NAVAL AVIATION NEWS

APRIL 1975

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FIFTY-SEVENTH YEAR OF PUBLICATION

THE STAFF

COVERS – *Front, Commander B. C. Lee of VA-147 launches from a bow catapult of USS Constellation in an A-7E during South China Sea operations last summer. PHCS(AC) R. L. Lawson filmed the takeoff from his helicopter vantage point. On the back cover we announce the dedication and official opening of the Naval Aviation Museum at Pensacola this month. This view of VA-34 ordnancemen at work during the Intruder squadron's Yuma weapons-training deployment serves as a prelude to the first in the series of enlisted aviation rating articles beginning on page 10. PH1 Harold Phillips, CCGLant, took the photograph.*

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EDITOR'S CORNER

Welcome home flyers — but . . . (Instructions sent to VFs 92 and 96 by Commander, Fighter Airborne Early Warning Wing, Pacific Fleet upon the squadrons' post-cruise fly-in, quoted from an NAS Miramar release.)

The red carpet's out, and champagne too;
Here are some things we ask you to do,
In the interest of safety and orderly flow,
All aircraft arrive under positive control.
We regret to inform, unlike days of yore,
The max birds per flight is now only four.
No fly-bys or go-rounds or antics of a clown,
Just once through the break and the gear's coming down.
If the weather is pretty and sun shining bright,
A three minute interval would be just right.
If the weather is gray and we're IFR,
A ten minute interval is better by far.
If things turn to worms and all is snafu,
El Centro or Yuma may be best for you.
If the runways are wet and stopping's a trick,
Just drop the old hook and you'll stop real quick.

The *Fighting Falcons* and *Silver Kings* responded:

Twas the night before fly-off and all through the ship
The aircrews all pondered what's wrong with ComFIT?
We received a directive so cleverly written,
Our arrival air show has surely been smitten.
We've practiced our air show for all heads of state,
And now all our families will just have to wait.
Well-briefed and well-planned all Natops was fine.
Course rules were expounded with safety in mind.
From Persian Gulf to Indian Ocean,
We've flown our aircraft and caused no commotion.
So then, this directive really does grate.
You can be fighter pilots there, but not in the states.
What else can we do when directed from high,
But hang our heads lowly, and say — "Will Comply."

Have you had your tie clipped? NANews is trying to learn how and when the tie-clipping ceremony, following a flyer's first solo flight, began. We would appreciate hearing from anyone who could enlighten us regarding this tradition.

Oasis in a white desert. The sign is barely readable above the snow-laden roof: *Bubbles Truck Stop Open 24 Hours a Day — Free Coffee.* But the sign matters little to the maintenance and flights crews of Antarctica's VXE-6. It's what's inside that counts. CS1 Charles "Bubbles" Maitland is a 14-year Navy veteran and native of Brooklyn who claims, "I'm the best cook in the Navy." Bubbles' mess hall is located at Williams Field, near McMurdo Station. "I am a firm believer that every day is a holiday and every meal is a banquet," asserts Bubbles. Those who know the food say it's the best they've ever eaten. Bubbles considers his culinary creations a morale-boosting factor. It's no wonder that he is a very popular man on the ice. Says the cook, "These men work 12-14 hours a day keeping those planes flying and really don't want to hassle with poorly prepared food. That's why there is tender loving care put into every one of my meals. In fact it is the primary ingredient."

Hail to the Chef!

Are you kidding me? Hughes Aircraft is working on an ambitious phase of missile technology. A company press release said, "Air combat missiles someday may be able to pivot up to 180 degrees in any direction after launch to intercept missiles or aircraft attacking from anywhere in the sky." This is not a funny subject. But after reading about these acrobatic missiles, visions came to mind of those Saturday morning cartoon shows on TV where interplanetary heroes and villains go at each other with their ultra-advanced weaponry.

No room at the inn. Mr. Oliver Perry has been with NARF Cherry Point since it was dedicated in December 1943. He's seen many things in his time but perhaps the most bizarre concerned our friends from the animal world. "Even an industrial complex like NARF has its...moments," Perry recalls. "One year when the weather was really bad, there was a circus coming to Cherry Point. They had no room to keep the elephants out of the weather, so they kept them in the old power plant hangar where I work now." Wish we had a picture of that.

Demise of the 60-second shower? Veterans of sea duty surely recall the restrictions involving fresh water use. At the risk of having water hours imposed upon them, shipmates were urged, when bathing, to rinse, shut the shower off, soap up and then rinse off, using a bare minute or less of flowing water. Navy engineers are now testing several commercial nozzles. In one example, water flows at a .5 gallon per minute rate and shoots through three orifices. Air supplied by a small blower also passes through the nozzle and breaks up the water stream into a spray pattern which simulates a conventional shower. The protagonists of technology will leave no field unattended.

did you know?

Blue Angels

The Navy Flight Demonstration Squadron is now deployed to NAF El Centro, Calif., to prepare for the 1975 season. It is planning 72 air shows beginning in late March and ending in November. The *Blue Angels* completed their first season in the A-4F in November with a homecoming air show at NAS Pensacola, Fla. The team flew in 51 air shows last year and performed before 2,177,000.

With a dry weight (sans fuel) of 11,200 pounds and a P-408 engine with 11,200 pounds of thrust, the squadron's *Skyhawks* have proven to be a highly successful air show aircraft. The tighter turning radius and faster acceleration rates at sea level enable the team to stay closer to the crowd and present more maneuvers than was possible in previous aircraft.

After this season, the *Blue Angels* will need a new leader and two demonstration pilots. Application for one of the wingman positions is made by letter to the commanding officer of the Flight Demonstration Squadron via the applicant's C.O. with a copy to the Chief of Naval Personnel and the Chief of Naval Air Training. Background desired for a demonstration pilot includes a minimum of 1,500 flight hours by November 1975; on or approaching rotation to shore duty following a tour with a carrier-based jet squadron; regular Navy; career motivation; and a desire to represent the Navy before the public.

Applicants for the leader's billet should request the assignment by letter to the Chief of Naval Air Training with a copy to the Chief of Naval Personnel (Code 433) and the Commanding Officer, Navy Flight Demonstration Squadron. Applicants must be a command-screened commander or lieutenant commander with a minimum of 3,500 flight hours, and must meet necessary height and weight requirements. It is highly desirable that the prospective commanding officer have already completed a tour in a command billet.

Questions regarding application or comments concerning the mission of the *Blue Angels* are invited. Write Commanding Officer, Navy Flight Demonstration Squadron, NAS Pensacola, Fla. 32508 or phone Autovon 922-2583.

did you know?

No Search in SAR

Also at NATC Patuxent River, researchers are working on a project that wil take the "search" out of search and rescue. When fully developed in about three years, the Global Rescue Alarm Net (GRAN) will provide worldwide distress reporting to search and rescue activities. The SAR forces will be able to react more effectively and efficiently than is possible today.

In the projected GRAN system, a survivor will activate a lightweight, hand-held SAR communicator. The communicator will transmit an alarm signal, an identification code and information to determine the survivor's location. This data will be relayed by satellite to a monitoring ground station. Transmission time will be just over three minutes, and the computer will locate the distress area to within two miles.

Award Winners

Major annual award winners, citing reserve units which are judged the most efficiently managed and qualified to meet mobilization requirements, have been announced by the Chief of Naval Reserve.

Winners are as follows: Naval Air Reserve Unit, Whidbey Island won the Edwin Francis Conway Trophy, while Commander, Atlantic Reserve Patrol Wing received the Sheldon Clark Trophy. Squadrons and units named as winners of the Noel Davis Trophy include VP-62, Jacksonville; VS-81 and VAW-88, North Island; VR-54, New Orleans/Atlanta Det.; VAQ-208 and VA-304, Alameda; HS-74 and OpCon-1425, South Weymouth; VFP-206,Washington, D.C.; VF-301, Miramar; VTC-23, Norfolk; NAIRU D1, Dallas; NARS T1, Whidbey Island; NARDiv G1, Type A, Alameda; NARDiv V-4, Type B, Twin Cities; NASRU A-1, Willow Grove; RSAND F1, Jacksonville; and IMSU 11R3, Norfolk.

Arresting System

The first "live" test of a new arresting system was made recently at the Naval Air Test Facility, Lakehurst, N.J., when an A-6 *Intruder*, weighing 16½ tons, was arrested in the system's low-speed range.

The Mark 14, designed by NAEC Lakehurst, requires a little more than half the space of the present Mark 7. The dual-engine recovery system was adopted from a Marine Corps system used on small fields during combat operations. It utilizes a rotary hydraulic energy absorber which is coupled to a contoured cable drum. A wind mechanism is also installed to ensure proper "stringing out" of the cable and to guide the cable back onto the drum.

The Mark 14 is tentatively slated for installation on CVAN-70.

Collision Avoidance

NADC Warminster, Pa., under the joint sponsorship of the Federal Aviation Administration and Naval Air Systems Command, recently completed flight evaluation of two airborne collision avoidance systems. NADC served as technical advisor and flight testing laboratory for the systems which are intended for use on commercial airliners and large military aircraft. The two systems utilize interrogator-transponder techniques for inter-aircraft communication to automatically indicate safe evasion maneuvers to the pilots of aircraft on a collision course.

Over 400 flight hours were recorded during simulated three-aircraft collision encounters conducted in controlled airspace, with the upper aircraft climbing, the lower aircraft diving and the middle aircraft flying level to avoid a three-way collision.

Smaller, less sophisticated, less expensive versions of the equipment, for use on general aviation and smaller military aircraft, are scheduled for flight evaluation at NADC this summer.

Cruise Missile Test

Naval Air Test Center, Patuxent River, Md., recently held fit, captive carriage and separation tests of the Vought Systems Division submarine launch cruise missile on the A-6 *Intruder*. Fit tests were also held on the S-3 *Viking*. A ballistic dummy missile, called an advance test vehicle (ATV), was used. The ATV is representative of the actual design but does not have wings or electrical components.

Vought's cruise missile is in competition with the General Dynamics-Convair cruise missile for shipboard, submarine and air-launched application. The Naval Air Systems Command will decide which contractor will proceed into full-scale development after the validation phase is completed.

Television for Pilots

National Aeronautics and Space Administration's Flight Research Center, Edwards, Calif., is investigating the use of television to provide visual information to pilots of future aircraft and spacecraft.

Today, pilots of advanced performance aircraft may have their view of runways reduced during landing because of approaches at high angles of attack and reduced window area. Television may enhance pilot visibility and could improve overall pilot performance.

It may also be possible to design systems that would allow ground-based pilots of remotely controlled, unmanned vehicles to make conventional landings, eliminating the need for parachute or costly midair recoveries.

The Flight Research Center has installed a television camera on top of its twin-engine, propeller-driven Piper PA-30. A 5-inch by 7-inch television screen has been installed on the instrument panel facing the evaluation pilot in the left seat. A cloth curtain will be used to restrict the test pilot's view through cockpit windows. A safety pilot will ride in the plane's right seat.

GRAMPAW PETTIBONE

Safety Pilot?

A young aviator with approximately 800 hours was scheduled for a low-level navigation exercise flight consisting of two A-4 *Skyhawks*. The pilot was assigned as safety pilot and observer flying in the chase position. Briefing by the other pilot, who was to be the flight leader, began an hour before taxi time. Both pilots were familiar with the route, having flown it the previous day. Included in the brief were launch procedures, route details, target contact procedures during the last leg of the route, and fuel usage figures.

