NAVAL AVIATION NEWS

IN THIS ISSUE:

A-4 Skyhawk

49th Year of Publication

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POINT BLANK

Airman Ronald R. Young of HA(L)-3, one of the Seawolves, fires at an enemy position. The gunship-helicopters serving aboard the USS Harnett County (LST-821) are proving the value of giving LST's an airborne component with which to assist the U.S. Navy Patrol Boats in the Mekong Delta. (Additional pictures and story are on pages 20-22.)

NAVAL AVIATION NEWS

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The front cover, from a painting by Cdr. Ted Wilbur, depicts a Skyhawk flown by VA-15. Picture (above) of a Seawolf in action (p. 20) was taken by Ltjg. T. S. Storck. Back cover, the work of PHC W. M. Powers, is another shot of old '754 (p. 14).

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NAVAL AVIATION NEWS

Naval Reservists Recalled

Activation Caused by Pueblo Crisis

Six Naval Air Reserve squadrons, totalling 593 officers and enlisted men and 72 aircraft, were ordered recalled to active duty by President Johnson as a result of the USS *Pueblo* crisis, which erupted after North Korean Communists hijacked a Navy ship.

The Navy Reservists and certain Air National Guard and Air Force Reserve squadrons were among almost 15,000 men who were ordered to report to duty stations by January 27 for a period of active duty not to exceed 24 months, according to an announcement by the Department of Defense.

A BUPERS message regarding the call-up stipulated that some of the reservists were exempted from active duty, providing they met certain requirements. The message also pointed out that those reservists qualified would be permitted to attend Navy training schools, and that E-1's with less than four months' service would be sent to recruit training.

Of the 154 officers recalled, 150 were listed as pilots. The squadrons, their duty stations, number of personnel and type of aircraft assigned include:

VA-776, Los Alamitos, Calif., 25 officers, 53 enlisted men, A-4B.

VA-831, New York, 28 officers, 90 enlisted, A-4B.

VA-873, Alameda, Calif., 23 officers, 77 enlisted, A-4B.

VF-661, Washington, D.C., 27 officers, 93 enlisted, F-8B.

VF-703, Dallas, Texas, 27 officers, 58 enlisted, F-8B.

VF-931, Willow Grove, Pa., 24 officers, 68 enlisted, F-8B.

Naval Aviation News will carry a pictorial report on the recall in the April issue.

SENATOR *W. G. Magnuson (Wash.) and Cdr. R. G. Blackwood, X.O. of VA-196, Whidbey Island, discuss maneuvers. At a luncheon in December, the Seattle Chamber of Commerce named the senator aviation man-of-the-year for his support of the industry. Cdr. Blackwood, a Vietnam veteran, represented the military.*

'Springboard 68' Begins

Naval Air Squadrons in Exercise

Seventeen naval air squadrons with 150 planes, 750 officers and 2,600 enlisted men are participating in Operation *Springboard 68* at NS ROOSEVELT ROADS. The Atlantic Fleet's annual major ASW exercise opened January 22 and continues to April 19.

Approximately 150 ships are also scheduled for the annual operation in the Caribbean.

The aircraft and personnel generally constitute detachments from squadrons, but in some cases the whole squadron will deploy. Squadrons involved are: VP-5, VP-7, VP-8, VP-10, VP-11, VP-16, VP-18, VP-23, VP-24, VP-45, VP-49, VP-54, and VP-56. Heavy Photographic Squadron 62, VA-174, and CVSG's 52 and 54 complete the muster.

Patrol squadrons fly either the P-2 *Neptunes* or the P-3 *Orions*. Other squadrons fly the RA-3B *Skywarrior*, the A-7 *Corsair II* and the S-2 *Tracker*.

Marine Air Support Squadron One and Marine Attack Squadron 332 are scheduled for FIREX 1-68. The attack squadron flies the A-4.

Aviators' Reunion Planned

Will be Held at Pensacola in June

The second annual Naval Aviators' Reunion, sponsored by the Chief of Naval Air Training, will be held June 15-17 at NAS PENSACOLA, Fla. Navy, Marine Corps and Coast Guard aviators, their families and guests are invited.

Activities tentatively planned include a briefing by Vice Admiral A. S. Heyward, Jr., CNATra; a presentation entitled, "A Day in Vietnam," and a visit to the Naval Aerospace Medical Institute and Naval Aviation Museum.

Anyone desiring information should write to: CNATra, Code 011, NAS PENSACOLA, Fla. 32508.

Earthquake Victims Helped

NAF Donates Supplies, Equipment

Personnel at NAF SIGONELLA, Catania, Sicily, were kept busy during January assisting disaster victims of the earthquake that hit the western coast of Sicily.

They donated emergency supplies which were flown to the disaster area in a C-130 which also delivered an NAF forklift to the town of Trapani, checkpoint for supplies destined for the surrounding areas. The forklift was used to off-load emergency supplies being delivered from all over the island. The station's helicopters airlifted food, clothing and medicine from other areas to Palermo for further distribution.

When a call went out for blood donors, station personnel lined up at the hospital. From the hospital, the blood was flown to the disaster area and distributed as needed.

Grumman Film a Winner

Magazine Picks 'Ready on Arrival'

In its ninth annual competition to pick the year's best industrial and commercial motion picture, *Industrial Photography Magazine* has chosen Grumman's "Ready on Arrival." The color sound film was produced by Grumman's Photography and Television Department under Dick Milligan's direction.

The top award was given "for outstanding achievement in industrial pictures that have been produced in-plant."

Using the *Independence* as the attack carrier, the film depicts the 4,800-man crew, showing how each member of the team plays his part, whatever the job. The magazine states: "Nicely paced, it is at its best when it documents the exacting job of handling flight control on the deck; the action shots are dramatic and visually exciting. [It is] a real accomplishment in editing to tie together so vast a story."

The film has proved popular with civilian groups of all ages—schools, clubs, civic organizations. As a portrayal of Naval Aviation today, this film would be hard to surpass in interest and pictorial quality.

The Naval Photographic Center has distributed "Ready on Arrival."

Heavy Attack Eight Retires

Has a Distinguished 11-year Log

Nearly 11 years after it was commissioned, Heavy Attack Squadron Eight, commanded by Commander Thomas P. Stewart, retired its colors in ceremonies held January 17 at NAS WHIDBEY ISLAND.

Rear Admiral Herman J. Trum III, ComFAir Whidbey, presented awards and reminded the squadron of its distinguished record.

In 1960, a flight of VAH-8 *Skywarriors*, flying 5,000 miles across the Pacific and refueling at Hawaii, made the first trans-oceanic formation flight of an entire squadron.

During its last deployment, April to December 1967 aboard USS *Constellation* in the Gulf of Tonkin, VAH-8 distinguished itself by becoming the first tanker squadron to transfer over one million gallons of jet fuel to strike aircraft during a single deployment.

Most of the officers and men are remaining at Whidbey, joining other tanker squadrons or entering training squadrons VA-128 or VAH-123.

AT FIRST GLANCE, *the white and light gray helicopter might make it appear that the Coast Guard has invaded NAS Quonset Point with a white rescue helicopter. Actually, it's the new white and light gray color scheme Progressive Aircraft Rework is giving all Sikorsky SH-3A's. HS-5, commanded by Commander J. G. Kamrad, is the first squadron to receive the new light-colored helos. Quickly dubbed "the Great White Whale," the Sea King also has other changes, one of which includes a soundproof door which is placed between compartments to reduce noise levels.*

LCDR. *Verle W. Klein, USN, 1967 winner of the McKenna Trophy for outstanding flying ability, ground school and flight grades during the 10-month course at the British Empire Test Pilot School, Farnborough, England. At Pax River, he stands in front of the F-4K, the Royal Navy's newest aircraft.*

Wanted: Maintenance Men

Blue Angels Make Special Call

The *Blue Angels*, the U.S. Naval flight demonstration team, is looking for outstanding enlisted men to join its maintenance crew. Openings exist for ADJ1, 2, 3; AMS1, 2, 3; AMH2, 3; AE1, 2; PR3; and ADJAN.

The team's aircraft are maintained at 100 percent availability and crew members must meet high standards of professional ability. Preference will be given to applicants with experience in the F-11 and F-9 or in newer jets.

The *Blue Angels* perform in approximately 85 air shows each year. Enlisted men accepted in the maintenance crew travel throughout the United States and, occasionally, to foreign countries.

An assignment with the *Blues* provides an opportunity for professional development. Initiative, leadership and pride in personal appearance are their marks.

An applicant desiring to join the team should submit a letter of request to BUPERS via his commanding officer and the Commanding Officer, NAS Pensacola, Fla., 32509 (Officer-in-Charge, *Blue Angels*). Candidates must have 24 months of shore duty remaining or be willing to extend their enlistment to cover this period.

GRAMPAW PETTIBONE

Back to the Barn

The weather was so bad at the advanced training field that safety pilots were assigned to all students on gunnery flights. After checking the yellow sheet and conducting a normal preflight, the safety pilot and his student proceeded in their TF-9J to the gunnery area.

All gunnery runs were normal but on the last inbound run a slight buffet was noted. The buffet was attributed to clear air turbulence so the TF-9J joined the rest of the flight for return to the field.

At 12,000 feet, just short of the approach fix, the student pilot noted a small explosion and a decrease of RPM, followed by a flameout. He immediately informed the safety pilot who read the relight procedure. They were unsuccessful in getting an air-start and, while passing 8,000 feet, broadcast their intention to eject.

At 190 knots and between 7-8,000 feet, the safety pilot ejected, followed shortly by the student. The *Cougar* was in an upright, wings-level position at ejection. Both occupants enjoyed flawless exits and parachute rides back to earth.

Meanwhile, the *Cougar* continued its descent in such a manner that it made a perfect landing in an open field and sustained no more than superficial damage.

Grampaw Pettibone says:

Great heavenly days! I know the *Cougar's* been around for a while, but I didn't know we had any of 'em this well trained.

This particular bird was retrieved intact by an Army CH-54 and by now is back in service. But don't get any ideas that I endorse sticking with it in a case like this. These fellas did absolutely right by executin' the nylon letdown. Investigation showed the engine had an internal failure over which the drivers had no control.

Sure as shootin', if the pilots had ridden it in, things wouldn't have worked out this good.

Determined

On the 11th practice loft-bombing run, the *Intruder* pilot saw the port engine fire warning light go on. At the time, the aircraft was 300 feet above the ground, indicating 490 knots, with power set at 94%. Neither the pilot nor B/N was forewarned by sensing either an explosion or unusual vibration.

Seeing the fire warning light go on, the pilot secured the port engine and made a zoom climb to 8,500 feet. The aircraft was not trailing smoke and there were no other indications of an engine fire.

At about 6,500 feet, the gear handle was lowered, resulting in the following indication: nose gear, *down*; starboard main, *unsafe*; port main, *up*. A visual gear check by the rescue helo confirmed the cockpit indications so the pilot used the emergency landing gear extension. This resulted in *down* indications for all gear.

During this interlude, two approaches were made to the first available runway, which had a downwind component. The first approach wound up in an overshoot caused by the pilot's failure to lower the slats and flaps. After getting the slats and flaps out and completing the landing checkoff, the driver tried it again.

The *Intruder* rolled into final with 19 units on the angle-of-attack indicator for the single-engine landing. At a gross weight of 33,000 pounds, the pilot made a flared, full-cut landing. Touchdown was solid on both main gears with the nose gear falling through shortly thereafter.

The pilot checked the brakes in the first 1,500 feet of landing roll. Soon thereafter the port tire blew and the driver was unable to prevent the aircraft from leaving the runway. The *Intruder* crossed a seeded area, an access road, and finally came to rest straddling a six-foot-deep drainage ditch. The right engine was secured.

ILLUSTRATED BY Gibson

the canopy blown, and the crew got out safely.

Grampaw Pettibone says:

Great jumpin' Jehosaphat! I like a man with strong convictions, but this is ridiculous.

It ain't considered bad headwork nor would it be injurious to your pride to change your mind in circumstances like this and land on the duty runway with a headwind component, particularly after circling the field a couple of times. The duty runway also had bi-directional emergency gear available. That would've come in mighty handy.

For the Birds

A Fleet pilot and naval flight officer (NFO) were scheduled for a local proficiency/instrument flight in an EA-1F. Engine run-up was normal and no malfunctions of engine or aircraft were noted during takeoff or climbout.

Shortly after the 1,000-foot level-off with airspeed of 180 knots, four white swans appeared in front of the aircraft. The pilot pulled the stick back sharply to avoid them; three of the birds took evasive action by heading for the deck. Unfortunately, the fourth bird entered the propeller arc at the one o'clock position and was sliced in two. One-half stuck in the carburetor air intake while the remaining half struck the right cockpit windscreen, partially shattering it. No more than five seconds later, the engine quit.

Automatically, the pilot retarded the throttle slightly, placed the mixture in rich and turned on the fuel boost pump. The engine made a few half-hearted attempts to run but a forced landing was imminent. The driver and the NFO locked their harness and, squinting through the extremely messy windscreen, spotted a country road to the left.

As the *Skyraider* turned on a high final for the road, with the gear and flaps down, a telephone line appeared close to the intended landing site. The pilot thought better of his original choice, raised the gear and set himself up for a plowed field next to the road. Having exhausted all alternatives, the pilot squeezed the A-1 over a drainage ditch and dike, touching down 190 yards beyond. The plane slid on its radome and drop tank for some 150 feet, nosed up slightly as the prop dug its furrows and came to rest upright.

The two occupants, none the worse for wear, routinely secured all electrical equipment and nonchalantly left the aircraft. A helo returned them to their home base.

Grampaw Pettibone says:

Some days a guy just can't make a nickel and this was one of them.

It seems to ole Gramps that this fella did a good job by setting' it in with only Charlie damage and no injury. But I wonder why he would trust one of those old dirt country roads enough to put the gear down.

You'll have to agree the bird community ain't much different from our society. There's always one in the flock that just don't get the word.

Too Late

Two *Phantom* Phlyers flew a force combat air patrol early one evening. The preparation, catapult shot and mission were carried out normally.

At the assigned time, the *Phantom* commenced the night CCA recovery. The SPN-10 was not operating on this particular recovery and the driver commenced his landing approach from 600 feet as directed by the CCA controller. He reported the meatball at three quarters of a mile with a fuel state of 4,800 pounds. At that time, he was on centerline and glideslope.

