

NAVAL AVIATION

NEWS

THE OTHER SIDE
OF THE
BLUES

Karen

AIR SHOW EDITION

50th Year of Publication

OCTOBER 1969

NavAir No. 00-75R-3





EDITOR'S CORNER

One nice thing about summer is that it provides opportunities for the *News* staff to get out into the countryside and cover an air show or two. Of course, on these infrequent but pleasant junkets, we have to practice what we preach to our contributors and come up with good photographs of the events. We're the first to admit it isn't always easy.

The Navy Relief Festival Air Show at NAS Patuxent River had an impressive turnout but was photographically limited from the standpoint of haze and low ceilings. The *Blue Angels'* exhibition suffers a little from these conditions, so it was reassuring to watch a propeller-driven T-28 expertly flown through aerobatic performances which took place directly in front of the crowd.

The Second National Air Exposition at Dulles International Airport was a three-day show which drew a total attendance of over half a million people. Fortunately, the staff was able to preview all of the spectacular events on the first day, at a presentation for invited guests of the sponsor, the National Aviation Club of Washington, D. C. Early morning weather problems gave way to beautiful skies in the afternoon and, against a magnificent backdrop of blue sky, cumulus clouds and rolling Virginia landscape, the *Blues* never looked better. In spite of highly effective performances by industry test pilots in a number of remarkable STOL aircraft and helicopters, the Navy precision team again emerged as the star attraction with a flawless performance that literally brought the crowd to its feet — luring them out from under those big shady umbrellas thoughtfully provided by the aircraft exhibitors.

The *News'* coffers now overflow

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NAVAL AVIATION NEWS

Vice Admiral Thomas F. Connolly
Deputy Chief of Naval Operations (Air)

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In this photographic report of the Navy's precision flight demonstration team, the photographers go behind the scenes to tell the story of the men who keep them flying.

The Second National Air Exposition 20

The Naval Aviation News team went to Dulles International Airport, on the outskirts of Washington, D.C., to report on the trends in military and commercial aviation.

Navy Relief Festival at Patuxent River 28

The annual Navy Relief Festival at NAS Patuxent River offers a once-over-lightly view of air show atmosphere.

Faces of America 36

The spirit of USS America (CVA-66), one of the winners of the 1969 Flatley Award, is illustrated in the faces of the men who contribute much toward such awards.

Covers

This month's covers feature air shows around the country. PH2 W. G. Blackwell caught the Blues back-to-back for the front cover while he was working on the lead feature. NANews staffer, JOC James Johnston, saw them in the interesting composition at Dulles for the back cover. PH1 Chip Maury, a skydiver in UDT-11, managed to shoot the fine photograph at left during an exhibition in California.

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Published monthly by the Chief of Naval Operations and Naval Air Systems Command to provide information and data on aircraft training and operations, space technology, missiles, rockets and other ordnance, safety, aircraft design, power plants, technical maintenance and overhaul procedures. Issuance of this periodical is approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Send mail to Naval Aviation News, OP-05D, Navy Department, Washington, D.C. 20360, located at 3828 Munitions Building; telephone, Oxford 62252 or 61755. Annual subscription rate is \$7.00 check or money order (\$1.75 additional for foreign mailing) made payable and sent to the Supt. of Documents, Government Printing Office, Washington, D.C. 20402. A single copy costs \$.60.

with a collection of hundreds of photographs of dynamic aircraft. Considering the preponderance of shots of the *Blue Angels* in their F-4J's, it seems incredible that we have had to repeatedly postpone our treatment of their transition to the *Phantom II's* due to lack of suitable pictures to illustrate the story.

Early this year, we started on the project, but it wasn't until recently, when we had finally decided to take our own Instamatic out to the field,

that the good photos started to come in. The work of PH2 Walter G. Blackwell (opening on page 10) represents months of shooting and is the best of the black and white material obtained.

While the *Blue Angels'* layout was in production, we received an article from F. Michael O'Brien of Adelphi, Md., a young writer with a keen interest in the F-4. Mike had flown in the *Phantom II* and was enthusiastic enough to send us his impressions as printed here.

SPEAKING OF PICTURES and bulging files, perhaps we should peek behind the *NA News* scenes and try to answer a few questions. Some of our readers apparently believe we work in the environs of "Five Star Final" with droves of copy boys pounding out a cadence to the roar of the presses as hard-bitten, green-eyeshaded editors bark out demands upon swarms of perceptive reporters and indolent (yet secretly eager) photographers.

In a sense, *Naval Aviation News* has



Down the runway they streak, dark blue noses drooping and tails riding high. Then suddenly the big blue jets leap from the concrete and red-orange streaks of fire blast them skyward. The show is on! These are the Navy's famed *Blue Angels* in their new F-4J, Mach 2.6 *Phantom II's*. Four of them climb in their basic diamond formation as two others follow.

Hey, look at the second solo *Blue*, he's going to... not on takeoff... but he is! Look at him go - straight up and over, a loop on takeoff... no - wait a minute, he's rolling out... it's an *Immelman*. Wow! (The *Phantom* has the thrust to do this on takeoff.) Lt. Steve Shoemaker rolled it out just right. Some plane, some pilot! What a beautiful sight.

Now the flight leader, Commander Bill Wheat, is arching skyward with his F-4J. The other three follow him in a giant follow-the-leader loop - a difficult Trail Loop - with the Number 4 man getting a real whipcrack as they swing around the giant circle in perfect formation.

(Those who did not know the *Phantom* and had not flown in the air-

BLUES SWITCH TO PHANTOM II'S

By F. Michael O'Brien

craft doubted the capability of the big jet to perform the maneuvers of the *Blues*. But those who knew the F-4 were not surprised at its success.)

Here they come again, falling from their "bomb burst" and streaking in four directions and... look out... Wahoom! Boom! Vahroom! They cross in tiers in front of the crowd, then roar away.

Look at those two coming head-on. Hey, they passed canopy to canopy! Whew. They're coming back - upside down. They *can* fly!

Then the diamond formation streaks across the runway, just off the ground. The leader is upside down in a Farvel maneuver. Makes you dizzy watching him. And look at the colored smoke. Great!

Here come the other two, like flying corkscrews spinning toward each other - aileron rolls at high speed. There they go. Now they have all disappeared.

No, look over there. The whole

swarm. Count them. Six! They are racing toward the runway in front of the stands in a Delta formation. Great Scott! They're pulling right up into a Delta loop. They roll down from the top, still in the Delta, in a 10,000-foot drop, leveling off at the bottom - right in front of us - then roar off to the right, still in a tight Delta. The big blue *Phantom's* with the bright yellow trim are beautiful to see. The *Blue Angels* are better than ever.

Lt. John Allen makes a head-on run at Lt. Shoemaker and, as they pass each other, they are doing four-point rolls with perfect precision. The crowd goes wild.

Look at them now. They are coming in for a four-plane, diamond formation landing. Lt. Richard I. Millson, flying the slot, lands first; then Lt. Ernie Christenson, on the left of the leader, and Capt. Vincent D. Donile, USMC, on the right, are followed by Cdr. Wheat.

The two solo planes join them as they taxi to the ramp. The ground crewmen cease their anxious pacing. Several give a thumbs up. Above the whine of engines, a voice cries, "Four-O." Perfect!

one of the largest magazine staffs in the world, if we count the worldwide public affairs network of the Navy and then toss in that of the aviation industry and certain foreign governments as well. But physically, the *News*, which functions under the Deputy Chief of Naval Operations (Air), operates from an unpretentious office of the Navy Department on Constitution Avenue in Washington, D. C. It is here, at the bottom of a huge informational funnel, that an attempt is made to filter, prepare and disseminate items of interest on aviation subjects. Completely dependent on submissions from the field, the editors seek a variety in expression that will both inform and reflect the Naval Aviation community.