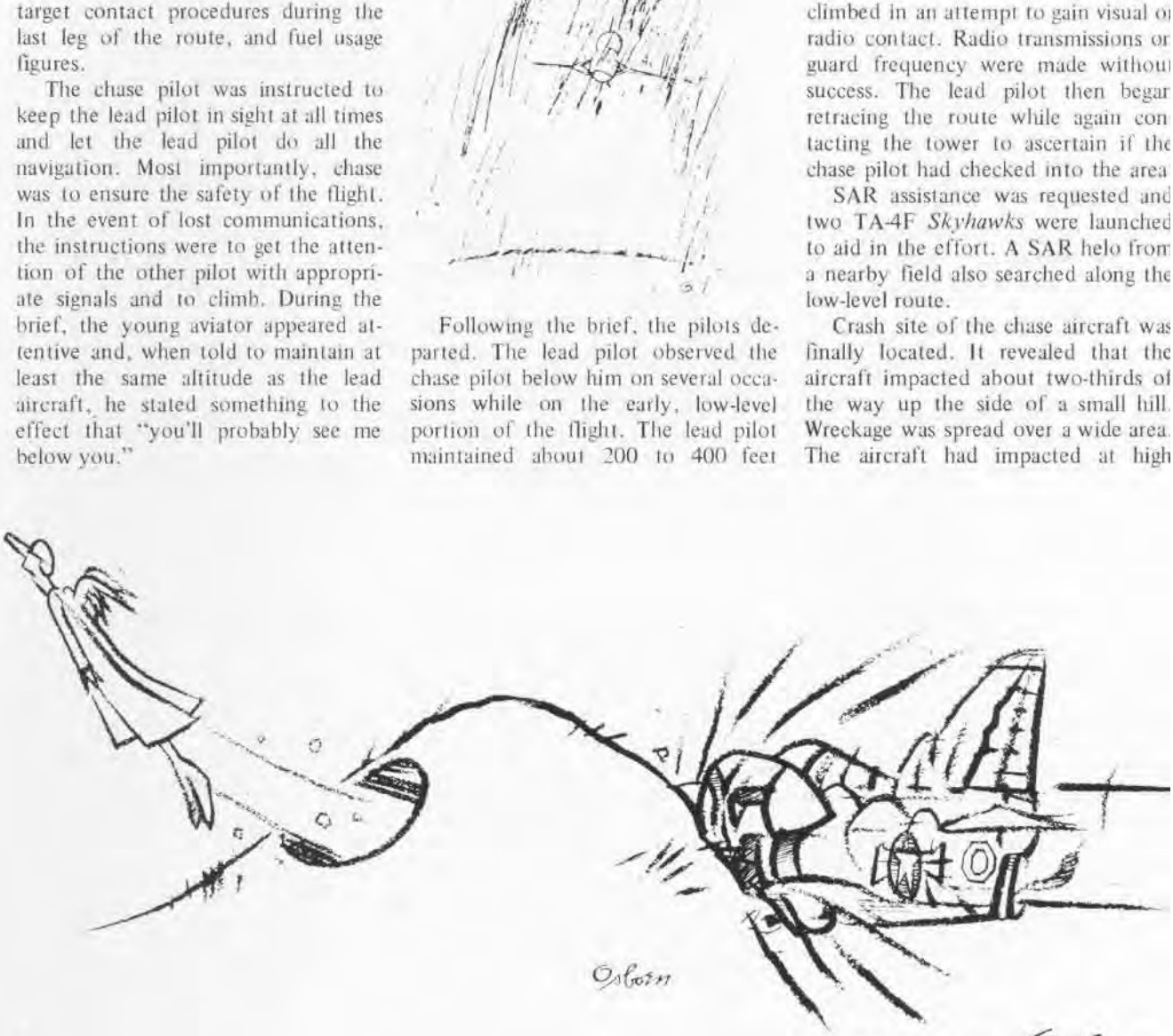
The chase pilot was instructed to keep the lead pilot in sight at all times and let the lead pilot do all the navigation. Most importantly, chase was to ensure the safety of the flight. In the event of lost communications, the instructions were to get the attention of the other pilot with appropriate signals and to climb. During the brief, the young aviator appeared attentive and, when told to maintain at least the same altitude as the lead aircraft, he stated something to the effect that "you'll probably see me below you."

Following the brief, the pilots departed. The lead pilot observed the chase pilot below him on several occasions while on the early, low-level portion of the flight. The lead pilot maintained about 200 to 400 feet above the terrain during the route. A one of the checkpoints, the lead pilot's radio transmission was acknowledged by the chase pilot, but there was no visual sighting by the lead pilot. The absence of the chase pilot was first noticed six minutes later, at the next checkpoint, when there was no acknowledgment of the lead pilot's radio transmission. The lead pilot continued along the route, attempting to contact the chase pilot on tactical, tower and target frequencies.

After no contact, the lead pilot climbed in an attempt to gain visual or radio contact. Radio transmissions on guard frequency were made without success. The lead pilot then began retracing the route while again contacting the tower to ascertain if the chase pilot had checked into the area.

SAR assistance was requested and two TA-4F *Skyhawks* were launched to aid in the effort. A SAR helo from a nearby field also searched along the low-level route.

Crash site of the chase aircraft was finally located. It revealed that the aircraft impacted about two-thirds of the way up the side of a small hill. Wreckage was spread over a wide area. The aircraft had impacted at high



ILLUSTRATED BY Osborn

speed in a slightly nose-up attitude. There was no ejection attempt. The pilot was killed instantly.

Grampaw Pettibone says:

Sufferin' catfish! It's amazin' how much we find out about some of our drivers – too late! This throttle jockey had a history of flyin' low. The wreckage got a thorough going over and not a darn thing was found to indicate mechanical problems. Kind'a clear what took place – pilot flew low and ran into a hill!

This gent had been flying with more than one squadron. In one of the squadrons, some were aware of his "lack of sound judgment" and he was scheduled accordingly.

I believe, if I were a C.O. reading this, I would take a close look at the pilots flying my machines, but not attached to my unit – nuff sed!

Nostalgia

As an AF-1E (FJ-4B) pilot took off on a VFR night cross-country flight, the weather at his destination, which was also home base, was clear with three miles visibility in smoke and haze. En route, he received current weather broadcasts and found no change at all. Not a cloud in the sky, just some smoke and haze to cut down the visibility a bit.

He started a gentle letdown about 20 miles out and soon had the lighted field in sight. Orbiting overhead at 2,500 feet, he could plainly see the entire airfield and the neighboring areas but was informed by the tower that the field was IFR with ½-mile visibility and that he would have to contact approach control for a GCA landing.

Proceeding to a radio beacon some eight miles from the field and orbiting there, he had no success in contacting approach control. He finally got a clearance using the control tower as a relay. All this time he had the airfield in sight. It didn't seem possible the field had only ½-mile visibility. It was a real puzzler.

After being assigned a GCA frequency, he made contact immediately and was given a vector for a dogleg approach to the runway. GCA cleared him down to 1,000 feet, had him dirty up for landing and informed him the arresting gear was not rigged for this runway. The wind was calm, and visibility was now ¼ mile and deteriorating rapidly. The pilot rogered, said he had the field in sight and shortly after this touched down right on the centerline, but just a little fast and about 500 feet past the normal GCA touchdown point. He had about 5,500 feet of runway remaining for the rollout.

The pilot had the sensation of being in a ball of cotton. Only the runway lights to either side of him were dimly visible. Visibility ahead was absolutely zero! He braked as hard as he felt he could do safely for what seemed an endless time. Suddenly the threshold lights on the bitter end loomed up close ahead! Shutting the engine down, he jammed both feet hard on the brakes, heard the right tire blow and then hurtled off the end into the shallow waters of the bay which virtually surrounds the airfield. He had about 50 knots when he hit the water and went some distance out before stopping.

His radio was still running, for he heard GCA calling him, so he answered up, saying he was in the water, not injured, but to come quickly.

The first man on the scene was the pilot's GCA final controller who illuminated the wreck with his truck's headlights, then waded out and assisted him into shore.

Grampaw Pettibone says:

Sufferin' catfish! There's nothing more treacherous than ground fog, for it usually suckers you in with an apparently good view of the runway and surrounding area and then smothers you in a white blanket right at flare or touchdown points. And that landing roll-out can be sheer horror, kind'a like fallin' into quicksand!

Once you touch down and that old fuel state forbids any further excursions into the blue, you've pretty well had it. The only solution is to go to an alternate before trying a letdown and while fuel permits. When temperature and dewpoint are hangin' close together and the wind is calm, you can expect ground fog, especially in coastal areas, and plan accordingly. There's more to a weather broadcast than just ceiling and vis. (March 1963)

GRAMPAW PETTIBONE

And Then There Were None

A lieutenant junior grade with less than 500 hours in the F-4 *Phantom* was scheduled for a night intercept training flight. The lieutenant NFO accompanying the Ltjg. had considerable experience with approximately 1,000 hours in the F-4. The launch was uneventful and the pilot proceeded to a prebriefed rendezvous with his flight leader. The flight was conducted as briefed and five intercepts were accomplished.

Following the intercept exercise, the *Phantom* proceeded to the ship and marshal in anticipation of recovery following the 1800 launch. The F-4 received the first expected approach time for the recovery and was on time when the Ltjg. commenced his approach. This approach was terminated at three-fourths of a mile with a fouldeck waveoff. The pilot turned downwind and entered the bolter/waveoff pattern in preparation for a second approach. CCA vectored him to the glide slope and the ball was called at three-fourths mile.

At this point, the aircraft was low and remained so until one-fourth mile, at which time the controlling LSO called for power. The pilot responded but the power correction was excessive and the *Phantom* went through the glide slope to a high ball. Nearing the ramp, the aircraft started down toward a centered ball and let one wing drop. The LSO called for attitude, "watch that left wing," and the aircraft touched down and boltered.

The *Phantom* settled off the angled deck with little or no rotation and dropped to below flight deck level. After approximately two seconds, the rear seat of the aircraft ejected, followed one second later by the front seat. After the front seat had ejected, both afterburners ignited and the aircraft commenced a steep climbing turn to the right, performing a maneuver similar to a wingover. The aircraft then dove and impacted the water close aboard the starboard side of the ship in the vicinity of the number 3 elevator.

Both ejections were normal. The pilot was rescued by helo and the RIO was rescued by the plane guard destroyer; both were uninjured.

Grampaw Pettibone says:

Great gallopin' ghosts! Can't understand why a lad just "shuts off his brain" and acts different than his trainin'. Son, NATOPS sez to get that power on your machine in case of a bolter. Under the circumstances, I can't blame the man in the back for kicking himself out; however, to kick the pilot out without his say-so ain't too smart!

This one kinda made everyone take a closer look at command ejection selection during carrier landings. Sure would be nice if we could take these "closer looks" *before* an accident happens 'steada after we lose a machine!

Destination or Bust

The C-118 *Liftmaster* was scheduled for a passenger pickup at a station en route to its destination. It was to be an evening departure with night landings at the passenger pickup point and destination. The aircraft commander had a considerable amount of experience in the aircraft and was eminently qualified in transport aircraft in general by virtue of being an airline captain. The remainder of the reserve crew was qualified in all respects.

Departure and the first leg of the trip were uneventful. The passengers were picked up and the *Liftmaster* departed the en route station as scheduled. Destination weather was forecast to be 3,500 scattered variable broken, seven miles visibility with temporary 2,000 overcast, two miles in rain showers with winds 240 degrees, eight knots, gusts to 25. The flight encountered no problems during the airways portion of this final leg.

Upon arrival at about ten miles out and 3,000 feet, the aircrew noted a hydraulic fluid loss. At the same time, control was switched to local GCA and an emergency was declared. A few minutes later, the aircraft requested vectors for time to troubleshoot and discuss the situation. The pilot realized that he had system hydraulic failure.

During the next few minutes, he discussed the emergency with the copilot and flight mechanic. The five crewmen were briefed about the situation and directed to prepare the aircraft for emergency evacuation. Passengers were removed from seats next to emergency exits and replaced with crewmen.

A few minutes later, the pilot announced that he was ready to commence his final approach for a no-flap landing. GCA started the *Liftmaster* on a 15-mile straight-in to the runway. The pilot was advised that the wind was 70-90 degrees to the runway, 15 knots gusting to 23. The pilot briefly considered going to an alternate field nearby which had a 40-degree crosswind at 11, gusts to 20 on a 12,000-foot runway, but decided not to.

Touchdown was normal and four-engine reverse was applied. All four engines went into reverse normally and, approaching the intersection of the crossing runway, the engines were taken out of reverse. At this time a very gradual and smooth swerve to the left commenced. The copilot had activated the emergency hydraulic pump just prior to touchdown and brakes were applied. Braking action on the emergency system was poor; however, tire marks resulting from braking were observable and they appeared equal on both sides for the last 2,000 feet. As the swerve developed, engines 3 and 4 were put back in reverse in an attempt to bring the aircraft back to the runway.

As the aircraft departed the runway at approximately 40 knots, the pilot activated the emergency air brakes. This system did not have time to be effective before the aircraft struck the arresting gear engine at the 2,000-foot-remaining sign. The nose gear collapsed and proceeded backwards into the belly of the aircraft. The starboard mainmount was sheared off by the arresting gear engine. The port mainmount remained intact and upright. The aircraft traveled approximately 80 feet after impact with the arresting gear.

The passengers had been advised of the emergency situation prior to the GCA. They remained calm throughout the entire evolution. After the aircraft came to a stop there was no question that an accident had occurred. Within 90 seconds, the aircraft was evacuated. There was only one injury and that

was of a minor nature. The aircraft sustained substantial damage.