The F-4 went a little low in the groove and drifted slightly to the left of centerline. The pilot corrected for this and, as he approached the ramp, he went high and again drifted left. The *Phantom* crossed the ramp with the nose lowered and the wings banked to the right. It landed in this attitude and, when the left main gear touched down, there was a bright flash and a loud explosion. Fire flared on the underside of the aircraft almost immediately. The *Phantom* continued forward along the angled deck and the hook engaged the number three wire.

The machine came to rest on the port wing, centerline tank, starboard main and nose landing gear. The driver and his RIO activated the emergency harness release handle and rapidly left the aircraft while the flight deck crewmen extinguished the fire.

Grampaw Pettibone says:

Oh, my achin' back! It takes two to tango and, if you dance, you pay the fiddler. Paddles, as well as his buddy driving the bird, has to pay for a share in this one (Paddles for lettin' him get to that point over the ramp; the *Phantom* jockey for correctin' for line-up after he'd brought it across the ramp).

SKYHAWK

THIS TOUGH LITTLE PLANE CONTINUES TO PLAY A BIG ROLE IN NAVAL AVIATION

For 12 years now, a small jet plane with a large reputation for doing everything asked of it has been a mainstay of the U. S. Navy's attack air wings. Even though there is a new aircraft in the Fleet designed to supplement and eventually replace it, the A-4 maintains its importance.

By JOC John D. Burlage, USN

THIS IS A short tale about a little airplane with a big reputation. It's being written to commemorate more than a decade of service to the U.S. Navy by this plane. It's also being written to inform readers of *Naval Aviation News* that the aircraft in question is going to be around for a good many years to come.

The name of the plane is the A-4 *Skyhawk*. Anybody who knows anything about Naval Aviation knows the *Skyhawk;* there is hardly a U.S. aircraft carrier operating anywhere that doesn't have at least a few copies of this particular airplane on board.

The *Skyhawk* is living proof that good things come in small packages. That's because, as jet-powered military aircraft go, it's far and away the smallest jet plane ever launched operationally from an aircraft carrier.

The word "smallest" is, of course, relative. In its latest configuration, the A-4 measures a bit over 41 feet long and stands a trifle more than 15 feet high. Its weight—less ordnance, fuel and pilot—is almost 10,450 pounds. That makes it much bigger and heavier than, say, a Volkswagen.

But these dimensions and weight also make it less than half the size and far lighter than any other jet plane the Navy operates. So, in that sense, any reference to the "little" A-4 is not inaccurate.

For some 12 years now, several versions of this delta wing, light attack plane have accounted for quite a large slice of the Navy's aircraft inventory. Last July, for instance, the 2,000th model of the plane to be accepted by the Navy was delivered by the manufacturer, Douglas Aircraft Co., Inc., of Santa Monica, Calif. (part of the

McDonnell-Douglas complex), at its nearby Palmdale facility.

The event, Douglas reported, made the A-4 one of only a handful of U.S. military aircraft to reach that level of production since WW II.

Swell. But both man and nature have spawned other small creations in large numbers, too, and they haven't made any monumental contributions to the scheme of things. The lemming is a good example. This furry, little rodent probably feeds a lot of wildlife, but it is best known for reproducing so prolifically that nature is forced on occasion to send huge numbers of it on mass migrations to the sea. Once there, it jumps in and drowns.

Like the lemming, the *Skyhawk*—again, as military jets go—is little and comes in relatively large numbers. It also migrates to the sea. But there its resemblance to the lemming ends. In the first place, it isn't furry. In the second (and more important) place, it doesn't jump into the ocean and drown. Instead, it is launched from aircraft carriers on a variety of missions; if the comments of pilots who fly it are any criteria, it performs those missions quite well, thank you.

The *Skyhawk,* you see, is specifically designed for carrier operations. Because it is small (so small it is the only carrier-based aircraft which doesn't require folding wings), it can be fitted nicely into the confined spaces of a carrier's hangar and flight decks.

The *Skyhawk* is also a very tough little bird. And it's as versatile as it is sturdy.

THE CONCEPT for a small, strong and relatively inexpensively light attack jet aircraft for the U.S. Navy

The latest of the Skyhawk series is the A-4F, noted for the upper avionics compartment atop the fuselage which gives this version a "humpbacked" look.

R. G. Smith

Skyhawks fly in formation (top) while another of the little jets is displayed with some of the ordnance it can carry (above). Ordnance includes bombs, rockets, missiles.

was spawned in the early 1950's at a time when America's peacetime economy was being jolted by the impact of the Korean conflict and the U.S. military was having a tough time transitioning from piston-driven to jet-powered flight.

Those jets then flying were mostly fighter types. Although they boasted such advantages as superior speed and altitude performance, they were consistently inferior to propeller-driven aircraft in range and payload-carrying capability.

They were also substantially heavier than their piston-driven counterparts. They cost more to build. And they gave maintenance men nightmares.

It was against this background that the Navy received a proposal for the construction of a light, jet-powered fighter-interceptor in 1952. The Navy liked the idea all right, but wanted the airplane for an attack role instead; the thought was to create a replacement for the propeller-driven A-1 (then designated AD) *Skyraider*.

What the Navy wanted was a high-performance, subsonic jet attack aircraft capable of carrying large, externally-mounted loads of ordnance over long distances. Amplifying the problem was the requirement to come up with an airplane that would do everything expected of it, yet reverse the trend toward larger airframes, increasing complexity and spiraling costs.

To call such a task difficult may be the understatement of the year.

Even so, Navy and Douglas engineers tackled the job with a vengeance. They knew the key to success was, in a word: "Simplify!"

Simplify they did. Using experience they had gained from company design simplification studies held in 1950-51 —which had, in fact, first aroused the Navy's interest in the possibility of producing a truly *light* jet attack aircraft—Douglas engineers built an airplane that was so trim it was soon being called "Heinemann's Hot-Rod" after the chief engineer who supervised its creation.

The efforts to simplify resulted in an airplane that was just over 39 feet long, with a wing span of 27 feet and a height of 15 feet, two inches. Officially, it was described as a "single-seat attack bomber, with cantilever, low-monoplane wings and semi-monocoque fuselage structure." That was the official description. But the wags were right: Because it was a sleek-looking bird, and because it was designed to set slightly tail-down on its high, tricycle-type landing gear, it *did* look for all the world like Naval Aviation's answer to a souped-up "hot-rod" built for speed and style.

In point of fact, it was souped-up. It incorporated one of the most advanced jet engines of the day, the Curtiss-Wright J-65-W-4. On top of that, its low wing and engine installation combined with its over-all design enabled it to cruise nicely at high subsonic speeds with big external loads, yet it was extremely maneuverable.

Its avionics gear came in easily removed "packages"; besides further reducing weight, this made maintenance a much simpler process. The fact that it came with a manual backup for the hydraulic flight control system has greatly increased the "survivability" of subsequent models in combat situations. Now, if the primary system is knocked out—by antiaircraft fire, for

Deadly A-4C, loaded with missiles, flies on CAP mission from a carrier. Each bomb painted on the air intake denotes a bombing mission over Vietnam. Although the Skyhawk is best known for its ordnance-carrying capabilities as a light attack bomber in CVA's, it is also used as a defensive weapon and for close support of troops in the combat zone.

instance—the pilot could still maintain control of the aircraft.

And, since it was built with just the attack mission in mind (as a "hot-rod" is built for speed), the first *Skyhawk*—then dubbed the A4D-1 and today labeled the A-4A—met or exceeded most requirements placed on it.

It had a combat radius of 460 miles with a small load, considerably more than any other jet. On a shorter haul, it could deliver more than 6,500 pounds of ordnance—including both nuclear and non-nuclear bombs, rockets and guided missiles. It had its own 20mm cannon, too.

It weighed empty just over 8,400 pounds. Yet is was so strong it could be loaded with almost 12,000 pounds of fuel, ordnance and pilot and still perform its assigned mission well.

In February 1954, the first *Skyhawk* was completed by Douglas. Tagged the XA4D-1, it made its first flight June 22, 1954.

On August 14, 1954, a production model made its initial flight; it flew from Los Angeles National Airport to Edwards AFB, Calif., on a hop that lasted an hour and 20 minutes.

A little more than a year later, on September 12, 1955, a *Skyhawk* was landed aboard an aircraft carrier—the USS *Ticonderoga*—for the first time. Carrier suitability trials were successfully completed a week later.

And, a year after that first carrier landing, the first *Skyhawks* assigned to operational squadrons were delivered to VA-72 at NAS QUONSET POINT, R.I., and to VF(AW)-3 at NAS MOFFETT FIELD, Calif.

The *Skyhawk* had joined the Navy.

SINCE THE DAY the first A-4A rolled out of the Douglas plant, five additional models of the *Skyhawk* have been built for the Navy. In order of appearance, they include:

- The A-4B, which incorporated an improved tail, a better engine and an inflight refueling capability.
- The A-4C, with more sophisticated radar gear (resulting in a bigger nose) and an autopilot, which made it the first with some all-weather potential.
- The A-4E, capable of a larger payload and a greater range primarily because of a new Pratt & Whitney J-52-P-6/8 turbojet engine.
- The TA-4F, a two-seat trainer that is 28 inches longer than the A-4E. Although developed as an advanced jet trainer, with dual controls, it can fulfill an attack mission as well as any other A-4. It was first flown June 30, 1965, two months ahead of schedule. It has a maximum speed of 675 miles per hour and a cruising speed of 500 mph. Its maximum range, with external fuel tanks, is about 2,000 miles. Manufactured on the same production line as other A-4's, it also includes such similar features as the ESCAPAC zero-zero ejection seat for both instructor and student. Its Pratt & Whitney J-52-P-8A engine has a ten percent greater thrust than the power plant of the A-4E, and 21 percent more thrust than the engines of earlier A-4's.
- The A-4F, latest of the A-4 series to be developed. Its first model was completed at the Douglas Palmdale facility August 3, 1966, flew for the first time August 31, 1966, and was used for evaluations that resulted in initial Fleet deliveries to the Pacific June 2, 1967. Powered by the same engine as the TA-4F, it differs in ap-

Sleek A-4's fly in formation after being launched on a mission from a Pacific Fleet carrier. These belong to VA-15.

pearance from its predecessors because of the addition of an upper avionics compartment on top of the fuselage, which gives it a slightly "hump-backed" look. It has updated avionics equipment, nose-wheel steering, wing-lift spoilers and a zero-zero ejection system. Its speed is between 650 and 700 mph, and its range is greater than that of the A-4E. It can take off fully loaded from a carrier at a gross weight of 24,500 pounds, a 2½-to-1 ratio to empty weight that can include an ordnance load of up to 8,200 pounds.

In the first real combat in which it has been used—Vietnam, of course—the A-4 has been turning in a highly commendable performance. Pilots who have flown it on attack missions praise its strength, maneuverability, load-carrying capability, quick turn-around time and "survivability." It has indeed been a mainstay of the Naval Aviation arsenal, being used to strike at enemy targets in both North and South Vietnam. Until just recently, almost every attack carrier deployed to the combat zone had at least two A-4 squadrons—usually including some 28 aircraft—in the embarked attack air wing.

But attack carriers aren't the only CV's making use of the *Skyhawk*. The versatile little bomber is also found aboard ASW carriers; though they normally fly it as a defensive weapon for the ASW task group, CVS-based A-4 pilots are even able to help out in the ASW mission by making fast, visual daylight sweeps of a search area. The story is told, in fact, that one of the first Russian submarines ever detected and forced to the surface by U.S. ASW forces was initially spotted by an A-4 pilot from an attack carrier.

In addition to proving itself as a fine carrier-based aircraft, the A-4 is serving ashore in Vietnam.

The versatility and handling characteristics of the bantamweight bomber also permit its use as a tactical aircraft. Marine Corps pilots fly the *Skyhawk* in close support of ground forces, operating from a Short Airfield for Tactical Support (SATS) facility and other bases in-country. The same carrier-type arresting gear and catapults used by the Navy at sea are employed for some shore-based A-4 sorties.

TO SPEAK in high praise of the *Skyhawk* these days may be to invite the natural question, "If the A-4 is so great, why is it being replaced by the A-7 *Corsair II*?"

It is true that the A-7 *Corsair II* was developed over a period of the last few years to supplement and eventually replace the *Skyhawk* as the Navy's primary light attack aircraft. Explaining why is reasonably simple: Although the steady modifications to the little A-4 over the years have helped to keep it abreast of the fantastic technological advances of aviation, officials decided that the time had come to build a new aircraft that would incorporate as many of the gains made in the state of the art as possible. The aircraft that evolved from those advances—many of them first made in the *Skyhawk*—was the *Corsair II*.

The *Corsair* is also being touted as a fine aircraft. It is even now being tested in combat; the first operational A-7 squadron has deployed to Vietnam aboard the USS *Ranger*, and more of the planes will be going into combat soon.

But Navy officials in Washington point out that it will be years before the last operational *Skyhawk* is launched from the flight deck of an aircraft carrier.

And, even after that day dawns, they say the A-4 will still have an important role to play.

One person who can quickly explain why is Commander Thomas H. Cooper, who has for some time been deputy A-4/TA-4 project manager for the Naval Air Systems Command.

"The A-4 series aircraft," he says, "will be operated by Navy and Marine Corps pilots for a number of years, along with the A-7 *Corsair II*, and will —as they're phased out of the Fleet—be assigned to the Naval Air Reserve Training Command and the Naval Air Advanced Training Command.

"Recently, authority was granted by the Department of Defense to procure TA-4F aircraft for the advanced training command. These aircraft will be used, along with modified A-4B's, to train Naval Aviators, and will replace the F-9 *Cougars*, now in use, by late 1969."

Cdr. Cooper, who is deeply involved in management of the A-4, its procurement and the provision for its support in the Fleet, also points out that all of the remaining A-4A's (166 were originally built) have already been turned over to Reserve squadrons, as have many of the 542 "B" models that were constructed.

He adds that many of the 638 A-4C's turned out by Douglas will go to the Reservists as this model is phased out of the Fleet by the A-7. Still in active Fleet use are the "E" models, 500 of which were turned out.

