NAVAL AVIATION NEWS

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NAVAL AVIATION NEWS

FIFTY-NINTH YEAR OF PUBLICATION

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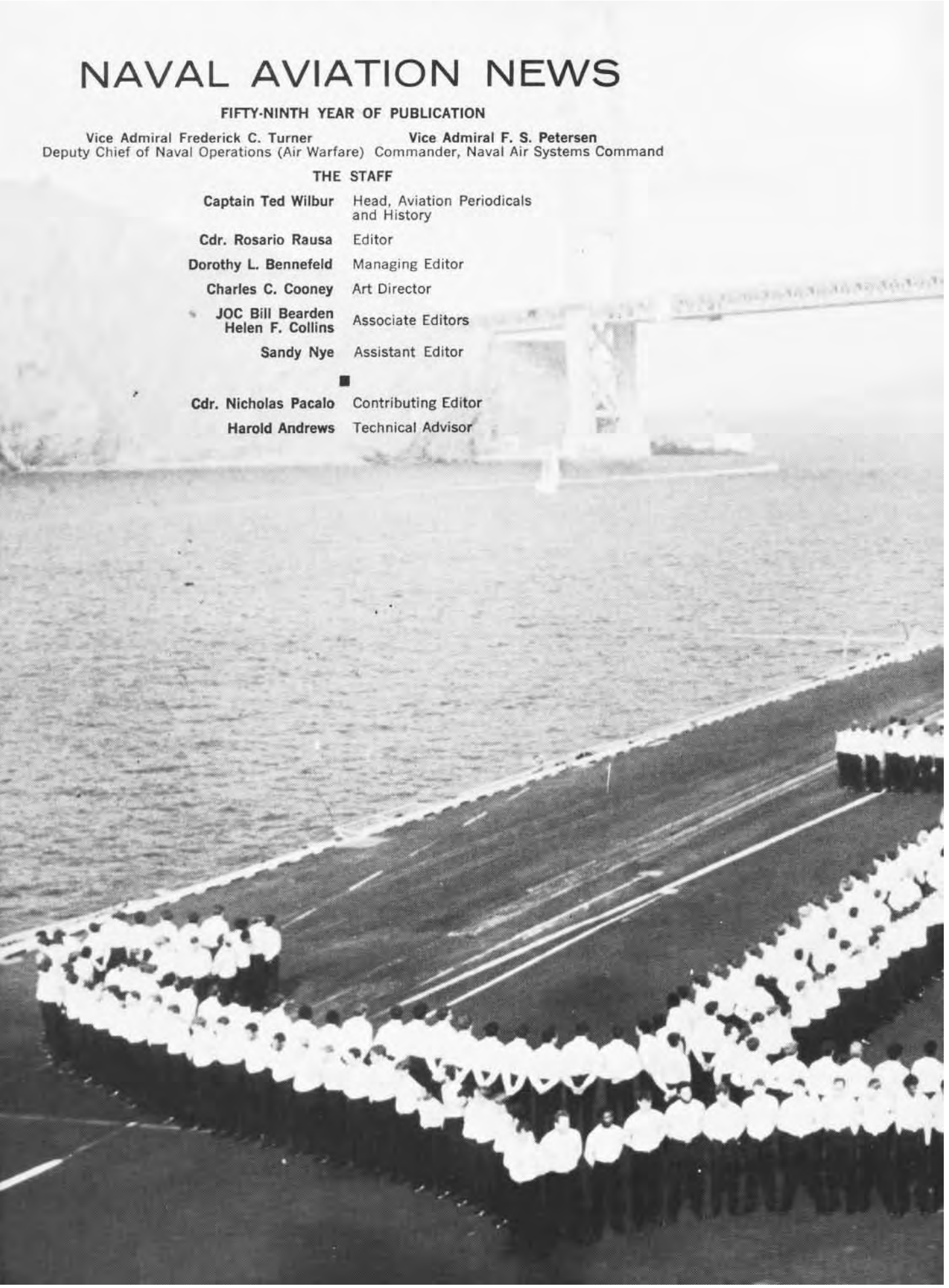

editor's corner

LSOs and Such. We asked retired Admiral A. M. Pride (*NANews*, August 1976) to comment on this picture taken aboard *Langley*, probably in the 1920s, and submitted to *NANews* by NATTC Lakehurst. "That is Commander Ken Whiting with the flags at the nose of the airplane," wrote the Admiral, "and he certainly was the LSO for that landing. I have tried to identify the pilot but have not been able to do so. The airplane is an Aeromarine with a Curtiss O-XX engine." Note fiddle bridges and wires.

Makes Sense. *Up Front*, published by Flight Operations, Delta Air Lines, had these words on a recent cover: "Aviators should have seven senses: Touch, Taste, Smell, Sight, Hearing, Horse and Common."

Natops Games. NARU Jacksonville's aircrew training officer, Lt. Bob Ziegler, told *NANews* about P-3 training aids in the form of a crossword puzzle and "Find the Number" game based on the *Orion* and its T56-A-10W engines. The ideas for the games were authored by AMH1 John W. Krainiak, a P-3A Natops instructor. Space precludes picturing the games. However, we recommend you contact Lt. Ziegler, autovon 942-2467, for information. The games look to us like stimulating ways for P-3 operators to absorb critical data.