Grampaw Pettibone says:

Great balls of fire! What in the world possesses a "driver" with this amount of experience to make a no-flap emergency landing on a 6,350-foot runway with the existing crosswind! 'Specially when there was a 12,000 footer available just minutes away. And let's not have any hogwash of wanting to "deliver the passengers to the intended destination." The object of a transport operation, or any operation, is to do it SAFELY!

With an attitude like this gent's, you could be delivering "bodies" instead of passengers! Needless to say, there were also violations of NATOPS. I believe passengers deserve better than this!

Nostalgia

A three-man crew from night check had towed an A4D-2N [A-4C] out to the designated high power turn-up area for final engine calibration checks.

The pilot-cockpit access ladder was in position along the port side of the aircraft. On the A4D this gives a flat platform at the top of the ladder which is flush with the bottom of the port side jet intake duct.

A jet mech was in the cockpit with the canopy open and had just turned the engine up to 100 percent when he noted the oil pressure gauge had begun to indicate erratic readings.

He motioned to an electrician who was sitting on a starting tractor nearby, and this man immediately climbed the ladder and peered into the cockpit as the mech shouted an explanation of the problem. The engine was still at 100 percent.

The electrician moved back a little to see the malfunctioning gauge better while the mech monitored the engine instruments carefully. Suddenly, the engine seemed to stall and coughed as though starved for air. The electrician was gone!

Glancing back at the intake, the mech saw only the man's head, hands and left foot protruding from the duct! The mech in the cockpit quickly slammed the throttle back to cut-off and leaped out onto the platform. With the help of the third man, who had been sitting on the starting tractor, the unfortunate electrician was pulled out of the intake and propped up on the ladder platform. Both men were reluctant to move him further in the face of his obviously serious injuries.

One man now ran for the distant hangar to call for an ambulance and medical assistance while the other alternated between watching the injured man and the increasing amount of smoke pouring out of the tailpipe. Obviously there was a good-sized residual fire burning in the engine.

The injured man said he could hold on, so his buddy left him on the platform, drove the starting tractor into position, and as the third man returned, they gave the engine a dry run and the fire was extinguished.

The ambulance arrived within minutes and the man will survive his unforgettable experience although several months of hospital care lie ahead of him. (April 1963)

Grampaw Pettibone says:

Great jumpin' Jehosophat! Imagine anyone nonchalantly walkin' up a ladder to face a roaring, shrieking mouth full of steel-alloy teeth, beset by tons of air rushing into that gaping hole, and then be so idiotic as to turn around and back up towards it! He must'a had his brains sucked out on the way up the ladder! That engine pulled him in like a bug up a vacuum cleaner and it could have been just as fatal! Now hear this: NEVER, NEVER stand in front of a live intake!

Nostalgia

A PV-1 crashed into the water near the end of the runway, following a night takeoff. The surviving pilot stated that the engine and instruments had functioned satisfactorily during the takeoff run.

After becoming airborne, the pilot commenced a normal climb on instruments. Noting that the gyro horizon indicated the plane was in a nose-high right turn, the pilot raised the right wing and lowered the nose slightly. When the horizon failed to indicate this correction, the pilot assumed the instrument to be inoperative.

He immediately referred to the turn and bank indicator which showed the plane to be in a left turn. The pilot stopped the turn by reference to this instrument, then raised the nose as he saw the airspeed starting to increase. At this instant he struck the water.

Accepting the fact that the gyro horizon had failed, the accident board was still of the opinion that the pilot was too dependent on the horizon as the main attitude instrument. They recommended that all pilots be cautioned against placing full dependence on the artificial horizon, particularly during critical maneuvers. They pointed out that at such times the full use of *all* rate and attitude instruments is essential.

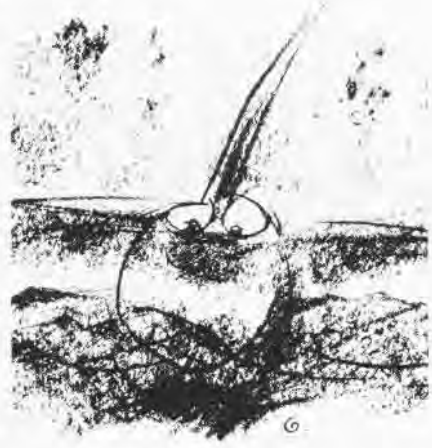
Grampaw Pettibone says:

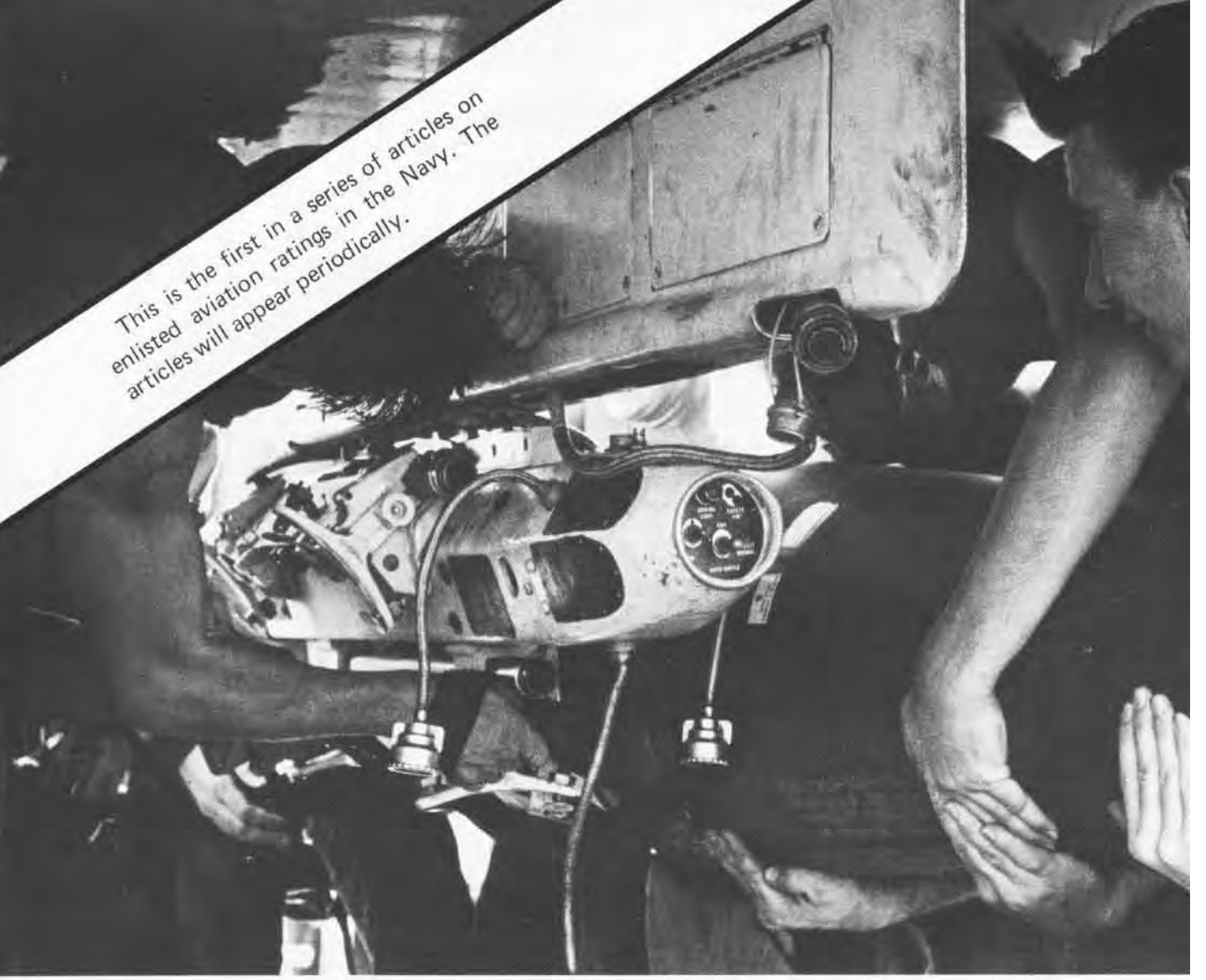
All instruments and would-be instrument pilots will do well to take heed of the sound advice handed out by this board.

The number of accidents which occur immediately after takeoff makes me wonder whether some of them might not be due to *pilot-caused* instrument failures. For example, do you know that it takes approximately five minutes at four inches of vacuum for a gyro horizon to build up to speed so that it will register correctly? Before that it will act sluggish and fail to indicate the correct attitude of the plane — *just like the one in this accident!*

Also, do you know how to properly test your instruments on the ground, so you will know *before* you get in the air whether they will indicate correctly? Better be darn *sure* you do before your next instrument flight!

I'm not going to tell you about these things here. It's all explained in the aviator's Bibles on this subject, specifically in Chapter 14 of *Instrument Flight* and in Chapter 2 of the recently issued *Flight Thru Instruments*. (June 1945)





This is the first in a series of articles on enlisted aviation ratings in the Navy. The articles will appear periodically.

THE AVIATION ORDNANCEMAN

Story by Bob Moore

Photos by Robert D. Moeser

In the cool half-light of the newborn day, the red shirts with the black stripes move with quick resolution along the flat gray deck to test the firing circuits that trigger the weapons of Naval Aviation.

Soon missiles, bombs and ammunition will be everywhere – hustled from the magazines and passed through assembly areas where men, working in rotating shifts, will add fins, mounting lugs and electrical fusing.

When the planes are spotted for launch, shells will be wound into the ammunition compartments. Bombs and missiles will be hooked into racks by squadron ordnancemen who install the release cartridges, fuse the weapons and hook up the final firing circuits with special tools from their belt pouches.

Since the majority of my naval career has been spent as an aviation machinist's mate, in both flying and maintenance billets, I am acutely aware of the dramatic innovations in aviation during the past 32 years. I recently had an opportunity to visit the new CVAN Nimitz, and I was amazed at the improvements in the operational and safety features aboard ships and aircraft which have taken place in the past three decades. But while these equipment changes have been very noticeable, the development of the personnel working the equipment has matched the rapid growth of naval aviation and has more than met the demands of the new technology.

Today, members serving in the Navy's aviation ratings make up approximately 20 percent of the enlisted community and are recognized by military authorities everywhere for their high degree of technical expertise, dedication to duty and professionalism. In addition, the high percentage of career reenlistments in the aviation ratings reflects the job satisfaction found among Group Nine personnel. From airman recruit to aviation master chief, every naval aviation member contributes to the team effort that maintains the U.S. Naval Air Force as the 'heart' of the Navy's strike force.

I am extremely proud of my continued close association with this outstanding group of men and women.

MCPON John D. Whittet

When the carrier turns windward to launch, the flight deck will explode into action like a parking lot on bargain day. And at the strike site, these rockets will roar, these bombs will burst, and these cannons will spit forth a thousand rounds a minute.

Even as today's Navy relies on its strong air strike ability, its successful sorties depend on the highly trained specialists who wear the black-striped red jersey and the winged-bomb badge.

Aviation Ordnancemen (AOs) handle ammunition like steel-plated greenhouse flowers. They work in an environment where humidity and temperature are controlled in a honeycomb of magazines from the 04 level to the ready-service flight deck catwalk lockers and to the seventh deck.

But below decks in the fin stowage space, temperatures are fire-room hot and the breakout is still performed by hand. Using a bomb skid or forklift to load the lower-stage elevator through its flame-shield door, AOs send weapons or components quickly to the assembly areas where they are tested, checked and mated for specific flight schedule missions. Tons of weapons on load skids are then taken by other AOs in upper-stage elevators to the hangar or flight deck.

On the flight deck another cycle has begun. Bomb-laden jets are again rolling to the catapults. There is a scant 30 seconds separating planes in the repetitive sequence of launch and landing. And these AOs will stay on the job long after the jet jockeys have stabled their mounts. Aviation Ordnancemen are responsible around the clock for everything a Navy plane fights with.

And while their ordnance has changed constantly since the hammer and screwdriver days when their rating began in 1926, AOs have always worked with weapons. They work fast. They work safe. And they work hard.

Pushing a 500-pound bomb still cramps their hands at the handle grip and the cart weight still strains their shoulders. Braced under the load, their back muscles still bunch like baseballs and they may remember, with gratitude, the AO who invented a hydraulic loader which allowed the minimum labor of three men to do what usually took the brute strength of five.

AOs are much more than ordnance loaders. The Navy's 4,650 Aviation Ordnancemen inspect, maintain and

repair all aircraft armament and ordnance equipment — aircraft guns and accessories, noncomputing sights, aerial-towed target equipment, small arms, ammunition handling equipment, and ammunition suspension, releasing, launching and arming gear.

