Golden Anniversary Year

NOVEMBER 1968

NavAir No. 00-75R-3

A READY COUNTERMEASURE

'The threat of the enemy submarine remains high. Therefore ASW must continue to receive high priority emphasis . . . . We must guard against [any] eventuality. We are maintaining an ASW hunter/killer group continuously on station in the Western Pacific. Additionally, ASW patrol squadrons and submarines provide other ready forces to counter any confrontation which may be posed by Chinese or Soviet submarines.' — Admiral Thomas H. Moorer, USN, Chief Of Naval Operations.

NAVAL AVIATION NEWS

FEATURES

THE STAFF

COVERS

The photo above, taken by JO1 Byron Whitehead, Jr., shows an airman standing by with a fire extinguisher as the engines of an ASW Tracker are started aboard the USS Yorktown (CVS-10). On the back cover are shown two of Naval Aviation's early balloonists: LCdr. J. P. Norfleet with Chief Rigger J. F. Shade (right).

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NAVAL AVIATION NEWS

Silver Anchor Winners Named

Enterprise and Intrepid are Cited

Rear Admiral Henry L. Miller, Chief of Information, recently presented trophies to the winners of the Annual Silver Anchor Journalist Contest co-sponsored by the Armed Forces Writers League and Seawriters Branch 334 of the Fleet Reserve Association. The presentations were made during a three-day public affairs officers' workshop held at the Pentagon in September.

Honored as Journalist of the Year was JOC Thomas A. Johnston, USN, of Commander Seabees Pacific.

The Big E, newspaper of USS *Enterprise* (CVAN-65), received an honorable mention, placing in the top ten in its category. USS *Intrepid* (CVS-11) was one of six units receiving an award for participation in the Fleet Hometown News Center program. Other winners included JO2 Barry Meadow, NAS Pensacola, personality feature, and JO1 Robert W. Young, NAS North Island, the best in editorial columns.

New Officer Category is Opened

Designed for Maintenance Specialists

A new restricted line officer category called the Aeronautical Maintenance Duty Officer (AMDO), designator 152X, has been established to provide career opportunities for officers in aviation maintenance.

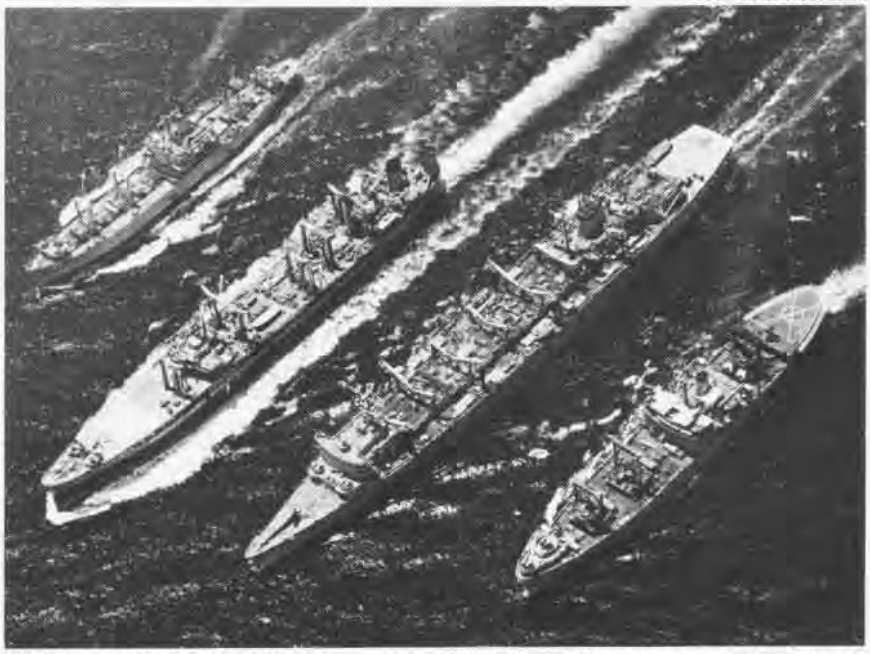
Officers appointed to designator 152X can expect promotion opportunity equal to that of the unrestricted line and will compete only with officers of the same designator. Sea/shore rotation will also be comparable.

When the annual Restricted Line Transfer Selection Board convenes in December 1968 in the Bureau of Naval Personnel, it will consider applicants for 1520 designations. Applications from USN and USNR/temporary officers must be submitted in accordance with BuPers Inst. 1120.33E and BuPers Manual, Article C-1105A, respectively.

Officers serving in a flying status must terminate such status prior to application. Temporary officers including Limited Duty Officers (Temporary) serving in the grade of lieutenant commander are eligible to apply for transfer to 1520 provided they have not reached two years and six months in grade as a lieutenant commander. Permanent USN officers serving in grades of lieutenant through captain as of December 1, 1968, will be eligible for the December 1968 selection board.

Those who have a degree in engineering, science, management or administration, an extensive background in aviation maintenance, and a minimum of three years of experience in Fleet units will be considered well qualified for appointments as Aeronautical Maintenance Duty Officers.

SN J. L. Cecsarini



FOUR NAVAL AVIATORS *who are now commanding officers in Service Force Pacific joined up in the Gulf of Tonkin for division tactics. All four ships support carriers in the Seventh Fleet. Capt. Joseph L. Coleman leads the formation in USS Mispillion (AO-105), the ship second from the top. On his right wing at top of photo is Capt. Edward Iglesias, C.O. of USS Pictor (AF-54). On Capt. Coleman's left wing leading the second section in USS Camden (AOE-2) is Capt. Joe P. Moorer. Capt. Warren H. Sells commands USS Mauna (AE-22), far right. Capt. Coleman formerly commanded VA-15, VA-122; Capt. Iglesias, VF-103, VF-174; Capt. Moorer, VF-62, CVW-10; Capt. Sells, VA-64, CVW-21.*

Navy Gets 3,000th F-4 Produced

Ceremonies Held at St. Louis Plant

The 3,000th *Phantom* produced by McDonnell Douglas Corporation was delivered to the Navy during a ceremony in St. Louis at which Rear Admiral R.L. Townsend, Commander Naval Air Systems Command, told an audience that delivery of 3,000 aircraft systems as complex as the F-4 "is an achievement that should be marked in some special manner."

After the ceremony, LCdr. David E. Ellis, VRF-31, delivered the record *Phantom* to VF-92 at NAS Miramar. RIO on the flight was LCdr. Bobbie R. Young of the Naval Plant Representative office at McDonnell Douglas.

The 1,000th *Phantom* was delivered to the Navy on July 7, 1965, and the 2,000th F-4 went to the Air Force on March 12, 1967.

New Advanced Training Head

CVA-66 C.O. Becomes CNAVanTra

Late in October, Rear Admiral Frederick C. Turner, who until this assignment was commanding officer of the USS *America* (CVA-66), became Chief of Naval Air Advanced Training.

Rear Admiral Robert A. Macpherson served as CNAVanTra from November 29, 1965 to September 17 of this year. Until RAdm. Turner took over the position, Captain Gerald E. Peddicord served as acting CNAVanTra. Admiral Macpherson is the new Commandant of the Eighth Naval District, New Orleans.

Memorial Scholarship Fund Set

Honors Rear Admiral Joseph C. Clifton

Friends of the late Rear Admiral Joseph C. "Jumpin' Joe" Clifton have established a memorial scholarship fund for deserving young men bent on a naval officer career.

The Clifton Scholarship Fund will be awarded annually to an "honor scholar" in the U.S. Naval Academy Foundation Preparatory School Program. Only those who complete the prep program in one of the cooperating junior colleges will be considered for designation as honor scholars.

The memorial was established "to perpetuate the moral, professional and physical leadership" demonstrated by RAdm. Clifton during his 37 years of active service. He is best remembered for his leadership ability – particularly during the Rabaul and British-American air strikes against the Japanese in Indonesia in 1944. He won the title of Navy Ace while commanding Fighter Squadron 12 in action against the Japanese.

Admiral Clifton retired from active duty in July 1963. Holder of the Distinguished Flying Cross, two Legion of Merit Medals, Air Medal, and the Distinguished Service Order of Great Britain, the Admiral died Christmas Eve, 1967. He was 59.

AT A RECENT *meeting of the Air Board, this picture was taken of the leaders of Naval Aviation: front row, left to right: VAdm. C. T. Booth II, ComNavAirLant; VAdm. Thomas F. Connolly, DCNO(Air), who chaired the conference; VAdm. Allen M. Shinn, ComNavAirPac; VAdm. Bernard M. Strean, CNATra; back row, MGen. Marion E. Carl, CG, 2nd MAW; MGen. Paul J. Fontana, Deputy CG, FMFPac; RAdm. Robert L. Townsend, ComNavAirSysCom; RAdm. R. E. Riera, ADCNO; and RAdm. M. F. Weisner, Deputy Chief of BuPers.*

RADM. 'JUMPIN' JOE' CLIFTON

Award Honors VAdm. Towers

First to VT-21 for Flight Safety

The new Vice Admiral John H. Towers Flight Safety Award has been presented to VT-21 of NAS Kingsville, Texas, for "outstanding achievement in mission-oriented flight safety."

This was the first presentation of the annual award, honoring the second Naval Aviator. VAdm. Towers was involved in the initial stages of the Navy flight program.

VT-21, flying both single and dual-seat *Cougars*, flew 24,115 student flight hours and 33,257 total hours from July 1, 1967, to June 30, 1968, with a squadron accident rate of 1.44 per 10,000 flight hours.

In March, the squadron flew 3,651 hours to set a training command record for one month (*NANews*, June 1968, p. 13). VT-21 has received ten ACES in the past eight years. ACES awards are presented quarterly to the squadron with the best safety record in the Advanced Training Command.

GRAMPAW PETTIBONE

Complacent

Although the weather was excellent for local VFR flying, supervisory personnel felt the operating area weather to be marginal for the F-8 pilot to fly his refresher flight and briefed him to remain in the local area, burn down to landing weight and practice ground controlled approaches.

After takeoff, the *Crusader* pilot climbed through a large hole in the broken cloud layer to 15,000 feet and, while practicing a stall, experienced generator failure. Feeling there would be no problem, he extended the ram air turbine (RAT). This action restored the UHF radio but not the *Tacan*. After checking the UHF homer and receiving no response, he requested a DF steer from the tower. (DF equipment had been removed from the tower, the pilot was informed.)

The lost soul contacted air traffic control center for radar assistance and explained his situation. In very short order, the controller informed the distressed pilot that his aircraft could not be identified by transponder *Ident* and requested him to turn south to establish radar identification. The pilot indicated he was having trouble reading the compass because of fogging in the cockpit and would remain on a northerly heading which he believed would take him toward the field. The center asked for a turn to 350°, observed an aircraft turn to that heading and advised the *Crusader* pilot that he was in radar contact eight miles from an Air Force base. The pilot acknowledged and noted he had 800 pounds of fuel remaining. A new heading was given, and the pilot responded. However, the radar target observed by the center continued on its original heading.

When informed of this discrepancy, the pilot stated he would want to evacuate his aircraft in short order. He was now under the overcast and by relating his visual sightings, assisted the center in locating him (positively) ten miles from his home base. Unfortunately, at this time the *Crusader* had

barely 100 pounds of fuel on board, so the pilot ejected.

He parachuted to the ground and returned to the NAS uninjured.

Grampaw Pettibone says:

Great balls of fire! How can so many people get so durned complacent at the same time.

One endorsement of the AAR has summed it up in proper fashion. Gramps can do nothing better than repeat parts of it: "Had any single individual done his assigned job properly during the train of events, this accident would never have occurred. I find the pilot culpable in that he did not use his available aircraft equipment—*i.e.* ADF, emergency IFF, and guard frequency and failed to call it a full-blown emergency early enough.

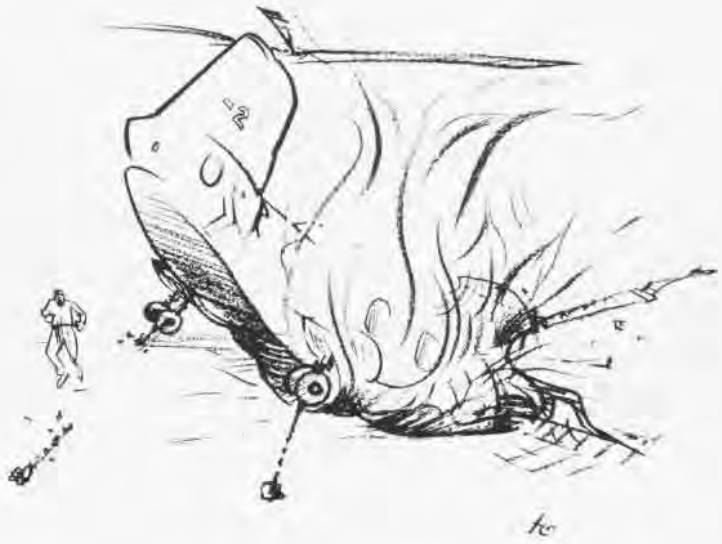
"The tower had a million-dollar GCA unit sitting on the field and didn't think to use it. ARTCC personnel, although confused by the pilot's failure to go to assigned headings, contributed their share by working other traffic at the same time, not recognizing a true emergency when they had one under their control."

50,000-Ton External Lift

The Marine CH-46A *Sea Knight* and a crew of four were scheduled for a conference lift to the deck of an LPH from a shore base. Passengers were four officers and five Marine enlisted's. The mid-morning flight to the ship went without incident. The crew and passengers had lunch on board, and the conference was held in the afternoon.

Preparations for the flight ashore began about 1600. Preflight, start, and rotor engagement proceeded in a normal manner.

The pilot and the helicopter direc-



ILLUSTRATED BY Osborn

tor then exchanged "thumbs up" signals. The pilot interpreted this signal to mean "cleared for takeoff." He attempted to lift; but the aircraft was secured to the flight deck with four tie-down chains. The port aft chain parted, and the craft pitched forward and rolled to the right into the catwalk.

The rotor blades disintegrated upon contact with the flight deck, and the large helicopter burst into flames. The passengers and crew quickly exited through the escape hatches and doors. Unfortunately, two of them suffered fatal burns.