Creature Features. Big Red, *Saratoga's* fighting cock mascot, is in trouble. He failed to announce sunrise with his standard cock-a-doodle-doo the other day. Since he had passed his recent physical and couldn't offer reasons for dereliction of duty, CV-60's Skipper, Captain Charles B. Hunter, had no choice. Big Red faced captain's mast and was sentenced to water and bird seed for 30 days.

Meanwhile at the Marine Corps Air Station Yuma's Lake Martinez recreation area, a band of raccoons were filmed while pulling off an inside job. In this sequence, the animals reconnoiter the scene, top left, confront and successfully fend off a feline guard, top right, then line up to enjoy the plunder.

"I told those guys to lay off the bean soup." So it seems was the comment from Commander Fred MacMurray to fellow officers Errol Flynn and Ralph Bellamy. All fiction, of course. These pictures were taken during filming of *Dive Bomber* in 1941 and sent to us by former Navy man Mike Zinkevitch of Hamilton, N.Y. Apparently, the high flyers had developed some oxygen problems and flight surgeons Flynn and Bellamy were looking into the matter.

NAVAL AVIATION NEWS did you know?

Flare/Dispenser

A new five-inch parachute flare to replace the MK-45 is being developed and tested at NATC Patuxent River. The LUU-2B/B provides 2-million candlepower for four minutes instead of the current 1.5 million for two minutes. It uses a non-explosive timer which, if inadvertently started, has built-in safety features. The spring-loaded timer is simply held in place until it runs down and releases. The LUU-2B/B's parachute, like the MK-45's, must deploy and exert a 100-pound force on the firing mechanism before the flare will ignite. The new flare, like the old, will automatically dump the parachute at the end of the four-minute burn time.

Also under development is a new flare/sonobuoy dispenser, the SUU-25E/A which can eject flares or sonobuoys one at a time. It is currently being used on some Pacific Fleet carriers.

Fire-Safe Fuel

Recent tests at the Naval Weapons Center, China Lake, Calif., indicate that progress is being made in the search for a fire-safe aircraft fuel. Occasionally a crash, which an aircraft or its occupants might otherwise survive, becomes a deadly inferno as fuel tanks rupture and ignite. The problem is how to chemically alter the properties of a fuel which burns easily without affecting its commercial value, so that it will "burn on demand" only.

The search for the right fuel additive was begun by British and American researchers in WW II. It has progressed from emulsions, to gels, to antimisting agents. For the past year, FAA has sponsored extensive testing of three additives at NWC's T-range. The T-range was originally designed for high velocity and temperature tests of air-breathing propulsion units of tactical missiles. For these fuel tests, the facility was modified to handle subsonic velocities in order to simulate a survivable crash by controlling air speed and temperature. Since air and fuel temperatures significantly affect a fuel fire, an airflow facility must be capable of controlling such temperatures. The set-up at the T-range can control air temperatures in the required range. The heart of the apparatus, a diffuser designed by project engineer Tony San Miguel, delivers a low-velocity regulated airflow at an airfoil about which fuel is discharged (as in a crash) and then ignited by a pulsed flame.

"The trick," according to San Miguel, "is to tailor the viscosity of the fuel so it will not mist. Upon substantial shock — such as a crash landing — the fuel, because of its antimisting additive, should become thicker."

In the recent tests simulating different crash conditions one additive, FM-9, demonstrated that the antimisting agent concept is practicable. Further tests must be made to determine how FM-9 reacts under real-life conditions. The additive, manufactured by Imperial Chemical Industries, Ltd., under contract to the British Ministry of Defense, is also being tested at the Naval Air Propulsion Test Center, Trenton, N.J., to determine how it affects aircraft engine performance.

Airship Museum

Plans for an airship museum came one step closer to realization in October when Vice Admiral C. E. Rosendahl, USN (Ret.), and other trustees of the Airship Association received the deed to 13.9 acres on NAS Lakehurst, which will be the site of the museum. VAdm. Rosendahl expressed the association's gratitude to Secretary of the Navy J. William Middendorf II and to others who had supported the transfer of the tract.

The admiral noted, "Much of our naval airship pioneering and operational history bears the imprint of Lakehurst, and much other worldwide airship history is Lakehurst-associated. Thus we former airshippers believe that our undertaking initiated here today should have historical value."

NAVAL AVIATION NEWS did you know?

Tailhook Reunion

Nearly 600 Tailhookers attended the 20th annual reunion in September at the Las Vegas Hilton Hotel. The program included technical symposiums covering modern aircraft and ASW tactics aircraft programs. Carrier, VTOL, VSTOL, reconnaissance, ECM and landing aids long-range planning programs were also covered. Vice Admiral Forrest S. Petersen, then DCNO (Air Warfare), now Commander, Naval Air Systems Command, moderated a question and answer session between the Tailhookers and members of the aerospace industry.

At the annual awards banquet, VAdm. Petersen presented trophies to top Naval Aviation squadrons. This year max trap trophies were awarded to pilots and NFOs.

Highest trappers in each rank attending the reunion (in photo, left to right) were Captain James H. Flatley III, 1,433; LCdr. L. L. Elmore, 1,028; Rear Admiral E. E. Tissot, 1,008; and Commander D. R. Weichman, 1,000. (See page 17 for list of pilots with 1,000 or more traps.)

Rear Admiral James B. Stockdale was named Tailhooker of the Year.

