NAVAL AVIATION NEWS

50th Year of Publication

JUNE 1969

NavAir No. 00-75R-3

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AN IMPRESSIVE RECORD

'The A-7 Corsair II has compiled an impressive combat record over the past year and is rapidly becoming the workhorse of our carrier striking force. The follow-on A-7E version made its first flight last November and fleet deliveries [began] this April. The Fiscal Year 1970 budget contains funds for continued procurement of the A-7E to replace our older Navy A-4 Skyhawks.'

—Secretary of the Navy John H. Chafee before the Senate Armed Services Committee

NAVAL AVIATION NEWS

FEATURES

THE STAFF

COVERS

PHC John Gorman photographed the A-3 Skywarriors of VAH-123 as they flew over Seattle's Space Needle. He was working on the story about the Whidbey Island-based squadron. Art Schoeni's lens caught the A-7 of Attack Squadron 122 at NAS Lemoore, Calif.

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NAVAL AVIATION NEWS

18-Month SISMS Study Ready

Conducted by Tri-Service Task Group

The cost of equipping the nation's armed forces with aircraft and the associated equipment to keep them flying is expected to be less as a result of a management project conducted recently as part of the Standard Integrated Support Management System (SISMS) program.

The study task force composed of Army, Navy and Air Force personnel spent 18-months visiting military bases and civilian industries throughout the country in an effort to establish joint operating agreements whereby a single service will have the over-all management of any one aircraft. In the past, each service bought an aircraft, support equipment and parts on its own, sometimes paying different prices for the same item.

The single service support management concept covers the entire cycle of an aeronautical system, from the time it is bought, through its operating cycles, to the time it is phased out.

SISMS is expected to save taxpayer dollars through the development and use of standardized logistic support for aircraft used by more than one of the services.

Captain D. D. Farshing, Jr., Naval Air Systems Command, was head of the study group.

Marine Named Year's Honor Man

Is Presented the Annual DAC Award

In a ceremony held in Washington, D. C., on April 8, 1st Lt. Don C. Lewis, USMC, received the "Outstanding Naval Aviation Student of the Year Award," presented annually by the Daughters of the American Colonists. The award is an inscribed gold wristwatch.

HONOR MAN POSES BESIDE HIS F-4

Lewis was selected for his outstanding academic achievement and flying ability as a student Naval Aviator. While undergoing flight training at NAS Pensacola, he was named Student of the Week and Student of the Month in August and made the Captain's List for academic achievement in November.

He is currently flying the F-4 as a section leader in Fighter-Attack Squadron 451 at MCAS Beaufort, S. C.

VA-42 Announces Safety Record

Amasses 25,000 Accident-free Hours

Attack Squadron 42, based at NAS Oceana, Va., has recorded its 25,000th accident-free flight hour. The record hour was flown in one of the squadron's A-6A *Intruders* by Commander Frank Cramblet. His bombardier/navigator was Lt. Peter Libby, a Royal Navy exchange officer.

The achievement of such a record was made while the squadron logged over 3,030 day and night carrier landings. Cdr. Cramblet stated that the record could not have been made without the combined effort of a group of professionals, particularly the enlisted maintenance men.

VA-42 is East Coast's training replacement squadron for A-6A outfits.

A-3B Tests Weapons in Flight

Flying Laboratory Operated by NMC

Much of the guesswork has been taken out of laboratory testing of missiles and weapon systems by electronic engineers at the Naval Missile Center, Point Mugu, Calif., by the use of a specially equipped A-3B.

The laboratory equipment carried by the aircraft includes such items as four television display monitors, video and magnetic tape recorders, various photographic and TV cameras and oscilloscopes.

In a normal laboratory missile test, flight situations faced by weapons can only be simulated. With the *Skywarrior*, complete missile and weapon components are functionally tried out and subjected to laboratory type studies while actually on the aircraft.

NMC civilian engineer Kenneth Knudsen says, "Before the laboratory was put into operation, engineers were getting flight test information second-

hand. The test aircraft carried just the pilot and we had to rely on what he told us about the missile's performance. With our new lab, the engineers go along to operate the equipment and evaluate the performance of the missile being tested."

Since the air-to-surface program division, directed by Lieutenant Colonel Robert E. Solliday, USMC, began using the flying lab, over 140 separate weapons and special missile seekers, various display recorder systems, and infrared and optical seekers have been evaluated in flight.

First Atlantic Flight Celebrated

Smithsonian Exhibits NC-4 on the Mall

Ranking military and civilian dignitaries gathered on the grounds of the Smithsonian Institution May 8 to inaugurate the 50th Anniversary of the first trans-Atlantic flight, made by the Navy NC-4 flying boat in 1919. Among those present were three men who participated in the flight as well as those who helped design and construct the Navy-Curtiss seaplane.

Speakers were the Honorable John H. Chafee, Secretary of the Navy; S. Dillon Ripley, Secretary of the Smithsonian Institution; and Vice Admiral Thomas F. Connolly, USN, DCNO(Air), and chairman of the NC-4 50th Anniversary Committee.

On behalf of the Smithsonian, S. Paul Johnston, the director of the National Air and Space Museum, accepted the log of the NC-4's famed flight.

A luncheon for honored guests, flight participants and members of the early flyers' families, was held, immediately after the ceremonies, in the rotunda of the Arts and Industries Building of the Smithsonian.

The refurbished NC-4 remained on exhibit for the next few weeks.

New Seaplane FLIP's Available

Seven Volumes now Reduced to Two

As a result of an extensive survey by the Naval Oceanographic Office, the Flight Information Publication (FLIP) — Terminal (Seaplane) has been reduced from the comprehensive seven volumes to two volumes. This action was necessary because of the phase-out of Navy seaplane operations and the general lessening of seaplane activity in the other military services.

To satisfy the remaining seaplane terminal areas of interest, graphics have been combined in two volumes: North Pacific-Alaska and West Atlantic-Caribbean, effective November 1968 and December 1968.

The former volumes that have been cancelled are: Africa-India, Australia-Southeast Asia, Europe, South America, Pacific-Far East, Canada-Alaska and United States-Caribbean.

1,000 ARRESTED LANDINGS

Flatley Fifth to Pass Mark

IN HAWAII *in 1936, Vice Admiral James H. Flatley, Jr., then a lieutenant junior grade, posed with his two-year-old son, James III, sitting on the wing of an early F4B fighter (left). In 1966, Lieutenant Commander James H. Flatley III repeats the pose with his son, James IV, perched on the wing of the latest Phantom. LCdr. Flatley recently logged his 1,000th carrier arrested landing and at the same time counted his 200th landing on Kitty Hawk (CVA-63). He now joins the ranks of four other Naval Aviators who have caught the wire 1,000 times: Captain George Watkins, Captain Alfred J. Nemoff, Captain Ernest Eugene Tissot and LCdr. Robert W. Hepworth.*

GRAMPAW PETTIBONE

Trip to Oblivion

The combat readiness air wing commander departed a desert training base at noon one day in a TA-4F two-place *Skyhawk*. His dual pilot was a replacement trainee who, although with 90 hours in type, was on his first cross-country flight.

The wing commander planned to stop at an en route AFB and the nugget was to continue on to an eastern naval air station to remain overnight.

Weather at the AFB was bright and sunny, but the wind was something else, 70° to the runway at 20 knots, gusting to 25. After the commander completed the landing, he remarked on the viciousness of the crosswind and said that the present wind was all he would care to hack.

On their way to operations, both pilots noted the wind increasing as flurries of dust could be seen swirling across the runway. The J.O., however, was very anxious to be on his way east, so he began preparations for departure. His boss discussed the crosswinds with him and together they checked the anemometer in the weather office which was holding just within the NATOPS crosswind limitations. Admonishing the nugget to play it cool and not to go if the wind exceeded the aircraft restrictions, the wing commander departed for his local destination. A short time later, he thought to himself that his friend would be stuck for quite a while since the wind by then was blowing considerable dust.

After completing his preflight planning, the young pilot proceeded to the weather office to be briefed. He was advised that a wind warning was being prepared which would be valid in about 30 minutes; it called for gusty winds to 35 knots until mid-evening. With that, he hurried out of his aircraft to get off before the wind warning became effective.

In his haste, the pilot neglected to secure the rear seat properly and did not complete all the preflight checks and checklist items. His clearance was ready as soon as he called the tower and he copied it while taxying to runway 17. He was cleared for takeoff with the warning that the wind was 250° at 20 knots, gusting to 26.

The aircraft hadn't rolled 800 feet down the runway before it started to swerve slightly right. The swerve continued to increase and the *Skyhawk* departed the runway at 1,600 feet. The port wing struck the 2,000-foot marker and, as the plane continued to bounce across the terrain, the pilot reached for the face curtain and pulled it partially down. The craft then bounced into the air, and the pilot quickly grabbed the stick, hoping to remain airborne. When it struck again, he re-initiated ejection and was deposited on the runway via the ejection seat and parachute.

The doomed aircraft continued under full power through the rough terrain. The nose wheel and main gear

Illustrated by Oblom

collapsed, rupturing the drop tanks and it came to rest 5,800 feet from the takeoff point, engulfed in flames.

Grampaw Pettibone says:

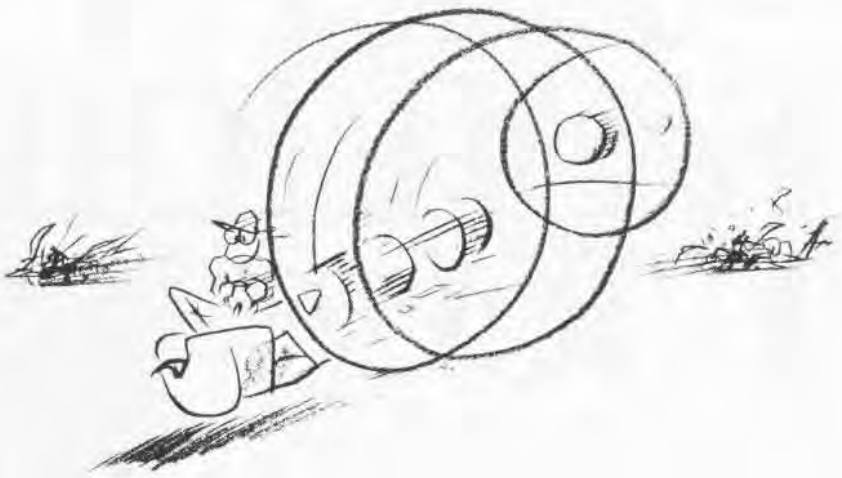
Jumpin' Jehosophat! If this keeps up, we won't have enough TA-4F's left to run a training program. You'd think they grew on trees.

This pilot had such a great desire to reach his destination that he skipped helter-skelter over the checklist and proceeded blindly ahead, oblivious of the warnings being given by the people around him.

His "excellent aeronautical skill and potential" were far out-weighed by his lack of judgment. And to think a word from the wing commander could have prevented all this.

As long as field commanders continue to accept such disregard of the NATOPS program by their pilots and fail to exercise the necessary positive, direct supervision and control over their young, inexperienced and immature aviators, we'll continue to lose valuable aircraft and lives which we just can't afford.

If the above sounds like preachin', it is.



Bull in the China Shop

The S-2D *Tracker* went out of commission during an RON. It was scheduled to be turned up that night by a plane captain from the transient line maintenance division of the naval air station.

An ADR3, the work supervisor, stood between the seats as the plane captain (PC) started the engines. Upon completing the start, the PC signalled AN Spoiler, who was outside manning the NC-5 mobile electric power plant, to disconnect the power cord to the aircraft. After removing the cable from the receptacle located on the starboard side, aft of the cabin door, Spoiler mounted his charger and drove aft, made a 180° turn to the left and then proceeded forward. The machine hit a drain in the ramp, causing a momentary distraction, then Spoiler swerved left toward the aircraft to avoid some equipment on the apron. As he suddenly became aware of the starboard prop, it was too late to avoid it and the wayward machine plowed right through.

The first blade split the radiator, the second struck the transmission just to the right of the driver's seat. Miraculously, Spoiler wasn't touched as the vehicle continued on through the prop arc and veered to the right. The hapless airman was thrown to the ground, fracturing his right leg and foot when he hit the ramp.

The errant beast continued unchecked across the apron, crashing into a US-2A parked on the other side.

When he heard the loud noise, the supervisor in the cockpit quickly secured the engines and scrambled out of the aircraft to see what was the matter. Seeing the NC-5 heading across the ramp, he took off after it. He then spied the airman lying on the ground near the aircraft, ran to him and administered first aid until the ambulance arrived a few minutes later.

Grampaw Pettibone says:

If'n you think that one was wild, here's another one:

Maintenance personnel were utilizing an NC-5 to provide electrical power to an F-8 Crusader. The NC-5 operator was in the driver's seat. The left rear wheel was chocked and the hand brake set. Shortly after the engine had reached full rpm with the generator engaged and the hand throttle set, the machine jumped into gear and reared back throwing the operator to the ground. It then jumped the chock and proceeded across the ramp. As it lunged forward, the electrical power cables were torn from the aircraft. A second man standing alongside was knocked to the ground and dragged ten feet by the trailing cables. The runaway NC-5 proceeded across the ramp at 25 mph and struck a US-2B parked innocently on the adjacent line.

And another!

The NC-5 was turned up and chocked in front of an A-4C while maintenance was being performed by one man. It suddenly shifted into gear, jumped the chock and headed across the ramp at an estimated 40 mph. After travelling 90 yards, it struck an A-4C, buckling the nose gear, then continued on in an arc, dragging the Skyhawk along with it. The caravan finally stopped after striking another A-4.

Let's tame these wild cantankerous, unpredictable beasts and get them under control! The creature's habit of unexpectedly taking off for parts unknown had better be stopped or there'll pretty soon be another one loose.

The young whippersnapper who almost ended up as sliced ham wasn't qualified to drive any Navy vehicle, let alone an NC-5. He didn't have a Navy driver's license. During the preceeding 55 hours, he had had only five hours sleep and had subsisted solely on cheeseburgers and French fries. At the time of the mishap, he was wearing yellow sunglasses, and in the dark yet.

