NAVAL AVIATION NEWS

AUGUST 1974

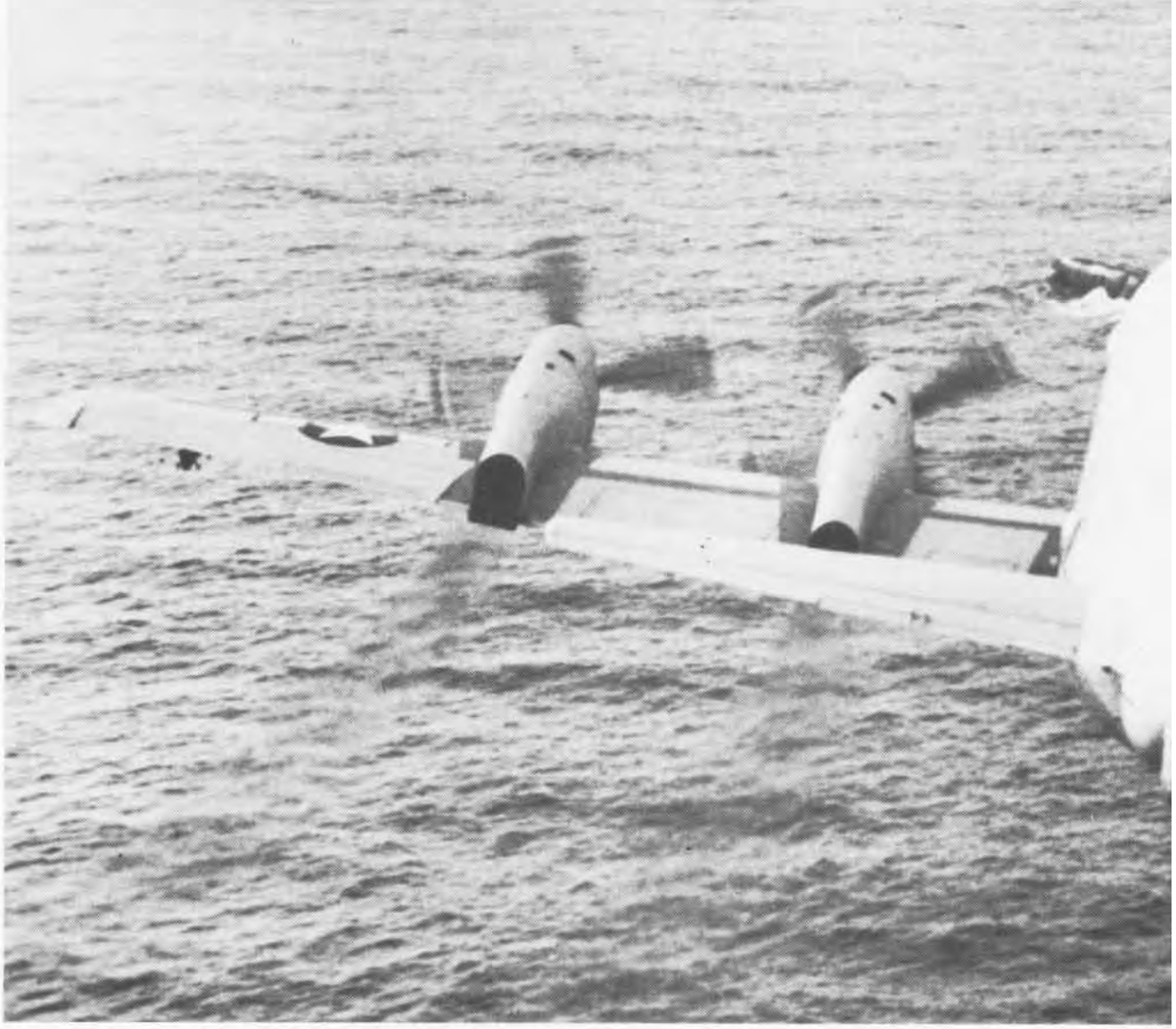
NAVAL AVIATION NEWS

FIFTY-SIXTH YEAR OF PUBLICATION

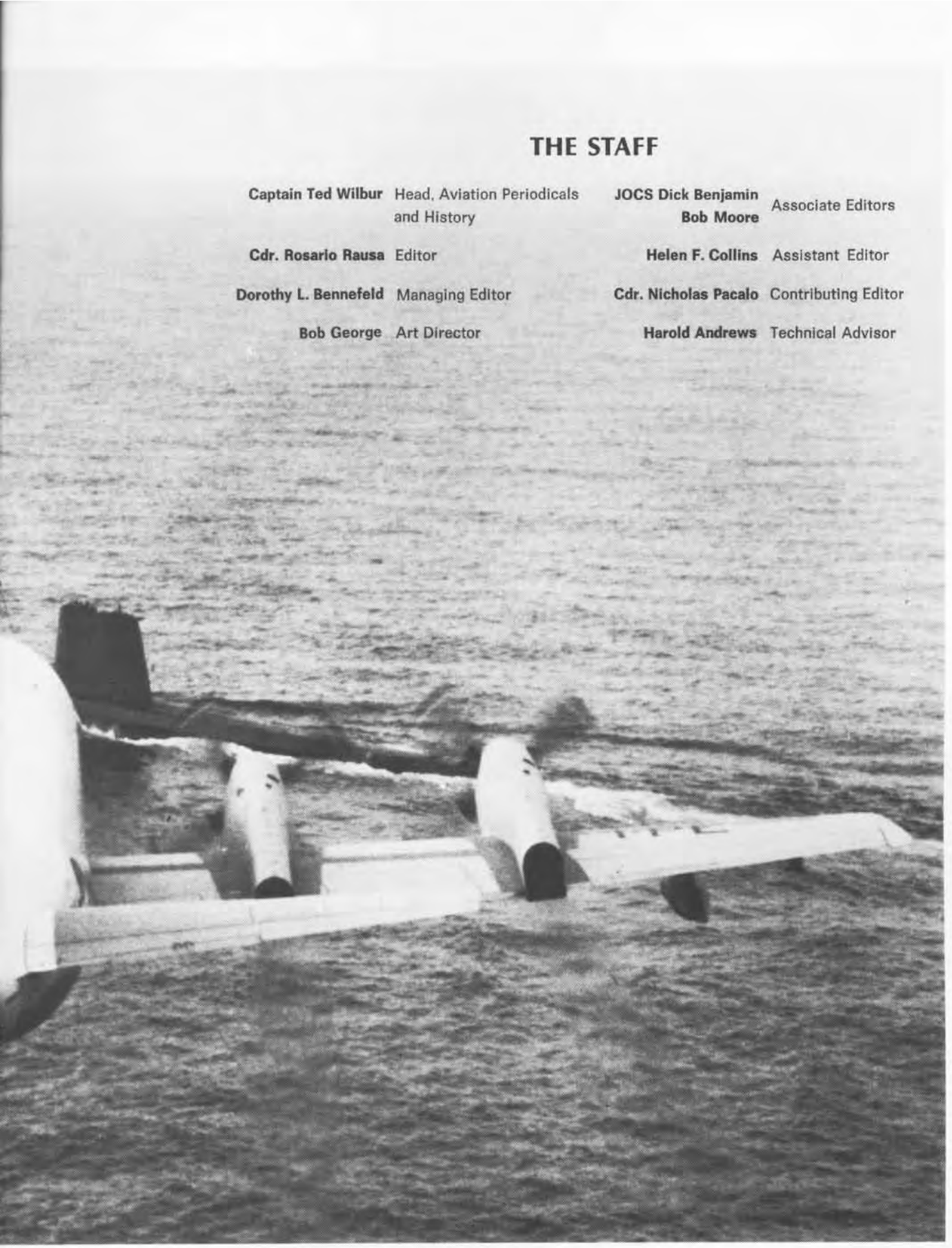
Vice Admiral William D. Houser
Deputy Chief of Naval Operations (Air Warfare)

Vice Admiral Kent L. Lee
Commander, Naval Air Systems Command

COVERS — *This month's front cover of a TA-4 from Training Squadron Four was taken by Harry Gann, McDonnell Douglas, while the back cover of the F-14 was taken by Dick Sanders, Grumman Aerospace Corporation. Above, a P-3 Orion appears to envelop a U.S. submarine in wave-skimming approach during test exercise held in the Sea of Japan.*



THE STAFF



EDITOR'S CORNER

Lots of Trivia

AA and A/A data have been submitted to the AAB for implementation into AAR. A/B which caused AB is not believed to be a factor.

Using the unofficial 1970 edition of Dictionary of Naval Abbreviations *published by the U.S. Naval Institute, the above would be translated as follows:*

Absolute altitude and angle of attack data have been submitted to the aircraft accident board for implementation into the aircraft accident report. Afterburner which caused air blast is not believed to be a factor.

The dictionary contains about 10,000 entries but should not be read at a single sitting. It does, however, provide some revelations which, taken a few at a time, serve to educate.

For example, we thought AUDIT had something to do with the Internal Revenue Service but it really means Automated Unattended Detection Inspection Transmitter. AW means: Above Water, All-Weather, Articles of War, Automatic Weapons, Aviation Antisubmarine Warfare Operator and, get this, Distilling Ship. Take your pick.

A BBB is Basic Boxed Base — say that ten times fast. B&W is not a whiskey but Black and White or Bread and Water.

Even Tom Seaver couldn't throw a CURV — Cable-Controlled Underwater Recovery Vehicle. A CINUNC refers not to a creature from Aesop's Fables but is Commander in Chief, United Nations Command.

CHINFO is Chief of Information and OFC-OFINFO is the Office of Information.

A man with CLAS belongs to the China Lake Astronomical Society. DOG is Division Officer's Guide. A Forward Observer Officer is a FOO. HADES is a hot subject: Hypersonic Air Data Entry System. HUFF-DUFF is a High Frequency Direction Finder and if you're HEP you draw Hostile Fire Pay.

NO is either Navigation Office, Number, November or Naval Observatory. Someday we'd like to research PAD — Pilotless Aircraft Division. How can you get one of those?

Depending on the context of your subject, PAL is either a Prisoner at Large or Parcel Airlift. PI stands for Pigeon Trainer, Preliminary Inquiry or Parris Island, N.C. And a PICME hails not from central Africa. It's the Political Intelligence Center, Middle East (Britain).