They stow, maintain, assemble, load and fuse aviation ammunition. They load nuclear weapons, aerial mines and torpedoes. They assemble, test, load and maintain air-launched guided missiles. They operate small arms ranges and supervise the operation of aviation ordnance shops, armories and aviation stowage facilities.

On the Explosive Ordnance Demolition Team, AOs handle hangfires and misfires on returning planes. In flight, they must be able to use cameras, cannons, and all the special equipment of their demanding trade.

Duty assignments for Aviation Ordnancemen are limited only by the location of the Navy's aircraft carriers. They may serve in a ship or one of her squadrons, in interesting overseas billets, or at a naval air station in the United States.

Aviation Ordnancemen in patro squadrons play a vital role in ou nation's antisubmarine warfare opera tions. With hard work and initiative some AOs qualify as aircrewmen i patrol aircraft. Many have worn th combat aircrew wings authorized i February 1943 as a recognition devic for enlisted gunners in World War II. A number of AOs wear the new wing designed in April 1958 for any air crew-qualified enlisted man who i serving in an aviation rating.

It takes a lot of school and jo training to make an Aviation Ord

nanceman. It takes mathematics, physics and basic electricity. An AO must understand aerial mines and torpedoes, small arms and aircraft cannons, bombs and bomb racks, rockets and rocket launchers, gun sights and guided missiles.

Each Aviation Ordnanceman learns to use hand tools and mechanical instruments. He can make measurements to the thousandths of an inch and identify every type of flare.

He keeps up with all the technological advances of his rating because his winged-bomb badge designates an aviation armaments expert with an enthusiasm for excitement and the cool nerves to handle it.

Ordnanceman pushes a skid of MK-81s during the rearming cycle, left. Fahnstock clips are installed on the arming wires during a load, above. Door gunner gives his M60 a final inspection prior to launch, right. The high-explosive, armor-piercing 20mm cartridges can be fired in 4.2 seconds when the three MK-4 gun pods are fired simultaneously, below.

THE LEGEND OF SANTA BARBARA

The Patron Saint of Ordnancemen

"Santa Barbara, virgin and martyr," is said to have lived at the close of the third and beginning of the fourth century in the Christian Era. In the Roman, Greek and Russian calendars her feast day is celebrated on December 4, the presumed anniversary of her martyrdom.

Born the daughter of the wealthy Dioscorus, she grew to maidenhood so incomparably beautiful that her father shut her up in a high tower for safe-keeping. Guarded by her virtue even more than by her tower, she made profound studies in philosophy until she grew to be as surpassing in learning and in character as she was in loveliness. Her studies and thoughts led her to see the folly of heathenism and she secretly became a Christian.

Dioscorus, discovering that his daughter was a Christian, denounced her to the governor of the province, Marcian. After cruel tortures she was condemned to be beheaded, and her unnatural father himself acted as her executioner.

For this deed, Dioscorus was struck by lightning and [illegible] sumed. Ever since this exemplary vengeance, Santa Barbara has been generally considered as the protectress against thunder, lightning and explosive flame of all kinds, becoming thus by an easy analogy — when gunpowder appeared — the patron saint of ordnancemen.

The cannoneers of Lille, France, commissioned under royal letters patent in 1417 as the "Confreres de Saint Barbe," were among the first to recognize her as a patroness and guardian. Their example was speedily followed through France, Italy, Germany and other European countries.

BUREAU OF NAVIGATION
CIRCULAR LETTER NUMBER 14-26
2 March 1926

To: All Ships and Stations.

Subject: Establishment of ratings.

1. In accordance with the provisions of the Act of Congress approved June 4, 1920, which reads: "Hereafter the Secretary of the Navy is authorized, in his discretion, to establish such grades and ratings as may be necessary for the proper administration of the enlisted personnel of the Navy and Marine Corps," the following ratings are hereby established in the pay grades indicated:

Rating	Abbreviation	Pay Grade
Aviation Chief Ordnanceman	A.C.O.M.	1
Aviation Ordnanceman, first class	A.O.M.1c	2
Aviation Ordnanceman, second class	A.O.M.2c	3
Aviation Ordnanceman, third class	A.O.M.3c	4

APPROVED — 27 February 1926.
CURTIS D. WILBUR
Secretary of the Navy

(Portion of a letter establishing ratings)

Crew prepares to load MK-82 bombs on a triple ejector rack, left. VF-74 ordnancemen carry a rocket pod across the flight deck of USS Forrestal, right. Ordnancemen strain to hoist a bomb to an A-6 of VA-165 on USS Constellation, below.

YN3 Galluccio

RILOP AND THE RESERVES

An imaginative training program at the Naval Air Reserve Detachment (NARDet) Twin Cities in Minneapolis, Minn., saved $811,822 by reclaiming aircraft engine parts. The parts have been restocked at the Naval Air Rework Facility (NARF) Alameda, Calif., and at Naval Air Stations, Pensacola, Fla., and Atlanta, Ga.

Fifty-four J-65-W16A engines were received for "recovery in lieu of procurement (RILOP)" from NARF Quonset Point, R.I., in 1973. Fifty-three have now been disassembled with one engine remaining at NARDet Twin Cities for use as a training device.

The engine parts were initially stockpiled until a "save list" identified the critical parts to be reclaimed. Then the Twin Cities' hangar bay was divided into storage sections for recovering items while the remaining parts were stored in engine containers.

Recovery of 42 parts on the save list cost $3,545 and required 13,220 man-hours for disassembly. Using the bottom half of shipping containers as work stands, four disassembly stations were set up with the help of a chain hoist mounted on a portable frame. A forklift truck, salvaged from the "excess list," moved the containers to the work stations while a hydraulic coupling remover and a rear main-bearing nut-retaining tool were manufactured especially for the project.

All reclaimed parts were identified by part number and federal stock number before tagging. Following the final inspection of the compressor and rotor sections by a representative of NARF Alameda, all items were held at NARDet Twin Cities pending additional requests for save items.

During the disassembly process, engine logs and records were retained for all power plants to determine which compressor and rotor sections were to be shipped to the designated overhaul point.

Specially designed wooden containers were manufactured by the reservists for the heavy turbines and compressors. Smaller parts were separated by item and securely packaged in cardboard containers.

Following the final inspection of the compressor and rotor sections by the representative from NARF Alameda, all save-list parts were shipped back to stock in June and September 1974. The scrap parts will now be turned over to the local property disposal officers.

The general management and planning for the RILOP project were provided by the Naval Air Reserve Staff's (NARS) V-2 training department. The direct supervision and manpower for the disassembly line operations were provided by Selected Air Reserve ADJ and ADR ratings from NARDivs V-4, V-5, V-6 and V-7.

Each of the four NARDivs drilled on different weekends. Coordination of day-to-day and weekend-to-weekend supervision of SARs, some of whom were on active-duty training cruises, was provided by NARDet Twin Cities' training and administration reserves (TARs).

Eighty-nine air reserve enlisted men, three NARS V-2 training officers, four NARDiv division officers, three supply officers and the supporting TARs were involved in RILOP.

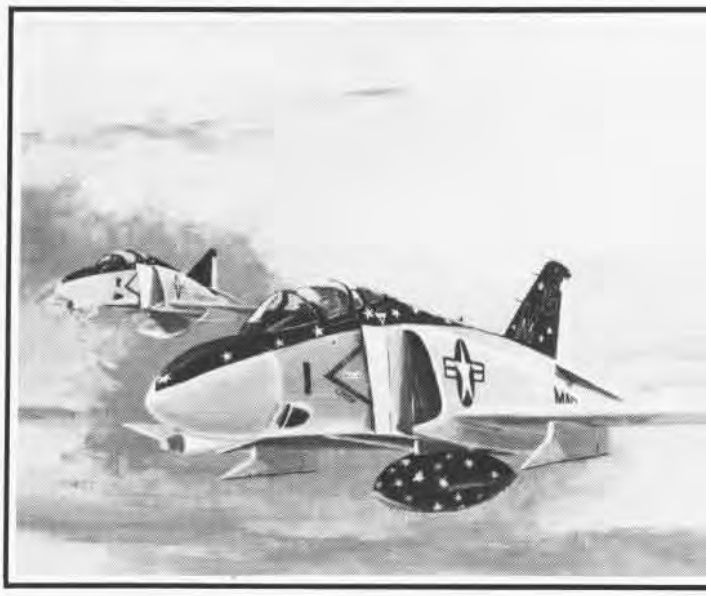
The J-65 engine project proved so successful that a follow-on RILOP for 106 R1820-76A, B, C and D engines has now been earmarked for the Twin Cities' reservists.

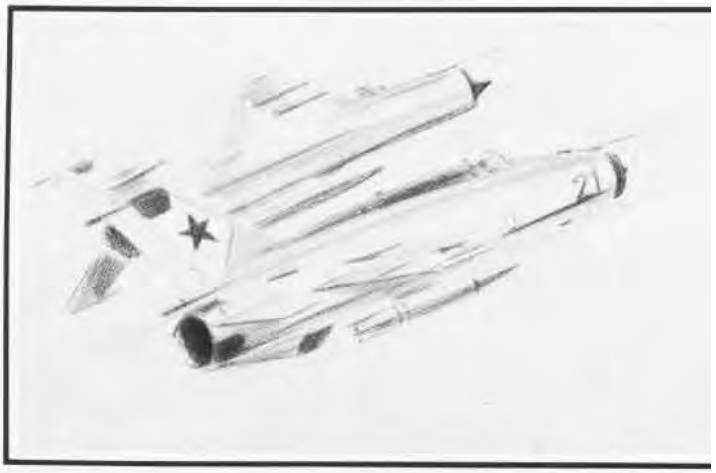
Last year, in addition to RILOP the NARDet manufactured recruiting signboards and reworked aero bomb skids and C-118 aircraft seats.

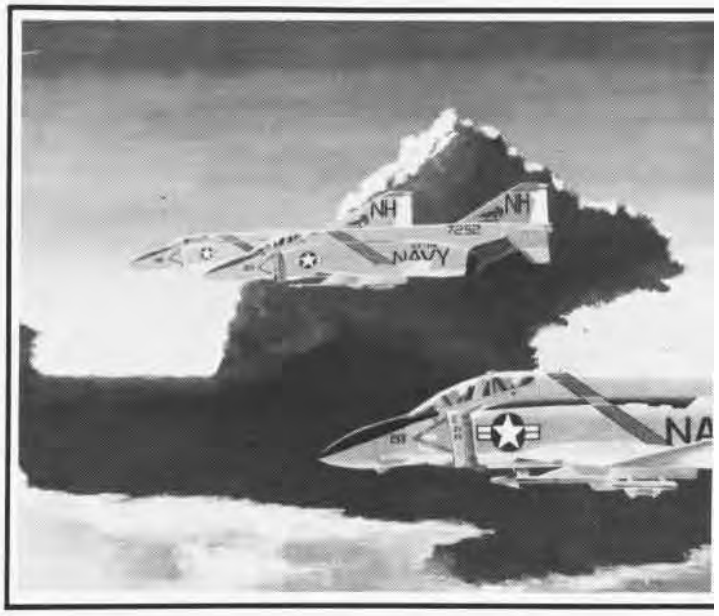
A Twin Cities RILOP disassembly station is manned by reserves, far left. Dip-painted frames for 1,000 recruiting signboards were manufactured so successfully by the NARDet that funding for 1,500 more was authorized, left. Fifty Model 12C aero bomb skids from USS Hancock were reworked by reserve units, above.

AIO and his ART

These paintings are the work of Pete Mersky, a government visual information specialist who is also a lieutenant in the Naval Reserves. A graduate of the Rhode Island School of Design, Pete is an air intelligence officer with VFP-306 based at NARU Washington.