As far as the newest versions of the *Skyhawk* are concerned, Cdr. Cooper says the Navy has been authorized to purchase 352 TA-4F's and 147 A-4F's. The delivery contract for the latter is scheduled to be completed in June of this year.

Aside from its primary mission with the U.S. Navy, the *Skyhawk* is already finding homes overseas. Douglas has sold some A-4's to foreign countries, and will undoubtedly sell more, and others have been made available to friendly nations through the Military Assistance Program.

It all comes down to the fact that the sturdy little *Skyhawk* is going to be with us for quite some time, even though it must one day go the way of all aircraft built in an era of such rapid technological advancements that weapon systems can become obsolete even before they become operational.

It is no small tribute to the little *Skyhawk*, then, to say its future couldn't be brighter.

Pilots Praise the Sturdy Skyhawk

By JOC Bill Case and JO3 John Redmond

"IT WILL DO anything you ask it to do. It just doesn't foul up on its own," is the way Lt. Richard A. Pennington of VA-94 describes the Douglas-built A-4 *Skyhawk*.

The A-4, a 12-year operational Navy veteran, is one of the major weapons in the Navy's aviation arsenal.

"The A-4 is great in combat," says LCdr. James Seely, maintenance officer of VA-93, until recently aboard the USS *Hancock* with the Seventh Fleet. "There are many reasons I prefer this plane. It's small and fast and hard to hit. I have great confidence in its ability to stay up there in combat. Besides, it's fun to fly."

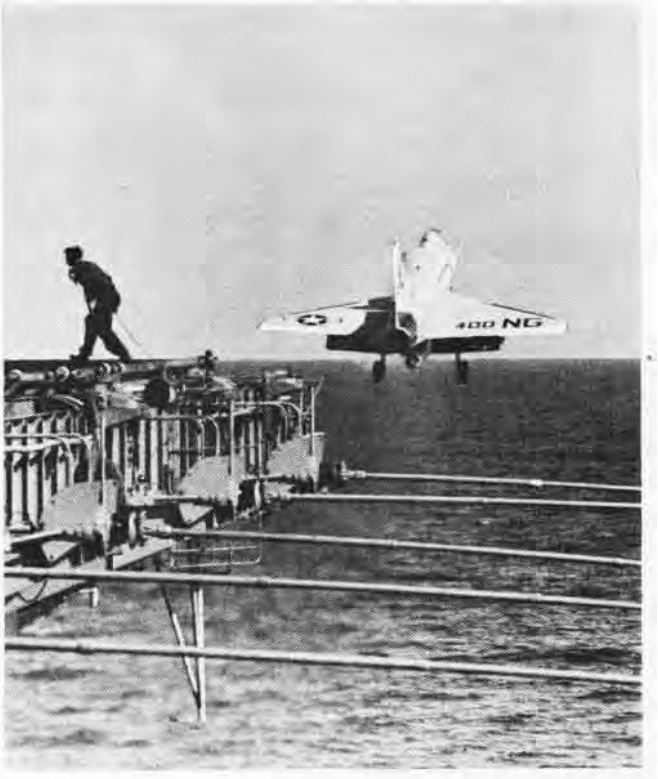
A special quality of the A-4 is its ability to take great punishment and still remain airborne. Admiring pilots believe the *Skyhawk's* stubborn desire to keep flying has saved many of them from a dunking in the ocean or, as they say, "a visit to the Hanoi Hilton."

During a strike over North Vietnam, a *Skyhawk* being piloted by Ltjg. Al Crebo, VA-212, was hit by ground fire; the plane's rudder went out and it began to burn from the base of the wings outward. Despite the serious damage, Ltjg. Crebo flew the burning jet to the relative safety of the Gulf of Tonkin before he bailed out near an aircraft carrier. He was soon rescued from the Gulf waters.

Such determination by the little A-4 is not uncommon. *Hancock* aviators like to tell of the time a pilot flew his *Skyhawk* back from a strike deep in North Vietnam and made an uneventful arrested landing aboard the ship. The plane was riddled with 34 flak holes.

Lt. Hart ("Irish") Schwarzenbach, VA-94, tells of the close call he had

Photographed by JOC Robert D. Moeser



The busy life of a carrier-based A-4 Skyhawk is well-depicted in these photos taken aboard the USS Hancock while the CVA operated with the Seventh Fleet in the Gulf of Tonkin. Photo on next page, taken by Harry Gann, shows every version of the plane flown by Navy.

while he was flying a combat mission over Vinh: "We were hitting a well-defended target and I was flying as the fourth man in the slot. Right after my roll-in, my plane was hit in the left wing; it inverted completely. All I could think about was the downtown dance in Vinh and how I was going to be a participant.

"It took a bit of strain to right the plane, but the *Skyhawk* was still up there and would not give in. I could see from the reflection on the ground that I was streaming a trail of fuel, making me a good target. An A-3 *Skywarrior* tanker picked me up at the coastline and pumped fuel to the engine all the way to the ship where, even with a hole blasted in the wing, I made a nice, easy landing."

Incident after incident has been recorded about the *Skyhawk's* desire to stay in the air. "In fact," Lt. Schwarzenbach says, "when A-4 pilots get together in the ready room and talk about missions and taking hits, someone always has a new story about an A-4 that stayed in the air when, in theory, it shouldn't have been able to fly."

BESIDES ITS ability to remain airborne, the *Skyhawk* has other good combat qualities. Because of its small size and light weight, it makes sharper turns and comes out of dives faster. "It maneuvers like an agile cat," says one pilot.

The *Skyhawk's* maneuverability is praised by LCdr. T. R. Swartz, who is credited with the only MiG kill by an A-4 to date.

The kill was recorded May 1, 1967, during an attack on the North Vietnamese airfield at Kep. Swartz had just fired several of his rockets at two MiG's on the runway when he got a radio call telling him there were two MiG's at his "six o'clock position" (on his tail).

"I spotted the attacking aircraft and put my A-4 into a high barrel roll, dropping in behind the MiG's," Swartz recalls. "From this markedly advantageous position, I fired several air-to-ground rockets at the number two MiG and then got another call that there was a MiG at my six o'clock again. I was not able to see my rockets hit as I bent my A-4 hard, checking for the suspected third MiG."

LCdr. Swartz's wingman confirmed a MiG kill, however; he saw the enemy aircraft hit the ground.

"We have an advantage over some other planes," comments Lt. Richard Pennington when he discusses the A-4's maneuverability. "The A-4 has a high rate of roll, enabling it to flip back and forth. We can change our 'jinking' patterns in a minimum amount of time. That good old Douglas fat wing can cut into the air and give us all the G's we want."

ANOTHER advantage of the *Skyhawk* is the visibility it permits the pilot. There are no line-of-sight restrictions from wings or hoods. *Skyhawk* pilots consider canopy visibility so good it's almost like riding in a convertible car. This lack of interference with a pilot's view of his surroundings is of great importance in terms of his survival.

Good visibility "is the reason we dodge flak as well as we do," Pennington says. "Maybe they don't know it, but when Douglas and the Navy created the A-4 they created a jet with a lot of special features."

Ltjg. Roger Van Dyke, VA-93, expressed an opinion common to his fellow A-4 pilots: "The A-4 is only 40 feet long and has a wing spread of less than 30 feet, but its weapon delivery system, its speed, its maneuverability and its determination to stay in the air under adverse circumstances—coupled with a pilot's own determination—is a great combination for combat flying in Vietnam."

Chief Kilpatrick, 87754's enlisted plane commander, sits at control as the big C-54 transport flies over central Vietnam.

VIETNAM MILK RUN

With not much glamor and little excitement, the weary C-54's daily fly the essential twelve-hour Saigon grind.

TRANSPORTATION of troops and cargo in Vietnam is the major task of an old Navy C-54 which bears the tail number 87754. At 0800, it heads out of Saigon's Tan Son Nhut Airport for Cam Ranh Bay and points north.

Twelve hours, 1,000 miles of flight and a dozen landings and takeoffs later, the plane is secured again for the night at Saigon.

This veteran and another C-54 alternate with each other a week at a time. The intervening week is spent at their home station, Sangley Point, Republic of the Philippines.

The cargo ranges from passengers, as many as 80 at a time, to sewer pipes, hand grenades and ammunition, anchors or anything else that will go through the after cargo doors. The daily trip is dubbed the "milk run."

Fortunately for the passengers, the hops from one place to another are short. A C-54 takes about an hour to fly from Saigon to Cam Ranh, the longest leg of the milk run. The shortest hop is only six minutes.

The routine for each stop is pretty much the same: get the passengers off, discharge the cargo, take on a new load and get airborne as quickly as possible for the next stop.

The pilots and crew try to keep ground time to a minimum, but this isn't easy.

"We're lucky if we spend only an hour on the ground in a place like Qui Nhon," says Chief (Aviation Pilot) Ira N. Kilpatrick, plane commander of the *Skymaster*.

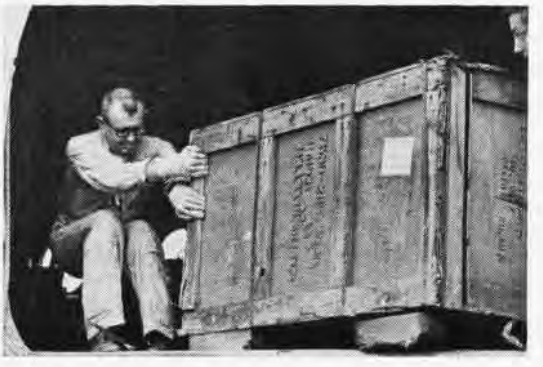
TRANSPORT *'754 comes in for landing at Cam Ranh Bay (above), first stop of the daily "milk run" from Saigon to Da Nang. Above, right, men await transportation at Marines' Chu Lai Air Base. Oblivious to his surroundings, a soldier cleans his rifle. At right, troops embark, some wearing flak jackets and carrying weapons.*

Photo Story by PHC Wm. M. Powers

VIETNAM MILK RUN

There's not much glory to running a ferry service in Vietnam and in driving along in a C-54 Skymaster, but it's work that must be done by someone.

ON THIS TRIP, *an Army passenger seizes the opportunity to sleep as the plane flies north along the coast of Vietnam (right). On another trip (far right), passengers sit or squat anywhere they can find room. Below, flying back to Saigon on the afternoon leg of the milk run, Chief Kilpatrick looks out of his cockpit window as the aircraft banks toward the coast of Vietnam, not so very far from Cam Ranh Bay.*



NAVY SEABEES *(left) wait for their personal gear to be unloaded. Above and left, men complete a fuel tank repair; at right, a cargo pallet is unloaded. Directly above, ADCS A. F. Grundmeyer, '754's lead mechanic, grimaces as he helps pull cargo into aircraft.*

TO EXPEDITE *the discharge of cargo, '754's crew and Navy personnel stationed nearby unload a small boat anchor at Qui Nhon. Heavier cargo is handled by fork lift. A crewman (right) checks the nose gear of '754 as dawn breaks over Saigon's Tan Son Nhut airport.*

AT THE TURN OF THE YEAR

The growth was accelerating and Naval Aviation was gaining stature and recognition. Training programs were adjusted to war needs, new aircraft were delivered, more stations were put into operation and the coverage of war patrols was extended.

NAS FROMENTINE, FRANCE; CONSTRUCTION BEGAN IN FEBRUARY

JANUARY 1918

1—The Experimental and Test Department at Pensacola was transferred to the air station at Hampton Roads to overcome difficulties arising from the remoteness of Pensacola from principal manufacturing and industrial plants in the northern states.

1—NAS DUNKIRK, France, was commissioned with Lt. Godfrey deC. Chevalier in command.

7—Progress in building H-16 flying boats at the Naval Aircraft Factory was marked by the start of planking the first hull.

19—NAS ANACOSTIA was established to provide a base for short test flights, to provide housing and repair services for seaplanes on test flights from Hampton Roads and Langley Field, and to display new seaplane types for study by men working in Navy Department offices concerned with their construction and improvement.

21—The First Marine Aeronautic Company, Capt. F. T. Evans commanding, arrived at Naval Base 13, Ponta Delgada in the Azores, to establish a base from which it would fly antisubmarine patrols. It was the first American aviation unit completely trained and equipped to be sent overseas.

24—Specifications and blueprints drawn up by the Bureau of Construction and Repair for the Davis gun carrier were received at the Naval Aircraft Factory. Later designated N-1, this was the first airplane designed and built by the Navy for the attack role.

25—The Supervisor, Naval Reserve Flying Corps, requested that Dr. Alexander McAdie, Director of Blue Hill Observatory, Harvard University, be enrolled as a lieutenant commander in the Naval Reserve and assigned to the Aviation Office in CNO to direct the establishment of a Naval Aerological Organization.

28—A group of 50 enlisted men from Pensacola reported to the Naval Aircraft Factory for training in aircraft repair prior to assignment overseas.

During January, NAS CHATHAM, Mass., was commissioned with Lt. E. H. McKitterick in command.

FEBRUARY

1—The first H-16 flying boat assigned to operational service was delivered to the air station at Hampton Roads. A twin-engine tractor biplane built by Curtiss and the Naval Aircraft Factory, the H-16 was used on antisubmarine patrol from stations on the East Coast and in Europe and for that purpose was equipped to carry two 230-pound bombs and five Lewis machine guns, one forward, two aft and two amidships.

3—Aerial gunnery training for prospective Naval Aviators and enlisted men began under RCAF instructors at the Army field at Camp Taliaferro, Fort Worth, Texas. Although the program was of short duration, 38 officers and 80 enlisted men completed the course before its closing on 16 March 1918.

8—A change in national aircraft insignia was promulgated to the Navy. It discarded the white star design and replaced it with concentric circles of red and blue around white and reversed the order of the red, white and blue vertical bands on the rudder, placing the red nearest the rudder post.

10—The Marine Aeronautic Detachment, Capt. Roy S. Geiger commanding, transferred from Philadelphia to Miami to set up a Marine Flying Field for landplane training adjacent to the naval air station.

13—Lt. G. C. Dichman took command of the air station at Brest which served as a base for seaplane and kite balloon operations and an assembly plant for aircraft shipped overseas. This is considered the beginning of NAS BREST.