PFT is a Physical Fitness Test and if she's a PIP she is also a Product Improvement Program. A RAFT in England is a Rear Admiral Fleet Train. RINA sounds female and nowadays just may be: Resident Inspector of Naval Aircraft.

RUF is a Navy way of saying Rough while RUM is Remote Underwater Manipulator. SAT is Saturday, Satisfactory, San Antonio and Space Available Travel. Selective Curtailment of Reports and Paperwork is most appropriately listed as SCRAP.

You must be SMART to know Satellite Maintenance and Repair Techniques. Regardless of what a STUD may tell you, he's primarily a student. Three Ts mean Time to Turn but TTTT equals Tarter-Talos-Terrier-Typhoon.

We should all declare WOW, War on Wastefulness; and WSMR is not the radio station at White Sands Missile Range. Everyone knows that ZIP means Zone Improvement Plan but who is aware that ZOR is Zone of Reconnaissance and the ZPO is the Zeus Project Office?

Abbreviations, codes and symbols are necessary signs of our times and will most likely continue to proliferate as technology advances. Nevertheless we should heed the words of Ralph Waldo Emerson who once wrote, "nothing astonishes men so much as common sense and plain dealing."

There's a story going around about the misguided soul bent on using excesses of coded abbreviations. He sent his boss a memo abundantly filled with such abbreviations. The recipient waded through it with decreasing patience, then drafted a pointed reply: KISS — Keep It Simple Stupid!"

did you know?

New SecNav

J. William Middendorf II has succeeded John W. Warner as Secretary of the Navy. Mr. Middendorf, formerly Under Secretary, is the 62nd Secretary of the Navy. Mr. Warner resigned his post to head the American Revolution Bicentennial Administration.

Honorary Naval Aviator

At a June going-away party given for Admiral Thomas H. Moorer, retiring Chairman of the Joint Chiefs of Staff (July *NANews*, p. 32), Vice Admiral William D. Houser, DCNO (Air Warfare), presented Admiral Elmo R. Zumwalt, Jr., with a plaque designating him an Honorary Naval Aviator. Adm. Zumwalt has been succeeded by Admiral James L. Holloway III as Chief of Naval Operations.

PHC Dave Wilson

Automated Weather Station

Ocean scientists at the Naval Research Laboratory have developed a self-sustained weather sensing and transmission station, the polar automated weather station (PAWS). The first experimental PAWS is being prepared for a one-year operational test at Umiat, Alaska. It was developed by NRL to provide the Navy with a reliable weather monitor requiring minimum maintenance for deployment in remote locations such as the open ocean and polar regions. During its test period, the weather station may be used to provide valuable operational weather information to aircraft being used to construct the trans-Alaska oil pipeline, to the Naval Arctic Research Laboratory and to Naval Petroleum Reserve #4 oil exploration groups.

did you know?

Launching Pendant

A new, lightweight prototype launching pendant, a Naval Air Engineering Center design concept, is being tested at the Lakehurst Naval Air Test Facility. The new pendant, to be used by S-2s, weighs only eight pounds while the steel pendants now in use weigh 55 pounds.

According to Robert Burkhart, NAEC launcher division program manager, the prototype employs DuPont's superstrength textile fiber, Kevlar 29, with a yarn strength of 380,000 psi and density of .05 pounds per cubic inch, making it ideal for lightweight pendant-bridge design application. In addition to being lighter, the new concept will virtually eliminate costly bridge-pendant slap damage to the aircraft and could also save on cost and maintenance of bridge arrestor engines.

Jaws of Life

The titanium jaws opened in 11 seconds and two firemen quickly attached grappling hooks and chains to the tips of the forks. The auto's front bumper buckled, the steering column bent forward like a piece of putty, and the mock victim was pulled free from the twisted wreckage in a minute. NAS Lemoore's fire department had just finished a demonstration of the Jaws of Life, a piece of emergency equipment designed to free trapped victims in auto, aviation and marine disasters.

The three-and-one-half-foot power rescue tool employs an air compressor capable of putting out 10,000 pounds of pressure to operate the metal arms. The rescue apparatus can spread, cut, split, shear, pierce or pry open an aircraft fuselage or automobile body to quickly reach a trapped victim. Since no cutting blades are used, there are no sparks and it can safely be used where fire is a potential danger, such as at an aircraft accident where fuel is leaking. "It's a monstrous can opener," comments LCdr. Graham Hicks, assistant air operations officer. "I wish all pilots on the station could see how this thing operates. It would allow them to sleep a little easier at night."

Unique Tests

A team of test pilots and engineers from the Naval Air Test Center, Patuxent River, Md., recently conducted a series of unique tests aboard USS *Guadalcanal* (LPH-7). Pilots from the U.S. Navy, Marines, Army, Air Force and from Canada joined contractor and NATC engineers in evaluating the shipboard suitability of the Canadian CL-84 tilt-wing V/STOL and the UH-1N, AH-1J, CH-46D, CH-53D and RH-53D. The helicopter tests were a part of the dynamic interface program to establish safe launch/recovery

limits of helicopters on aviation and non-aviation ships.

An evaluation of the CL-84 in the STOL mode showed that the Canadian aircraft used 200 to 300 feet of deck for takeoffs and landings, averaging 75 knots for touchdown speeds. Its capabilities were comparable to helos in the VTOL mode. Flight tests of the CL-84s will expand the data base for the Navy's V/STOL and sea control ship concepts.

Pilots from the four U.S. services at NATC evaluated the launch and recovery capabilities of the five helos under varying wind-over-deck conditions for LPH-class ships. Additional testing evaluated rotor engage/disengage wind envelopes for the CH-46 and shipboard procedures for external lift of an H-2 by a CH-46 or CH-53. These tests were made to prove the feasibility of removing a LAMPS helicopter from a destroyer to a shore-based repair facility or to an LPH, in an effort to increase safety and mission capabilities.

Fifth Anniversary

Five years ago on July 20, 1969, an estimated one-sixth of the people on Earth listened as a dream of the ages was fulfilled. "Houston, Tranquility Base here. The *Eagle* has landed." Men had landed on the Moon. It was 4:18 p.m. Eastern Daylight Time.

Astronauts Neil A. Armstrong and Edwin E. Aldrin descended to the surface of the moon in the *Apollo 11* lunar module *Eagle*, while Michael Collins orbited the moon in the command module *Columbia*. Three days later they completed their journey back to Earth, splashing down in the Pacific on July 24. A United States flag remained on the moon to mark the sojourn there of America's first space voyagers.

Below is a view of the rising Earth that greeted the *Apollo 11* astronauts as they came from behind the Moon after the lunar orbit insertion burn.

GRAMPAW PETTIBONE

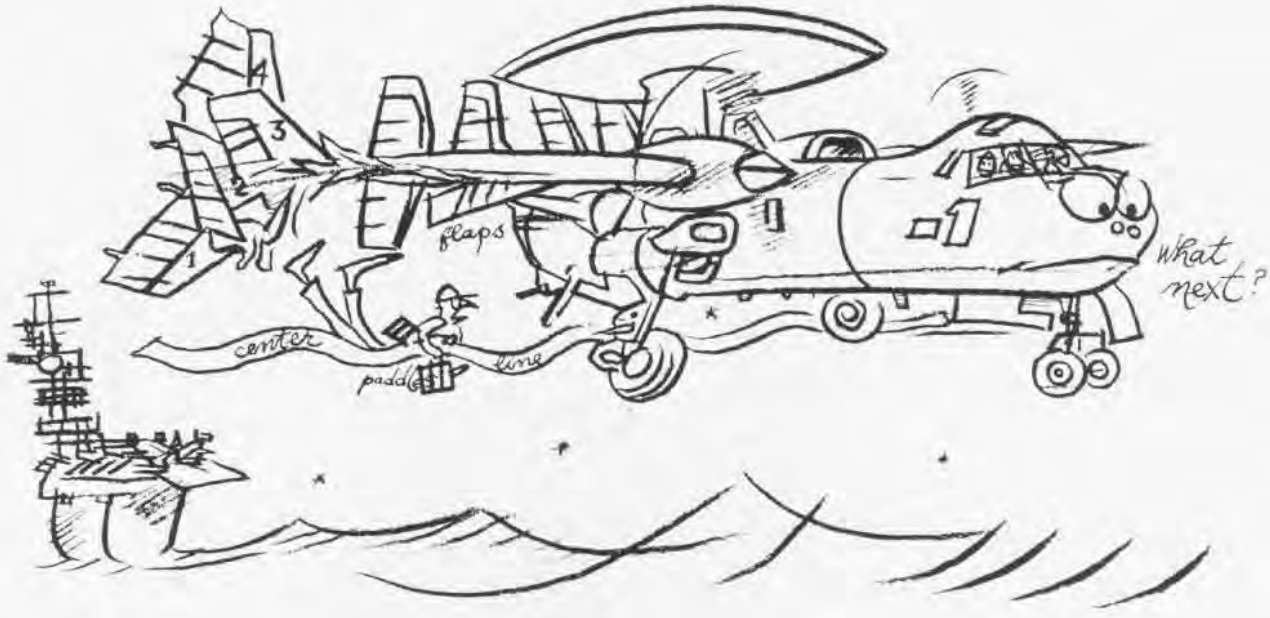
Right and Wrong

Following a thorough briefing, the pilot, copilot and crew manned their E-2B *Hawkeye* for a night training mission. The entire prelaunch and launch cycle was uneventful and, after approximately three hours, the E-2 returned to the carrier.

A standard carrier controlled approach was flown. At ¾ mile, with the aircraft established on centerline and on glide slope, the pilot called the ball. The LSO rogered the ball and called for "little power and attitude." The *Hawkeye* drifted a little left in the middle and the LSO called "right for line-up." The pilot answered all calls correctly and crossed the ramp in good position; however, the plane was in a slight left to right drift.

The aircraft went flat across all four cross-deck pendants in a steady right drift, touching down beyond the wires at a point six to eight feet forward of the number four cable. The touchdown point was six to eight feet right of centerline with the aircraft still drifting right. Maximum power was added for the bolter and the aircraft stopped drifting and continued down the angled deck, 15 feet right of centerline. Prior to becoming airborne, the E-2B's starboard wingtip made contact with the *upper rudder sections of four A-7s parked clear of the foul line.*

The pilot or crew was not aware of hitting the A-7s until notified by approach control. The crew then flew the aircraft to altitude where they performed a successful slow flight check. The only discrepancies noted by the crew were a missing wingtip cap and the fact that the flaps would not come up past the ⅓ position. The pilot reported a slightly mushy feeling in the controls. A FOD walkdown was performed on the flight deck to clear debris. The pilot flew another controlled approach, resulting in a hook



ILLUSTRATED BY Osborn

skip. The third approach terminated in an uneventful arrestment. The aircrew exited the aircraft in a normal manner.