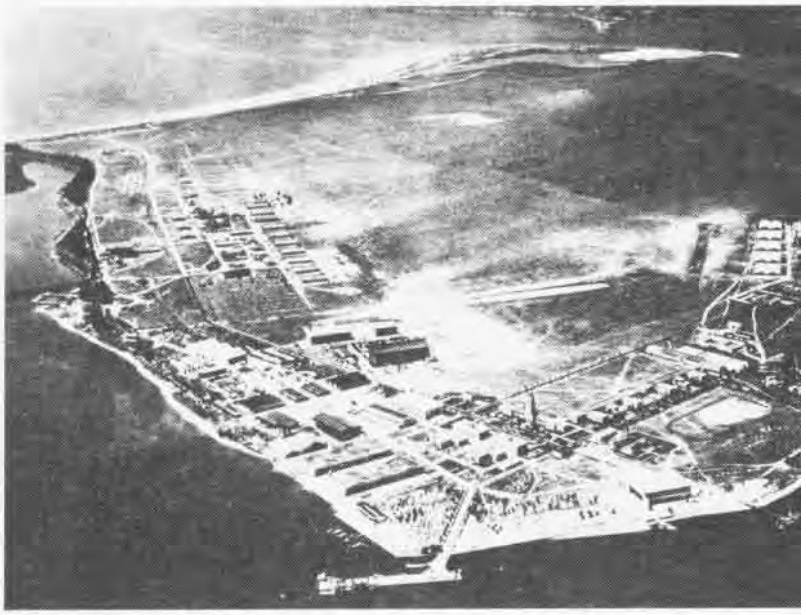






THE WAY IT WAS

Early in his career as a Navy civilian employee, Mr. Howard D. Fischer discovered these photographs in a desk he occupied at NAS North Island. In response to *NANews'* recent request for historical vignettes, he sent them to us. Mr. Fischer is now the civilian personnel officer at Naval Torpedo Station, Keyport, Wash. These vintage views of the budding days of Naval Aviation provide a cursory look at air activities in Southern California in the mid-1920s. *Langley*, the U. S. Navy's first aircraft carrier, appears somewhat deserted as she waits alongside her pier at the air station. In 1926, North Island resembled an oversized Pacific atoll when viewed from aloft. That's a VE-7 launching from *Langley* in 1925.



NAVAL AIRCRAFT

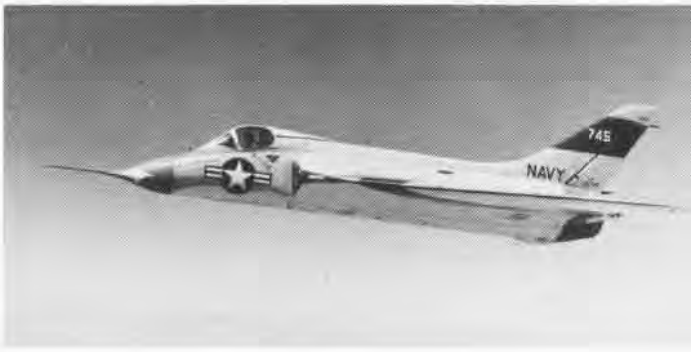
SKY

Officially the *Skyray*, but more generally known as the *Ford*, the Douglas F4D-1 provided both Navy and Marines with all-weather interceptor capability until replaced by F-4 *Phantom IIs*.

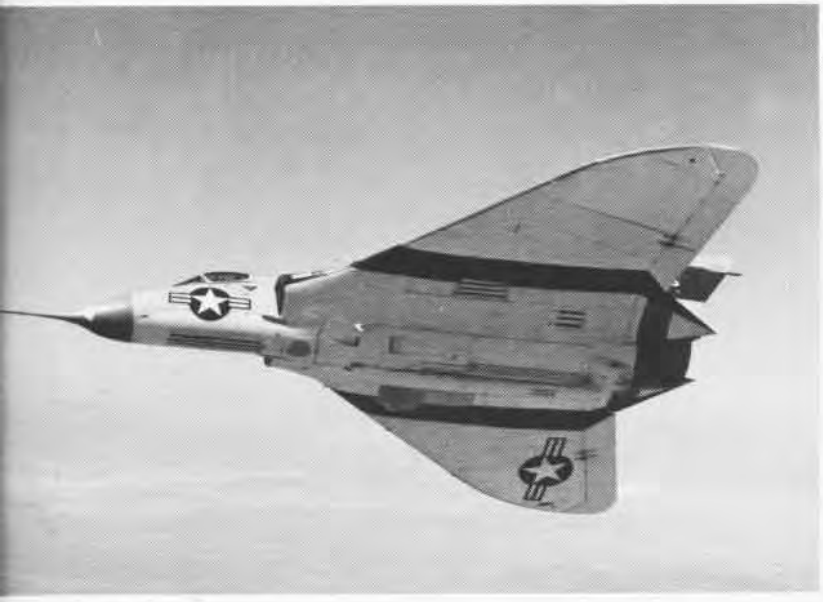
Stemming from Navy studies based on WW II German delta-wing research, Douglas was selected to develop the design for a delta-wing, carrier-based interceptor in 1947. Final design featured a modified delta-wing planform; its resemblance to a stingray led to the *Skyray* name. Two prototypes were ordered as day interceptors in December 1948. They were powered by Westinghouse J40 engines with afterburners and had rocket armament. Rate of climb and altitude performance were stressed, with near sonic maximum level-flight speeds. Guns were later added to the armament. Due to delays in the J40 program, the prototypes initially flew with Allison J35 rear afterburner engines, the first flying in January 1951.

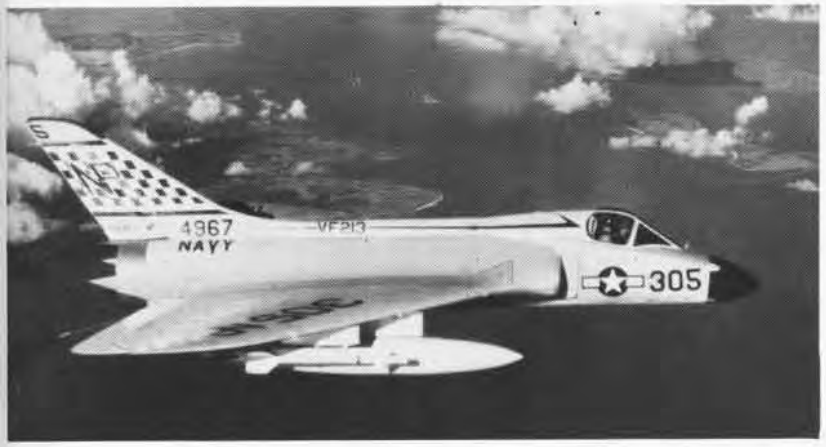
Production aircraft were ordered but these were to be equipped with radar and fire control systems as all-weather interceptors. In March 1953, with continuing J40 development problems, the decision was made to change the production engines to the P&W J57-P-2, also afterburner-equipped, and providing increased thrust. In October 1953, an XF4D-1 with an afterburner-equipped J40-WE-8 engine, set two world's speed records. During the same month the other prototype made the first *Skyray* carrier trials.

The first of 419 production F4D-1s flew in June 1954. An extensive development effort followed which led to the F4D's fleet introduction as a day interceptor in April 1956. In this configuration the *Ford's* capabilities were demonstrated by capturing five time-to-climb records. The Aero 13F fire control system later became available, and all fleet aircraft were updated to become all-weather interceptors. Always short-legged due to their original design as an interceptor, fleet *Fords* standardly flew with two 300-gallon external tanks. They were the last carrier combat aircraft to be retrofitted for inflight refueling, this installation being developed by VF-74. With only *Sidewinders* for missiles, the *Ford* was not a true all-weather interceptor when missiles became the primary armament for air-to-air warfare. In spite of this, the *Skyray* continued in the fleet, as well as the naval reserve, into the mid-Sixties. With the DOD redesignations in 1962, the remaining F4D-1s became F-6As. The last operating aircraft were maintained at the Naval Test Pilot School, Patuxent River so that embryo test pilots could learn their job by exploring some of the *Ford's* unique flight characteristics.



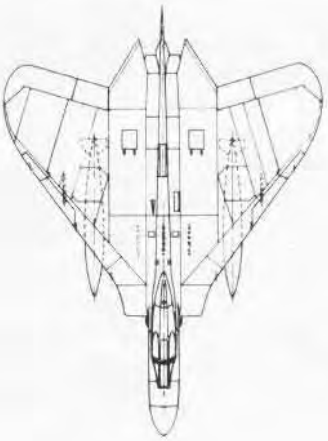
RAY





F4D-1 (F-6A)

Wing span	33'6"
Length	45'5"
Power plant	thrust/with a/b
XF4D-1 J40-WE-8	7,250/10,900 lbs.
F4D-1 J57-P-8	10,200/16,000 lbs.
Maximum speed (F4D-1)	
clean, a/b	.98 mn at 35,000'
Combat ceiling (F4D-1)	
clean, a/b	52,100'
Combat radius/mission time (F4D-1)	
(two 300-gal. tanks)	306 nm/1.7 hrs.
Armament (F4D-4)	
four 20mm M-12 guns	
four Sidewinders or four rocket packs	



PFP...as in Proficiency Flying Program

According to *Roget's International Thesaurus*, to be proficient is to be expert, adept and masterly. At Naval Air Facility, Washington, those who administer and participate in the proficiency flying program may not achieve the full meaning of these synonyms. But they're working at it.

About 200 Navy flyers — "downtowners," as they're sometimes called — fly 12,000 hours annually at the NAF which is located on the other side of Andrews Air Force Base, Md. These men are assigned to desk duty in the Washington, D.C./Annapolis complex but must fly 100 hours each year (48 hours for Naval Flight Officers) to satisfy OpNav requirements. It is often difficult for them to tear loose from the paper mills and fly those hours. So they appreciate an "up" aircraft ready for them on arrival, and a flight schedule which is managed with efficiency.

At Washington, they're getting both. The NAF's 300-strong maintenance department has scored an excellent aircraft availability rate which translates to very few hops cancelled due to lack of flying machines. The department maintains fifteen T-28s and five S-2s for proficiency flying, in addition to various transport type aircraft. LCdr. Al Hall's PFP division runs the program through the operations department. Along with maintenance, his unit makes every effort to ensure that the downtowners get their 100 hours.

Innovations begun last July in the form of a revised syllabus also have made proficiency flying measurably more professional than it was. The essential changes involved the addition of instructor-monitored familiarization and instrument flights.

"The main thrust of our program," says Captain D. A. Woodard, commanding officer, "is to create a total environment where flying endeavors are well controlled, supervised and monitored."

A newly reporting officer, in addition to ground school, flies two fam and two instrument flights with station instructors. These complement the annual Natops and instrument checks. After the first year, a downtowner flies at least one fam and one instrument flight each six months with the option of an additional fam or instrument flight if he wants it or an instructor feels he needs it.

"The changes were met with some resistance," says Hall. "A few pilots resented having to fly instructional flights at the expense of longer, time-accumulating airways hops with a fellow PFP type. But attitudes changed very favorably after a time."

One lieutenant commander, who had been flying on a proficiency status at Washington for a year and a half, puts it this way. "When they came up with the requirement for flights with an instructor I criticized the idea. I didn't feel I needed training hops beyond the annual instrument and Natops checks. However, my opinion has changed drastically.

"For example, on one fam flight we did some spins and approach turn stalls plus all types of practice emergencies and some acrobatics. When it was over I felt a lot more sure of myself in the airplane. For most of the year all I had flown were straight and level airways hops. In fact, it's been about eight years since I've done a spin. I also felt that these training flights served as acute reminders that my procedures had become tarnished and somewhat slipshod."

Capt. Woodard adds, "We seek to assist proficiency pilots in building or refining basic flying skills while they do their jobs elsewhere. These flyers identify with and support the program. They take pride in professional flying. They take good care of the airplanes and share the skills of their community with pilots of different flying backgrounds."

LCdr. Hall relates, "We try to set the professional tone with a sound ground school syllabus, good weather briefs, required reading, demanding high quality instruction and a schedule

An NAF Washington Tracker is waved off high on practice approach to Martinsburg Municipal Airport, West Virginia, top. Above, T-28 approaches touchdown at Andrews.

Below, Ltjg. Joe Connelly, NAF instructor, briefs downtowner during preflight for a Natops check which included a spin maneuver depicted in the sequence, right, and on opposite page. Note rudder and elevator displacement. Bottom right, opposite page, T-28's dive brake is extended on practice precautionary approach.

which is tightly run, yet as flexible as we can make it to accommodate those who have their own tight schedules.

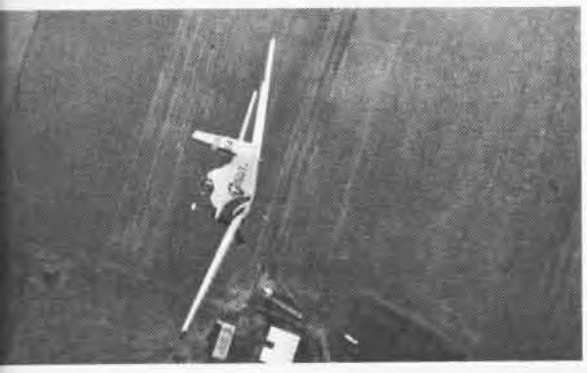
"In one sense, we emphasize a return to basics or at least we attempt to refine basic flying skills which pilots learned in the training command — and most pilots find they have more to learn about the basics than they think. You could call this reverse transitioning.