Turbulence Detection

Dr. Peter Kuhn of the National Oceanic and Atmospheric Administration has developed a method which could give airplane pilots up to 12 minutes warning of turbulence ahead. The key is water vapor. In tests aboard a NASA flying astronomical observatory, Kuhn has used an infrared radiometer which measures water vapor by the radiation it emits. It predicts turbulence with a reliability of 81 percent. Clear air turbulence is thought to result from wave motions in the atmosphere. By experimenting with different infrared wavelengths, Kuhn has been able to detect wave motions more than 60 miles ahead of the aircraft.

He discovered the connection between water vapor and turbulence while making water vapor measurements aboard the research aircraft. Water vapor in the atmosphere emits infrared radiation which Kuhn was measuring to help NASA scientists determine how much of the radiation they were investigating was from astronomical objects and how much was from the earth's atmosphere. He noticed that sudden, drastic changes in

the amount of water vapor were often followed within a few minutes by turbulence. To see if these fluctuations were an indicator of turbulence, Kuhn compared his water vapor readings with those from an instrument on the plane which measures turbulence, and found a relationship.

Since then Kuhn has continued his experiments. In 45 encounters with clean air turbulence, the radiometer has provided advance warning of from 4 to 12 minutes, with only 6 false alarms.

S-3A

An S-3A *Viking*, piloted by Lt. D. B. Roulstone, landed at NAS Cecil Field in late October. Its arrival marked the end of the transition period for VS-30 and AirASWWing One. It also marked the end of a 19-month evolution which began in March 1975 when VS-22 received its first S-3A. Since then, the *Viking* has been deployed by VSs 22, 28 and 32. The new aircraft was escorted, prior to landing, by *Vikings* from VS-30.

Rubber Removal

When a Navy aircraft comes in for a landing at 120 knots or more, its tires go from zero to full landing speed almost instantaneously. Hitting with anywhere from 32,000 to half a million pounds, doubled by velocity forces, the tires grunt in protest as they exude white or blue smoke. A thin film of rubber melts off the tires and imbeds in the concrete or asphalt surface of the runway. Over a period of time, the film builds up. In wet or foggy weather it becomes as slippery as oil and a hazard to landing aircraft.

John Goeschl of the public works control office at Point Mugu was tasked with finding a way to remove the rubber. He contacted firms specializing in "rubber removal" — and Point Mugu's runways are now clear of rubber.

The contractor used a 40-foot-long rig to blast the rubber off the runways with plain water. A square tank on top of the trailer holds 8,000 gallons of water and four high-powered diesel pumps. A spray bar with 24 steel tips, which only last about 24 hours, is attached to the tractor. Each pump supplies pressure to six tips of the spray bar.

The pumps generate enough pressure at the tips to cut through one inch of granite per second. A hand or finger placed in the stream would be chopped off as it would be with a blow from an axe. If the top pressure of 30,000 pounds per square inch were used it would cut through concrete or asphalt like a knife through soft cheese. About 5,000 to 6,000 pounds is proper for most runways.

Most of the work was done at night, the rig operator keeping in touch with the control tower by radio. Although the rig only moves one or two miles an hour the operator can get off the landing strip in about four minutes if a plane needs to land.

It took the rigs, which clean about 10,000 square feet each hour, three nights to clean the 1.3 million square feet at Point Mugu.

Before the giant wash-down, chemicals and scraping had been tried. Chemicals are expensive and toxic. Some dissolve the joint sealers and runway lighting insulation. In addition, when washed off the runway, they kill vegetation and small life. The scraping method removes the concrete or asphalt along with the rubber.

grampaw pettibone

Tricky Stuff

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 and 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 center line, 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, kinda 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)

Don't Take It for Granted

It was only a training hop but the pilot of an SBD-5 was in a hurry. He checked rudder and ailerons but neglected the elevators. Upon commencing the takeoff, he found that it was necessary to force the stick to get it forward. However, he continued down the runway. When the pilot tried to level off after the plane became airborne, he discovered that the stick was jammed in the backward position. He cut the throttle immediately, to land on the remaining runway, but the plane ran off the end of the field, sustaining major damage.

During a ground check after the crash, all controls moved freely. Some .30 caliber cartridge cases were laying on the cockpit floor and were believed to have jammed the controls.

The commanding officer assigned 50 percent error to the pilot for not making a complete preflight check of his controls and for not cutting the throttle immediately after he noticed that it was necessary to force the stick forward. The remaining error was attributed to other personnel. The commanding officer previously had ordered radiomen to remove all empty shells and cartridge cases after each flight and to make preflight cockpit checks for loose gear.

ILLUSTRATED BY Osborn

Grampaw Pettibone says:

It is always better to be curious about difficulties than to assume they will work themselves out — and then be sorry.

Beside their life insurance value, regular and thorough preflight checks also indoctrinate your maintenance crew to be alert. (May 1944)

Button Up Your Overcoat

Before departing on a routine gunnery flight, the pilot of an F6F noted that two of the dzus fasteners on his

port wing gun cover were loose. He reported this to the plane captain, who attempted to secure them but was unable to do so. The plane captain then told the pilot that he thought the gun cover would hold even though two of the fasteners were loose. Being in a hurry, the pilot considered the problem no further and took off.

A short time later, upon recovering from an overhead run, the gun cover tore loose and seriously damaged the tail section. The airplane immediately was thrown out of control. After falling through the overcast, the pilot managed to recover and subsequently effected a safe landing.

