

NAVAL AVIATION

NEWS



JUNE 1974

NAVAL AVIATION NEWS

FIFTY-SIXTH YEAR OF PUBLICATION

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COVERS — *Once again a caricature by noted cartoonist Robert Osborn becomes the subject for a NANews front cover. The man behind the pencil, who brings Grampaw Pettibone to life, is the subject of this month's lead feature. JOCS Dick Benjamin, NANews staffer, captured Osborn on film as the artist worked in his Connecticut studio. On the back cover is PH1 J. A. Davidson's photo of VP-31 crew members securing the propellers of a P-3 for the night, taken while he was doing the story "Down in the Valley." At right are A-7E Corsair IIs from VA-22.*

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 costs 95 cents from GPO.





Letters

Record?

As an AEDO and *ex-Demon* driver, I particularly enjoyed your March 1974 issue, albeit my command was not properly recognized in the text or caption of the AEDO article.

My main reason for writing is, however, a challenge for an aviation record. While engaged in test work at the Naval Air Test Facility, I have accumulated to date 200 SATS (short airfield for tactical support) catapult launches. I believe this is a record in any and all of the following categories:

- most SATS launches,
- most SATS launches for a Naval Aviator (vice USMC type),
- most SATS launches in A-4 series.

I would appreciate validation of the above as a record and publication as appropriate.

Noel S. Flynn, LCdr.
Naval Air Test Facility
NAS Lakehurst, N.J. 08733



Any takers?

Alcoholism

Last night I read Joe Pursch's article "The High . . . and the Mighty?" in the March issue of *Naval Aviation News*. It is the best article on alcoholism; it gave me a better idea of how to deal with alcoholics than anything else I have read.

Peter Morosoff, Capt., USMC
Officer Selection Officer

Commander Joe Pursch's article "The High and the Mighty" in the March issue of *Naval Aviation News* is a breath of fresh air about the beverage alcohol, the legal drug that some people can't handle. A well written message about the nation's and the Navy's number one health problem and how, in particular, its effect has been felt among Naval Aviators. After all, Naval Aviators can handle anything, especially their liquor?

Yes, the Navy tends to cover up an alcoholic's problems. As the author points out, "We can pass the buck and we can pass the bottle, but we can't pass the drunk."

This Naval Aviator pilot through the grace of God has been sober today and the many passengers boarding my plane in the past year and one half have been in the hands of a sober professional pilot. This is as it should be, but might not have been without the Navy knowing "what to do with this drunken sailor."

Thanks again, Joe, for all you have done in pointing out the myths, misunderstandings, calling it like it is, and proposing a successful remedy for those who can honestly work, with the help of others, the simple AA program.

Thanks also to *Naval Aviation News* for a milestone article and alcohol-related issue. The doors you have opened for those who can relate and identify and then turn for help may never be known, but this is one sober Naval Aviator who is pleased to have read the March issue because it helped me enforce the fact that I can't handle it.

A grateful sober
Naval Aviator

(The following history of Joe Gosling was sent to J. M. Elliott, Chief, Collections Branch, National Armed Forces Museum Advisory Board of Smithsonian Institution, by Mr. R. A. Mortensen, NAS Pensacola. Mr. Mortensen knew Mr. Eddie Collins, Joe's creator. Before Mr. Collins retired, he redrew the J. Gosling insignia for Mr. Mortensen.)

Joe Gosling

Joe Gosling, representing the fledgling aviator just trying his wings, first ap-

peared on the scene October 4, 1931, and has continued to be the symbol of the U.S. Naval Air Station, Pensacola, Florida, ever since. He was created by Mr. Edward J. Collins, then assistant to the Station Navigator Ground School, NAS, and now retired in Pensacola after 42 years of government service.

In the days when NAS had seaplanes the little duck, a bit awkward and humorous in his attempts to get up on his wings or land in the water, yet always endearing in his perseverance, made a fitting symbol of the student aviator. At that time, Naval Aviators were taught to stall out while six feet in the air; and then splash down, a landing not unlike the one J. Gosling is seen making.

Mr. Collins submitted two designs incorporating the duck or gosling: One was an American eagle nudging two of the little birds out of the nest. One, already out, was falling through the air with his eyes screwed shut and the other remained clinging to the nest for dear life. It was decided this was too complicated a design and J. Gosling was chosen. Assistant Secretary of the Navy Janke sent a letter congratulating Mr. Collins on his design.

In the ensuing years many legends have grown up around J. Gosling. Many people have had ideas as to what the symbol stands for. One version is:

"The duck is generally associated with a certain degree of foolishness and amusement. The silly countenance on this particular duck indicates a lack of skill, while the excessive flapping of the undeveloped wings proves a thorough willingness on the part of the student naval aviators to hard work. The smug expression indicates extreme pleasure at having arrived back on the surface of the water in a single piece. The large beak and mouth of the bird are typical of the students, for they make it possible for them to do their best flying while sitting on the ground. The tremendous splash indicates the skidding landing made by most students, while the grotesque position of the duck's feet indicates the helplessness on the part of the students to know what to do with their hands or feet."

At one time a young man at the Naval Air Station was making up a booklet which included sketches of J. Gosling. He fancied he saw a resemblance between the NAS duck and Walt Disney's Donald Duck, so he sent copies of his booklet to Mr. Disney and asked permission to use the duck. Disney Studios wrote back to say the duck could be used if the Disney trademark, WDP, for Walt Disney Productions, were printed beside it. And so the booklet was printed in just that manner, giving credit to WDP for a little duck that had hatched six years before their own Donald!

- End of an Era** Space pioneer Rear Admiral Alan B. Shepard has announced plans to retire from the National Aeronautics and Space Administration and the Navy this month. RAdm. Shepard made America's first space journey on May 5, 1961. He has been chief of the flight operations astronaut office since making the *Apollo 14* flight in 1971. The admiral graduated from the Naval Academy in 1944 and will complete 30 years' service.
- Hands Off** Textron's Bell Aerospace Division has delivered an AN/SPN-42-T3 automatic aircraft landing system to NAS Whidbey Island, Wash. The system, which permits pilots to make "hands off" landings in many types of weather, is a land-based version of the system currently in operation aboard nine carriers. A system similar to the one at Whidbey Island has been in operation at NAS Cecil Field, Fla., for the past two years.
- Museum Piece** The Navy has agreed to donate the ASW carrier *Yorktown* (CVS-10) to Charleston, S.C., for its proposed National Naval Museum. The *Fighting Lady* spent 25 years with the Pacific Fleet before being transferred to the Atlantic in 1969. She was decommissioned June 27, 1970.

Photo by PH1 Milt Putnam



Under Arrest

A new arresting system designed to replace the Mark 7 series presently installed in fleet carriers is undergoing developmental testing and evaluation at NATF Lakehurst, N.J. The Mark 14 will require about half the space of the present system, is much lighter and will need fewer crewmen to maintain it. The new system was designed by the Naval Air Engineering Center, Philadelphia, Pa., and is tentatively slated for installation in *Carl Vinson* (CVAN-70).

Welcome Aboard

A Canadian-built CL-84 made a vertical landing aboard USS *Guadalcanal* (LPH-7) March 15 at NAS Norfolk, Va. The V/STOL aircraft underwent technical evaluation in the sea-control-ship environment in preparation for upcoming trials as an antisubmarine warfare aircraft. Piloting the CL-84 were Commander Don Deck and Capt. Tom Carter (USMC), test pilots in the Flight Test Division, NATC Patuxent River, Md.



Money Saver

NARF Jacksonville, Fla., has completed processing its 150th A-7 *Corsair II* in the aircraft condition evaluation (ACE) program. An estimated \$6.5 million is expected to be saved annually through the program which is designed to repair and update military aircraft at the precise time the work is needed. ACE increases up-time for aircraft while conserving manpower and slicing funding requirements associated with the normal induction of aircraft at the end of a predetermined service cycle. Saving per aircraft averages about \$43,000.

New Fighter

Northrop Corporation unveiled its YF-17 technology demonstration aircraft April 4 in Hawthorne, Calif. Corporation officials say the aircraft's hybrid wing — moderately swept basic wing combined with highly swept leading edge extension — will contribute significantly to making the aircraft 40 to 50 percent more maneuverable than any fighter now in operational use. The twin-engine YF-17 was scheduled to make its first flight this spring at Edwards AFB, Calif.



TRAM Intruder

Grumman Aerospace Corporation's A-6E TRAM (target recognition attack multisensor) aircraft successfully completed its first flight March 22 at the company's Calverton, Long Island, flight test facility. The TRAM configuration adds a turreted electro-optical sensor package, containing both infrared and laser equipment, to a full-system *Intruder*. The sensor package and turret provide lower hemispheric coverage for laser-guided weapons delivery.

Down Safe

The landing "was outstanding and reflected superlative pilot and aircrew training with proper adherence to NATOPS procedures," reads a message from Rear Admiral Pierre N. Charbonnet, Jr., ComFAirMed. "Their flawless conduct during this emergency minimized damage to their aircraft and eliminated the hazard of injury or death of personnel." The admiral was referring to a wheels-up landing by LCdr. Eugene V. Doswell in a C-131F at Naples, Italy. The *Convair Liner* lost both wheels of the port landing gear during touch-and-go landings at Grazzanise, 20 miles to the north. This forced LCdr. Doswell to set the aircraft down on 3,000 feet of foamed runway without the benefit of landing gear.



LHAs Named

The Secretary of the Navy has announced the names approved for LHAs 3, 4 and 5 which are now under construction. They are *Belleau Wood*, *Nassau* and *Da Nang*, respectively. The battle of Belleau Wood was fought June 2-26, 1918, when the 4th Marine Brigade defeated parts of two German divisions that were driving toward Paris. *Nassau* commemorates the first fleet operations and amphibious landing by the Continental Navy and embarked Continental Marines March 3, 1776, on the beaches of New Providence Island, Bahamas. The Seventh Fleet Amphibious Force landed the Ninth Expeditionary Brigade at Da Nang March 8, 1965, to help protect the airfield there. This was the start of the buildup of American ground combat forces in Vietnam. Da Nang became the center of logistics support for the I Corps area.

Last Skymaster

The last C-54 *Skymaster* in the Navy's flying inventory has been retired to the Military Aircraft Storage and Disposition Center, Davis-Monthan AFB, Ariz. The 29-year-old C-54Q (R5D-3) saw its last service at the Naval Test Pilot School, NAS Patuxent River, Md., where it was used in student test pilot exercises and for logistic support. BuNo 56501 has flown almost 15,000 hours since its acceptance in 1945.



GRAMPAW PETTIBONE

Three Turnin', One Burnin'

The C-118 *Liftmaster* arrived at NAS South Coast to pick up a full load of passengers and fly them to NAS North Coast. The passengers were given a thorough briefing. This was followed by an uneventful engine start and taxi. The aircraft commander and his copilot, both commercial airline pilots flying with the Reserves, had considerable experience in transport aircraft.