Grampaw Pettibone says:

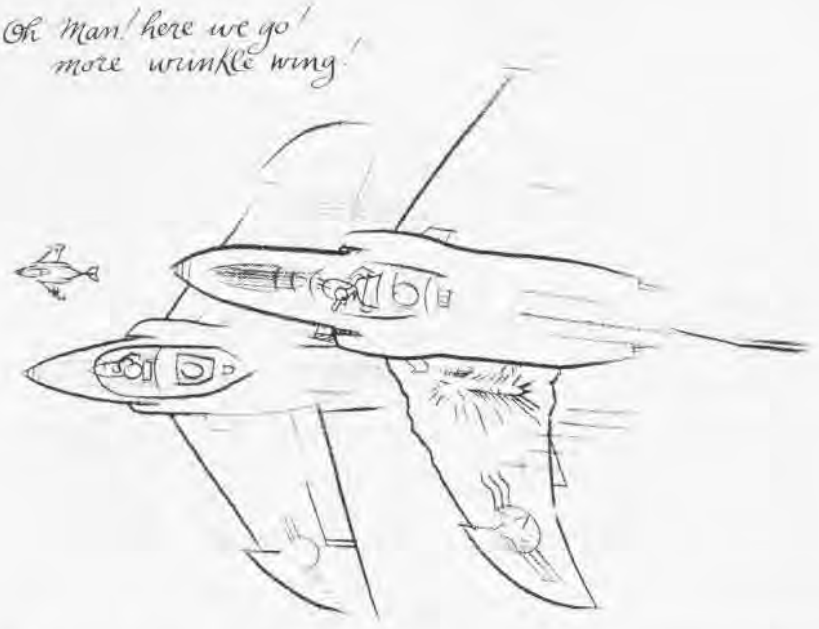
Thunderation! This'n really takes the cake. I hope there's a sobering lesson in this tragic mishap for all you eager tigers. The moral of this story is – or should be – pretty obvious. It is spelled N-A-T-O-P-S. It's said that Naval Gunnery Safety Precautions are written in blood; the same could be claimed for NATOPS. Every procedure has a durn good reason for being. It's my other middle name, y'know. Surely you've heard about P.S. Natops Pettibone.

Kiss of Death

It was the first conventional air-to-ground delivery flight of the F-4 replacement pilot (RP) training syllabus. Five *Phantoms*, piloted by RP's and carrying instructor Naval Flight Officers in the back seats, were to fly in the pattern. They will be referred to as Rockets 1 through 5. A sixth plane, Rocket 6, piloted by the instructor who briefed the flight, was to act as airborne observer.

After the brief, the planes launched routinely, joined up in left echelon, and proceeded to a nearby island target range. Each plane made two dry runs and two live runs on the target without incident. As Rocket 3 recovered from his second live run, he lost sight of Rocket 2. As he neared the roll-in point for this third run, he saw what he believed to be Rocket 2 in a dive. Taking proper interval he commenced his roll-in.

In actual fact, it was Rocket 1 that he had observed in the run and upon whom he had taken interval. The net result was that Rocket 3 had the belly of his aircraft toward Rocket 2 and was turning inside 2's run, in line, on a converging course. Rocket 6 orbiting overhead observed the two aircraft and transmitted "Simultaneous runs, abort, abort" on UHF.



Rocket 2 heard the transmission and looked around him. Not seeing any other aircraft, he continued his run. Rocket 3 didn't hear the call at all because his instructor RIO had selected radio over-ride on the interphone system to block out noise on UHF so he could converse with his pilot.

Rocket 3's instructor RIO sighted Rocket 2 at about 5,000 feet altitude during the dive. Rocket 2 was slightly stepped up and just a little distance off their port wing. A slight closing drift appeared to be carrying Rocket 2 over the top of Rocket 3.

The Rocket 3 instructor had been having some difficulty in making himself understood by his pilot. He therefore hesitated to advise him of the nearby aircraft for fear he would become alarmed and abort his run right into the other aircraft. He felt that if Rocket 2 made a normal run and pullout, and if they delayed their pullout, there would be no collision.

Rocket 6, observing the planes continuing in their runs, again called out "Abort, abort, pullout, heads up." By the time Rocket 2 heard this call, he had reached the release point and then started his normal pullout. He suddenly felt a definite jolt and saw Rocket 3 pass toward his 10 o'clock position from under his wing. The top of Rocket 3's vertical stabilizer had struck the port forward missile cavity and port inlet ramp of Rocket 2. The two aircraft then separated without further contact.

Rocket 2 checked his instruments and controls. Finding them OK, he broadcast on UHF that there had been a mid-air. Rocket 3 was not aware of the collision until informed by his RIO. Both aircraft were checked over by Rocket 6 and returned to home base without difficulty.

Grampaw Pettibone says:

Sput! Sput! Kee-ri-manenties! That RIO was durn near as informational as the Sphinx. How he could just sit there and let the situation develop without saying anything is beyond me. Admittedly, he had little rapport with the pilot on the front seat, but he sure should'a had some faith in the pilot's ability to react to a hazardous situation.

Danged if I know which kinda mid-air is worse, two aircraft in the same formation or two unrelated birds. Either way, it's the Kiss of Death! – like arguin' between the electric chair and the firing squad.

They say two heads are better'n one, but too many cooks also spoil the broth. In this case, a lot of heads couldn't save the day.

A Word to the Wise

Safety is achieved, not by luck, but by planning. Unfortunately, too many safety adjuncts have evolved through the application of *hindsight* rather than *foresight*. The philosophy underlying an effective safety program should therefore be the philosophy of prevention by positive measures, rather than the passive philosophy of waiting for the accident to dictate the cure (*from ComFAir Kleflavik Instruction 3750.2C*).

A FORWARD LOOKING NAVAL AVIATION NEWS LOOKS FIFTIETH YEAR

By Managing Editor
Izetta Winter Robb

Naval Aviation News heralds its half-century mark with a brief look at its development as the principal channel of communication between the Deputy Chief of Naval Operations (Air) and the forces he commands.

As *Naval Aviation News* enters its 50th year of publication, it looks at a world changed and changing by technological advances of the last five decades; yet the editorial office is located within a few hundred feet of its original quarters in old Main Navy. This is not to say that *NANews* has been stationary, for the whims of space men (office space, not outer space) have dictated move after move – to another corridor, to the Pentagon, to the next deck, to the outer ring, back to Constitution Avenue in the Munitions Building, over to Main Navy, then back to Munitions, a temporary structure of World War I vintage which has mysteriously managed to survive.

But all else has changed. The small sheet that began October 1, 1919, as a daily – it was called *Daily Aviation News Bulletin* – was published on

BACK OF AVIATION NEWS

onionskin flimsies. Later, as the Bureau of Aeronautics *News Letter*, it increased its coverage in the fast expanding field of aeronautics and came out twice a month. Early in the game, it was being mimeographed in quantity. In 1922, the publication acquired a full-time editor, Joy Bright Little, whose immediate boss was a young lieutenant named Arthur W. Radford. (Twenty years later, as Joy Bright Hancock, the editor enlisted in the *Waves* and in 1946 was appointed the third director of the Women's Reserve. Her "boss," Admiral Radford, went on to the councils of the mighty and became, during the Eisenhower administration, the Chairman of the Joint Chiefs of Staff.)

As year succeeded year, the officers and men of Naval Aviation developed an esprit de corps not only because they were engaged in pioneering the very beginnings of the air age, but also because they were able, through their own periodical, to keep in touch with ships, stations, squadrons, and each other. While the first 23 years of the *News* did not offer the slick, bright coverage of WW II, it was nonetheless a valued and efficient channel of communication.

Few people in the Navy realize that *Naval Aviation News* is the Navy's oldest monthly periodical. While the majority of its total staff over the years has been military, the magazine has owed much to civilian editors in the matter of editorial continuity and style. But for its timeliness, accuracy and pertinence, its debt is chiefly to military editors, most of them Naval Aviators.

The *News* was being published before the establishment of the Bureau of Aeronautics, but when that bureau came into being, the editor of the *News* was its public relations representative. From 1923 to 1943, the *News* was an integral part of BuAer, the last years in the Training Division. With the organization of the Office of the Deputy Chief of Naval Operations (Air) in August 1943, the Training Division was transferred to the new organization. However, BuAer continued as joint sponsor of the publication, a relationship which is continued today by DCNO(Air) and the Naval Air Systems Command.

In the early Fifties, *NANews* moved up the line to come under the cognizance of the administrative member of DCNO(Air)'s staff, and still more recently, in 1967, it became in its own right through its senior commanding officer a member of the staff of DCNO(Air).

The reasons for its rise in the

"...Time-Life volunteered help."

hierarchy of Navy Aviation's top command are not hard to find. As the official voice of DCNO(Air), it speaks with authority. Recognizing its responsibility, the staff is dedicated to the task of presenting to Naval and Marine Aviation forces interesting, well-written, and accurately phrased information covering the entire spectrum of Naval Aviation: *personnel* (officers and men of the Fleet, shore stations and facilities); *technical requirements* (weapons, service, and maintenance); *ships* (aircraft carriers and supporting vessels); *aircraft* (types, operations, maintenance, and development); *safety* (Grampaw Pettibone); *facilities* (operational and research).

"When World War II erupted," writes Commander Horace Ervin, editor of *Naval Aviation News* and a lieutenant from 1942 to 1945, "the Bureau of Aeronautics had a huge training problem on its hands, complete with headaches; and two of the headaches were: (1) organizing information and, even tougher, (2) getting the information from the heads that organized it into the heads that needed it to handle planes with more skill and safety, or in still other ways, such as working out your survival when shot down over a jungle.

"The Sense Pamphlets, written in light, satirical and informal style, and illustrated by Robert Osborn of Grampaw Pettibone fame, were examples of hard reading made easy on topics such as sharks, meteorology, air information, flat-hatting, dunking, night flying, recognition, etc., and these also were part of the output of BuAer's Training Literature Section, organized by Commander Harold B. Miller.

"But great bulks of information had to be disseminated for palatable reading on a regular schedule, and the old BuAer *News* as a mimeographed journal couldn't meet the fast-paced requirements of war. The explosion of WW II called for a printed publication that was bulging with information, that was easy to read and economical to produce.

"*Time-Life* volunteered help and Andrew (Bob) Heiskell, now chairman of the Time Inc. board, and one of his associates, Donald Burke, working from our outline of contents, created the format and working dummy for a magazine later re-named *Naval Aviation News*, and if the journal you are now holding bears a resemblance to *Life*, this supplies the historic reason.

"The staff members were picked one by one for their know-how in civilian life and they included experienced reporters, writers, editors, art directors, and promotion men. This was a professional team that could fall into place without the delay of learning."

Cdr. Ervin himself came from an advertising firm in New York. At no time in its history was there so large a staff for the magazine as was assembled in WW II. One of Cdr. Ervin's associates was Arthur L. Schoeni, an experienced newspaperman from Oregon. In recalling the WW II days, LCdr. Schoeni points out that the magazine became a strictly training publication.

"It blossomed out into a 40-page, twice-a-month publication with a color cover and discontinued reporting on activities of squadrons and carriers to concentrate on feature articles on training pilots and aircrewmen. Names no longer appeared in the publication, and the exploits of squadrons and carriers in the war zones went unreported for security and other reasons. The *News* sent teams of writers, photographers, and/or artists to Pensacola, Jacksonville, Miami, Patuxent River, and other training and test stations to report on new techniques and equipment being developed to train the thousands of pilots rushing through learning and drill to head for the Pacific war zone.

"Only late in the war, when the vulnerability of aircrewmen riding in the rear seats of SBD's and SB2C's made recruiting of these gunners slow did the *News* abandon its anonymity policy. It began publicizing by means of back cover ads the feats of individual aircrewmen who had shot down enemy planes or otherwise distinguished themselves.

"After WW II, the *News* altered its news policy to reporting the doings of individuals, squadrons, and carriers as they made news. Security relaxation made it possible to report on matters *verboten* during wartime."

THE FIRST *full-time editor (above) was Joy Bright Hancock who served until WW II when she joined the Waves, later as a four-striper becoming their director. Her successor was Cdr. Horace Ervin (top) for the duration of the conflict. Next editor was LCdr. Arthur L. Schoeni, now one of the public relations staff of Ling-Temco-Vought.*

When the war ended, Cdr. Ervin returned to advertising and Lt. W. R. (Ron) Richardson took the helm for a few months. A former newspaper editor in Washington state, he stayed until the Bikini bomb tests when he took the public relations post on that mid-Pacific experiment. LCdr. Schoeni, who for many years has been one of the Ling-Temco-Vought PR team, served as the editor of *NANews* from 1946 to the end of 1953. In 1947, the job was changed to a reserve billet as the Navy started building up its program to hold personnel in key spots.

With peacetime came the usual budget problems, but *NANews* continued in its present format, sometimes even having to appeal as far as the Secretary of the Navy to keep color on the cover. During the Korean conflict, 1950-53, the *News* actively reported Naval Aviation in the war, giving recognition infrequently carried in daily newspapers and commercial magazines. Editor Schoeni made a personal trip with camera and pen to write feature articles on wartime operations aboard the USS *Boxer*, then went ashore by COD plane to write up Marine close air support activities of Marine Air Group 12, and of the front-line helicopter and L-19 snooper plane squadron, VMO-6.

A little later, LCdr. Matt Portz, travelling with VR-6, visited the Sixth Fleet to get a story on its operations. One of the articles that were the fruit of that trip was entitled "Powerful Gray Diplomats." After it appeared in *NANews*, it was translated into many languages and distributed internationally by the United States Information Agency. But, in general, *NANews'* writers and editors have not travelled often or far, and had it not been for contributors in the Navy who have consistently backed us up, the *News* would often have had some very slim issues.

In the post-WW II days, *NANews* concentrated on getting out the word on new problems thrust on Naval Aviation with the coming of the jet age. Survival techniques, escape equipment, ejection seats, and other new developments of the Bureau of Aeronautics were publicized. Grampaw Pettibone continued to hammer at errors which led to plane damage and loss as the new era brought with it new mistakes and errors in judgment committed by the post-war crop of pilots.

With the August 1968 issue, the *News* went to the modern way of doing things – offset. Type is set by Offset Composition Services, Inc., in Washington, and the printing and binding are the work of Craftsman Press, Inc., Bladensburg, Md.

Distribution has been made through the years by the Naval Air Technical Services Facility, Philadelphia.