"When the downtowners begin flying here," continues Hall, "for a majority of them, they're returning to much simpler aircraft than they handled in the fleet. Despite the simplicity of these older planes, some pilots have difficulty in transitioning. For example, an A-7 driver might need some time to adjust to flared landings in the T-28 since he's used to driving down the glide slope using integrated instruments and an angle of attack indicator all the way to touchdown. Helicopter pilots have a tendency to overflare at the approach end. P-3 types make excellent landings but some of them don't like the spins very much.

"For the most part, the T-28s and S-2s require more manual actions on the part of the pilot than fleet aircraft. In the T-28, for example, there is no autopilot, so you must trim continuously. The S-2 doesn't have automatic engine-feathering systems such as in the P-3. All-weather equipment in both aircraft is much less sophisticated than what you'll find in later models. It follows that pilots here must clearly recognize their own and their aircraft's limitations before charging out IFR. I might add that we have some rough winter weather in this area.

"At the same time, I feel that pilots improve their instrument scan considerably in our program. This happens because they fly their instrument hops hooded and they have to do more for themselves in the cockpit than might be the case in a plane with more automated systems."

Having flown in a proficiency status in earlier years, Capt. Woodard



'We seek to assist proficiency pilots in building or refining basic flying skills while they do their jobs elsewhere. These flyers identify with and support the program. They take pride in professional flying. They take good care of the airplanes and share the skills of their community with pilots of different skills.'

Capt. D. A. Woodard

remembers all too well the shortcomings that used to exist. "In the 50s," he says, "you read the manual, took the exams, hopped in a bird and flew it. This was pre-Natops, of course. When you needed an instrument check it wasn't difficult to find a downtowner like yourself, who was qualified as a check pilot, to go along. Getting an up was quite easy even if you drove down the glide path off speed and below assigned altitude.

"There were some excellent station flyers around at the time, namely the enlisted pilots. They were superior instrument instructors. By the time you went through your paces with them you really knew you had a check ride. But the situation was such that you could circumvent the challenge of going up with a flying chief."

"Maintenance was also shaky," adds the Skipper, "and some pilots betrayed common sense by accepting aircraft that really had no business being up. Fortunately, Natops has made considerable difference and proficiency flying has improved, especially for us here, in the past couple of years. We strive for more improvements and feel we're on the right track."

About 150 pilots fly T-28s. The other 50 get their time in the twin-engine *Trackers*. The NAF launches about twelve T-28 and three S-2 sorties daily. On the weekends, about a half-dozen T-28s and two or more S-2s will go off on cross-countries.

True, most proficiency flights consist of filed IFR airways hops which often lack excitement. Washington's syllabus, however, is designed to provide the pilot with limited refresher training by instructors who fly regularly and have their procedures finely honed on a continuing basis. Incidentally, before assignment as an instructor, Washington's pilots get at least 50 hours' training. In addition they receive two standardization flights yearly to ensure that their techniques and procedures stay up to speed. Many of them come directly from the training command without fleet experience. But they like to fly and have good attitudes which help make up for their lack of experience.

Even with the lack of excitement which may exist on proficiency flights, Capt. Woodard asserts: "It's good for the downtowners to get away from their desks, come out here and maintain contact with flying. It helps their general attitude and provides them with a positive orientation toward Naval Aviation. This is especially true for those who expect to return to the fleet.

"We're very proud of our program and especially of the maintenance department. It's as good a unit as I've seen in the proficiency or training field. Our supervisors, in particular, are top-notch. It used to be that flying a proficiency hop required a certain measure of daring on the part of the pilot, due to poor maintenance. But those days are gone."

Around NAF Washington, the downtowners are happy about that.

Opposite page, maintenance crewmen work on T-28 during calendar check. Opposite and below, S-2 instructor Ltjg. John James guides Lt. Don Hallwachs, an instructor under training, through fam hop pre-flight and prestart checks.

When USS *Constellation* departed NAS North Island, San Diego, on January 29 for Puget Sound Naval Shipyard, Bremerton, Wash., to undergo one of the most extensive overhauls ever undertaken on a U.S. Navy ship, 800 dependent women and children and the mayor of Bremerton accompanied the 2,600-man crew.

The overhaul will modernize *Constellation* in such areas as weapons systems, aircraft capability, propulsion, and living environment for the crew. Upon completion, the carrier will be designated a CV.

The modernization will make *Constellation* compatible with the F-14 *Tomcat*, the S-3 *Viking*, and the E-2C *Hawkeye*, all recent additions to the fleet.

In addition to the mayor, representatives of Bremerton schools, the Navy League, the medical profession and the housing industry gave presentations to the crew over the ship's TV system during the overhaul cruise.

The *Tophatters* of Fighter Squadron 14 are the first AirLant F-14A squadron to fire the M-61A1 20mm *Vulcan* cannon against an air-to-air target. Led by their C.O. Commander G. W. White, Jr., the aircrews attained a respectable scoring rate on the banner towed by a TA-4 from Fleet Composite Squadron Two.

CWO2 M. C. Swartz, Jr., AOC P. Fuller, and *Tophatter* ordnancemen maintain the Navy's newest and most sophisticated aircraft gun system. The *Vulcan* is capable of firing up to 6,000 rounds per minute on a variety of targets, both air-to-air and air-to-ground.

RAdm. William L. Harris, Jr., relieved RAdm. Owen H. Oberg as ComCarGruSeven aboard USS *Enterprise* at Mombasa, Kenya, in January. RAdm. Oberg becomes Deputy Chief of Staff for Plans and Operations, CinCPacFlt.

RAdm. William N. Small relieved RAdm. Robert Coogan as ComCarGruThree aboard USS *Hancock* at NAS Alameda, Calif., in February. RAdm. Coogan is now Commander, Attack Carrier Striking Force, 7th Fleet, and ComCarGruFive.

VAdm. Howard E. Greer became the new ComNavAirLant, relieving VAdm. Frederick H. Michaelis aboard USS *John F. Kennedy* at NAS Norfolk, Va., in February. Adm. Michaelis becomes the new Chief of Naval Material this month.

Cdr. Richard L. Grant relieved Capt. Robert N. Livingston as C.O., VA-122 at NAS Lemoore, Calif.

Cdr. William H. Compton relieved Cdr. Charles S. Cornett as C.O. of VP-56 at NAS Jacksonville, Fla.

Cdr. Gregory H. Janes, lawyer and Naval Air Reservist, took command of HS-75, relieving Cdr. John L. Tarn at NAS Lakehurst, N.J.

Capt. Huntington Hardisty assumed command of the aircraft carrier *Oriskany*, relieving Capt. Forrest P. Anderson at Long Beach Naval Shipyard.

Cdr. Ted "W" Reynolds relinquished command of VA-94 to Cdr. Harvey A. Eikel onboard USS *Coral Sea* at Naval Base, Subic Bay, R.P.

Cdr. George G. Herring III relieved Cdr. Thomas V. Golder as C.O. of VT-2 at NAS Whiting Field, Fla.

Cdr. Ronald H. Jesberg relieved Cdr. Gerald A. Schussler as C.O. of HS-7 onboard USS *Saratoga* at NAS Jacksonville, Fla.

Cdr. Daniel P. March relieved Cdr. Richard C. Macke as C.O. of VA-66 aboard USS *Independence* in Naples, Italy.

NAS Saufley Field, Fla., the home of primary flight training for Naval Aviators, was the site of an Explorer Scout "fly-in" which began the Gulf Coast Explorer Seminar.

Nearly 140 Air Explorers and volunteer adult leaders were guests of the Navy in Pensacola for the meetings, briefings and events capped by an air show featuring the Navy Flight Demonstration Team, The *Blue Angels*. Aviation Explorers flew in from Alabama, Mississippi, Kentucky, Georgia and other cities in Florida.

Early in FY '75, the office of CNO gave the go-ahead for a new program to create more effective manning levels for operating the C-9 transport. A new unit, VR-1020, was formed and commanded by Commander J. Braun, with help from VRs 51 and 30, and support from the Naval Air Reserve Unit – all at NAS Alameda.

Two TAR and ten SAR pilots with 35,000 hours of military and civilian flying experience were assigned and 50 enlisted men were trained for the C-9. Many used their two weeks' AcDuTra to reach the 50 hours' flight time needed to qualify as C-9 aircrewmen.

Lt. Tucker of NARU and LCdr. Warner have qualified as copilots since the unit was officially formed in early fall. Eight of ten SAR officers have also qualified.

In the past, the C-9s were operated by VR-30 – backed up and augmented by the regular airlifts of VR-51's C-118s. The C-9 airlift for reservists from Salt Lake City, Utah, to Alameda, Calif., began in January – six months ahead of schedule.

Lt. Steven L. Buck is the catapult officer aboard the training carrier *Lexington*. Ens. Bruce E. Buck is a student aviator attached to Training Squadron 19 from Naval Air Station, Meridian, Miss.

So when the time came to carrier qualify aboard the carrier, Lt. Buck naturally gave the launch signal which shot his younger brother from the bow into the sky in a T-2 jet trainer. Lt. Buck was a T-2 instructor at Training Squadron 19.

Bernadette Wendt, the wife of a Navy jet mechanic on duty in Antarctica, gave birth to an 8-pound, 12-ounce girl at the U.S. Naval Hospital, Port Hueneme, Calif., on January 11. Within minutes, news of the birth was passed by Jennifer Wright, wife of another VXE-6er, to ham radio operator Bill Huntimer of Oxnard.

Huntimer usually maintains daily contact with Williams Field, Antarctica, transmitting messages to squadron members from their families in his area. He immediately passed the news "It's a girl!" to AT1 William Thompson, the VXE-6 operator. ADJAN Lewis Wendt heard the good news six minutes after the arrival of his daughter 8,400 miles away.

VXE-6 deploys to Antarctica each austral summer in support of the National Science Foundation's scientific research projects.

Leaving the desk where minutes before he sat in Navy blues, the lieutenant commander clad in a padded flight suit headed toward the waiting helicopter. At the landing site, he donned helmet and gloves, took the controls and flew the helo through a series of test maneuvers.

LCdr. Daniel Smolnik is flight operations officer and head of the Defense Contract Administration Services Office (DCASO) at Kaman Aerospace Corp., Bloomfield, Conn.

Kaman built the H-2 *Seasprite* and is modifying the helo under the LAMPS program. Smolnik flight tests each helicopter after modification or overhaul by the company and makes final acceptance for the government.

DCASO is custodian of the aircraft at Kaman which have to be worked on. The office reports monthly to the Chief of Naval Operations on the status of each rework or modification.

"Modifications are constantly being made," says Smolnik, "because of rapidly changing technology and the increased role a helicopter is required to fill." As custodian and government representative, DCASO makes sure that contractual agreements are followed on such things as maintenance, inspection and engineering.

Each engineering change proposal made by the company must have DCASO's comments on it before the proposal is taken to the NavAirSysCom Aircraft Configuration Control Board. If the board buys the concept, DCASO's engineer, Roland Murdock, must approve any drawings which change the aircraft's configuration.

According to Murdock, more than 400 changes have been made to the *Seasprite* since its first flight in July 1959. Modifications include such things as altering the helo so it can trail sounding devices and fire a pattern of sonobuoys into the water. A current LAMPS modification includes moving the rear landing gear forward to better configure the helo for the limited landing space aboard destroyers.

Carrier Airborne Early Warning Squadron 126 joins Fighter Squadron 103 in claiming fame for serving aboard two carriers on one deployment. VAW-126 transferred its men, aircraft and equipment from USS *Forrestal* to USS *America* while at sea in the Atlantic.

The squadron completed a six-month Mediterranean cruise aboard *Forrestal*, joined *America* for Exercise *Northern Merger*, and returned to NAS Norfolk.

Air Test and Evaluation Squadron One, the Navy's antisubmarine warfare evaluation unit, is working on 25 different projects to improve fleet ASW readiness.

The individual projects, some of which may take five years or longer to complete, carry VX-1 personnel to all parts of the globe. These include operational suitability testing of the S-3A *Viking*, the LAMPS (light airborne multipurpose system) Mark I and Mark III ASW helicopter programs, the P-3C Update program dealing with improved avionics for the *Orion*, and the *Harpoon* missile development project.

In addition to testing the hardware, VX-1 devises and evaluates new tactics for the fleet.

Commanded by Captain R. L. Moffitt, the NAS Patuxent River-based squadron has 60 officers, including three exchange pilots, 380 enlisted personnel and two civilians. The squadron is part of Navy's Operational Test and Evaluation Force.

The first official act of Governor Bob Bennett, newly elected governor of Kansas, was the appointment of LCdr. Paul E. "Bud" Burke, Jr., USNR-R, of the Naval Air Reserve Unit, Memphis, to complete the governor's half-expired term in the state

senate. LCdr. Burke is a Selected Air Reservist assigned to Air Type Command 812 as recruiting and communications officer. Burke had served a two-year term in the state house.