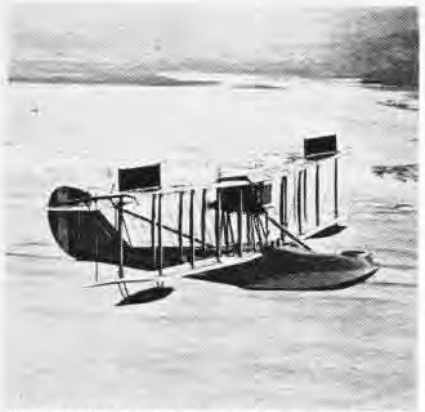
21—NAS BOLSENA was commissioned with Ens. W. B. Atwater in command. The first of two stations established in Italy, Bolsena was used primarily for training.

22—The Director of Naval Communications was requested to provide wireless transmitting and receiving equipment at five naval air stations on the Atlantic coast and at San Diego and Coco Solo to permit pilots on patrol to communicate with their bases.

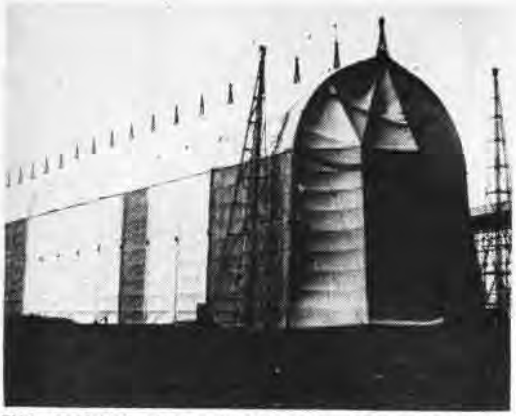
22—NAS QUEENSTOWN, an assembly and repair station serving all naval air stations in Ireland, was commissioned with LCdr. P. J. Peyton in command.

26—The Chief of Naval Operations established an aerographic equipment allowance list for air station abroad.

28—The President issued a Proclamation, effective in 30 days, prohibiting private flying over the United States,



HS-2 PATROLLED AT HOME AND ABROAD



THE CANVAS BLIMP HANGAR AT NAS PAIMBOEUF

CAPT. F. T. EVANS, USMC

its territorial waters and its possessions without a special license issued by the Joint Army and Navy Board on Aeronautic Cognizance.

MARCH

1—The dirigible station at Paimboeuf, where a number of aviation personnel had been on duty with the French since November 1917, was taken over by American forces and commissioned as a Naval Air Station, LCdr. Louis H. Maxfield in command.

3—The AT-1 (Astra Torres) blimp, acquired from the French two days before, made its first flight under American control at Paimboeuf.

4—A seaplane, piloted by Joseph Cline with F. Lovejoy as observer, started on patrol from NAS LeCroisic and, just as the plane took off, the port bomb fell into the water and exploded, also setting off the bomb under the starboard wing. The blast cut the flying boat completely in two just aft of the cockpit but neither the pilot nor the observer was injured.

6—The Bureau of Navigation established navigation instrument allowances for naval aircraft, allotting a compass, two altimeters and a clock for service airplanes; a compass, altimeter, clock and statoscope for blimps and free balloons; and an altimeter and clock for kite balloons and training planes.

6—An unmanned flying bomb was successfully launched by a falling-weight type catapult and flown for 1,000 yards at the Sperry Flying Field, Copiague, Long Island.

7—The Office of the Director of Naval Aviation was established and the status of aviation was raised from a section to a division of CNO.

9—A revised flight training program was initiated which divided the syllabus into elementary, advanced and advanced specialization courses; it designated the stations at which each would be given, and provided that, after a period of general training, all students would specialize in one of three general types of seaplanes.

14—NAS Ile Tudy, France, was commissioned with Lt. Charles E. Sugden of the Coast Guard in command.

15—Warrant Officer Ward of the Royal Navy Flying Corps arrived at the Naval Aircraft Factory to deliver plans for the F-5 flying boat that had been developed at Felixstowe, England, and which, after modification, would be used by the Factory to build the new boats.

16—The first HS flying boat assigned to service was delivered to the air station at Miami. A single engine pusher biplane built by several companies from a Curtiss design in both HS-1 and HS-2 configurations, the HS was used in coastal patrol and was the first of the American-built planes sent overseas.

18—The Receiving Ship of the Naval Air Detachment at MIT went into operation with accommodations for 300 men who would receive indoctrination and preliminary training prior to their assignment to Ground School.

19—As combat operations underlined the need for aviation intelligence officers, Commander Naval Aviation Forces, Foreign Service, defined the functions and duties performed by such officers at Royal Navy Air Stations and suggested that similar services be provided at U.S. Naval Air Stations "as may seem expedient."

19—A formation of flying boats, on long-range reconnaissance of the German coast, was attacked by German seaplanes. Ens. Stephen Potter shot down one of the attackers and was officially credited as being the first American Naval Aviator to shoot down an enemy seaplane.

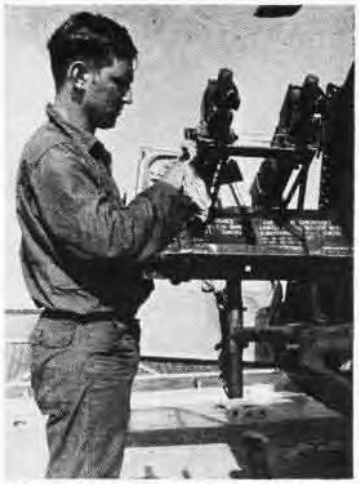
21—The HA seaplane, or Dunkirk fighter, made its first flight at Port Washington, Long Island, with Curtiss test pilot Roland Rohlfs at the controls and Capt. B. L. Smith, USMC, occupying the second seat.

25—Ens. John F. McNamara, flying out of RNAS Portland, England, made the first attack on a German U-boat by a U.S. Naval Aviator. His attack, although successful enough to warrant the commendation of Admiral Sims, was later evaluated as "possibly damaged."

27—Only 228 days after ground was broken for the Naval Aircraft Factory, its first product, an H-16, made its first flight. A few days later, this plane and another were shipped overseas.

30—The Curtiss 18-T or Kirkham triplane fighter was ordered from the Curtiss Engineering Corporation. This single-engine, two-seat landplane was fitted with two synchronized and two flexible guns.

30—A requirement was established for weekly reports from commanding officers of all air stations in the U.S. of weather conditions experienced in flight operations.



AIRMAN BROWN CLEANS GUN; COPILOT SMITH TALKS WITH AO1 DAVIS

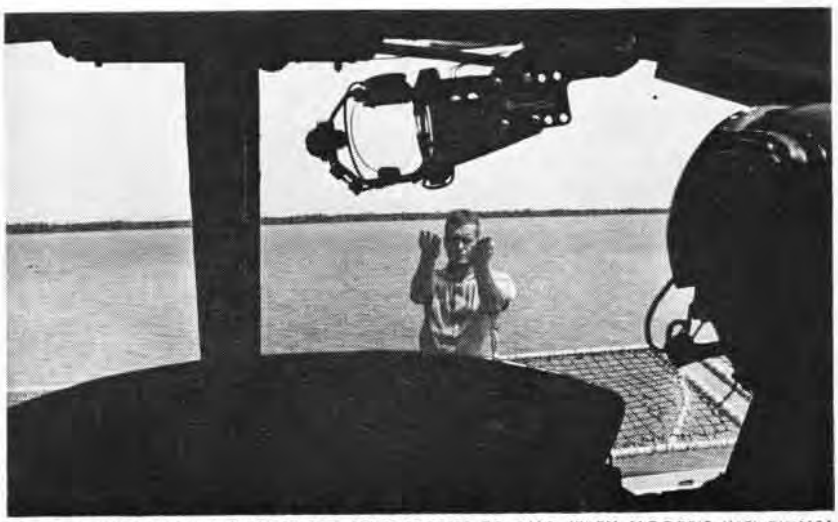
LTJG. JEFF SMITH SCOUTS MEKONG DELTA DURING A PATROL

A NAVY UH-1B IS QUICKLY REARMED ABOARD THE USS HARNETT COUNTY

NAVY SEAWOLVE

Photographed b

The combination of LST's and gunship-h tive one ever since operations began ir plied over a million rounds of 7.62" shells River Boats. The USS Harnett County (



LT. STEVE BEGUIN PULLS UP THE STICK AS HELICOPTER LEAVES THE LST-821 IN RESPONSE TO BM3 JERRY MOORE'S 'UP' SIGNAL

H PROVIDES AIR SUPPORT FOR NAVY RIVER PATROL BOATS IN DELTA

AN HA(L)-3 HELO HITS A VIET CONG TARGET WITH 2.75-INCH ROCKETS

ANTHONY ROGERS FIRES .30-CAL. MACHINE GUNS AT A VC POSITION

ON RIVER PATROL

g. T. S. Storck, USNR

pters in the Mekong Delta has been an effec-
uary 1967. By year's end, the LST's had sup-
6,000 2.75" rockets to helos and Navy Patrol
821) is also a blocking force for the Army.

ENDING PATROL, HELICOPTER FLIES IN TO LAND ON USS HARNETT COUNTY AFTER BM3 BLIZZARD'S SIGNAL TO COME ABOARD

SEAWOLVES

ABOARD the USS *Harnett County* (LST-821), the pilots and copilots of two UH-1B helicopters dig into their steaks one Wednesday noon. For the next 24 hours, they will be flying in support of the U.S. Navy River Patrol Boats (PBR's) in the Mekong Delta.

Lt. Steve Beguin with his copilot, Ltjg. Jeff Smith, will fly one helo while another helicopter, flown by Ltjg. William T. Meneeley, flies cover. Ltjg. Morris Steen, Jr., is Lt. Meneeley's copilot. Each helicopter carries two enlisted crewmen.

Leaving the wardroom after lunch, the men take only a few seconds to grab their flight helmets from their staterooms and a few more seconds to walk to the flight deck. This proximity to the flight deck is one reason the LST's—three on station at all times in the Delta—have been so successful.

"The pilots are just seconds away from the helicopters," says LCdr. Ralph Schwartz, OinC of Helicopter Attack (Light) Squadron Three, Detachment Five, aboard the *Harnett County*. Because the ship moves near to where the PBR's operate, the helos are just minutes away when the PBR's require air support.

At night, the *Seawolves* can be scrambled in about four minutes; during the day, they do it in three.

This time, though, the *Seawolves* are not being scrambled, so it is about 20 minutes before BM3 Jerry Moore, the landing deck supervisor, gives the thumbs-up signal to the cover helo.

Ltjg. Meneeley pulls up the stick and the helo begins to rise from the deck. Seconds later, it is flying over the muddy Co Chien River.

Sitting in the door of the cover ship holding M-60 machine guns are AD3 Ronald F. Paletta and AOAN Michael Draper.

Moore steps quickly to the other helicopter, the blades begin to whirl, and the helo slips off the ship to follow its mate. Manning the .30-cal. machine guns on either side of the gunship are AN Ronald R. Young and AM1 Anthony Rogers.

This is the only helicopter flown by the *Seawolves* with twin 30's on each side, but all lead helos will have them soon. Use of the 30's, as against the M-60 flex guns on the lead helo, reduces the weight by about 600 pounds.

With the .30-caliber machine guns, a gunner can begin firing higher up because of the longer range. Since the copilot does not have to fire any guns, he is free to watch for ground fire.

By now the two helos are flying along the banks of the Co Chien River where the PBR's are patrolling. One PBR has stopped a sampan and is searching it for enemy supplies while another waits for a water taxi to come alongside. The men wave to each other as the *Seawolves* continue down river about a mile before circling the area several times.

The outposts, daily air patrols, VC defectors and other Vietnamese gather intelligence for the sector advisor, and strikes are made on enemy positions.

This time a tree line needs hitting, so the helo begins its firing run. Lt. Beguin cries, "Commence firing," and Young and Rogers open up with their twin 30's. Seconds later, Lt. Beguin presses a button and a 2.75-inch rocket leaves the rocket tubes. Within seconds, four more rockets are speeding toward the tree line.

The tree line billows with smoke and the lead helo banks sharply to the left to elude ground fire.

Now it is Ltjg. Steen and Ltjg. Meneeley's turn to fire. The two gunners, Paletta and Draper, have already seen where the lead ship has struck. When Meneeley says, "Fire," Steen presses the button to fire the flex guns, and the two gunners fire their handheld M-60's.

Meneeley presses the button and the first of eight rockets leaves the tubes to join the five with which the lead ship has blasted the target.

Since the fuel gauge reads only 150 pounds—enough for 15 minutes of flying—the two helicopters head for Tra Vinh airfield to refuel and rearm. The helos always fly together for mutual protection.

Usually they return to the *Harnett County* for refueling and rearming, but this time the airfield is closer. The gunners cover the guns to keep the red clay dust off. (Landing on the ship, of course, is a clean operation. On the ship, also, the men are waiting to begin resupplying the helo instantly. Usually in two minutes, the helos can be off on another strike.)

At Tra Vinh, the refueling and rearming are completed on the double and the men are off—this time to hit a VC sampan. Once this is accomplished, the two helos return to the USS *Harnett County* for dinner. It's not the end of the day, for the men will go out for a dusk patrol.

"Charlie (VC) likes to move at night," says LCdr. Schwartz, "so the *Seawolves* like to be up there supporting the PBR's."

There is no problem tonight, however, and the two aircraft return to the ship two hours later.

The four officers and four men have missed the movies aboard the ship, so the officers talk in the wardroom and the men in the crew's lounge before turning in.

Lt. Beguin and Ltjg. Smith go to bed early because they must be up at 0500 to fly to Tra Vinh for a briefing on the day's activities.

They return to the ship, eat breakfast and, along with the cover helo, are airborne again. This time LCdr. Schwartz is flying for Lt. Meneeley. After four sorties—no strikes—they return to the ship for noon chow.

Smith is off for 24 hours and Ltjg. Meneeley takes his place. This afternoon the cover helo will be flown by LCdr. Schwartz with Ltjg. Steen again as copilot.

At first, the LST's remained off the mouth of the rivers, but now they go up the major rivers to support the PBR's and assist the Army.

The LST was chosen for this work because it has a draft of only 13 feet and can navigate the major rivers in the Mekong Delta. The *Harnett County* was the first U.S. Navy ship to navigate the mouth of the Ham Luong River and later to transit the river. The LST's occasionally go aground, but they are designed for that. The captain just drops the anchor and waits for a high tide.