Snivels

'I would not have had this accident if I had not been led into making a short, tight pattern by Waves I observed sunbathing on the barracks roof.'

OLDEST

Retirement comes this month to one of the most illustrious ships in naval history, the aircraft carrier USS *Essex*, CVS-9 is being decommissioned at the Boston Naval Shipyard after nearly a quarter of a century of service to the United States.

The oldest carrier in the fleet today and the first carrier of the class to which she gave her name, *Essex*, with 13 of her sister ships, formed the heart of the fast carrier task force which spearheaded the drive across the Pacific in World War II.

The record that marks her long wake is virtually unequaled in the annals of the U.S. Navy. She sailed over 230,000 miles and earned 13 battle stars in WW II, steamed another 90,000 to gain four more stars in Korea, stood by as a member of the Peace Patrol in the South China Sea prior to Dien Bien Phu, supported mass evacuations from the Communist-threatened Tachen Islands, saw action in the Lebanese civil war, sent aircraft to subdue Red China's shelling of Quemoy and Matsu, showed the flag during the Berlin crisis, participated in the Cuban Quarantine, and, late in 1968, served as the prime recovery ship for *Apollo* 7. Mercy missions, diplomatic goodwill tours, allied maneuvers and, more recently, submarine surveillance in the Atlantic and Mediterranean were other important assignments.

Essex was commissioned December 31, 1942, Captain Donald B. Duncan commanding. At that critical time, there remained in the Pacific Theater only two combat carriers: *Saratoga*, damaged but repaired, and the indomitable *Enterprise*. *Lexington* had been lost at Coral Sea, *Yorktown* at Midway; *Wasp* in September and *Hornet* in October 1942. Then, on Sunday, Memorial Day 1943, just 539 days after the Pearl Harbor attack, *Essex* arrived in Hawaii, the first of the carrier reinforcements.

Her innovations and improvements included a longer and wider flight deck, greater hangar space, a new deck-edge elevator and accommodations for some 100 aircraft as compared to *Sara's* 75 and the *Big E's* 85. An array of AA firepower bristled fore and aft of the new pyramidal island superstructure. (These weapons downed 33 attacking planes, although a kamikaze got through off the Philippines, in November 1944, to smash against the port deck, killing 15, wounding 44, but putting the ship out of action for only 30 minutes.)

With *Essex* also came new strategy and tactics — "the multi-carrier doctrine." Throughout 1942, carriers had operated singly or in pairs, but in 1943 they were grouped in three's or four's, two or more such groups constituting a fast carrier task force. *Essex*-class carriers and the smaller, cruiser-hull converted *Independence* (CVL) types were to demonstrate this doctrine and lead the island-hopping campaign across the Pacific.

On the last day of August 1943 at Marcus Island, 2,700 miles west of Pearl Harbor, 990 from Japan, *Essex* went into battle with a new sister ship, *Yorktown* (CV-10), and the smaller *Independence*. Nine strike groups were launched in a day-long attack. On the sweeps were strafing Grumman F6F *Hellcats*, followed by TBF *Avengers* with "blockbusters" and Douglas SBD *Dauntlesses* with fragmentation "daisy cutters."

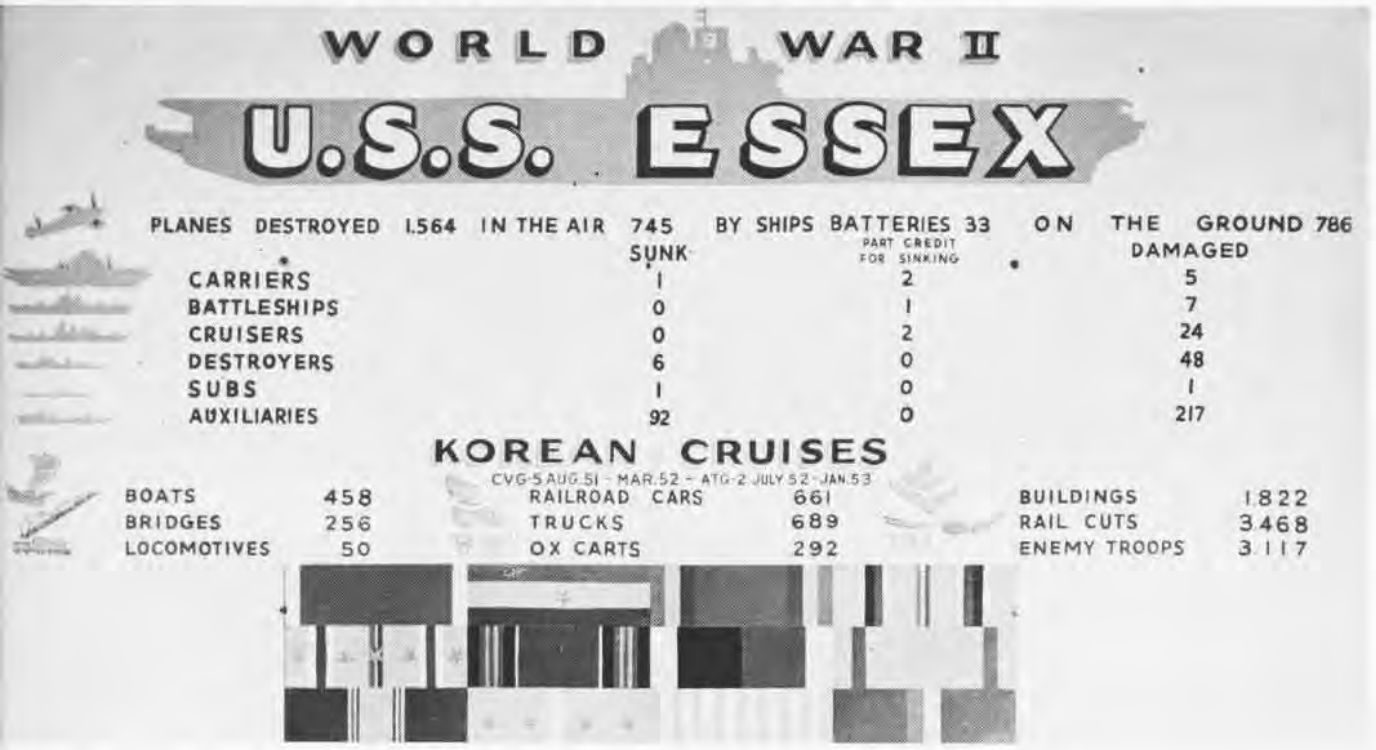
On her next engagement, *Essex* raided Wake in October with five other new carriers, then moved south in Task Group 50.3 for the Armistice Day attack on the Japanese shipping stronghold on New Britain, which Admiral William "Bull" Halsey declared "ought to change the name of Rabaul to Rubble." Some 120 Japanese planes counterattacked, but throughout the action, *Essex* Captain Ralph Ofstie adroitly outmaneuvered enemy bombs and torpedoes as Air Group Nine destroyed 46 enemy aircraft, sank a destroyer and damaged other shipping, including two cruisers. Halsey congratulated the task group: "Your determined onslaught against Tojo's shipping will make him *so sorry*."

From then on, *Essex* took part in every major battle and campaign in the Pacific, carrying the fight to the shores of Japan. Her pilots and aircraft supported landings in the Gilberts and Marshalls, attacked the Japanese stronghold at Truk, moved into the Marianas and met the enemy fleet in the Battle of the Philippine Sea, supported the occupation of Palau and the landings on Leyte, helped rout the enemy in the Battle for Leyte Gulf, sailed the South China Sea in support of the Lingayen landings and hit Tokyo as a preliminary to the Marine assault on Iwo Jima.

During the Okinawa campaign, when *Essex* steamed over 33,800 miles without dropping anchor and repelled 357 Japanese air attacks, the ship spent 79 consecutive days at sea on battle tour, an unprecedented record which still

ESSEX--AND BOLDEST--BOWS OUT

By Clarke Van Vleet
Assistant Historian, DCNO(Air)



stands as a milestone in naval history. In the Okinawa campaign, *Essex* helped destroy the remnants of the Japanese fleet in the Battle of the East China Sea and, finally, attacked targets in Japan. None of her class equaled her 13 battle stars and only *Enterprise* earned more.

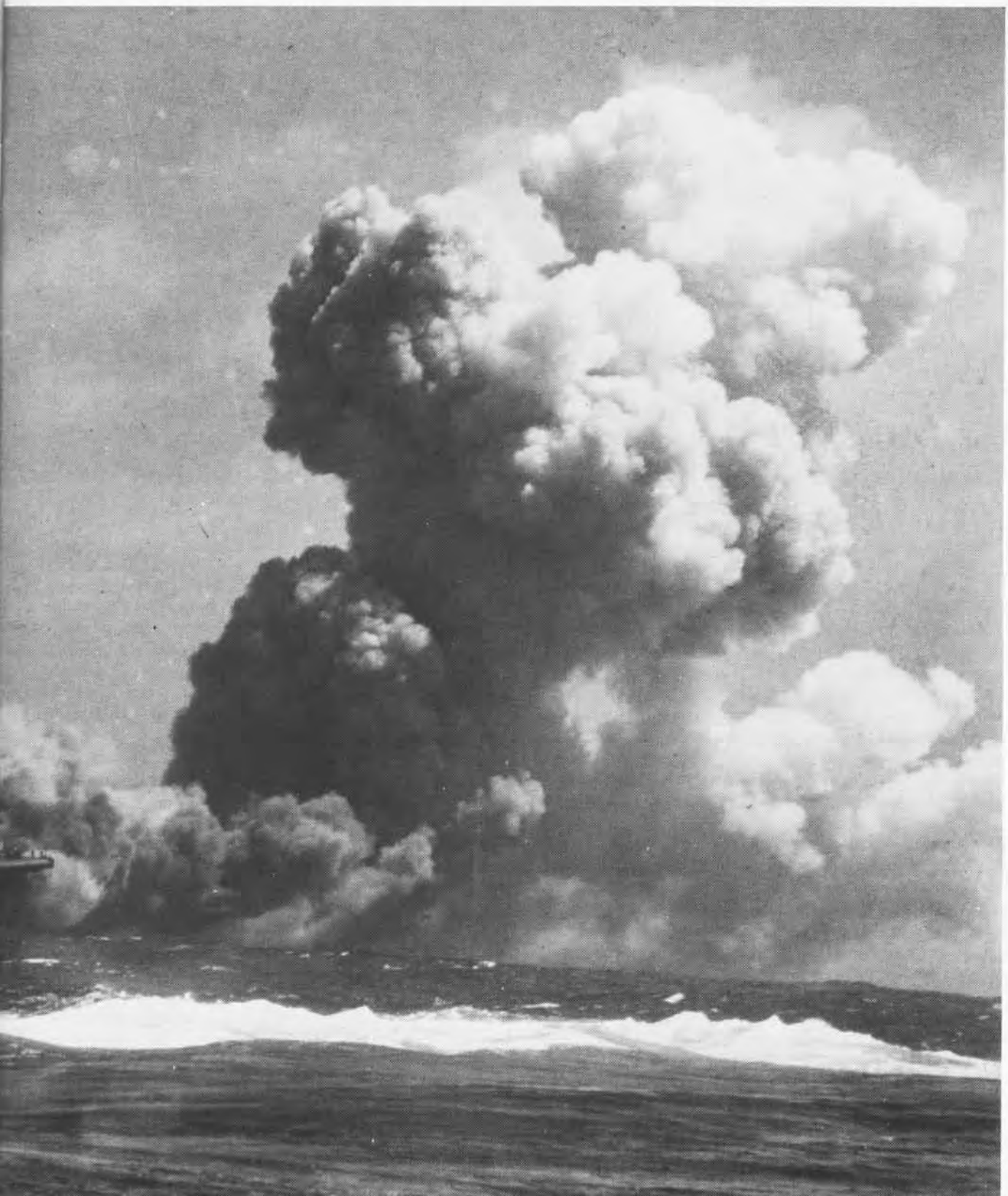
The Navy's top ace of World War II, Medal of Honor winner Commander David McCampbell, flew from the deck of *Essex*, shooting down 34 enemy planes. Third ranking naval ace, with 23 downed, was Gene Valencia who received his combat commencement services on *Essex*. Little publicized was movie-star Wayne Morris, who obtained his "ace-qualifying-five" while with *Essex*, boosting that total to eight by war's end. Air Groups 9, 15, 4 and 83, in that order, as well as two Marine squadrons, VMF-124 and 213, flew from *Essex*. Her air groups flew more than 22,000 combat sorties, destroyed 1,531 enemy planes, sank 100 ships.