Pictures are paramount and, in order to take advantage of the high quality photographs received from our contributors, production methods of the *News* have undergone substantial change during the last two years. All layouts are now prepared in-house for photographic offset reproduction. Treatments for feature articles for three different issues are usually on the board at any given time, thereby allowing considerable flexibility in last minute selection. Once used, a photograph is kept on file for 18 months before disposal. Due to physical and personnel limitations, the *News* cannot maintain a photographic morgue and is not in a position to provide pictures upon request. Sources for historic Navy pictures include the Naval Photographic Center, U.S. Naval Station; and the National Archives, both in Washington, D.C.

Deadlines are generally a month in advance of planned publication which is the first of each month. Short news items will be accepted up to the fifth of the preceding month. Longer or feature articles require proportionately more lead time, depending upon clearance requirements, photo research, illustration or layout design, and additional liaison.

Manuscripts need not be in finished form, but must be accurate. Occasionally, an outline or phone call will save needless effort. Accompanying, captioned photographs should be well packaged to insure safe delivery. If timeliness is essential, unprocessed exposed film may be forwarded direct. Cropped photographs (which present certain layout problems) and color transparencies are not desired. However, we have had good results converting a suitable color *print* to black and



Robert L. Hensley

Our one man art department

white. Cover photographs should allow for insertion of the *News* logo without interference with the subject matter.

OpNavInst 1560.1C details procedures for submissions to the *News*. The only contest conducted by the magazine is for the Annual Photographic Award. Features are selected on the basis of information and reader appeal rather than on a quota system. The fact that a specific unit may be represented with "more lines" than another activity should not imply operational superiority. Every effort is made to utilize to advantage the work of writers and photographers who have a story to tell and then work hard to "fire with effect."

Cake and ribbon cuttings have been overdone in the past, but it is conceivable that a new and more interesting approach could be found. However, the search for originality should not preclude fresh examination of what may appear to be routine surroundings. One man's mundane could be another's panacea.

Much as we like to receive well composed, quality prints, the subject matter is the prime consideration. Frequently an excellent picture is rejected simply because it shows things as they are, rather than as they should be. Safety violations and questionable taste account for the majority of rejections. The *News* is the official magazine of Naval Aviation and its portrayals should attempt to represent desired standards. Our civilian counterparts in the magazine field do well enough with sensational reality and editorializing; we'll stick to our thing.

On occasion, we are asked about a certain lack of information in various areas, most notably combat operations. The answer is, "If we don't receive it, we can't run it." Classification may compound the problem but we suspect a number of effective stories are just being overlooked by our friends in the field.

A final word — about color. The *News'* production is governed by rules established by the Joint Committee on Printing, Congress of the United States, and by guidance of the Navy Publications and Printing Service. The use of color is determined by budget limitations and "functionality." Internal distribution of a military news magazine does not normally justify multi-color printing. The few exceptions during the past year involved a considerable overrun destined for *civilian* consumption. It is conceivable that a substantial increase in the number of our *paid* subscriptions would result in authorization for a more colorful presentation.

So keep those cards and letters coming, folks!

Letters

NC-4 Comments

The well prepared "Story of NC Seaplane Division One" in the May 1969 issue of *Naval Aviation News* was one of the most enjoyable and interesting that I have ever read.

When I was a boy, the story of the NC-4 fascinated me. Three factors prevented the achievement from being forgotten.

One was the advertising for Commander Walter Hinton's correspondence course in aviation. In this advertising, Cdr. Hinton called attention to his experience as the first pilot to fly the Atlantic. He also presented a lecture for any organization that would request it; I heard the lecture at the YMCA.

Second was Paul Garber's maintenance of the NC-4 hull in the display at the Smithsonian Institution.

Third was a kit for building a flying model of the NC-4. This kit was distributed by the Ideal Aeroplane & Supply Co. of New York City, the most successful model kit distributor at the time. The NC-4 kit sold for \$10.00 (two months' pay for a newspaper delivery boy at the time). I purchased a kit and assembled the model which had an impressive appearance but flew poorly. It was too heavy and the rubber band motors lacked endurance. I still have the plans and instructions, but nothing else.

My youngest son and I visited the NC-4 exhibit on the Mall in Washington, D.C. We enjoyed it very much.

Thank you for a well done exhibit and story.

Thomas L. Walker, Lt. Col., USAF (Ret.)
6548 N. 27th St.
Arlington, Va. 22213

¶ A few copies of the story of the NC-4, "The First Flight Across the Atlantic," are still available. Send one dollar for each copy to the NC-4 50th Anniversary Committee, c/o Smithsonian Institution, Washington, D.C. 20560.

'Blue Ears'

What a fine tribute you paid to our "brown shirts" in the August 1969 issue of *Naval Aviation News*. Larry B. Winn's article, "VF-121's Blue Ears," brought back memories of the pride experienced by this writer when, some 27 years ago, he was first designated a qualified plane captain.

As all carrier sailors will attest, the plane captain plays no small part in the day-to-day effort of maintaining and operating naval aircraft. As weapon systems have become

more complex over the years, the plane captain's responsibility and work load have increased several fold. It is gratifying to know that the expertise of the plane captain has been equal to the task.

VF-121 must also be congratulated on the excellent plane captain's training program. I wonder if they would be receptive to letting an old Mustang go through their plane captain's training syllabus with the intention of attempting to win his "Blue Ears."

Please accept my congratulations and heartfelt thanks for giving a little recognition to those fine young men-o-wars-men, which is so richly deserved. Congratulations must also be given to AN Winn for writing such a fine article.

V. C. Sledge, LCdr.
Assistant Power Plants Officer
ComNavAirLant Staff

VW-1 Has 17-Year Safety Record Equals 1,120 Trips Around the World

Airborne Early Warning Squadron One, NAS Agana, led by Commander M. L. Duke, recently observed its 17th anniversary with a total of more than 137,000 flight hours without a major accident. VW-1 was commissioned in 1952.

The *Typhoon Trackers* have flown two types of aircraft, the PB-1W - Navy version of the B-17 - and the WC-121N. Since 1961 they have searched for and reported typhoons.

Award Made for Combat Support VRC-50 Earns Unit Commendation

Fleet Tactical Support Squadron 50 has been awarded the Navy Unit Commendation by the Secretary of the Navy for "meritorious service from October 1, 1966, to January 31, 1969, in support of Task Force 77 combat operations in Southeast Asia."

Providing round-the-clock air logistic support in all-weather conditions, VRC-50 delivers high priority passengers, aircraft parts, mail and critical munitions between Subic Bay, R.P., and the attack carrier task force groups on Yankee Station in the Gulf of Tonkin. The Secretary noted that without the support rendered by VRC-50, the effectiveness of the task force's air strike operations would have been substantially impaired.

Efficiency Trophy is Awarded FY 1969 Winner is NATTC Glynco

NATTC Glynco, Ga., has been named the FY 1969 winner of the NATTC Efficiency Trophy. The unit displayed the most efficient overall operation during the competition year with a final score of 94.75.

In his congratulatory message, Rear Admiral Ernest E. Christensen, Chief of Naval Air Technical Training, said, "Competition was close. Final scores indicate less than three percentage points separate the nine commands. Keen competition such as this attests to the high excellence in training and operations at each activity. All hands share in a good job, well done."



Prints Available

In response to many requests from its visitors, the U.S. Naval Academy Museum has inaugurated a program designed to make available high-quality, full-color lithographic reproductions of its most significant paintings. Proceeds from the program are used to accomplish the restoration and preservation of the Museum's fine collection of historical paintings.

The series includes: *The Ocean: Highway of All Nations*, above, *Burning of the Frigate Philadelphia in the Harbor of Tripoli*, *First Recognition of the American Flag by a Foreign Government*, *Constitution and Guerriere*, *Boston Harbor from Constitution Wharf*, *Celebration of Washington's Birthday at Malta on Board the USS Constitution*, *Return of the Mayflower*.