The *Seawolves* received their first training from the U.S. Army because the UH-1B's are Army craft. The *Seawolves* still use some Army tactics, but "we have also developed some of our own," LCdr. Schwartz says.

In all, there are 22 helicopters operating in 7 detachments of Helicopter Attack (Light) Squadron Three.

By Ltjg. T. S. Storck, USNR

CARRIER PIT STOP

LIKE AN OVERSIZED grasshopper, the A-4 jockeys for a landing. Shortly, its hook snags the arresting cable and the aircraft slams to a stop, then taxies forward smartly. The bomb racks are empty; the fuel tanks nearly so.

Even before it's chocked and chained, there is a scurry of men in bright-colored shirts, yellow, red, blue and brown, each with a different job. And among this rainbow are the purple shirts of the fuel crew.

As hundreds of feet of hose are dragged from stations spotted on the deck, an aviation fuel specialist directs the group, designating types and amounts of fuel for the various waiting planes. He is also the one responsible for the giant fuel storage tanks, pumping and filtration stations, the fuel equipment repair shop and the hangar deck refueling stations.

One of the most important elements of the system is fuel filtration. Purity of the fuel is a must. Contaminated fuel can cause a costly malfunction and even the loss of life, so a constant check must be maintained.

In an average month, while operating off the coast of Vietnam, a carrier's purple-shirted fuel men pump nearly three million gallons of fuel into Navy combat aircraft.

Photos and Story by
JO1 Willard B. Bass, Jr.

ORISKANY'S *Fuel King, ABF1 Lewis A. Wisenbaker, manages a fast cup of coffee between his duties of inspecting fuel samples and directing his "purple shirts." AA C. C. Stevens handles the hose and pumps JP-5 into thirsty A-4 Skyhawks.*

Glynco Celebrates 25 Years

Mission has Changed, Expanded

On January 25, NAS GLYNCO, Brunswick, Ga., reached a milestone—a quarter of a century. In 25 years, the station has grown from a small airship base in WW II to a large, military complex which operates facilities and provides material support for the activities and units of the Naval Air Training Command. The present C.O. is Captain C. H. Dorchester.

Early in WW II, the Navy selected the site six miles north of Brunswick for an air station. Airship squadrons operated out of the station for the remainder of the war as part of the antisubmarine network. During the thousands of hours flown by Glynco squadrons, not a single airship was lost on convoy patrol.

After the war, Glynco was reduced to maintenance status. In her two airship hangars were stored hundreds of airplanes and other materials salvaged from WW II.

But in 1950, the conflict in Korea placed emphasis on the airship program and, in 1951, Airship Squadron Two was transferred to Lakehurst.

When the Combat Information Center School moved to Glynco in 1952 from Glenview, Ill., a new 8,000-foot jet airstrip, an operations building, barracks and the CIC training center were built. Her present facilities include ten barracks for enlisted men and ample officers' quarters. Glynco pilots log about 3,000 hours a month.

Newest Daedalian Named

Receives Orville Wright Award

Ltjg. John A. Burt, assigned to VA-97 at NAS LEMOORE, was recently presented the Orville Wright Achievement Award of the Order of Daedalians. Lieutenant General Charles B. Stone III, USAF(Ret.), made the presentation. Lieutenant General Harold George, USAF(Ret.), a founder member of the order and permanent chairman of the National Board of Directors, administered the membership oath.

The Orville Wright Achievement Award is presented twice yearly to the outstanding student aviator in the Navy and Air Force Training Commands. Vice Admiral Alexander S. Heyward, Chief of Naval Air Training, selected Ltjg. Burt as the top Naval Aviator for the first half of 1967.

LGEN. GEORGE, LTJG. BURT, LGEN. STONE

The Order of Daedalians is composed of commissioned officers who are pilots of heavier-than-air craft. It was formed in March 1934 by a group of WW I pilots who desired to perpetuate the spirit of patriotism, sacrifice and high ideals of combat pilots. Eligibility was originally limited to persons who were officer pilots prior to the November 11, 1918, armistice and their sons. There were approximately 14,000 people in this group who are considered "founder members." The constitution was later amended to provide for "named" memberships in the name of founder members. Today the order has about 4,000 members, of whom some 600 are founder members.

Ltjg. Burt was initiated into the exclusive military fraternity in the name of David S. Ingalls, a WW I ace and former Secretary of the Navy.

VERY FEW *women get the chance to ride in an A-6, but Ens. Diana M. Ford of VA-128, NAS Whidbey Island, is one of them. After taking pressure chamber and ejection seat tests, she was given her demonstration flight.*

Newest LPH is Launched

Is Christened USS New Orleans

On February 3 at the Philadelphia Naval Shipyard, Rear Admiral Robert H. Speck, Commandant, Fourth Naval District, presided at the christening and launching ceremony of USS *New Orleans* (LPH-11). Representative F. Edward Hebert (La.) was the principal speaker at the ceremony.

The newest LPH, 592 feet long, 104 feet wide, has a complement of 87 officers and 507 men with room in her combat troop spaces for 193 officers and 1,806 men.

The *Iwo Jima*-class amphibious assault ship, capable of launching more than a thousand combat-ready troops in vertical attack in her 20 troop-carrying helicopters, can also be used as a hospital-evacuation ship.

Pilot Writes on Submarines

'The Far and the Deep' Published

Commander Edward P. Stafford, a Naval Aviator, who a few years ago wrote *The Big E*, the story of the aircraft carrier *Enterprise* (CV-6), has turned to a new area of naval warfare, submarines. His latest book, *The Far and the Deep*, deals with the subject from the earliest dream of submersibles to the exciting, record-breaking, underwater cruises of the nuclear-powered *Polaris* submarines and the crews that man them.

Seizing upon the drama of underwater vehicles, Cdr. Stafford records the development of the submarine in terms of human effort. The challenge of undersea conflict, the constant attempt to exceed the enemy's ability to counter it, the terrible losses the submarines have inflicted and the many calamities they have endured make Cdr. Stafford's work thoroughly absorbing. His gripping accounts of *Thetis*, *Squalus* and *Thresher* are moving narratives of tragic losses. The author's meticulous research and skillful handling of his material makes the world of the submariner one a reader can clearly realize in imagination.

The book contains a careful listing of sources, a chronology of submarine development and a chart of the characteristics of submarines, historical and current.

Cdr. Stafford is now serving as historian on the staff of Commander in Chief, Pacific Fleet.

RUSSIANS PAY A VISIT TO SIXTH FLEET

Soviet ships maneuver close to FDR during Mediterranean operations

DURING *operations in the Mediterranean, the deployed carrier Franklin D. Roosevelt found she had some company close aboard when a Russian Kashin-class missile destroyer (pennant number 504) and other Soviet ships steamed into the same waters as the CVA (above). The ship cut across FDR's bow (right) and pulled alongside.*

SELECTED

Medical Mission Completed

A very important box recently made a fast trip from Vietnam to NARTU ALAMEDA where it was delivered into the waiting hands of a medical officer. The box contained frozen biological specimens taken directly from men on the front lines who had received severe wounds and gone into shock.

The specimens were taken by the Shock Research Unit, Naval Support Activity, Da Nang, and flown by the Military Airlift Command to Norden AFB, Calif. When NARTU ALAMEDA was notified of the box's arrival, LCdr. C. T. Covill, the unit's public affairs officer, immediately flew a T-33 to Norden and brought it back to Alameda where he delivered it to LCdr. Robert L. Abrams, MC, Director of the Clinical Investigation Center, Naval Hospital, Oakland, Calif. (Shortly after this mission was completed, LCdr. Covill was listed as missing on a training flight out of NARTU ALAMEDA.)

"'Shock' is the key word," said LCdr. Abrams. "Our 50-man team at Oak Knoll is studying the dynamics of metabolism in shock. Using radioisotopes and advanced calculus in tracking down the chemical reactions, we have found a surprisingly large amount of new facts about shock. Many lives have been saved and many more will be saved. The results of the findings will have a long-range effect, since they will be put to use in civilian life in treating victims of traffic accidents, fires and any other injuries that induce shock."

Operation 'Feedback'

As part of the Navy's continuing efforts to attract new men to the Naval Aviation training programs, three junior Navy pilots have arrived at NARTU ALAMEDA to take up temporary duties as Navy recruiters.

Assigned as part of the Navy's "Operation Feedback" program, the three officer-pilots are Ltjgs. Daryl C. Spelbring and Stephen R. Childs and Ens. John E. Neumeister III.

Originally recruited from the California area, the three will spend up to 90 days canvassing colleges and universities in northern California to influence qualified students to follow their lead into Naval Aviation.

Apollo Standby

On the first flight of the *Saturn* 5 moon rocket, LCdr. Joseph E. Borches III, HS-822, NAS NEW ORLEANS, served as primary flight controller, the first time a non-employee of the space agency has manned a console in mission control at Houston, Texas.

If the automatic controls had failed, LCdr. Borches would have taken over the spacecraft by remote control, orienting it for proper re-entry.

In civilian life, LCdr. Borches is an employee of North American Rockwell at Houston.

Grosse Ile Gets S-2F Trainer

An S-2F operational flight and tactics trainer completed its first "local flight" at NAS GROSSE ILE, Mich., late last year.

The trainer, supplied by the Naval Training Devices Center, Orlando, Fla., was put through its paces by a flight crew from VS-734. In the pilot's seat was Commander F. Trevor Gamble. His copilot was LCdr. Charles J. Consiglio. AMH3 Joseph A. Prusacik, Julie operator, and AO3 Clarence A. Hackathorn, radar operator,

AS HE PREPARES *for his last flight before retirement, AMSC Earl Hall explains helicopter's ASW equipment to his son, AZ3 Larry. Both were members of NARTU Jacksonville's HS-742.*

LCDR. *C. T. Covill (left) delivers frozen specimens from Vietnam to LCdr. R. L. Abrams.*

AIR RESERVE

ON ORIENTATION *flight, Ens. deLeon tries her hand at operating the plane's radio gear (above) as the faces of two other Sea Cadets mirror their excitement (right, above). Den mothers, Mrs. Lois Meyers, Mrs. Rose Israel and Mrs. S. Krites, accompanied boys of Cub Scout Troop 108.*

rounded out the crew.

The 12-year old trainer was used at NAS Los Alamitos before being delivered to Grosse Ile. Three instructors operate the machine, two for tactical and one for navigational purposes. In addition to the S-2F trainer, Grosse Ile also has flight simulator.

The *Trackers* are used aboard Grosse Ile for Weekend Warrior training.

Sea Cadets and Cubs Visit NARTU

Accustomed to the rocking of a ship, well versed in "salty" talk, smartly drilled in line handling and deck seamanship, close to 40 Navy League Sea Cadets visited NARTU Alameda and discovered a new, exciting world in Naval Aviation.

The eager youths, 12 to 14 years old, toured hangar spaces, clambered over various aircraft like a swarm of hungry locusts, enjoyed real Navy chow, and climaxed their visit with a flight aboard a Douglas C-118 *Liftmaster*. The ride took on added significance for the group when they learned the same aircraft had just completed a 15,750-mile high priority Vietnam Airlift flight.

The Sea Cadets live in communities adjacent to NAS Moffett Field. They were under the supervision of Sea Cadets Lt. John J. Leone, Ltjg. Don Simmons and Ens. Dinelle deLeon.

For another group of boys, members of Cub Scout Pack 108, their visit was their first close-up look at a NARTU.

The 70 boys were shown around the Weekend Warrior installation, treated to chow and shown the Navy film, "Ready on Arrival."

Cub Pack 108 is sponsored by NAS Alameda's Master Mechanics and Foremen's Association.

The "big thrill" for the scouts came when their cubmaster, AD1 Kermit W. Quinn, plane captain at NARTU Alameda, took them aboard a C-118 and let each boy sit in the pilot's seat.

VP-662 Assists in Rescue

Late in 1967, a P-2E *Neptune* crew from VP-662, NARTU Washington, D. C., was instrumental in the rescue of a private pilot and his passenger after they ditched their light plane off the New Jersey coast.

As the *Neptune* was approaching NAS Willow Grove, Pa., Commander William E. Wainwright, the pilot, overheard a conversation between McGuire AFB, N.J., and the pilot of a Piper *Apache*. The *Apache's* engines had quit and pilot and passenger were ditching off Barnegat Lighthouse, north of Atlantic City.

Cdr. Wainwright and his copilot, LCdr. Donald Kuth, offered their services to McGuire and flew to the coast in an effort to pinpoint the scene of the ditching. On arrival, they set up an orbit of three to five miles and began working towards the beach. Within five minutes, they sighted the two men on the beach. The ditched aircraft lay in shallow water.

A UH-2B from HC-4, NAS Lakehurst, N.J., picked up the survivors and the P-2E crew returned to its scheduled "weekend drill" flight. The helo was flown by Lt. Crispin S. Kraft and Ltjg. Earl A. Gregory.

ON PATROL

with the Fleet Air Wings

VP-47 Crew Locates Survivors

While Lt. G. S. Bellamy of VP-47 and his crew were conducting a routine ocean patrol they were notified that a Philippine merchant ship was sinking rapidly off the northern coast of Luzon, R.P. Lt. Bellamy immediately altered course and headed for the stricken ship.

Arriving at the ship's last known position, the aircraft began an intensive search for survivors. Upon sighting a lifeboat and raft, Lt. Bellamy dropped a smoke marker and continued the search. Six more sailors were sighted, clinging to some wreckage. In less than four hours the sailors, 29 of them, were on board rescue ships on their way home.

As a result of their action, Lt. Bellamy and the men of Crew Five were awarded a letter of commendation by Commander, Patrol Forces, Seventh Fleet.

Led by Commander D. B. Quigley, VP-47 returned to its home base, NAS MOFFETT FIELD, on January 5. The return of ten planes and over 200 men marked the end of a successful six-and-a-half-month deployment in the Far East.

Operating from Naha, Okinawa, as well as bases in the Philippines, Japan, Taiwan, Guam and Thailand, the squadron flew surveillance flights which accounted for over 7,000 in-flight hours and covered over a million miles of ocean.

VP-31's Activities Consolidated

In 1933, Hangar One was built at Moffett Field to house the rigid airship USS *Macon*. Now the giant hangar has a new tenant; VP-31 finished moving in last January.