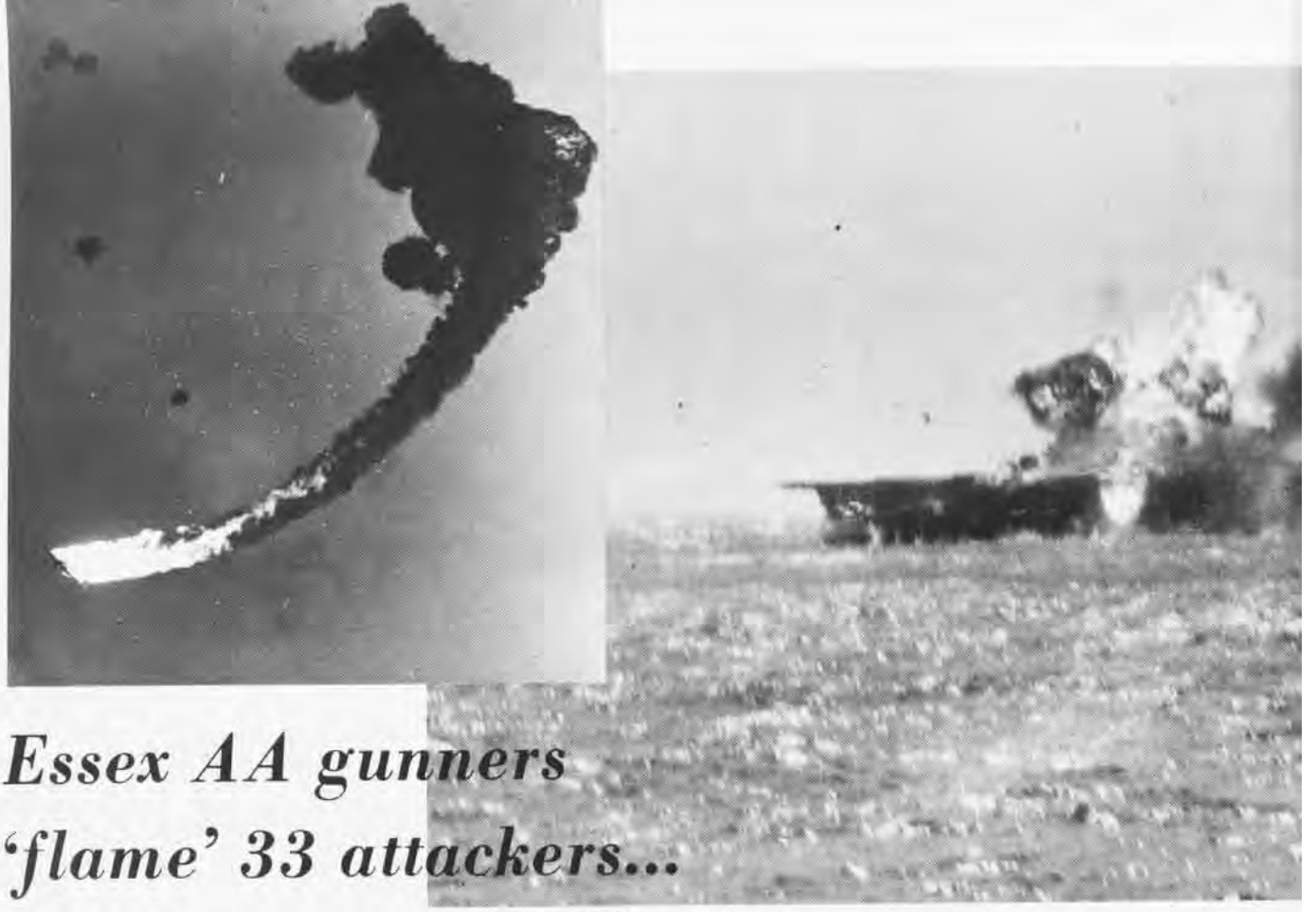
The end of WW II found the Navy with an inventory of 24 *Essex*-class carriers commissioned or building. Of the 111 carriers of all types used in the war, 11 were lost in combat, none of which belonged to the *Essex* class. Like *Essex*, some went into the Reserve Fleet, mothballed at Puget Sound. At the outbreak of the Korean War in the summer of 1950, the Navy had seven *Essex* and *Midway*-class carriers, four light carriers and four escort carriers in commission.

After four years in mothballs, *Essex* was recommissioned in January 1951, Captain Austin W. Wheelock commanding. Her 24-month modernization included redesign: a new flight deck, a streamlined superstructure, more powerful catapults, larger elevators and a greater fuel capacity to satisfy the demands of propeller as well as new jet aircraft. She was the first of the redesigned carriers of her class to reach Korea, August 22, 1951, where she served as the flagship for Carrier Division One and Task Force 77.

The naval air war in Korea differed from the island-hopping campaign of WW II. Aircraft and missions were different, flying hours longer, more days were spent on the firing line, AA fire was greater and the weather worse. Rear Admiral Ofstie, a Commander of TF 77, commented that "historically, it is significant to note that this has been

'Rising Sun' stung Hornet and Wasp, cutting combat carriers by two





Essex AA gunners 'flame' 33 attackers... kamikaze can't K.O. carrier

the first employment of sustained ground interdiction by naval forces."

Embarked in *Essex* were four fighter squadrons flying Douglas *Skyraiders,* Vought *Corsairs,* Grumman *Panther* turbojets and McDonnell twin-turbojet *Banshees,* the latter the first of their kind in the theater. Air Group Five scored an operational first in inter-service cooperation when its fighters escorted B-29 bombers in a strike against a Communist storage center in North Korea, 17 miles from the Soviet frontier, beyond the range of Air Force fighters based in South Korea.

Essex also contributed to improved equipment. After an attempted landing by a combat-damaged *Banshee,* which crashed into parked aircraft causing explosion, fire and the death of eight, *Essex* men tried out a new system to arrest landing jets. Since they burned in at over 130 mph and lacked propellers to catch the barriers, a ten-foot barricade of wire and nylon tape was fashioned in the form of a loose net and strung across the deck to arrest the roll-out. Modified and improved, the device is still used today.

As for AA fire, the concentration of guns in certain target areas of Korea was double the number at specified targets in Japan at the end of WW II. Between late August and the end of November 1951, *Essex* lost 27 aircraft and 11 pilots to AA fire. The most rescued Naval Aviator from the "ditch drink," Wonsan harbor, was reputed to be Commander Paul "Bald Eagle" Gray of *Essex*. He was forced down four times in less than five months, and the pilots of his VF-54 squadron reportedly posted a sign in the ready room: "Use caution when ditching damaged airplanes in Wonsan Harbor. Don't hit Cdr. Gray."

Following Korea, *Essex* continued sailing the waters of the tension-filled Far East. She stood by in the Peace Patrol of the South China Sea during France's Indo-China War in 1954. In February 1955, when Red China seized the island of Ichiang, thus threatening Tachen, *Essex* with sister carriers supported the successful evacuation of some 24,000 Nationalist Chinese.

Later the same year, *Essex,* in a seven-month overhaul at Bremerton, received an angled deck, hurricane bow and a second deck-edge elevator. She rounded Cape Horn in 1957 to join the Atlantic Fleet, returning for the first time to the waters where she originated.

In 1958, she became part of the Sixth Fleet in the Mediterranean and, while at Athens, was alerted for the Lebanon crisis. On July 15, she sailed before dawn and by noon was

...change Rabaul to RUBBLE

. . . said Admiral W. F. Halsey, elated fleet commander . . . . One of the Essex pilots who also made history was Navy's leading ace in the Pacific, Commander David McCampbell, who had 34 enemy planes downed to his credit.

supporting the Lebanese President's request for landings at Beirut. Air Task Group 201 flew 2,780 reconnaissance and patrol flights over Lebanon.

At about the same time, trouble erupted again in the Far East. Red China commenced shelling Quemoy and Matsu. To join the Seventh Fleet, *Essex* made the run through the Suez Canal to the Far East – some 30,000 tons halfway around the world in 16 days. *Essex* pilots logged 591 missions while stationed off Formosa before the immediate threat of an over-water invasion subsided. Ordered home via the Cape of Good Hope, she steamed 78,000 miles in the eventful year of 1958.

On subsequent missions, *Essex* participated in many NATO exercises and also maneuvered with allied powers in the Arabian Sea and Indian Ocean. North of the Arctic Circle during Exercise *Sword Thrust* in 1960, *Essex* became the first combat carrier in U.S. naval history to record 100,000 arrested landings.

On March 8, 1960, *Essex* was reclassified as an antisubmarine support carrier (CVS) and completed conversion to her new role in May. She performed her ASW assignments in the western Atlantic until ordered to Europe in October 1961 during the Berlin crisis. As flagship of Task Group 83.3, she led seven ships to the German port of Hamburg to give moral support by a show of force. In so doing, *Essex* became the first U.S. aircraft carrier to make the 60-mile trip up the Elbe River. When the group departed, some 300,000 Germans lined the banks of the estuary to bid farewell. Every ship, yacht, tug and small boat on the river saluted in some way.

Essex was further modernized for her ASW role in the fall of 1962, the job being completed just days before the Cuban crisis. She was the first carrier to arrive for service on the blockade and, with her new equipment, became a key member of the surveillance force during the quarantine. She carried hull-mounted sonar and an optical device which projected in several colors air, surface and submerged contacts directly from the radar set to plot. During her 26 days at sea, CVSG-60 conducted 624 consecutive hours of flight operations.

Following the Cuban crisis, *Essex* continued to function as flagship of an ASW task group. She was periodically assigned to detect and track the increasing number of Soviet submarine packs operating in the Atlantic and Mediterranean. These highly successful surveillance sweeps were continuous round-the-clock operations, employing the Grumman S-2E *Tracker*, the special radar-equipped E-1B *Tracer*, and the Sikorsky SH-3A *Sea King* antisubmarine helicopter.

Versatility has been the ship's hallmark. At times during the past decade, she has, for example, aided the victims of

The worst weather...

for the first sustained ground interdiction by naval forces

'Don't hit Cdr. Gray!'

An accident and fire from a battle-damaged jet making a landing (above) inspired the Essex crew to devise a net-like barrier to recover aircraft. While this device has been modified and improved (left), it is today much like the original.

the Reyran River flood disaster at Frejus, France; provided volunteers to repair a Spanish orphanage; served as flagship and hosted President Eisenhower's news corps during the sea leg of the President's 20,000-mile foreign tour; and searched Jamaican waters for the hijacked Venezuelan merchantman *Anzoategui*.

The famed carrier has also directed rescue operations off the eastern seaboard for the crashed airship KE-5; aided the bathyscaphe *Trieste* in its search for the downed submarine, USS *Thresher;* transported midshipmen from the Naval Academy and college NROTC's on training cruises; welcomed 70,000 visitors at one foreign port alone; and, with Navy Band Unit 146, entertained some 320,000 foreign guests during a single four-month overseas deployment.

Last October, HS-5 helicopters from *Essex* located and recovered the astronauts of *Apollo 7*. The following month she "stood in" for *Lexington* at Pensacola for flight training while 480 pilots completed their carrier qualifications.

And now comes *Essex'* decommissioning. The great events and perilous ventures which constitute her history are complete; the battles in which she fought are over. Appropriately, she returns to Boston near her namesakes, the town and county of Essex. For fulfilling magnificently the prophecy of her first commanding officer, Vice Admiral Duncan, that she would be "an everlasting credit to our country and our flag," USS *Essex* deserves the Navy's highest honor and accolade – Well Done.

Commanding Officers

D. B. Duncan	C. H. Duborg	G. S. Bogart
R. A. Ofstie	F. (n) Turner	J. M. West
C. W. Weiber	R. N. Sharp	W. R. Meyer
R. L. Bowman	D. B. Ingerslew	D. K. Issitt
L. O. Mathews, Jr.	J. B. Bowen	W. E. Fly
A. W. Wheelock	E. R. Eastwood	E. G. Dankworth
W. F. Rhodee	T. A. Christopher	V. V. Eason, Jr.
P. D. Stroop	T. A. South II	J. A. Harkins
B. B. Lovett	R. L. Fowler	H. N. Moore, Jr.
	S. S. Searcy	D. C. Carruth

Honors: Presidential Unit Citation, WW II; Naval Unit Commendation, Korean Conflict

Battle Stars

World War II

Pacific Raids, '43	The Marshalls	Leyte
Rabaul	Pacific Raids, '44	Luzon
The Gilberts	The Marianas	Iwo Jima
	Tinian	Okinawa
	Palau	Japan

Korean Conflict: Summer-Fall and Second Winter, 1951
Summer-Fall and Third Winter, 1952

Air Groups

CVG-9	CVG-83	CVG-2	CVG-10
CVG-15	CVG-5	CVG-11	CVSG-60
CVG-4	ATG-2	ATG-201	CVSG-56
			CVSG-54

Commander Paul N. Gray, known aboard Essex as the 'Bald Eagle,' was several times forced to ditch in Wonsan Harbor. His daring inspired pilots of his squadron to warn flyers forced down in that harbor to keep their distance from the skipper. . . . The 13,000-lb. Apollo 7 command module (below) was brought aboard Essex on October 22, 1968.

A SKYWARRIOR *pilot trainee prepares to refuel from another A-3 which is seen from the cockpit (top). A plane captain (left) is dwarfed by tail sections of the A-3's on the VAH-123 flight line. Commander James B. Rodgers holds a preflight briefing for replacement pilot students in the ready room (above). Commander Donald K. Forbes (left) is commanding officer of VAH-123.*

VAH-123 Alive & Well on 10th Anniversary

By PHC John W. Gorman

Although A-3 squadrons were originally scheduled to be phased out in 1965, the number of students attending the replacement crew training program in Heavy Attack Squadron 123 has increased over the past few years.

VAH-123 celebrates its tenth anniversary June 29, and there is no indication that its requirement of providing replacement crews for A-3 squadrons throughout the fleet is decreasing. In 1968, the Whidbey Island squadron graduated 47 pilots from the course, a record number for VAH-123.

"This is just an indication of the need for well qualified A-3 pilots in the Navy today," LCdr. T. L. Thompson, an instructor pilot says.

In 1961, to accommodate advances in radar and anti-aircraft warfare, the program was changed to include new concepts in all-weather attack. Low-level navigation and "loft" bombing also were added to the syllabus.

Intensification of the Vietnam war in 1964 made it necessary to teach refueling procedures and techniques to the men soon to be deployed to carriers on Yankee Station.

Today, the syllabus includes celestial and dead reckoning navigation, aerial refueling operations, aircraft system familiarization, all-weather radar navigation, and day/night carrier qualifications. In addition to pilot training, the curriculum includes radar navigator training for junior officers and crewmen navigator training for enlisted men.

VAH-123 is the only Navy school that teaches celestial navigation to enlisted men, according to one of the squadron's instructor pilots.

"Some of our students have had flying experience in the A-3's but there are many who have not seen the airplane before," LCdr. Thompson says. "By combining the pilot, radar navigator and crewman training, we are able to instill a feeling of cooperation and spirit of teamwork in the entire crew, prior to their deployment to fleet squadrons."

A graduating enlisted crewman says: "The training and practical experience gained in VAH-123 will be invaluable. It will enable me to make a more meaningful contribution to the Navy."