In the last 20 years, the big news has centered around jet air power, the increased and varied use of helicopters, and, of course, the introduction of orbital space flights in which Naval Aviators have proved themselves and naval ships have participated in pick-ups for the many experiments carried out by the National Aeronautics and Space Administration.

In 1949, the *News* noted the increasing importance of helicopters, not only in search, rescue, and liaison, but also in antisubmarine warfare, a mission which took on increasing importance in the post-WW II decade. With the many CVA's becoming CVS's and later the CVS's becoming LPH's, we have seen the role of the helicopter increase in importance and versatility. Not only has it been possible to vary the role of the whirlybirds, but their range and load-carrying capacity have been greatly increased.

When LCdr. Schoeni 19 years ago drew to a close his summation of the first 30 years, he wrote, "Who knows? Tomorrow they may take basic training in jets!" Today this prophetic comment is fulfilled.

Our first full-fledged article on space appeared in July 1957. Entitled "Man's Challenge to Outer Space," it was reprinted widely in other technical publications here and abroad. We have kept up our coverage not only because of our interest in the new frontier but because so many of the Astronauts are Naval Aviators or have had previous naval training.

In the Sixties, we have welcomed to the Fleet the USS *Kitty Hawk* (CVA-63), the USS *Constellation* (CVA-64),

THE RISING *status of the periodical in its first 25 years is portrayed by the covers at left. Before WW II, the magazine, a mimeographed product, was a well edited channel of information for the ships and stations of Naval Aviation. The "new look" arrived September 15, 1943, with the format designed by Time Inc. staff men.*

the USS *Enterprise* (CVAN-65), the USS *America* (CVA-66), and the USS *John F. Kennedy* (CVA-67).

And here some word is appropriate concerning *NANew's* longest, regular, and most popular feature. Dedicated to safety of aviators, particularly those in Naval Aviation training, Grampaw Pettibone, introduced as "the oldest living Naval Aviator," is a curmudgeon dreamed up by the late Captain Hubert Spencer (Seth) Warner and drawn by the nationally famous illustrator, Robert Osborn, who as a Ltjg. in 1943 made his initial contribution to the idea. Today, Osborn continues his mission of air safety which in January 1969 will have covered a period of 26 years. The contribution of those who have written "Grampaw Pettibone" pages, illuminated by the inimitable drawings of Osborn, is incalculable, but nontheless real, for senior Naval Aviators on the 25th anniversary of Gramps saluted him as the great Sage of Survival (*NANews*, January 1968).

In the Fifties, the editorship passed to Commander William A. Kinsley and then to Commander, now Captain, George F. Rodgers. In the Sixties, the mantles of editorship were assumed successively by Commander Paul Jayson and Commander Ted Wilbur. Since 1952, the heads of the Aviation Periodicals and History Office have been Commander Larry L. Booda, Captain Matthew H. Portz, Captain Bart J. Slattery, and Captain Cecil E. Harris. Captain Jayson is the present head.

Throughout the past two decades, the *News* has benefitted from the generous and accurate aid given us on all matters of historical significance by the DCNO(Air) historian, Adrian O. Van Wyen. His archival activities, combined with his current files and unfailing memory, have been a source of academic strength to the magazine. Because of his writing and editorial leadership, *NANews* has been portraying in the current issues the story of Naval Aviators and their part 50 years ago in World War I.

It is appropriate that *Naval Aviation News* honor those whose skill in the graphic arts have given it solid support. The *News* is indebted to the Government Printing Office, who printed the *News* at the beginning of WW II. Then, during that conflict, GPO negotiated a contract with the Blanchard Press of New York for printing and binding.

After the war years, the firms, serving under a GPO contract to bring out the *News*, have included Judd & Detweiler, Inc., and R. H. Darby Printing Co., both of Washington, D.C.; Dunn, Heuisler & Stirling, Inc., and Monumental Printing Co., two Baltimore firms. Rex Engraving Co. of Silver Spring, Md., for several years produced the cuts used in *NANews*.

New features have been added: "At Sea with the Carriers," a wrap-up of releases and information from the ships themselves; "On Patrol with the Fleet Air Wings," which notes the activities of the patrol squadrons of the Atlantic and Pacific Fleets; "Editor's Corner," which relates the humorous, odd, human, anecdotal side of the life of Naval Aviators and those who serve with them; and, most recently, "News and Views," a journalistic pot-pourri which brings the skill of photographers and writers together in a once-over-lightly spirit.

And what of the future? Certainly nuclear power is bound to be ultimately the preferred form of propulsive power. Operation *Sea Orbit* in 1964 proved its practicability. The development of Vertical-Short Takeoff and Landing (V/STOL) aircraft and equipment may ultimately make extended runways and elongated carrier decks unnecessary, since the new concept is being exploited by both military forces and the civilian airlines.

In keeping up with the news, we look forward to changes, innovations, new ways of keeping Naval Aviation forces abreast of events and developments. The *News* staff, on which so many have served so admirably, wishes to sustain a high order of achievement. In 1963-64, we were cited as one of the finest publications in a government-wide contest conducted by the Federal Editors' Association and judged by editors and art directors outside government. *Naval Aviation News* won first prize for internal publications. We aim to sustain that reputation, so that the *News* will continue to be cited as it now is by the press, with many of its articles reprinted in other publications both here and abroad.

During this 50th anniversary year, we will be looking at the five decades *Naval Aviation News* has covered, recalling some of the highlights and looking from the perspective of history at those events and exploits we have found significant.

The very first issue of the *Daily Aviation News Bulletin*, printed on the finest onionskin, concluded with this item: "Recently the Naval Air Station at San Diego loaned a number of Navy pigeons to the Army for use in connection with an extended search which was being made in lower California, Mexico, for two lost Army aviators. All of the birds but two homed in excellent condition, bearing messages of importance."

Not being carrier pigeons, the editors and writers of *NANews* have not had to "home in excellent condition," but it has been their aim to publish "messages of importance."

One of the great moments, still cherished in memory, of the *NANews* staff is one which occurred on December 30, 1955. The January 1956 issue had no sooner been released than its leading photo feature was picked up by the Associated Press and reported on page one of the *New York Times* with due credit to *Naval Aviation News*. The subject, "A Glimpse of Soviet Aviation," brought before the public the most interesting and revealing pictures of Soviet aircraft and submarines in a joint exercise revealed up to that time.

Much as we like scoops, as a monthly publication we have few opportunities for that particular joy of journalism. Nonetheless, we find our mission exciting enough month by month: to disseminate to the forces of Naval Aviation the latest accounts of squadrons and ships, records and exploits, development and maintenance. We aim to be a channel of information which delivers regularly certain "messages of importance."

As one looks at the photos drawn from the archives of Naval Aviation, one is reminded of how many men and how many years of work and experimentation are back of current achievements. It took brave men in the early days of aviation and the requirement is no different today.

During its 50th year, the News will look into the album of Naval Aviation and present the entire spectrum: officers, men, aircraft, ships, stations, records, and accomplishments that have marked its eventful history since 1919.

AT THE END

Forty-two days of war remained, but action against the U-boat continued at the pace of previous months. Another station was commissioned; several under construction neared completion. As the end came into sight, some cutbacks were initiated in training, and plans for an orderly demobilization were discussed. Otherwise, the momentum gained by months of hard effort showed no sign of slackening until the Armistice abruptly shut off further need.

OCTOBER 1918

1—The airship AT-13, on convoy patrol out of Paimboeuf, approached a suspicious object which opened fire and quickly put 13 bursts near the airship. Being unable to return fire because her only gun was out of action and having alerted escorting ships to the presence of a submarine, the airship gave up the chase and resumed coverage of the convoy.

1—Some of the earliest recorded food-dropping missions were flown by Marine pilots Capt. Francis P. Mulcahy, Capt. Robert S. Lytle, and Lt. Frank Nelms. On this day and the next, they made repeated low-level runs in the face of enemy fire and delivered 2,600 pounds of food and supplies to a French regiment surrounded by German troops near Stadenburg.

4—First of the NC flying boats, NC-1 made its initial flight at NAS Rockaway with Commander Holden C. Richardson and Lt. David H. McCulloch as pilots.

6—Squadron D, relabeled Ten, arrived at La Fresne, France, bringing the Marine day wing to full strength.

14—The first raid in force by the day wing of the Northern Bombing Group was made by eight planes of Marine Squadron Nine which dropped 17 bombs, totalling 2,218 pounds, on the railroad junction at Thielt. For extraordinary heroism on this and an earlier raid in engaging the enemy at great odds, 2nd Lt. Ralph Talbot and his observer, GySgt. R. G. Robinson, were awarded Medals of Honor.

15—The Bureau of Steam Engineering reported that five Hart and Eustiss variable-pitch propellers were under construction for use on twin-engine airships, and that two variable-pitch hubs were on order for test on the F5L.

16—A seaplane on patrol from NAS Wexford, with Lt. John F. McNamara as first pilot, Ens. J. R. Biggs as second pilot, and Ens. George W. Shaw as observer, dropped bombs on a submarine which then surfaced at irregular intervals and eventually disappeared. Search of the area revealed large quantities of oil and some debris on the surface. Although destruction seemed certain, Admiralty assessment was "probably seriously damaged."

17—A pilotless N-9 training plane, converted to an automatic flying machine, was successfully launched at Copiague, L.I., and flown on a pre-set course, but the distance gear failed to land the plane at its pre-set range of 14,500 yards. It was last seen over NAS Bay Shore headed due east at an altitude of 4,000 feet.

19—While escorting a 32-ship convoy in the Lough Foyle sector off Northern Ireland, Ens. George S. Montgomery sighted and successfully attacked an enemy submarine stalking the convoy. His bombs hit within 30 feet of the periscope and brought heavy turbulence and oil to the surface. For "probably damaging" the submarine and saving the convoy from attack, he was officially commended.

22—Ens. Edwin S. Pou, with QM2C H. F. Duffy as observer, took off in an HS-1 from NAS Ile Tudy to investigate the area in which an attack had been made earlier in the day and sighted a mine which they exploded by bombing.

22—The twin-engine airship C-1, commanded by Maj. Bernard L. Smith, USMC, with a Navy crew of Ens. Warner L. Hamlen, Lt. R.A.D. Preston, Ltjg. Donald T. Hood, Ens. M. H. Estorly, and two civilian mechanics, was delivered at NAS Rockaway after a one-day flight from Akron, Ohio, which included a stop at Washington, D.C. The Aero Club of America later awarded Smith and Hamlen its Medal of Merit for this flight.

26—A plane piloted by Ens. W.G. Sprague with H.A. Ropke as observer sighted an oil wake four miles southwest of Penmarch Point and dropped two bombs. Four minutes later, a plane piloted by Ens. Elbert Dent, with Bailey as observer, dropped two bombs on the same spot. A third plane piloted by Ens. Harold J. Rowen, with Bailey again the observer, returned to bomb the same place. Advice from the French credited Sprague with the sinking.

NOVEMBER 1918

1—The night flight instruction program at NAS Pensacola was discontinued.

1—The former French station at Treguier was commissioned as a Naval Air Station with Lt. A. M. Baldwin in command.

5—To reduce numbers being assigned to flight instruc-

THE FRENCH *Astra-Torres, AT-13, a twin-engine airship featuring a tri-lobe envelope, was delivered for operations at NAS Paimboeuf on August 30. The letter "T" identifies these HS boats as from NAS Treguier, France, last of our stations placed in commission overseas prior to the Armistice. First of the NC flying boats, NC-1, made her first flight from NAS Rockaway in October, 1918, and in November took 51 persons into the air.*

tion, a special board was convened at the MIT Ground School to re-examine the qualifications of men on board the Receiving Ship. On the basis of its recommendations, some 400 men were later transferred to inactive duty or other assignment.

11—The Armistice ended the conflict.

With the signing of the Armistice, the hostilities of World War I were over. In the nineteen months of United States participation, the strength of Naval Aviation had grown to a force of 6,716 officers and 30,693 enlisted men in Navy units and 282 officers and 2,180 men in Marine Corps units, with 2,107 aircraft, 15 airships, and 215 kite and free balloons on hand. Of these, 18,000 officers and men and 570 aircraft had been sent abroad.

Sixteen men received their designation as Naval Aviators on the first Armistice day. The assignment of fractional and duplicate numbers to some men and the failure to assign numbers to others who had qualified make it impossible to state how many aviators were trained during the war period, but the total was about 1,600.

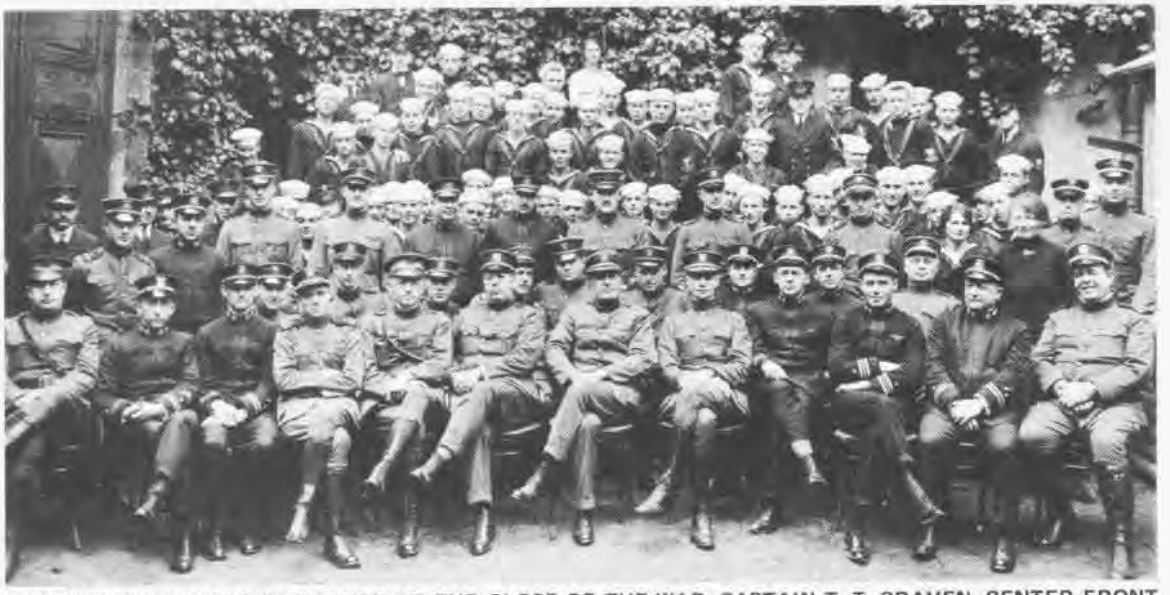
Antisubmarine patrols continued after the Armistice until it was certain that all U-boats had left the high seas. Planes from NAS Le Croisic, from which the first overseas combat patrol had been flown in November 1917, were also in at the finish. The last patrol was flown on December 13, 1918, over ships carrying President Wilson and the American delegates to the Versailles Peace Conference.