Responsible for training pilots, tactical coordinators and aviation crewmen in the P-3 *Orion*, VP-31 can now consolidate its extensive educational operations because of the large amount of space available.

Students Get Info on VP's

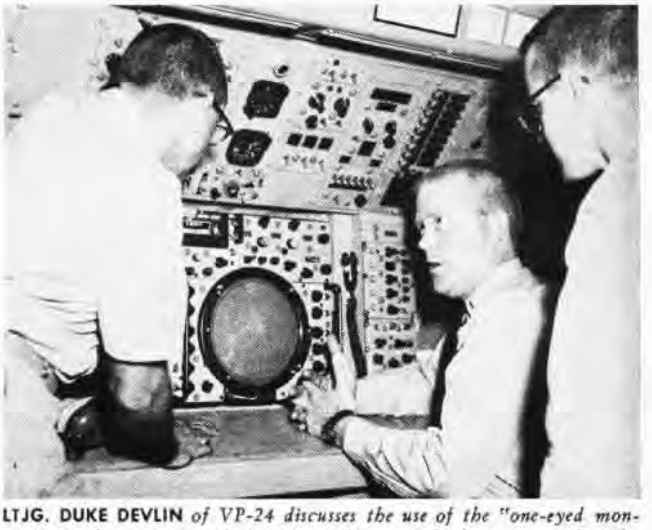
Crew 11 of VP-24, home-based at NAS PATUXENT RIVER, recently gave students at the Basic Naval Aviation Officers School, Pensacola, the "inside dope" on the activities of an operational squadron. Led by its PPC, Lt. John Calande, the crew gave prospective Naval Flight Officers (NFO's) the big picture on ASW in a slide presentation.

A question-and-answer period afforded the student officers an opportunity to learn about possible first-tour VP billets, the routine of the squadron and the continuous training necessary to maintain peak readiness. Stressed was the importance of the NFO in the total team effort. Although he is not at the controls of the all-weather P-3B *Orion*, the NFO serves as "quarterback" to a highly trained team of ASW specialists.

VP-19 Again at Iwakuni

After a busy year, VP-19, NAS MOFFETT FIELD, returned to MCAS IWAKUNI, Japan, in January. In 1966, VP-19 was the first P-3 squadron to deploy to Iwakuni. Commander F. H. Barker is commanding officer.

MOFFETT'S *Hangar One, built in 1933 for the rigid airship USS Macon, has new tenants; in January, the training squadron, VP-31, moved in.*



LTJG. DUKE DEVLIN *of VP-24 discusses the use of the "one-eyed monster" at the Basic Naval Aviation Officers School at Pensacola, Fla.*

VP-5'S THREEFOLD MISSION IN VIETNAM

ONE OF THE MAD FOXES' *aircraft overflies the Taal Volcano about 60 miles southwest of Manila. The volcano has been semi-active recently and is expected to erupt in the next few months.*

NAVIGATOR, this is Radar. I have a skunk bearing zero-one-five degrees, four-two miles."

"Roger. Pilot, this is Nav. Alter heading to zero-one-five."

The 60-ton P-3A *Orion* aircraft, one engine secured to conserve fuel, banks toward the north. One hundred miles in that direction is the harbor city of Haiphong. Just 30 miles to the west lies the North Vietnam coast. The Chinese Communist island of Hainan is to the east.

The radar operator has a good picture of the Gulf of Tonkin on his scope, including the giant aircraft carriers and the many other ships of the Seventh Fleet. Now an unidentified "blip" has appeared in the northern part of Yankee Station.

"Pilot, this is Radar. Alter heading two degrees starboard. Contact is ten miles ahead."

The pilot and copilot peer into the blackness. It is 0200 and the moon is only a slender crescent above a broken layer of clouds. Finally, a single dim spot of light appears.

"Radar, this is Pilot. Contact in sight. Crew, stand by for a flare drop."

The pilot guides the *Orion* over the light and presses a small button on his control wheel. Parachute-retarded flares drop from the aircraft's wings and ignite a few seconds later, turning night into day over the contact. The pilot maneuvers the aircraft into an orbit around the contact while the copilot studies it with his binoculars.

"Navigator, this is Copilot. The contact appears to be a North Vietnamese fishing trawler, heading two-one-zero degrees, speed about five knots."

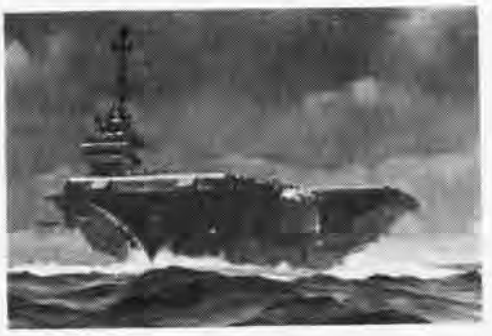
"Roger. Its position is marked. Alter heading to zero-eight-five degrees to resume search."

The trawler seems harmless enough now, but it may be on its way to a position on the South Vietnam coast with a shipment of supplies for Viet Cong forces. Soon, as it travels south, it will enter the *Market Time* area, where other patrol aircraft will keep track of its progress. Should the trawler attempt a run to the beach, surface craft will be there to stop it.

During recent deployment to NS SANGLEY POINT, the *Mad Foxes* flew three primary types of missions. Yankee Station flights, similar to the one described above, provided night radar coverage of the Gulf of Tonkin, one means of preventing attack on the Fleet's strike carriers by high-speed enemy surface craft. Operation *Market Time*, which has as its goal the prevention of seaborne infiltration of arms and ammunition to the Viet Cong, required at least one aircraft on station around the clock. Finally, the airmen of VP-5 took part in the routine, open-ocean patrols and shipping surveillance flights similar to those they normally fly over South Atlantic waters.

For their service in support of operations in Vietnam, the *Mad Foxes* of VP-5, home-based at NAS JACKSONVILLE, were awarded the Vietnam Service Medal and the Campaign Medal of the Republic of Vietnam.

Commander John V. Josephson is the squadron's commanding officer.



at Sea with the Carriers

PACIFIC FLEET

Constellation (CVA-64)

Two shows of a new television series, "Operation Entertainment," were filmed aboard *Connie*. The carrier was at her home port, NAS NORTH ISLAND, San Diego, Calif. The shows, which feature USO-type entertainment normally presented at military installations throughout the world, included Hollywood personalities and recording artists. Dean Jones served as master of ceremonies.

Coral Sea (CVA-43)

While *Coral Sea* pilots were hitting such enemy targets as ferry and truck concentrations northwest of Dong Hoi, North Vietnam, her crewmen took time out to receive a trophy given in appreciation for the ship's rescue of 37 Hong Kong Chinese sailors from a grounded Liberian freighter.

The trophy was presented by the Loyal Navigation Co., S.A., owner of the freighter *Loyal Fortunes*. The ship went aground on a reef 170 miles south of Hong Kong; helicopter pilots from *Coral Sea* rescued the crewmen.

A Combined Federal Campaign aboard *Coral Sea* netted a total of $8,905, nearly $2,000 more than the ship's original goal. *Coral Sea's* Air Department, with 372 men, was the largest departmental contributor, and one Air Department Division came up with the largest average donation per man for a division—$11.54.

Enterprise (CVAN-65)

The *Big E* was among 45 First Fleet ships participating in Exercise *Blue Lotus*, an operation involving some 60,000 men designed to provide predeployment training for combat. It was the largest exercise held by the First Fleet in three years.

When *Enterprise* turned six years old recently, the "birthday" had a special meaning for 14 of her crewmen: They were the last of the nuclear-powered carrier's "plank owners" (members of her original crew) who were still serving aboard.

However, of the 14, only SD2 Frager L. Goodwyn has been aboard the CVAN continuously since the ship was commissioned. The others, including some reactor technicians who will probably be reassigned to *Enterprise* off and on for some time, are Commander Richard W. McGaughy, EMCM Richard Marrow, SPCM John S. Guillot, SPCM David G. Bates, HMCM James E. Speer, DSCS Wilson F. Fuller, ICC Darrell B. Calvin, ETC Ray C. Martin, SK1 James E. Dean, SK1 Lamberto F. Ulanday, MM1 Charles D. Snyder, IC1 Robert L. Judy and MM2 Richard A. Huebner.

Enterprise's 84,000th and 85,000th arrested landings have been made, respectively, by Commander Paul A. Peck, CAW-9, and Ltjg. Dan Hill, a VA-56 pilot.

Hornet (CVS-12)

A new C.O. was assigned to *Hornet* when BUPERS issued orders to Captain Jackson A. Stockton to relieve Captain Gordon H. Robertson.

Kearsarge (CVS-33)

A fire killed three *Kearsarge* crewmen and seriously injured two more after it broke out in a storeroom four levels below the ship's flight deck. Before it was brought under control, the blaze damaged berthing quarters aft and destroyed some equipment. Officials quickly announced that the fire would have no effect on *Kay's* ability to perform her mission; she returned to the South China Sea from a port call in Sasebo, Japan.

Kay was "friendly forces" flagship when ASW Group Five ships and squadrons participated in Exercise *Silverskate*, described as one of the largest Seventh Fleet ASW maneuvers ever held in the South China Sea. The exercise was under command of Rear Admiral Burton H. Shupper, Com-ASWGru Five.

A dual search-and-rescue effort by aircraft crews from two of *Kay's* embarked squadrons, VS-29 and HS-6, resulted in the rescue of two Air Force pilots forced to bail out of their plane over the Gulf of Tonkin.

A "beeper" signal from the downed aviators vectored a VS-29 S-2 *Tracker*, piloted by Lt. James M. Clanin and Michael B. Rothschild, from a routine surveillance mission to the area where the Air Force pilots "punched out." Then, flying against 20-knot winds and with poor visibility, an SH-3A *Sea King* helicopter from HS-6 worked with the *Tracker* crew to locate the pilots near Mui Ron Ma. Despite heavy winds and light enemy fire from the shore, they were quickly hoisted aboard the chopper.

Crewmen of the *Sea King* included LCdr. George F. Cagle, pilot, Ltjg. James E. Payton, copilot, ADJ2 George L. Armstrong and AXAN Alan K. Nobles.

Another HS-6 *Sea King*, this one with a crew that included LCdr. Stephen A. Coakley, Ltjg. William M. Medley, AX3 Russell G. Sprague and AXAN Randall A. Amero, rescued Navy pilot Ltjg. Steven Vanhorn just seconds after he bailed out of his stricken F-4 *Phantom II* over the Tonkin Gulf.

Vice Admiral William F. Bringle

new ComSeventhFlt, boarded *Kay* while the ship was at sea to confer with RAdm. Shupper and receive a briefing on ASW operations.

Ranger (CVA-61)

Crewmen of *Ranger*, back on Yankee Station in the Gulf of Tonkin with what was called the "most devastating attack air wing ever assembled," launched the ship's new A-7 *Corsair II's* on strike missions over Vietnam and backed them up with the older, but equally powerful, A-6 *Intruders*, F-4 *Phantom II's* and A-4 *Skyhawks*.

The majority of embarked CVW-2's early missions from CVA-61 were of an anti-logistic nature, launched in an effort to stem the flow of men and supplies into South Vietnam.

It is true that *Ranger* was back at war, but, as one crewman put it, "If you have to go into combat, the time to go is when Bob Hope is in the Far East with his show."

And Bob Hope was definitely aboard *Ranger* to give a show, he and the lovely ladies who help him out a bit. This year's "harem" included singer Barbara McNair, singer-dancer Elaine Dunne, actress Raquel Welch and Miss World, Madiliane Hartog-Bel of Peru. The show (as it always is) was a roaring success, but members of the troupe left memories in other ways, too: They visited ready rooms and sick bay and ate dinner with the crew. Hope sat in the copilot's seat of the aircraft that made *Ranger's* 65,000th Carrier Control Approach landing. Miss Hartog-Bel and Miss McNair both sent out radio checks; more than a few radio operators will long remember Miss McNair's "Roger, baby, over and out." Miss Welch was named VF-21's plane captain of the month.

As for the show itself, the humor, singing and dancing brought laughs, cheers and applause from the 2,500 crewmen who watched it on the flight deck, and from another 1,000 in *Ranger* who saw it on closed-circuit TV—as well as crewmen of other ships in the area who were able to see it because *Ranger* comes equipped with a new television transmitter.

Leaving *Ranger*, Hope and his troupe were flown to the nearby *Coral Sea* for another show. The arrested landing in a C-2A *Greyhound* left him laughing, but just barely. "I haven't felt a hook like that since vaudeville,"

HOPEFUL *may be the best word for the attitude of this gent during visit to Ranger.*

he told 2,500 laughing *Coral Sea* sailors. "I think I lost 12 fillings, and if you see a pair of jockey shorts buzzing the bridge, they're mine!" It just proved the old adage: Where there's Hope, there's life.

Oriskany (CVA-34)

The Hung Yen boat yard, a major North Vietnamese repair facility near Hanoi, was one of the targets hit hard by *Oriskany* pilots while their carrier was in the combat zone.

In an onboard ceremony, Cdr. Bryan W. Compton, C.O. of VA-163, was presented the Navy Cross for "extraordinary heroism" he displayed when he led a strike of *Oriskany* planes against the heavily-defended thermal power plant in Hanoi.

Ltjg. Edward R. Chadwick, VA-163, made *Oriskany's* 130,000th arrestment in an A-4 *Skyhawk*.

Bennington (CVS-20)

Ltjg. Charles Scheider, VAW-110, made *Benn's* 101,000th arrested landing while the CVS was off California.

Valley Forge (LPH-8)

Captain Paul E. Payne is the *Happy Valley's* new C.O. He relieved Captain Charles H. Carr during a ceremony aboard the Long Beach-based amphibious assault ship.

Kitty Hawk (CVA-63)

With their ship back on the line off Vietnam, *Kitty Hawk* crewmen were launching aircraft on such strike missions as that against a military site near Dong Hoi and a coastal defense complex at Ngoc Lam.

Pilots assigned to *Kitty Hawk's* HC-1 Det. 63 are performing their vital helicopter rescue missions with a new version of a well-known helo.