The investigation revealed that, on the first approach, the waving LSO stated the pilot overcontrolled a low start, drifted left in the middle but corrected nicely and, from an in-close position, was on centerline and on glide slope. The LSO further stated that the pilot decreased his rate of descent approaching the wires but was on centerline and appeared to have the wires made. The right drift during the final phase of the bolter is confirmed by the PLAT tape.

The pilot, copilot and air boss all stated that they observed the aircraft landing right of centerline four to eight feet. Evidence of the off-center landing was a line of tailhook trail marks clearly visible at 15 feet right of centerline. The impact was discovered by a taxi director who noticed debris. Damage to all the A-7s was limited. The E-2 damage was, fortunately, minor.

Grampaw Pettibone says:

Great balls of fire! What the heck goes on in this squadron's operations office? This pilot was scheduled for this night flight in violation of the LSO NATOPS. The pilot was not current for the night flight. I believe I would have a piece of one operations officer and one so-called "scheduler"!

On the other hand, this was no excuse for the pilot to goof the approach. Besides, the driver is most certainly responsible for bringing his "non-currency" status to the attention of scheduling personnel. Lotsa people had their hands in this mess! Nuff sed!

Elevator Caper

Two aviators arrived at operations at 0830 to prepare their flight plan for the last leg of their weekend cross-country. The aircraft commander had a considerable amount of experience in the S-2 *Tracker*. The pilot filed an IFR flight plan from NAS Southcoast to NAS Homeplate. The flight was to last approximately four hours and be in primarily VFR weather.

Following a thorough preflight, the two pilots manned their *Tracker* and commenced their start and pre-taxi procedures. The engine run-up was uneventful and the S-2 was cleared for takeoff. The pilot climbed through instrument weather, broke into the clear and leveled off at 7,000 feet. The S-2 was now directed to switch to center frequency; however, contact was not established because of radio difficulties.

During this time, the pilot was moving the yoke back and forth and noted that there was *no change* in the aircraft attitude! He checked his rudder and aileron control which appeared to function normally. The aircraft was now approximately 50 miles from NAS Southcoast. The pilot attempted to control the nose attitude with trim which was successful. He declared an emergency, reversed course and requested a straight-in approach due to the loss of elevator control.

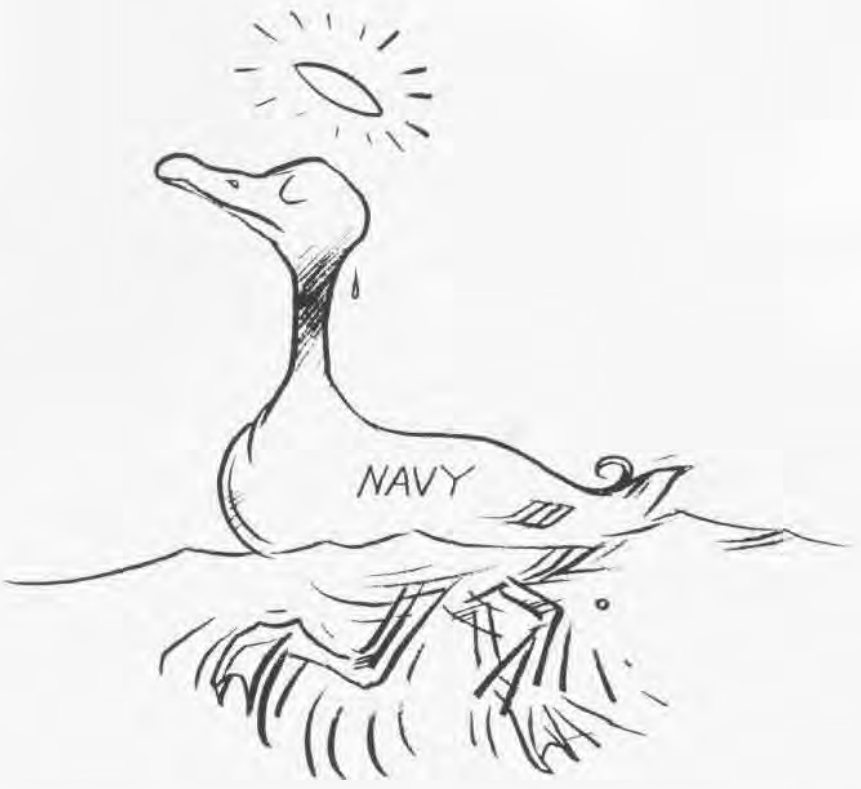
At 35 miles, the S-2 commenced a 500-foot descent, achieved through careful manipulation of the elevator trim tabs. At 6,000 feet the pilot lowered gear and flaps. This was done to ascertain the controllability at altitude, using the elevator trim changes only. After "some oscillations" of the aircraft, the pilot established his descent toward the runway.

Through careful manipulation of power, judicious use of the trim tabs and some minor S-turns, the aircraft landed back at NAS Southcoast with no injury or damage to the aircraft. Inspection of the aircraft indicated a loose bellcrank assembly which was corrected and the aircraft made an uneventful return to Homeplate.

Grampaw Pettibone says:

Holy Hannah! Singe my old grey whiskers! Well done, lad. Goes to show ya that there ain't no substitute for that safety device between your ears.

This lad behaved like a duck — remainin' calm and cool on the surface, paddlin' and workin' like fury underneath. Seems like good coordinatin' by everyone involved, including the center, the tower and the drivers. You made my day!



Photos by JOCS Dick Benjamin

ADCS Lang, VA-65

MIDDLEMAN

His office resembles a large telephone booth sans folding door. The only relief from charts, graphs and clipboards hanging on the bulkhead is a 1960-vintage "Playmate of the Month." Bolted to the wall to serve as a desk is a jury-rigged metal platform barely wide enough to accommodate a pair of elbows. Two telephones ring or buzz with a regularity not unlike those at the New York Stock Exchange. A systematic procession of people enter, give reports, ask questions, accept orders and depart. Motion within the space is constant and, in the center of it all, a personification of calm demeanor, totally unharried and in complete command, is ADCS Joe Lang.

The catalyst of VA-65's maintenance department, Chief Lang makes things go and has been doing so for nearly four years in the same job. He is the *Tigers*' maintenance control chief and operates from the diminutive brain center across the passageway from VA-65's ready room on the mess-deck level of USS *Independence*. He is charged with ensuring the best possible combat readiness of the squadron's A-6Es and KA-6Ds.

That he and the approximately 150 men of his work force have done a creditable job is reflected in an 80 percent aircraft availability rate which the squadron enjoyed during its 1973 Sixth Fleet deployment. The *Tigers* are successfully pursuing that same rate in the Mediterranean today.

Although he works through maintenance control and maintenance officers, Lang is a pillar of authority and information to whom the men turn throughout the day-in-day-out business of a carrier squadron at sea. While other chiefs and petty officers direct and supervise the labors of individual work centers, he operates in the capacity of a super taskmaster. He is the conductor of a symphony orchestra responsible for the collective

'Busy as a one-armed man with the nettle-rash pasting on wallpaper.'

O. Henry, 1862-1910
The Ethics of Pig

PH1 Don Grantham

production of all sections. To keep the *Intruders* flying, the activities of the airframes and power plant shops, as an example, must be coordinated, as must the violin and brass sections of the orchestra at a concert.

In a way, it would seem that Lang functions independently but he endeavors to use the chain of command. "I don't like to bypass people in the chain of command but, on occasion, it's necessary. I do have free access to the C.O. and, in addition to giving him a brief on aircraft status each morning, I communicate with him three or four times in the course of the day to keep him abreast of how the airplanes are doing."

"We in maintenance also have a good rapport with the aircrews," states Lang. "We talk over discrepancies in detail. They help us, we help them. It's a good relationship."

OpNav Instruction 4790 defines Lang's duties as Maintenance Control Petty Officer. In effect, the varied work centers function directly through him. He becomes a human storehouse of constantly changing facts and must receive as well as distribute information, and categorize priority actions, all the time seeking the ultimate result — up and ready aircraft when they're needed.

He is occasionally seen rushing up and down ladders and across the flight deck, but usually he remains close to his phone booth across from the ready room. "I go up to the 'roof' and the hangar deck on occasion," he admits, "but it's important that I man the desk in maintenance control most of the time. It's a communications post, a central reporting point for all the shops."

Information flows in, decisions flow out.

There are considerable pressures on Lang and the maintenance force throughout the work-day and night as they endeavor to get as many aircraft as possible into flying shape. Fortified with a comprehensive knowledge of the A-6, the sometimes complex procedures of the 3M system of maintenance, and widespread experience, Lang is an ideal man for his pivotal assignment. He is able to take the pressure in stride. Even in moments of extra stress, while endeavoring to meet flight schedule commitments, he keeps his cool and issues orders without resorting to loud and angry bellows.

Sometimes the problems seem minor. The phone rings. Airframes needs a hydraulic jenny in a hurry.

"OK, wait," says Lang. Using the other phone, he contacts the power plants shop to see if they can help. They can. They do.

He must also know more than nuts and bolts. The maintenance department receives numerous technically-oriented messages, many requiring answers. Others call for service modifications. At the same time, the routine business of servicing, repairing and turning-around the *Intruders* goes on. In a way, Lang is like a football coach on a Saturday afternoon. The game begins and is played out to its conclusion on the field but other action is constant, on the bench and in the spotting boxes. Injuries have to be treated and substitutes sent in and out. Based on the spotters' evaluations of the opponents, strategy decisions have to be formulated.

The aircraft cycle into and back from the sky while, on the ship, support for these airborne weapons systems continues. Chief Lang knows, at all times, precisely where his aircraft are — flying, parked on the fantail, buried deep in hangar bay one — and in what status of repair.

Communications is the name of the game for Lang. During cyclic operations, when launches and recoveries go on continuously, he has to maintain a continuing liaison with his flight deck coordinator, another chief who doubles as line division chief, the air wing's maintenance CPO and the shops.

