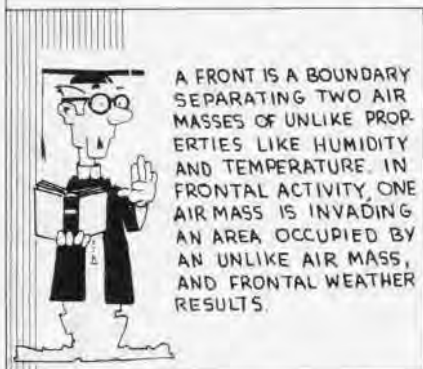
The Vice President's visit to *Enterprise* came only a few days after the ship had earned the Navy Unit Commendation for her participation in the Vietnam conflict.

(The preceding information concerning President Johnson's visit to *Enterprise* was obtained by NANews from Washington sources. NANews is grateful to the ComNavAirPac public affairs staff for providing the photographic coverage of this important event.)

Making an earlier visit to the *Big E*, Vice President Humphrey greets two crew members after his own speech to men aboard USS *Enterprise*.



COLD FRONT



Commander William J. Hickman, provide jet instrument flight training for Fleet replacement pilots.

New Facility at Albany Work Begins on NAS Hospital

In October at NAS ALBANY, Georgia, work began on a 55-bed medical facility.

The new hospital, scheduled for completion early in 1969, will be a one-story building. Completely air-conditioned, it will have a built-in oxygen system, complete laboratory, pharmacy and X-ray facilities, a modern dental clinic, and complete outpatient services.

Navy Orders Ryan Test Sets Checks Copter Navigation Radar

The Naval Air Systems Command has ordered from the Ryan Aeronautical Company equipment for testing the flight readiness of Navy helicopter radar navigation sets.

The first order of 40 units will be distributed to air stations at North Island, Ream Field, Quonset Point, Norfolk, Key West, Patuxent River and Naval Supply Center, Oakland.

The Ryan Line Test Set is designed to preflight-check the AN/APN-130 and AN/APN-182 radar navigation systems which are used in the SH-3A and SH-3D ASW helicopters and by the UH-2A air rescue helicopters.

Carried to the helo as it sits on the flight line, the test set simply connects to the radar electronics. It simulates both flight and hovering operations to insure the system's flight readiness. Smaller and lighter than similar test units, the entire set, with case and cabling, weighs 45 pounds. Other test equipment must be rolled or power-driven to the helicopter, or the aircraft must be towed to the hangar for test.



SH-3 RADAR NAVIGATION SET TESTED

'Deep Freeze' Men Honored Awards Made on Veterans Day

At McMurdo Station, Antarctica, 121 Air Development Squadron Six men were presented Antarctic Service Medals on Veterans Day for their participation in the 13th year of Operation *Deep Freeze*. Commander Fred Schneider, VX-6 C.O., presented the awards at special ceremonies.

The 21-year-old Antarctic Service ribbon is blue, black and white with a parka-clad Navy man emblazoned on the bronze medal. This is the fourth in a series of Antarctic awards.

The medal is awarded to members of the Armed Forces who "directly support or participate in the scientific and exploratory operations in the Antarctic."

65,000 Safe Flight Hours Record Number Flown by VA-126

LCdr. R. C. Evans, VA-126 safety officer, recently logged the squadron's 65,000th accident-free flight hour in a TA-4F *Skyhawk*. He set the record on a flight from the squadron's home base, NAS MIRAMAR, to Albuquerque, N.M.

The *Fighting Seabawks*, led by



PERSONAL GLIMPSES

Editor's Corner

SOMETHING FOR THE BOYS

BAR-B-CUTIE. Battling her way through heavy seas to the USS *Franklin D. Roosevelt* came bell-bottom-bedecked Italian film star Virna Lisi aboard one of *FDR's* motor launches. To help celebrate the attack carrier's 22nd birthday, Miss Lisi helped prepare 5,000 charcoal-broiled T-bone steaks which were rapidly devoured by the crew during a gigantic cook-out staged on one of the ship's elevators.

"I shot an arrow. . . ." A radiosonde transmitter, launched from the USS *Bennington*, was lifted aloft by a weather balloon and was tracked past 48,000 feet by the carrier's radar. Flight deck personnel were startled when, four-and-a-half hours later, the expendable aerological instrument crashed to the deck a few feet from where it had started its trip.