ABOARD *Bennington, an S-2E Tracker is prepared for launch. CVS was operating off the coast of California; her most recent assignment was to serve as host ship for pilot refresher landings.*

KAMAN'S *UH-2C Seasprite utility and rescue helicopter has been delivered to the U.S. Navy and deployed to Southeast Asia aboard Kitty Hawk. A retrofit of the Navy's single-engine UH-2A and B models, the new twin-engine design provides for greater performance by the helo.*

They're flying the UH-2C *Seasprite*, which has twin-turbo engines to replace the single power plant of the earlier model (NANEWS, December 1967, p. 14).

Ltjg. Greg Booth was pilot and Ltjg. Wilson Voelker was RIO in the VF-213 F-4 *Phantom II* that made CVA-63's 70,000th arrested landing.

ATLANTIC FLEET

America (CVA-66)

CVA-66 pulled out of the Norfolk Naval Shipyard, Portsmouth, Va., after three months of limited overhaul work costing some $3.4 million.

Work done during the carrier's stay included installation of avionics workshops on the hangar deck level, routine catapult and arresting gear repairs, substantial modifications to her communications and electronics equipment, checking on work done to update her *Terrier* missile control system and minor adjustments to her boilers and other engine room equipment.

The third consecutive member of the Trett family has joined the armed services as a chaplain. Commander Robert L. Trett, *America's* protestant chaplain, had the honor of swearing his son, James, into the Navy Chaplain Corps during a ceremony aboard the CVA. *America's* C.O., Captain F. C. Turner, witnessed the ceremony.

Essex (CVS-9)

Essex' most recent "Sailor of the Month" is BT1 Howard W. Esmeior.

Forrestal (CVA-59)

Twenty-five of the hundreds of *Forrestal* crewmen recommended for medals as a result of acts of bravery during the fire and explosions aboard the CVA have received their awards.

The medals were presented to this first group to receive them by Rear Admiral Harvey P. Lanham, ComCarDiv Two, who, at the time of the catastrophe in the Gulf of Tonkin, said, "I saw more heroic acts than I could count."

The awards, and recipients, are:

Bronze Star Medal—Commander Mervin Rowland, Ltjg. Robert P. Cates.

Navy Commendation Medal—Commander Lewis A. Herrman, Commander Oscar C. Chisum, Lt. Robert W. Kohler, MMC Roy A. Hofmann, AC3 Richard D. Holmes, AB3 Christopher D. Hueschen, AN Michael L. Menser, Pfc. Alan Kirkman.

Navy Achievement Medal — LCdr. Larry A. Forderhase, Lt. Marvin L. Baggett, Capt. (USMC) Robert J. Snowden, Ltjg. Joseph F. Fedor, Ltjg. John E. Perala, CWO Charles E. Pickard, WO Charles O. Rice, MMC

Grover Barnes, Jr., AM1 Ronald J. Lutz, SF1 Raymond B. Little, AB1 Lawrence L. Shumate, AB2 Cecil M. Moore, SK2 Marvin P. Matson, AB2 Glenn L. Reynolds, SK3 David L. Hammer.

Meanwhile, the Navy announced that repairs to *Forrestal* will be completed soon, at a cost of some $15 million.

F. D. Roosevelt (CVA-42)

FDR pulled out of Marseilles, France, bound for Sixth Fleet operations after a port call that highlighted the "people-to-people" program.

Guadalcanal (LPH-7)

It was a busy afternoon for several *Guadalcanal* sailors while their ship was visiting St. Croix, in the Virgin Islands. Within an hour, crewmen performed three separate humanitarian acts: They rescued three persons from a capsized boat, prevented the sinking of the Fredericksted pilot boat by using portable pumps and soft patching after the boat began to take on water and provided medical assistance to a critically ill merchant seaman.

J. F. Kennedy (CVA-67)

What was called the first precommissioning unit ever established under a type commander, to whom a new ship is ultimately destined for duty, has been formed by ComNavAirLant for the *John F. Kennedy*. Vice Admiral C. T. Booth established the precommissioning unit—actually a "parent management team"—for the *JFK* as part of his continuing program for improving resources management.

The unit, skippered by Captain Earl P. Yates, *JFK's* PCO, will have two subordinate detachments. One will be located in Newport News, and will be called the "nucleus crew"; the other, called the "balance crew," will be based at the Norfolk Naval Station.

Commenting on the setup, a spokesman said, "By providing local authority to exchange personnel between these units and to coordinate training and inspection requirements, improved efficiency and use of personnel are anticipated. Additionally, the involvement of the type commander's staff in the day-to-day training and monitoring of construction, during the phases before commissioning, is expected to facilitate the transition of the managerial functions of the ship from constructional to operational status."

Lexington (CVS-16)

Lex pulled out of Pensacola, Fla., bound for the Norfolk Naval Shipyard and an 11-week upkeep period.

Randolph (CVS-15)

Randolph returned to home port, Norfolk, from a Med cruise that began in September 1967.

Intrepid (CVS-11)

The *Fighting I* has come home from the war. *Intrepid* returned to home port, Norfolk, from an eight-month deployment to the combat zone off Vietnam, her second as the Navy's only CVS to perform light attack duties.

During her first stay off Vietnam, *Intrepid's* A-4 *Skyhawks* and A-1 *Skyraiders* were launched on strikes in both North and South Vietnam. But during the second deployment her crewmen launched aircraft against targets exclusively in the north. Particularly noteworthy strikes were made against the Ben Thuy and Hon Gai thermal power plants, which were destroyed; the Ban Ven Nham army barracks and surface-to-air missile (SAM) storage area; the Port Wallut naval base, near the border of Communist China; and Haiphong's Kien An MiG base—to name a few.

SPOTTER *checks the approach of an A-4 Skyhawk as the plane begins a descent to the flight deck of Intrepid. Norfolk-based CVS has returned home from light attack duties off Vietnam.*

Tripoli Deployment Ends in Success

SHE WAS a new ship, with a green crew, sent to the waters off Vietnam for her first taste of combat.

That was more than eight months ago. But recently the amphibious assault ship USS *Tripoli* (LPH-10) returned to home port, San Diego, from her initial deployment with the Seventh Fleet. She came back a battle-tested veteran, her experienced crewmen proud of the job they had done.

From May to December 1967, *Tripoli* men launched eight full-scale amphibious assaults—striking targets near Da Nang, Phu Bai, Hue, Cam Lo and the Demilitarized Zone. But their fight started long before their ship reached Vietnam. Before they arrived on station in the South China Sea, they had to transform *Tripoli* from a new, untried ship into a combat-ready fighting machine. Not only was their ship unproven, but the majority of her crew had never been to sea.

But by the time *Tripoli* arrived off Vietnam, extensive underway training had helped to do the job. The first assignment her men received was offloading her embarked squadron, Marine Heavy Helicopter Squadron 463. It was a first for the ship: The CH-53A *Sea Stallions* flown by the Marine pilots comprised the first full squadron of their type to arrive in Vietnam. It was also the first time *Tripoli* crewmen worked under combat conditions.

Next step was to embark a new squadron, HMM-164, along with veterans of the 2nd Battalion, 3d Marines. Before the cruise ended, *Tripoli* was also to embark Marine Medium Helicopter Squadrons 262 and 265.

Preparations were made for the ship's first amphibious assault. She joined with the "older" members of the Seventh Fleet's Amphibious Ready Group Bravo and became flagship for the ready group commander. Then, on June 18, *Tripoli* crewmen launched waves of troop-laden helicopters to form the vanguard of assault Marines for Operation *Beacon Torch*. Once the Marines were ashore, *Tripoli* remained off the coast, serving the fighting men with supplies, ammunition and acting as medevac ship.

Beacon Torch lasted two weeks. Then, a few days later, came *Beaver Trek;* it was followed by *Bear Chain, Kangaroo Kick, Belt Drive, Fortress Sentry, Formation Leader* and *Badger Hunt.* Except for *Fortress Sentry*, each of the operations called upon *Tripoli's* air-assault capabilities. *Fortress Sentry* proved the ship's versatility as the LPH's crewmen debarked combat troops entirely by boat.

As she continued to support the troops she sent ashore during all the operations in which she participated, *Tripoli* steamed 36,000 miles, recorded more than 7,800 helicopter landings and received more than 1,100 medical evacuees. The ship's crew also transported a daily average of 120 tons of supplies and equipment to troops ashore—much of it at night.

TRIPOLI *flight deck signalman gives the go sign to the pilot of a waiting Sea Knight helicopter (right); amphibious Marines file aboard a CH-53A during Operation Formation Leader (below); bracing against swells, members of the Second Battalion, Third Marines climb into landing craft in Operation Fortress Sentry marking the first completely amphibious assault.*

VA-27 Ends CRAW Period

Is Third Corsair II Attack Squadron

Early in January from NAS LEMOORE, Calif., Attack Squadron 27 flew its first operational flight in the *Corsair II*, led by the C.O., Commander George T. Pappas. His wingman on the flight, which lasted slightly more than two hours, was Lt. D. C. Gerstel.

While attached to VA-122, the carrier replacement air group at Lemoore, VA-27 pilots flew 110 hours each on such missions as familiarization, tactics, navigation, instruments, weapons and carrier qualifications.

VA-27 is the third A-7A squadron to complete CRAW training on the West Coast. Her predecessors were VA-147, the first A-7A squadron to see combat, and VA-97, scheduled for deployment.

Cougar Airlifted by Helo

CH-54 Aids in Salvage Operation

An Army CH-54 *Flying Crane* helo from Fort Sill, Okla., recently airlifted a 14,000-pound TF-9J from a marsh, approximately 40 miles south of NAAS KINGSVILLE, Texas, to the air station. The *Cougar* crash-landed on its belly after its VT-23 pilots had bailed out when the engine failed.

The CH-54, with its 20,000-pound capacity crane, easily raised the jet from its resting place in about two feet of water.

Salvage of the $750,000 aircraft was directed by L. J. Emmert, NavAirSysCom representative, assisted by LCdr. C. E. Lahr and PO J. D. Campbell, all of NAAS KINGSVILLE.

Maj. Vern Sawvell and CWO Carl Burhanan piloted the CH-54.

'Aussies' Trained at Corpus

Eight Receive Navy 'Wings of Gold'

Not long ago, eight Australian flight students completed multi-engine training at NAS CORPUS CHRISTI and received their Navy "Wings of Gold."

The young aviators from "down under" were Lieutenants John L. Clarke, R. T. Salmon, Grahame W. Goodson, Pere J. James, Lyall J. O'Donoghue, Ian R. Payne, P. K. Smith and A. R. Townsend.

One of those who received his wings, Lt. Payne, declared, "My training in the U.S. has been outstanding."

Altogether 40 Australians came to this country for some form of flight training under the Military Assistance Program. Thirty-two students took helicopter training at NAS PENSACOLA and the remaining eight went to Corpus Christi for the multi-engine flight syllabus.

When the demands of Vietnam increased, the Australian Air Force found it impossible to train its Navy's pilots, so pilots were sent here for training. Now that pilot intake has decreased, the Australian Air Force plans to resume training Navy pilots.

Instructor Logs High Record

3,626 Accident-Free Hours Flown

LCdr. Howard L. Sindylek, VT-7 instructor at NAAS MERIDIAN, Miss., has compiled quite a record of accident-free flight time. The record includes 3,626 hours accumulated while serving three tours as an instructor in the Training Command.

Throughout his career, he has flown a total of 6,190 accident-free hours in various aircraft. These include the F-9, T-1A, T-28B and the T-2A. While assigned to Ferry Squadron 32 at NAS NORTH ISLAND, LCdr. Sindylek qualified in 17 different aircraft.

AWARD-WINNING PHOTO

ACTION, AIRMEN AND AN A-3 COMBINE TO WIN NANEWS PRIZE

AS PROMISED in our November issue, the staff of *Naval Aviation News* has judged all the photographs which appeared in the magazine during 1967 so an appropriate award could be presented to the photographer of the best single shot submitted.

The photograph above, taken aboard the attack carrier *Bon Homme Richard* by AN Darryl Sellas, was selected as the winner of what turned out to be a very tough contest. The shot appeared as the inside front cover of the magazine's July issue. Sellas will soon receive, via his commanding officer, an appropriately inscribed plaque honoring him for his effort.

NANEWS plans to continue its "best single photo" contest on an annual basis. Photos will be judged on the basis of technical excellence and presentation of subject.

'R.G.' Smith

On scores of ready room walls, in spaces aboard carriers at sea all over the world, in offices of admirals and executives from Guantanamo Bay to Honolulu, dynamic paintings of naval aircraft in action have long enhanced an aviation atmosphere.

A great many of these authentic portrayals of Naval Aviation have been executed by one man—a man who has participated in the design and engineering of every Douglas aircraft built for the Navy since 1936—who is also Douglas Aircraft Division's chief artist.

Robert G. Smith is the creator of more than 600 oil and water-color paintings of military aircraft, scenes described as "exploding with action and realism."

Often commissioned as illustrations for brochures and advertisements, the original paintings make highly prized gifts, a number of them residing in the Pentagon, Navy Department, officers clubs and the Naval Air Museum at Pensacola. Thousands of color prints have been distributed upon request to squadrons and aeronautical activities. A brace of Smith's A-4's adorned NANEWS' September 1963 cover. That particular issue was later awarded first prize among internal publications in a government-wide contest.

"R.G.," as Smith is called by his friends, began his career as an engineer and still serves in that capacity. Contributing to conceptual engineering, his specialty is configuration design. However, Smith's painting skills were discovered early, and whenever his company needed an artist's concept of one of its military airplanes, it turned to him.

Smith received his engineering training at Polytechnic College of Engineering in Oakland, Calif. The brief interim betweeen graduation and his employment with Douglas was taken up working in one of the few gold mines still operating in the High Sierra of Northern California.

Smith's only instruction in the field of creative art came many years later in the form of tutoring by Commander Arthur Beaumont, USNR, a famed painter of Navy ships, who invited him to the Los Angeles harbor for informal weekend painting sessions. Instruction continued for several years, and Smith learned more from Cdr. Beaumont than he could have from more formal art training.

If any single feature distinguishes Smith's paintings, it

A sampling of the more than 600 oil and watercolor paintings of Navy's airplanes and ships by Engineer R. G. Smith

is his lavish and dramatic use of the sky as a backdrop.

The sky, naturally, is a prominent feature in paintings of aircraft. But Smith's skyscapes are truly remarkable, according to art critics. In one scene, white-capped cumulonimbus formations tower in threatening walls of turbulence, while in others lowering, blue-black overcasts almost rumble with the approach of thunderstorms.