Let's say that one of the A-6s recovers at 1020 and the pilots down the aircraft for a malfunctioning radio and an inoperative radar. The discrepancies have to be clearly defined by trouble-shooters so that Lang and his team can decide whether the aircraft can be repaired in time for the next launch. He must verify that replacement parts and qualified men are immediately available. He must then decide the time required to fix the plane and ensure that the ship's aircraft handling officer, responsible for spotting the deck, has solid information. A decision follows on whether to position the A-6 for the next "go" or park it out of the traffic flow and hold it for a later launch.

Considering the often frenetic pace of carrier flight operations, it is diffi-

cult to equate Chief Lang's job with a similar post in the civilian world. In one sense he could be the senior crew chief for a team of racing autos on a Grand Prix circuit; in another, the personnel director for an industrial firm.

"I manage both people and assets," he says, "but the hardest part is managing people. At the beginning of this cruise, we had few experienced personnel. They had to be trained. Matching the right man for the right job is also difficult.

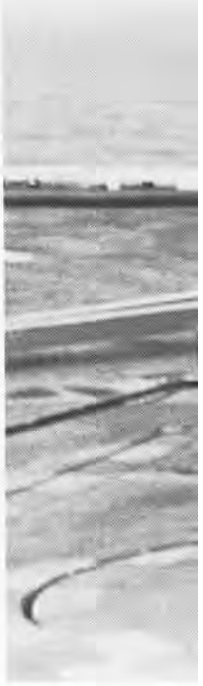
"I also must look out for the welfare of the men. Are their living spaces satisfactory? The food OK? Things of that nature. It follows that if their living and working conditions are not up to par, our production may suffer."

"We get plenty of help," says Lang about the assistance VA-65 receives from outside the squadron or from the organizational level of maintenance. *Independence*'s aircraft intermediate maintenance department (AIMD) is closely tied to the air wing's squadrons and provides support beyond the squadrons' capabilities.

"We work very closely with AIMD," Lang continues. "I operate through the production control chief. Also, the ship has a logistics support representative who is a civilian. He assists us in procuring material and really helps, especially when we get in a bind for certain parts."

Lang has had extensive experience with attack-type aircraft, especially the A-4 *Skyhawk* and the A-6 *Intruder*. Although he works 14 to 15 hours a day while at sea and admits to getting

Flight deck hopscotch during cyclic ops is very demanding.




523

Drained at day's end

tired, he likes the challenge of his post. "I get tired," he admits, "but it's no battle to stay alert. I feel drained at the end of the day but I enjoy my work."

And, at the end of the day, like so many other hardworking men of the seagoing Navy, his routine is a well established and seldom varied evolution. "I simply take a shower, write my letter (he has a wife and four daughters) and hit the sack."

Having Chief Lang is an openly admitted blessing for Comander Paul Hollandsworth, *Tiger* skipper.

"He's probably the key to the maintenance department's success," asserts the C.O. "His ability to get along with the shop chiefs and enhance working relationships is a big plus. Just as important, his knowledge of A-6 systems is super. Without him and his go-get'em spirit I personally feel it would be most difficult to do our job."

Lt. Jordan, CVW-7

PADDLES

Photos by PH1 Don Grantham

Lt. Mike Jordan waves the aircraft of Attack Carrier Air Wing Seven. He's an experienced fighter pilot with a lot of time in the F-4 *Phantom* and is well qualified, as Paddles, to handle the full bag of aircraft which fly from the deck of USS *Independence*. As LSO (in center, photo right), he has intimate knowledge of the landing characteristics of that full bag which includes *Intruders, Corsairs, Phantoms, Hawkeyes, Vigilantes, Trackers* and the carrier's COD.

"Waving" and "Paddles" are terms which represent a throwback to an earlier generation of LSOs. They held paddle-ball-paddle-shaped devices with arms outstretched, motioning signals (as in semaphore) to incoming pilots. Strips of fluorescent cloth stretched across the paddle face helped the LSO stand out as he formed a visual language with his body and moving arms.

For example, a "V" meant "You're high, bring it down." A frantic clapping gesture, like the circus seal, was an aggressively eloquent declaration meaning "Add power, lots of it, NOW!"

It wasn't too difficult in earlier days to sight the diminutive figure of the LSO as pilots turned in toward the ship from the 90-degree position. Today with few exceptions, the aircraft are flown through a wider pattern with more straightaway and are thus farther away from the ship until the final stages of the approach. Out went the paddles and in came the Fresnel lens.

Mike Jordan and his counterparts throughout the fleet use a radiotelephone to talk to pilots. The flyers, while listening to instruction from the LSO, guide their machines along a glide path defined by a yellow reflection on the face of a mirror-like presentation nearly the size of a billboard. Keeping the yellow light, formerly known as the meatball, aligned with green datum lights which project outward from the three and nine o'clock positions of the billboard is a vital requirement in the carrier landing sequence.

In some ways the LSO is like a baseball umpire. He calls 'em the way he sees 'em and seldom, if ever, reverses a decision when grading an approach. After each recovery sequence, Jordan and the squadron LSOs, who share the platform duties with him, venture forth to the various ready rooms to debrief flyers who have just "trapped."

It is hardly a secret that most pilots are sensitive to criticism of their skills at flying the carrier approach to a proper arrested landing. For one thing, the mark of a professional is smooth air work around the ship. Today's carrier pilots have a lot going for them, like the angled deck, the Fresnel lens and, in some planes, the ACLS (automatic carrier landing system). LSOs are highly trained taskmasters who can usually determine what a pilot is doing wrong a microsecond or two before the pilot himself recognizes it. Still, each approach is a demanding test. At night, especially, the pilot has his hands full.

Since being a carrier pilot sets him apart from non-CV types, he takes special pride in his ability to fly consistently good patterns.

"There is some good natured jazzing at the debriefs," says Jordan. "As LSOs we try to be instructive in discussing each pilot's approach. As pilots, we're very competitive. So, virtually all of us are interested in improving."

Keeping pilots out of trouble as they

JOCS Dick Benjamin

bring their machines toward the ship is Mike Jordan's principal business. "The pilot has to fly the aircraft," he says. "The LSO is there to keep him from doing something dangerous."

Lt. Jordan cannot say how many passes, or approaches, he's handled in his five years as an LSO. Counting practice carrier approaches to a runway ashore, he figures he's waved tens of thousands of aircraft. Aboard *Independence*, he handles an average of 100 every operating day.

Does waving ever become routine? "It does in the same sense as flying becomes routine," answers Jordan. "Weather, a listing ship, factors like these make things tougher, of course. Plus, the adrenalin pumps faster at night."

Before heading out to the platform for a recovery, Jordan gathers up his well-worn green book in which detailed descriptions of the passes will be recorded. He stops in air operations where, on a giant see-through board, he studies the grease-penciled names of the pilots and the side numbers of the aircraft scheduled for the recovery.

"I know all the pilots," says Jordan. "In fact, after awhile you get so you can identify who is in which airplane, not only by the sound of his voice over the radio but by certain idiosyncrasies in his flying technique." He adds that "By checking who's in which bird in air ops, I can better prepare myself for helping certain pilots who may need a little more help than others. You know, if everybody was perfect out there, we wouldn't have any color."

After winding his way aft from air ops, head and shoulders bowed most of the way (Lt. Jordan is about six and a half feet tall), he emerges onto the catwalk and climbs up to his open-air office on the stern.

The platform is just that. Nearly flush with the flight deck, it is fitted with a large canvas-like shield which deflects some of the 20-plus knots of wind which whip the length of the ship. Normally, it is manned by two or more LSOs and a phone talker from

the V-2 division who transmits continuing information on the deck's status — whether it's cleared or fouled, and the configuration of the incoming airplanes: "gear down, hook down."

After a plane traps, the controlling Paddles, in the brief quiet between landings, grades the pass. "Give him a fair, little overshoot, rough power." Two or three symbols penciled adjacent to the plane's side number in the book will function as a code for the debriefs to follow.

At foot level, forward of the LSOs as they face aft, is a pool-table-sized instrument panel tilted up for easy reading. It houses a PLAT (pilot landing aid television) for night recoveries, gauges which give wind direction and speed, a tail-hook-to-ramp distance indicator, a closure-rate speed indicator and other information.

For Mike Jordan and his fellow carrier pilots, the angled deck is a critical section of real estate with which they must be intimately familiar. About 600 feet long, it supports four cross-deck pendants, referred to as cables or wires, and has bright white stripes which delineate the center line and the borders within which aircraft must be landed. From the ramp to the first wire is a distance of 180 feet. The width of the landing area is 80 feet.

If a pilot flies a perfect pattern or, in LSO jargon, an OK pass, the tail hook of his aircraft will hit the deck halfway between the number two and three wires and snag the number three wire. The distance between the pendants is about 30 feet and, since aircraft approach the flattop at speeds in excess of 100 knots, the approach and landing can be aptly described as precision maneuvers. In addition, aircraft must land in a corridor which extends 20 feet on either side of the center line.

The arresting cables play out to a maximum distance of 280 feet once engaged. Pilots feel a substantial tug from their shoulder harnesses but it is no muscle-breaking jolt.

How does he like the job? "I enjoy waving," answers Jordan. "It's a challenge and makes being on the ship more interesting. Doing the job properly gives me confidence. Plus, I admit I get excited when I'm helping the pilots come aboard. Being an LSO also aids me in becoming a better carrier pilot because I get a real good grasp of the pattern's geometry."

JOCS Dick Benjamin

VENTUR

Early WW II experience demonstrated that seaplanes operating in combat zones were vulnerable to enemy fighters. To meet the requirement for aircraft with superior offensive and defensive capability, bombers were obtained from Army Air Force contracts. One of these types was the Vega (a Lockheed subsidiary) *Ventura*, originally developed for the British and procured for the AAF as the B-34.

While production of the basic Navy model, the PV-1, was getting under way, 27 British aircraft were requisitioned and, as PV-3s, became the first Navy *Venturas*, operating with VP-82 beginning in October 1942.

The 1,600 PV-1s which followed were quite similar. A unique feature carried over from the British design was the single-pilot cockpit configuration. Dual controls could be provided with a squadron installed kit. Powered with two P&W R-2800 engines, the PV-1 had a high wing loading and used Fowler flaps to give a respectable landing speed. With good performance and handling qualities, it was an extremely capable all-purpose airplane. It did require careful attention to minimum control speed in one-engine-out situations. PV-1s operated with Navy patrol squadrons in all WW II combat theaters and served the Marines as night fighters. Of all PV-1 operations, those which made the best use of its versatility were Fleet Air Wing Four's daily patrols over the Japanese held Kuriles ("Empire Express"), where the *Venturas* regularly faced impossible weather, Japanese fighters and long distances over enemy territory.