To prevent recurrence of such an accident, the investigating board recommended a closer check and replacement of all defective dzus fasteners by plane captains and engineering crews. This unit now prohibits any flight unless all such fasteners are secured.

***Comment* — Since one loose fastener may completely wreck an airplane, frequent check and replacement of all inoperative fasteners should be a must. (January 1945)**

Smoke Gets in Your Eyes

A pilot was scheduled to ferry an AH-1J *Cobra* from a midwest airport to a coastal airfield. He had over 2,000 hours, with more than 250 in H-1s. Preflight, start-up and departure were without incident.

Fifty-five minutes after takeoff while at 2,500 feet, 145 kias, the pilot noticed the dual loadmeter pegged at maximum amperage. He immediately turned toward a nearby airport intending to make a precautionary landing. En route he secured some electrical components.

Smoke appeared from the forward cockpit area and rapidly filled both cockpits. Because of the smoke, the pilot elected to make an immediate emergency landing in a farmer's field. With outside and cockpit visibility rapidly deteriorating, he opened the canopy to the intermediate position.

The canopy stayed open about 15 seconds before the slipstream forced it closed. At this point, the pilot had to hold the canopy open with his right hand while maintaining control of the aircraft with his left.

As the *Cobra* approached 200 feet AGL, the pilot abandoned all efforts toward eliminating the smoke. The canopy was closed. Outside visibility was nil and inside the instruments were completely obscured. The pilot concentrated on landing blind. The aircraft landed hard. The left skid broke off. The main rotor head and transmission separated from the fuselage.

The pilot egressed via the aft cockpit canopy, got a breath of fresh air and reached back into the smoke-filled cockpit to turn off the fuel. The engines were still running.

The pilot was uninjured but the aircraft was a total loss. The investigation determined that the smoke resulted from an overheated battery.

Grampaw Pettibone says:

Great balls of fire — or should I say smoke! Superficially looks like this gent did a *good job*. But when you stop and consider all of the adverse factors such as lack of any attitude reference (actual or artificial), and a cockpit filled with toxic fumes —*he did a great job!!* I'll ride with this gent anytime!

TRACKER

By Ens. Jon Simmons

PHCS(AC) Lawson

Admiral John S. Thach, USN (Ret.), former ComASWForPac, attended the S-2 retirement party at VS-37, NAS North Island.

When VS-37 transferred its last operational S-2G *Tracker* to the storage facility at Davis-Monthan in August, the event marked the end of over 22 years of fleet ASW service by the venerable *Stoof*.

The retirement ceremony was held in August at NAS North Island where VS-37, the last operational S-2 squadron, is home-based. Thus ended a relationship that began in July 1955 when VS-37 started transitioning to the S2F-1 (S-2) and made its first *Tracker* deployment in 1957 aboard USS *Philippine Sea* (CVS-47).

The S2F-1, introduced to the fleet in 1954, was hailed as the first carrier-based antisubmarine aircraft specifically designed to combine the detection and attack roles in a single aircraft.

The *Tracker* carries a four-man

GOODBYE

crew: pilot, copilot and two ASW operators. It is equipped with a wide array of electronics and sensory search devices capable of detection, localization and classification of submarine contacts.

Modifications to the original were made through the years.

The S-2A was fitted with a wing-mounted 85-million-candlepower searchlight, retractable magnetic anomaly detector, electronic countermeasures equipment and 20 sonobuoy dispenser tubes. The S-2Bs, converted from S-2As, added an acoustic echo-ranging system. The S-2C featured a larger weapons bay to accommodate a bigger ASW torpedo. These early models were modified to utility versions, US-2A, B and C, and removed from fleet antisubmarine squadrons.

They were replaced by the 2D and

PHCS(AC) Lawson

S-2 operated off many carriers. Above, a Tracker comes aboard Yorktown, 1968. Far right: top, S-2's first deployment was aboard Philippine Sea, 1957 and, bottom, another Tracker takes off from Randolph during ASW operations in the Atlantic.

E with an increased wing span and lengthened fuselage. The small radome above the cockpit was removed and the afterbody of the engine nacelle was modified for 16 instead of 10 sonobuoys. Greater internal fuel capacity increased the range of later models.

As the Navy prepared for fleet introduction of the S-3A in 1974, plans were formulated for an interim aircraft, the S-2G *Tracker*. An improved version of the S-2E, it was scheduled to operate from fleet carriers for about two years after the introduction of the *Viking*. The key modification was the installation of AN/AQA-7 DIFAR processing equipment which was being used in the P-3 *Orion*.

In December 1972, VS-37 took delivery of the first S-2G in the Pacific Fleet. Transition was completed early in 1973 and VS-37 took the newest *Stoof* aboard *Kitty Hawk* for a Pacific deployment.

Another VS-37 deployment aboard *Kitty Hawk* in 1975 was the final cruise for the S-2. When the *Sawbucks* returned to North Island in December, the end of an operating era was at hand.

Since its first flight, the *Tracker* has flown over 6,100,000 hours, about

PHCS(AC) Lawson

Cdr. Bruce Nordwall, C.O. of VS-37, the last squadron to operate the Tracker.

one billion miles and has made over 744,435 carrier landings. The *Stoof* has operated from more than 40 U.S. and foreign aircraft carriers and has served in the armed forces of 14 foreign nations.

In 1954, an S2F-1 was the first airplane launched by the newly-developed steam catapult from the deck of a carrier — USS *Hancock*.