In the 19 months between the declaration of war and the Armistice, the expansion of Naval Aviation had been rapid and phenomenal. From a single air station at the beginning, the aviation shore establishment had grown to 27 in France, England, Ireland, and Italy, one in the Azores, two in Canada, one in the Canal Zone, and 12 in the United States in full operation. Others were under construction. More than 3,000,000 nautical miles of war patrols had been flown. The submarine had been challenged from the air for the first time, and at least 30 of them had felt the concussion of exploding bombs dropped from aircraft. Large numbers of aircraft had been built, raising the total on hand from a mere 54 at the beginning to over 2,000 at the end. Of these, 570 had been sent to stations overseas. The design of flying boats had progressed through the HS-1 and H-16 to the F5L, the latter an adaptation of a British original. The culmination of this effort, as well as a mark of its progress, was the NC boats which arrived too late to take part in the war, but one of them demonstrated their capability in a trail-blazing flight across the Atlantic in May 1919.

An unprecedented number of pilots, ground specialists, and mechanics had been trained in a relatively new art. Pilots on board jumped from 48 to over 1,600. Colleges, universities, and industry were drawn into the training program. Aerologists and air intelligence officers made their respective bows and became an integral part of the aeronautical organization. The lighter-than-air arm achieved its first successes. A Naval Aviation detachment was the first military unit from the United States to reach France, arriving only two months after declaration of war. At the Armistice, Navy and Marine squadrons stood ready to launch a round-the-clock campaign that would have been the first strictly American air offensive.

At the war's end, demobilization was rapid. Liquidation of overseas bases began in December 1918 in Italy and ended in mid-April 1919 with the closing of those in England. Some, along with much rolling stock and material, were turned over to the U.S. Army for use as assembly centers for doughboys returning home. Some were used by the Committee for the Relief of Belgium. But all were eventually returned to the government of the country in which they were located.

In the training program, men under instruction were allowed to complete their course, but the assignment of new students stopped. Elementary flight training at NAS Bay Shore stopped immediately, and the station became a demobilization center. Miami, Key West, and San Diego continued training until those on board qualified, then reverted to the patrol mission. The LTA school at Akron was readied for abandonment. Ground Schools at MIT (Boston), Washington, and Dunwoody (Minneapolis) began closing. Post-war plans were approved calling for the return of all flight training to Pensacola and the concentration of technical training at Great Lakes.



THE AVIATION STAFF IN FRANCE AT THE CLOSE OF THE WAR. CAPTAIN T. T. CRAVEN, CENTER FRONT

Contracts for over 1,400 aircraft and aeronautical equipment were cancelled, and manufacture of only such items as would be less expensive to complete than discontinue was permitted. Public sale of surplus aircraft was initiated. Ex-Naval Aviators desiring to continue their flying could buy an F-boat for $1,800 – and many did. The HS-2, originally costing $18,480 was offered at a discount price of $6,160, and H-16's were reduced from $33,159 to $11,053. Many aviators, once out of the Navy, started flying schools or operated flying boat passenger service in resort areas along the coast.

On the fiscal side of the picture, recovery of unexpended funds was an early objective of the Congress. Of over $281 million appropriated for Naval Aviation during the war, better than $180 million had been spent or obligated at the Armistice. As the accounts were finally balanced in mid-1919, about $97 million were returned to the Treasury.

Officers and men of the Reserve Flying Corps were released to inactive duty as rapidly as possible. By mid-December, a large proportion of those overseas were on their way home. When Captain T.T. Craven became Director of Naval Aviation in May 1919, only 669 officers and 7,100 enlisted men remained in Naval Aviation, Navy and Marine Corps combined, and the number was still dropping. Some chose to remain in the service, later transferring to USN as provided by law. Many who went home became active in the Naval Reserve when it began organizing in the 1920's, and many, whether in the Reserve or not, returned to active duty to serve with distinction during World War II – a few still in flying status.

The war was over. For the time being at least, the world had been made "Safe for Democracy." At the end, Capt. Craven, who had had over-all command of stations in France, wrote the introduction to a history of his command. In it he paid tribute to his men in terms that also must have been applicable to men of Naval Aviation everywhere. He wrote: "The credit for carrying on and the completion of the work of aviation in France belongs essentially to the young men who joined the service from civil life. Unfamiliar with Navy methods and entirely unaccustomed to the curious existence which, in many cases, became theirs in isolated districts, their efforts everywhere provoked the most enthusiastic acclamation. Breaches of discipline were very rare, and it is believed that the personnel of the aviation service quit France, retaining everywhere the admiration and respect of the French people with whom they were associated.

"To the flying personnel the highest commendation belongs. No instance of flagging or failure in attempting the dangerous work assigned them was ever noted. Many paid the supreme sacrifice in their devotion to duty, and the skill and courage with which all acquitted themselves everywhere were praised by the older flyers of the Allied services with whom our young men were associated.

"Aviation left the scene of its activities with pride in its work born as a result of successful achievement, of having been a part of the Navy, and of having assisted it to bring to a conclusion the considerable problem assigned to the Navy during the World's War."

There can be no doubt that the men of the Naval Reserve Flying Corps met the challenge of war and contributed their fair share in carrying Naval Aviation through its first test of strength. Although there were heavy seas ahead, the course was clear.

In some respects, the war interrupted the direction of the initial growth of Naval Aviation, but the interruption was only temporary. From the beginning, its development had followed a course toward the integration of aviation in Fleet operations, and, by the time the country went to war, experiments with aircraft operating from ships were in full progress. When war came, however, all Naval Aviation effort was diverted to immediate needs. Experiments with shipboard operations came to an abrupt halt, and, although naval aircraft carried out Navy missions on the sea, operations with the Fleet were the exception rather than the rule. But the experience of war had clearly demonstrated the potential of aviation as an arm of seapower. Although some skeptics remained, many had been convinced by wartime accomplishment that the future of aviation lay with the Fleet. Time would prove the wisdom of their thought as post-war effort again stressed integration and another world war found Naval Aviation spearheading the attack.

USS JOHN F. KENNEDY IN COMMISSION

On September 7, a clear, slightly windy, moderately warm day at Newport News, Va., the USS *John F. Kennedy* (CVA-67) was placed in commission. On the flag-draped hangar deck, more than 7,000 people watched the traditional ceremony for the ship that bears the name of the 35th President of the United States.

Honor guests included Miss Caroline Kennedy, the daughter of the late President, who had christened the ship at its launching; her mother, Mrs. John F. Kennedy; her brother, John F. Kennedy, Jr.; her uncle, Senator Edward M. Kennedy of Massachusetts; the Honorable Robert S. McNamara, former Secretary of Defense; and the Honorable Paul R. Ignatius, SecNav.

When the long, tapered, blue-and-white striped pennant was raised to the top of the mast on the carrier's superstructure, Captain Earl Preston Yates, commanding officer of the ship, announced that the ship was in commission.

After Mr. McNamara's commissioning speech, the Navy Hymn, "Eternal Father," and "Anchors Aweigh" were sung. Overhead the *Blue Angels* flew their jets against the Virginia skies in salute.

The 1,051-foot ship carries a crew of more than 5,000 and some 80 attack aircraft. CVA-67 represents years of planning and development, its keel having been laid October 22, 1964.

In his brief address at the ceremony Admiral Thomas H. Moorer, CNO, said, "I am confident that the officers and men of the USS *John F. Kennedy* will accept their forthcoming missions with the same high degree of perseverance and devotion to country displayed by our late President. Today, we as a nation and as a modern Navy have been summoned to answer the cry for freedom. We have answered this plea and will bear proudly the trust President Kennedy placed in us when he said, 'In your hands more than mine will rest the final success or failure of our course.' "

ADMIRAL *Moorer, CNO, gives John F. Kennedy, Jr., the pen he used to sign the commissioning of the new carrier.*

With a roll of THUNDER

A condensed version of an article by SSgt. Bruce Martin which originally appeared in the December 1967 issue of *Leatherneck*

As a salute to the Marine Corps on its 194th Anniversary, Naval Aviation News, in the following pages, presents the story of one of its aviation squadrons, VMA(AW)-242, and one of its seagoing homes, USS Tripoli (LPH-10).

As heavy thunder rolled, lightning flicked across the murky black sky through the pounding rain that hammered a steady tattoo against everything. Rain fell on Marine sentries glumly walking their posts; it soaked Viet Cong guerrillas huddled in their hideaways seeking to evade the misery it brought; it drove the aircraft gunners at Dong Hoi in the panhandle of North Vietnam to the shelter of their dry bunkers; but it brought smiles to the faces of the *Batmen* of Marine Attack Squadron (All-Weather)-242.

In fact, the nastier the weather, the happier the *Batmen* are. They and their A-6 *Intruders* are geared to fly in the worst weather Mother Nature can brew. More important, they have the capability of launching devastating attacks against enemy targets in that weather in the dead of night – exactly what they are doing in Vietnam.

"But there would be no missions," pointed out Lieutenant Colonel Earl E. Jacobson, a former C.O. of the squadron, "if it weren't for the men on the ground with the tools in their hands and the knowledge in their heads to keep our planes over the enemy."

There are no wasted words in LCol. Jacobson's pat on the back for his maintenance crews, the men who make or break an organization like VMA(AW)-242. They don't fly the planes, or drop the bombs, or even see the results of their tedious efforts. All they do is work 24 hours a day, taking *Intruders* apart and putting them back together; making sure that every piece of the A-6 from its electronic-packed nose to its bomb-laden wings and its silver-painted stabilizer is as right and ready as they can make it.

It takes at least 55 man-hours of maintenance for every hour an A-6 flies (*NANews*, August 1968, p. 37), and that's not changing a spark plug or replacing a propeller. The electronics gear requires more upkeep than any other part of the aircraft. Avionics personnel have developed their skills through training, application, and patience. They are, in a sense, "heart surgeons" since the electronics gear is the *Intruder's* heart. Some of the equipment they maintain is as fragile as egg shell china and as minute as a wristwatch movement.

Another maintenance section is composed of the "tin benders" (metalsmiths). The four-man shop is considered the squadron's "jacks of all trades." When they're not repairing the "skin" on the *Intruders*, they are maintaining and repairing the squadron's numerous machines.

And the talents of the ordnance crew are never well received by the enemy. They hang and arm the bombs that make the North Vietnamese forces uncomfortably aware of the fact that "somebody up there doesn't like them!" They continually check the release mechanisms on the bomb racks: before loading, after loading, and after a mission is completed.

Ensuring that the bombs are dropped on target is the responsibility of the pilots and bombardier-navigators (BN's). To them, as in the old Marine

1ST LT. *Jack Simmons and Capt. Keith Hornbacher check their A-6 Intruder prior to a mission in Vietnam. Batmen of '242 call the A-6 "The Bat" because of its night-flying ability.*

SEVERAL *hours are spent by CWO Doug Wilson and Capt. Hornbacher working out the timing for each phase of the next flight.*

rifleman's creed, it is not "the noise or the smoke that counts, but the hits." Hits that put the enemy down and keep him down, though sometimes only momentarily.

There is a fourth factor involved in the success of VMA(AW)-242's mission that demands a share of the attention: the airplane itself with its noseful of electronics and radar gear. Although the *Intruder* is intended primarily as a close air support weapon, it is flying most of its current missions because of one reason: it is the only true all-weather aircraft in the world today that can literally fly itself through natural weather disturbances which normally ground other aircraft.

Just what the A-6 can do and how it does it is too complicated to explain to anyone but an aeronautical engineer with a master's degree in avionics, electronics, and "nit-picking." Let it suffice to say that DIANE works. DIANE (Digital Integrated Attack and Navigational Equipment) is the system that can fly the plane to its target through the dark of night, over the most rugged terrain and in the worst conceivable weather to drop the A-6's bombs with the most minute error – if any.

The destructive power of three *Intruders* is equal to that of a B-52 – if the *Stratofortress* is carrying additional bombs on its wing racks. Yet, because of DIANE, the bombing done by the *Intruder* is considered far more accu-

ORDNANCEMAN *Cpl. Bryan Roache checks a bomb release electrical circuit.*

With a roll of THUNDER

IN THE *ready room, a pilot and bombardier check out their survival equipment while their A-6 is readied for a mission.*

rate and effective than the high altitude bombing of the B-52.

Bombing is only half the game for the *Intruder* crews. Planning how to get there is the other half. The pilots and BN's are briefed simultaneously. The briefing is comprehensive and includes special instructions – defenses expected, a weather forecast, the target itself. Each BN is given a "target folder" which includes maps, charts and aerial photos of the target area, and radar predictions (what previous BN's over the target have spotted on their radarscopes). From the briefing and the folder, the pilot and BN carefully plan the mission together: their run on the target, the route to the target area, how the target will be attacked (depending on the size of the bombs aboard), and the route of egress. Allowances are made for emergencies which might occur; estimates of fuel consumption are made almost to the last gallon. On most missions the *Intruder* does not have to refuel.

VMA(AW)-242 received its first *Intruders* in mid-1964, the first Marine squadron so equipped. Squadron personnel spent almost two years developing their proficiency as a team. They arrived at their present home, Da Nang air base, on November 1, 1966, and three days later were flying a full combat schedule. By December of 1967, the *Batmen* had chalked up nearly 4,500 hours of combat flight time, most of it over North Vietnam at night, dropping approximately 250 tons of ordnance on target.