AD2 PETE HAGER *(left) teaches dead reckoning navigation to a group of officers taking the radar navigator course in VAH-123. A squadron instructor (above, left) holds a last minute preflight briefing for three enlisted students in the crewman navigator training program at Whidbey Island.*

Fifty Years Ago

From the weekly reports of the Director of Naval Aviation for June 1919:

In reporting on the Airship School, NAS Pensacola noted that the communication between two dirigibles in the air and between the dirigibles and two shore stations by radiotelephone was very satisfactory. It was found necessary, however, to idle the motor when receiving messages in the dirigibles.

Pensacola reported that tests of cement sub-caliber bombs for preliminary practice were carried out with varying degrees of success. The weight of the bombs varied from two pounds, seven ounces, to three pounds, four ounces. The cement bombs were dropped together with regulation miniature bombs in order to discover the difference in trajectory, if any, between the two bombs. All bombs lighter than three pounds, four ounces, fell behind the regulation bombs at a distance varying with their weight. The heaviest bombs fell almost with the same trajectory as the regulation bombs. It was carefully noted that since the cement bombs lacked smoke charges, they should be used only for preliminary practice by Naval Aviators.

At Key West, the quarterly gunnery practice was completed with the exception of Bomb Dropping Practice No. 4 since the live bombs had not arrived. Although the accuracy had been excellent the quarter before, the scores made in June showed improvement of 10 to 25%. Excellent results were obtained with the Davis six-pounder, non-recoil gun.

At Hampton Roads, six F5L seaplanes, led by Captain G. W. Steel, Jr., commander of the Fleet Air Detachment, flew to Annapolis June 3 for June week activities. They returned four days later without incident. Upon landing, the planes were anchored to 800-lb. weights. In the anchorage, they weathered without damage a storm which blew up a gale of more than 50 miles per hour.

Upon receiving the news Saturday morning, June 28, that the treaty of peace had been signed at Versailles between the German representatives and the Allied powers, the station siren at Key West was blown continuously for half an hour while three seaplanes maneuvered over the city. Despite the fact that the station was secured that morning for inspection and battalion parade, the seaplanes left the beach 12 minutes after the word had been passed.

For its week of gunnery and bombing exercises, Morehead City, N.C., did not set up radio apparatus at the camp near the bombing target but depended entirely on pigeons to bring the reports of scores and other communications some eight miles back to the station. "The birds have proved invaluable for this purpose as no other means of communication was practicable," the report stated.

At Pensacola, a free ballooning course being given three officers was hindered by the fact the station was limited to the use of 20,000 cubic feet of hydrogen daily for both dirigibles and free balloons.

Research Helo Performing Well

Sets an Unofficial Record—316 Mph

On April 15, a Bell UH-1 research compound helicopter established an unofficial world speed record for a rotary wing aircraft in level flight when it flew at 316 miles per hour, according to a Textron Bell release.

The high performance helicopter was performing under a contract with the U.S. Army Aviation Materiel Laboratories, Fort Eustis, Va. Tests were being made to investigate rotor characteristics during operation at high advance ratios, high blade Mach numbers and aircraft maneuvers. Bell test pilots were at the controls.

During the high speed flight, the UH-1 was flying at an advance ratio of 0.716. In earlier tests, an advancing blade Mach number greater than one was achieved.

The modified YH-40, the fourth aircraft of the UH-1 series, built in 1956, has a Lycoming T53-L-13 as its primary engine and two P&W JT12-A3's, with 3,300 pounds static thrust each, on its wing tips. The aircraft features an integrated control system which allows conversion from conventional helicopter controls to airplane type controls as air speed increases above approximately 150 knots.

RESEARCH UH-1 YIELDS NEW DATA

Savings Winners are Announced

Three NavAirLant Commands Named

Three air stations of Commander Naval Air Force, U.S. Atlantic Fleet, saved the Navy a total of $836,000 during FY 1968 through the Navy's Cost Reduction Program. NAS Cecil Field, NAS Jacksonville and NAS Keflavik, Iceland, were the winners of the Atlantic Fleet Cost Reduction Awards for 1968.

FIELD SERVICE TEAMS

By Elretta Sudsbury

Despite austere housing, often unbearable heat, torrential rains in season and the constant danger of Far East maladies, the morale of the men who bring their skills to "where the action is" is high. Far from home base, the Field Service Teams of the Naval Air Rework Facilities in the United States keep aircraft at the ready in Vietnam.

From Miramar to Cubi Point, from Norfolk to Da Nang, naval "know-how" is carried to the Fleet by civilian technicians. Wherever fighters, transports and helicopters operate, the teams are ready to serve them.

Rework facility craftsmen have been repairing aircraft at stateside field activities since the mid-Thirties when the facilities were called Assembly and Repair Departments. Nearly four years ago, the service was expanded to include overseas bases and aircraft carriers. Over 400 men from North Island, plus many from the other rework facilities, have served at NAS Cubi Point, at bases in South Vietnam and WestPac and aboard Pacific Fleet carriers. They rotate from Cubi to Vietnam and other Pacific bases, such as Japan, Formosa and Guam.

Pushing field team members are some of the real pro's of maintenance. R. W. Dudley instructs enlisted men on the nuances of an F-8 Crusader aircraft.

The war is very close to the teams which provide on-site aircraft repair service. From their ringside seat in Vietnam, they know the value of their services. They have adapted readily to combat conditions, reinforcing their hideaway bunkers. At one location, in 1967, they cumshawed bags from the Marines, borrowed a truck and headed for the beach. With the help of South Vietnamese villagers, they filled the bags with sand. With these, they built up the sides of the bunkers, roofed them with 1x12's and two layers of sandbags. The snug bunkers led to the only known combat-related injury of a field team member. One night when an attack began, a new man made a fast dash for the bunker but failed to stoop low enough to clear the entry. He was taken to the hospital for stitches in his forehead.

The hub of the Field Team operation is NAS Cubi Point, Republic of the Philippines. It all began when ComNavAirPac, on July 13, 1965, requested that a team from North Island be sent to the station. By July 28, the team was at Cubi: six engine mechanics, one test cell operator and one material planner. However, it was noted that in many instances damaged planes that could have been air-ferried to Cubi were surface-shipped because of a lack of adequate interim repair guidelines for squadron personnel.

To hasten repairs, special structural repair manuals were compiled and distributed to the squadrons. Aeronautical engineering specialists were assigned to the NARF team to serve as an in-field advisory force available to the squadrons upon request.

This juncture of the two civilian specialist groups at Cubi in January 1966 formed STRAAD (Special Techniques for Repair and Analysis of Aircraft Damage). STRAAD is operationally controlled by Deputy ComFAirWestPac with offices at Cubi Point and Da Nang. Staffing STRAAD are three officers, six enlisted men, 64 civilians from the seven stateside Naval Air Rework Facilities and four aircraft contractor engineers.

The members of the STRAAD Field Team at Cubi work in two shifts, 9½ hours or more a day, six days a week; and, on occasion, they are dispatched to distant points. Most of their work is the repair of combat/crash-damaged aircraft.

With Vietnam 8,000 miles away, obviously it is economical and efficient to fix an airplane right at the front. At Da Nang and Marble Mountain where the heat is on, STRAAD repairs F-4, F-8 and A-4 aircraft on a 12-hour-a-day, seven-day-a-week schedule. The men blend into the Marine scene with one major difference: they are armed with hand tools instead of guns.

The Field Service Teams at NAS Cubi Point provide services in support of Vietnam operations: jet engine repair, calibration of test equipment, repair and testing of avionics equipment, drop tank repair and welder certification. The Cubi Point engine shop repairs J-79, T-58 and J-52 engines. Personnel not only work on the engines, but they also train Navy and Marine personnel.

William Moore, an engine aircraft mechanic, upon returning from an assignment at Cubi, reported that the shop tools and equipment are limited compared with the shops at North Island, but he added: "We find we can get along with much less than we normally expect."

Cooperation between military and civilian experts is taken for granted. At the end of 1966 when an F-4 crashed at the Marine base at Phu Bai, LCdr. Derry Tucker of the Cubi aircraft maintenance department took a six man crew – four military and two civilians – and flew to the crash site. The team lived in tents in the Marine camp while they dismantled the *Phantom*. It was then airlifted by C-130 and *Skycrane* to Da Nang for ultimate surface shipment to North Island. The F-4 is now in service.

The teams turn out consistently high-volume, top-quality work. A pilot aboard the USS *Midway*, who had firsthand knowledge of the value of their work, praised them in these words: "They do outstanding jobs that are too big for us and too small to be sent all the way to a rework depot. Like skilled surgeons, they cut into the aircraft, repair the damaged parts and then sew up the incision."

Not all the work of the field teams

A CRASH-DAMAGED *F-4 (opposite page, upper left) awaits repair at Da Nang. Next photo shows an Albatross which a field service team repaired at Point Barrow, Alaska, and made flyable again. Picture below demonstrates why helos require dust barrier filters in Vietnam. Above left, men work on assembly of a J-79; below, new rotor blades are secured. At right, R. E. Snail, a North Island team member, works on an H-46 Sea Knight at Marble Mountain.*

is structural repair. Some jobs involve incorporating aircraft service changes to keep the aircraft at the latest configuration throughout their service tours; for example, an armament change to the F-4's to increase their firepower.

When one of the supervisors assigned to Da Nang was asked how the work of the teams was generated, he said, "If a battle-damaged aircraft makes it back to an air base in South Vietnam, the team is notified. The planner and estimator, along with the on-site supervisor, examine the plane to determine if repairs should be made in the field. If the answer is affirmative, teams are assigned and the work begins. Some jobs involve salvage of usable parts from stricken aircraft."

An assignment at Marble Mountain is much the same as Da Nang, except the men work on helicopters instead of fighters. One well remembered special job involved dirt-proofing the CH-46's. Several of the Marine *Sea Knights* were damaged and grounded because of dust and dirt ingested from the unpaved landing and takeoff areas. The team dust-proofed the engines by installing barrier filters and at the same time incorporated other modifications.

Temperatures ranged up to 128 degrees on the Marston mat and sometimes it rained torrents. When the 12-to-14-hour day ended, "home" was a metal topped tent that had been planned as a shower room, used temporarily as a chapel, then furnished with cots to become a primitive barracks for the 16-man field team.

It took two months to complete the job. Sometimes a helicopter was modified, then made one flight and was grounded again. One helicopter the men remember limped back from a sortie riddled with over 50 holes. In short order, the plane was patched and back in service.

The make-do spirit made this possible. J. C. Floyd, a metalsmith, says, "At North Island, we went to the tool room when we needed a special tool. Out here, we have no place to go, so we figure ways to get along with what we have. This inspires ingenuity and improvisation."

Not all WestPac jobs are ashore; some are done aboard carriers. On *Hornet*, having outdistanced their tools during the trip to WestPac, the team members worked for five days using borrowed equipment. Inadequate air pressure and a darkened ship handicapped them, but they completed their mission. Their contribution to Helicopter Antisubmarine Squadron Two's operational capabilities in terms of man-hours saved and aircraft operationally ready is incalculable.

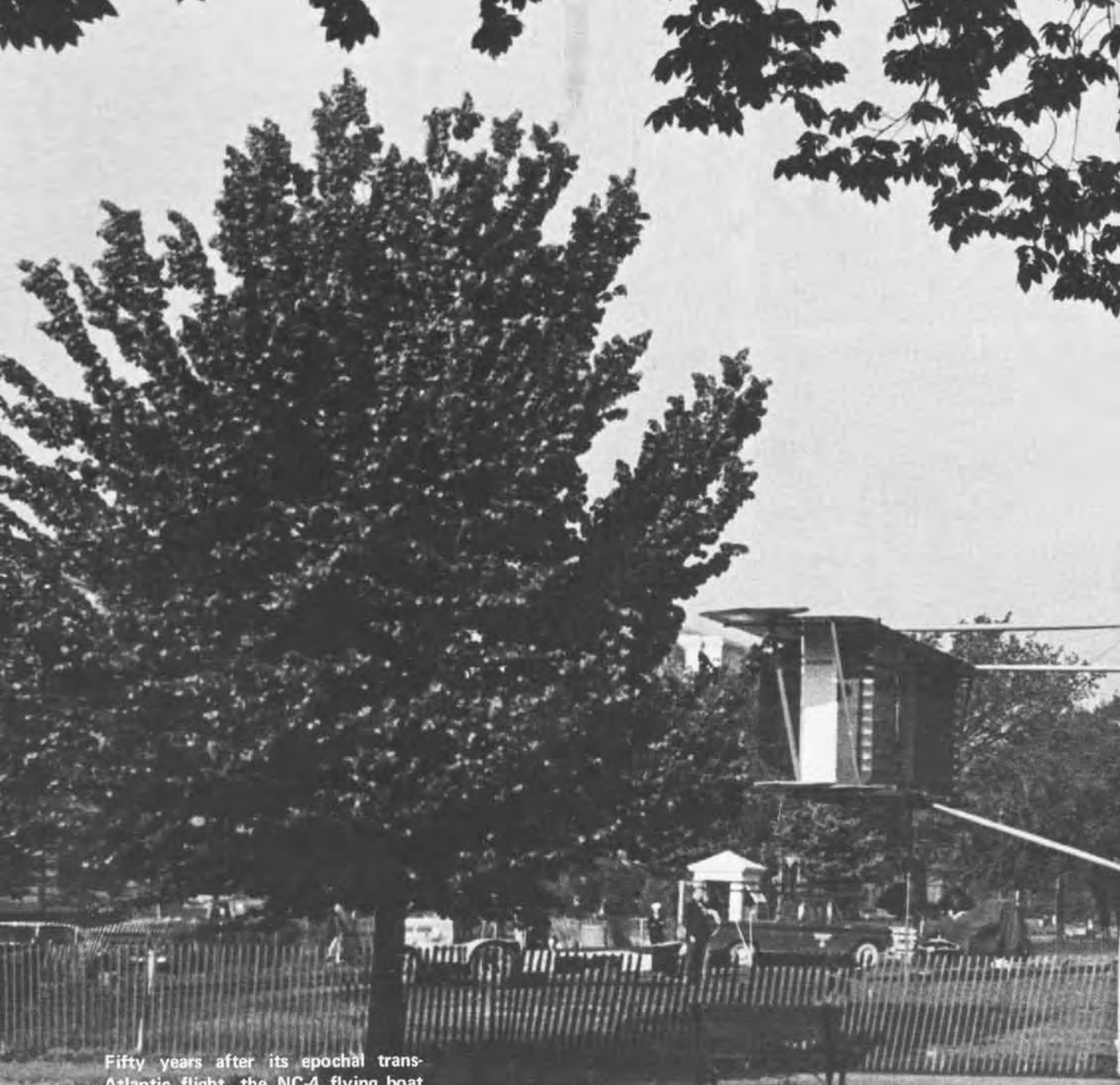
Another time, a two-man team was flown to *Constellation* to make emergency repairs to F-4's. Part of the work was done by flashlight while the *Constellation* was blacked out during a two-day typhoon. After the storm, they worked 16 hours a day to minimize disruption of flight operations.