The takeoff roll was begun with no problems noted. As the aircraft climbed through approximately 2,000 feet, the #1 engine began to lose power and the engineer checked the analyzer. He reported that it appeared that two of the plugs in #1 engine were fouled. As the climb continued and the aircraft neared approximately 3,000 feet msl, the #1 engine power decreased further. The engineer then reported that it appeared an entire magneto was failing. At this point the

pilot began reducing power on the #1 engine.

At approximately 25 inches mani-



fold pressure, with no other abnormal indications noted, the #1 engine began running rough. The pilot then gave the order to feather #1. The engine was feathered. The pilot shut off the fuel selector on #1 engine but, before the complete engine shutdown checklist could be accomplished, the engine was reported on fire.

The pilot received a visual confirmation that the #1 engine was on fire. The fire warning light was now illuminated. The pilot actuated the left CO2 discharge handle. The fire warning light did not go out and again there was a visual verification that the engine was still burning.

The pilot had already begun a left descending turn and had spotted an airport just off and below the left wing. The center was contacted and informed of the situation. Declaring an emergency, the pilot advised center that the *Liftmaster* was headed for an airport off the left wing. The center then recommended another airport, a



large municipal field, which he said was straight ahead.

The pilot saw the runway directly ahead. He continued the descent, heading for the runway. At this time, the pilot actuated the other CO2 selector handle, but it had no effect on the fire which continued to burn. The C-118 touched down approximately 700 feet down the runway. The pilot reversed the three good engines and used brakes.

At approximately 40 knots, however, the outboard left tire blew, and the aircraft came to a stop on the centerline. The crash crew was there immediately and they began extinguishing the fire. The engines were secured and the evacuation order was given. Evacuation took place out the right overwing emergency exit and down the flap. All passengers and crew moved quite some distance from the aircraft while the crash crew completed extinguishing the fire. There were no injuries.



Grampaw Pettibone says:

Holy mackerel! Makes me feel good when I read about our lads doing a real professional job. Thanks to the people in the center, too — for pointing out the field directly ahead. If the bird had landed at the other field, it probably would have burned to the ground because of the lack of fire-fighting equipment.

These passengers can sure thank these drivers up front for remainin' cool throughout this whole affair — and many thanks to the center people for the fine job. Well done!

Aggressive vs Foolhardy

The pilots were scheduled for a basic aircraft maneuvering tactics flight in two F-4 *Phantoms*. The NFO scheduled to fly in the back seat of one was replaced by a pilot, since the flight was to terminate at another field in order to ferry an F-4 back to home field. Following a normal brief, preflight, start and taxi, the two F-4s departed for the training area.

After entering the training area, one of the F-4s set up on the left "perch" for a barrel-roll attack on the other *Phantom*. The pilot commenced his attack which was countered by a hard turn into him by the other F-4, forcing a mild overshoot.

After a series of reversals and counter reversals, the F-4 under attack turned left at a high angle of attack with full left rudder. To increase his

turn rate, the pilot used some opposite aileron, at which time the F-4 departed to the right and entered a right spin.

At spin entry, the altitude was approximately 10,000 feet, airspeed fluctuating between 0 and 80 knots and angle of attack pegged at 30 units. The pilot immediately neutralized the controls and put the stick forward to unload. He then deployed the drag chute, which had no noticeable effect on the aircraft. Full forward stick, right aileron and neutral rudders were then employed.

At approximately 7,500 feet, the pilot told the back seat pilot to eject, which he did by utilizing the lower handle.

The two pilots experienced a normal ejection sequence and landed safely in the water close to each other. Two helicopters in the area responded im-

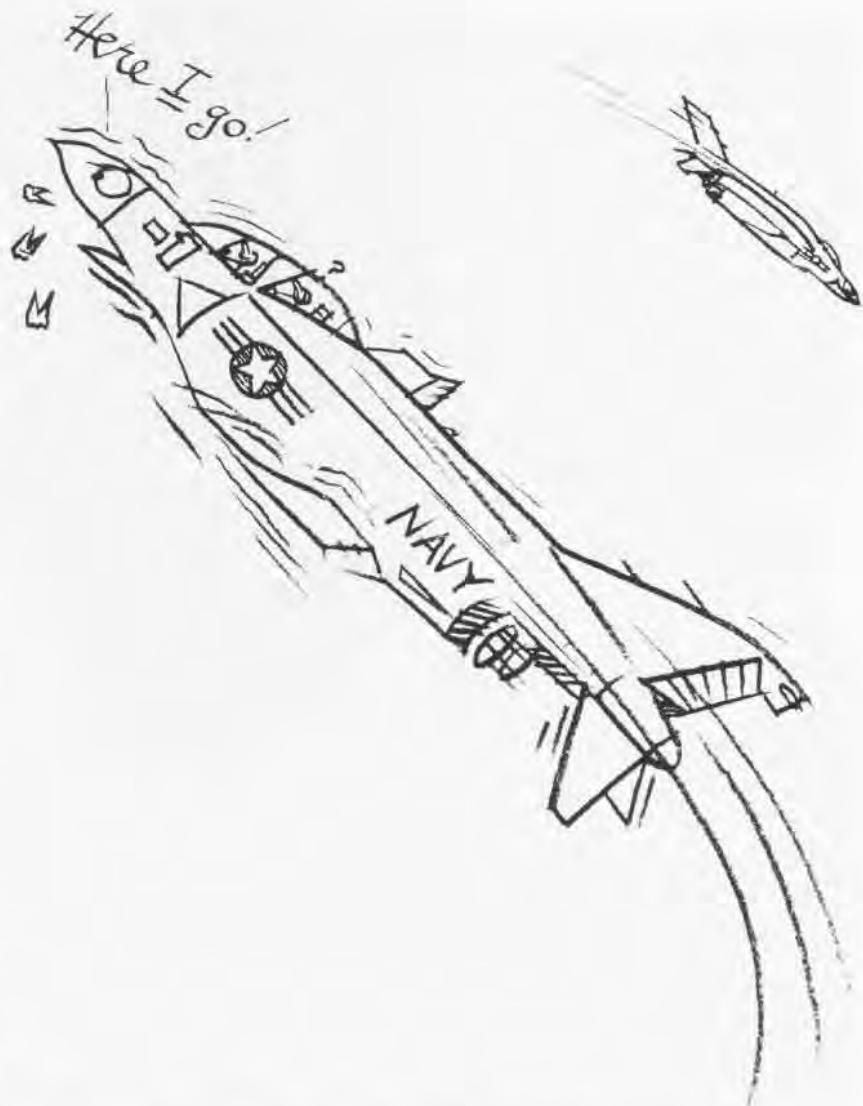
mediately. Each aircrew was picked up by a separate helo and returned to the home-field dispensary.



Grampaw Pettibone says:

Jumpin' Jehosaphat! With pilots like this on our side, we don't need enemies! Where the heck did this pilot get his aerodynamics trainin'? Maybe he slept through the lectures. The cause of the accident was simple: a pilot-induced spin by the use of cross controls at high angles of attack — *in violation of a warning in NATOPS!*

Some drivers fail to understand that in actual "fighting the airplane," you lose if you spin. It is regrettable that in this day and age we lose aircraft in this manner. Bein' aggressive is certainly desirable, but this gent failed to recognize the fine line that separates aggressiveness and plain foolhardiness.



TOP DRAWER

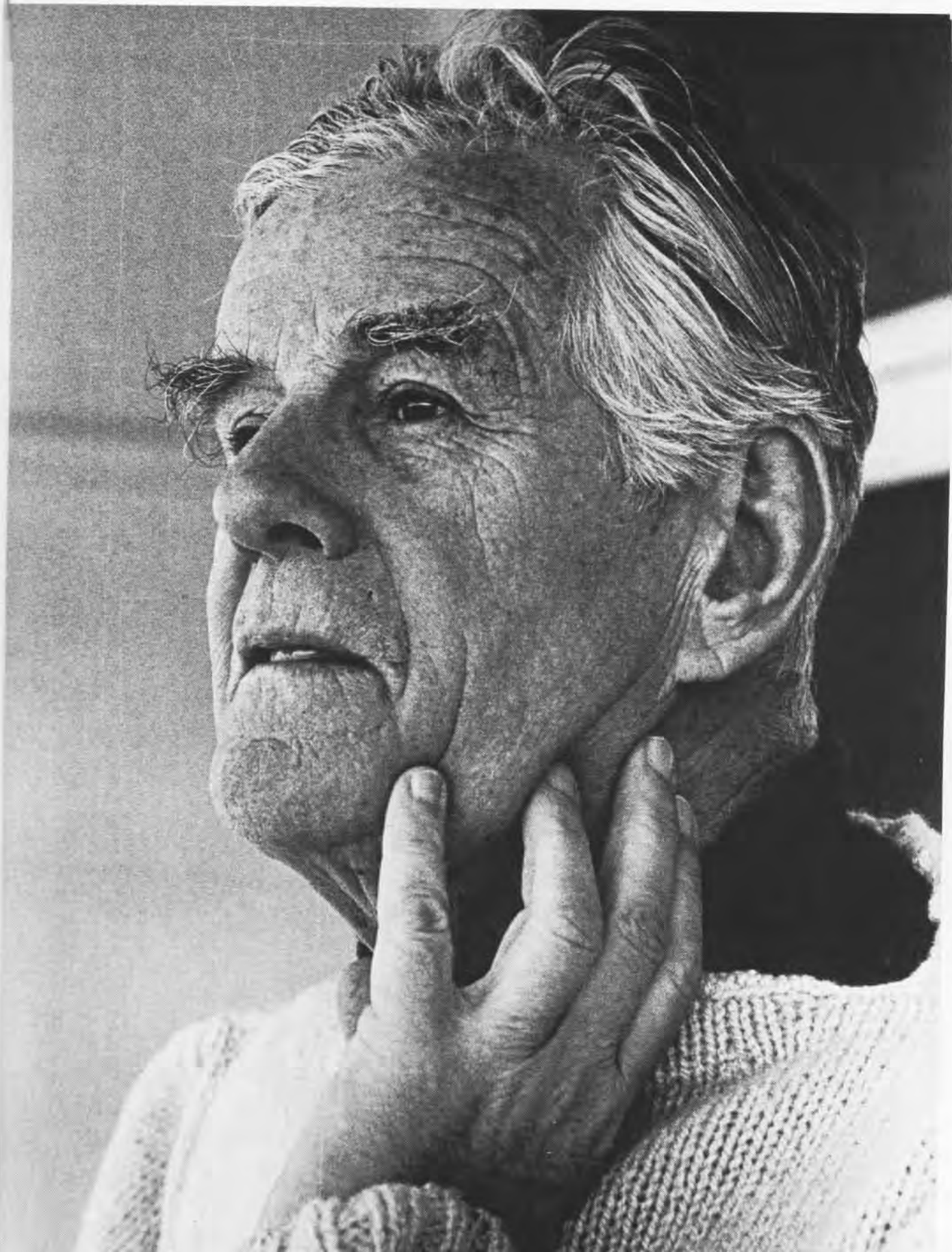


Robert Osborn, the 'Top Drawer' whose magical pencil breathes life into the cantankerous Grampaw Pettibone. On these pages is the story of this great satirist and his impressions of the ageless Gramps.