The MiG's that the North Vietnamese send up are one of the big challenges on a mission. Although the *Intruder* can fly out of the range of SAM's or too low for them to be used effectively, it can't tangle with a MiG in a dogfight on an even footing. (No defensive weapons are built into the A-6, but it can be armed with air-to-air missiles.) On the few occasions when the Marines have been intercepted by MiG's, they have put their subsonic planes just feet off the ground and outrun and out-maneuvered them. MiG pilots rely on higher altitudes to give them maneuvering room and speed. They are aware of the mountainous terrain and have been unwilling to descend to the *Intruders'* low-attack altitudes, especially at night.

It is dark or late dusk when a strike is launched. With an engine sound incomparable to that of any other aircraft, the VMA(AW)-242 *Intruder* lifts into the air. Inside the cockpit, the crewmen are bathed in red lights, permitting them adequate vision to carry out their duties. Outside the moon, stars or lightning may illuminate the sky. Often there is only a black void.

With the target in range, DIANE

SSGT. PAUL DORSE, *a radar technician, inspects an A-6's electronic equipment (left). Directly below, ordnancemen use a SATS loader to attach a multiple bomb rack of 500-pounders to an Intruder's wing. During a preflight inspection of their aircraft (bottom of page), Lt. Simmons and Capt. Hornbacher check their load of bombs.*

locks on and automatically selects the best angle at which to approach the target. From then on the pilot has committed the aircraft to the bombing run.

After the bombs are released and they are out of the danger area, the *Intruder* crew relaxes. . .a little. But they never let their guard down until they're safely on the deck at Da Nang.

There is no way of knowing exactly how destructive the *Batmen* are. As one member of the squadron said, "Most of the time we're unable to assess the damage we do to our targets. We can't hang back to check out the area, but we sometimes get a quick look at the primary explosions and try to spot secondary explosions."

But as long as North Vietnam remains belligerent, all bets are on by the *Batmen*, led by Lieutenant Colonel James R. Penney, that, rain or shine, anytime, their thunder will roll.

Tripoli Lives up to Her Fighting Name

USS *Tripoli* (LPH-10), an amphibious assault carrier commanded by Captain William L. Adams, celebrated her second anniversary while operating with the U. S. Seventh Fleet Amphibious Force off the coast of Vietnam.

Tripoli's record demonstrates action. She has launched 10 full-scale amphibious assaults against the enemy and recorded more than 10,000 accident-free helicopter landings. In addition to her primary mission of landing combat troops, *Tripoli* is a casualty receiving station. In her earlier deployment in this special role, USS *Tripoli* logged and treated well over 1,100 medical cases.

In these pictures, PH1 Ron Stinson, JO2 Les Goldberg, and PH3 Don Mazoch illustrate current operations: A Marine CH-46 helicopter (upper left) is launched on a pre-dawn assault; a crane hook frames a *Huey* gunship (right); at top center, Marines head for a CH-46 *Sea Knight* helicopter for vertical assault; a wounded Marine (center) is rushed to medical attention aboard *Tripoli*; flight deck crewmen (upper right) await call to begin launch; and (bottom right) a flight deck crew stands ready to meet any emergency that may arise.

NEW WAYS TO WELD

By Elretta Sudsbury

There are many ways to weld, and the Naval Air Rework Facility, North Island, uses all of them – from the furnace and anvil of a blacksmith shop to the latest electron beam welder. For joining metal, the facility is equipped with 59 welding machines of various types – gas, seam, needle arc, resistance, and many others.

The electron beam welder at North Island was procured primarily to do repairs on titanium parts for jet engines. One repair job which will pay for the welder is the installation of a reinforcing band on the J-57 intermediate case, thus salvaging parts valued at $15,000 each.

The electron beam welder, with a vacuum chamber measuring 68 x 68 x 78 inches, can be numerically controlled (*NANews*, August 1968, pp. 6-8) or operated manually. The operator places the item or items to be welded on a simple fixture, removes the air from the chamber and operates the machine from a stand adjacent to one of the chamber's portholes, sighting through a scope for the exact spot.

Many different metals used in aircraft parts, such as titanium, tantalum, beryllium, and zirconium, pose special welding problems. For example, titanium and its alloys are subject to severe embrittlement brought about by relatively small amounts of certain impurities – particularly oxygen and nitrogen. Quantities of less than 0.5% will embrittle a weld beyond the point of usefulness. Hot titanium, even at temperatures below its melting point, will readily absorb oxygen and nitrogen from the atmosphere.

The weld area must also be free of dust, grease, and contact with ceramic blocks or other foreign materials. This can be accomplished by blanketing the weld zone with an inert atmosphere of argon or helium.

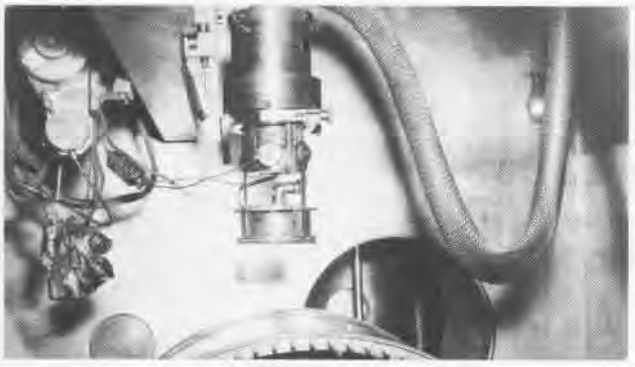
The electron beam welder, with its vacuum chamber free of contaminants, is uniquely suited to joining refractory materials, highly oxidizable metals, and vacuum-melted metals. Other advantages of the electron beam welder, not shared by other types of welding equipment, are its ability to penetrate more deeply than any other type of welding and to reach heretofore inaccessible places. It will go through one thickness and weld a secondary one. The metal is vaporized, and the beam penetrates to the crack or other area that needs to be joined. The weld closes instantly, leaving little that is visible to the eye to show the path the beam has traveled.

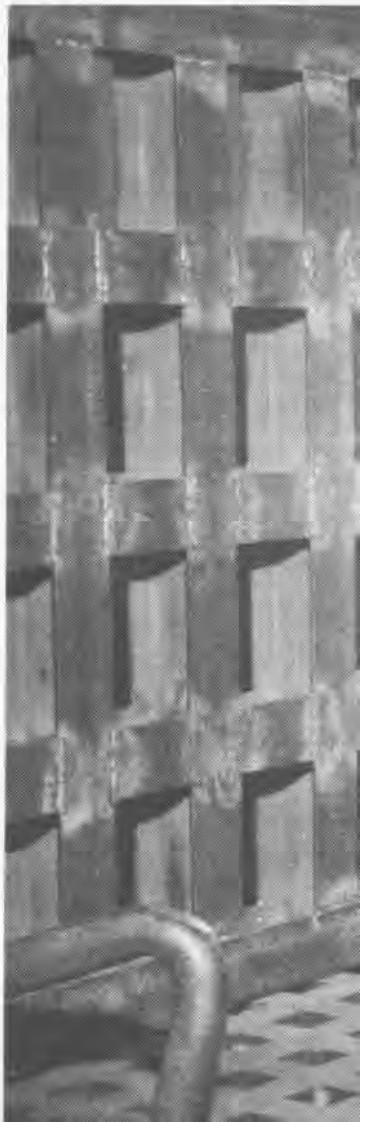
Another type of welder scheduled for the North Island facility is a laser beam welder, a machine which is particularly suited to welding small, thin work. For instance, it will weld miniature circuitry in electronic units. Spot welds which are less than 1,000th of an inch in diameter can be achieved.

Laser is a highly compressed beam of light amplified in strength hundreds of times. Among its features are low heat output, micro-miniature fusion, and its ability not only to weld difficult materials, but also to weld through glass or other transparent materials.

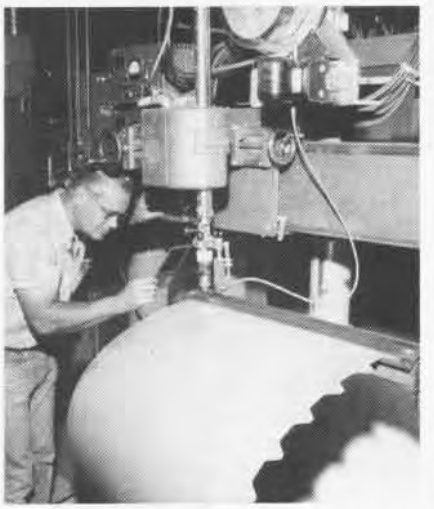
The Naval Air Rework Facility is always searching for improved methods for reworking the Navy's aircraft. The electron beam welder and other equipment reflect its determination to stay abreast of technology.

Photographs by Leonard Aquillard





AN ELECTRON *beam welding gun (left), which can be either numerically controlled or operated manually, is pointed at a J-57 intermediate case. Each case salvaged by welding a reinforcing band saves $15,000. At right, using a metallic electric arc welder, F. W. Hough is shown welding an aircraft crash damage dolly.*



AT NORTH ISLAND'S *Naval Air Rework Facility, F. W. West (left) operates a plasma needle arc welder to repair eroded areas of J-57 vanes. Above left, W. W. Kissell uses an automatic TIG welder to work on front duct assembly of a J-57 afterburner combustion chamber. Above right, Gordon Hayes operates a resistance seam welder to attach a reinforcing band to an afterburner duct, just before a new end is spliced on the afterburner.*

1,000 Hour Helicopter Pilots

Sikorsky Award is Earned by 99

Ninety instructors of HT-8, NAS Ellyson Field, Fla., who have logged 1,000 hours or more in a specific type of Sikorsky aircraft were recently awarded the Sikorsky winged-S, a blue and gold lapel pin on which "1,000 hours" is inscribed.

Mr. Byron Pickering, Sikorsky representative at Ellyson, said of the 90, "This large number of 1,000-hour pilots (in one particular model helo) cannot be found any other place."

The HT-8 pilots join nine members of HS-5, NAS Quonset Point, who were presented their pins at an earlier date.

The idea of the pin – to cite professionalism and proficiency exhibited by helo pilots – was suggested by Rear Admiral Edward Outlaw when he was Commander Hunter-Killer Force Atlantic.

F-4J Phantoms Arrive in Vietnam

Go to MAG-11 at Da Nang Air Base

Marine Fighter-Attack Squadron 334 is operating F-4J *Phantoms* from Da Nang after a flight from El Toro, Calif., to Vietnam to join Marine Air Group 11. The *Phantoms* refueled four times en route.

VMFA-334 is the only Vietnam land-based squadron flying the F-4J's.

The improved F-4 is almost identical to previous *Phantoms*, but each engine provides an additional 1,000 pounds thrust. The planes have revised weapon and radar systems as well as added safety features.

Two Contracts for VSX are Let

Aircraft to Replace the S-2 Trackers

Convair Division of General Dynamics Corporation, San Diego, and Lockheed-California Corporation have been awarded contracts to perform "contract definition effort" for the VSX.

The VSX is intended to be a carrier-based antisubmarine warfare aircraft to replace the S-2 *Tracker*. VSX (developmental antisubmarine weapon system) will be powered by high-bypass turbofan engines providing a capability in terms of speed and range twice that of the S-2.

The use of digital computers will enable a four-man crew to perform its mission at least ten times as effectively as can now be done. Computers will analyze underwater sounds and other information and present the data on a screen for interpretation.

A SPECIAL *insignia for aviation experimental psychologists and physiologists has been approved. The gold wings have in the center the Medical Service Corps insignia composed of a single oak leaf.*

Marine Helo Crewman Likes Work

1,000 Combat Missions in Six Months

In less than six months, Marine Corporal William Ward has established a combat record that few people will approach. As a *Sea Knight* helicopter crew chief in HMM-262, the 21-year-old Marine has flown more than 1,000 combat missions, including resupply runs to Khe Sanh during the 77-day siege of that base.

Operating in the Northern I Corps area, the squadron's missions include reconnaissance insert and extract flights, resupply, and medical evacuation.

Ward's aircraft has been forced to ground three times by enemy fire, but he says, "I simply like to fly!"

New Boron Flap Undergoes Tests

22% Lighter than Flaps Now in Use

At Palmdale, Calif., McDonnell Douglas is testing a boron composite landing flap that represents a 22 percent weight saving over conventional metal flaps now in use and an improvement in aerodynamic smoothness.

The flap, about six feet long with a two-foot chord, is the largest movable boron composite structural component ever flown. It consists of an aluminum honeycomb core covered with a skin of boron filaments in an epoxy matrix. It is installed on an A-4 *Skyhawk* provided by the Navy for test purposes.

After McDonnell Douglas determines its structural integrity, the flap will be turned over to the Naval Air Systems Command for environmental flight testing on Navy aircraft.

499 Combat Aircraft Saved

They Do A 'Whale' of A Job

At least 499 flak-damaged jets, valued at $958.5 million, have made it back to their ships after air strikes over Vietnam because a "Whale" was in the air, according to a Whidbey Island report.

More than that number of Naval Aviators have not had to take the risk of ejecting because of a low fuel state.

The Whales are KA-3B tankers. The men who fly them gave the swept-winged jets the nickname.

Skywarriors entered the Vietnam war as heavy attack bombers, the mission for which they were originally designed. Withdrawn from that assignment when their replacement, the A-6 *Intruders,* joined operational forces, the twin-jet *Skywarriors* were outfitted with a hose-reel assembly, pipes, and a pump. They use their own internal fuel for replenishments.

The number of aircraft saved is probably much higher, since the period reported covers January 1, 1965, to August 1, 1968, and does not include aircraft with low fuel states for reasons other than combat-connected missions.

Four *Skywarrior* squadrons – still designated heavy attack squadrons – are home-based at NAS Whidbey Island. They deploy detachments of three to five aircraft and about 100 men to attack carriers in the Sixth and Seventh Fleets.

During an eight-month deployment, the *Skywarriors* are credited with saving an average of 20 aircraft per detachment in unscheduled refueling missions. One recently returned detachment reported 71 saves.

This month, two of the tanker squadrons will be converted to tactical electronic warfare.

A TANKER *lands aboard a CVA after a refueling mission in the U.S. Seventh Fleet. The A-3's were converted to tankers when the A-6 Intruders joined operating forces.*

A SKYWARRIOR *is given the launch signal from a CVA in the Tonkin Gulf. During missions in Vietnam, the tankers are kept flying to increase range for attack aircraft.*

CH-46's Log 100,000 Hours

Marine Corps CH-46 Sea Knight helicopters, deployed in Southeast Asia since 1966, have flown a record number of combat hours, carrying more than 667,800 passengers and 50,121 tons of cargo on 301,530 sorties.