An important facet of the field team work is repair of ships' aviation equipment while a carrier is en route to its home port from WestPac. Each returning ship carries a field team aboard. Riggers, machinists and electricians board the ships the moment they are off station and ride them back, making the repairs while underway. The men work on launching and arresting equipment and on landing aids — a category of equipment for which North Island is the designated overhaul point.

For example, a 12-man team boarded *Kitty Hawk* and rode her from Subic Bay to North Island. Not only did they work throughout the voyage but also during a ten-day stopover in Japan.

When a field team member returns to North Island after his first tour, Captain William H. Shockey, commanding officer of the Naval Air Rework Facility, North Island, presents him with a gold lapel pin worn only by the men who have been members of Overseas Field Teams. It is inscribed with the words, "I serve." The usual tour is three to six months.

Each team member, by applying a high level of professionalism in making on-site repairs to Navy and Marine aircraft, helps increase the combat readiness of the operating forces. He knows when he volunteers that he is a valuable member of the Navy's civilian-military aircraft maintenance team.



Fifty years after its epochal trans-Atlantic flight, the NC-4 flying boat is displayed on the Washington Mall. In observance of the 50th Anniversary of the flight, the editors of Naval Aviation News have prepared a commemorative booklet on the preparation for the flight, the historic crossing and subsequent restoration of the NC-4. Copies may be obtained by writing directly to: The NC-4 50th Anniversary Committee, the Smithsonian Institution, Washington, D.C., 20560. The price per copy is only one dollar.

THE VOICE

**Military controllers,
like their civilian counterparts,
are FAA licensed.
Air Controlman is the only
Navy rating requiring a license.**

By JO2 Phil Mumma

The Voice, to pilots taking off from or landing at a naval air station, belongs to one of the best trained people in the Navy: an Air Controlman. Air controlmen receive extensive training because in their work there is no margin for error. Every time a controller picks up a microphone for a transmission, he accepts the responsibility for human life. Negligence on his part, in addition to placing lives in jeopardy, puts the air controller on-the-line for punitive action from both the Navy and the Federal Aviation Administration.

Air controlmen, who work in flight clearance, the tower and ground control approach radar units at naval air stations throughout the world, have the only Navy rating that requires civilian licensing. All Navy controllers must be licensed by the FAA.

Before graduating from the 12-week Air Controlman A School in Glynco, Ga., each man must first obtain his Control Tower Operator's Certificate (CTO), but he needs further qualifying and licensing.

New controllers usually are assigned to the flight clearance section for training. There they help pilots file their flight plans. This section also receives flight plans from other air stations via the FAA installations.

After completing the training requirements in flight clearance – and if he is recommended – the controller is ready for either the tower or GCA.

The training in the tower advances the controller toward his goal: an FAA Junior Operator rating which gives him the authority to control aircraft flying under visual flight rules. Following six months of successful performance at that level, the controller can be recommended for the Senior rating which qualifies him to control planes flying under instrument flight rules. At least one senior rated controller must be present in the tower at all times.

Once the controller gets his Senior Operator rating, he still is not through.

NAS Moffett Field air controllers handle as many as 12,000 landings and takeoffs monthly. Forty AC's are assigned to the Air Traffic Control Division at Moffett, the hub of ASW patrol operations in the Pacific.

THE VOICE

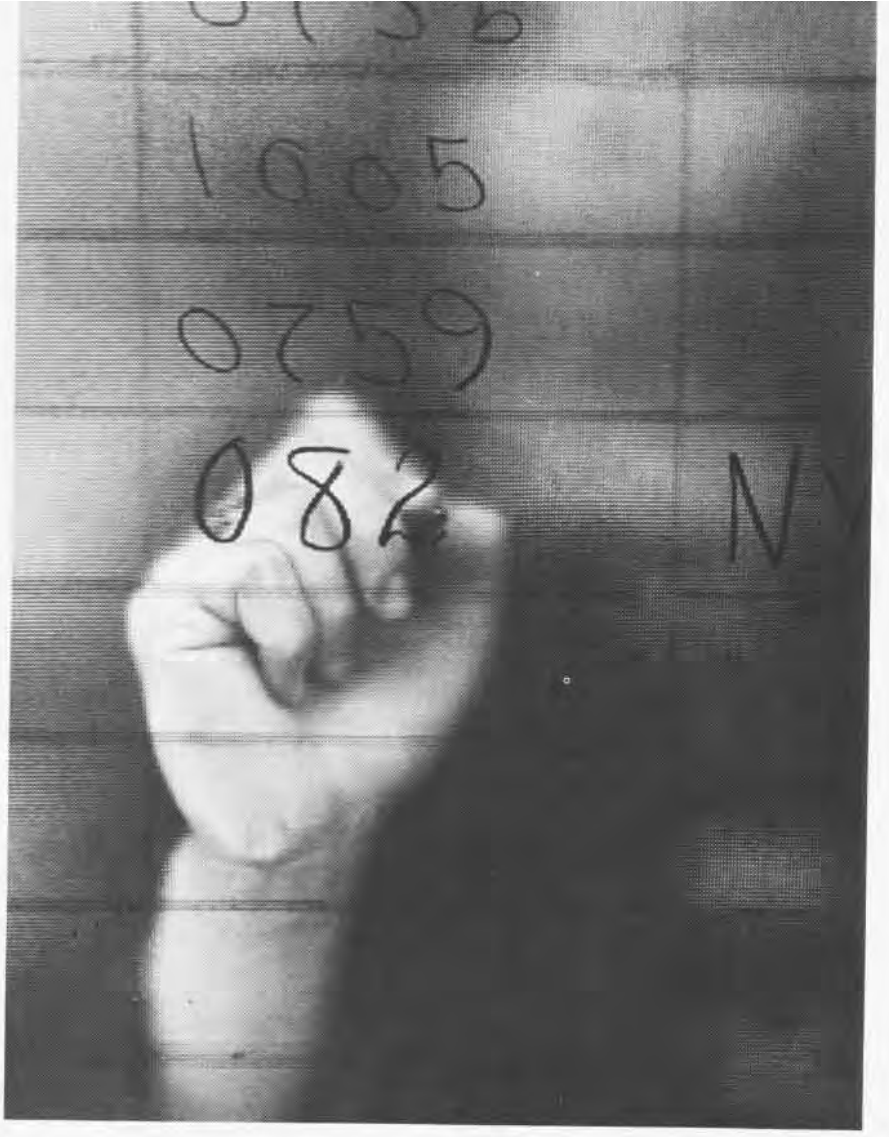
'A day in the tower is mentally fatiguing.' Diane Padden (above) scans a radar screen at NAS Norfolk. She has FAA Junior License.

Each time he reports to a new naval installation, he must requalify and successfully complete both the Junior and Senior Operator exams. He is not allowed to work in the tower until he becomes familiar with the procedures employed at his new duty station. His training is never done. Controllers are required by law to keep abreast of all advancements in the field.

Much has been written in recent months about the problems civilian air controllers encounter in the day-to-day handling of their job. F. Lee Bailey, an attorney who represents some civilian controllers, says that air controllers have too many aircraft to keep tabs on at one time, that technology in the field has lagged, and that there has been a general lack of proper funding for additional air controllers. He notes also that the pressures caused by airborne traffic jams often "burn out" the men.

For example, a controller at a large international airport faced a near mid-air collision. It took him about 20 minutes to clear up the situation and get everything back to normal. A few moments later, he complained of feeling ill. Suddenly, he had a fatal heart attack. He was only 30.

Diane Padden adjusts a recorder to tape conversations between aircraft and NAS Norfolk (below) and makes note of an aircraft departure. Writing backwards on translucent boards is natural for AC's.



NAS Moffett Field controller Jack Voice (far left) uses signal light from tower while talking to Navy pilot by radio. Alertness counts, even when the pace is hectic. Navy controller Pat Hartsock (center) reaches for 'alert' phone to inform rescue stations of possible trouble on the airfield.

THE VOICE

In a landing pattern far removed from the jammed international airport zones, a closely related yet detached job of air control goes on daily. The aircraft are all military, and the landing pattern leads to a ship at sea in the Western Pacific.

Attack and ASW aircraft carriers all carry a complement of air controlmen to direct traffic. The smaller amphibious assault ships and landing dock ships – which conduct helicopter operations – have only primary flight control. The air operations officer is a fully qualified Naval Aviator.

LCdr. Vernon E. Frank controls helicopter traffic aboard USS Tripoli (LPH-10) from Pri-Fly. The 'air boss' has a switchboard connected to a number of radios in aircraft and on deck. A Marine gunship comes in for refueling after clearance for final approach. 'One moment it's complete chaos, then nothing.' LCdr. Frank says Tripoli has more than 14,000 landings without a major accident.

Naval air stations, in contrast, have sufficient manpower to support air operations traffic. Although some of the larger stations, like NAS Moffett Field, handle upwards of 12,000 takeoffs and landings monthly, there are no traffic jams like those at international airports.

An air controlman's lot is not an easy one. A Navy AC says, "It's a hectic day's work and when it's over I'm mentally beat." NAS Norfolk handles about 400 flights daily and approximately 120,000 flights annually, taking in everything from single-engine private planes to transoceanic jets. It is a full time job that requires 100 percent concentration.

The air controlman's job, briefly, as delineated by the FAA, is to promote and insure safe, orderly and expeditious flow of air traffic. He carries out the task from towers and GCA radar units. The tower is responsible for clearing aircraft for final approach and landing and giving takeoff clearance to outbound flights. The ground controllers are responsible for all moving aircraft and vehicles on the runways and in operating areas.

When visibility is low and aircraft are generally flying under IFR, the GCA personnel take over. They provide precision approach radar and vocal instruction to pilots as they approach the station. In addition, they observe rigid FAA regulations for separation of aircraft in the skies around the field.

GCA guides the pilot from about seven miles out until he touches down, constantly giving him his position in relation to the glide path and runway center line. Pilots of every type aircraft can avail themselves of GCA's services since all the plane needs in order to obtain guidance is simple radio equipment.

When the air station is socked in and the aircraft nears the start of approach, hearing "The Voice" means to Navy pilots that a safe landing is only minutes away.

At NAS Norfolk, GCA handles as many as 400 aircraft landings daily, the air controllers in touch with three aircraft simultaneously. As soon as one is on deck, the controller picks up another and talks it in.

In this reflective and interpretative picture, an air controlman's job is summed up. Pert Pierpont is reflected on a radarscope.

SELECTED

CVSGR's are Established

Two Reserve Antisubmarine Carrier Air Groups were established April 2, one at NARTU Norfolk, the other at NAS Los Alamitos.

At NARTU Norfolk, Rear Admiral Frederick H. Michaelis, ADCNO (Air), guest speaker for the establishment ceremony of CVSGR-70, said, "Many lessons were learned from the mobilization of the six Naval Air Reserve squadrons 15 months ago. The foremost of these was that if we are to have an effective Reserve, it must be equipped with modern aircraft capable of immediate deployment to the fleet . . . . The establishment of Reserve CVSG-70 and the simultaneous establishment of Reserve CVSG-80 at NAS Los Alamitos marks the first time in the annals of Naval Air Reserve history that Reserve squadrons have been combined to form complete Reserve Carrier Air Groups."

On the West Coast, Rear Admiral William S. Guest, Commander Naval Air Reserve Force/Chief of Naval Air Reserve Training, was the guest speaker for the commissioning of CVSGR-80 at Los Alamitos.

CVSGR-80 includes units from Seattle, Alameda, New Orleans and Los Al under the command of Commander Emiddio Massa, CAG-80.

The East Coast group is composed of units from South Weymouth, New York, New Orleans, Willow Grove, Lakehurst and Norfolk under the leadership of Cdr. Frank E. Toy, CAG-70.

Ambassadors of Good Will

When President Dwight D. Eisenhower and Mr. Donald J. Hall of Hallmark Cards conceived and developed the People to People program, their idea was to select a prominent U.S. city, match it with a counterpart elsewhere in the world and create an open line of communication and rapport. Thus Kansas City, U.S.A., and Seville, Spain, became sister cities.

And when 74 Reservists of Transport Squadron 21K2, NAS Olathe, Kans., went to Rota, Spain, for their two-week annual active duty cruise, they decided to visit Seville.

Most of the men in the squadron are from Kansas City and felt right at home because Kansas City has a large shopping center, in Spanish architecture, with its own Tower of Seville.

Dinner at the Hotel Luz Seville was a combined Spanish-American menu: Kansas steaks, brought by the crew especially for the occasion, with Spanish liquids, fish and trimmings.

During dinner, Mayor Moreno Felix de La Cova and Commander Stuart M. Hutchinson, commanding officer of the squadron, exchanged gifts.

Twin City Twins

When Commander Ward Hough, C. O. of VR-61E2 at NAS Twin Cities, says he has twins, he isn't talking about the station or his family. He is talking about PO3's Thomas B. and Timothy B. Moen, members of his squadron.