The fact that the *Tracker* was utilized by the Navy long into the jet age is part of the story of its capability.

It is nearly 10 years since the last S-2 headed to the fleet from Grumman. The *Tracker* continues to serve with the Naval Air Training Command but will cease operations there sometime in 1977 when the T-44 will take over.

And VS-37, led by Commander Bruce Nordwall, has begun its transition to the S-3A *Viking*.

S-2s fly left echelon formation, a VS-33 Tracker teams with a destroyer during exercises in the Pacific, aboard Hornet in 1970, and S-2 comes aboard Lexington.


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DESK DRIVER'S

By Commander Rosario Rausa

DREAM . . .

The Captain settled back into the chair, heaving his feet up and onto the desk top. He slid the yellow pencil from his ear and, with a wink of disdain, tossed it at the pile of papers adjacent to the Corfams. The pencil struck the heap, toppled back and rolled to the edge of the desk. It bobbled for a moment, then fell to the tiled floor, terminating its plunge with several staccato clicks.

The Captain issued a mild expletive.

He stared at the round wall clock. Seven-twenty p.m. Another dozen-hour day. The second hand, a slim red wand, arced relentlessly around the face of the timepiece. Footsteps tapped down the corridor. A straggler heading home.

The bulk of the work force had long since escaped the Pentagon. In a few more minutes he would make his way home to hearth and highball.

He was not the only person working late, of course. There were a few senior types, some duty officers, key staffers here and there. An unlucky yeoman or two. But the squall line of thunderstorms which typified a desk driver's day had dissipated into isolated showers.

For a moment he studied the rank of steel cabinets braced against the far wall. Except for one — into which he would eventually deposit the nagging stack on his desk — they were uniformly secured by combination locks and sturdy bars rigged vertically across the faces of the drawers. Stiff sentinels, they almost beseeched inspection.

But not now.

He closed his eyes. Relax, he said to himself. Let your mind grow long.

He drifted slowly. Like a leaf propelled by the November breeze, he floated far away, beyond the shore. Over a distant sea. Suddenly he was in a zoom-like projection — one which carried him from the high skies downward toward the water.

Onto a giant ship.

Into a cockpit.

Then sound. A magnificent roar.

Heels on deck. Toes firm on the rudders. Left hand at full throttle. Fingers tight over the cat grip.

He scanned the gauges. All the lights were right. All the needles where they should be.

He snuggled back into the straps and pressed his helmet against the headrest. He saluted.

It was a jaunty salute, of course. Delivered with an alacrity equal to that of the catapult shot itself. Which was a delicious exercise in swift, blurring power. A glorious explosion of energy.

And he was in command. In the middle of a million finely guided yet titanic forces.

He and his flying machine were rifled into the air mass. There was the anticipated pause upon impact with that mass. But the plane prevailed and was quickly into its vigorous ascent, up and away from the carrier.

He leveled off at 16 thousand and stabilized at 300 knots for the rendezvous. In the expanse between himself and the flattop, he caught the arrow-like shapes of his wingmen, gems on a necklace laid out straight, rising obediently toward him.

They were soon gliding into position alongside, like filings lured to a magnet. He let them labor there in tight parade for long moments as he steered toward the practice target. Satisfied with their efforts, he pumped his thumbs over his shoulders. They slipped back into free cruise.

The streamlined quartet undulated smoothly, not unlike a school of fish, as they sped through the sky toward the beach and the nearby target. As they approached the land mass and went feet dry, the Captain directed the formation into a daisy-chain trail. He timed the shallow, accelerating descent so that the planes arrived over the range at trim check altitude, on speed.

He studied the scarred earth below and the chalk-white concentric circles around the bull's-eye. His trained eye picked up the subtle right to left drive. Twelve, maybe fifteen knots from three o'clock he figured, determining his aim point.

"One breakin," he declared, whipping the aircraft onto its port wing. He drew back on the stick, reversing course, then eased the plane upright for the oval track around the target.

As he neared the roll-in point he made a final, split-second examination of switches, altitude, power and speed. Assured, he keyed the mike. "One in."

He flipped inverted and pulled through the horizon. The world was instantly upside down. How many hundreds of times had he seen it this way? He was comfortable in his cockpit.

His eyes were at one end of an imaginary funnel along whose course were the amber cross hairs glowing

on the gunsight glass and, further down, the periphery of the target.

He rolled back, aimed at the earth. With a rapid, corrective wing dip, he aligned the pipper with a point on the ground at two o'clock from the bull, slightly inboard of the 150-foot circle.

Airspeed rose toward 500 knots. The jet's airframe seemed to contract with the intensifying air pressure. The white altimeter needle swept around the black face of the instrument.

Release point.

Pickle and pull.

He pressed the stick-mounted bomb button. He could not see it, but a miniature bomb, the trusted powder blue Mark 76, escaped from the pylon and began its silent plunge.

Already he was zoom-rising through the horizon, his body compressed by the exertion of four-and-one-half Gs.

He grunted with exhilaration. He felt charged with the pure joy of this flying exercise and all the mental and physical dynamics which went into it.

"One off," he called, and then to himself: I am young again!

His rate of climb slowed. He banked and glanced over his shoulder. A tiny white cloud wafted across the target's nine o'clock side. The spotter's voice filled his earphones. "Forty feet, two o'clock."

The Captain smiled.

He repeated the simulated assaults with determined concentration, and physical effort. He scored well.