The PV-2 was an extensive redesign with increased wing span providing over a ton of additional payload and an increase in range at the expense of speed and maneuverability. Deliveries began in December 1944 with 535 completed by the time production terminated after VJ Day. Initial PV-2s were designated PV-2Cs for training operations, while final production had converted to the PV-2D with eight forward-firing .50 guns in lieu of the previous five.

After the war, the PV-2s gradually transitioned to reserve squadrons, with VP-ML-3, the last fleet *Harpoon* squadron, turning in its final PV-2 in the summer of 1948. The reserves continued to fly PV-2s into the early Fifties. Other countries continued to operate them for two more decades.

PV-1

PV-2

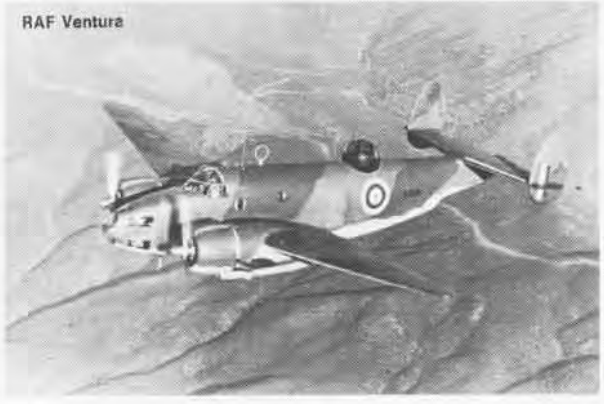
A/HARPOON

PV-1 night fighter

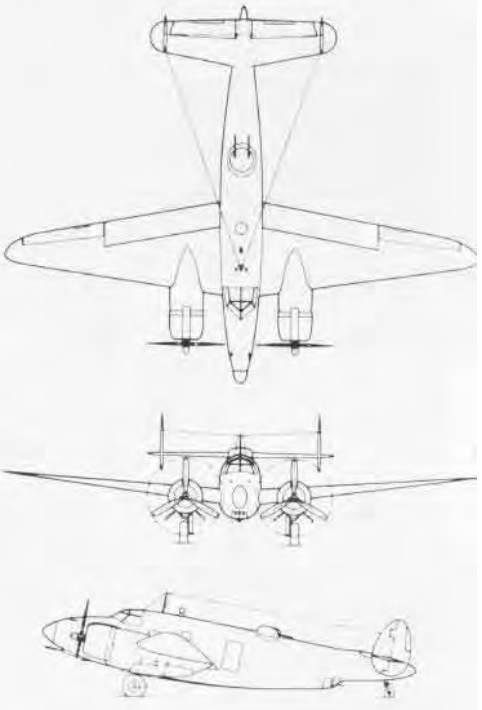
PV-2C

PV-3

RAF Ventura



Wing span	
PV-1, 3	65'6"
PV-2	74'11 7/8"
Length	
PV-1, 3	5'19 1/2"
PV-2	52'1 7/16"
Height	
PV-1, 3	14'3"
PV-2	14'4 7/16"
Power plant	
Two P&W R-2800-31	2,000 hp
Maximum speed	
PV-1	312 mph
PV-2	282 mph
Service ceiling	
PV-1	26,300'
PV-2	23,900'
Range (internal fuel)	
PV-1	1,660 miles
PV-2	1,790 miles
Armament	
Guns	
PV-1	five .50, fixed forward two .50, turret two .30, tunnel
PV-2	same, except two .50 tunnel
Bomb bay	
Bombs, mines, torpedoes	
PV-1	up to 3,000 lbs.
PV-2	up to 4,000 lbs.
Wing pylons	up to two 1,000 pounders
Wings	
PV-2	up to eight 5" HVAR



LEARNING TO RETURN

Photos by JOC Warren Grass

Mosquitoes buzz around the downed Navy pilot's head. A lizard skitters across the sunbaked ground in front of his hiding place. The desert is hushed. The only sound the survivor can hear is the roar of jet exhausts as his shipmates fly overhead search patterns for him.

Finally he makes radio contact, quickly informing the flight leader where he is and that his injuries are slight. Up to this point he has successfully evaded detection by enemy troops.

A gentle wop-wop in the distance tells him that a Big Mother *rescue helo is inbound. Almost there! He'll be home free in just a few minutes.*

Suddenly, the helicopter pops over the ridge line, coming right at him.

Then the desert floor bursts into activity as machine guns fire tracers at the helo and AAA fire reaches out to grab and envelop the jet escorts as they try to protect the vulnerable Big Mother. *Tanks rumble across the terrain, setting up a cross fire.*

What's happened? What can I do? I'm going to be captured.

These feelings and emotions are those that every survivor in a combat environment faces. The actions and reactions are very real and can be found in almost every rescue report that came out of the Southeast Asian conflict.

Where did this particular incident take place? Vietnam? Northeast Africa? No. It occurred at NAS Fallon, Nev., "biggest little air station in the world." Fallon is the weapons deployment training ground for Navy's carrier air wings. In recent years, it has also become the combat search and rescue (SAR) training area for pilots and aircrewmen of the Pacific Fleet. The place where tactics, procedures and proper use of equipment taught all pilots in survival training are put into practice during an arduous week of maneuvers and drills.

During that week, air wing pilots meet every challenge possible while trying to find and rescue fellow aviators from the clutches of the "enemy." The aggressor forces do their best to prevent the survivors' rescue. Bogus radios, signal mirrors, distress flares and traps for the rescue teams are common ruses employed to prevent the rescues.

Why is such training necessary?

When hostilities in Vietnam began, rescue forces there operated solely on the knowledge gained during the Korean conflict. Although Korea was the proving ground for modern-day SAR operations, it did not provide all the answers. The Vietnam War proved that each conflict creates its own problems. Each of the Armed Forces tried to take care of its own, a feasible plan, as each service had a rescue capability of its own. However, time and time again, a downed aviator was rescued by a sister service which used procedures and equipment alien to the aviator's training.

In 1968, Lt. Richard W. Ritz, then OinC of the Fleet Aviation Specialized Operational Training Group, Pacific (FASOTraGruPac), Jungle Environmental Survival Training (JEST) School at Cubi Point, R.P., recognized the need for increased training emphasis in interservice SAR concepts. As a result, he made in-country, fact-finding trips and coordinated studies with Air Force, Army and Marine Corps rescue units in an effort to establish an all-encompassing SAR training syllabus which emphasized survivor

responsibilities. In December 1970, this program was expanded on a trial basis when a SAR instructor was deployed with Attack Carrier Air Wing 14 to NAS Fallon.

The success of the first SAR training at Fallon exceeded initial expectations and the program has now become the proving ground for Navy combat search and rescue training.

Originally oriented toward SEAsia, the program has been continually updated and developed into a worldwide training concept where air wing aviators can practice rescue combat air patrol (ResCap) as on-scene commanders, and survivors can use search and rescue techniques that are valid in any environment.

A typical combat SAR program at Fallon commences with a brief by the FASOTraGruPac instructors. Information on new developments in SAR tactics, equipment and rescue vehicles used by all the services is provided; questions concerning existing Navy equipment are answered; and the ground rules for conducting the SAR exercises are established. The ensuing days are filled with action as SAR exercises are conducted while air wing elements return from strike missions on one of NAS Fallon's many targets.

Personnel not on the flight schedule act as observers in the operations area. With radio amplifying equipment tuned to the SAR exercise operating frequency, they hear, as well as see, the action. Thus the observers watch and learn from the actions of their fellow aviators. A debriefing for all participants and observers is held at the end of each exercise. It covers the entire SAR effort, providing a forum for the exchange of ideas and information, about 75 percent of the learning process.

During the deployment, FASOTraGruPac instructors also bring squadron aircrew survival equipmentmen up-to-date on developments and research in the area of survival equipment. Air wing intelligence officers are briefed on the problems, assets and operations of the SAR task forces available in various deployment areas.

The SAR instructors attempt to create a combat environment using an assortment of equipment ranging from

M-14 rifles firing blank ammo to airburst simulators which depict antiaircraft fire. Ground forces simulate enemy troops. Target tanks are used as enemy vehicles and gun emplacements.

The *Big Mothers* are provided by Helicopter Combat Support Squadron Seven, Navy's only combat-SAR-dedicated unit. The combat-configured HH-3As work with Fallon's UH-1Ns which play the role of Army medical evacuation aircraft. HC-7 uses the Fallon SAR syllabus to train newly assembled crews in the tactics and operations used during deployment.

Additional instruction and interservice training are sometimes provided by Air Force ResCap pilots and *Jolly Green* helo crews who act as instructors and observers.

Daily, during an air wing's weapons deployment to Fallon, a new war bursts on the hot desert floor as Navy flyers learn how to save themselves and their fellow aircrewmen.

EFFICIENCY With Five Fs

By Ltjg. Paul Hurd

When someone has something going that's really good, he likes to share it with others. VP-50, NAS Moffett Field, would like to share its unusual program to increase the efficiency and morale of squadron personnel through competition.

Called Fifty's Finest Fixers and Finest Flyers Campaign, the program was designed by Commander William R. Hodges, C.O., to support the Navy's Human Goals Plan and "to afford proper recognition to those work centers and flight crews whose performance exceeds the normally accepted standards." It can serve as a method of intra-squadron evaluation and, from a human goals standpoint, it provides a means for individual pride in personal achievement as part of the Navy team.

Cdr. Hodges feels that tangible incentives improve production, readiness, physical fitness and morale and also highlight specific areas needing improvement. The rewards for the top crew and shop of the month include a luncheon party and 36-hour passes, plus appropriate recognition at a monthly awards ceremony.

Different grading requirements were established because of the obvious differences between the work centers and flight crews.

Each shop is rated on safety, technical proficiency, quality assurance, management effectiveness, military appearance and training. Under physical fitness, a sub-program called Fifty's Diligent Dieters offers appropriate recognition to those who lose the most weight in one month. Bonus points may be awarded by the maintenance officer for beneficial suggestions for energy conservation, environmental improvement, safety and cost effectiveness.