The twins began their Reserve affiliation in 1965 when they joined VP-63E1 at the station. A year later they started their active duty with VFP-62 at NAS Cecil Field, Fla. Later they deployed aboard USS *Shangri La* (CVA-38). When they were released from active duty, they returned to the Minneapolis station.

Although their high school and military lives have been parallel, in civilian life they have gone separate ways. Not too separate though — Tom is an electronics technician and Tim is a computer technician.

Dutch John to Alameda

Would you believe traveling 1,400 miles once a month to attend a regular Naval Air Reserve drill weekend? Well, AX1 Clark P. Warren, Dutch John, Utah, has been doing just that for three years.

In order to drill with his unit at NAS Alameda, he leaves his home at

PH1 CLYDE E. *Coleburn takes a light meter reading before snapping a portrait of his wife, DS2 Betty. Both are assigned to NARTU Washington, D.C., where Clyde is attached to the NARDiv and trains monthly in the photo lab while Betty drills with RASAU-A1.*

AIR RESERVE

noon on Friday and drives 225 miles to Salt Lake City to catch the airlift to Alameda at 7:00 P.M. The following Sunday, he catches the 5:00 P.M. flight to Salt Lake City, arriving there at 9:30 P.M. Then he drives home, and reaches Dutch John about 2:30 A.M.

Seawater?

Bright and early one morning, LCdrs. Glen R. Otey and Lewis D. Mayer and AMS1 E. F. Bauer, all of NARTU Alameda, climbed into an SH-3A *Sea King* and went out over the ocean in search of seawater. Thirty miles out, they lowered ten large jugs, on the end of a hoist, into the ocean and collected the liquid.

On the surface this seems like a waste of time because there is an abundance of seawater to be had simply by going down to the beach with a bucket. But Lawrence Radiation Laboratories, Livermore, Calif., was conducting tests on the effects of seawater corrosion on Navy components and needed saltwater from the open sea. They forwarded their request to the Defense Atomic Support Agency which asked LCdr. Otey to collect it.

Brother and Sister

Brother and sister combinations in the service are still unusual, but it is even more unusual to have a brother and sister on the same promotion list for the same rank. But that is what happened in March when the selection list for promotion to commander in the Reserves was released.

Among the selectees were LCdr. John F. McCabe and LCdr. Ellen C. McCabe.

Commander John McCabe, whose last active duty stint was as a pilot and ground training officer for VAW-11 at Patuxent River, Md., is now head of the configuation program control office at the Naval Training Device Center, Orlando, Fla.

Commander Ellen McCabe is administrative officer of a reserve attack squadron based at Floyd Bennett Field, N.Y. In civilian life she is a teacher in special classes for the Newark, N.J., school system.

John has 17 years service; Ellen, 16.

CAPTAIN *Nicholas Brango, commanding officer of NAS Willow Grove, and Academy of Model Aeronautics President John Patton go over preliminary plans for the 38th Annual National Model Airplane Championships which will be held July 14-20 at the NAS. Willow Grove personnel are preparing for the event which attracts more than 2,500 contestants.*

Father and Son

Father-and-son teams are not new to the Navy; however, it is a rare occasion when a father and son are sworn in on the same day.

That is what happened at NAS Twin Cities when CPO Joseph P. Franco re-enlisted and his son, Michael, joined the Naval Air Reserve 4x10 program.

Chief Franco, who joined the Navy in 1944, says, "Mike made his own choice about joining the Navy. I had nothing to do with recruiting him, but he couldn't have picked a better service."

Mike is a student at the University of Minnesota; his father is assigned to the station's aircraft maintenance department.

'Snoopy'

In a day-long program honoring Charles Schulz, the creator of *Peanuts*, "Snoopy," the famous cartoon character who has captured the hearts of millions throughout the world, was made an honorary Weekend Warrior at NARTU Alameda.

LCdr. William Best presented Mr. Schulz with a certificate which praised the bewildered canine for his determination to defeat the "Red Baron" and for his excellence in aerial flight. The *Blue Angels* gave the determined aviator a pair of gold wings.

ON PATROL

with the Fleet Air Wings

VP-10 Receives Commendation

Patrol Squadron Ten, commanded by Commander Tommy K. Anaston and stationed at NAS Brunswick, Maine, assembled on the squadron's hangar deck April 1 to receive the Navy's Meritorious Unit Commendation.

The award, won by the squadron during a 1968 deployment to Kindley AFB, Bermuda, was presented on behalf of the Secretary of the Navy by Rear Admiral Ralph Weymouth, Commander Fleet Air Wings, Atlantic. RAdm. Weymouth was introduced by Captain J. R. Ward, Commander Fleet Air Wing Three. The wing includes all Brunswick-based patrol squadrons.

The commendation, presented for the first time to any East Coast ASW squadron, was awarded VP-10 and the Commander of the Bermuda Sector ASW Group "for meritorious service during the period 28 June through 27 July 1968." The officers and men were cited for performing "an important and independent operation of vital interest to the national security."

In addition to the plaudits of RAdm. Weymouth, the squadron received congratulations from Admiral E. P. Holmes, Commander in Chief, Atlantic Fleet, who lauded the squadron's record.

Allied Crews at Barber's Point

Antisubmarine warfare planes and crews from three allied nation – Australia, Japan and Norway – underwent training in April with three U. S. Navy squadrons based at Barber's Point, Oahu, Hawaii. Crews of a fourth country – Canada – had been at Barber's Point for training just before the others arrived.

The Australians flew three SP-2H *Neptunes* and a C-130 *Hercules* 5,000 miles from the RAAF Base at Townsville, Australia. Group Captain Victor B. Cannon, the senior Australian in the group, and Wing Commander Norman F. Ashworth, commanding officer, were welcomed by Commander James W. Cornwell, VP-22's C. O.

The Japanese detachment, consisting of six SP-2H *Neptunes* of the Japanese Maritime Defense Force, was welcomed by VP-4's skipper, Commander William R. Whorton. The JMSDF detachment was commanded by Captain Ritsuro Hirano.

The Norwegians, who had been training in P-3 *Orions* with VP-30 at NAS Patuxent River, joined the Hawaiian exercises for a series of ASW and over-water navigation training.

PATROL SQUADRON 17 *C. O., Commander Clifford R. Behnken, recently presented seven officers their Patrol Plane Commander certificates and models of the P-3 Orion aircraft. Left to right are Lt. Billy R. Loveless, LCdr. Bobby D. Farrar, Cdr. Behnken, LCdr. Rance D. Dunmire, LCdr. Charles D. Emerick and Lt. David J. Gastony. Cdr. Robert E. May and Lt. Donald L. Johnson were not photographed because of operational commitments.*

VP-50 Claims a Record

Can a P-3A *Orion* fly the 4,700 nautical miles from Atsugi, Japan, to NAS Moffett Field non-stop? Lt. Jerry Grigsby, PPC of VP-50's Crew Seven, was intrigued by the possibility and together with his navigator, flight engineer and tactical coordinator investigated the possibility and concluded that the trip was feasible – if there was an adequate tail wind.

The P-3A took off from Atsugi at 12:55 A.M. Moffett time. Because navigation is the key on such a flight, the navigation table was the major work center in the aircraft. LCdr. Hugh Hall and Ltjg. Rudy Brandt plotted fixes and kept the logs and charts and took celestial readings to determine their

position and course accurately.

The forecasted winds held, and the *Orion* touched down at Moffett at 12:31 P.M. after 11 hours and 36 minutes of flight.

As far as Lt. Grigsby has been able to determine, the best time anyone can remember for the Atsugi to Moffett run is 12 hours and five minutes.

Thus, until conclusive evidence to the contrary is offered, VP-50 and Crew Seven claim the non-stop Atsugi to Moffett record.

Recruiting

It's a rare sight to see an *Orion* 300 miles inland, circling a college campus instead of a submarine.

Lt. Dick Byers and Crew 33 of VP-16, NAS Jacksonville, weren't really lost; they were taking the squadron's slide presentation and aircraft to the NROTC unit at Auburn University, Ala. The *Eagles* annually visit various colleges in the southeast to indoctrinate the midshipmen and arouse interest in patrol aviation.

Two members of Crew 33, Ltjgs. Don Giles and Jerry Gantt, recent Auburn graduates, recruited old friends and classmates while Lt. Bill Dupont explained the squadron's mission, and Ltjg. Jim Lynch covered the pilot training program. Following a question and answer session, the midshipmen were given a ride in the P-3.

In another phase of their recruiting, VP-16 followed a "never too early" policy. Only one sure recruit but many happy faces was the story when a local elementary school visited the squadron. One of the fifth graders told Ltjg. Mike Field, "I'll be back to see you."

RAF Trophy Given VP-9

Patrol Squadron Nine at NAS Moffett Field has become the first recipient of the Royal Air Force Coastal Command Trophy.

The trophy, established April 1, 1968, to commemorate the 50th anniversary of the Royal Air Force, was presented to Commander Naval Air Force Pacific on that day as an acknowledgement of the close ties characterizing the long association of the patrol plane commanders of the U. S. Navy and the RAF.

Vice Admiral Allen M. Shinn, ComNavAirPac, decided to use the trophy as an award to the Pacific Fleet squadron which, in his judgment, displayed the highest ASW proficiency during each competitive cycle for the Battle Readiness Excellency Award.

VAdm. Shinn presented the trophy to Commander Roger Booth, VP-9 skipper. Also on hand for the ceremony were Rear Admiral Donald Gay, ComFAirWingsPac, RAF Wing Commander Ray Lloyd and Commander Gordon Schuller, previous VP-9 commanding officer.

'Oldest and Cleanest'

"The oldest and the cleanest" is the verdict of a qualified group of experts who recently inspected VP-8's aircraft, the oldest P-3's in the fleet, for corrosion and cleanliness.

VP-8 developed its own program for the prevention, detection and treatment of corrosion and implemented it last summer at NAS Patuxent River.

A special four-man *Tiger* corrosion control team, organized by the airframes officer, Lt. Ed Enterline, and headed by AMH1 J. S. Fowler, systematically attacks the problem. Each VP-8 aircraft is scheduled for a complete three-day inspection at eight-week intervals. For the first six hours of the period, the team uses corrosion control cards and documents the discrepancies. The remainder of the three-day period is devoted to working off the discrepancies. The results of the new program are proof of its effectiveness. No longer do terms of aircraft deterioration and corrosion – exfoliation, intergranular, galvanic and filiform – hold any fear for the *Tigers* of VP-8.

TIGER TAGS, TOO. *Honoring VP-8, the "Tiger" squadron of which he is a member, PN2 Alex L. Lewandowski proudly points to his Pennsylvania auto license. VP-8 is based at NAS Patuxent River, Maryland.*

A MEMBER *of VP-8, AN Eugene S. Biswick, applies sealant to the wing leading edges to keep out deterioration effects of corrosion.*

VP-44 in 'Springboard'

During its two-week deployment to NS Roosevelt Roads, Puerto Rico, VP-44, currently the E squadron of Fleet Air Wing Five, participated in Operation *Springboard '69*. Flight crews and ground personnel worked on an intensive schedule of round-the-clock flying. Exercises consisted of rocket runs, aerial mining, radar conning, and various coordinated exercises with U.S. submarines.

VP-44 is based at Naval Air Station, Patuxent River, Maryland.

Captain Paul Jayson
NAMED CNATRA PAO

By Izetta Winter Robb

Naval Aviator, newsman, writer, and erstwhile editor of *Naval Aviation News*, Captain Paul Jayson, USNR, goes this month to Pensacola to become the public affairs officer on the staff of the Commander, Naval Air Training Command. He brings to his new assignment a background in public relations that is wide and varied.

In World War II, he received both his Naval Observer Wings and Navy Wings of Gold and flew antisubmarine patrols over the South Atlantic with Patrol Squadron 211. Immediately after the war, from 1946 to 1951, he returned to his work with United Press, switched to the role of newscaster over WKMH, Dearborn, and became an editorial writer for the Mellus newspapers, Lincoln Park, Mich. At the time of the Korean conflict, he returned to active duty.

His wide experience as a public affairs officer has included assignments to NAAS Barin Field (1952); Fleet Airborne Electronics Training Unit, Atlantic (1954); and the staff of Naval Air Reserve Training Command (1958). In 1961, he became editor of *Naval Aviation News* and, in 1967, head of Aviation Periodicals and History, a post which includes his role as PAO for the Deputy Chief of Naval Operations (Air).

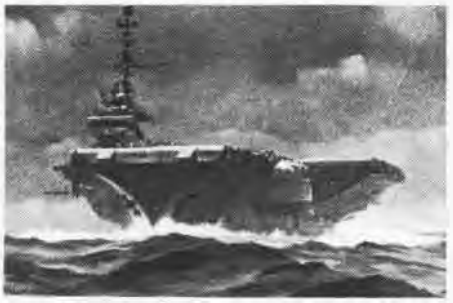
During Captain Jayson's tenure as editor of *NANews*, the publication was selected as the "best internal periodical," 1963-64, in a government-wide competition sponsored by the Federal Editors' Association. Between 1966 and 1968, *NANews* received three Merit Awards bestowed by the Chief of Information, Navy Department.

One of Captain Jayson's aims when he took over the editorship of *Naval Aviation News* was to increase its appeal and modernize its voice for Naval Aviation forces. Today, *NANews*, printed by the offset process, reflects the demand for visual impact. His success in developing new departments and projects has increased interest on the part of readers and elicited more and more contributions from naval air stations and the fleet.

When the designations of military aircraft were changed and standardized, Captain Jayson proposed that *NANews* prepare a U.S. Naval Aircraft Designations sheet, the original of which appeared in the December 1962 issue of the magazine. It has proved to be a "best seller." Over 80,000 copies have been distributed and the sheet is constantly requested. Revisions were issued in 1965 and 1967.