A Navy officer suffering severe abdominal pains was flown by helicopter from the submarine *Gudeon* to *Midway* for medical attention during operations in the Western Pacific.

The sophisticated radar system of an E-2B *Hawkeye* from Airborne Early Warning Squadron 115 pinpointed the submarine's position for the helicopter. As soon as the submarine's position was established, a helicopter crew from HC-1, Det. 2 flew to the scene.

The helicopter hovered above the submarine while a harness was lowered to *Gudgeon's* deck. Lt. Garland Caudill was strapped in, hoisted aboard, and flown to *Midway's* sickbay.

Mr. Charlie Stimpson, who downed 17 enemy aircraft while flying as a VF-111 pilot in WW II, returned to NAS Miramar to reminisce about the fighter squadron. He recalled that when VF-111 was first formed at NAS North Island at the outbreak of WW II, the carrier *Hornet* was sunk by the enemy before the squadron could deploy aboard her.

VF-111 quickly shifted operations to Guadalcanal. During its first month of operation, squadron F-4F *Wildcats* shot down 56 Japanese aircraft. VF-111's quick retaliation and reputation for downing the "rising sun" spread throughout the Navy and the squadron became known as the *Sundowners*.

One of the fastest seaplanes of WW II has been loaned by the Navy to the Admiral Chester A. Nimitz Museum in Fredericksburg, Texas.

A Kawanishi N1K1 *Kyofu*, or *Mighty Wind*, has been stored at the Naval Air Rework Facility in Norfolk, Va., since the war. The Texas State Technical Institute Aviation School at Connally Field in Waco, Texas, is restoring the aircraft for transfer to the museum.

The plane is 40 feet from wing-tip to wing-tip and supported on water by a 30-foot center pontoon and two eight-foot wing-tip pontoons.

Training Squadron 27 reached a milestone in February when it passed the 102,000th accident-free flight-hour mark. Almost 73,000 hours were flown in the TS-2A *Tracker*, with the US-2B and T-28 accounting for the rest of the record.

According to Lt. W. R. Karver, VT-27 safety officer, "The T-28 entered the Corpus Christi area bringing along a few experienced pilots from Florida to completely transition a multi-engine squadron of pilots, mechanics, metalsmiths, electricians, plane captains and other personnel to its wily ways."

Letters

Poncho

I respectfully request permission to correct you.

On page 13 of the April 1974 issue of *Naval Aviation News*, in the article about headgear, you list the Labrador Retriever wearing the green fatigue cap as a Marine mascot. Poncho, the mascot of the SERE Survival School at FAETUPac Det., Warner Springs, Calif., was all Navy and probably turned over in his grave when he was called a Marine mascot. Except for about six months before he died, of old age, he spent his entire life at the school. The old guy had quite a history. We buried him in a cement tomb at the base of the flag pole at Warner Springs.

I would appreciate your publishing the correct information and feel that all who made contact and associated with this extraordinary dog would appreciate the correction also.

I have one of Poncho's sons. He is a constant reminder and loyal to the Navy.

Lonnie R. Wooten, PRC
VP-23
NAS Brunswick, Maine 04011

Sangley

I stumbled across an August 1974 issue of *Naval Aviation News* and found the enlightening article on page 35, "Remembering Sangley." It brought back great nostalgic memories while recalling the past history of that small base. The article mentioned the Pan Am Clipper flights, the P-2 and P-3 squadrons at Sangley, but never a word about the P-5 squadrons. VPs 40, 48 and 50 flew P-5s continuously at Sangley from the later '50s to 1967. Who can forget those night JATO takeoffs, the stray banka boats seen cruising across the sea lane while on takeoff roll and those nights "swinging on the buoy" when the weather was too treacherous for retrieving the aircraft from the water.

There are a lot of ol' seaplane pilots who still "remember Sangley."

Phil Fahs, LCdr.
VP-19
FPO San Francisco, Calif. 96601

John Rodgers

When I was in Hawaii some years ago there was an airport called John Rodgers Field. It became NAS Honolulu. Your article "One by Air" (December 1974) might have included some reference to this field, if only for historical purposes.

J.P. Pollard, Capt., MC (Ret.)
Office of Naval Research

Editor's Note: In 1927 Honolulu Airport was named "John Rodgers Field" and in 1947 the airport became Honolulu International. Today there is a John Rodgers Terminal at Honolulu International; however, the name John Rodgers Terminal is not used very much by the general public.

Air-Male Delivery

Jumpin' Jehoshaphat, etc.!

Your March issue, featuring the long overdue subject of problem drinking in the Navy came to my attention while waiting for the local Coast Guard flight surgeon to administer an annual flight physical.

Yes, that's right — flight physical!

For all my old ex-brownshoe shipmates who have shared a martini or five with me (yes, the real aviator's drink) in all the famous watering holes from North Island to Hong Kong and way points, ole Big Dick — ex-blackshoe — finally got his wings via the GI Bill.

The works — commercial, multi-engine, instrument. No jet transition yet — the gauges still read mph and gallons of fuel, but she's airborne and look how this boy aviator is using his new wings.

[Enclosures are Mr. Price's business card: Richard M. Price, Director, Alcoholism and Information Referral Center; and a photo of Mr. Price flying an alcoholic patient to a treatment center.]

How about that!

Thought some of my former shipmates would appreciate knowing that Big Dick is not only "dry docked" but also dry (she flies better that way) and reading Grampaw Pettibone with personal meaning at last.

Richard M. (Big Dick) Price,
LCdr.(Ret.)
Route 3, Box 64
Port Angeles, Wash. 98362

P-3 History

First of all may I thank you for printing my letter in the March 1974 issue of *Naval Aviation News*. As a result of this I have made many friends.

One of the people who answered it has become a very good friend and has flown over from the States to stay with me twice.

If you ever have a small empty space in your letters page, I would be most grateful if you would insert a request for anyone with information, photos, negs, slides, etc., on the P-3 *Orion* as I am writing the history of this aircraft. I would particularly like to hear from P-3 squadron information officers and personnel. I have two friends who fly in P-3s helping me and one is contacting Lockheed on my behalf.

You may wonder why I have decided to write the history of this aircraft while it is still being built and in squadron service. Most projects seem to be on aircraft that no longer exist. With the P-3 being still in service I feel this is a good opportunity to write history as it happens.

John M. Bowdler
63 Haddon Rd.
Lillington
Royal Leamington Spa
Warwickshire CV32 7QZ
England

Remember Pearl Harbor

This is in reference to your article "Remember Pearl Harbor" which appeared in the December 1974 issue of *Naval Aviation News*.

The GCT entry at 1928 reflects the name of Colonel E. Hall of the Marines. Being facetious, I might point out that it did not take long – 12 minutes to be exact – for the Army Air Corps to call on the Marines for help. Being serious about a very serious moment in history, I might explain Hickam Field's concern for Col. Hall. He was the commanding officer of the 2nd Engineer Battalion which was stationed at the Marine Barracks, Navy Yard, Pearl Harbor, when the war started. Engineer equipment included, among other items, bulldozers.

The earliest attack left Hickam Field in a rather untidy condition. The runway was so littered with destroyed aircraft and debris that planes could neither land nor take off. There weren't many left, if any, that could

get in the air. But, if my memory is correct, there was an inbound flight from the States (B-17s perhaps) due in some time after the attack commenced. I believe the radio log entries for 1845 and 1948 are related to the incoming flights.

Looking back over the years, I see changes in standards for valor. The Hickam Field runways were cleaned up by a rugged little (5'5") Marine who split his time shielded by his dozer blade during strafing attacks and manhandling his machine. I don't know just how many times he took refuge behind the blade, but it seemed as though it was an all-morning affair. He completed his job in the manner expected of him. For his performance he received a letter of commendation. He was born too early. That is at least Silver Star or Navy Cross performance today.

W. R. Mitchell, Maj., USMC (Ret.)
Star Route 2, Box 124
Beeville, Texas 78102

I would like to comment on what appears to be an error in the December 1974 issue of *Naval Aviation News*. In the article "Remember Pearl Harbor," on page 36, there is printed the NAS Pearl Harbor radio log for December 7, 1941. The caption states: "There was a ten-and-a-half hour difference between GCT (Greenwich Civil Time) and local time, thus 1816 GCT was 0746 Hawaiian time." Unless the time zones have been changed, the Hawaiian Islands were in time zone W which is ten hours behind GCT(Z); thus 1816 GCT was 0816 Hawaiian time. Moreover, the map on page 37 indicates that the first attack run was ordered at 0750, which would be four minutes after the first entry in the radio log if the captioned time zone conversion factor were correct.

Ernest C. Luders, Cdr.
Aerospace Engineering Department
U.S. Naval Academy
Annapolis, Md. 21402

Ed's Note: The Naval Aviation Historian, Mr. Clarke Van Vleet, responds: Our source, Admiral Samuel Morison's *History of U.S. Naval Operations in WW II*, Vol. III, page 92, states "Hawaiian (Zone plus 10½) time did not change to war (or summer) time (Zone plus 9½) until 9 February 1942. . . .For instance, 0300 December 8, Japan time, was 0730 December 7 at Hawaii, 1300 December 7 at Washington, and 1800 December 7 at Greenwich." The order at 0750 for an attack run was for the horizontal and torpedo bombers. However, the dive bombers came in first, which accounts for the 0746 entry in the radio log.

Flying Trapeze

Great story on the *Sparrowhawk* restoration in the February issue. One goof in the caption on page 37: "F9C-2 hangs from its trapeze on USS *Macon*...." The airship shown is the USS *Los Angeles*, and the aircraft is a UO-1.

For your files a photo of USS *Macon* about to recover two little *Hawks* (hopefully not at the same time) is enclosed.

Great publication, we look forward to it each month.

John Shackleton
PAO
NAS Moffett Field, Calif.

Ed's Note: Thanks for the kind words. We have to split hairs on the caption, though. The photo at left "F9C-2, etc.," is properly captioned. The photo on page 37 is of USS *Los Angeles*, it was only used to show an overall view. The caption should have more appropriately read: "a full view of *an* (vice *the*) airplane on its flying trapeze." Thanks for the great photo.

Oldest Helo Squadron

On page 3 of your January 1975 issue you give credit to HC-1 for being "the oldest helicopter squadron in the Navy." While this is not entirely untrue, neither is it absolutely correct. HC-2, East Coast sister squadron of HC-1, may lay claim to at least one half of the title of "oldest" in the Navy. VX-3 was the Navy's first helicopter squadron. It was commissioned on April 1, 1947. One year later VX-3 was split into East and West Coast squadrons designated HU-1 and HU-2. In 1965 both squadrons were redesignated as HC-1 and HC-2.

Therefore, while HC-1 claims to be the oldest, HC-2 claims only to be one of the oldest. Also, during the same time period HC-2 has compiled the enviable record of over 2,000 rescues. It thus deserves at least partial recognition when one is talking about the oldest helo squadron in the Navy.

Peter S. Blackwood, Lt.
HT-8
NAS Whiting Field
Milton, Fla. 32570

Safety Procedures

As the safety petty officer of VP-30, I feel responsible to point out a discrepancy in your August 1974 issue. In the article "Mark of the Maverick" you chose a picture showing a T-56 engine being installed on a P-3. I believe a fleet publication of high calibre, such as yours, should have made a better choice of pictures. Because of the number of personnel who will see this photograph and the possibility of their using the unsafe practices depicted by the photo, some statement, using the photo, should be printed. A few of the safety precautions violated are as follows: no hand rails on maintenance platforms; no platform locking pins; gear adrift on platform; man on engine nacelle without safety harness or protection to prevent a fall; man on platform with foot on rail holders; aircraft not chocked.

T. M. Maurer, ADJ2
VP-30 Safety Office
NAS Patuxent River, Md. 20670

Val

In your December 1974 issue on page 37 you refer to a photograph of a *Val* dive bomber but identify it as a *Kate* torpedo bomber. I trust you will correct the error.

Laurence Weinbaum
303 West 66th St.
New York, N.Y. 10023

Collection

I have a patch and insignia collection which includes 261 patches and 112 insignia – Navy, Air Force, National Guard and Marine Corps.

I've collected around 800 photographs from various sources, as well as unit histories. I also have around 150 pictures of various military aircraft that I have taken.

At times collecting material is hard, but there are some units that come through. I'm looking forward to the 300 mark in patches, but it'll take some time.

I look forward to more years of reading *Naval Aviation News*, but I do miss the sections "Carriers at Sea, Patrol Wings and Air Reservists."