More SAAB's for Austria

The Austrian Defense Ministry has signed a contract with SAAB of Sweden to deliver 20 of these jet aircraft (105XT) early in 1970. The Austrian Air Force already flies SAAB J29 "Flying Barrels" and SAAB 91 Safirs.

Silhouettes at Sunset

The calm at the end of a long day on a U. S. Navy aircraft carrier is recorded by the lens of Lt. R. J. Wade, operations officer for Atlantic Fleet Combat Camera Group. "Sunset Shadows" won a prize in the group's annual photographic competition.

PH3 Chris Lopushansky

Ground Control

Mother duck confidently leads her youngsters across the NAS Norfolk taxiway while Capt. S. L. Corner, Commander CAEWW-12, stops one of his E-2A Hawkeyes. The birds cross the taxiway at least twice daily, en route to the bay.

'Perchance to Dream'

As they await a mission, a chance to take it easy is not lost on these Marine Observation Squadron Two gunners aboard their helo gunship at Marble Mountain near Da Nang.

SELECTED

Squadrons Released

On September 16, the Department of Defense announced that the six Naval Air Reserve squadrons called to active duty on January 26, immediately after the seizure of the USS *Pueblo*, were to be released from active duty.

The squadrons immediately prepared to return to their previous air stations from their active duty Fleet bases. The return to Ready Reserve status was scheduled to be completed by November 1.

Approximately 600 officers and men were involved in the transfers. In order to give them maximum flexibility in making personal plans, several options were offered. These included release to inactive duty, retention on active duty, or transfer to Regular Navy status if eligible.

VP-68A2 Earns Gold 'E'

When the Chief of Naval Air Reserve Training announced the names of the Reserve squadrons which had won the Noel Davis Trophy (see next item), VP-68A2 members were proud as punch to learn they had made the list and earned their E – for the fifth consecutive time: the first Reserve squadron to earn such an honor.

The 150 officers and men of the NARTU Washington, D.C., squadron are now entitled to display a Gold E on their uniforms and aircraft.

Three-hundred-and-twenty-six Reserve squadrons and units compete for the trophy. One is awarded in each of 12 squadron or unit types each year. The winners are selected on the basis of their mission performance, operational readiness, and training.

The P-2 squadron, led by Commander Jack Norton, recently spent two weeks active duty for training, operating with VP-5 at Rota, Spain.

Annual Trophies Awarded

Winners of the FY 68 Naval Air Reserve Training Command trophies were announced recently by RAdm. W. S. Guest, CNAResTra.

POSING *proudly beside a squadron aircraft which sports the new Gold E are Commander Jack Norton, C.O. of VP-68A2 (right), and ADRC John R. Carlin, the leading chief.*

Noel Davis Trophies went to NAIRU-A2 (NAIRU-662), NARDIV-A1 (NARDIV(FA)-661), VP-68A2 (VP-662), and VR-62A2 (VR-662), NARTU Washington, D.C.; NARMU-B1 (NARMU-671) and VF-31B2 (VF-673), NAS Atlanta; NARS-V1 (NARS-72(L) and VS-66V2 (VS-722), NAS Glenview; VA-44R2 (VA-832) and NASRU-R1 (NASRU-833), NAS New York; NARDIV-W2 (NARDIV(AS)-931), NAS Willow Grove; and HS-62N1 (HS-861), NARTU Norfolk.

NAS Seattle won the Edward Francis Conway Memorial Trophy and the Sheldon Clark Trophy while the CNATra Trophy went to NAS New Orleans. The Conway Trophy is won by the unit which is the most efficient in training and operations. The Sheldon Clark goes to the squadron with the highest combat readiness status, and the unit which shows the greatest improvement in annual competitive training wins the CNATra Trophy.

NARTU Norfolk was this year's winner of the Richard K. West Retention Trophy. The trophy, donated by the Naval Reserve Association, is awarded to the Naval Air Reserve unit or station that secures the highest re-enlistment percentage among Weekend Warriors. NARTU Lakehurst, trying for its third consecutive win, was second in the competition, followed closely by the Jacksonville unit.

NARTU Washington, D.C., recruiters won the Chance-Vought Trophy for outstanding results in officer programs procurement. The award, presented by LTV Aerospace Corp., is given to the station within the Naval Air Reserve Training Command that recruits the greatest number of officer program admissions over their assigned goal for the fiscal year. NARTU Washington attained 181 percent of its goal. NARTU Alameda was second.

NAS South Weymouth won the Beartrap Trophy for achieving the greatest improvement over the past fiscal year in Naval Aviation officer recruiting. NARTU Washington took second place in that competition.

Pilot Delivers Serum

Lt. Russell A. Bouxsein, assistant flight training officer at Glenview, recently saved the life of a snake bite victim in Orlando, Fla.

The victim, Maj. Hershel Flower, USA, was bitten on the finger by a deadly, three-and-one-half-foot long fer de lance, a snake common to Central and South America. Maj. Flower, a Florida veterinarian, has done considerable research on the fer de lance which is considered to be one of the four deadliest snakes on earth.

Serum to combat the bite could only be obtained from the Chicago Brookfield Zoo, and no commercial flights were available for several hours. Ray Pawley, the curator of reptiles at Brookfield, made an urgent call to NAS Glenview, and naval personnel within minutes were arranging for the mercy flight.

Within a few hours, Lt. Bouxsein, in an A-4 *Skyhawk*, had delivered the serum to Orlando where it was rushed to Maj. Flowers at the naval hospital.

AIR RESERVE

THE NEW LOOK

The Naval Air Reserve has a "new look" as a result of changes recently announced by Rear Admiral W. S. Guest who is head of the nation's 30,000 Naval Air Reservists.

The famed Weekend Warriors are now assigned to wings and squadrons which collectively will be known as the Naval Air Reserve Force. Admiral Guest, who continues as Chief of Naval Air Reserve Training, which includes command of the 18 Air Reserve stations situated at major population centers in the United States, also has assumed the additional title of Commander Naval Air Reserve Force.

REAR ADMIRAL W. S. GUEST

These changes have been adopted to provide a true image of the Air Reserve as a ready force-in-being and to insure faster and more efficient transition of aviation units to combat status in the event of mobilization. They, in part, represent the Navy's response to PL-168, commonly referred to as the Reserve Bill of Rights, in which the 90th Congress expressed its desire and intent that the Reserve components of the national military establishment should be strengthened.

Air Reserve squadrons equipped with aircraft have received new designations conforming to Fleet squadron designations. They will be accorded priority in manning in order that, upon recall, they will be at or near wartime personnel strength. The new Force will include two carrier attack air wings and two antisubmarine carrier groups which will be programmed as soon as practicable to receive the most modern Fleet-type aircraft for their basic squadrons and wing/group detachments.

By strengthening the ties between the Reserve units and their counterparts in the Fleet, for which they are destined if recalled, combat readiness is achieved.

There will be little effect on the individual Reservist. He will have to learn the new designation of his parent unit and he will be associated with many new shipmates and acquaintances, both in his own unit and in Fleet units. And he will face the necessity for checking out in more modern aircraft and equipment, which most airmen welcome. But he will continue to train on weekends at the same Reserve air station as before and with the same goal of being instantly ready.

Admiral Guest stresses the fact that this realignment of Reserve resources portends a brighter future for the Air Reserve. "As its capabilities and potential become more evident, both Navy and civilian support will grow. Economy of operations will still be the keystone of Reserve operations. Less than one-half of one percent of the Navy's annual budget supports the Air Reserve. The revised organization still permits four different units to use the same aircraft and equipment on the four successive weekends of each month.

"Proven by performance in crises on numerous occasions since WW II, a strong Naval Air Reserve is one of our greatest bargains in national defense. Preservation of the investment we have in these Fleet-trained aviators and technicians and support for their patriotic participation as Reservists provide the United States with Minutemen never before equalled in the history of our country."

RESERVE FIGHTER SQUADRONS FLY THE F-8 CRUSADER

THE A-4 SKYHAWK IS USED BY THE ATTACK SQUADRONS

ON PATROL

with the Fleet Air Wings

Navy Unit Commendation for VP-11

The Secretary of the Navy has awarded the Navy Unit Commendation to VP-11 for its achievements from October 12, 1967, to February 15, 1968, while deployed to NS Keflavik, Iceland. This is believed to be the first time the NUC has been awarded a patrol squadron not in a combat zone.

The citation was "for exceptionally meritorious service... while conducting fixed-wing antisubmarine warfare operations in the North Atlantic Ocean.... Although a majority of the operations were conducted during adverse weather conditions, the remarkable record of VP-11 emphatically demonstrated the high degree of antisubmarine warfare expertise attained and attests to the sustained technical competence and unfailing devotion to duty of all assigned officers and men."

While at Keflavik, in addition to ocean surveillance and SAR missions, VP-11 plotted the southeastward movement of the Greenland ice pack. Squadron members also were involved in developing new ASW tactics and implementing and proving existing tactics, for which endeavor the NUC was awarded.

Halfway Mark for VP-44

By Thanksgiving Day, VP-44 will have completed just about half of a six-month deployment to Keflavik, Iceland, where the squadron operates as the northernmost arm of the Commander, ASW Force, U.S. Atlantic Fleet. The squadron comes under the shield of the Iceland Defense Force, an important outpost of the NATO defense structure. A squadron detachment also operates out of Lajes airfield in the Azores.

New Trophy for Pacific VP's

Last April, on the 50th anniversary of the Royal Air Force, the RAF Coastal Command and RAF exchange officers, who have served on the staff of ComNavAirPac since the exchange billet was established in 1948, presented a silver trophy to ComNavAirPac. The Coastal Command Trophy is a symbol of the close ties that exist between the maritime patrol plane aviators of the U.S. and the RAF.

The new trophy will be awarded to the Pacific Fleet patrol squadron which, in the judgment of ComFairWingsPac, has shown the highest airborne ASW proficiency during the period of the Battle E competitive cycle. In addition to ORI rating, performance in Fleet exercises and operational missions will be taken into account.

VP-40's Patch

In the August issue, *NANews* attributed the design of the VP-40 patch to Lt. David B. Heald. It now appears our unimpeachable source (in VP-40) was mistaken on this one. Further investigation (and a letter from AFCM Richard F. Claydon) indicated the insignia was designed by the writer of the letter, Richard F. Claydon, in 1953. This was confirmed by VP-40. We welcome the opportunity to set the record straight.

Hawaiian Home for VP-17

In December, VP-17 will move from its home port at NAS Whidbey Island, Washington, to NAS Barber's Point in Hawaii, where it will come under FAW-2 command.

Comprising approximately 60 officers and 300 enlisted men, VP-17 is now transitioning from the P-2 to the P-3A *Orion*. Pilots and aircrewmen are training with VP-31 at NAS Moffett Field.

Lifesaving Medal for VP-47 Man

The American Legion has awarded its lifesaving gold medal to ABH1 Bob Starkey of VP-47, Moffett Field, for rescuing two 15-year-old boys while he was on leave.

Glenn Walters and Bernard Crist were trapping muskrats in a marshy area near the Wye River in Maryland last winter when they broke through the ice. A search party found them 125 feet from shore but couldn't reach them. Someone ran for help to the Starkey farmhouse where Bob was home on leave.

Rushing to the scene, Bob took charge and crawled out over the ice, pulling a rope. He roped the Walters boy and pulled him to safety, then rescued the Crist boy the same way.

Patrol Squadrons' Supply Ship

Shift colors! With this call the ship is beached. Bow ramp doors open and the ramp is lowered. A caravan of trucks, jeeps, and vans roll out. Within minutes the convoy has disappeared down a nearby road, and another operation is underway for the USS *Tallahatchie County* (AVB-2).

As supply ship for patrol squadrons deployed to aviation bases in the Med area, *Tallahatchie County* is the only ship of her kind in the Navy. When she arrives, new air bases become operational within a few hours instead of the days previously needed.

Tallahatchie County delivers a complete "advance air base on wheels." Her 320-foot-long tank deck can carry 16 large trailer vans, crash equipment, fuel trucks, and portable generators. The trailers contain tools, test equipment, and shop spaces for all but the heaviest maintenance and repair jobs. Thousands of spare parts for aircraft and an operations trailer, complete with communications and meteorological equipment, are included. When a base is no longer useful, the entire trailer van system may be moved to a new area quickly and simply without abandoning a dollar's worth of expensive equipment.

Using this system, patrol planes operate successfully from any undeveloped coastal airport or airstrip. Last August, for example, the ship supported VP-5 and VP-23 in Soudha Bay, Crete.

The ship's home port is Naples, Italy, and Commander Charles M. Walker, former C.O. of VP-4, has been in command since January 1968.

SURVEILLANCE *of shipping lanes calls for a great deal of photographic work. The photographer (above) has surface vessels sit (or is it, steam?) for portraits. Tacco (above, right) computes data and suggests maneuver. A hot meal is welcome (right) during flights.*

A PILOT *(left) performs one of his routine preflight checks with his plane captain.*

Crew Seven of VP-7

The Human Touch

Sophisticated equipment and a million-dollar airplane are inert objects—until men bring them to life. Crew Seven of NAS Jacksonville-based Patrol Squadron Seven adds that necessary human touch to a P-2 *Neptune.*

Surveying shipping is a complicated and arduous task, with cramped crew stations and long flight hours. Their work demands that crew members forge themselves into a smoothly functioning team working toward a common goal . . . a successful mission.

at Sea with the Carriers

PACIFIC FLEET

America (CVA-66)

When a crew of HC-2 Det 66 was alerted for an SAR mission, they arrived on the scene so fast they had to hover and wait while the pilot finished his parachute descent. Detachment spokesmen say they believe this is a first.

Two minutes after they were alerted, Ltjg. Thomas L. Olson, pilot, and Lt. John P. Meyn, copilot, lifted their UH-2A *Seasprite* off the flight deck of *America*. The rescue equipment was rigged en route by the aircrewmen, AMH1 Francis A. Marr and AN Peter C. Carroll. They watched the pilot finish his parachute descent, and less than a minute after the splash-down, the flier was on his way to the carrier.

On her second period on the line, *America* took aboard her 10,000th ton of ammunition from USS *Haleakala* (AE-25) who was delivering her 10,000th ton of ammunition on her current deployment. The coincidence was noted with the transfer of one pallet of multicolored bombs and a banner which read "Our 10,000th Ton."