The unframed reproductions sell for \$5.00 each, including mailing. All of the prints measure 21x26 except *The Ocean*, which measures 22x28. They may be obtained by writing to the Director, U.S. Naval Academy Museum, Annapolis, Md. 21402. Enclose a check in the appropriate amount made payable to the USNA Museum.



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The Navy



NAVAL AVIATION NEWS

Carriers to be Decommissioned More than 100 Ships Will be Retired

On August 22, Secretary of the Navy John H. Chafee announced the names of 76 of the 100 ships which the Navy will ultimately retire to achieve budget savings that are part of a program announced by Secretary of Defense Melvin R. Laird.

The ships will either replace older ships for Naval Reserve training, be decommissioned and placed in mothballs, or be scrapped.

The major ships in the first increment of 50 combatants are the USS *Bennington* (CVS-20), USS *Kearsarge* (CVS-33), USS *Boxer* (LPH-4), USS *Princeton* (LPH-5), USS *Valley Forge* (LPH-8), USS *New Jersey* (BB-62) and USS *Cauberra* (CA-70).

Secretary Chafee said that fleet readiness would be affected but emphasized that the loss would be offset to some degree by modernization of newly constructed ships and conversions of older ones.

Top Training Squadrons Named FY '69 Winners Are VT-25 and VT-27

VT-25, NAS Chase Field, and VT-27, NAS Corpus Christi, have been named the top jet and propeller squadrons, respectively, in the Naval Air Advanced Training Command for Fiscal Year 1969.

Rear Admiral F. C. Turner, CNAVanTra, in naming the winners said, "The significant point is that the performance of all the squadrons was most noteworthy and was reflected in

their high grades. Only a narrow margin separated the squadrons when all the factors were compiled."

Each squadron was rated on all aspects of Naval Aviation training, such as operational training missions, aviation safety, administration and organization, good management practices and command inspections.

VT-27, winning the top prop award for the second consecutive year, was commanded by Commander Harold L. Piper during the competition. The top jet squadron is led by Commander Stewart T. Zink.

The awards consist of large plaques with command insignia and a scroll cast in bronze. They are held by the winners for one year.



A CORSAIR lands at the Bridgeport, Conn., airport with an assist from a CH-54A. The WW II fighter was on its way to the Chateau Thierry Detachment of the Marine Corps League. The San Salvador Air Force donated the aircraft to the League which will restore it for use as a permanent memorial to the men who built and flew it.

Flatley Winners Are Announced USS Bennington is Named Best CVS

The Chief of Naval Operations has announced the FY 69 winners of the Admiral Flatley Memorial Award. In the Atlantic Fleet the honors went to USS *America* (CVA-66) and USS *Guadalcanal* (LPH-7). Pacific Fleet winners were USS *Coral Sea* (CVA-43) and USS *Bennington* (CVS-20).

Over 30 ships competed for the award which is sponsored by North American Rockwell, Columbus Division.

In announcing the winners, Admiral Thomas H. Moorer said, "... and commend all hands in these ships for exemplary contributions to the accident prevention program. The requirement for safe operations in our carriers to provide the readiness posture we need today cannot be over-emphasized."

Princeton (LPH-5) Wins Battle E For 18-Month Period Ending in June

Vice Admiral John V. Smith, Commander Amphibious Force, Pacific Fleet, has announced that USS *Princeton* (LPH-5) is the battle efficiency competition award winner for Amphibious Squadron Seven for the period January 1, 1968 to June 30, 1969.

As winner of the traditional E for distinguished performance, *Princeton* is authorized to display the battle efficiency pennant, and her personnel may wear the appropriate E on their uniforms.

FY '69 CNATra's Safest Year New Goals Are Set for FY '70

When all the reports were in for FY '69, the Naval Air Training Command recorded the safest year in the history of the command: an accident rate of .67 accidents per 10,000 hours of flying.

But instead of basking in the record, Vice Admiral Bernard M. Streaan, CNATra, called his four functional commanders together at Pensacola in August and gave them new safety targets for FY 1970.

Admiral Streaan told the assembled commanders that they should strive for even higher goals. "To get a B-plus you have to reach for an A," he said.

"We have passed the era where a commander merely puts out instructions outlawing accidents," Adm. Streaan told his four commanders. "The squadron commander knows which pilots are weak in tactics and procedures. He knows which ones need help and should see that they get that help. Each pilot should know his emergency procedures cold."

Attending the meeting were Rear Admiral William S. Guest, CNAREsTra; Rear Admiral E. E. Christensen, CNATTC; Rear Admiral Frederick Turner, CNAVanTra; and Captain William S. Miller, acting CNABaTra.

NASA Names Seven Astronauts Were Crew Members of the MOL Team

Secretary of Defense Melvin R. Laird has announced new duty assignments for the 14 aerospace research pilots who were scheduled to fly in the Air Force Manned Orbiting Laboratory (MOL) program, which was terminated June 10.

Seven of the former MOL team will join the NASA astronaut force, another will assume non-astronaut duties in the Flight Crew Operations Directorate at the Manned Spacecraft Center. Of the remaining six, five will begin new Air Force research and development or operational flying assignments, and one has been nominated to the staff of the National Aeronautics and Space Council.



THE AMERICAN Ambassador to Malta, Dr. Hugh Smythe, was the guest of Rear Admiral Jack James, Commander Carrier Division Two, and Captain Warren O'Neil, commanding officer of USS *Saratoga* (CVA-60), when the carrier visited Valletta recently. Mr. Smythe came aboard for an orientation tour and to inspect the first A-7's deployed to the Med.

The new astronauts are:

Maj. Karol J. Bobko, USAF, 32; B.S., Air Force Academy; graduate of the Aerospace Research Pilot School, Edwards AFB, Calif., just prior to assignment to the MOL program; 2,100 flight hours in jet aircraft.

LCdr. Robert L. Crippen, USN, 32; B.S. in aerospace engineering, University of Texas; graduate of the Aerospace Research Pilot School where he was assigned as an instructor prior to assignment to the MOL program; fighter pilot with over 2,000 flight hours — 1,800 in jet aircraft.

Maj. Charles G. Fullerton, USAF, 31; B.S. and M.S. in mechanical engineering, California Institute of Technology; graduate of the Aerospace Research Pilot School; flight test officer at Wright-Patterson AFB, Ohio, prior to assignment to MOL program; over 4,000 hours in jet aircraft.

Maj. Henry W. Hartsfield, Jr., USAF, 35; B.S. in physics, Auburn University; graduate work in physics at Duke University and in astronautics at the Air Force Institute of Technology, Wright-Patterson AFB, Ohio; graduate

of the Aerospace Research Pilot School where he served as instructor prior to his assignment to the MOL program; over 2,700 flight hours — 2,300 in jet aircraft.

Maj. Robert F. Overmyer, USMC, 33; B.S. in physics, Baldwin-Wallace College, Berea, Ohio; M.S. in aeronautics, Naval Post Graduate School, Monterey, Calif.; graduate of the Aerospace Research Pilot School just prior to his assignment to the MOL program; over 2,500 flight hours — 2,000 in jet aircraft.

Maj. Donald H. Peterson, USAF, 35; graduate of West Point; master's degree in nuclear engineering, Air Force Institute of Technology; graduate of the Aerospace Research Pilot School; over 2,770 flight hours — 2,400 in jet aircraft.

LCdr. Richard H. Truly, USN, 32; Bachelor of Aeronautical Engineering, Georgia Institute of Technology; graduate of the Aerospace Research Pilot School; 2,500 flight hours in jet aircraft; over 300 carrier landings.

These seven bring the total number of active NASA astronauts to 54.