Smith's first painting of a Douglas airplane had as a subject the BT-1, forerunner of the renowned SBD *Dauntless* dive-bomber of WW II. The SBD is Smith's favorite plane. Flying it, he says, is "like sitting on concrete . . . a real solid airplane."

However, the airplane he most likes to paint today is the company's rugged A-4 *Skyhawk* attack bomber. The powerful little jet bomber is currently carving itself a wide niche in Naval Aviation history in combat over Vietnam.

For recreation, R. G. heads for the mountains and deserts of the West where he camps and hunts for rocks for his lapidary shop at home.

What else does R. G. do in his spare time? He paints.

Legislators Tour Antarctica

First Visitors to Plateau Station

In January, three members of Congress, Representatives Richard C. White (Texas), Howard W. Pollock (Alaska) and Jerry L. Pettis (Calif.), became the first visitors to Navy's most isolated outpost—Plateau Station, Antartica. It is located 720 miles from South Pole Station at an altitude of 12,000 feet.

Travelling nearly 10,000 miles in four days, the Congressmen, who serve on House committees dealing with programs in the Antarctic, visited four of the five permanent stations of Operation *Deep Freeze* to gain firsthand knowledge of the program.

At Plateau and South Pole Stations, the visitors met Navy and scientific personnel who will winter over this year—the 13th consecutive season of Operation *Deep Freeze*. In Marie Byrd Land, they observed the only station constructed in tunnels below the surface of the snow.

At McMurdo Station, they toured a new personnel building, scheduled for completion next year. It will be the largest single structure in Antarctica, providing living and working space for the station's entire winter population of two hundred men.

South Pole Morale High

Chief Black Praises 'Deep Freeze'

Master Chief Petty Officer of the Navy Delbert (Del) Black added a new first to his globe-girdling activities when he visited the 1,200 Navy men of Operation *Deep Freeze*. Because of the remoteness of the Antarctic and the general lack of knowledge of the continent and Operation *Deep Freeze*, Rear Admiral J. Lloyd Abbot, Jr., Commander Naval Support Force, Antarctica, offered Chief Black the opportunity to come and look for himself. Chief Black liked what he saw.

"You know what amazed me?" Black said. "I never heard a single real gripe. . . . Of course, in *Deep Freeze* you have a unique situation. Everyone, through necessity, has to be his brother's keeper. I think this is a big factor in producing the happy, cooperative atmosphere that prevails."

At each *Deep Freeze* station—advance headquarters in Christchurch, N.Z., and the antarctic stations at McMurdo, South Pole, Byrd and Hallett—Black's first order of business was a get-together with all enlisted men in a no-holds-barred discussion.

Detachment Role Enlarged

Becomes Fleet Weather Facility

On January 1, the Naval Weather Service Environmental Detachment at Sherman Field, NAS PENSACOLA, became the 15th Fleet Weather Facility. It will serve as headquarters for ten field weather detachments located between NAAS WHITING FIELD and NAS CORPUS CHRISTI. Captain R. W. Grill is C.O. of the new facility.

According to CWO J. P. Bennett, X.O., FWF PENSACOLA has recently added satellite tracking equipment and a Metro unit (a pilot-to-forecaster service).

With the use of an FPS-41 radar set, the facility is the only naval activity currently supporting the federal radar network with hourly observations. In addition, it reports every six hours both synoptic observations (information on clouds, temperature, pressure and winds) and pibal soundings which measure speed and direction of upper-air winds.

During the hurricane season, the facility also acts as an upper-air observation station.

LTJG. *D'Ambrosia celebrates New Year's Eve with Swedish film star Ewa Aulin.*

PERSONAL GLIMPSES

Editor's Corner

NEW YEAR'S EWA. Recently, film star Virna Lisi visited the USS *Franklin D. Roosevelt* off the coast of Sicily (NANEWS, January 1968, p. 39). She helped prepare 5,000 steaks for a gigantic cookout.

Having had a taste of the finer things, the men of the attack carrier then invited another actress to visit the ship. Friendly persuasion induced Swedish Ewa (pronounced "Eva") Aulin to interrupt her busy schedule as the star of "Candy" (a satirical film) and journey from the Riviera to the *FDR*. She helped the crew celebrate the last day of the year.

Lost Soles. Periodically, as they find the time between road trips to college campuses, recruiters for the Naval Aviation Officer Programs review their files of prospective candidates. Questionnaires are sent to young men who had previously expressed an interest in the aviation officer field during a visit of the information team.

Recently, NARTU MEMPHIS received the following reply to its friendly query:

Dear Sir:

I regret that I can no longer consider a position in the Navy. Presently, all my progress is made with my feet.

PVT. (name withheld)
Fort Lewis, Washington

P.S. I now realize the truth in the statement, "Fly Navy."

On the returned questionnaire, the private checked the statement requesting that his contact card be destroyed as all further interests must be devoted elsewhere . . . .

THE CROWDED SKY. In the 1968 *Flying Annual & Pilots' Guide*, Robert I. Stanfield predicts that by 1977 the number of active pilots in the U.S. will more than double.

Last year there were 479,770 pilots. This total will jump to 1,044,175 by 1977. The number of private pilots will soar from 196,393 to 410,000 and student pilots from 139,172 to 330,000, according to predictions.

Ambition. When Ltjg. Daniel A. Swenson reported to VAH-123, he found himself involved with celestial and dead-reckoning navigation, aircraft systems familiarization, all-weather radar navigation and day/night carrier qualifications. He was taking the same program in the Whidbey Island training squadron as all the officers but there was something different about Dan that set him apart from the others. They found he had done away with his wife.

It seems when Dan had applied for the NavCad program (since discontinued) he met all the requirements except one. He was married and the NavCad program only accepted single men. Either his wife, Jan, or the program had to go. Dan Swenson did not hesitate; he divorced her.

After he had completed the program and received his commission, Jan and Dan remarried and now live happily in Oak Harbor, Washington.

ANIMAL PACKERS. Did you know that New York's Kennedy International Airport has an Animalport? According to George Bauer, manager of the ASPCA facility, there's no reason why a dog or cat can't accompany a person wherever he travels. The trick seems to be in proper planning and Mr. Bauer provides expert advice on everything from pre-conditioning your furry friend's mental attitude to giving them tranquilizers. In testimony to his success, the Animalport has dealt with more than 600,000 animals, ranging from elephants to worms, since it opened in 1958. During one recent month, for example, the count was 925 dogs, 180 cats, eight horses, 2,763 monkeys, three apes, two gorillas, 27 baboons, 120 snakes, 1,260 turtles, two frogs, two polar bears and 15 chickens.

"There's really no problem if you follow the rules," says Mr. Bauer. "Actually it's better to take along your pet. The neighbors are happier, too."

MISSES AMERICA. *Debra Barnes, Miss America 1968, visited the nation's newest attack carrier, the 70,000-ton USS America, via the ship's C-1 Trader, named "Miss America." Exclaimed Miss Barnes, "I have never seen such a big boat before. We don't have too many boats in Kansas."*

LETTERS

Praise for January Issue

SIRS: Please accept my warmest appreciation for the skilled handling of my manuscript and the photos relating to the Second Yale Unit.

It is an honor to have an article in such a very special issue of NANEWS. Every bit of it is stimulating, but the "Grampaw" parts are absolutely superb.

JOHN J. SCHIEFFELIN
RADM., USNR (RET.)
209 East 66th Street
New York, N. Y. 10021

SIRS: Congratulations on the January issue. I don't see how you people continue to improve the magazine when it has already been a good one for years.

E. P. STAFFORD, CDR., USN
Staff, CinCPacFlt
FPO San Francisco, 96610

SIRS: Congratulations on the January issue of *Naval Aviation News*! The *splendid* article on "Grampaw Pettibone," the tribute to artist Osborn, and, of course, Jay Schieffelin's article on the Second Yale Unit of WW I make it, truly, an outstanding issue.

R. T. WHITNEY, CAPT., USNR (RET.)
Naval Aviator #393
Redart, Va. 23142

What Went Wrong?

SIRS: I understand that there was a crash of a test F-111 in April 1967 which resulted in the death of the crew. As I read your article on the module escape system in the February 1968 issue, page 26, I wondered if there had been such a system in that F-111.

T. D. RODNEY
Chicago, Ill.

¶ Yes, there was a module escape system in that F-111. While capsule design incorporates a zero altitude capability, analysis of the F-111 crash in April revealed that the system was not initiated prior to the first ground impact which incapacitated and fatally injured both crew members who were trying to save the test aircraft.

Congratulations, But—

SIRS: On page 31 of the November issue of *Naval Aviation News*, the last paragraph refers to Patrol Squadron Six's high retention rate for FY 1967: 30% first term enlistments and 76% career reenlistments.

Patrol Squadron 16 wishes to congratulate VP-6 on its highest rate among Pacific Fleet patrol squadrons as compared with VP-16's own phenomenal Atlantic Fleet record of 36% first term and 90% career reenlistments for FY 1967. For the last six months of FY 1967, VP-16 had 64.3% first term and 91% career retention rates.

It looks as if the *Eagles* of VP-16 will have to claim the honors for VP retention in FY 1967, no matter how you juggle the figures. It must be admitted, however, that our magnificent record was compiled with the help of—or in spite of, depending upon how you look at it—a six month WestPac deployment during FY '67.

T. H. ROSS, CDR.
Executive Officer
Patrol Squadron 16

Pictures Wanted

SIRS: I have just entered my subscription to the *News* for the coming year and I am looking forward to some interesting reading.

I am currently in search of a large color photo of the McDonnell F-4 *Phantom* or the A-4 *Skyhawk*. If you can give me any information as to where I can obtain photos like this, it will be greatly appreciated.

I am currently a sophomore at Texas A&M and a member of the Corps of Cadets. I took and passed the Aviation Qualification test last year and I hope to get a Navy contract at the end of this year. I want to be a career Navy man.

MERRELL B. RICHARDSON

¶ Your best source for obtaining such photographs is: Still Picture Section, U.S. Naval Photographic Center, U.S. Naval Station, Washington, D.C. 20390.

Inquiry with Kudos

SIRS: In past issues of *Naval Aviation News*, many pictures concerning Naval Aviation have interested me. One is the painting done by John Steel on page 32 in the January 1968 issue. Is it possible to get reproductions of these paintings? I would like to know if there are reproductions available of photographs in your magazine.

At this time, I wish to congratulate the people associated with *Naval Aviation News* for the fine job they are doing. I am a prospective Naval Aviator and, by and large, my only connection with Naval Aviation has been through your magazine. It has provided me with a world of information and answered many of my numerous questions. I look forward to its arrival each month almost as much as I look forward to the day I myself may become a Naval Aviator.

CHRISTOPER S. MURPHY
6305 East Catalina Drive
Scottsdale, Arizona 85251

¶ We are glad NANEWS is favorably received. Regarding Steel's pictures and other combat art, information may be obtained from the Navy Department, Chief of Information (OI-300), Washington, D.C. 20350. Some color lithographs are already available. For photographs, get in touch with the U.S. Naval Photographic Center, U.S. Naval Station, Washington, D.C. 20390.

RVAH-14 is Commissioned

To be Home-ported at Sanford

On February 1, Reconnaissance Attack Squadron 14 was commissioned at NAS SANFORD, Fla., with Commander Darrel F. Kirkpatrick as its first C.O.

The new squadron, with a complement of approximately 250 men, flies the RA-5C *Vigilante*. Prior to commissioning, most of RVAH-14's members were attached to RVAH-3 for training.

There are nine other reconnaissance attack squadrons. The need for the tenth came about with the formation of an air wing for the USS *John F. Kennedy* (CVA-67). RVAH-14, like all reconnaissance squadrons, will not be assigned to one carrier or one Fleet, but will rotate between the Sixth and Seventh Fleets and different aircraft carriers.

The new squadron will move to NAS ALBANY, Ga., in May 1968 with the closing of Sanford July 1.

NAVAL AVIATION FILMS

The following motion picture films are among the latest released by the Film Distribution Division, U. S. Naval Photographic Center. They should be of particular interest to personnel in Naval Aviation.

MN-9550F (unclassified): *The Bullpup Weapon System—Packaged Liquid Rocket Engines*. 24 minutes.

MN-10101 (unclassified): *The Nuclear Navy*. History of the development of nuclear power as it has been applied to U. S. Navy submarines and surface ships. Participation of the USS *Enterprise*, USS *Long Beach* and USS *Bainbridge* during Operation *Sea Orbit*, the around-the-world cruise of Task Force One without refueling. Arrival and first combat action of *Enterprise* off Vietnam. 29 minutes.

MN-10228A (unclassified): *Face of a Nation*. The role of the attack aircraft carrier in keeping peace around the world, and of the men who man her aircraft. 29 minutes.

MN-9740D (unclassified): *Rearming Naval Aircraft—SATS Employment*. Equipment designed to expedite ordnance handling at a SATS installation. 15 minutes.

MN-10130F (unclassified): *The Naval Aircraft Maintenance Program—Designed Maintainability*. How and why maintainability is one of the problems considered in aircraft design. 23 minutes.

MN-10170C (confidential): *Antiair Warfare—Interceptor Aircraft (U)*. The capabilities of interceptor aircraft (F-4 *Phantom II* and F-8 *Crusader*) in antiair warfare, the air-to-air missiles, typical intercept techniques and methods of employment (U). 17 minutes.

Instructions for obtaining prints of newly released films are contained in OPNAV Instruction 1151.1D.

Correction

On the inside back cover of our January issue we erroneously reported that Commander R. S. Donaldson was the commanding officer of RVAH-5. The commanding officer is Commander R. S. Davidson. We regret the error.

SQUADRON INSIGNIA

VX- 8 is the first Naval Aviation squadron established to conduct oceanographic and magnetic research survey flights. The squadron, home-ported at NAS Patuxent River, Maryland, is led by Commander P. R. Tripp.

AIR DEVELOPMENT SQUADRON EIGHT

NAVAL AVIATION
NEWS

ANOTHER DAY DAWNS . . .

. . . for a crewman of Navy C-54 #87754 as he gives instructions to a gas truck driver shortly before the old airplane begins its task of ferrying everything from troops to nuts (see page 14).