ASMAN Johnny R. Hatcher has found that a little added effort in getting a job done pays off – $200 to be exact. When Hatcher learned that some of his fellow workers were having trouble reaching a tail section of the A-7 *Corsair*, 13 feet above the deck, from their seven-foot platforms, he decided to build a platform that would do the job.

Four days later the job was finished – almost. Before he could finish the paint job, the demand became so great he had to stop and relinquish the platform. It was in such demand that there were three jobs backed up and waiting most of the time. Hatcher then built a second platform.

CWO Jack Lutes, who first expressed the need for such a platform, thought the idea was so good he encouraged Hatcher to forward his design as a beneficial suggestion. The result – a letter from Captain Frederick C. Turner, *America* C.O., along with a $200 check for his initiative and hard work.

The suggestion has been forwarded to NavAirSysCom for evaluation. If adopted for Navy-wide use, Hatcher will receive another and larger award.

Bennington (CVS-20)

The Commander in Chief Pacific Fleet, Admiral John J. Hyland, paid an informal visit to *Bennington* as she patrolled the waters off the coast of Vietnam. Admiral Hyland, accompanied by Vice Admiral W. F. Bringle, ComSeventhFlt, was on board to discuss *Bennington's* mission with Rear Admiral William J. Moran, ComASWGru Three.

G. A. Arab

IN AN *informal conference on the bridge of Intrepid, VAdm. R. W. Cousins, Commander Carrier Striking Force 77, discusses carrier operations in the Gulf of Tonkin with CVS-11 skipper, Captain V. F. Kelley.*

Bon Homme Richard (CVA-31)

Commander David B. Miller passed the reins of command of CVW-5 to Commander Albert A. Schaufelberger in a ceremony aboard the carrier at Subic Bay. Cdr. Schaufelberger came to CVW-5 from a tour of duty with NavAirSysCom; Cdr. Miller reported for duty in CNO. CVW-5, during this deployment, is composed of VA's 93, 94, and 212; VF's 51 and 53; VFP-63 Det 31; and detachments from VW's 13 and 111.

A new experimental department aboard *Bonnie Dick* – the Damage Control Department – is the first of its kind aboard an attack carrier. The organization and purpose of the new unit was outlined earlier this year in a directive from CNO which underscored the significance of the recent disastrous fires aboard *Oriskany* and *Forrestal*. It called for renewed emphasis on effective damage control and fire fighting aboard all Fleet ships. Each type commander designated one of his ships for the experimental department; *Bon Homme Richard* was the choice of ComNavAirPac.

Under the leadership of LCdr. Donald E. Cunningham, former head of the Damage Control School, NS Treasure Island, Calif., the new department's small but highly trained and effective 29-man team carries out a program of maintenance and training. Aiding them are 50 damage control petty officers who are specially trained to maintain damage control and fire-fighting equipment and keep the men of their divisions alert.

When General Quarters is sounded over the ship's PA system, more than 650 repair party team members spring into action to "button-up the ship," fight fire and repair damage. Their efforts are coordinated in damage con-

WHEN THE *ComCarDivNine band played a concert at an elementary school in Subic, R.P., the audience ranged from children barely old enough to walk to men and women who well remember General MacArthur's return (above). Eight hundred people crowded into a small area (right) to listen to the music. They stood in blistering heat and through a rain shower, but they stayed, their interest unflagging.*

trol central. To maintain a high level of proficiency in the event of a real damage or fire situation, a minimum of two fire drills and one full-scale General Quarters are held each week.

Captain T. P. Dankworth is the skipper of the USS *Bon Homme Richard.*

USS Hancock (CVA-19)

To the members of the ComCarDiv Nine band, people-to-people is more than a catchy phrase or a paper project. For them it means music – understanding without words. With this in mind, when *Hancock* pulled into Subic Bay, the band arranged a concert for the children and townspeople of Subic.

When the outdoor concert, held in front of the elementary school, was over, MUC Jean Pelletier, band leader, said, "We hate to leave an audience as enthusiastic as these people. They really enjoy Broadway musicals and Glen Miller type numbers. It helps a lot when you can feel the audience becoming involved in the music with you."

With her Subic Bay visit over, CVA-19 and CVW-21 proceeded to the Gulf of Tonkin and her fourth tour on Yankee Station.

Intrepid (CVS-11)

The veterans of CVW-10 have resumed their strikes against North Vietnamese supply routes to the south. A-4 *Skyhawks* from VA-66 bombed a highway bridge 18 miles southeast of Vinh. "The exec [Commander Anthony J. Karpaitis] had a direct hit," said Ltjg. Bruce E. Thielen, LCdr. Dale A. Iverson, Karpaitis' wingman, described the 500-pounders as "dead on it."

The *Road Runners* of VA-36, flying flak suppression for the strike group, covered an antiaircraft site with bombs and rockets.

In another action, during an early morning reconnaissance mission, a number of supply barges were discovered 25 miles southeast of Vinh. "There was a bunch of them pulled in

E. A. Morris

DURING COMBAT *operations on Yankee Station, rest comes when and where you find it. This America crew member grabs a few winks while standing in the catwalk alongside the deck.*

end-to-end and parallel to the bank with others waiting to come in," remarked LCdr. Paul M. Feran. "Our 250- and 500-pounders destroyed at least one and damaged two more."

And the *Gladiators* of VA-106 hit another highway bridge 23 miles from Vinh. The bridge had been previously hit and repaired with planks, but the flight leader, Commander John H. Harns, said, "I'm sure those planks are no longer there. We had a number of good hits."

A pilot making his 100th arrested landing on a carrier is pretty commonplace these days, but when two aircrewmen catch the cables for the 100th time, that is something. AT2 Robert M. Vanderlinder and AN Larry D. Ewing, both from Tactical Electronic Warfare Squadron 33, hit the century mark on the same plane on the same flight as they were returning to *Intrepid* from a combat strike mission.

VICE ADMIRAL *David C. Richardson (right), former ADCNO(Air), recently relieved VAdm. William I. Martin as Commander U.S. Sixth Fleet in ceremonies held on board USS Independence while the carrier was at anchor at Naples, Italy. Vadm. Martin assumed new duties as Deputy Commander in Chief and Chief of Staff, U.S. Atlantic Fleet, Norfolk, Va.*

Kearsarge (CVS-33)

Kearsarge, commanded by Captain Creighton W. Cook, recently became the first CVS to receive the Meritorious Unit Commendation. The commendation was awarded "for meritorious service while assigned to the Seventh Fleet and serving off the coast of North Vietnam and in the Sea of Japan during the periods July 11 to December 11, 1966, and October 12, 1967, to March 28, 1968."

Valley Forge (LPH-8)

When *Valley Forge* returned to Long Beach from a nine-month deployment to Vietnam, she brought with her the Meritorious Unit Commendation "for meritorious service during the periods August 30, 1965, to April 9, 1966, and September 7 to December 1, 1966, while engaged in logistic support operations in the Western Pacific and combat support operations against enemy aggressor forces in the Republic of Vietnam."

Capt. Paul E. Payne is the LPH C.O.

Princeton (LPH-5)

Princeton has a new C.O. Captain Carl M. Cruse relieved Captain Frank H. O'Brien in a change-of-command ceremony held while LPH-5 was operating as flagship of the Seventh Fleet Amphibious Ready Group Alfa off the Vietnam coast. Captain O'Brien reported aboard *Bon Homme Richard* as Chief of Staff of ComCarDivSeven.

LPH-5 was another carrier that was awarded the Meritorious Unit Commendation. The citation, which recognized *Princeton's* services as a medical evacuation and operations control ship for the Ready Group and Special Landing Force, covered the periods from March 23 to August 2, 1966, and March 6 to May 27, 1967.

Ranger (CVA-61)

Ranger, her annual yard period completed, was busy with operational readiness and carrier qualification exercises in preparation for her fourth Vietnam deployment.

Ticonderoga (CVA-14)

Tico returned to San Diego laying claim to the title of the Navy's most experienced attack carrier of the Vietnam conflict. She had just completed her fourth combat cruise in the waters of the Tonkin Gulf.

On her last deployment, she spent 183 days at sea, steaming over 77,000 miles, and catapulting more than 16,500 aircraft from her decks in 120 days of line action. Twice she launched more than 170 aircraft a day.

Twenty-four of her CVW-19 pilots, commanded by Captain Phillip R. Craven, reached the 200 combat missions milestone, and Commander Samuel Chessman, C.O. of VA-195, became the second Navy pilot to fly more than 300 combat missions over Vietnam. He set a new record of 306, breaking the old record held by Commander Charles "Chuck" Hathaway.

Enterprise (CVAN-65)

USS *Enterprise* and Attack Carrier Air Wing Nine have been awarded the Navy Unit Commendation "for exceptionally meritorious service from February 22 to June 26, 1968, while operating as a unit of the United States Seventh Fleet during combat operations in North Vietnam."

All personnel attached to CVAN-65 or the embarked air wing, and serving aboard *Enterprise* during the designated period, or any part thereof, are authorized to wear the NUC ribbon.

ATLANTIC FLEET

Boxer (LPH-4)

Boxer joined forces with six other ships of the Atlantic Fleet Amphibious Force, VMF-333 and HMM-162, and Marines from Camp Lejeune, N.C., during Riverine Exercise 1-68.

During the exercise on the Atlantic Coast, Mr. R. S. Driver, Assistant Secretary of the Navy, flew aboard to observe the operation with Captain R. F. Hunt, *Boxer's* C.O., and Captain W. W. Graham, ComAmphibRon 12.

In previous operations of this type, the amphibious ship transported troops and equipment ashore and then left the immediate area. On this operation, however, the ships that took part remained at anchorage and provided the troops with needed equipment, supplies, food, and water.

Essex (CVS-9)

Essex recently returned from Mayport where for nine days she had been a "stand-in" for *Lexington*. During the time she was in Mayport, arrested landings number 138,000 and 139,000 were recorded. Commander George A. Heffernan, X.O. of VS-22, made number 138,000 in an S-2E *Tracker* and Ltjg. Stiles from VT-31 in a TS-2A was credited with number 139,000.

The roar of jet engines was not new to *Essex*. Before being converted to an ASW carrier, she had flown jets as an attack carrier. However, special preparations had to be made for receiving jet aircraft once more. New equipments, such as starters for jet engines, launching equipment for the catapults, and special support equipment had to be brought aboard. The ship's catapult, arresting gear, fueling, flight, and hangar deck crews had to learn new techniques in dealing with jets as opposed to ASW aircraft. But they did a good job. During the nine days a total of 480 pilots from basic and advanced training squadrons as well as Fleet squadrons made their carquals. During this period, 2,470 day and 228 night arrested landings and 795 touch-and-goes were recorded.

MIDSHIPMAN *Charles E. Allen, U.S. Naval Academy, is briefed on how to climb into an F-4 Phantom by VF-84 pilot, Ltjg. Dan J. Shewell. Allen was one of 60 midshipmen aboard Independence for a summer deployment in the Mediterranean.*

Essex has been selected as the prime recovery ship for the manned Project *Apollo* 7. In September, *Essex*, HS-5, and frogmen from Underwater Demolition Team 21 participated in recovery training exercises as they prepared for the big day.

R. R. Della Valle

AN RUSS *L. Hoogerhyde (C.) happily thanks Lt. H. L. Clay of HC-2 and his crew for rescuing him from the Med after he was blown overboard from the Forrestal by the thrust of a jet exhaust. Ltjg. C. G. Tournigny, who piloted the helo, places a steady hand on Hoogerhyde as the other two crew members, AMS3 Ross S. Wheaton (L.) and ATN3 Kenneth C. Rueff, look on.*

Guadalcanal (LPH-7)

As flagship for ComPhibRon 10, *Guadalcanal*, commanded by Captain Roy M. Sudduth, has been busy with Operations *Race Run* and *Escort Tiger* and Exercise *Carib 2-68*.

Amphibious operations off Vieques with another Marine unit were interspersed with liberty in San Juan and St. Thomas.

Lexington (CVS-16)

When *Lex* emerged from a yard period at Mayport, Fla., her crew found a staggering number of pilots ready to carqual, so they rolled up their sleeves and pitched in. Eighteen days later they had recorded 5,775 landings, an average of 321 a day. And while they were at it, they made the 75,000th catapult off *Lex's* starboard cat and qualified or refreshed 726 pilots for carrier landings, a new record for *Lex*. During that same period, CVS-16 chalked up arrested landings 216,000 through 220,000.

Captain E. W. Gendron, C.O., commending his crew, said, "I want to emphasize that the entire crew of *Lex* contributed to this great performance."

Randolph (CVS-15)

At the Boston Naval Shipyard, in October, CVS-15 began her inactivation, called for by the recent reduction in force (*NANews*, October 1968, p.3).

Forrestal (CVA-59)

A quick hail-and-farewell were exchanged between *Forrestal* and *Shangri La* as *Forrestal* took her place on station in the Med with the Sixth Fleet.

Forty-three midshipmen from the Naval Academy and college ROTC units joined *Forrestal* before she left Norfolk for six weeks of at-sea training. While they were aboard, they performed the duties of junior officers and became fully indoctrinated in normal wardroom routine. They left *Forrestal* when she pulled into Athens.

Two days after CVA-59 began operations in the Med, Ltjg. Robert E. Hall of VA-34 made the 129,000th arrested landing.

The preflight . . .

the inventory . . .

the scramble . . .

SAR

Competence and confidence are built by training. At NAS Point Mugu, technical background is provided through daily lectures, and valuable practical experience is arduously earned in the air, where it counts, by the men in . . .

It could be a drill or a mission. The SAR trainees at NAS Point Mugu never know when they hear the "scramble" signal. They do know, however, that the helicopter is ready to go – they made it ready.

ADR1 Gene Pearson, training petty officer and a qualified crew chief, holds daily training sessions for SAR trainees, including unannounced scrambles and practice airborne operations.

Thirteen crewmen and 12 collateral duty pilots are the nucleus of the Point Mugu SAR program. When new men check aboard they are assigned a "buddy" (a qualified crewman) and begin the long road toward qualifying.

After passing the flight physical and water survival tests, they learn to preflight the helicopters and to operate rescue equipment.