Afterwards the ride back to sea was smooth and silent. He tallied his hits on the smudged kneeboard card and knew he'd collect some quarters in the ready room.

The next matter of business was to get aboard. Case One, today. Weather, CAVU. Sea state, moderate.

No excuses.

He brought the flight in close aboard the starboard side in echelon. Like the folds in an accordion, the wingmen moved with him in graceful unison. He gazed down his flank. Inside the neatly aligned bubbles, three helmeted heads froze in concentration on him.

As one, the four planes whizzed by the island. The Captain knew that two or three flyers in Primary would observe his formation. With pilot-to-pilot critical eye, they would judge the quality of it.

He led them beyond the bow and checked the interval, a single plane dirtied up, downwind. He glanced at his troops, hanging in there, canopy to canopy. Their arms and legs played at the controls with a thousand minute movements, invisible to the external eye.

He tapped his head and pointed decisively to number two. He blew a gloved kiss. The lead was passed. Like a will-o-the-wisp, he was gone from them.

The suddenness of the breakaway, the conciseness of it, always excited him. He wrapped up the plane with a hard left push-and-pull of the control column. At the same time he drew back the throttle and clicked out the speed brake. The plane trembled at the disruption of airflow before calming down.

Speed slowed below 220 knots. With the instinctive certainty of a prizefighter's jabs, he slapped down the gear, flap and hook handles. The silver-stemmed wheels poked out from the plane's body, driven by hidden hydraulic forces. The flaps paid out slowly. The hook dropped succinctly into place.

The hook. The exclamation point of Naval Aviation. The airplane's way of declaring, "I work on the flattops!"

The jet rustled in defiance to the wild divergence of wind along its profile. Then, in obeyance to the aeronautic precepts of its designers and to those of the Captain at the controls, it settled down.

He drove on, guiding the machine along the pattern's parameters. His feet performed a slow-motion tap dance on the rudders. His hands worked the throttle and stick with a flyer's steadfast respect for and confidence in the sublime technology at his disposition.

As he turned through the ninety, he became acutely aware of the technicolor world which is carrier aviation.

Above, the endless umbrella of pale blue. Below, the deep dense blue of the sea. Ahead, the dull grey of the ship. At the edge of its wide deck, the oblong, yellow-gold ball was a beckoning beacon. The datum lights, traffic lantern green, looked like rigid arms supporting it.

There were the white stripes outlining the runway. And along the fringe of the landing space, the jerseyed blues and browns and reds and greens and purples and yellows of real heroes, the men of the deck crew.

He flew through the unnerving shake of the burble but emerged solidly on a descending invisible string. His eyes danced from cockpit to ball to deck to cockpit. He dropped a wing and brought it back, correcting lineup. The ball remained centered. The indexer donut on the glare shield glowed a steady crimson. Down he flew, the deck expanding before him. Then the moment arrived. He mastered it.

In a mighty cushioned smash, his aircraft hit home. It caught its cable. Plane and pilot were hauled to a halt.

Frozen rope base hit. Soaring sock down the fairway. Ace. Slam dunk. The trap was all of these and then some.

Startlingly, there was a voice from behind him. Too near. Too strange.

"How did you do?" it said.

Something wrong. I'm still in the gear.

"Well, how did you do?" the voice impatient now.

Odd, that voice, he thought, but I'll answer. "OK, number three . . . and all hits inside a hundred feet."

"What!" The voice was harsh, louder now. And very close to him.

The Captain woke up.

"I mean, how did you do on that report?" said the voice. "The one in the stack next to your feet."

The Captain rose heavily from the chair and faced the inquisitor whose face was a question mark.

"Oh, yes, that report," sighed the Captain. "I'll have it in a couple of minutes."

The inquisitor left.

The Captain found his pencil, sat down, and poised for a desk driver's attack on the tower of documents in front of him. He stopped for a moment and remembered the flight his mind had just logged. He recaptured the image of himself and his wingmen, all the things they had done. Then the glide slope. The ball. The trap.

The image faded.

"I may never go back," he said to himself, "but at least I was there."

And for now he was content with that.

1000 TRAPS

The following list is incomplete but, *to NANews'* knowledge, it is the first and only one of its kind. In alphabetical order are those Naval Aviators who have made 1,000 or more arrested landings. Ranks may have changed since receipt of the information. For those of you we missed, please call or drop a line and in a future issue you will be added.

Captain Robert Arnold

Commander Ronald Artim

Commander Stan Arthur

Commander Ted Bronson

Captain Guy Cane

Captain Lew Chatham

Commander Douglas L. Clarke

Lieutenant Commander L. L. Elmore

Commander John L. Finley

Captain James H. Flatley III

Commander Robert W. Hepworth

Commander P. H. "Bud" Lineberger

Captain Roger A. Massey

Captain Thomas G. Moore

Commander Mel Munsinger

Captain A. J. Nemoff

Commander W. V. Roeser

Captain James M. Seely

Commander Gary Starbird

Commander T. R. Swartz

Commander Dwight D. Timm

Rear Admiral Ernest Eugene Tissot

Commander John Waples

Captain George Watkins

Commander D. R. Weichman

Captain John R. Wilson, Jr.

touch and go

Training at SRU

There are four patrol squadron reinforcement units (SRUs) at NAS Willow Grove, Pa. Their mission is to train personnel as replacements in reserve patrol squadrons and provide an effective force for augmenting a specific fleet squadron to its wartime complement when necessary.