The selection of the Finest Flyers is based on such factors as on-station effectiveness (a grade given flight crews for their performance in actual or simulated ASW flights), crew designation (a monthly readiness factor), personal appearance and training.

The program, which is coordinated by VP-50's training and maintenance departments, is off to a good start. The squadron's ASW readiness percentages are climbing and personal appearance, as well as aircraft and shop cleanliness, has improved markedly. The campaign is designed to keep the squadron in a high state of readiness in preparation for its 1975 deployment.

Exercise plays an important part in the squadron's program. ATC Floyd Warner earns his points pitching for the Blue Dragons' softball team. While concentrating on a weapons load, AOC Bruce Barton chalks up points because of his attention to details.

MARK OF THE MAVERICK

Maverick is the moniker for a new management program now improving the operational readiness of the Navy's P-3 squadrons.

True to its name, Maverick wears no brand and can be applied to many fleet problems.

With increased communication between agencies and individuals, Maverick has helped the P-3 to top the 71 percent readiness level set by CNO.

Operational readiness has become especially important to P-3 project manager, Captain John R. Farrell: "If we are concerned with how many aircraft can be applied to a mission on a given day, we can't have them sitting down waiting for parts. We have to key on the problem," he says.

Supplementing the normal supply system, Maverick resolves P-3 problems through an automated inventory system operated by the Aviation Supply Office. But special management attention is required when lack of available parts or equipment affects operational readiness.

Late each week, participating P-3 bases at Naval Air Stations Brunswick, Maine, Jacksonville, Fla., Moffett Field, Calif., and Barbers Point, Hawaii, identify 30 critical items on a message list to the program coordinators and support activities.

On Tuesday of the next week, coordinators initiate autovon conference calls between each individual base and the support activities at the Aviation Supply Office in Philadelphia, the Naval Air Rework Facility in Alameda, Lockheed-Burbank, Calif., and the Naval Weapons Engineering Support Activity, Naval Air Systems Command and the P-3 Project Manager, all in Washington, D.C.

During this call, each supply requisition item is discussed and its status updated by whoever has the most current information.

Usually, ASO is able to advise on actions by commodity managers, such as:

- referral to a base that has the item,
- expediting an item through commercial overhaul, and
- use of air freight and tracking all en route items for rapid transportation.

A needed P-3C item may be bought or borrowed as a production-line loan from Lockheed. NARF Alameda also makes Maverick loans with the added advantage of supplying P-3A and B parts.

On Thursday, a second conference call with each base closes out uncompleted items.

Some technical engineering or administrative problems are too complex to be resolved on the telephone and these exception items receive additional attention. But basically, the program is on a one-week basis.

"Solve it first and investigate later," is the way Capt. Farrell puts it.

Capt. Farrell conceived Maverick during a field trip to NAS Moffett Field. The project manager said he was amazed at the "disconnect" between the people at Moffett and those he thought were working on the problems. So, when Capt. Farrell returned to NavAirSysCom in September 1973, he put his people on the phone with Moffett and Maverick was born a month later.

The captain knows that now no one can say "I think this is happening," because the people who know the answers are right there on the phone. Excuses become difficult.

"Maverick brought our operational readiness up to the goal," the captain says, "and has sustained us near there."

OF FORM AND FORMALITY

A change of command is like having a baby. Although vitally important to those involved, it often seems commonplace to others.

But, with a unique, creative slant, a command change or a baby's birth can have universal fascination. The work of PH2 R. C. Grant is a case in point.

When strained through an artist's eye, a timely, limited event can become a timeless, limitless representation of the finest human emotions.

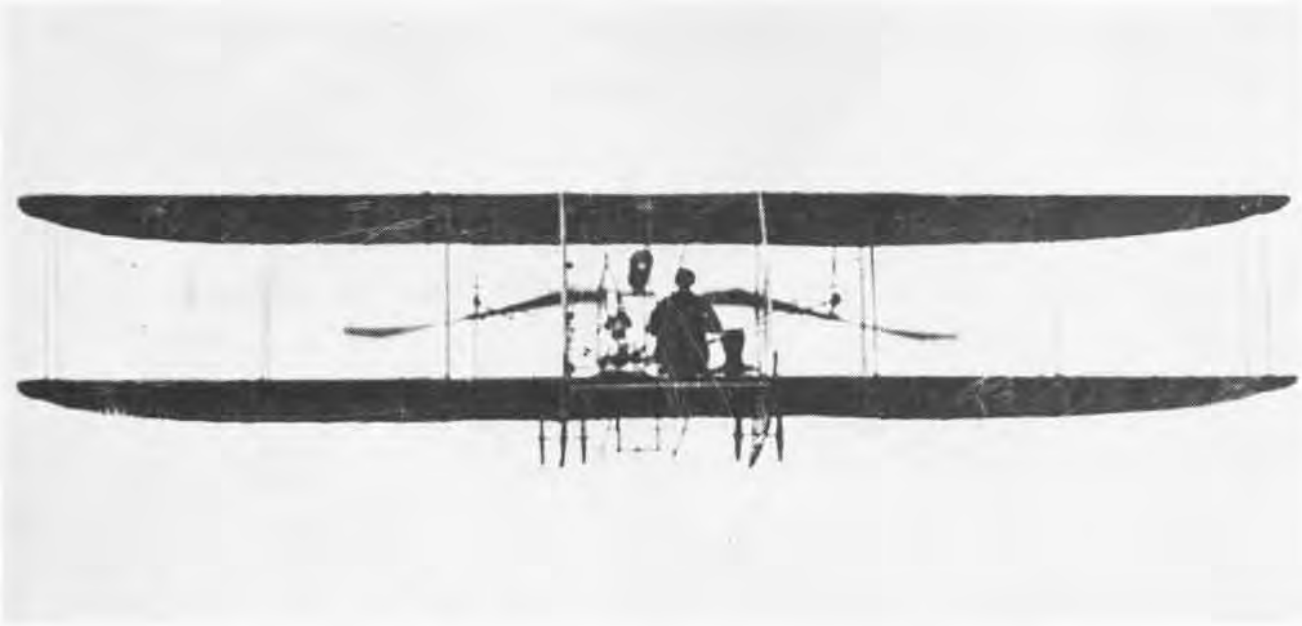
Grant edited his story down to:

Enlisted men and officers alike attended the ceremonies aboard the aircraft carrier *Kitty Hawk* in Subic Bay.

Major General Leroy C. Manor, 13th Air Force Commander, Rear Admiral H. P. Glindeman, Jr., Chief, Fleet Coordinator Group, and Rear Admiral G. E. R. Kinnear II, Commander, Carrier Group One, stood at attention for the national anthem.

Silhouetted against the bright Philippine sky, the participants listened to guest speaker Vice Admiral George P. Steel, Commander, U.S. Seventh Fleet, before Rear Admiral Donald C. Davis read his orders relieving Rear Admiral William R. McClendon as Commander, Task Force 77, and Commander, Carrier Group Five.

Before the end of formalities, RAdm. Davis was intent on his new command.



PIONEERS

When the Golden Eagles of Naval Aviation gathered at NAS South Weymouth, Mass., in May, it was a time for nostalgia. Officially known as The Early and Pioneer Naval Aviators' Association, the Eagles were formed in 1956. Original rules restricted membership to the first 250 Naval Aviators. Later the rules were expanded to include pioneers in every aspect of Naval Aviation. H. Roy Waite, 90 years young, flew his Burgess, top, around Boston in 1911. Always nattily dressed, left and above, Mr. Waite was one of the speakers at the mini-reunion of East Coast members. Because of the energy crisis, there will not be a national gathering this year. Instead, several smaller gatherings will be held throughout the country.

Patrick "Pappy" Byrne, Enlisted Pilot No. 10, top right, flew planes like the TG-3, above, which was one of the Navy's early seaplanes. Old and new pioneers, right, include (from left) Ens. Jane Skiles, Woman Naval Aviator (WNA) No. 3; Captain Ronald White; Ltjg. Judy Neuffer, WNA No. 2; Pappy Byrne; and Ltjg. Barbara Allen Rainey, WNA No. 1. Capt. White poses beside a Travelair, top left.

PEOPLE PLANES AND

Lt. Robert Doane, HSL-33, has been named the Navy Helicopter Association's West Coast **Pilot of the Year** for 1973-74. Lt. Doane is the third consecutive pilot from the LAMPS community to receive the title.

He was assigned to both HSL-31 and HSL-33 during the competition period for the award, participating in Project DV-98 where he was responsible for evaluating and developing many revolutionary anti-submarine warfare/antiship missile defense tactics and ASMD equipment. As a result of the experience gained, he made numerous tactical recommendations for use in the squadron's tactical doctrine, including the development of dual LAMPS ship tactics (which are projected to be standard fleet operating procedures). As training officer for HSL-33, he was responsible for writing the original LAMPS addendum to the ComASWWingPac squadron tactical doctrine.

What weighs 550 pounds, eats peanuts, flirts with a sailor's cap and used to live in the jungle?

The officers and men of *Constellation* and CVW-9 can tell you. It's "Connie," a nine-month-old **elephant** which the men of the carrier donated to the San Diego Children's Zoo.

Connie's story began when zoo director Charles Bieler contacted the carrier and asked the men if they would provide the much needed elephant. They did.

Captain Paul Speer is C.O. of CVA-64.

Rear Admiral Leroy V. Swanson became Naval Aviation's **Gray Eagle** in a ceremony held at the Washington Navy Yard in the nation's capital in June. He succeeded Admiral Thomas H. Moorer (who retired) as the most senior designated Naval Aviator on active duty. RAdm. Swanson heads the Field Command, Defense Nuclear Agency, Kirtland AFB, Albuquerque, N.M.

Major winners in ComLAtWingPac's **Derby VIII** held at NAS Lemoore in June were VAs 27, 122 and 304. VAs 27 and 304 repeated their performances of *Derby VII*, held last November, by earning the Golden Bomb and Silver Bomb, respectively, for the second straight time. This marked the

PLACES

This black **Phantom** with the white bunny head on its tail has left the skies over Point Mugu, Calif. "Vandy 1," a VX-4 aircraft, is at NARF North Island, Calif., for extensive rehabilitation and a new paint job.

It all began in 1969 when the *Phantom* was painted with a black anticorrosive paint in an effort to determine the visibility of certain colors under various light conditions. It wasn't until May 1971 that LCdr. Larry Jennings suggested that a white bunny head on the tail would be an eye-catching emblem.