The men pass open-book tests on search and rescue procedures, a plane captain's test, a ground check, and a flight test. They also must make at least six pickups and have ten flight hours. The pickup can be actual or simulated, using a horse collar, stretcher, or rescue seat.

"The average helo flight is about 20 or 30 minutes, which means it could take a sailor up to two months to get his ten flight hours," Line Chief Otto Schimmel says.

Once aircrew-qualified, the men go through progressive training until they become crew chiefs. Qualifying requires 20 additional pickups and 50 flight hours. Candidates must also pass an extensive ground and flight test, given by instructors over a three-month period.

Five of the 13 aircrewmen now at Point Mugu are crew chiefs, with more about to be designated, according to Chief Schimmel.

Crewmen are cross-trained so if the after crewman goes in the water to assist a downed pilot, the second crewman operates the equipment. The men are trained in first aid to enable them to treat victims en route.

Point Mugu makes about four SAR launches weekly, Pearson reports. During the past six months, the helicopters have made 20 rescues.

Five minutes after an alert, the helicopters are airborne and flying about 100 mph, making most of the round trips in less than 30 minutes.

the ultimate goal.

Floatable Armor Vest Designed

Developed by Norton Co. and Navy

Development of the first floatable armor vest capable of stopping 30-caliber armor-piercing projectiles has been announced. The boron carbide composite vest, encapsulated in polyethylene foam to make it float, was developed jointly by Norton Company's Protective Products Division at Worcester and Navy's Clothing and Textile Research Unit, Natick, Mass.

The new vest not only floats, but provides buoyancy to the user, acting like a bullet-proof life preserver. Typical application would be for river patrol boat personnel facing small arms fire from shore.

The boron carbide armor composite is the lightest weight (about seven pounds per square foot) material known capable of stopping .30 caliber armor-piercing ammunition. Widely used on helicopters and by air crew personnel, it was not floatable, and a man wearing it faced the danger of drowning if he went into deep water. This new vest solves this problem.

ADMIRAL MOORER *told the group: "You fellow tailhookers 'got' what it takes. You are, seriously, one of the nation's greatest assets. If it takes courage, you've got it. If it takes intelligence, you've got it. If it takes dedication, you've really got it."*

TAILHOOK REUNION

Photographs by
PH1 Robert E. Woods

For the sixth consecutive year, Las Vegas was alive with camaraderie and esprit de corps the latter part of September when more than 2,000 pilots gathered for the 12th annual Tailhook Reunion.

The festive three-day meeting featured an air show, a banquet, and presentations to outstanding Tailhookers. It was the largest single gathering of carrier pilots since World War II.

Admiral Thomas H. Moorer, Chief of Naval Operations and principal speaker at the reunion, was named "Tailhooker of the Year." Admiral John J. Hyland, Commander-in-Chief Pacific Fleet, presented 34 pilots with "200 missions-over-the-north" awards, bringing the total number of pilots with more than 200 missions over North Vietnam to 206. Two pilots have flown more than 300 missions.

Rear Admiral G. C. Talley was honored for achieving the most carrier landings by a flag officer (628). He is currently the assistant director of Strategic Plans Division (OpNav).

The Tailhook Association was incorporated July 22, 1968, in California as a non-profit corporation whose purpose is to "foster, encourage, develop, study, and support carrier aircraft and carrier pilots of the United States Navy."

The atmosphere of fellowship displayed in Las Vegas is the hallmark of Naval Aviation.

COMMANDER-*in-Chief Pacific Fleet, Admiral John J. Hyland, presents a "200 missions-over-the-north" award to one of the pilots.*

A PROUD *tailhooker advertises his association at a banquet for carrier pilots. Over 2,000 Navy, Marine, and Air Force pilots attended.*

PERSONAL GLIMPSES

Editor's Corner

ANTICIPATING a flood of mail from irate *Spad* drivers who would somehow be feeling neglected after our A-1 feature (*NANews*, July, 1968), we prepared the above drawing and braced ourselves for the onslaught. Since the *Skyraider* story touched on only a small percentage of the material on hand, it was planned to devote this issue's column to readers' comments on some of the more fascinating items we might have left out. Fortunately, the mail was mostly favorable, but we decided to run the drawing anyway.

Lt. Richard M. Green sent the following:

Sirs: I read with great interest the A-1 *Skyraider* feature in the July issue of *NANews*, and had to chuckle when I read (on page 20) of the pilot taking off from NAAS Charlestown, R.I., in his folded-wing *Spad*.

Although you are probably being deluged with mail from ex-*Spad* drivers and riders, my own most memorable experience with the *Spad* may be of interest.

On May 11, 1951, in what may well be a world's record lift for a wingless aircraft, I rode as radar operator in a Composite Squadron 35 AD-4N (BuNo 124135) that climbed to 250 feet from the very short strip at Kangnung, Korea (K-18), with the wings neatly folded and hung with six 260-pound fragmentation bombs and a full load of 20mm ammunition.

Since the basic AD-4N alone weighed about 1,000 pounds more than the AD-2, your example in testimony to the design of the aircraft didn't go nearly far enough. The fact that both the pilot and I walked away from the resulting "hard landing" (only the bare fuselage was with us when we got out) is still more testimony to the ruggedness of that bird and to the people at El Segundo who built her.

We had many inquiries on B. R. Jackson's *Skyraider* book. Not having seen it yet, we suggest direct contact. His address is: 17560 Blythe, Northridge, Calif. 91324.

Some readers were unaware of *Skyraider* versions with an aft compartment, so we're running a picture of one. Other correspondents were pleased that we made mention of the all-weather versions.

Using techniques evolved from British WW II procedures, special teams aboard attack carriers performed under generally adverse conditions during the late Forties and the Fifties. Operating a *Skyraider* (or a *Corsair*, *Banshee*, or *Skyknight*) from a straight deck on a dark rainy night required a particular frame of mind. We'd like to do a story on it sometime, before the old-timers are all gone, but today's young fellers probably wouldn't believe it. Out of those murky efforts have come sophistications such as the A-6 and AWCLS. Commander Bob Holt wrote: "My two tours in the little cousin of the *Spad*, the A-4, have tended to make me remember with fondness some of the good features of the AD-4N with the talented young kids riding in the back to help find the boat on dark nights." Amen.

On some ships, the "night people" were regarded with a certain disbelief. We know of one team arguing for three months to get approval for night dive-bombing practice. But night recoveries were sure to lure "day people" away from the wardroom movie; "Vultures' Row" was always crowded. The LSO had a demanding job (one of them later became a chaplain). The period following the "cut" had an air of unreality; once back in the ready room, a pilot might seriously wonder how he got there!

A reader wrote to point out that one of the photos showed an AM-1Q *Mauler* instead of an AD-4N. While there is a resemblance, *NANews* was correct. Besides, the picture had been shot from another *Skyraider* by the writer of the A-1 feature.

Finally, we were questioned about the dropping of a bathtub. It's true, and the tub, with appropriate markings, was at last report somewhere in Southeast Asia.

PICTURE *shows SecNav F. P. Matthews by the door of the aft compartment of an AD-4N aboard USS Philippine Sea in 1950.*

Self-Service. Admirals get to present a lot of awards in a day's work, but Rear Admiral Fred E. Bakutis aced his own command. He won one of the awards he was supposed to present.

RAdm. Bakutis, Commandant Fourteenth Naval District and Commander Hawaiian Sea Frontier, won the senior division of the Hawaiian area all-Navy tennis tournament. Some of his fellow officers ribbed him about winning his own award, but it was all on the up-and-up. The admiral made a clean sweep of all five of his matches.

Captain Charles Koenigsberger, Chief of Staff, Hawaiian Sea Frontier, presented the senior division trophy. The admiral had a previous appointment . . . to accept it.

UP, UP AND AWAY. Clarence D. Chamberlain and Bert Acosta attracted a crowd at Roosevelt Field in New York back in the early days of aviation because of their effort to set a world non-fueling endurance record in a monoplane. An elderly lady came up to Chamberlain and timidly asked him what happened if an airplane ran out of fuel while it was up there in the sky. The pilot looked at her for a moment and then replied: "Well, ma'am, that is one of the tragedies of aviation. The good Lord only knows how many pilots are up there, out of gas, and unable to get back to land."—Lifted from *Fly Navy* (with thanks).

Speaking of Books. Admiral J. J. "Jocko" Clark's new book, "Carrier Admiral," has come to our attention. The *New York Times Book Review* calls it "a crackling, controversial account of Admiral Clark's days ashore and afloat, especially when he roamed the Pacific as one of the Navy's most colorful carrier admirals in WW II. Candor is Jocko's refreshing quality."

Aviation Week and Space Technology says: "Carrier Admiral" will go down in history as one of the major historical records of the U.S. Navy.

Bob Considine: "John Paul Jones never said anything more important."

Samuel Eliot Morison: "Part Cherokee, part Southern Methodist, but all fighter, Jocko Clark knew his business. I have no hesitation in saying that 'Carrier Admiral' is in every way the best U.S. Admiral's autobiography to come out of WW II."

Vice Admiral E. S. Land: "Jocko Clark knew about flying, he knew about ships, and he knew about men – a rare combination which makes 'Carrier Admiral' a most interesting book written by a fighting leader."

LETTERS

Praise for WW I Series

Sirs: I have been enjoying the series of articles on Naval Aviation in World War I. Too little has been written about naval activities overseas in those days.

Sometimes we hear that no U.S.-built aircraft were used by our forces abroad at that time, but I went to Europe in the summer of 1918 and stayed over until February 1919. In August, September, October, and November, I visited all our U.S. naval air stations along the coast from Belgium to the Spanish border, and they were all operating HS-2L and H-16 flying boats on coastal patrol. It is my understanding that from the time they went into operation until the end of the war, German submarine sinkings of coastal shipping ceased.

Ralph S. Barnaby,
Captain, USN (Ret.)

Challenger

Sirs: Your September '68 issue in "At Sea with the Carriers" told an interesting tale of our "young" sister ship, *Princeton*. She and her crew are to be congratulated on finally reaching 70,000 helo landings. But to lay this on the line as a claim to a record? For shame!

Boxer recorded helo landing number 82,562 in August to complete off-load following her participation in Riverine Exercise near Charleston, S.C.

Before *Valley Forge* jumps into the act, we don't claim this as a record — although it probably is. It is, at least, a pretty good challenge to answer *Princeton's* rash claim.

R. H. Hunt, Captain
Commanding Officer
USS *Boxer* (LPH-4)

New Authority for Controllers

FAA Procedures to Speed Departures

A new operational procedure that makes takeoffs from airport runway intersections routine has been adopted by the FAA in a move to speed aircraft departures and reduce delays.

Under the new rules, controllers have authority to initiate intersection takeoffs. Pilots may still use the full runway length, or elect a different intersection for any reason, provided they inform the tower.

Although intersection takeoffs have been allowed for several years, many pilots were not aware that the procedure was permissible. It was formerly up to pilots to request permission from the tower.

Marjorie Sterrett Winners Named

Intrepid and Coral Sea Share Award

The Chief of Naval Operations has named USS *Intrepid* (CVS-11) and USS *Coral Sea* (CVA-43) as the Atlantic and Pacific Fleet winners, respectively, of the Marjorie Sterrett Battleship Award for fiscal year 1968. Winners of the cash award are chosen from the E winners.

The *New York Herald Tribune* started the award in 1916 when they published a letter from 13-year-old Marjorie Sterrett who wanted to give her allowance — a dime — to Uncle Sam to help build a battleship. Income from the fund that accumulated as a result of her letter amounts to several hundred dollars each year.

The award, which must be used solely for the benefit of enlisted men, is used to purchase athletic and recreational equipment.

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.

KD-10572 (unclassified): *Armed Forces Vietnam Report # 40.* Air Force and Navy fighter-bombers strike enemy positions in the Republic and north of the DMZ; elements of the First and Third Marine Divisions overrun a Viet Cong stronghold near Phu Bai; 173rd Airborne Brigade troops assault North Vietnamese positions north of Qui Nhon; the first films on the C-5 *Galaxy's* maiden flight. Feature stories on the rescue of an F-4D *Phantom* crew from hostile territory in South Vietnam; First Infantry Division field defensive measures near Lai Khe; ARVN airborne training at the Quang Trung Training Center; Marine pilots introduce the OV-10 *Bronco* to Vietnam air operations; a Navy civic action project off the coast of South Vietnam (30 minutes).

KD-10567 (unclassified): *Armed Forces Vietnam Report #36.* Razorback gunships fly increased strike missions against enemy emplacements in the Saigon vicinity; helicopter assault ship *Tripoli* doubles as a floating hospital off the Vietnam coast; Air Force C-130's make a low-altitude paradrop at a special forces camp west of Saigon; Ninth Infantry Division units help Buddhist monks build an orphan center near Long Thanh. Feature stories on strengthened security measures in the Saigon area; a recent attack on American troops at the top of Black Lady Mountain in Tay Ninh province; a combat sweep by elements of the American Division in Quang Ngai province; and a report on several American and ARVN civic action projects throughout the republic (30 minutes).

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

AS THE WINTER FLIGHT *landed at McMurdo Station, Antarctica, September 4, the first since February, four Navy men ran out to greet it. Two ski-equipped Hercules, assigned to Operation Deep Freeze, flew into Antarctica two hours apart, bringing with them a welcome cargo, 6,000 pounds of mail, for the men at McMurdo and New Zealand's Scott Base, the first they had had in seven months. Two hours later, the "Hercs" made the 2,500-mile return trip to Christchurch, N.Z., and arrived at VX-6 headquarters at Quonset Point, Sept. 8.*

SQUADRON INSIGNIA

VAW-13

The 'Zappers' of Airborne Early Warning Squadron 13 provide electronic countermeasures and in-flight refueling service to the Pacific Fleet. Home-ported at NAS Alameda, the EKA-3B Skywarrior crews are led by Cdr. W. B. Nevius. They are currently operating aboard four aircraft carriers and have a permanent detachment at NAS Cubi Point.

NAVAL AVIATION
NEWS

We Can't Quite Believe...

That it all happened in 50 years, but it did — from balloons and 'crates' to powerful, sleek aircraft, from 70 miles per hour to supersonic speeds, from battleships to aircraft carriers. Let's look at the record as Naval Aviation News during its 50th year resolves to 'tell it as it was,' beginning with the feature article on page 6.