LEXICOGRAPHY. Back in the "old days" the training period prior to an aviator's going out to the boat was called Field Carrier Landing Practice (FCLP). With the advent of the mirror, a change in terminology resulted in Field Mirror Landing Practice (FMLP). This became Mirror Landing Practice (MLP). Then the Fresnel lens replaced the mirror and we're back to FCLP.

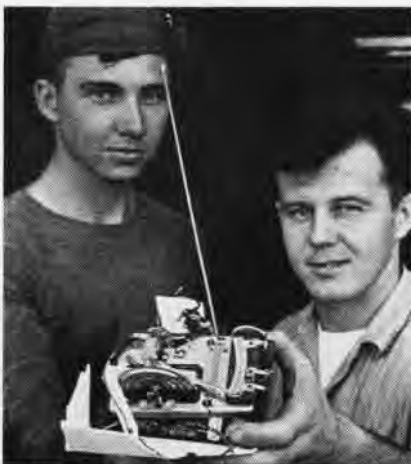
In order to describe more accurately the present evolution, perhaps the name should be changed to Fresnel Lens Optical Practice (FLOP), or, we can have Fresnel Lens Optical Practice, Field (FLOPF). How about Field Fresnel Lens Optical Practice (FFLOP)? And for those transitioning from ASW and helos to carrier jets, appropriate terminology might be Special Pilot Landing Assistance Training (SPLAT).—LCdr. J. C. Cabanillas, RVAH-1.

And While We're At It . . . NASA's publication, "Roundup," recently compiled some interesting jabberwocky:

Clarification — filling a background so detailed that the foreground has to go underground.

Being transmitted—"It is being sent to you because we're tired of holding the bag."

Conference—gathering of a group of men who individually can accomplish nothing, and collectively decide that nothing can be accomplished.



ADAN Allan J. Benson and AG3 James M. Fletcher hold the radiosonde transmitter which fell back to the USS *Bennington's* flight deck after a four-and-a-half hour ascent.

Under active consideration—"We're looking in the files for it."

Coordinator—a staff member who talks well and listens well, but has no authority to make a definite statement.

A survey is being made—"We need more time to think up an answer."

Modification of policy—a complete reversal which nobody admits.

Under consideration—"Never heard of it."

Reliable source—the fellow whom you just met.

Unimpeachable source—the fellow who started the rumor.

Expedite—to compound confusion with commotion.

Project—any assignment that can't be completed in one phone call.

FULL HOUSE. When Commander Edward G. Skube, X.O. of HS-5, returned home from his latest training cruise aboard *Essex*, he was greeted enthusiastically by his wife and 12 children (the youngest are twins). Cdr. Skube's personal cheering section, with ages ranging from five months to 15 years, administered a big hello.



COMMANDER E. G. SKUBE COMPLETES HIS LATEST CRUISE

LETTERS

Any 'Wings'?

SIRS: As a regular reader of *Naval Aviation News*, I have particularly enjoyed the articles on early Naval Aviation.

I have been collecting military and airline wings for over 15 years but have found it difficult to locate any of the earlier Navy wings. Perhaps some of your readers have some old ones tucked away in a dresser drawer and would not mind donating them to my collection which I plan to present to the National Air Museum.

I am looking for wings for the periods 1919, 1920-30, 1930-40, 1940; the Navy Observer wings for 1922, 1927; and Navy Balloon Observer wings for 1927.

Any help will be greatly appreciated.

GEORGE F. ROOSZ

4831 Calvin Drive
Columbus, Ohio, 43227

Hellcat Data Sought

SIRS: For some time I have been gathering material on the Grumman F6F *Hellcat* for an extensive article in the *Journal of the American Aviation Historical Society*. Although I am interested in all facets of *Hellcat* history, technical and operational, I am particularly interested in hearing from those having knowledge of *Hellcat* combat operations in the European and Mediterranean theaters of operation. I am also interested in night fighter operations in all theaters.

FRANK L. GREENE

66 Whapley Road
Glastonbury, Conn., 06033

Looking Back

SIRS: The item on page 40 of the November, 1967, issue of *NANews*, titled "Veteran Pilot, NA #52, Pins Wings on Grandson," has especial interest to the members of the Early and Pioneer Naval Aviator's Association, for Vice Admiral C. P. Mason, USN (Ret.), is our "Chief Pilot." I have written him to congratulate both him and his grandson.

Then, too, the letter on the same page from our member Al Warren occasioned some nostalgia on my part as George Enos served with me at the Naval Air Station l'Aber Vrach in France. He probably saved the lives of many naval aviators serving in France at that time.