VX-4 personnel discovered rather quickly that black is no deterrent to corrosion nor does it add to the plane's visibility. The addition of the white bunny has, however, brought questions and smiles at various airports across the country.

Rear Admiral Roy D. Snyder was on board **VP-30**, NAS Patuxent River, Md., recently for a three-day short course in the P-3 *Orions*. He was preparing for his new duty as Commander, Patrol Wings, Atlantic Fleet. RAdm. Snyder is no stranger to the *Orion*, having logged more than 3,000 hours in tours with VPs 8, 44 and 31.

Ens. Paul J. Calaba, VA-122, NAS Lemoore, Calif., has been named winner of the **Britannia Award**, presented annually to a USN flight student in appreciation for the training given British Navy pilots from 1952 to 1956 by the U.S. Navy.

The award is presented to the student pilot who completes advanced flight training with the highest overall weapons score based on proficiency in bombing, aerial gunnery, rocketry and missilery. Ens. Calaba earned the award while attached to VT-25, NAS Chase Field, Beeville, Texas.

Rear Admiral Lancelot Richard Bell Davies, RN, Commander, British Navy Staff, Washington, D.C., presented the trophy which is permanently retained by the Chief of Naval Air Training, NAS Corpus Christi, Texas.

third time VA-304 has won the Silver Bomb. Skipper of VA-27's *Royal Maces*, Commander Pat Patrick, captured individual Golden Bomb honors as the best A-7C/E visual attack pilot. He also won in the medium angle loft category. *Firebird* C.O., Commander Jerry Kirk, won the Golden Bomber Award for the best A-4/A-7A/B visual attack pilot. Cdr. Kirk thus became the most decorated pilot in *Derby* history. He had won the Golden Bomb in *Derby IV* and was cited as the best dive bomb pilot in *Derby VI*. Another Golden Bomber was Lt. John Hayes, VA-122, best A-7C all-weather attack pilot.

The competition which tests pilot skills in a wide spectrum of weapons delivery is held semi-annually. A night VFR dive-bombing event was added to this year's contest. Pilots bombed targets at both the NAS Fallon and China Lake complexes. Fifteen fleet and reserve squadrons participated.

Other squadron winners are:

Golden Bomb (best light attack squadron), VA-27,

Silver Bomb (best A-4/A-7A/B day and night visual dive bombing, strafing, laydown, medium angle loft delivery), VA-304,

Silver Bomb (best A-7C/E all-weather laydown, day and night visual dive bombing, strafing, laydown, medium angle loft delivery), VA-122,

Black Bomb (best A-7C/E all-weather squadron), VA-122.

Individual awards, in addition to those already listed, are:

Lt. Garold McDaniel, VA-125: best strafe pilot (181 hits out of 200),

Lt. Rich Banks, VA-303, and Lt. Lynn Hazlet, VA-94: best visual laydown pilots (a tie),

Commander Bert Terry, VA-97 C.O.: best day visual dive bombing pilot,

LCdr. R. E. Smith, VA-22: best night visual dive bombing pilot.

NAVAL AVIATION NEWS LOOKS BACK

When Cubi Point's runways were closed, Sangley accommodated the bulk of all types of aircraft shuttling from the Philippines.

From the air, Sangley never appeared much larger than an attack carrier, but the pilots who remember still think of it as a welcome alternate

REMEMBERING SANGLEY

By Captain James E. Wise, Jr.

Old Glory was last lowered aboard Sangley Point naval station on August 31, 1971. The ceremony took just 30 minutes.

National anthems resounded through sunbright skies and officials spoke in solemn tones as the small American naval outpost was returned to the Philippine government after almost three-quarters of a century of U.S. presence.

A jutting peninsula eight miles west across the bay from Manila, Sangley received its name from the Spaniards in the 17th century. According to legend, Spanish soldiers saw Chinese traveling to Manila from the peninsula and asked these merchants their origin. Thinking the Europeans wanted to know who they were, the traders answered: "Sang-Li" or, in the Fukien dialect, "We are traveling merchants." The Chinese became known as Sang-Li and the Canacao area acquired the name Sangley.

Another jut of land to the south, across a mile-wide bay in the Sangley peninsula, was called Canacao. Here, the Spaniards constructed a small navy base and erected two forts — Guadaloupe and San Felipe — whose guns protected the approaches to Manila Bay.

Named after King Philip II of Spain, Fort San Felipe faced the outer approaches with 26 gunports dotting massive 12-foot-thick walls and angled to cover every sector from Sangley Point to Guadaloupe, which spanned the sea to the inner bay.

A *comandancia*, or commander's house, was located atop the main gate

at Fort San Felipe. It was allegedly built by a page of Charles IV who, having won the love of the queen, was banished to Spain's farthest possession.

Upon his departure, the queen managed to bestow the title of Marquis of Bartholomew on the engaging young man and made provision for a handsome monthly allowance.

Soon released from the arsenal of San Felipe, the Marquis built a house over the fort's gate and entertained lavishly. His impressive home eventually housed the fort commander and, later, the Commandant of the U.S. 16th Naval District.

The town of Cavite was west of the Spanish forts and organized as a separate municipality in 1614 to encompass the entire peninsula. As the Spanish expanded their port facilities, Filipinos poured into Cavite hoping to find employment and training in ship fitting and repair.

A detention camp for Chinese immigrants was established on Sangley in 1876 and, shortly thereafter, a naval hospital was opened to meet the needs of the port facility. A shipyard was built on the point in 1884.

A British firm was granted a 99-year lease on the yard by Spanish royal decree which was honored by the Treaty of Paris in 1898, when the Philippine Islands were ceded to the U.S.

Admiral Dewey's devastating defeat of the Spanish Naval Squadron off Cavite in 1898 placed the peninsula in American hands. On May 2, Dewey's forces occupied the Cavite Navy Yard, its two forts and the Sangley Point area where a rest camp was established and a burial ground designated.

At the time of Dewey's victory, there were 400 patients in the Spanish hospital at Canacao on Sangley Point. After occupation by the Americans, the patients were transported to a convent in Manila while the hospital was designated U.S. Naval Hospital, Canacao. It was placed under a medical officer-in-charge and, eventually, under the Commandant, 16th Naval District.

In 1915, construction began on a U.S. naval radio station at Sangley. Three huge antennae towers — 600 feet high and 1,000 feet apart — were erected in 1916 and 1917. The hundreds of girders and uprights, which formed the towers, were ready-built and marked at a U.S. steel mill for quick assembly.

Commodore George Dewey aboard USS Olympia after the U.S. Navy occupied Cavite in 1898.

During the summer of 1917, one of the world's largest transmitters was installed. Built by the Federal Telegraph Co., Palo Alto, Calif., the transmitter had a rated output of 500 kilowatts. The new radio facility was then the furthest outpost of the station-chain linking the Commander in Chief of the Asiatic Fleet with high Navy officials in Washington.

The Sangley and Cavite naval facilities were quickly expanded during the next few years. A coaling station capable of serving the entire Asiatic Fleet was built at the southeastern tip of Sangley and new, permanent buildings were built to house the hospital and to replace wooden Spanish structures. A Marine barracks was built and a new ship repair facility was completed in the Cavite yard.

In 1922, the Cavite Navy Yard was the major repair facility for the U.S. Asiatic Fleet and housed all industrial facilities transferred from the Subic Bay Navy Yard — including the Commandant of the 16th Naval District. The only shipyard facility left at Subic was the drydock *Dewey*, which had been towed to Olongapo from Europe in 1906.

The expanding Navy on Cavite peninsula attracted numerous bars and dance halls during the 20s and 30s. There was retired chief Eddie Hart's *Dreamland*, where sailors cavorted on the first deck while officers enjoyed themselves along a circular mezzanine. Louie Cox's *Emporium* outside the Cavite Navy Base gate was another popular gathering place.

Navy men traveling to Manila met at *Tom Dixie's Cafe*, the *19th Hole* at the Manila Hotel, and at the *Santa Ana* — the largest dance hall in the world at that time.

With the expansion of commercial aviation during the mid-30s, Cavite became the site of a Pan American Airways seaplane station, servicing

clipper aircraft on the China run. The station had a small wharf, a hangar, machine shops and a terminal.

By 1940, the Cavite Navy Yard employed thousands of Filipinos. As a refueling and repair station, the complex contained offices, residences, barracks, shops and warehouses. Most of the buildings were of light, modern construction.

Ten thousand Filipinos were working two eight-hour shifts by late 1941, to repair, overhaul and convert merchant ships for naval use.

The last of the great clippers to land in Canacao Bay before the war with Japan left Cavite on December 2, 1941.

The first bombing of the Cavite peninsula began on December 10 when 54 Japanese aircraft ranged over the area, methodically destroying the yard. A lone Navy fighter plane managed to get airborne but was soon downed by one of nine 3-inch, 1919-model antiaircraft guns with insufficient range to reach the raiders dropping bombs over 20,000 feet.

Fourteen PBY *Catalina* flying boats were evacuated from Cavite prior to the attack but a lone straggler was downed over the base. Over 300 demolition and incendiary bombs were dropped over the base and nearby Cavite City. Fires raged through the night. The Navy Yard was completely destroyed: 1,600 Americans and Filipinos lost their lives.

In 1930s, Navy men danced in Dreamland.

The antenna towers of Canacao Radio Station, above, and the Cavite Navy Yard in 1900, below.

Sangley Point was spared serious damage but an attack on December 19 set the fuel depot and shipyard afire and destroyed one of the huge radio towers.

Japanese ground forces marching from Southern Luzon entered Cavite on the morning of January 2, 1942. During their three-year occupation, they expanded the Varandero shipyard to repair their ships and to construct wooden boats for coastal shipping.

A Japanese Naval Air Corps technical training school was established for Filipinos at the Navy Yard. Recruits were promised free training, board, a uniform, cap, shoes and ten pesos a month.

The first class was graduated in October 1944. The graduates averaged 15 years of age.

U.S. Navy carrier planes returned over Cavite in September 1944. During numerous air attacks, the Cavite

In the mid-Thirties, Cavite was a Pan Am seaplane station for Clipper aircraft on the China run. Last Clipper left Cavite on December 2, 1941.

Navy Yard and much of Sangley Point were destroyed.

In February 1945, the Army's 11th Airborne Division landed on Luzon in the biggest air jump in the Pacific up to that time. A week later, the paratroopers entered Cavite City.