GRAMPAW PETTIBONE

Bent Wing Boner

Dilbert was scheduled for a hot turnaround for night field mirror landing practice (FMLP) in his A-7A Corsair II. The aircraft taxied from the runway to the line where he was waiting, and Dil exchanged seats with the pilot without shutting down the engine. The bird was in good shape, so he didn't bother with the usual plane captain checks and just taxied out toward the duty runway.

He did spread and lock the wings and stopped so the checkers could go over the plane. He also stopped at the rear of the line and went over the complete checkoff list.

As he approached the head of the runway, he noted four other A-7's waiting for takeoff for the same FMLP pattern. When he called for takeoff, he was advised that there would be a ten-minute delay. This seemed like a good time to take on a little extra fuel, so Dilbert received clearance to taxi back to the fuel pits where he folded his wings and parked to wait his turn.

He then noted that the other Corsairs were taking the runway, so he



called the tower who advised that the pattern was now open. Anxious to join the others on schedule, Dil quickly taxied back out, switched frequencies and received clearance to expedite his takeoff. He quickly went over the items he normally double-checks before taking off, ran up the engine and, because the brakes would not hold the

plane at such a light fuel load, started his takeoff roll before finishing a complete cockpit scan.

Everything was normal until he reached about 100 feet of altitude. Then the aircraft made an unusual noise and yawed to the right. At the same time, Dilbert noted the master caution light was on and a PC-2 hydraulic system failure. He began having difficulty controlling the wing position; the aircraft wanted to roll to the right and also had a very high angle of attack.

At this point, Dil turned pro and quickly completed procedures for a PC-2 failure. He turned right, downwind, and requested immediate landing. He flew a wide pattern while holding full left stick, his altitude varying between 400 and 900 feet. After overshooting the runway, he got the machine slowed down to 140 knots on final and completed a reasonably normal landing.

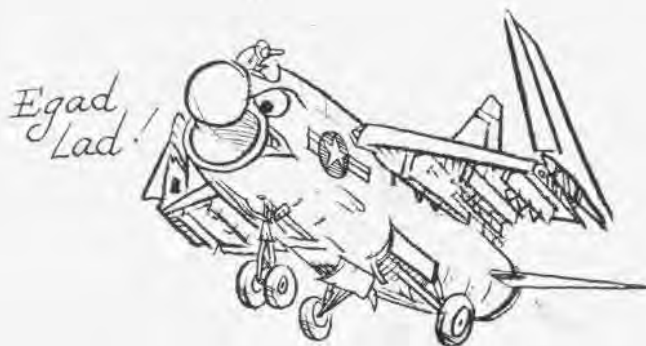
The aircraft was brought to a stop with reserve brake pressure. Dilbert turned off the runway and started to secure the switches in the cockpit. He was suddenly quite surprised to discover the wing-lock handle in the up position and the switch in the fold position. A look at the wings showed them to be folded at a somewhat greater than normal angle.

Grampaw Pettibone says:

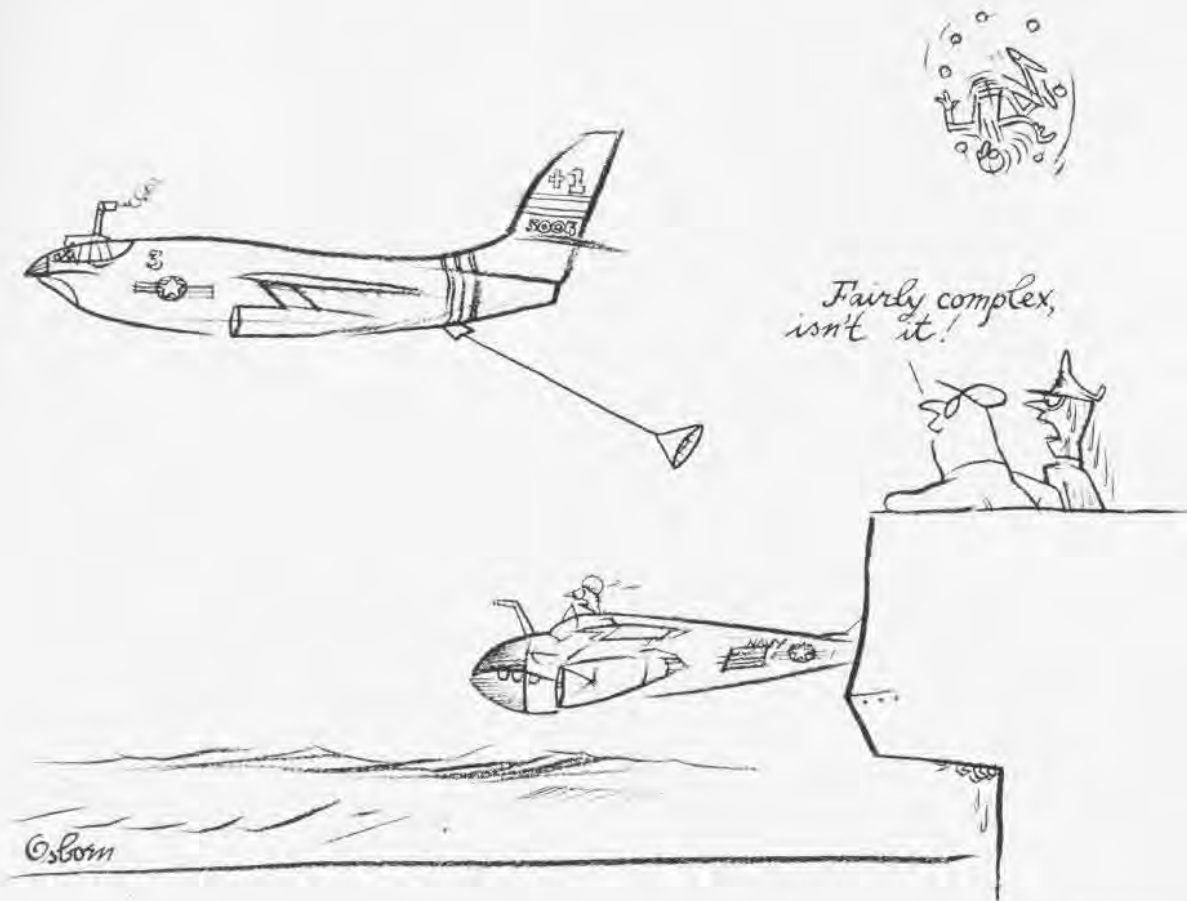
Che-ri-men-mentlies! We've dun it agin! As the flight surgeon said, "Failure to spread and lock the wings of an aircraft prior to launch is certainly not unique in the history of Naval Aviation." In fact, I'd bet we've flown, or tried to fly, every fold-wing airplane the Navy ever owned with its wings folded.

Same old saw, CHECKLISTS. Guys just don't seem to learn. Even the wingfold warning light doesn't help. What do we haft'a do, install a hammer to beat 'em on the head when the plane isn't ready to fly?

A heavier load or a hot day would'a spelt curtains for this lad.



Osborn



Show Time

Whenever an air wing puts on an airshow, there's likely to be trouble, and this one was no exception. The in-flight refueling demonstration was to include an A-6A *Intruder* and an F-4J *Phantom II* refueling from two EKA-3B *Skywarriors* while flying by the aircraft carrier which was carrying VIP guests. After launch, one of the *Skywarriors* went out of commission, so the air wing commander air-briefed the F-4 to unplug ahead of the ship and the A-6 to plug in while passing down the port side.

Things went smoothly with the three plane flight at 500 feet and 280 knots. The *Phantom* unplugged at 1.5 miles ahead and the Ltjg. in the *Intruder* quickly moved into position so that he would be plugged in by the time the formation passed the ship.