A NANews Interview

By Commander Rosario Rausa

Photos by JOCS Dick Benjamin



For more than 30 years the incomparable genius of Robert Osborn has been the single most critical ingredient in the make-up of a cantankerous commentator called Grampaw Pettibone. Although a succession of ten naval officers has created the flint-edged dialogue which flows like so many fire arrows from the mouth of this legendary sage of the airways, it has been Osborn's depiction of the man which gives Gramps visual impact and continuity.

Osborn's artistry has been a thread of pure quality woven into the hardy fabric of this character, known, feared and respected by generations of Navy flyers. Beyond his remarkable achievement in bringing Gramps to vibrant life lies another of Osborn's unequalled talents. He is the ultimate master in transforming aircraft into human or animal-like objects who have been subjugated to ignorance, indifference and brutality on the part of aircrews.

Who else could convert a super-sophisticated, multi-million dollar mechanical complexity into a frightened behemoth groveling through a fog bank with leg-like landing appendages groping desperately for the runway's security.

— or a perplexed creature frowning in frustration and pain, its belly wretchedly scraped by a gear-up landing.

— or a bird in the throes of bone-breaking agony because the ham-fisted *Homo sapiens* piloting it flew too swiftly and pulled out too strenuously from a dive-bombing run.

— or a forlorn soul shedding alligator tears, lost over the Pacific because a navigator failed to navigate.

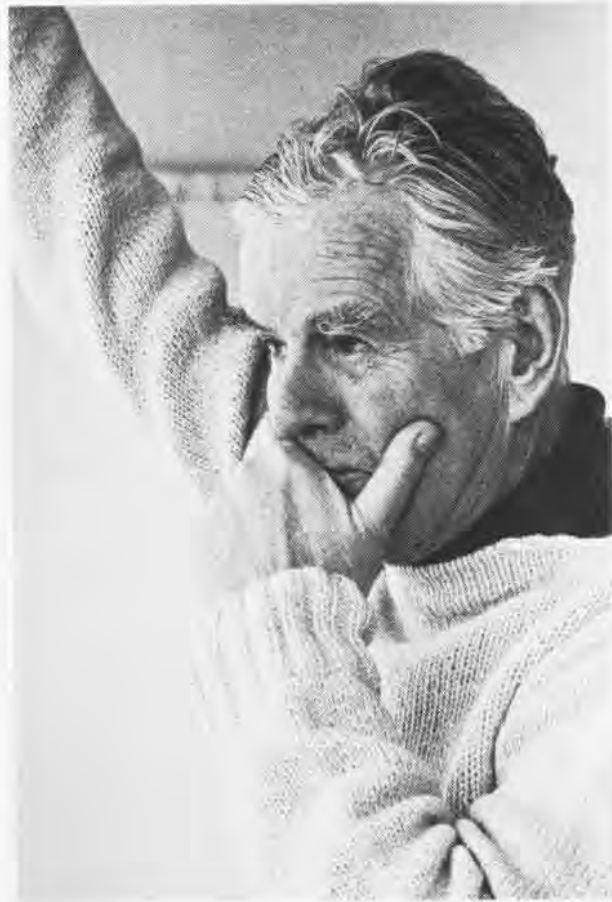
— or an outraged victim of the elements and shaky headwork, tossed into the twisting, hail-ridden fury of a thunderstorm.

It may be unknown to many of our readers that Robert Osborn is more than part-creator of Grampaw Pettibone. In fact, he is one of the most eminently successful and admired artists and satirists of our time. His works have appeared in *Life*, *Look*, *Fortune*, *The New Republic*, *Harpers*, *Horizon*, *The New York Times*, *Esquire* and many other top publications.

Older generations will remember the *Dilbert* and *Spoiler* posters which served as effective training aids in World War II and for years afterwards. Osborn drew each of them. Illustrations for the *Sense Pamphlets*, a series of publications which deal with subjects ranging from physical fitness to night flying, were also done by Osborn.

Mr. Osborn, born in Oshkosh, Wisc., in 1904, attended the University of Wisconsin and Yale, was a teacher at the Hotchkiss School in Connecticut, and studied art in Paris and Rome before entering the Navy. He has been described by Russell Lynes, a prominent social critic, in *Horizon* as "... the engineer at the throttle of a pencil or a brush ... his greatest pleasure is in driving the implement in his hand to do precisely what he wants it to do. Osborn is first an artist and second a satirist. If ever a society needed satirists who are also artists, our's does; and like every good satirist, Osborn bites the hand that needs him."

In 1958, he received the Distinguished Public Service Award for his contributions to safety programs.



LOOK into becoming
a GREAT cartoonist

see page 11
page 11
C.A.M.

RTT
VA EO 127500

MR	SS	0871	24	74	78
EL	SS	090		83	25
NO	SS	093		84	75
SCPT	SS	044		85	75

5549 Richmond
55424

R. David
731 N. Water St
Benton Harbor
Benton Harbor
Benton Harbor
Benton Harbor
Benton Harbor
Benton Harbor
BENTON HARBOR

NANews: Mr. Osborn, how did your affiliation with the Navy begin?

Mr. Osborn: Two days after the war started, I tried to enlist. I was sent from New York to New Haven, then to our local post office and, subsequently, by February 1942, was routed to Washington, D.C. About a half hour after I checked in with Commander (later Rear Admiral) A. K. Doyle, who was in the Training Literature Division, someone from Admiral Ernest King's office phoned down and asked, "Have you got an artist down there who could color the admiral's wall map?" Doyle said, "Sure!" and I was soon on my way with a box of children's crayolas and grease pencils to color an 18 by 30-foot map. I later told Doyle that I hadn't joined the Navy to do this sort of thing but he assured me I'd have loftier assignments. Of course he was right.

Since my background was in the art field—I thought I might work in the camouflage area—I had brought along some samples of my work. Somehow these came to the attention of Commander Luis de Florez (later Rear Admiral, a brilliant engineer, who headed Training Devices in WW II). He liked what he saw and decided I could be of use. In short order, I received a commission, which was quite a surprise

since I had fully expected to begin my service as a seaman.

Where were you assigned?

I was sent to an office in the old Main Navy/Munitions Building complex which stood alongside the Reflecting Pool, adjacent to the Lincoln Memorial on the Mall in Washington, D.C. The place was in a state of disarray when I arrived, which was to be expected considering this was shortly after Pearl Harbor. I recall Cdr. Doyle, who played an important part in starting Dilbert, sitting on a board which he and Captain (later Admiral) Arthur Radford had rigged across the extended lower drawers of their desks because there were no chairs.

There was quite a collection of talented individuals working there. These included Edward Steichen, who, of course, was one of the world's great photographers (he introduced me to Elodie, the young lady who later became my wife, by the way), and writers such as Robert Louis Taylor and Roark Bradford, who became prominent authors.

Anyway, we were tasked with developing training aids which might help reduce the terrible accident rate the Navy was experiencing. The Cadet ranks were suffering considerable losses. They were forget-

ting to switch fuel tanks, were trying to turn back to the field with engine problems rather than land straight ahead—mistakes of that nature. Luis de Florez had also observed that maintenance personnel were making careless mistakes repeatedly.

We came up with the idea of Dilbert the Pilot and, later, Spoiler the Mechanic. As I recall, I drew more than 2,000 Dilbert and Spoiler posters, many of them in color. I had had some experience with visual aid procedures while at Hotchkiss and used what I knew with the posters. For example, we put holes along the upper edge so they could be replaced easily and, therefore, often. We arranged to have them displayed in classrooms, hangar spaces, in the heads—everywhere people went.

Since you aren't an aviator, did it take a great deal of study on your part to do the posters?

No, not really. I'd been entranced by airplanes since the age of 12 when I saw a Curtiss biplane. So I was familiar, to some degree, with aircraft operations. It took me four or five hours, including seven or eight preliminary sketches, to come up with a Dilbert poster. Doyle was right there urging me on and always



Osborn by Lt. Osborn



encouraging me. We didn't want to bore people, but we didn't want to be too preachy, either.

I did advise my colleagues that I couldn't really draw Dilbert unless I got some first-hand experience. I got on a train and went down to Atlanta where they were flying *Yellow Perils* and did some early research there. (I did some flying at Miami, Pensacola and Corpus Christi, too.)

I talked with everyone I could, flew each day and took elaborate notes in my travels around the air station at Atlanta. I questioned everybody about their problems and difficulties—the instructors, the students, the chiefs, especially, and all the maintenance personnel. My task was to transpose these problems into drawings in the hopes that they would prevent repeat mistakes.

Initially, there was the reaction, "Oh, no, everything's O.K." The tendency was to conceal goofs which were taking place. But as time went by and positive results were achieved, people really opened up and it seemed like everyone had ideas on how to improve safety. The chief petty officers were particularly helpful.

We soon branched out to all phases of flight training and maintenance. I remember Lt. Fred Lee. He made me fly hooded in the rear seat of an SNJ at Pensacola to really learn the difficulties of instrument flying. I think, in the end, we did more than 50 posters on that phase.

How did Grampaw Pettibone evolve from this?

Arty Doyle had seen a cartoon character used by the Royal Air Force called "Pilot Officer Prune." That got us to thinking about creating one for ourselves. This led to Dilbert.

But the true creator of Gramps, the man who deserves a full measure of credit for bringing him to life, was the late Captain Seth Warner. One morning, this bright, chipper, then LCdr. Warner walked into our room with his idea about this really savvy old aviator. In fact, I think of Gramps as Seth Warner with a beard and I still draw him that way.

The Bureau of Aeronautics had established the office of Aircraft Safety Counselor which was manned by Capt. Warner, a very experienced pilot in his own right. His were the words behind Gramps when he was introduced by *Naval Aviation News* (then the *BuAer Newsletter*) on January 15, 1943. Seth wrote the dialogue and I drew the caricature.

Did you ever suspect Gramps would last as long or become as popular as he has?

No! Certainly not. Seth and I thought he might prevail until the end of the war. After a year or so, however, we sensed pretty clearly that we had something. By this time, the Dilbert posters and the *Sense Pamphlets* were also catching on.

After the war, *Naval Aviation News* asked if I would go on draw-

ing Gramps and I said, "Yes, I would be pleased to do so."