When the Mark IV bombs reached us, they were inoperative and were recalled. The underwing carriage for this cigar-shaped bomb was designed for it, but later we were ordered to carry the French 100-kilo bomb which was pear-shaped. To arm it required the manual insertion of a mushroom-shaped detonator.

Although a slight adjustment of the bomb carriage accommodated the French bomb, the detonator had to be inserted to arm it. At one station, an HS2 coming in to the ramp with the bomb in carriage and armed was

leaned against by one of the beach crew. That was the end of plane, pilot, observer and all the six members of the beach crew.

Needless to say, the Naval Aviators on board French stations suffered "heart failure." It was George Enos who solved this problem. He fastened a piece of sheet steel to the carriage with a "V" slot cut into it so that, when the bomb was racked with the detonator inserted, the sheet steel prevented the detonator from being pushed into the bomb. But as soon as the bomb was dropped from the carriage, it was fully armed to explode on contact. I am sure all Naval Aviators who served at our various stations along the French coast remember George Enos!!

R. T. WHITNEY
Captain, USNR (Ret.)

Redart, Va., 23142

Free-Fall Record in Antarctic VX-6 Men Jump from 11,100 Feet

At McMurdo Station, Antarctica, PR1 Dick Spaulding and AE2 Jim Thomann (*NANews*, March 1967, p. 6), members of Air Development Squadron Six's para-rescue team, broke the existing altitude record for free-falling in Antarctica.

Jumping from an LH-34D *Seaborse* helicopter from a height of 11,100 feet above Williams Field, the two broke the old record by 700 feet. Petty Officer Thomann was a co-holder of the old record.

During the record fall, Dick and Jim dropped through the cold air for 50 seconds before opening their chutes at 2,500 feet.

It was Jim's 543rd jump and Dick's 56th. Both jumpers landed on target.

To compensate for the thin air over the Pole, the parachutist must breathe pure oxygen before each jump.



JUST 23 YEARS after he worked night and day to keep F4U Corsairs flying in WW II, Donald H. Russell, Ling-Temco-Vought field service representative headed back to the Far East with A-7 Corsair II's. He is now attached to VA-147 which is currently deployed on USS *Ranger* in the Western Pacific.



CNABATRA, Rear Admiral D. H. Guinn, prepares to start engines on a T-2B Buckeye as he begins a short flight familiarization course with VT-4. His schedule calls for approximately five one-hour flights, including an instrument check-out, to gain a firsthand look at the current jet training syllabus.

New Trainer at San Diego For Carrier 'Talk Down' Landings

A new electronic device, now in use at the Fleet Anti-Air Warfare Training Center, San Diego, teaches radar operators how to "talk down" planes landing on aircraft carriers in bad weather.

The trainer is capable of simulating conditions faced by a radar operator controlling 20 aircraft making simultaneous approaches to a carrier. Each of the imaginary planes follows his commands as he watches their movements on a radarscope.

It was designed and built by Good-year Aerospace Corp. under a contract from the Naval Training Device Center, Orlando, Fla. A second unit will be delivered to the Navy in August.

Weapons School Opened Ordnance Handling is Emphasized

Naval Air Maintenance Training Group Headquarters at NAS MEMPHIS has established a course in the handling of air-launched weapons at four locations within the training group.

The course is given to Aviation Ordnancemen at NAMTraDet 1083, NAS NORTH ISLAND; NAMTraDet 1058, NAS JACKSONVILLE; NAMTraDet 1082, NAS NORFOLK; and a new detachment, 4031, at NAS ALAMEDA. It includes four main areas of study: the receiving, handling, stowage and assembly of the weapons.

Among the weapons studied are bombs, fuzes, rockets, missiles, pyrotechnics, mines, torpedoes and gun pods with their ammunition.



RVAH-5 is a recon-attack squadron now home-ported at NAS Sanford, Fla. It is currently attached to CVW-6 aboard USS America (CVA-66). In 1965, RVAH-5 was the first squadron to deploy to Southeast Asia with the RA-5C. During that deployment the 'Savage Sons' evaluated the Vigilante under actual combat conditions. Commander R. S. Donaldson is the squadron's present commanding officer.



NAVAL AVIATION

NEWS

ON CAMERA

PH3 Phil Cook caught one of Naval Aviation's young men on the job. Photographer Cook, using his camera and his imagination, gives the work of an aircrewman the significance it deserves.