Following the liberation of Cavite City, USS *Caritag* and USS *Albemarle* lay at anchor in Canacao Bay. Admiral Frank D. Wagner, ComFAirWing Ten, established his headquarters at Sangley Point. Buildings still intact after the pre-invasion attacks were occupied and reconstruction began at Sangley and the Cavite Navy Yard.

The Navy's 77th Construction Battalion did most of the work at Sangley Point. A 5,000-foot runway was constructed, along with taxiways, parking areas and a terminal building.

Two 1,000-barrel tanks and one 10,000-barrel tank were erected with a pumping and distribution system. Seaplane facilities were expanded to include a concrete ramp, temporary shops and a pontoon slip.

During this time, Commander Philippine Sea Frontier established headquarters in Manila. Vice Admiral J. L. Kauffman was its first commander. In 1947, the unit was redesignated U.S.

The invading Japanese troops survey the damage they wrought at the Cavite Navy Yard.

Naval Forces Philippines. VAdm. Kauffman's son, Rear Admiral D. L. Kauffman, of underwater demolition team fame, was destined to serve as ComUSNavPhil between 1968 and 1969.

But back in March 1945, Seventh Fleet units were just arriving at Sangley. Soon construction began on a Marston-matting airstrip to be used for the attack on the Japanese mainland.

The base maintenance organizations were officially redesignated Naval Air Base, Sangley Point in October 1945.

Hulk of USS Sea Lion (SS-195) lies just off the tip of the peninsula after the 1941 bombing raids.

The air base was redesignated Naval Air Station, Sangley Point in March 1947.

The Cavite Navy Yard was turned over to the Philippine government in 1947. Initially named the Off-Shore Patrol Operating Base, the installation eventually became the home of the Philippine Naval Shore Establishment.

Following the independence of the Philippines, the signing of a base agreement provided for the U.S. recruitment of Filipino volunteers. Sangley Point was designated as the entry station for Filipinos enlisting in the U.S. Navy and Coast Guard.

Though still predominately an aviation type activity, NAS Sangley Point was changed to a naval station (with an air department) on July 3, 1950.

During the next two decades, the station expanded its support mission until it covered 341 acres of the peninsula, boasted an 8,000-foot, all-weather airstrip, and housed several separate commands.

Among the tenant facilities were: Commander U.S. Naval Forces Philippines, Fleet Weather Facility, a communications center, a Coast Guard unit, Commander Fleet Air Wing Eight and a Marine barracks.

The three squadrons deployed at Sangley operated P-2 *Neptunes* and P-3 *Orions* to patrol the vast South China Sea. Sangley's airplanes carried 300,000 pounds of cargo each month to Naval Aviation activities in Southeast Asia.

The Navy's Insular Force was also stationed at Sangley Point until its closure. Established on April 5, 1901, the force was organized to utilize the services and skills of Filipinos who served in the U.S. Navy without leaving their country.

On November 3, 1970, the Philippine government requested the return of Naval Station Sangley Point to the Republic of the Philippines.

U.S. Ambassador Henry A. Byroade responded with the note: "I have been informed by my Government that it is prepared to accede to the request of the Philippine Government, and I should be grateful if your Government would designate representatives to discuss the details of the transfer. . . .

"With regard to timing, I estimate that the formal turnover ceremonies could take place approximately seven to nine months after public announcement. . . .

"This would be sufficient for an orderly phase-out of U.S. Navy operations at Sangley and permit preparation of facilities at the U.S. Naval Base at Subic Bay for the relocation of certain units, now operating from Sangley, so that there would be no interruption in our ability to meet our commitments under the Philippine-United States Mutual Defense Treaty."

The official announcement regarding the return of Sangley Point to the Republic of the Philippines was made in December 1970.

The following spring, certain Sangley Point activities began relocating to the naval base at Subic Bay and the naval air station at Cubi Point, while smaller units prepared for disestablishment.

Commander U.S. Naval Forces Philippines, the U.S. Navy Recruiting Detachment, the Branch Office of Civilian Manpower Management, the U.S. Naval Investigative Service Office Philippines, Fleet Air Wing and two antisubmarine patrol squadrons were all relocated by June 19, 1971.

The Sangley Point naval station was inactive by July 1, 1971. A 100-man closure detail prepared the station for turnover. After 60 days of planning schedules, the station was officially turned over to the Philippine government.

The Philippine government received an 8,000-foot runway, all permanent structures and the utility system to service the 341-acre station — $82 million in assets.

Today, Philippine Air Force and Coast Guard aircraft operate from an ideally placed airstrip while Philippine Navy men conduct their business from buildings once occupied by American sailors who still remember Sangley.

Letters

Whoopses

The hard working members of VT-9, Meridian, Miss., were very pleased to see their squadron insignia displayed inside the back cover of the May 1974 issue of *Naval Aviation News*. A little public attention such as this is a pride builder for us all.

However, upon reading further down the page, we were taken a little by surprise when we saw what aircraft we were supposed to be flying. While holding nothing against our fellow aviators who fly propeller driven aircraft, we are proud to be a part of the jet community. It appears that someone in your department, not knowing that we were a basic jet training squadron, changed the T-2B to T-28. We would hate for the detailers to get the wrong idea and start sending our pilots to patrol squadrons.

Frank McAfee, Ltjg.
VT-9 Public Affairs
NAS Meridian, Miss. 39301

Ed's note: So would we.

Please refer to *Naval Aviation News*, March 1974, page 25.

"Five SH-3G *Big Mothers* of HS-74. . . ."

Be advised that they are SH-3G *Sea Kings*. The *Big Mothers* are the armed SAR helos of HC-7, home-based at Imperial Beach, Calif. The unarmed SH-3s are *Sea Kings*.

James E. Rolston, AT2
VQ-1, NAS Agana, Guam
FPO San Francisco, Calif. 96601

Ed's note: OK, Concur!

Unless Captain Bill Franke changed mightily as a result of his imprisonment, he is not the gent on the right on page 25 of the June issue. On the other hand, the studious cat with the pencil looks like the LCdr. Bill Franke I knew at Test Pilot School.

J. R. Williford, Capt.
Mine Warfare Force
NB Charleston, S.C. 29408

Ed's note: Again, we are only as good as our source. Our apologies to Capt. Franke.

Diamond Jubilee

I was interested in the article in *Naval Aviation News* about Messrs. Lenhardt, Compton and Tillman's outstanding efforts and devotion to preserve and fly vintage *Hellcats* and *Wildcats* in the U.S.

I wonder if the 12 known remaining *Hellcats* include the one we have at the Fleet Air Arm Museum at Yeovilton, Somerset, England. We have a *Martlet* (known to you as the *Wildcat*) and a *Hellcat*, neither of which is in a flying condition at the moment but would, I am sure, with the enthusiasm and financial support such as that shown in the States, be capable of getting airborne again to the delight of many thousands of the general public. There is, however, a *Swordfish* still flying which appears frequently at our Naval Air displays.

This year marks the Diamond Jubilee of British Naval Aviation. The Royal Naval Air Service was officially formed on July 1, 1914, and we are endeavoring to celebrate the occasion by raising sufficient monies to re-house our collection of 55 historic naval aircraft, some of which are in danger of extensive corrosion effects through weather.

In addition, I am leading a team of drivers to Norway during the summer to salvage a *Blackburn Skua* dive bomber which we believe landed on a frozen lake on April 27, 1940, during the Norwegian campaign, and subsequently sank. This aircraft is to be returned to RNAS Yeovilton for our museum collection.

If any of your readers are in England and wish to visit the Museum, they would be most welcome.

A. G. Linsley, Lt.
Royal Naval Safety Equipment and
Survival School
Seafield Park, Hill Head
Fareham, Hampshire, England

Well Done

Naval Aviation News continues to sustain its traditional high quality. A 'well done' is deserved for the March issue with its timely presentation by Commander Joseph A. Pursch of the problem of alcoholism in the Navy. Equal kudos are likewise merited for the June issue featuring Robert Osborn who, for over 30 years, has depicted, in the cause of safety, Grampaw Pettibone, Dilbert and the Navy's wonderful flying machines. Osborn's genius saves lives.

How fortunate the Navy is to have such gifted interpreters as Osborn and Pursch.

Izetta Winter Robb
1711 Massachusetts Ave.
Washington, D.C.

Two Tiny Nitpicks

With all my appreciation for the fine job you folks do with *Naval Aviation News*, I feel constrained to mention two tiny nitpicks in the current issue.

Your cover shows Blanchard's balloon of 1784, to be sure, but second below it is displayed the even earlier balloon of Professor J.A.C. Charles which carried him and Marie-Noel Robert aloft from Paris on December 1, 1783.

The French print copied on page 11 is certainly rare, but it does not depict the "first balloon ascent." It depicts the ascent of Professor Charles, cited above. While his was the first ascent by hydrogen balloon, the first balloon ascent was made ten days earlier, on November 21, 1783, by Pilatre de Rozier and Marquis d'Arlandes, in a hot air balloon.

Isn't it remarkable that the first two ascents occurred at Paris, within ten days and they comprised the two basic balloon techniques which are still in use today.

Please accept my continued appreciation and best wishes to all concerned.

Roger Pineau, Capt., USNR
Director
Navy Memorial Museum
Washington, D. C. 20390

TAILHOOK REUNION

The 18th Annual Tailhook Reunion will be held in Las Vegas, Nev., at the Las Vegas Hilton on September 6-8, 1974. Reservations for rooms will be accepted until August 16. Further information may be obtained by contacting the Tailhook Secretary at 714-437-7924 or autovon 951-7924 or by writing to the association at P.O. Box 730, Coronado, Calif. 92118.

Published monthly by the Chief of Naval Operations and the Naval Air Systems Command in accordance with NavExos P-35. Offices located at 801 North Randolph St., Arlington, Va. 22203. Phone: 202/692-4819, Autovon 22-24819. Annual subscription: $10.90 check or money order ($2.75 additional for foreign mailing) sent direct to the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. A single copy of the magazine costs 95 cents from GPO.

SQUADRON INSIGNIA

VP-17 of Barbers Point, Hawaii, and VP-8, based at NAS Bermuda, fly P-3A Orions. P-3Cs are flown by VP-5 at Jacksonville, Fla., and by VP-47 at Moffett Field, Calif.

NAVAL AVIATION
NEWS