How long does it take to do an average Gramps drawing?

I receive three stories and some accident photographs each month. Out of the three episodes, I select two which I feel I can best draw to. I read the stories one day and let my subconscious work on them overnight. Next day I go up to the studio and begin preliminary sketches.



***'Let us be thankful for the fools,
But for them the rest
of us could not succeed.'***

Mark Twain, 1835-1910
Following the Equator; Vol. 1, Pudd'nhead
Wilson's New Calendar, Chapter 20

On occasion I can go directly from an early sketch to the final drawing. Usually, though, I spend about four hard hours digesting the information, doing the sketches and getting a final drawing completed.

It still takes this long, even after all these years?

Yes. There are no shortcuts. I just sent off a packet to Washington and I felt as if I had spent two exhausting days in the effort. But most times I'm pleased with the results. Also I feel strongly that if I can help save even one crew from making a thoughtless error, it's certainly worth it.

For example, it's been very gratifying to me to hear firsthand from pilots about how Dilbert or Gramps has helped them. I recall one flyer, shot down a half mile off a Japanese-held island. "Enemy soldiers were shooting at me," he said, "and I was about to inflate my life raft when I vividly recalled a poster of Dilbert caught in a similar situation. The lesson on the poster was: Don't inflate the raft and make a bigger target of yourself. I didn't and was eventually rescued." A few other pilots have related stories like this to me.

You have been able to capture the very essence of the pilot/aircraft relationship, yet you aren't an aviator yourself. How do you account for this?

Ever since I was a small boy, I've had a certain strange intuitive sense about how things "feel." When I began drawing as a four-year-old in Oshkosh, I had this certain insight or feel of things. I would draw a robin, for example, and try to make it look like it was *listening* for a worm. Strange but true.

In other words, if you were commissioned by AMTRAK to express visually the emotion of a hard-working locomotive or how the beset driver might feel, you could do it.

Sure! This is the basis of my talent, this intuitive sense. Nowadays, for instance, if I'm working for a medical journal, I know I can draw a picture of how a head cold feels and

**'Fools are my theme,
let satire be my song.'**

George Noel Gordon, Lord Byron, 1788-1824
English Bards and Scotch Reviewers (1809)





get the feeling across to the reader. I once had the third cover on *Life* for which they used a drawing. I showed a man with a hangover with a nail going right through his head. I've used the idea often.

At the risk of sounding immodest, I think I've been gifted with this sort of intuitive sense. It hasn't been developed, it's simply been there from the beginning. Some time ago, I went to hear Duke Ellington perform in New York. You can tell from the moment his fingers strike the keys that he plays with an extra intuitive feel for music which I'm certain he's had since childhood.

Over the years you have undoubtedly observed that pilots seem to make the same chronic mistakes — such as unintentional wheels-up landings. Do you feel that this will always be the case? That certain errors will be made regardless of Gramps and other safety efforts?

I'm terribly pessimistic about that. I suspect we'll always have that slightly low grade man who isn't thinking as hard as he ought to be. Or even the high grade individual who is preoccupied with something else, like next Saturday night's date or, worse, problems in his personal life.

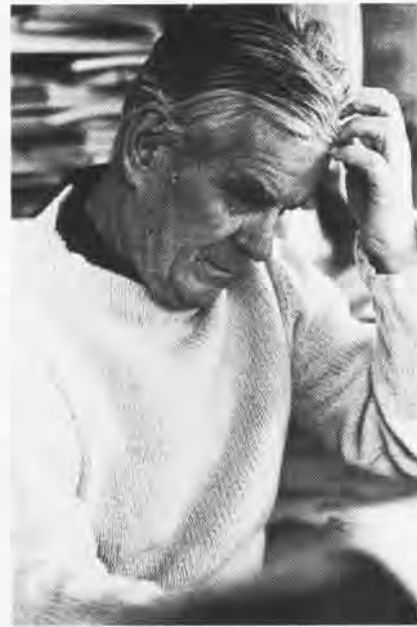
I recognize that there are times when everything turns to worms up there and mistakes are just naturally going to follow. We won't eliminate the wheels-up landings, but we can certainly decrease them in number.

As you note the increased sophistication of today's aircraft from your vantage point, are you able to compare the pilot of the 70s with his counterpart of the 40s?

The pilot of today, it seems to me, is way ahead. In the WW II years, a flyer could make a mistake and still escape catastrophe, largely because the speeds were so much slower. I once saw a pilot at Corpus Christi slam his F4F off a barracks wall, demolishing the wall as well as the aircraft, and then skid on down the street. He walked away from the crash and, when I talked to him later, he told me the only injuries he suffered were some bruises in the shoulder area where



'Parodies and caricatures are the most



his harness straps had been. And he was flying the next day.

Do the same thing today and it's probably curtains for the pilot and crew. The body muscles and ligaments just can't hold together at today's high speeds.

I also feel that much more skill is required of the pilot. I base this on the stories which are sent me. It's as if the Naval Aviator of today must possess the education level of an MIT graduate plus the ability to actually fly the aircraft.

Which reminds me of a story. During a visit to NAS Miami, I was taken on a flight by a young officer in an SNJ. We climbed to about 10,000 feet. Immediately on arrival at that altitude, without notifying me, the pilot dumped the nose and commenced a near vertical dive. I was scared! The ground loomed larger and larger in front of me. I've forgotten what the speed limitation was in the plane, but I think that it

was around 200 knots. I saw the airspeed needle go through 210 and beyond, to 218 knots where it finally pegged.

I was absolutely petrified sitting there in the back. I looked out, expecting the wings to shred and give way. Well they didn't. We recovered from the dive and eventually landed safely. After we got out of the airplane, the pilot said to me in a voice of proud excitement, "Did you see that airspeed needle?"

He outranked me, so all I could say was "Yes, sir," and left the scene. I was not amused. In my book, it was really just a terrible demonstration of flying. It was the last thing I wanted, you can be sure — to be my own subject, so to speak.

Getting back to the point, I find it difficult to believe that the pilots of today take chances like that. When you think of it, it's pure nonsense to abuse such expensive machinery in this way.

I recall another incident at Atlanta. I was scheduled for a back seat ride in a *Yellow Peril*. The young pilot found it rather unusual that I was there doing research to draw pictures for the Navy. He was nice enough and really a first rate pilot. (I later saw him killed in the Pacific.) But I had suspicions he wanted to put me through some sort of pre-arranged aerobatic session.

We went up and he found another *Yellow Peril* flying along. Within moments we were engaged in a wild dogfight. Our two planes made very close passes at each other until, suddenly, after another exchange, our adversary whizzed by so close that my pilot had to abruptly push the nose over to avoid a collision. We were in a frightening, negative-G maneuver. Unfortunately I had not properly secured my seat belt.

Mrs. Osborn's son was suddenly projected upwards out of the cockpit. Somehow my legs caught in the

penetrating of criticisms.'

Aldous Leonard Huxley, 1894-1963
Point Counter Point



framework of the cockpit. I was withering in the breeze for an eternity until the pilot returned us to a level flight attitude. I suppose that, if I had had to bail out, I might have boggled that, too.

Still, that wasn't very good headwork on the part of this pilot. I like to think things like this don't happen nowadays. There is such an enormous difference between the canvas-covered contraptions of 30-40 years ago compared to the gigantic metal monsters of today.

You would say, then, that the pilot of today is probably better, and has to be better, than one 30 years ago.

I think almost *twice* as good. I feel that they have had to master a great deal more than those young men flying during WW II.

The Navy aircraft accident rate has decreased, on the whole, in recent



years. It can't be proved that Gramps has contributed directly to this, but common sense, as well as common knowledge, within the aviation community would tend to verify that he's been a factor in accident reduction. Do you agree with this premise? That is, that the cynical-humorous approach to Grampaw Pettibone has had a salutary effect on flyers and makes them think twice, thus avoiding possible mistakes?

Modesty forbids. It looks to me as though Gramps actually *has* prevented some accidents. The best proof I have of this is the apparent popularity of Gramps in *Naval Aviation News*. As I understand it, according to surveys over the years, the Gramps portion of the magazine is the most widely read. I think it can be logically construed, since the rate has gone down and since Gramps is read by a large number of pilots, that we have, in some way, contributed to the reduction in mishaps.

It is my feeling that what makes Gramps stick in peoples' minds are the comments made by the Gramps writers. The ten writers have given Gramps his vitality. I just can't say enough about them. Each accident situation is well described, then followed by an intelligent statement made by a real professional in the safety field. He inserts the critical comments with enough barbs attached to ensure that the appropriate nerves are touched.

Despite the fact that these writers have been changed regularly due to tour rotations and the like, I find it really fascinating that these men, even with their expected individualism, have been collectively successful with Gramps. *There has never been a weak one*. Somehow the Navy has selected writers who, for me, have been great to draw to. Each of the ten has added a slightly different flavor to Gramps. Yet, each has sustained a vivacious life in the old man. I simply can't praise these men enough and I must, especially, tip my hat to Seth Warner who truly started it all.

Ten Naval Aviators have written the narrative accounts of aviation mishaps and Grampaw Pettibone dialogue since the initial appearance of the Sage of Safety in *Naval Aviation News* in 1943. In the past, the originators of the brash words of anger, frustration and wisdom which flowed from Gramps have been cloaked in some degree of anonymity. As Robert Osborn has enthusiastically asserted, however, the gentlemen who write, and have written, Gramps have provided the character with a continuing vitality and their importance to the success of Gramps should be made known. The following list delineates those who have written the Grampaw Pettibone feature for *Naval Aviation News*. It should be noted that these men have been assigned primarily as CNO Aviation Safety Officers. Writing the Gramps feature is strictly a collateral duty which, for the most part, is completed during spare time, beyond normal working hours.

Captain Seth H. Warner
Jan. 1943 to Feb. 1945

Commander Oliver Ortman
Aug. 1958 to June 1963

Commander Andrew W. Bright
1946 to Jan. 1953
Jan. 1956 to Mar. 1956

Commander Mack E. Wortman
July 1963 to Feb. 1965

Commander Charles A. Collins
Feb. 1953 to Apr. 1954

Commander Walter T. Zebrowski
Jan. 1966 to Aug. 1968

Commander Samuel G. Parsons
May 1954 to Dec. 1955

Commander Donald E. Maunder
Sept. 1968 to July 1971

Commander Warren E. Johnston
Apr. 1956 to July 1958

Commander Nicholas Pacalo
Aug. 1971 to date

Has doing Gramps ever bored you? Have you ever said to yourself, "I've had it with the old man, no more will I draw him"?

Marvelous question. The answer is no. *Honestly*, no. This peppery old man with a cane is and always has been, from a psychological viewpoint, an interesting character. The writers have given him a slightly different bite over the years, yet his central character remains the same.