The SRUs, with reserve support, provide ground and inflight training for all personnel in the P-3A *Orion*, similar to that provided the fleet by combat readiness air group patrol squadrons. SRUs use squadron and station facilities and aircraft for much of the training. Personnel are transferred as required and complete any training needed with the squadron. The overall structure of an SRU can be anything from a cadre and student body to a small squadron in its own right.

Training focuses mainly on aircraft systems; however, related basic and tactical skills are also taught. Pilots and flight engineers concentrate on engines, propellers and the electrical, hydraulic and pressurization systems. Ordnancemen have the stores release systems, which interface with the previous three systems. NFOs, flight communicators, flight technicians and sensor station operators have the avionics systems. Training is also accomplished in basic aircrew skills. Many of these evolutions involve the entire crew.

The training devices at the Reserve Antisubmarine Warfare Tactical School, Willow Grove have been made available for much of the training. Similarly, maintenance training for shop personnel is conducted in the station AIMD and VPs 64 and 66 work centers.

All this can and does happen on every SRU drill weekend. Time on a reserve weekend is priceless, particularly for the SRU. Every available man-hour is carefully planned to maximize the available training.

The reserve VP program attracts people from many different walks of Navy life. Reasons for this stem from the fact that the P-3 requires a large crew, and can accommodate inflight training as few other military aircraft can. In particular, men with either air or surface backgrounds are afforded exceptional opportunities to become designated aircrewmen or flight engineers, even though changes in rate are necessary in some cases. Pilots and NFOs from the VA, VF and VAW communities, as well as former S-2 and P-2 officers, have won for themselves the coveted P-3 patrol plane commander and patrol plane tactical coordinator designations.

Airman Recreates 1909 Craft

AN Don Montgomery has built a full-scale replica of a 1909 Santos-Dumont Demoiselle and presented it to the Naval Aviation Museum at Pensacola. Number 67 is the smallest aircraft displayed at the museum.

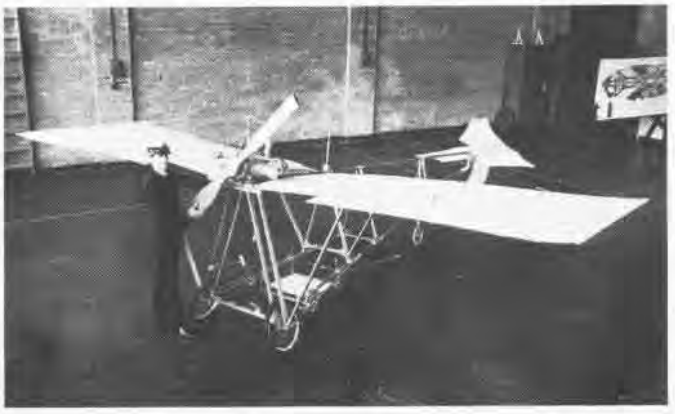
Montgomery and a friend labored 12 hours a day, five days a week for six months. They had to make blueprints from photographs since the original plans were destroyed by fire in the 1930s. The work was exacting. A table saw and drill were the only power tools they used to work the 4 by 8-inch stock. All crafting and other work was accomplished with draw knives, wood clamps and other hand tools. When the last finishing coat had dried, the men had created a full-scale replica of the 315-pound Demoiselle at an approximate cost of $1,500.

Named after its Brazilian inventor, Alberto Santos-Dumont, the Demoiselle was the inventor's first and only successfully powered aeroplane. Illness ended his flying career in 1910.

"It's always fulfilling to do something other people think isn't feasible," comments Montgomery, now a student at Avionics Technician School, Memphis, Tenn. In commemoration of the Bicentennial he created two 42-inch replicas of British frigates. Each had

42 operational cannons which fired flashpowder. A scale model of Fort McHenry complete with 48 cannons returned the fire. Montgomery displayed the ships and fort at shopping plazas in New York and periodically staged a 30-minute battle for enthralled shoppers.

Montgomery is already pondering what to build next. He's considering an operational jet aircraft.



WQEC Finds Sparrow Problem

Another *Sparrow* missile has misfired during a training exercise. A pilot is upset; a commanding officer disturbed.

Why did the missile misfire? What malfunctioned? To find the answers, the Weapons Quality Engineering Center (WQEC), Yorktown, Va., begins an investigation.

Since the early 1960s, WQEC has investigated Atlantic Fleet *Sparrow* misfires. Under NavAirSysCom management, WQEC designed a misfire console to investigate the mishaps.

Before the investigation starts, a series of routine steps are undertaken. The station's ordnance department separates the missile into three sections: guidance and control (G&C), rocket motor and warhead. The latter two sections are retained by the ordnance department. The rocket motor will be evaluated by engineers. The G&C section is forwarded to the *Sparrow* engineering staff. Then the investigation begins.