Under Captain Jayson's direction, *Evolution of Aircraft Carriers* by JOC Scot MacDonald, USN (Ret.), and *Naval Aviation in World War I*, compiled by Adrian O. Van Wyen, as well as the recent account, *First Flight Across the Atlantic (NC-4)* by Commander Ted Wilbur, have been published first in *NANews* and then as separate books.

Captain Jayson has not only carried on the tradition of *Naval Aviation News* but has also consistently handled special projects which have involved, for example, Naval Aviation's participation in the air shows at Farnborough and Paris. His unfailing judgment has given to *Naval Aviation News* great distinction and to Naval Aviation a magazine of which it is justly proud.



at Sea with the Carriers

PACIFIC FLEET

Coral Sea (CVA-43)

LCdr. Wayne K. Fairbanks, VA-216, made his 800th arrested carrier landing in an A-4C *Skyhawk* while deployed aboard *Coral Sea* in CVW-15.

In mid-April *Coral Sea* left WestPac for her homeport, Alameda, Calif., after a seven-month deployment. During the cruise, CVA-43 jets were assigned to traffic control points along major infiltration routes until the bombing halt was announced. *Coral Sea* launched her last strike in the North on November 1 against the Hon Matt Island coastal defense sites.

The ship was visited by the U.S. Ambassador to Australia, the Honorable W. H. Crook, and entertainer Martha Raye during this deployment. In addition, two major networks sent correspondents to the ship for on-the-spot coverage of the war.

Kitty Hawk (CVA-63)

An A-7 *Corsair* made the 91,000th arrested landing aboard *Kitty Hawk* in the Tonkin Gulf. Two days later another "bird" made an unscheduled landing aboard the carrier about 70 miles off Vietnam.

LCdr. George F. Talken piloted the VA-37 *Corsair* aboard. The second craft was pilotless – a hawk. AB1 Nelson Skinner who saw the bird land on the flight deck said it was exhausted and actually fell onto the deck. The hawk is welcome to stay aboard *Kitty Hawk* as long as it pleases. Skinner and AB1 Ronald Martin are caring for it with a diet of raw meat. Of course, the hawk had to be named – "Kitty" – what else?

When the carrier returns from this deployment she is scheduled to be temporarily assigned to Puget Sound Naval Shipyard, Bremerton, Wash., for a nine-month overhaul period. The ship normally is homeported in San Diego. So that *Kitty Hawk* families can be together during the overhaul, the Navy will move the dependents to Bremerton.

Ticonderoga (CVA-14)

Captain Richard E. Fowler relieved Captain Norman K. McInnis shortly before the ship departed for her tenth WestPac deployment since 1954. Captain McInnis, awarded the Legion of Merit by Vice Admiral Allen M. Shinn at the North Island change-of-command ceremony, has assumed duty as Chief of Staff, ComCarDivThree.

Before the carrier pulled into Hawaii for a brief rest, a 20th Century Fox motion picture crew came aboard to film sequences for "Tora! Tora! Tora!", a motion picture about the Pearl Harbor attack. Tico had just completed an ORI and was en route to WestPac.

Two milestones already have been set on this deployment. Ltjg. Chuck Antonio of VA-25 made the 121,000th arrested landing in a *Corsair II* and one month later, LCdr. Everett McAskill of VA-112 logged the 122,000th.

Valley Forge (LPH-8)

HMM-164 from the combat support base at Phu Bai is operating aboard *Valley Forge* off the Vietnam coast.

LPH-8 relieved *Tripoli* as flagship for Amphibious Ready Group Bravo, under the command of Rear Admiral William W. Behrens, Jr.

PRECISE *coordination necessary between ships during unrep is portrayed in the intent expression of Kitty Hawk winchman.*

Oriskany (CVA-34)

Oriskany and CVW-19 completed their ORI while participating in the First Fleet Exercise, *Bell Jangle*, off the California coast. Preparing for her fourth consecutive Vietnam deployment, the carrier conducted flight operations 12 hours daily during the six-day exercise.

CVA-34 aircraft quickly sank an obsolete DE that was used for bombing, rocket and strafing attacks. Reaction time was tested with antiair warfare exercises. P-3 *Orions* and A-3 *Skywarriors* simulated enemy aircraft.

Vice Admiral Bernard F. Roeder, Commander First Fleet, was over-all commander for the exercise. He was embarked in his flagship, USS *Providence*. Rear Admiral George S. Morrison, ComCarDiv Nine, was aboard *Oriskany* for the exercise.

The carrier recently hosted dependents for a one-day cruise. Guests for the cruise included Major John H. Reading, Oakland, Calif., and Captain M. Vance Dawkins, commanding officer, NAS Alameda.

In San Diego, Secretary of the Navy John H. Chafee visited *Oriskany* and *Constellation*. He was accompanied by Vice Admiral Allen M. Shinn, ComNavAirPac.

SECRETARY *of the Navy John H. Chafee (left) talks with Vice Admiral Allen M. Shinn, Commander, Naval Air Force, Pacific, Captain J. S. Kenyon, Oriskany commanding officer, and a Crusader pilot during visit to the carrier at North Island. He also visited Constellation.*

Ranger (CVA-61)

WO Henry H. Taylor has qualified as an underway officer of the deck aboard *Ranger*. Although warrant officers do not normally stand underway bridge watches, Taylor volunteered for the duty because he may apply for a regular line commission. He is *Ranger's* personnel officer.

The sheriff of Freemont County, Wyo., early this year informed *Ranger's* commanding officer that the carrier was violating Wyoming state range laws. The fiber glass horse, Silver, presented to the *Ranger* earlier by Lander, Wyoming, did not have a brand (*NANews*, Feb. 1969, p. 39).

Concerned about the violation, Captain William H. Livingston, initiated a contest for a suitable brand. While ideas for the brand were being generated, the ship almost lost the stallion to a band of shifty-eyed varmints (allegedly U.S. Marines) in the Philippines. The Marines reportedly had ideas of rustling Silver off to Vietnam.

AE1 Charles O. Brill came up with the winning brand which abbreviates "Top Gun Bar None." A copy has been sent to the Wyoming registrar of brands to make it legal.

Aboard CVA-61, two brothers are serving together for the fourth time in their Naval Aviation careers. Captain Livingston was joined by his brother, Commander Robert N. Livingston, who reported aboard with VA-147. The commander later assumed duty as squadron XO.

Hancock (CVA-19)

Hancock returned from Vietnam in February and went directly to the San Francisco Naval Shipyard for overhaul – an appropriate thing for a lady her age to do. The ship's crew celebrated her 25th anniversary while she was having her face lifted. *Hancock* is reported to be the first carrier to win the Navy Unit Commendation for both World War II and Vietnam.

During her last Vietnam deployment, *Hancock* pilots flew 9,000 combat and combat support sorties dropping more than 9,000 tons of ordnance.

Kearsarge (CVS-33)

Captain Leonard M. Nearman has relieved Captain Creighton W. Cook as *Kearsarge* commanding officer. Captain Cook commanded the ship for 15 months.

Miss Kearsarge, actress Edy Williams, was aboard the carrier recently to visit with the crew and tour the ship. Crew response was favorable.

ATLANTIC FLEET

Forrestal (CVA-59)

Two chiefs have qualified as aircraft launching officers on the bow and waist catapults aboard *Forrestal*. ABEC's Donald J. Dapra and C. F. Campbell represent two-thirds of the Navy's qualified enlisted launch officers. The only other chief known to be qualified is ABEC Metzler aboard *Ticonderoga*.

To qualify, the chiefs had to acquire a thorough knowledge of the catapult systems, a knowledge of each

aircraft type and an ability to think quickly and make accurate decisions under adverse flight deck conditions. They spent about three weeks making launches under close supervision.

Shortly before *Forrestal* returned to Norfolk from a nine-month Med cruise, LCdr. Hal C. Keating of VAH-10 made the 5,000th instrument landing aboard the carrier in a KA-3B *Skywarrior*.

Franklin D. Roosevelt (CVA-42)

Vice Admiral Robert L. Townsend, Commander, Naval Air Force, Atlantic Fleet, recently visited the *Franklin D. Roosevelt* in the Norfolk Naval Shipyard where she is undergoing extensive overhaul. The ship will soon return to Mayport, Fla., her homeport.

America (CVA-66)

Captain Richard E. Rumble presented advancement certificates to 209 *America* crewmen in April while the carrier was in the Norfolk Naval Shipyard undergoing her first major overhaul since she was commissioned.

America was awarded the Navy Unit Commendation for her last Vietnam deployment during which CVW-6 pilots flew 11,000 combat and combat support missions, dropping a total of 18,000 tons of ordnance on enemy forces. More than half the missions were flown at night.

ABEC's *Donald J. Dapra (left) and C. T. Campbell compare aircraft weights before a launch from the Forrestal. The chiefs are qualified launch officers on the ship.*

Lexington (CVT-16)

Marine 2nd Lt. Lowell A. Olsen made the 237,000th landing aboard *Lexington* in a T-28 trainer from VT-5. *Lexington* has compiled more landings than any other carrier on active duty.

Captain Larry P. Beasley (USAF) made his first carrier landing when he brought his A-6A *Intruder* over *Lex's* round-down. Capt. Beasley, an exchange pilot, will make a Western Pacific deployment with VA-128 later this year.

Intrepid (CVS-11)

Intrepid has established a damage control program to protect the carrier from fires while she is undergoing a six-month overhaul in the Philadelphia Naval Shipyard.

"In the yards we have more acute fire hazards, even without the ordnance, fuels and aircraft that represent a major hazard during cruises," CWO J. A. Gregory, *Intrepid's* fire marshall says.

As a result, a 133-man fire watch division was established for full time duty during the overhaul period.

Guadalcanal (LPH-7)

Guadalcanal has a new C.O. He is Captain Sverre O. Bach who relieved Captain Roy M. Sudduth.

Saratoga (CVA-60)

Captain Warren H. O'Neal relieved Captain John H. Dick as *Saratoga's* commanding officer while the ship steamed off Puerto Rico. Rear Admiral W. W. House, ComCarDiv Four, was guest speaker at the ceremony.

Corsair II pilot LCdr. John F. Donahue logged the 128,000th landing aboard *Saratoga* while the ship was undergoing refresher training in the Caribbean after a year-long yard period. Donahue is a member of VA-46, home-based at NAS Cecil Field.

Yorktown (CVS-10)

Yorktown recently completed refresher training off Guantanamo Bay, Cuba. CVSG-56 held air operations day and night before the ship returned to Norfolk. Commander Ned Snyder, C.O. of VS-27, piloting an S-2E *Tracker*, made the first landing aboard CVS-10 since she was reassigned to the Atlantic Fleet.

John F. Kennedy (CVA-67)

The Chief of Naval Operations, Admiral Thomas H. Moorer, visited the *JFK* during her operational readiness inspection. The Admiral toured the ship with Rear Admiral Leroy V. Swanson, ComCarDiv Two, and Captain Earl Yates, the commanding officer.

Admiral Moorer was at the *Kennedy's* launching and commissioning ceremonies and said he was pleased to be back aboard as she prepared to perform her assigned mission in the Med.

Wasp (CVS-18)

"This award is presented in admiration of bravery and unfailing courage in the face of low overheads, insidiously placed pipes and thwarting hatches," read the letter *Wasp* commanding officer, Captain S. M. Cooley, presented to former Army Colonel Vincent A. Lane, a 6'2" New Yorker who was a guest aboard the carrier.

Because of his size and unfamiliarity with aircraft carriers, Lane accumulated quite a large collection of bandages and bruises during his stay. He was also given a battle helmet to help him avoid future injury aboard ships.

Shangri La (CVA-38)

During a recent visit to Athens, *Shangri La* crewmen helped celebrate Greek Independence Day, visited the Acropolis and hosted hundreds of Athenian visitors to an open house aboard ship. In addition, volunteers worked 337 man-hours repairing the Komo Kristos Orphanage, a home for children whose parents are held behind the Iron Curtain.

A Carrier Deploys

By JO1 Russell Egnor

Photographs by
AN Richard L. Klain

The officer of the deck gives the command: "Take in all lines." The gangway is removed, the tugs grab hold, the ship's whistle sounds and another U.S. Navy carrier is underway for a six-month deployment.

In this time-honored way, the aircraft carrier USS *Bon Homme Richard* (CVA-31) recently departed San Diego just as she had on earlier trips. But this trip was different in that it was the first time in recent years that the Navy has announced a ship's departure to the Western Pacific.

For the families involved, such an occasion is not a happy one, but national security and maintaining control of the seas require that many men spend extended lengths of time away from their families.

It takes a special breed of man to be a good sailor or sea-going Marine. It takes a special breed of woman to be a good Navy or Marine Corps wife. And it takes a special breed of children to be good service dependents, especially after they reach school age.

The Navy or Marine Corps wife knows that once the ship is underway, she becomes both mother and father to her children. A multitude of details, normally handled by her husband, falls on her shoulders.

In six months or so, the deployment will be over, the situation reversed, and the ship will be back in port. When the gangway is lowered, an ocean of white hats will commence their assault on dry land USA . . . probably with their arms laden with souvenirs of far-off lands. Happiness is coming home again.

20,000 Safe Flight Hours Logged

HMX-1 Responsible for VIP Transport

Marine Helicopter Squadron One, commanded by Lieutenant Colonel Edward J. Sample, based at Quantico, Va., recently logged its 20,000th accident-free hour since July 1966 when the squadron was flying the VH-3A, UH-7E and CH-46. Since then, the CH-53 has been added to the inventory.

HMX-1 provides helicopter transportation for the President, Vice President and members of the President's Cabinet as directed by the Armed Forces Aide to the President, is responsible for emergency evacuation support as directed by the Secretary of Defense, and assists the Marine Corps Development and Educational Command in developing helicopter tactics, techniques and landing force equipment.

X-15 Heads for the Smithsonian

Research Craft has Served Ten Years

The final flight last month of the X-15 research craft, concluding ten years of service, was out of character for the airplane famous for hypersonic speeds and towering altitudes.

Unmanned and without power, the X-15 rode as dismantled cargo aboard a jet freighter. However, it was headed for a place of honor in the Smithsonian Institution, Washington, D.C.