Drawing Gramps is a very pleasant task for me. I happily anticipate going up to the studio for a session with him. I must also tell you that I thoroughly enjoy drawing in itself. You probably feel the same way about a particular airplane you like to fly. On a clear summer day, for instance, I'm sure you've had the feeling of simply wanting to take that aircraft up and just fly around. I feel that way about drawing.

Do you prefer to be referred to as an artist?

I really call myself a drawer.

At one time I considered myself an artist. Before the war, I studied in Rome and Paris. I was surviving on \$500 a year. I am fortunate in that I learned in time that I didn't have the credentials to become a true artist in the pure, classical sense. But I did have the perceptive knack. Before going into the Navy, I had made 16 drawings for a book on duck shooting for a publisher in New York. I soon did another series of illustrations for a book on trout fishing. I eventually worked on three such books. They sold something like 40,000 copies. So, when I checked into the Navy Department, I brought copies of this work with me in the hope it would favorably influence those who were in charge of enlisting personnel.

Prior to this, I was clawing my way upstream. I certainly don't feel I *lowered* my sights from pursuing an artist's rather than a drawer's, or cartoonist's, career. I consider that I made a lateral shift. I accepted this turn in direction in my career



and have been most happy with the decision ever since.

Then you don't consider yourself a frustrated artist?

No, no, no! I've found it important psychologically when you think out your life's goals to be honest enough with yourself to say, "All right, you're not going to be this, but look here, what's wrong with being that — something you're suited for." Consequently, I've had a marvelous life. I have a wonderful wife, two grown sons. I go sailing down the eastern seaboard on occasion. I travel to Europe with some regularity and visit Italy and France where I studied as a young man. I set my own work pace, live comfortably in these fine Berkshires with Elodie and have absolutely no complaints.

Readers might associate the man behind Grampaw Pettibone with a very caustic individual. Would you describe yourself as a jovial person?





'I really have been blessed in



JOCS Dick Benjamin, Associate Editor, photographed Robert Osborn in the environs of the artist's Salisbury, Conn., home. The estate, where Osborn has plenty of room for leisure time activities, includes a contemporary style main structure and, adjacent to it, up a small rise, a studio where he labors at his craft. The surrounding beauty of the Berkshires contrasts with the organized clutter inside the studio where drawings in progress are stacked on the floor and notes to himself are etched on the walls.

A few years ago someone from the Navy came up here for a visit and told me they expected to be confronted by a snapping turtle. After lunch, a bottle of wine and much laughter, he concluded that the contrary was true. I enjoy life and kid around a lot. I do see the humor in things so I suppose you could describe me as jovial. I really have been blessed in these years,

Do you have any other feelings about your "life with Gramps?"

I would like to comment on my relationship with the Navy. I have the highest regard for the people with whom I've been associated and I've been most grateful for their attitude over the years. Never, in all this time, have I been told how to do the job. Never has an admiral, or anyone else, told me, "It should be done this way or that." I've always had free reign, the prerogative of doing things in my own way.

With commercial publications the case is far different. Some quite often look at my efforts and tell me "It isn't quite right," or "Make an

adjustment here . . . or there . . . or *there!*"

I have found that the Navy people with whom I've been associated are an ingenious and *imaginative* group of professionals. This, I would think, is contrary to the routinely accepted impression of the military man as a very correct, conservative individual with sharp creases in his shirt and trousers.

In the Pacific, I spent some time aboard *Essex* and couldn't help being amazed at how Navy men, under pressure, handled themselves. I saw pilots, part of their wings blown off, bringing planes back to the ship. And there was the Marianas Turkey Shoot. We had little sleep over a three-day period and Japanese subs were a constant threat, but the men were still able to sustain a belly-laugh sense of humor. These were truly superb efforts and left lasting impressions on my mind.

These men, and let's not forget the women like Joy Bright and Izetta Robb (Joy Bright Hancock Ofstie and Izetta Winter Robb, Wave officers who played significant roles in the development of *Naval Aviation*

these years.'



News), seem to me to be far more free wheeling than the business men I've known. This surely is true. I see the men running air stations and find them most interesting individuals and much more spritely than their counterparts in the business world. I hold very much respect for my Navy acquaintances.

This whole relationship has been a wonderful experience for me. To tell the truth, I am moved by it. I figured out once that I must have made over 30,000 drawings for the Navy. By the end of the war, I was able to draw a perfect circle free-hand. I served my apprenticeship in the Navy. My hand was really trained there. Gramps has become quite a real person to me. I've been fortunate in being able to achieve a certain success in the civilian world but I owe much of that success to the Navy.

Actually, as I look back on it, the Navy, and more definitively, Naval Aviation, has really *been* a third of my life.

Thank you, Mr. Osborn. We might add, for far more than this interview.



NAVAL AIRCRAFT

SEA

When the P6M *Seamaster* program came to an end in 1959, it signaled the end of flying boats in Naval Aviation as well as the end of Martin as one of this country's major aircraft builders. Although, VP aviation is still a major part of the Navy, and Martin (as Martin Marietta) still plays a significant role in space and missile development.

As the jet age matured, the Navy, in 1951, took the major step of applying extensive postwar research efforts in hydrodynamics and jet flying boat configurations to a proposed large flying boat with the announced mission of high-speed mine laying and long-range reconnaissance. The Martin Company was the winner of the design competition and began work on the XP6M-1 in June 1952. This was to be a four-engined flying boat of over 160,000 pounds gross weight, utilizing many innovative concepts.

The four afterburner-equipped Allison J71s were located in pairs over the in-board section of the swept wings and the floats were mounted at the wing tips. The crew of four were seated in ejection seats forward as in the S-3A. A "T" tail configuration was used. The weapons or camera systems were carried on a rotary door forming the hull bottom which was sealed to give a watertight compartment when closed, and rotated 180 degrees to the open position for weapon release or photo reconnaissance.

Two XP6M-1s were built, the first flying in July 1955. Both were lost in accidents during the test program, greatly delaying progress. Six pre-production YP6M-1s, similarly powered with afterburner-equipped J71s had been ordered, to be followed by 24 P6M-2s using the much more powerful P&W J75s.

Due to program problems, the number of P6M-2s was reduced to 18 by the time the first YP6M-1s flew in January 1958. While the YP6M-1 flight development program proceeded more smoothly than the X, development difficulties continued to result in delays and the P6M-2 program was cut to eight by the time the first one flew in February 1959. Three P6M-2s entered flight test; however, the program was continually under review in 1959 because of long delays. The program was terminated in August.



P6M-2



XP6M-1



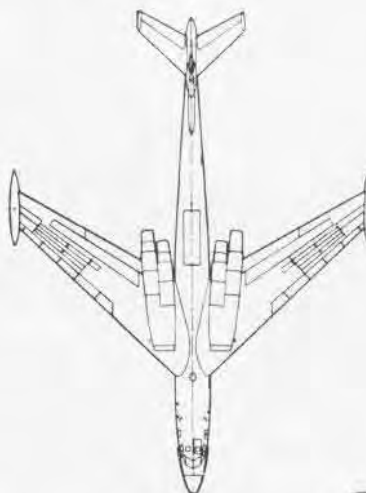
XP6M-1

MASTER



P6M

Wing span	102'7"
Length	134'4"
Power plant	Thrust
XP6M-1 4 J71-A-4	9,500 lbs. (mil) 13,000 lbs. (a/b)
YP6M-1 4 J71-A-6	9,500 lbs. (mil) 13,000 lbs. (a/b)
P6M-2 4 J75-P-2	15,800 lbs. (mil)
Maximum speed (calculated, military power)	
YP6M-1	561 kts at 5,000'
P6M-2	596 kts at sea level
Service ceiling (military power)	
YP6M-1	35,000'
P6M-2	43,900'
Combat radius (30,000 lbs. mines/bombs)	
YP6M-1	585 nms.
P6M-2	750 nms.
Armament	
Mines/bombs:	30,000 lbs. maximum
YP6M-1 had two 20mm guns in remotely operated tail turret	



YP6M-1

PEOPLE



PLANES



AND

Enterprise has a new C.O. He is Captain Carol C. Smith, Jr., who relieved Captain Ernest E. Tissot as commanding officer of the nuclear powered carrier on April 9. The change of command was held while the *Big E* was moored at NAS Alameda, Calif.

Before the change of command, Vice Admiral Robert B. Baldwin, Commander, Naval Air Force, Pacific Fleet, presented the Navy Unit Commendation to *Enterprise* and Air Wing Fourteen for "exceptionally meritorious service from October 3, 1972, to February 22, 1973," in Vietnam.

Immediately following the change of command, Rear Admiral Owen H. Oberg, Commander, Carrier Group Seven, congratulated Capt. Tissot on his promotion to rear admiral.

RAdm. Tissot reported for duty as Assistant Director, Strategic and Support Systems, Test and Evaluation, Director of

Defense Research and Engineering in Washington, D.C.

Small world department: Capt. Smith is a former X.O. of *Enterprise* and RAdm. Tissot, reporting to his new assignment, relieved Rear Admiral Forrest S. Petersen, another former C.O. of *Enterprise*.

Captain J. M. Wolff, C.O. of the Naval Air Rework Facility, Alameda, Calif., is shown here presenting an Outstanding Perform-



ance Certificate to members of the NARF's Avionics Division for having worked a total of **ten million man-hours** without a disabling injury. Accepting the award on behalf of the members of the division is Floyd B. Wilson, division superintendent, holding certificate. NARF Alameda claims the outstanding safety record has not been equaled by any NARF division.

For years a mysterious underwater sound has repeatedly been heard by sonar operators throughout the North Atlantic. Sonar-men called it the **A train** sound because it is a series of closely spaced clicks that resemble an elevated train coming into a station.

It has now been revealed that the sound is made by the Minke whale, a small whale, seldom over 30 feet long, which was never suspected as the source because it was thought to be a rare species. Now Dr. Harold Winn, a scientist studying whales' sound and behavior at the University of Rhode Island under an Office of Naval Research contract, has succeeded in recording the A train sound.

HSL-33, commissioned in July 1973, performed its first rescue in early March, a little offbeat for the LAMPS squadron. As LCdr. Vince Secades, OinC of the Cubi



PLACES



Point Det, was taking off in an SH-2F, the Cubi Point tower notified him that a Navy aircraft had crashed at sea near the entrance to Subic Bay. LCdr. Secades and his crew, Ltjg. Scott Olin and AW3 Norman Bevel, proceeded to the area and located the two survivors on Brande Island. Within moments, they were hoisted aboard and taken to the Subic Bay Naval Hospital where they were examined and released.