Fred Harl
3454 St. Marks
St. Ann, Mo. 63074

Focus

The Navy Helicopter Association invites representatives of industry and the military to submit papers for presentation at its annual convention in San Diego, Calif., May 21-23, 1975. Although this year's theme is "Focus on the Future," papers of both general and limited interest will be welcome on any subject related to helicopters, not to exceed 30 minutes. Audio and visual aids will be provided. Abstracts should be submitted to the Navy Helicopter Association, NALF Imperial Beach, Calif. 92032, by April 1. Authors of selected papers will be notified by May 1.

Help Needed

I am compiling the development and service history of the first Vought jet, the F6U-1 *Pirate*, which also happened to be the first Navy jet to be equipped with an afterburner. The prototypes (without afterburner) were tested at Muroc in October and November 1946 and the 30 production aircraft found homes in composite squadrons such as VX-3. I would like to ask your readers for help.

If anyone has any personal anecdotes, data or photographs of either the XF6U-1s or the F6U-1s, they would be most appreciated. All photograph credits will go to the contributor (unless official USN photo) and all material will be copied and returned promptly. I would like to hear from anyone who flew or maintained these planes, and to set up an interview if possible.

Any information on either the Convair XFY-1 or Lockheed XFV-1 would also be appreciated for possible use in a book on VTOL aircraft. Thank you.

Richard C. Koehnen
18914 59th Street E.
Sumner, Wash. 98390

Antarctic Geographic Names

Since my husband, LCdr. Conrad S. Larson, USN (Ret.), was officer in charge of the VX-6 helicopter detachment aboard *East Wind* during *Deep Freeze I*, we were very much interested in your January issue featuring the 20th anniversary of the Antarctic expeditions.

On February 16, 1971, my husband was notified by Meredith F. Burrill, Executive Secretary of the Board of Geographic Names, that Larson Glacier had been named for him and that this had been approved by the Secretary of the Interior on January 21, 1971. I was therefore distressed not to find his name on the list on pages 22 and 23, and must assume that other names also are not listed. Some other names on the list were not indicated as deceased, although they died quite some time ago.

I do think that if such a list is published, it should be complete and up to date.

Mrs. Conrad S. Larson
RFD 1, Sand Hill Road
Peterborough, N.H. 03458

Ed's Note: Unfortunately, our source material was not as completely accurate as we thought. LCdr. Larson is not the only person we unintentionally omitted. Our apologies to those we slighted.

Recruiting

As a Navy recruiter here in Greensboro, I sometimes have a very hard time showing an applicant just what the Navy is all about. When I am talking about Naval Aviation, your magazine really comes in handy. I do hope you plan to have more features about the jobs and duties of the enlisted man in Naval Aviation.

I would like to ask your readers to help us here in our office by sending us squadron patches or plaques so that we can hang them on our walls to help us tell the story of Naval Aviation. Since we are a long way from a naval air station or any other naval activity, the patches and plaques would really enhance our office.

Any contributions will be greatly appreciated.

Bob Cooper, NC
Naval Recruiting Station
Greensboro, N.C. 2740

Ed's Note: Your wish is. . . . Beginning in this issue, a series of articles on the enlisted aviation ratings.

Recognition Quiz: Can you name this ship and identify the aircraft she's carrying and the year the picture was taken? How many aircraft can you count?

Answer

USS *Theiis Bay* (CVE-90) is pictured on July 8, 1944, with one J2F Duck, 18 F6F Hellcats and 8 PBY *Catalinas* aboard.

Air Terminal Office — KEFLAVIK

Family reunions such as these happen often at the busy Keflavik Navy Air Terminal, located adjacent to the Icelandic International Terminal.

Story and Photos by JOCS James Johnston

A young Navy family, victims of an eastern snowstorm and a diverted flight, huddled together in a duty bunkroom in the air terminal at NAS Keflavik, Iceland, waiting for a flight out.

In another room, the concerned parents of a critically ill infant sat quietly while a Navy doctor made telephone calls and final arrangements for a medical evacuation.

In the operations office, LCdr. Richard Weinfield, assistant air operations officer, looked out the window at blowing, drifting snow and wondered aloud if the C-141 Military Airlift Command (MAC) flight he had diverted for this mission was ready to taxi.

The moment the big C-141 lifted off the runway on schedule was the climax of an exceptionally hectic ten-day period of schedule changes and delays – frustrations and urgency – for the 32 men who work in the Air Terminal Office.

It began on a Wednesday morning in December when the crew reported for work at 0800 as usual. They would not leave the terminal again until the afternoon of the following day.

On Wednesday nights, a regularly scheduled MAC contract flight arrives from the United States with personnel reporting for duty and dependents of men already stationed in Iceland. The aircraft usually remains on the ground a little over one hour, refueling and loading passengers bound for the United States. The flight is anticipated and prepared for.

But on this particular Wednesday

Below, LCdr. Richard Weinfield, assistant air operations officer, checks status of a MAC flight. Bottom, the Keflavik terminal. Traffic sign warns "One Way." On opposite page, a MAC C-141 prepares to take off.

the patrol squadrons were changing. VP-45, at Keflavik for six months, was leaving, and VP-24, the replacement squadron, was arriving. There was a C-5 with 45,000 pounds of support equipment to unload. A charter flight was bringing 179 squadron support personnel in and taking 149 home. The 12 men in passenger services and cargo handling had that to deal with.

A weekly C-141 MAC jet was also on the line with about 38,000 pounds of produce for the naval station commissary waiting to be unloaded.

What might have been turmoil moved smoothly. The cargo was unloaded and moved, the passengers were processed and quartered on station.

During this time, the telephone in the air terminal office rang an estimated 125 times. The station C-118 support aircraft was about to depart on a scheduled morale flight to Spain. People on station called to confirm its takeoff time and their seats while others called to reconfirm the arrival time of the MAC charter flight from Norfolk and McGuire AFB.

Over the weekend, six C-141s had landed with mail and cargo. And on Tuesday another C-141 landed with another 27,861 pounds of mail for the station.

Meanwhile, on the transient line personnel serviced a variety of NATO aircraft, arranging for berthing and

messing facilities for crews, setting up fueling schedules with the adjacent Icelandic terminal. (The Navy air terminal in Keflavik may be the only one in the world located at an international airport.) The two facilities work closely in support of each other.

By 1530 Wednesday night, it was evident that the charter flight from the United States would be delayed. A severe winter storm blanketed the eastern portion of the continent and the jet could not make its scheduled stop in St. John's, Newfoundland. Diverted to Halifax, Nova Scotia, to fuel, it arrived in Keflavik after midnight.

A young Seabee and his family, including their sick child, en route to the Naval Station in Argentia, Newfoundland, were on that flight. It appeared they were stranded. Snow continued to fall, effectively closing the St. John's airfield. They waited in the terminal.

A C-141 cargo flight's return route was changed and they were booked to Newfoundland on it. Late Thursday night, their ill baby's condition deteriorated and doctors called for an evacuation flight. Again the flight was changed – this time direct to Norfolk. The family would later be booked from there to Newfoundland.

The people in the air terminal office say their operation is small compared to other MAC terminals around the world but, they are proud to add, they usually can get everyone on a flight in any direction within a matter of hours.

On a monthly average, more than 60,000 pounds of air cargo moves in and out of Keflavik. Some 1,500 people and their baggage are processed. In November and December, however, the number was more than 2,000; October approached the 3,000 mark.

On the transient line, 120 to 150 NATO aircraft are serviced monthly. Crews from the United Kingdom, Canada, Denmark, Sweden and the Federal Republic of Germany are among those who stop in Keflavik for fuel and crew rest. Ground transportation and lodging is arranged for them by the air operations department.

A recently inaugurated service for people returning to the United States includes scheduling commercial connecting flights out of McGuire AFB and arranging lodging reservations there for those who must lay over. The program has met with a great deal of success and praise.

Unlike its counterparts in the U.S., the air operations department at Keflavik daily touches the lives of the 5,000 servicemen and dependents who live in Iceland. Not only are they dependent upon the department for food, mail and transportation, but their safety and well-being are in no small measure an air department function.

The fire department, primarily a crash crew, functions as the station fire department and presents lectures and safety bulletins on fire hazards and precautions. The Icelandic civilian firemen periodically check housing and work areas for fire hazards and ensure that emergency extinguishing equipment is functional.

To an even greater extent, perhaps, men stationed at a remote radar site on the southeastern tip of the island depend upon the air department. Three times weekly – on Monday, Wednesday and Friday – one of Keflavik's two C-117s delivers supplies, repair parts, mail and food supplies to Hofn H-3. The trip, which normally requires 3.3 hours of round-trip flying, is made under hazardous and often unpredictable weather conditions.

In addition to terminal services and flights, the air department functions as any other Navy air department with the exception of the tower, which is under the jurisdiction of the Icelandic government. Navy ground control approach, however, works in close conjunction with the tower to provide parallel services for all inbound flights.

HELSEACONWING ONE

THE WORLD

OF SEA CONTROL

Helicopter Sea Control Wing One will be two years old in June. Its first and current commanding officer, Captain W. L. Jensen, reports to Commander Sea Based Antisubmarine Warfare Wings, Atlantic, Jacksonville, Fla. HSCW-1 is tasked primarily with meeting the requirements of LAMPS, airborne mine countermeasures and helicopter combat support.

Approximately 274 officers and 1,200 enlisted personnel are assigned to the wing's four squadrons – Helicopter Antisubmarine Squadrons Light 30, 32 and 34, and Helicopter Mine Countermeasures Squadron 12. Seventeen detachments are expected to deploy this year, including HM-12's first two vertical on-board delivery (VOD) detachments. Before individual squadron detachments are sent to sea, they must satisfactorily pass a rigorous wing inspection with emphasis on safety awareness.

Capt. Jensen meets regularly with the commanding officers of the squadrons to discuss problems. Wing administrative and material inspections assist in strengthening the units' readiness posture, and staff members are involved in all facets of operations.

HSCW-1 is especially proud of its first-term reenlistment rate of 34 percent and a career retention rate of 92 percent. Safety awareness programs have produced an accident-free record since its commissioning.

The wing's current projects include administrative control of two mine countermeasures units now located in Charlestown, S.C., evaluation of a VOD mission for the RH-53, training of LAMPS ships' storekeepers in the intricacies of aviation supply, deployment of LAMPS aircraft to the Persian Gulf, and the commissioning in September of HSL-36, which will join the HSCW-1 family.

HSL-30, originally commissioned as Helicopter Utility Squadron Four in 1960, was redesignated Helicopter Combat Support Squadron Four in 1965. In March 1972, soon after the first operational LAMPS deployment, HC-4 was redesignated HSL-30 and became the East Coast Readiness Training Squadron for LAMPS. Its training and FRAMP departments train fleet replacement pilots, aircrewmen and maintenance personnel for the LAMPS mission.

HSL-32 was commissioned in August 1973 and provides LAMPS support to U.S. Navy forces in the Caribbean, Atlantic and Mediterranean. Its detachments normally deploy aboard small non-aviation ships with one helicopter, three officers, two aircrewmen and eight maintenance personnel. During its first year, the squadron achieved a safety record of over 3,500 accident-free flight hours, 60 percent of them aboard ships. The squadron also operates seagoing combat support detachments.

The newest helicopter squadron, HSL-34, was commissioned in September 1974, with a complement of eight officers, 38 enlisted personnel and one SH-2D, 19 percent of its allowed strength. By the end of October there were four aircraft in its inventory and by March 1975 its first detachment was on board. Two more are scheduled to be operational by September.

When HM-12 was commissioned in April 1971, it had 34 officers, 108 enlisted personnel and four CH-53A helicopters borrowed from the Marine Corps. It now has 68 officers, nearly 400 enlisted men and 21 new RH-53Ds. Being the only squadron of its kind, HM-12 functions both as an operational unit and as its own replacement air group. Its mission is to provide the Navy with a worldwide, quick-reaction mine countermeasures capability. Its rapid mobility is obtained by deploying trained and ready airborne mine countermeasures detachments to forward areas anywhere around the globe. From these advanced areas, detachments can then airlift themselves aboard suitable ships or other advanced bases and operate self-sufficiently for extended periods.

The Secretary of the Navy
and Naval Aviation Museum Association
Announce the Dedication and Official Opening of the
U.S. Naval Aviation Museum
Naval Air Station, Pensacola, Florida
on Sunday, the thirteenth of April
Nineteen Hundred and Seventy five

NAVAL AVIATION MUSEUM
PENSACOLA, FLORIDA

The Museum will be presented to the
Secretary of the Navy by the Naval
Aviation Museum Association.

NAVAL AVIATION
NEWS