In retirement, the X-15 goes on display with the Wright Kitty Hawk Flyer and *The Spirit of St. Louis*.

Three X-15 aircraft were built for the government by North American Rockwell Corporation, and it is "No. 1" that is being delivered, approximately ten years after its first flight June 8, 1959. The joint U.S. Air Force, U.S. Navy and National Aeronautics and Space Administration program recorded 199 flights.

The X-15 was designed for manned hypersonic flight in a research program at speeds up to 4,000 mph and altitudes of 50 miles. It made its first research flight March 25, 1960, with NASA's chief X-15 pilot, the late Joseph A. Walker, at the controls. By the end of 1961, the original design goal of 4,000 mph had been achieved. In a later flight, the aircraft exceeded its original 250,000-foot altitude goal. Two unofficial world records – some 350,000 feet altitude and 4,520 mph, or 6.7 times the speed of sound – were established in the X-15 program.

Twelve military and civilian test pilots flew the stub-winged research airplane, including two who are now NASA astronauts – Maj. Joe H. Engle, USAF, and civilian Neil A. Armstrong.

Phase is added to AZ 'A' Course

Simulated Office Situations are Used

Sixteen students at the Aviation Maintenance Administrationman (AZ) Class A Course at NAS Memphis, Tenn., recently became the first to attend a new five-day phase which simulates working conditions that they will face in the fleet. Their classrooms look like squadron maintenance offices.

Students spend ten hours in each of five simulated offices learning to work with registers, logs, records, correspondence and flight data.

More than 70 maintenance situations were written for the phase.

GILLON ON HIS UNICYCLE

PERSONAL GLIMPSES

Editor's Corner

A Unicycle Fan. Riding a unicycle is something different, especially when it's being done aboard an aircraft carrier in the Gulf of Tonkin.

Seaman John Gillon shows off his dexterity aboard the USS *Kitty Hawk.* He rides his one-wheeled vehicle in only one direction – forward – and for only one reason – exercise.

John has been riding four years now; laughs and stares fail to disturb him. "I enjoy it and it gives me something to do at sea," he says.

John started the fad in his neighborhood, but whether he will in the Navy is another question. So far, he has only one convert aboard CVA-63.

ON THE ALERT. The USS Strong (DD-758) proved an alert plane guard when she recovered an overboard "victim" from the USS America while the carrier was operating in the Jacksonville area.

A 30-knot wind across the flight deck, supplemented by the blast of jet engines, created the situation which was quickly spotted by alert watchstanders on the carrier's bridge.

They shouted, "Tire overboard, starboard side."

The Strong was alerted at once and, a few minutes later, radioed the carrier, "The overboard victim has been recovered, is slightly exposed and in shock, but is doing well and will be returned by the next helo."

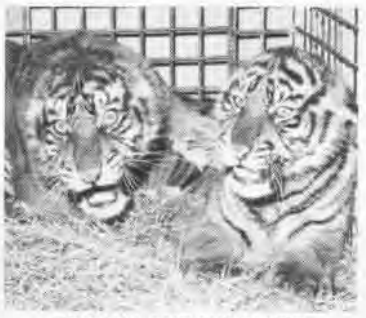
Startling Pink. What is probably a first in the history of naval warships – a pink bathroom – was recently discovered aboard USS *Saratoga.* Although Navy Regs authorize any light pastel color, many men aboard *Sara* think a pink "bathroom," trimmed with black borders, is going too far. But PR1 L. M. Sullivan defends it as a real morale booster.

When the head was personally secured for painting by Rear Admiral W. H. House, ComCarDiv Four, "he failed to specify the color," quips Sullivan.

Actually, it was an accident. When the painters were halfway through applying the finish coat of white, the red lead primer coat, not yet dry, began to seep through. And somehow the rest of the red lead got mixed with the white paint, according to the painters.

TIGER MASCOT. At Saufley Field, VT-5 acquired, in March, a 25-pound, three-month-old, not-so-ferocious but altogether live, Sumatran tiger.

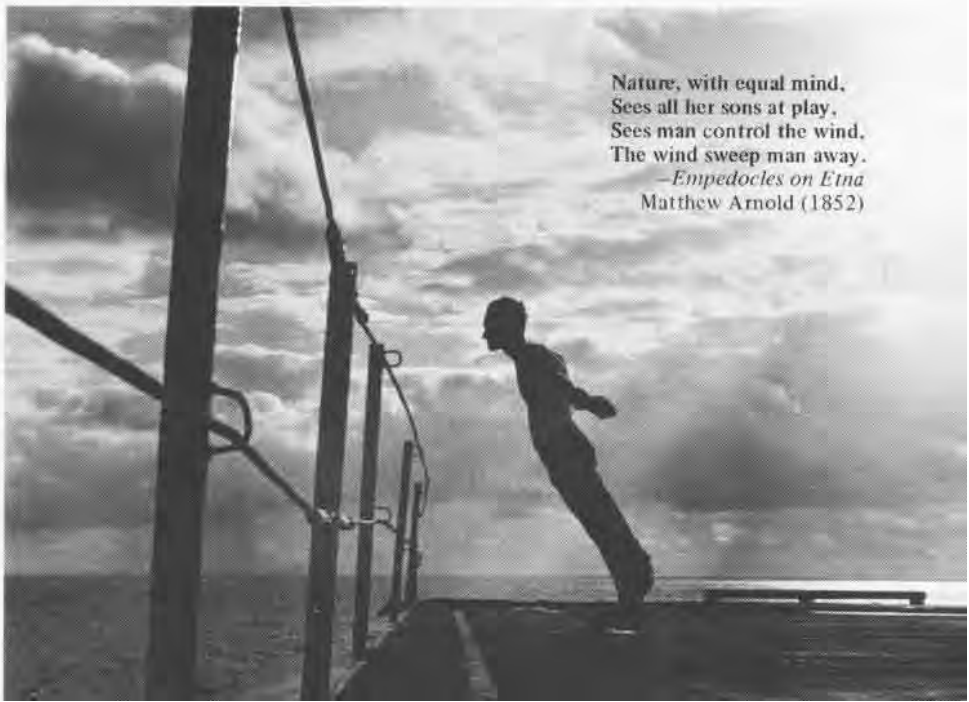
Making his debut as the squadron's official mascot, the still untamed animal was anything but happy as Commander C. C. Taylor, squadron C.O., lifted the door of his cage for a better look. The animal is believed to be the only live tiger now serving as a mascot of a Navy squadron.



TROJAN AND HIS MATE

The tiger, which was purchased by the squadron for $1,000, was named "Trojan," after the training aircraft VT-5 uses. Trojan began his naval career when he landed at Pensacola. He was enlisted in the Navy as an airman apprentice, complete with a service record and assurance of promotion as long as he continues to grow. But he will always have his own stripes.

During his off-duty hours and away from activities of the squadron which require his presence, Trojan will be on public display at the Northwestern Florida Zoo.



Nature, with equal mind,
Sees all her sons at play,
Sees man control the wind,
The wind sweep man away.
–*Empedocles on Etna*
Matthew Arnold (1852)

LETTERS

Eye-Catcher

The U.S. Navy recruiting advertisment on page 39 of the March issue of *NANews* is a real eye-catcher — and an effective recruiting tool. Interest generated this past week has been significant.

"The Mod Look" is just the kind of poster we could use to encourage reenlistments and foster pride in the uniform. If there are any poster-reproductions available, we would like 200.

Congratulations on your fine publication.

Richard G. Wolf
Public Affairs Officer
Fighter Squadron 211

¶ Further information on posters may be obtained from Recruiting Aids Division, Building 157-4, Washington, D.C. 20390.

Question of a 'First'

We of Fleet Air Reconnaissance Squadron Two think we may soon have the first lieutenant (junior grade) in naval history to be designated plane commander in the EA-3B aircraft, Ltjg. William C. Ross, Jr.

We are aware of the fact that other A-3 squadrons are using JG's as pilots, but, because of the capabilities of the EA-3B and the nature of its mission, EA-3B plane commanders have generally been lieutenant commanders. We believe Ltjg. Ross will become the first lieutenant (junior grade) to fly this aircraft operationally.

Unfortunately, we have no facilities to research this possible "first" any further than our own squadron's records and personal recollections. It has been suggested that your publication might have qualifying records, and, if such is not the case, that your research department would be capable of verifying or discounting our belief. Your assistance in this matter would be greatly appreciated.

James C. Kinney, Ltjg.
Public Affairs Officer

¶ Inquiries made in the Pentagon reveal that, though relatively rare, this designation of a lieutenant (junior grade) as plane commander of an A-3 is not unprecedented. Since the days of the basic "bomber" model, there have been occasionally one or two nuggets in a squadron who through talent, ability and hard work achieved the distinction of commanding their own *Skywarrior*.

As to the present situation and in response to your specific question concerning the EA-3B, our readers will reply. We will soon know whether there are any other junior grade lieutenants now designated in the KA, RA, EKA or EA models.

On CVL's

I enjoyed the historical account of the CVE's in WW II in your April issue. As a Navy carrier plane handler in WW II on board USS *Monterey* (CVL-26), I would enjoy a similar article on the CVL's. They too had a rolling, pitching, pea patch for the pilots to come to roost on and were involved in most of the naval engagements in the Pacific.

They didn't receive the glory of the CV's, mainly because we were not as juicy a target and were not attacked as often. However, when attacked, the main reason we were not hit as often as the CV's was that we had much greater maneuverability.

But we were there! In fact, our historians stated that the *Monterey* had more battle mileage than any carrier in the fleet except the *Big E*. And the *Princeton* was sunk in one of the most heroic naval battles in the Pacific.

The CVL's are all but forgotten now, but I think their exploits would make for good reading.

Hoping for a story while again serving with the Navy as AF advisor on the Joint Staff of the Antilles Defense Command.

William L. Smith, LCol. (USAF)
Box 56, FPO New York 09550

On Top of Things

I should like to clarify a point in regard to the article, "On Top of Things," on pp. 36-37 of the April 1969 issue of *NANews*. A mention was made of the Air Force Intelligence School in Denver. Actually, the school is a joint staff endeavor, and the correct name is Armed Forces Air Intelligence Training Center.

Even though the school is located at Lowry AF Base in Denver, it is by no means an Air Force operation. It has a strong Navy contingent, in fact, the Deputy Director is a Navy captain. The Marine Corps and Army are also represented.

Just wanted to square things away in approved Navy fashion.

C. G. Tegfeldt, Captain, USN
Officer in Charge

We Stand Corrected

On page 9 of the February 1969 issue of *NANews*, you report that Heavy Attack Squadron Ten was decommissioned. On the contrary, VAH-10 has not been decommissioned, it is bigger than ever with 68 officers and 590 enlisted men assigned.

Currently, the *Vikings* have two detachments in WestPac in *Coral Sea* and *Ranger*, Dets. 43 and 61; Det. 59 in the Mediterranean in *Forrestal;* and two more detachments, Dets. 60 and 67, embarked and preparing for extended deployment in the near future in *Saratoga* and *John F. Kennedy*. The *Vikings* are very much alive.

VAH-4 and VAH-2 were relocated and redesignated Tactical Electronic Warfare Squadrons, VAQ-131 and VAQ-132 respectively.

E. L. Ebbert
C. O., VAH-10

¶ You are so right! VAH-10 did indeed continue to exist, and VAH-4 was redesignated as we reported in the November 1968 issue, page 10. We wrote the entry from the message directing disestablishment of both squadrons and apparently missed its cancellation. This explains but does not excuse our blooper. Best wishes to VAH-10 for a long and illustrious career.

Counterclaim

In your December 1968 issue, it is stated that "Cherry Point is believed to be the only enlisted aerial navigation school in the armed forces."

Now hear this, VAH-123 at NAS Whidbey Island trains enlisted attack crewmen/navigators for both second and third seat duties in the Navy's A-3B program. Not only does this training include dead reckoning, pressure pattern, radar navigation, celestial navigation, meteorology and airmanship, but also systems and combat duties in the Navy's largest attack aircraft.

Not nit-picking, just trying to keep the record straight. Anything a Marine can do, a sailor has done better. Keep up the good work. We like your magazine.

Guy H. Kennedy, Jr.
Attack Crewman/Navigator
VAP-61 Det. Da Nang, RVN

¶ See page 14.

Reunion in 1970 Planned for NAAS New Iberia

Plans are on the drawing board for a reunion of all persons who were stationed at the former NAAS New Iberia in the early Sixties.

The event, sponsored jointly by the New Iberia Navy League and the Chamber of Commerce, is tentatively scheduled for July 1970. This weekend affair will coincide with the tenth anniversary of the commissioning of the station.

The reunion committee is seeking the names and addresses of officers and men stationed at New Iberia so that information on the reunion can be sent to them.

Persons who were stationed at New Iberia between 1960 and 1964 are requested to forward their names and addresses to "Navy Reunion Committee, Chamber of Commerce, New Iberia, La., 70560." Anyone knowing of persons stationed there are requested to forward their names and addresses.

SQUADRON INSIGNIA

At NAS Cecil Field, Florida, on June 1, just four months short of 26 years of continuous service, Attack Squadron 34 was disestablished. Commissioned VF-20 in October 1943 at NAS San Diego, it became VF-9A in November 1946, then VF-91 in August 1948, VF-34 in February 1950, and finally, VA-34 in July 1955. When disestablished, the 'Blue Blasters,' commanded by Commander Mark E. Perrault, were flying the A-4C Skyhawk while performing their mission: seek out and destroy all of the targets assigned.

ON HIS MARK

When Lieutenant Commander James H. Flatley III of Fighter Squadron 123 put his F-4 Phantom down on the deck of USS Kitty Hawk (CVA-63) as he returned from his 150th combat mission of the Vietnam War, he became the youngest and latest Naval Aviator to log 1,000 carrier arrested landings. He joins the ranks of only four others who have passed that milestone (see p. 3).

NAVAL AVIATION
NEWS