Headquarters and Maintenance Squadron 24, MCAS Kaneohe Bay, Hawaii, established an enviable record during the 29-month period that ended March 7: 15,000 hours of **accident-free** flying. The feat was complicated a little by the fact that squadron personnel fly and maintain five different types of aircraft, TA-4 *Skyhawks*, OV-10A *Broncos*, UH-1E *Hueys*, AH-1J *Sea Cobras* and a C-117 *Skytrain*. When H&MS-24 began its assault on the 15,000 hours in 1972, it was operating 16 aircraft. When the 15,000th hour was counted, it had 21. Lieutenant Colonel J. B. Acey attributes his squadron's safety record to "an all hands effort involving good, hard professionalism."

Captain F. A. W. Franke, Jr., right in photograph, the commanding officer of Air Test and Evaluation Squadron Four, is shown returning from his first flight in a VX-4 aircraft. With him is his RIO, LCdr. P. A. Kientzler. Both men are former **POWs**. Capt. Franke, then C.O. of VF-21, was shot down in June 1965. LCdr. Kientzler went down only 14 hours before the cease fire. He was serving with VF-143.



In April, this **French** 1150 made an unscheduled landing at NAS South Weymouth, Mass., because of bad weather at its original destination, NAS Brunswick, Maine. The 20 crew members of French Navy Squadron 21-F, Nimes-garon Airport, France, were on their way to NAS Dallas, Texas, for two weeks of training.

Norfolk's Naval Air Reserve Unit **TV production team** recently video-taped the Navy League Seminar at the Philadelphia Navy Yard. Excerpts from these tapes and the ones which the team made in Miami in November are being edited by NBC's New York TV staff and will be made available to Navy League Councils and public broadcasting stations throughout the U.S.

Panelists who participated in the Philadelphia seminar included Commander Don Walsh, former skipper of the *Trieste*; Vice Admiral Vincent P. dePoix, Director of the Defense Intelligence Agency; William Hagggett, Vice President for Marketing for Bath Iron Works; and Dr. Leon Goure, Director of the Soviet Studies Center, School of Law, University of Miami.

The tapes are available for private viewing by reservists who wish to keep abreast of the latest innovations in maritime enterprises, oceanographic research and development and in the comparison of the Soviet Navy with the U.S. Navy.

LCdr. Will Baker was project director while Lt. Walt McGhee served as production manager and Dewey Crowder and Bill Church handled technical direction.

Fighter Squadrons 14 and 32, NAS Oceana, Va., are presently deployed to NAS Miramar, Calif., where they are transitioning to F-14s, the first East Coast squadrons to get the new aircraft. Each squadron will transition 14 aircrews before they return to Oceana in September.

Air Antisubmarine Squadron 29, NAS North Island, Calif., is preparing to transition to one of Navy's newest aircraft, the S-3A *Viking*. Under the leadership of Commander Kenneth R. Dickey, the *Vikings* are looking forward to the challenge of a new era provided by the S-3A. Photo at bottom was taken during carrier trials.

Lovin' Eleven doubled its bliss recently when 22 flight crew members were presented their 1,000-*Orion*-flight-hour pins by LCdr. Josef S. Kuckelkorn, X.O. of VP-11. It usually takes more than a year to accumulate 1,000 flight hours and for some of the crew, this was their second or third pin.

Kneeling from left are Lieutenants Jim Arnold, Clete Gregory, Tom Lagomarsino, Jack Schmitt, Ltjg. Charlie Todorich and AE1 Ernie Miller. Standing from left, Lt. Doug Markley, ADJ1 Lee Tracy, Ltjg. Tom Stanton, LCdr. Cliff Copeland, Ltjg. John Egan, Lt. J. J. Miller, AW2 Guy Whiteley, Ltjg. Mike Windley, Lt. Sam Eubanks, Lt. Hal Boylan, LCdr. Marty Merrick, ADJ1 Ken French, ADJ1 Dan Alike and LCdr. Kuckelkorn. On ladder, from the top, are LCdr. Bill Heinz, ADJ1 Jim Hough and Lt. Cub Culbertson.

VP-11 has also completed eight years of accident-free flying, boasting 65,000 hours accident free.



Kitty Hawk recently had "a time of celebration." It began when Helicopter Anti-submarine Squadron Four completed eight accident-free flying years, a record believed unparalleled by any other operational helo squadron. The record-breaking *Black Knights* are led by Commander Jare M. Pearigen.

A few days later, Attack Squadron 195 received a citation for completing an accident-free year, its first in seven years and the first since the *Dambusters* acquired the A-7E *Corsair II*.

Then Lieutenants Larry Moore and Bill Koch, VS-37, contributed a little more to the festivities when they landed an S-2G *Tracker* and counted *Hawk's* 149,000th carrier arrested landing. VSs 37 and 38, for-



merly aboard *Ticonderoga*, came aboard when *Kitty Hawk* assumed her role as a CV.

This narrative comes to an end with the first change of command for Tactical Electronic Warfare Squadron 136. The *Gauntlet's* new skipper is Commander Norman E. Davis. He relieved Commander Donald E. Kentopp, first C.O. of the EA-6B outfit.

While all the cake cutting was going on, *Kitty Hawk* was operating with the Seventh Fleet.

Paper. A naval message ten feet long? Yep. At NAS Alameda, Calif., one morning recently, that's what was waiting for the staff of the Naval Air Logistic Control Office, Eastern Pacific. The naval message,



from Fleet Composite Squadron One, was a request for 15 flights on eight separate days in support of drone-launching operations at the Pacific Missile Range Facility, Barking Sands, Hawaii.

The Control Office is tasked with providing airlift support for Pacific Fleet units through its combined airlift assets — Fleet Tactical Support Squadrons 21 and 30 and various station support aircraft.

Holding the "world's longest airlift request" are Captain William C. Doak, OinC, CWO2 Carl W. Judisch and ADR1 Galen R. Miens.

In April, **Reserve Attack Squadron 203**, NAS Jacksonville, Fla., began transitioning to the A-7 *Corsair II*. When the first A-7, piloted by the squadron's C.O., Commander Bobby S. Morgan, arrived, VA-203 became the first East Coast Reserve squadron to receive the A-7. By September, the unit is scheduled to have 12 *Corsairs*. The transition is being accomplished gradually with pilots and maintenance personnel attending classes at Jacksonville and at VA-174, NAS Cecil Field, Fla., and VA-124, NAS Lemoore, Calif.

Milestones. LCdr. Brian J. Gallagher, VA-42, NAS Oceana, Va., completed his

2,000th flight hour in an A-6E *Intruder* early in March. LCdr. Gallagher has accumulated 3,002.4 flight hours and says he is not about to stop. It's too much fun.

Training Squadron Five claimed another first recently when its C.O., Commander Samuel A. Fleshman, became the first squadron C.O. to instruct and qualify a student in the primary flight training syllabus. Although most VT commanding officers qualify as instructors and fly occasional syllabus training flights, the administrative work usually makes it difficult for any skipper to fly students regularly. Ens. Jack Stevenson was on the receiving end of this "first" at NAS Saufley Field, Fla. The lessons were conducted in a T-34 *Mentor*.

Aboard USS *Oriskany* in WestPac, LCdr. Herbert A. Jacobson, VA-215, recorded the CVA's 192,000th arrested landing in an A-7B *Corsair II*. LCdr. Jacobson is the operations officer for the *Barn Owls*.

Attack Squadron 66, NAS Cecil Field, Fla., completed its second accident-free year in March. Later that same month, while deployed to NAS Fallon, Nev., the *Waldomen*, led by LCdr. R. C. Macke, had cause for a second celebration. Lt. Bill Kostar logged the squadron's 10,000th accident-free hour in an A-7.

I Do! This being the month of June, we felt we could take a little liberty with the traditional swearing-in ceremony. These 45 new recruits, all veterans, were sworn in at NAS North Island, Calif., for reserve duty. Part of a 60-man airlift from the Phoenix-Tucson area, they will fill vacancies in squadrons and units at North Island, Imperial Beach and Miramar.



IN THE DARK

Most employees of the Point Mugu, Calif., naval complex work in well lighted spaces, but the 29 men and women of the Pacific Missile Range (PMR) Range Surveillance Center carry out their mission in a dimly lit room with black walls and ceiling. Here the action centers around radarscopes with constantly changing light patterns and lines pivoting in a 360-degree circle.

In a technical sign language readable only by the trained air controlmen and operational specialists, the scopes project symbols indicating the location, course and speed of both watercraft and aircraft.

A large chart on the wall is illuminated just enough to allow the daily launching schedule to be easily seen. Small desk lamps provide enough light to maneuver and for written work.

During launch operations, radar antennas located at Laguna Peak, Santa Cruz, San Nicolas Island and on Building 53 of the PMR complex provide data to the scopes which are part of the Naval Tactical Data System. The system tracks all aircraft and surface craft in the half-million square miles of ocean and airspace that is known as the Sea Test Range.

The Center's major responsibility is to monitor and direct all aircraft and

By Sondra Jones

Photos by PH3 Frank J. Gavinski

ships in the range during range-user operations.

To carry out this function, the Center works closely with NAS Point Mugu's air traffic control tower. Aircraft participating in an operation are under the control of the tower from takeoff until they reach a specified distance from the complex. Then the tower hands control to the Center which makes sure all participating aircraft are kept well apart and that no non-participating aircraft enter the hazard area. (The hazard area is defined as an area from launch point of the missile or target to the scheduled landing point, including an ample safety zone.)

Monitoring and directing the air and surface traffic is the responsibility of the Center's personnel. During operations, they communicate continually with pilots, giving instructions and coordinating information with the air control tower at San Nicolas, the range control officer and the operations conductor. They direct surface vessels around the hazard area. Since cooperation by private vessels is voluntary, surveillance personnel can only ask that they divert. If the vessel ignores the request, the operation must be adjusted to ensure the vessel's safety.

During operations in the outer range, NAS Point Mugu S-2 control/surface Trackers are dispatched to monitor the hazard area, visually and by radar. The S-2s also participate in operations in the inner range when cloud cover reduces the effectiveness of the scopes. The aircraft are equipped

with loudspeakers which are used to alert watercraft that they are in or approaching a hazard area and to request that they leave.

The Surveillance Center also provides air intercept control for aircraft firing missiles at targets. The controller is trained to determine, by radarscope reading, the location, course and speed of the target and aircraft and to compile the information so that he can direct the pilot to make certain flight corrections in order to maneuver the aircraft into position for an accurate firing and hit.

The Center also covers recovery operations. Once the missile is fired, the controlmen begin to vector recovery craft, water and air, toward the downed target.

Outside sources are also used to obtain information. Personnel are in daily contact with the Fleet Area Control and Surveillance Facility in San Diego, exchanging information which updates the surveillance system. When operations are scheduled in the northern waters of the Sea Test Range, the Center keeps in touch with Frontier



The radarscope is an essential part of the Navy Tactical Data System. The design on the left of the scope outlines a hazard area. Other symbols and numbers indicate the presence of aircraft or surface vessels.