As he made contact with the drogue, he noted too rapid a closure rate and brought both throttles to idle, simul-

taneously pressing the speedbrake switch on the side of the throttle.

Inadvertently, both throttles were "brought around the horn," shutting down both engines. The pilot immediately recognized what he had done and unplugged, transitioning to a 250-knot glide. He advanced the throttles and depressed the airstart buttons with no result. Quick recycling of the switches followed, again to no avail.

The pilot then ordered his bombardier/navigator (B/N) in the right seat to "get ready to eject." Needing no encouragement, the B/N immediately pulled the face curtain and was gone at about 400 feet altitude and 250 knots.

Meanwhile the pilot deployed the emergency generator. A third airstart attempt was successful, bringing a slow rise in exhaust gas temperature and rpm on both engines. Acceleration was slow and the pilot planned to eject if the airplane went below 100 feet.

As he reached for the face curtain, the rpm increased through 60 percent, and the *Intruder* levelled off at 50 feet and 220 knots. The pilot climbed to 500 feet and flew back to orbit his B/N in the water below.

The carrier planeguard helicopter picked up the B/N, and the pilot landed his crewless aircraft back aboard with a normal recovery, 45 minutes later, getting an "OK three wire" from the LSO.



Grampaw Pettibone says:

O, my achin' bones! What can an old man say?

Son, yuh had a purty narrow squeak. It beats me the things som'a you cats get away with these days.

What in thunderation were you doin' closing so fast on the drogue that you needed idle power and speedbrakes to slow down? By golly, didn't you learn that yur supposed to sneak up on it like a cat after a mouse?

Sure, everybody likes to look sharp. Even so, too many guys end up, like yourself, with gravy all over their faces.



Photographs by
PH2 W. G. Blackwell
and JO2 John Hicks



THE OTHER SIDE OF THE BLUES

THE OTHER SIDE OF THE BLUES

Several million people have seen the *Blue Angels* perform in their F-4 *Phantoms* since December 1968, just as countless millions saw them perform in the F-11 *Tigers* before the change-over. The crowd reaction is always the same — awe. The *Blue Angels* take your breath away with their precision, close formation demonstration of standard Navy pilot combat maneuvers.

The six performing *Blues*, two additional pilots, an NFO, a Wave officer and 90 enlisted men who comprise the Navy Flight Demonstration Team, are all Navy — *top* Navy people. Everyone on the team is a volunteer, screened, interviewed, tested and finally accepted into what is perhaps the most elite organization in the Navy, or any other service branch for that matter.

Their job is more than simply providing entertainment around the United States and in foreign countries. The *Blue Angels* are the Ambassadors of Naval Aviation. They represent every pilot, naval flight officer and enlisted man involved with Navy Air Power. They talk to people. By demonstration and discussion, the *Blues* tell the story of Naval Aviation to prospective candidates, the taxpayer and the serviceman.

What most of the millions who see these pilots fail to realize, however, is the work involved: the travel, long hours, hard practice and maintenance work that go into one air show. The *Blue Angels* are on the road ten months out of every year, often spending as much as 21 days out of every month away from their families and homes.

This is the other side of the *Blues*, the side that is difficult to envision while watching the beauty of their flight demonstration. On these pages, *NA News* attempts to show what goes into a *Blue Angels* performance.







THE OTHER SIDE OF THE BLUES







**THE OTHER SIDE
OF THE
BLUES**





THE OTHER SIDE OF THE BLUES



at Dulles

THE SECOND N



By Dorothy L. Bennefeld and Mike McDonell

From the gyrocopter to the F-4 *Phantom*, from the world's smallest biplane to the C-5A *Galaxy*, the planes flew into Washington's Dulles International Airport to be exhibited and demonstrated. More than 500,000 people came to watch the Second National Air Exposition held to commemorate National Aviation Day, August 19, the birthday of Orville Wright, was proclaimed National Aviation Day by President Franklin D. Roosevelt in 1939.

Sponsored by the National Aviation Club, the three-day exposition began with Industry Day on August 15. Five thousand persons, including members of the press and the most important personages of the business, political and diplomatic worlds, came to preview a sampling of what the general public would see August 16 and 17.

From all over the United States and the world, pilots and exhibiting companies came to demonstrate the merits and versatility of their respective aircraft. Normal air traffic was not affected except for the 35 minutes the *Blue Angels* were in the air. The entire

west runway of the international airport was set aside for the air exposition with almost one mile devoted to static displays of the great and classics of military and commercial aircraft. Overhead maneuverability, versatility and precision were exhibited as prop, jet, glider and helicopter demonstrated their singular merits.

A bright yellow *Super Pinto* made a slow speed pass at 63 knots; the mammoth C-5A *Galaxy* devoured thousands of the curious as they toured the plane's interior; a *Vulcan* bomber of the Royal Air Force came out of a dive, its delta-shaped body looking like a great manta ray; and the Navy's own *Blue Angels* evoked crowd admiration, punctuated by the narrator.

Naval Aviators mingled with their RAF counterparts as outstretched hands described maneuvers and aircraft were compared. A plane captain explained the capabilities of his A-6A *Intruder* to two visitors from India as a group of small fry stood well behind an OV-10A *Bronco*, waiting for a prop wash that never came.



Photographs by Cdr. Ted Wilbur and JOC James Johnston

NATIONAL AIR EXPOSITION



'Through displays such as this, the citizen gains a greater understanding and appreciation for the yearly technological advances we achieve in this important field.'

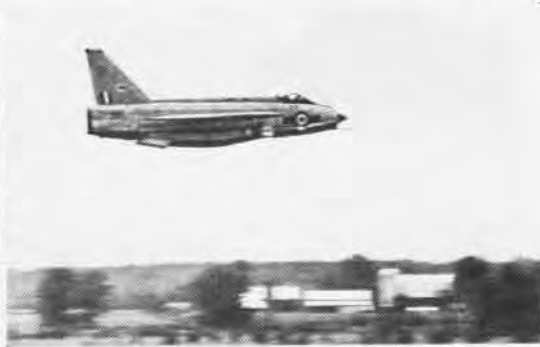
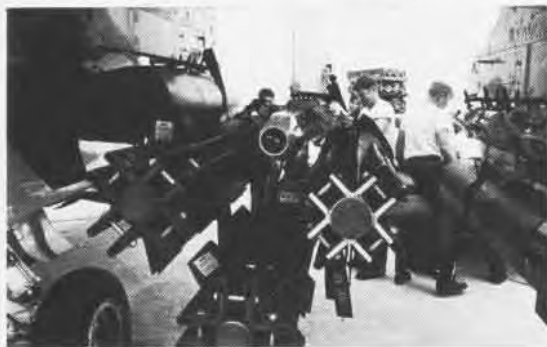
—President Richard M. Nixon



Air Force F-105 Thunderchief sits in early morning light of pre-show activity, left. Maj. H. R. Bolen, USMC, top, stands by an MCAF Quantico H-46. Fairchild-Hiller Porter, above, demonstrated STOL capabilities. Navy crew, right, discussed air show requirements in front of A-7 Corsair II. An A-4 Skyhawk is in the background.



Marine Corps A-6 Intruder arrives for National Aviation Day static display, far left. RAF Vulcan strike bomber demonstrated capabilities of large plane, left. Navy men load weapons on A-7 for display, below left, and an RAF Lightning makes high speed pass.



Concession stands did a booming business as exposition patrons stood, their ice melting in their soft drinks, looking up as a *Shrike Commander* completed its loop, both engines feathered. An *Alouette* helicopter lifted a Volkswagen, an Army CH-47 *Chinook* lifted a howitzer, and a gyrocopter lifted its pilot on a seemingly erratic flight down the runway.

The perennial favorites of every air show that they participate in, the Navy's *Blue Angels* in their *Phantom*'s still have no peers. The crowds loved them. But there were several other aircraft displayed that were overwhelmingly popular. The versatile OV-10A *Bronco* with its short take-off and landing capabilities was one of the greatest crowd pleasers. The North American Rockwell-built aircraft displayed slow speed – used in helicopter support; fast approach – used in a weapons delivery simulation; and aerobatic-like maneuverability – used in evasive action against ground fire.

STOL aircraft were in abundance. From Canada came de Havilland's *Buffalo* transport, demonstrating its STOL capability by taking off in less than 300 feet of runway, and the Fairchild-Hiller *Porter*, a flying camera



Secretary of Transportation John A. Volpe and Secretary of Defense Melvin A. Laird, top, along with Chairman of the Senate Armed Forces Committee, Senator John Stennis, opened the show.





The Blue Angels were again the primary crowd pleasers in three performances at the air show. An F-105 Thunderchief, parachute deployed, taxis to display area, left. Dawson Ransome flew stunts in the smallest entrant in the show, a Pitts Special biplane, below left. In an Enstrom, a helicopter pilot demonstrates maneuverability and stability of the small helo. Bob Hoover makes a one-wheel, both-engines-feathered landing in his Shrike Commander.

platform, gave the illusion of V/STOL capability with the minimal amount of runway it used to become airborne.

Midway through the first day of the exposition, Secretary of Commerce John A. Volpe, Secretary of Defense Melvin A. Laird, Senator John Stennis and Dr. Thomas O. Paine, NASA, visited the exhibits and welcomed the crowd. Their words of welcome were hardly over when all eyes looked to the south as the Air National Guard fly-by kicked off the show. They were followed by the Royal Air Force's four-plane precision flying team who performed their flight routine for the first time in this country. The team consisted of a *Vulcan* B.2 bomber, a *Victor* K.1 tanker and two *Lightning* MK.6 fighters, which can operate well above 60,000 feet.

Although there was no formal flight demonstration of the C-5A, it was literally the biggest success of the static displays. With a world record takeoff weight of 762,000 pounds, the giant aircraft was visited by nearly every person attending the exposition.

More than 40 companies took exhibit display spaces on the field; one of the more impressive was the Fairchild-Hiller family portrait of its aircraft.

As the day progressed, the sun beat down harder. With eyes bedazzled by aircraft lost in the sun's brilliance, many of the visitors sought temporary relief in the exposition pavilion which contained aerospace and aeronautical exhibits. These included the *Minuteman* missile, the Martin lifting body and the Lockheed mock-up of a portion of its L-500 *Galaxy*, a commercial jet transport.

With the last demonstration, a performance of precision parachuting by the Army's *Golden Knights*, the crowd lingered awhile and then began its journey home, pilots and aircraft soon followed. The exhibition had accomplished its goal. Imaginations had been sparked. It had been a great three days for all things aeronautical.



Demonstrating STOL and maneuverability, the Canadian Buffalo, left, and the tri-service OV-10A Bronco, center left, were show hits. French designed Alouette picks up a 1,500-pound load and an Overseas National jet liner gets boost from JATO on short takeoff. One of the Army's Golden Knights makes a late afternoon descent, right.





***at NAS
Patuxent River,***





Air Show for Navy Relief



On a recent Saturday afternoon, more than 100,000 spectators gathered under overcast skies at NAS Patuxent River, Md., for the annual Navy Relief Festival Air Show which featured the *Blue Angels* and flight demonstrations by the station's Navy aircraft. Among the other highlights of the show were simulated bomb drops; a T-28 *Trojan*, upper right; gliders from the Navy Test Pilot School, left; and high-speed passes by A-6 *Intruders*, far left, F-4 *Phantoms*, A-7 *Corsairs* and F-8 *Crusaders*. An OV-10A *Bronco* and a P-3 *Orion* also demonstrated their capabilities. In addition to the flight events, there were static displays, deep-sea and sky-diving events.

Photos by Cdr. Ted Wilbur and JOC James Johnston

NAS Atsugi

Where Imaginations Fly

By PHC Ralph Payne

NAS Atsugi held an open house on a warm Sunday. The Japanese, young and old, flocked to the base to see U.S. and Japanese aircraft exhibits.

It was the children, though, who most showed their delight. One boy let his imagination fly a C-2A and another made his own airplane from an open house program.

The kids crowded into some aircraft and peered into others. They studied the exhibits and some of them made remarkable sketches.







Enlisted Detailers

If Captain George H. Lee and his staff of enlisted aviation detailers at the Bureau of Naval Personnel have anything to say about it – and they do – at least 135,000 sailors in the Navy will get a fair shake in assignments, schools, tours and other matters relating to their work in Naval Aviation. That's the number of Navy men in the Group 9 rating field that the Aviation Rating Control shop at BuPers looks after since rating control went into effect.

Capt. Lee and most of his detailers visited the Naval Air Advanced Training Command this summer. Their aim: to improve communications with the enlisted men in Naval Aviation at the command's air stations, to inform them of major changes already made and those under study relative to each rating, to explain detailing procedures and to provide a general outlook on

By JOC Bob Maier

duty in various areas ashore and at sea.

Team members were Lt. Ed Higgins, rating control officer, and CPO's Donald J. Hynes, Jack E. Candland, Hugo R. Kacek, James V. Kahn, Walter H. Earl, David L. Rankin and Harold M. Bridgman, all enlisted detailers for specific rating fields. The group held informal discussions with CNAVAnTra enlisted men at the air stations' EM and CPO clubs.

"We're at BuPers to look after our own – you," Capt. Lee told the assembled whitehats, "and we want to hear from you – what you want and why. We want more feedback." (The Group 9 shop at BuPers already gets 5,100 phone calls a month and thousands of letters.)

All the important areas of concern to the enlisted men were covered –

orders, tour extensions, humanitarian assignments, schools – plus coming changes in service ratings, dream sheets and their handling. "We want to help you and we're doing our best," Capt. Lee assured his audiences. "We're aiming for the happiest Navy we can have."

The BuPers group asked for questions and complaints and got them. They were answered logically and, apparently, to the satisfaction of the inquirers. The captain and his staff promised that several situations would be investigated on their return to Washington. "Problems do exist and we don't have all the answers, yet," he admitted, "but we're rapidly finding answers and smoothing things out."

One problem area is dream sheets. The BuPers detailers urged that several choices be listed. These choices should not be limited to one general area.



AFCM Hugo R. Kacek, enlisted aviation detailer leads discussion group and answers questions of enlisted men in his specific rating field. Chief Kacek handles the AF, AD, AM, PR and some NEC's of the AZ rating, opposite page. Capt. Lee explains how enlisted orders are handled, left. At left below, AVCM Jack E. Candland, third from left, describes BuPers rating control for the AF, AT, AE, AQ and AX rates. The AO, AS and AB ratings have their questions answered by detailer ABCM D. J. Hynes, below right.



"Don't list all the billets in Jacksonville," warned the captain, "We know what billets are open. Just put down Jax once, then maybe Albany, Ga., and Pensacola . . . if not, you may get Key West or Midway Island." Skippers were urged to assign naval enlisted classification (NEC) codes, another big help.

Enlisted personnel were also urged to indicate on their duty preference cards and letters of request any special dependent problems which would require special consideration. "We want to hear about these things," he said.

It was forecast that BuPers will, in the future, assume detailing responsibilities for all career petty officers. Even now, the BuPers shop monitors the EPDO assignments. "A system of checks and balances which we maintain injects integrity among personnel involved in detailing," Capt.

Lee explained to the assembled men.

Every effort is made to allow personnel being rotated to have orders in-hand four months prior to transfer. When an emergency situation develops, requiring transfer within 30 days of notification, which rarely occurs, the shop goes so far as to telephone the man personally to ascertain if he can respond.