OSSN Rayford Brown makes changes in the launch schedule, above. OSC Patrick Mays points out a hazard area around San Nicolas Island where a missile is expected to land, below. OS3 Joseph Lyman mans the part of the Navy Tactical Data System which functions as the linkup between the Surveillance Center's three computers and peripheral equipment, ensuring accuracy of system data, bottom. The operator can detect and intercede with corrective action if his instruments indicate problems are developing in any part of the system.

OSC Jerry M. Swinney keeps an eye on the television monitoring system. One of the upper scopes provides visual surveillance on the beach line and the other is the range control officer's monitor. The lower scope provides weather forecasts for the area.



Control at Vandenberg AFB. (The Center also clears the range for Vandenberg missile firings.)

During normal working hours, when most of the launch operations are conducted, the Center also stays in constant contact with Los Angeles Air Control. The L.A. center cooperates with the Navy, rerouting aircraft around the hazard areas.

The only 24-hour emergency radar and radio service on the PMR complex is operated by the Center. After normal working hours, it assists in directing Navy and commercial vessels safely across the range. It is prepared to assist any aircraft or ship in distress.

A branch of PMR Operations Control Division, the Surveillance Center is headed by LCdr. R. M. Reeves.



You might call it a skeet shoot. But the clay pigeon is a six-foot-long, missile-shaped drone target being towed behind an A-4E *Skyhawk*; the weapon fired is not a shotgun, but an air-to-air intercept missile, the deadly *Sidewinder*.

Fleet Composite Squadron Five Detachment at NAS Cubi Point, R.P., provides a unique but essential service to the Fleet—target practice. Operating with five A-4E *Skyhawks* and two US-2C *Trackers*, VC-5 Det Cubi provides a number of target drone services for both air-to-air and surface-to-air gunnery practice.

Drones range from a simple, white, 6x30-foot cloth banner, towed behind

Story and Photos by JOSN Bob Matheson

a *Skyhawk*, to a remote-controlled, jet-powered, fully-maneuverable vehicle.

The *Trackers* are used primarily for target towing and tracking. One drone used is the Mark 23 radar-reflective sleeve, a 20-foot-long cloth cylinder, tapered from 30 to 15 inches in diameter. Towed 7,000 feet behind the aircraft, it is used for radar tracking and surface-to-air gunnery practice. A number of sleeves are carried in the aircraft for re-streaming if one is shot off.

Although measures are taken to

ensure safety of the pilots during weapons firing, LCdr. Dave Richards, Det OinC, relates one experience he had while towing a sleeve. "We were pulling in the cable, after the ship told us it had shot the target off, and discovered we only had 3,000 feet left. That's getting a little bit close," he says with a grin.

Lt. Dave Hodgson, Det admin officer, has some thoughts on that same flight. "Our customers excitedly requested we give their Marshal Dillons another crack at it. But realizing that this particular shooter had already missed by 4,000 feet, we regretfully informed them we would not be able to stream another sleeve due to in-

Skeet for the



sufficient remaining cable."

The most commonly used surface-to-air exercises are radar tracking and aircraft intercept simulation missions using two *Skyhawks*. This gives the ship's radarmen and fire control technicians radar-tracking practice as the A-4 pilots take the role of the intruding enemy.

For live-firing practice from ships, a six-foot-long target is towed well behind the aircraft. The distance between the A-4 and the target ensures that the plane will not be hit. There is another version of the drone which carries flares in the back for the heat-seeking *Sidewinder* to home in on.

Air-to-air gunnery practice is pro-

vided by VC-5 Det with the *Skyhawk* towing a non-recoverable, delta-finned target, 6x16 feet, about 2,000 feet behind the aircraft. It is used exclusively for air-to-air cannon-fire practice.

Also included in the Det's inventory is a non-maneuverable, high-speed missile that can be programmed to operate at altitudes from 1,000 to 70,000 feet. It is capable of speeds from 700 to 1,400 mph. Generally used by surface units as a simulated bomber threat, the supersonic missile can also be used as an air-to-air fighter target.

Gazing out the window at one of VC-5's *Skyhawks*, Lt. Rich Perkins recalls a recent encounter with the

missile. "Even though it has a system to spiral a bad drone into the sea, it quickens the heartbeat to hear that there's been a malfunction and the missile is turning back on you. Man, that's when you stand by for a break turn and get the hell out of the area."

Ltjg. Doug Whitney joins the conversation and comments, "We also have a pilotless, maneuverable, jet-powered drone. This one is probably the most realistic drone we offer since it can be maneuvered by ground controllers."

It is launched from Wallace Air Station, Poro Point, about 100 miles north of Cubi Point, by representatives of Celesco Industries, an American firm under contract to fly the drones as well as recondition and rebuild them after each use.

Capable of speeds up to 550 miles per hour for about 45 minutes of flight, it can realistically simulate actual flying conditions and makes a very evasive target. However, live warheads are not utilized since the drone is reusable.

The Det is also able to give target-sighting practice to Marine Corps units which use the MK-76 practice bomb. This small blue bomb simulates the trajectory of real bombs in an actual close-ground-support operation.

Even though there is a certain air of danger to the operations, Ltjg. Bob Bauer thinks it's a pretty safe game. "I don't think there's anything really dangerous about our mission," he comments.

But Ltjg. Bob Shields says he likes flying for live gunnery practice. "Towing for live-firing runs is real fun whether it's surface-to-air or air-to-air." He adds, in a more serious tone, "But when a ship decides to fire early on your target and you can see the flak, it's a lot more difficult to forget what is really going on down there."

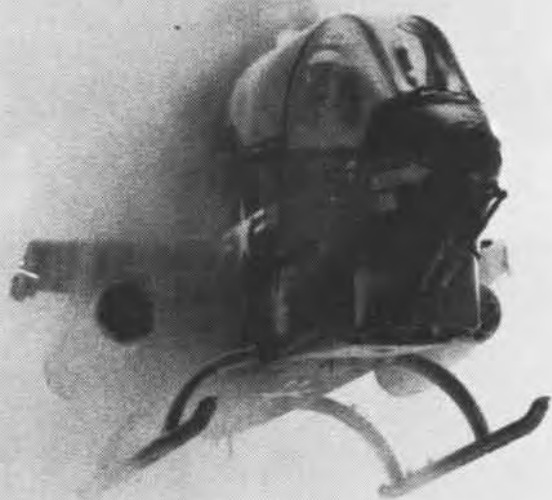
LCdr. Richards is proud of the 14 officers and 97 enlisted men in his command. He gives a lot of credit for the Det's performance to the men who maintain the aircraft. "They're probably the most important part of our operation — after all, they keep us flying," he says with obvious pride.

The Detachment deploys throughout SEAsia and wherever it travels, its customers can be assured they will get "Skeet for the Fleet."

Fleet



AO3 Stevan Muirhead mounts MK 75 used by Marines. Above, men make adjustments on delta-winged drone.



LOOKING FOR ICE

Studio Three cleared to Icecap West via Ottawa VORTAC, to maintain 3,000 feet. . . ."

Icecap! It sounds cold. It is cold and there's a good chance of running into icing conditions — no small problem for a helicopter. But if there is no ice on this flight, the pilot will be disappointed. Icecap is a specially designated airspace near Ottawa, Canada, and Studio Three is a helicopter from NATC Patuxent River, Md., looking for natural icing conditions.

Aircraft icing is of continuing concern to the aviation community. Much of the rotary-wing icing testing conducted by Free World armed services is done at the Canadian National Research Council's facilities at Ottawa. The facilities include sections of positive controlled airspace for natural ice flying and an artificial icing spray rig.

The rig is used to create a cloud of supercold water droplets. The helicopter hovers inside this cloud and accretes ice at a rate similar to that acquired at 150 knots in forward flight. After each flight, the ice is measured and photographed. Predictions are then made of the magnitude and type of ice accretion which will occur under forward flight conditions.

Early this year, the icing charac-

teristics of the RH-53D, SH-2F and AH-1J were investigated in the spray rig and in natural icing conditions by a team from the NATC Service Test Division.

Hovering near the 50-foot icing rig is not easy. The only visual references are three ground markers which provide position information. The wind had to be greater than 10-12 miles per hour for the H-53 or recirculation would occur causing a loss of contact with outside visual references. Losing ground contact tends to induce vertigo quickly and necessitates flying out of the cloud to avoid collision with the rig.

Although the team worked the helicopters in temperatures as low as -22°C in the rig, the desired extreme natural conditions were difficult to find. The probability of finding any icing conditions in clouds is about 40 percent near the freezing point and reduces to near ten percent at -20°C .

Before the icing trials, the RH-53D had only a limited clearance for flight in known icing conditions. After the trials, an expansion of the icing envelope was recommended. Although problem areas were discovered for the AH-1J and SH-2F, icing envelopes for both aircraft could be opened after the problems are corrected.



A MATTER OF MEASURE

By Commander Neil F. O'Connor

Only a tiny dot on the legislative horizon of Capitol Hill now, but obviously inbound, centimeter by centimeter, is that panacea of all measurement ills, the metric system. If Congress acts on the bills already placed on its doorstep, the country and the Navy might well be starting the first of a ten-year voluntary conversion period to the metric system. Anyone who has ever filed a flight plan or traveled in continental Europe is already aware of the existence of the metric system. The metric system deals in areas which range from baggage that is weighed in kilograms to terminal forecasts which spell out ceilings in meters.

Although the United States is only now considering legislation to convert to metrics, 90 percent of the nations of the world use it. The principal exceptions are Canada and Great Britain, who, like the United States, still employ the cumbersome English system as their standard for weights and measures.

The traditional English system, this country's heritage, was first carried ashore in the flight bags of the Pilgrims when they touched down at Plymouth. What spilled out was a system of measurements commonly used in Naval Aviation today. Terms such as inch, foot, mile and pounds are typical. These are all worthy expressions of measure and they certainly haven't impeded the growth of Navy air. But consider Congressional reaction had metrics been in force in the history of Naval Aviation. In 1911, Congress appropriated \$25,000



The Pilgrims brought the English system to this country.

for "experimental work in the development of aviation for naval purposes." These funds were used for the purchase of two Curtiss aircraft (A-1s). These particular planes were designed to attain a speed of 45 miles per hour, a speed measured in the old English system. Perhaps, had Lt. Ellyson insisted on the use of metrics in spelling out the performance of the A-1, speed would have been listed as 72 kilometers per hour. An impressed Congress conceivably would have responded in kind. The legislative mind might have been completely boggled had Ellyson used the meters-per-second scale in advertising the

speed of the A-1. It's all a matter of measure.