"We understand the problems of moving, finances, children and special housing situations," the captain said. "We know you can't pull your house-trailer to Hawaii," he admitted. "Therefore, always let us know your problem if it's really a tough one. We'll see what we can do."

During the past year, according to Capt. Lee, Naval Aviation received 30,000 new men. Of these, 19,000 went to A school, 6,000 to P school; the remainder went straight to the

fleet from boot camp. In 1970, the input figure is slated to be 22,100, of which 3,500 will go to P school and the rest to A school. Aviation commands can expect to get a lot of A school graduates.

Among major changes coming is the merging of several service ratings. By the end of the year, BuPers expects all AD's to be one, from E-1 through E-9 — no more ADJ and ADR's. Likely to follow are the AT, AQ and AM ratings.

In summary, Capt. Lee pointed out that individual consideration was the keystone of his office. "We review and carefully consider individual records, he said, "Our computers don't do that job. They just tell us how many men we have, where they are and where the billets are. Field assignments are always the product of the warmer human touch."



SELECTED

Jax Reservists Assisted Apollo 11

As America's astronauts rocketed moonward to take mankind's first samples of the lunar surface, several earthbound Naval Air Reservists observed the flight of *Apollo 11* with a special pride born of direct participation.

The civilian/Navy men, who are members of NARTU Jacksonville, are full-time engineers, technicians and administrative workers at the Cape Kennedy space complex. Working with the Cape's other 23,000 employees, they participated in the erecting and launching of *Apollo 11*.

Prior to lift-off, LCdr. William H. Simmons, systems manager for TRW, Inc., and administrative officer of VP-7F2, said, "No one at the Cape is complacent. We are apprehensive but confident."

One of the first men to see *Apollo 11* arrive was Commander Graybill B.

Harman, an employee of North American Rockwell Corp. and aviation safety officer for VA-2F1. The commander inspected the command and service modules upon their arrival, saw them to the space center's vehicle assembly building and then tested them for flight readiness throughout the countdown.

During the critical first minutes of the flight, LCdr. David W. Ramey, superintendent of utilities for Pan American World Airways and a navigator in VR-24F3, was responsible for controlling temperatures at the tracking and telemetry sites at Cape Kennedy. The radar and telemetry sites relayed information from the spacecraft to monitoring sites on the base. Without precise temperature control, the electronic circuitry at these sites would have been destroyed by overheating, cancelling the mission.

The lunar landing, probably the most critical maneuver of the *Apollo*

11 mission, was coordinated directly with NASA headquarters in Washington, D. C., by LCdr. Russell G. DeCastongrane, engineer for General Electric and technical training officer in Naval Air Systems Reserve Unit F1.

Descent and departure from the moon's surface were also tense moments for LCdr. Bill Simmons: His company manufactured the lunar module's rocket engines. "The rocket engines have worked so successfully in tests that chances of failure on the moon seem zero," he said.

A similar reaction — tense confidence — came from most of the aerospace Reservists. Perhaps their feelings were best summed up by AO2 Phillip L. McGibbon, HS-64F1, an employee of Boeing Aircraft.

"The *Apollo* program has become a pet project for almost everyone connected with it," he said. "I think everyone here, including the janitor, is emotional about the flight — like there is a piece of his life inside the spacecraft."

Those who witnessed the blast-off at Cape Kennedy could hardly blame the Jacksonville Reservists for being emotional. It was a sight spectacular enough to put anyone in another world.

Enlisted Chaplain

ATN2 Glenn L. Ridall, Jr., walked across the floor, turned to an assembled gathering and said, "Let us now bow our heads in prayer."

PO Ridall has been "acting chaplain" of NAS Willow Grove since July 2, following the transfer of the regular station chaplain. It is believed this is a first for the Navy, especially since he is an aviation group rating.

An ordained minister, Reverend Ridall is pastor of the North Penn Baptist Church, Hatfield, Pa.



Washington, D. C., Naval Air Reserve recruiters had a good three days at the Second Annual Air Exposition. The curious were treated to tours of the Naval Aviation exhibits inside the display van. Their only relief came when the crowd-stealing "Blue Angels" performed.

AIR RESERVE

'Blind' Pilot Swears in Son

Preston Jackson had good reason to be proud when his father, Commander Edward Jackson, swore him into the Naval Air Reserve's 4x10 program at NARTU Memphis, Tenn.

Cdr. Jackson, training officer in the aviation mechanics schools at NATTC Memphis, has set a high standard for his son to follow. Cdr. Jackson was the first pilot to make a successful "blind" landing aboard a carrier at sea.

"It was September 17, 1950," relates the commander. "We were flying over the Han river in Korea, when I flew into some anti-aircraft cables. They shattered the canopy and the glass cut my face. I couldn't see a thing because of all the blood."

The commander then went on to explain how he brought his F9F-2 Panther home to the USS *Philippine Sea*. "My wing man talked me to the ship where the safety officer took over and directed me to a safe landing."

After recruit training, Preston will attend the Aviation Structural Mechanic School.

Grosse Ile Move Continues

Another step has been taken in the ultimate decommissioning of NAS Grosse Ile, Mich. The long-awaited move to the new facilities at Selfridge AFB is under way.

Shortly after the last ground controlled approach (GCA) was made at NAS Grosse Ile, GCA Unit 28 was decommissioned. Commissioned at NAS Grosse Ile in the late 1940's, GCA #28 controlled 73,115 approaches.

All members of GCA Unit 28 will be reassigned to other naval air stations across the U.S. or sent to the fleet. There will be no Navy GCA unit at Selfridge AFB.



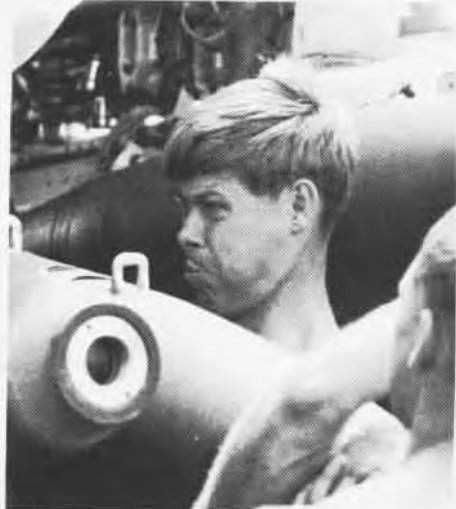
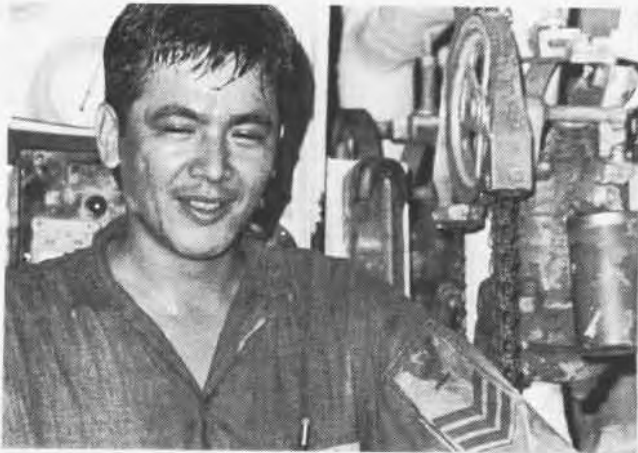
PH2 JAMON H. KENT of Seattle's NARDiv-T1, an elementary school teacher, aids his students' efforts to track the Japanese current to California and Japan by dropping message containers into the Pacific. The drop was made off Ocean Shores, Wash., from an SH-3A.



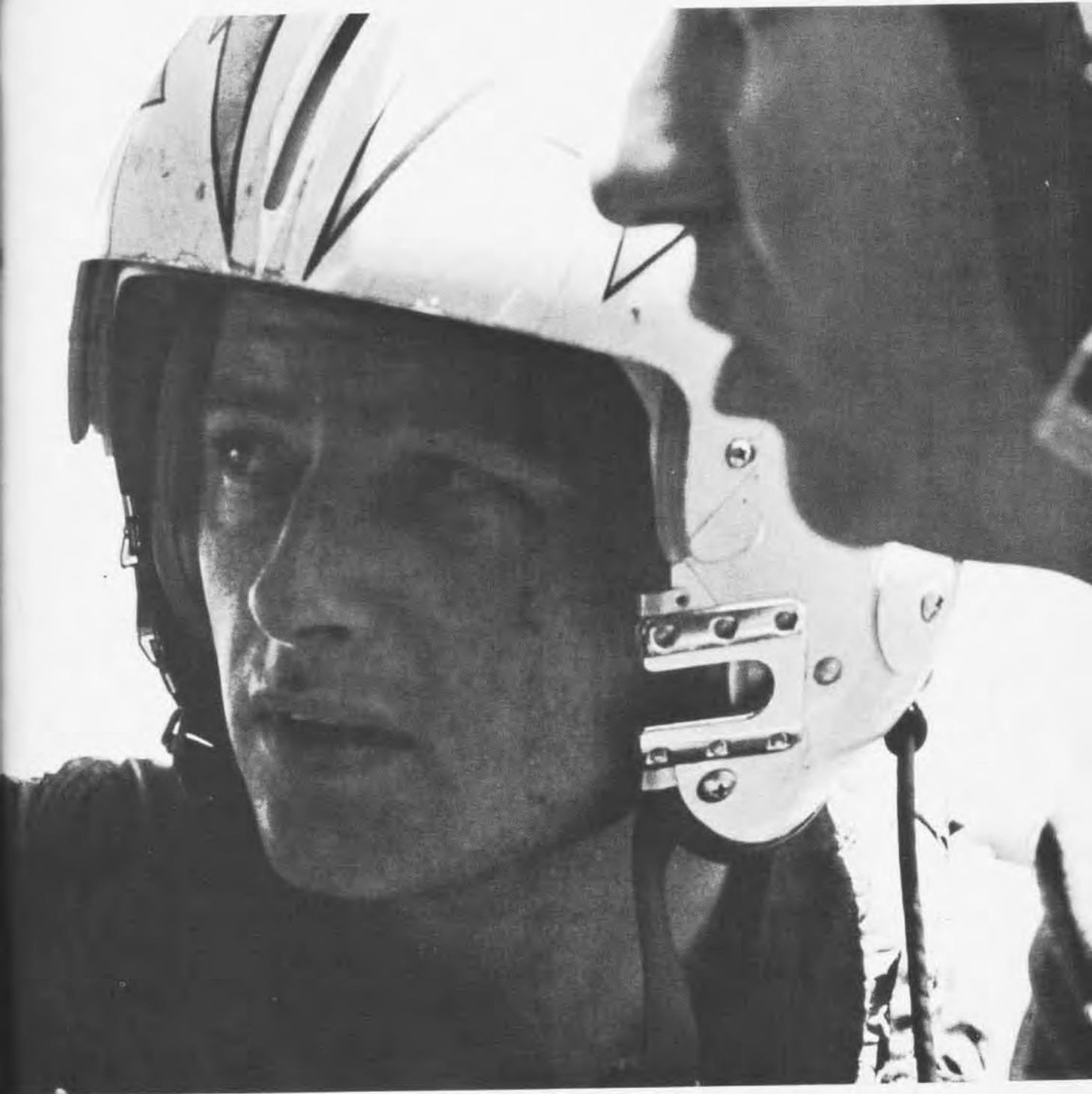
*at Sea
with the
Carriers*

FACES

By P. G. Broeker, USNR



OF AMERICA



FACES OF AMERICA







ON PATROL

with the Fleet Air Wings

Air Medals and Flight Hours

Shortly after VP-47 returned to Moffett Field from a five-month West-Pac deployment, 111 squadron members were presented 121 Air Medals. Each medal represented at least 250 flight hours in direct support of combat operations in Southeast Asia.

Captain W. H. Patterson, ComFAirWing-10, made the presentations. At the same ceremony, 44 *Golden Swordsmen* received P-3 pins representing 62,000 hours in the *Orion*. The pins, given by Lockheed Aircraft Corporation, represent 1,000 and 2,500-hour milestones achieved by aviators and crewmembers in the P-3.

Led by the 3,500 hours amassed by the squadron C.O., Commander C. M. Lentz, the pins represent 2,750 days — more than seven and a half years — of continuous flying by a single aircraft. Thirteen 2,500-hour pins and thirty 1,000-hour pins were awarded.

Brother Duty

"Brother duty" has a record of being a popular program in the Navy, and VP-22 personnel seem to be taking full advantage of it.

When AN Eugene Morin checked into the squadron to join his brother AME3 Lloyd, they became the sixth set of brothers currently serving together in the *Blue Goose* squadron.

In addition to the Morin brothers, VP-22 boasts these other sets: ADR1 Glenn and ADJ3 David Judd, ADJ2 Joseph and AMH3 Dennis Keola, AW3 Jerry and ATN3 Wayne Reddekopp, SD1 Antonio and SD2 Augusto Sardillo, and AE2 Michael and AN Gary Slattengren.

What are some of the advantages of brother duty? "For one thing," explains Dennis Keola, "it helps morale.

We often help each other out on problems that come up. It was my brother who prompted me to go up for second class."



AT BARBER'S POINT, daily FOD walk-downs are part of VP-40's safety program. But one recent ramp inspection revealed a new FOD problem — a small two-inch fish swimming in a pool. The problem was solved when AMH1 J. H. Jones and AXC J. R. Stephens found another home for it.

VP-22 Back From Ireland

A group of 17 officers and men from VP-22, NAS Barber's Point, Hawaii, recently returned from Londonderry, Northern Ireland, after participating in a special NATO course for patrol squadrons.

Sponsored by NATO, the course consisted of training with flight crews of various NATO nations, trips aboard NATO ships, classroom hours and flights in various types of aircraft.

VP-7 Marks 25th Anniversary

VP-7, NAS Jacksonville, is celebrating its Silver Anniversary this year. Commissioned VB-119 at Camp Kearney, Calif., in 1944, the unit served at Kaneohe, Hawaii, and Clark Field, R.P., during WW II, remaining in the Far East until 1947.

That year, it became VP-ML-7 and moved to MCAS Miramar where it transitioned to the P2V and then moved to NAS Quonset Point, R.I.

In 1953, VP-7 became the first East Coast squadron to join the United Nations forces in Korea. During the Korean conflict, Iwakuni, Japan, became home base. The squadron remained there in support of Task Force 77 until January 1954 when it returned to Quonset Point. NAS Brunswick, Me., became home port in 1956 while the squadron deployed to several overseas bases; then in 1961 it moved to its present location.

Under the leadership of Commander C. I. Stratmann, VP-7 is busy these days transitioning to the P-3A *Orion*.

Up The Ladder

It was an exceptionally happy birthday for Ltjg. Charles E. Garrett, VP-56, NAS Patuxent River, Md. Not only did he mark his 36th birthday, but he was promoted to his present rank and rounded out 19 years of naval service.

What is most notable, however, is that this is Ltjg. Garrett's third promotion in 18 months and his fourth since he was appointed WO1 on New Year's Day 1966. New Year's Day 1968 saw his appointment to WO2 as a chief aviation maintenance technician. Six months later he was appointed as an LDO ensign and, in July of this year, he was appointed to his present rank.



SQUADRON INSIGNIA



On May 1, 1967, Attack Squadron 82 was established as the third fleet A-7 squadron. Commander Don Thomas leads the 'Marauders' from NAS Cecil Field, Florida.

NAVAL AVIATION

NEWS



ER - DIVISION