Without reference to a Freudian slip, measurements have always impressed man. But, then, measurements have been called one of the cornerstones of our civilization. Unfortunately, the cornerstone was rather roughly hewn and that is the root of the problem. In short, there are two competing systems in operation today, the English and the French-originated metric systems. As a result, and although they mean the same thing, they use completely different languages. The use of two systems complicates about any endeavor that has international implications. Of course the entire history of "measure" has been less than ruler-straight.

Apparently the cave man was more concerned about survival than flight. Before the desire to fly burst in his chest, he was preoccupied with such things as keeping track of how far he had traveled from his burrow, lest he become the main course for the local saber-toothed tiger. When he finally did make his first leap from a high ledge, he no doubt conveyed to his neighbor the distance that he had been airborne. The fact that he (hopefully) landed on his feet probably prompted the use of that particular increment in describing his feat. In general, the "foot" has, as an increment of measure, had a long and calloused history.

We know the ancient Egyptians used the term in their many constructions. We know that they too were caught up with the fly-in-the-sky

syndrome. Egyptian artists have portrayed all forms of life with wings — much as in any wardroom today. One of the most famous renditions is that of the slender goddess Isis. History is unclear on whether the Egyptians were successful in any aerial exploits, but if they were, flight altitudes would most likely have been measured in feet.

The ancient Greeks also continued the use of the foot. Their knowledge of the measure is derived from ancient architecture as well as records. Unfortunately, one of the more prolific Greek writers, Homer, who lived about 1000 B.C., failed to include technical detail on the subject of measure in any of his works. He did better for aviation though. Homer may have been one of the first aeronautical journalists. Particularly noteworthy in this field is his tale of the wild-blue exploits of the father-son team, Daedalus and Icarus. According to Homer, this pair attempted flight in a rather unorthodox fashion. They fastened wings to their shoulders with common wax. As the legend

goes, Daedalus finished out his flight plan with a soft ouchdown in Sicily. The younger Icarus, a hard charger, was not so fortunate. Violating his flight plan, and although cleared for on top, he climbed too close to the unforgiving sun. Homer did not specify caloric units of measure, but they were sufficient to melt the wax and thus abruptly terminate Icarus' aviation career.

The "foot" marched on, carried forward into the British Isles by the Roman Centurions during the halcyon days of the Roman Empire. At a somewhat later date, in what is now Great Britain, one of the very early kings, Bladud, attempted to show the world his disdain for the foot. He took a giant step off the White Cliffs of Dover in emulation of the sea birds that dwell there. This solo attempt gained no major acclaim in the annals of aviation.

Many empty years passed before significant events occurred in either aviation or the art of measurement. Actually, the evolution of the two entities was nearly parallel. It wasn't much after the Montgolfier brothers began flying their hot air balloons, toward the end of the 18th century, that progress was made in the field of weights and measures. It was during Napoleon's reign that the math-designed metric system was introduced by the French National Academy of Sciences. By 1795 the French National Assembly had approved the system for national use.

The basic unit of metrics is the meter. The concept is simplicity in itself, based wholly on multiples of ten. Metrics rely on a combination of basic names such as the meter to provide multiple values. For example, the meter, which equals 3.28 feet, becomes the kilometer by the addition of the prefix "kilo." This then stretches out the meter to 3,280 feet or, more properly, 1,000 meters.

Twenty years after Jean-Marie Le Bris' successful glider experiments in 1855, a group of government representatives from nations throughout the world met in Paris to consider adoption of a universally acceptable standard of measure. Perhaps because of the success of ballooning, they may have had an eye on future international air travel as well as the commercial side of business. But their



Was this the first measure of aerial achievement?

basic purpose was to consider a system of weights and measures that could be put to use by all nations of the world. After much discussion, the conference concluded with the resolution to adopt the already proven French system. Unfortunately, employment of metrics was only op-



It all happened in Napoleon's era.



The Romans carried the foot to England.

A MATTER OF MEASURE

tional, and nations such as Canada, Great Britain and the United States steadfastly clung to their traditional methods of measure.

Even so, metrics were quickly assimilated into the scientific community. They were readily adopted in such diverse fields as medicine and optics and were a natural when continental Europeans began taking weather observations. Although the U.S. was not actively using metrics, Congress did display an interest in them, just about the time that Otto Lilienthal and his brother were perfecting the glider. Congress recognized that there were merits in the French system and in 1866 passed legislation which made it legal to use metrics in this country. An earlier statesman, John Quincy Adams, while serving as Secretary of State in 1821, had urged that this country adopt the French system of measures in its complete form. Had his pleas been heard, that 12-second flight made by Orville out over the sand dunes might have been described as being accomplished by a vehicle slightly over six meters long with a wingspan of just more than 12 meters.

Congress is aware of the trend toward metrics today. For example, last year there were no less than 14 bills relating to the use of metrics pending action. It is estimated that 15 percent of America's industry is already using the metric system, particularly those companies that are involved in international trade. Metrics are even closer to general use in this country than most people realize. They have already invaded many households of the nation as well as commissaries and supermarkets. Quite a few food products are labeled with their weight in both the metric and the English systems. As far as the Navy is concerned, the Naval Weather Service Command is considering using the Celsius scale along with that of Fahrenheit in local temperature forecast issued by their field activities.

Specific action by Congress had not yet been determined at the time of this writing, but all indications are that there will be a National Metric Conversion Board. This body, composed of at least 25 members, will

be responsible for guiding the nation in a voluntary conversion program planned to extend over the next ten years. At the end of that time, this nation will join other countries in the use of the metric system.

The impact upon the Department of Defense, the Navy and aviation,

in particular, has not yet been determined. It is likely that the mechs will carry the major load of metric use, although cockpit instrumentation could be affected, as well as ground operations. If the adoption of metrics improves flight safety by just one tiny iota, the effort will be well worth it.



The success of ballooning might have had an influence.

Down in the Valley

... Valley of the Flowers, went a VP-31 Orion from NAS Moffett Field and recruiters from Naval Recruiting District Seattle. They were headed for Montana State University, Bozeman, Mont. There, recruiters Lieutenants Bob Buck (right) and Jerry Landers provided information on Navy officer programs to interested students.



Down in the Valley

By PH1 J. A. Davidson

Thirty aviation applicants from the university were given a chance to experience Naval Aviation. Before the flight, Lt. John Shelton, aircraft commander, briefed all passengers on in-flight operations and safety procedures. Of the educational effort he says, "The aircraft is an effective tool. It is something visible which says Navy." In groups of ten, the students went aboard and, under the close supervision of the flight commander, the NFO candidates "got the feel of flying," while PO John Rockwell looked on.



The one-hour flight for each group gave them a mile-high view of Gallatin Valley (named the Valley of the Flowers by Montana Indians). During the flight, applicants also got the "feel" of some of the electronic equipment necessary in the ASW mission of the Orion. Young Naval Aviation applicants will make tomorrow's Navy an effective force.



EDITOR'S CORNER

In last month's *NANews* we had a look at *The Shape of Things to Come*, (an article on "The Helium Horse"). It might be amusing to look backwards for a moment at the shape of a thing that was. A duo of Naval Air Systems Command engineers, Terry Martin and Dick Stepler, submitted the following graphic of a German innovation used in aerial observation



missions over France and England in WW I. Suspended by cable from an airship, the gondola, manned by a very intrepid flyer, would be positioned over enemy lines at altitudes ranging from about two to ten thousand feet. . . . The trick was to wait for proper cloud cover so that the airship, a large target indeed, would be concealed by a layer of clouds while the gondola, about ten feet long and thus much more difficult to spot from the ground, hung in space, usually about 1,500 feet beneath the mother ship, making observations. Its pilot could phone instructions to the airship's crew and even direct the releasing of bombs from the airship onto the enemy below.

The pilot of the gondola could also maneuver a bit himself, making gentle skid turns. Apparently the idea proved successful, although we've been told that there were times when a cable snapped. We're not certain how many volunteered for gondola duty.

Looking ahead, the February 1974

issue of the *ICAO* (International Civil Aviation Organization) *Bulletin*, profiles a pair of ideas which loom on the horizon and could conceivably join the helium horse in the aviation community of tomorrow.

One design portrays the hypersonic transport, a delta-wing aircraft half again as long as the *Concorde I*. Powered by liquid hydrogen fuel, the plane could carry 350 passengers from Los Angeles to Paris in less than three hours, zooming along at 4,000 miles per hour, about Mach 6. The engines would not generate exhaust smoke and would produce noise levels much lower than that of the quietest jet aircraft of today.

Another proposed aircraft resembles a child's toy glider, its wing askew as if from a collision with a tree. It is an oblique-wing transport being studied by NASA and Boeing Commercial Aircraft Company. The design has already been tunnel-tested in the U.S. It offers significant advantages in flight efficiency and reduced noise levels in the airport environment. Description of the wing's operation is too lengthy and complex to be described here. However, recent investigations indicate that East to West



Coast flights across America could be reduced by nearly two hours with this transonic airplane.

On the lighter side, we have the *Far Fetched Phantom* which could be described as an offspring resulting from the mating of an Army tank and an F-4. It was originally conceived by Merle Hopkins, an estimator in the St. Louis laboratories of McDonnell Aircraft Company. His sketches drifted through the plant where Fred Smalley happened to see them. Smalley, an aerodynamicist, built a model from



the sketches and it wasn't too long before McDonnell's *Product Support Digest* published a picture of the model. The "flying" contraption would utilize turbojet and diesel power plants and have a five-man crew. It would travel at Mach .02, have a service ceiling of about 50 feet and a range of 15 nautical miles — including taxi, takeoff and landing distance. (For you model enthusiasts, Mr. Smalley has available the details for constructing the Far Fetched Phantom.)

Miscellaneous Department. Commander John S. McCain III, in an interview in *Gosport*, NAS Pensacola's newspaper, was asked: "What do you think of the women's lib movement and the equal rights amendment?" Cdr. McCain, who spent more than six years as a prisoner of war in Hanoi, responded, "I think it will pass . . . just like hula hoops and bubble gum!" Hold it, commander, as far as we know, bubble gum is still a going thing.

Final Salute. Peter Kilduff of New Britain, Conn., an avid supporter of Naval Aviation and an *Intrepid* fan from way back, was on hand at the ship's decommissioning ceremony and wrote us with this observation. "I don't know whether your journalist at Quonset caught this, but as Rear Admiral George Cassell, *Intrepid's* last flag, walked off the quarterdeck and started down the gangplank, force of habit caused him to turn to the fantail as if to salute. He completed the salute with the quip: 'There are no colors — but so what, I'll salute this ship anytime.'"



SQUADRON INSIGNIA



HMM-263 flies CH-46F Sea Knights at MCAS Quantico, Va. From its Okinawa base at Futema, VMGR-152 operates KC-130Fs. VMFA-333 flies F-4J Phantoms at MCAS Beaufort, N.C. NAS South Weymouth, Mass., is the home station for HML-771, a reserve unit flying UH-1Es.





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