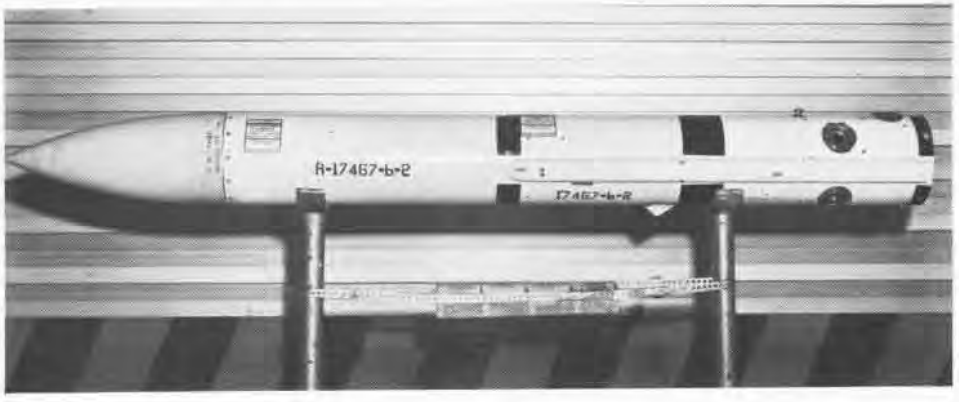
An external visual inspection is performed in the missile analysis area. The pyrotechnic squib (a device used to fire a charge) circuitry is inspected to determine if the firing pulse was received at the missile umbilical connector. If the launch-associated squibs are expended, the G&C is connected to the misfire console. In this case, there were no visual defects, the squibs had been expended indicating that the firing pulse had been received.

All necessary electrical stimuli are applied to the G&C section. Hydraulic and nitrogen pressure is then applied. In effect, the section is being exposed to a live firing attempt just as if it were being carried by an F-4 or F-14 and was ready to be launched.

During the initial investigation, the engineers are concerned with detecting lack of head pressure, malfunction of the head pressure switch, defective electrical power unit or an inoperative retract voltage circuit. If any of these areas which are directly related to the missile launch are not operating properly the missile will misfire.

In this case, only 6 of the required 25 volts were coming through the retract voltage circuit. Therefore during the launch attempt, the motor fire relays did not receive enough voltage to activate.

The test is halted. The *Sparrow* is opened exposing the retract voltage circuitry. Trouble-shooting begins. A wiring problem is detected. The engineers discover that two wires have been soldered to the wrong terminals. After the problem is corrected, the test is run again. This time the *Sparrow* passes. A full 25 volts are relayed. This would satisfy all launcher circuitry requirements, and the motor fire relays would be activated. With the replacement of the expended pyrotechnic squibs, the missile will now fire. Investigation is complete.



Ed Johnson
LCdr. W. A. Cunningham

The HO3S-1 was the first Navy helicopter to replace fixed wing aircraft operating with the fleet. From the 1920s on, seaplanes were the aircraft carried aboard battleships and cruisers. In 1948 Sikorsky's newest production helicopter began to "supplement" the Curtiss SC-1s (*NANews*, August 1975) on board fleet cruisers. Before long, supplement became replace. By late 1949, the HO3S-1 had taken over; the seaplanes were gone.

Based on WW II experience with its initial R-4 (HNS-1) and the later R-5 (HO2S-1) and R-6 (HOS-1) helicopters, Sikorsky developed its first S models, S-51s, for commercial use in 1946. These were based on the R-5s, but were four-place rather than two-place, with a bench seat for three passengers behind the pilot's seat. The P&W R-985 Wasp Jr. was retained for power; the general configuration was similar but many improvements were incorporated.

In September 1946 with Operation *High Jump* (the first postwar Antarctic expedition) coming up, four S-51s were ordered, to be used from *High Jump* ships. Only minor changes were made, principally the incorporation of an external auxiliary fuel tank and some cold-weather modifications.

By January 1947, two had been ditched at sea but their overall effectiveness justified ordering two replacements in February. In April, procurement of 20 more was authorized for general fleet use, with changes to meet fleet requirements. Blade folding, an externally mounted hoist, and Navy radio gear were to be incorporated in production. Before deliveries began, 20 more were ordered. Ultimately, a total of 91 were delivered for Navy and Marine Corps use.

By the end of the year deliveries were being made to squadrons on both coasts and, following training, shipboard operations were under way in 1948. The concept of established squadrons furnishing one or two-plane detachments to the operating ships was soon standard.

While the HO3S-1 retained its observation designation, its fleet use was almost entirely in the utility role, with early recognition of its value as a plane guard for carrier operations. By 1950, fleet use of the helicopter was well established and improved models were being developed.

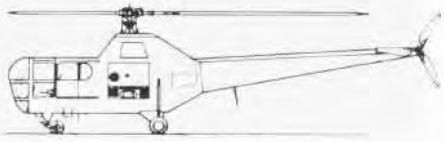
With the outbreak of war in Korea, the HO3S-1 assumed a new role as a combat rescue helicopter. While newer helicopters were coming on the scene, Marine HO3S-1s (and the Air Force H-5 series "twins") successfully undertook the rescue of both downed aircrew and injured ground personnel.

Because of the deficiencies in the HO3S-1, an improved prototype, the XHO3S-2, was developed during 1950. However, many of its improvements (such as all-metal, constant-chord rotor blades replacing the tapered wood and metal ones) were derived from newer models, and production turned to these, with no more HO3Ss being built. Even so, the HO3Ss soldiered on with the fleet through most of 1954, and the last in shore-based service was not stricken until 1957.

HO3S

S-51

Rotor diameter	48' 0"
Length	57' 0"
Height	13' 0"
Engine P&W R-985-AN-5	450 hp
Max speed	94 knots
Max range (ext tank)	364 nm
Service ceiling	14,800'
Hover ceiling	5,300'
Crew	1
Passengers	3



MIGHTY O

By JOSN Dale Gamble and JO2 Bob Haagenson

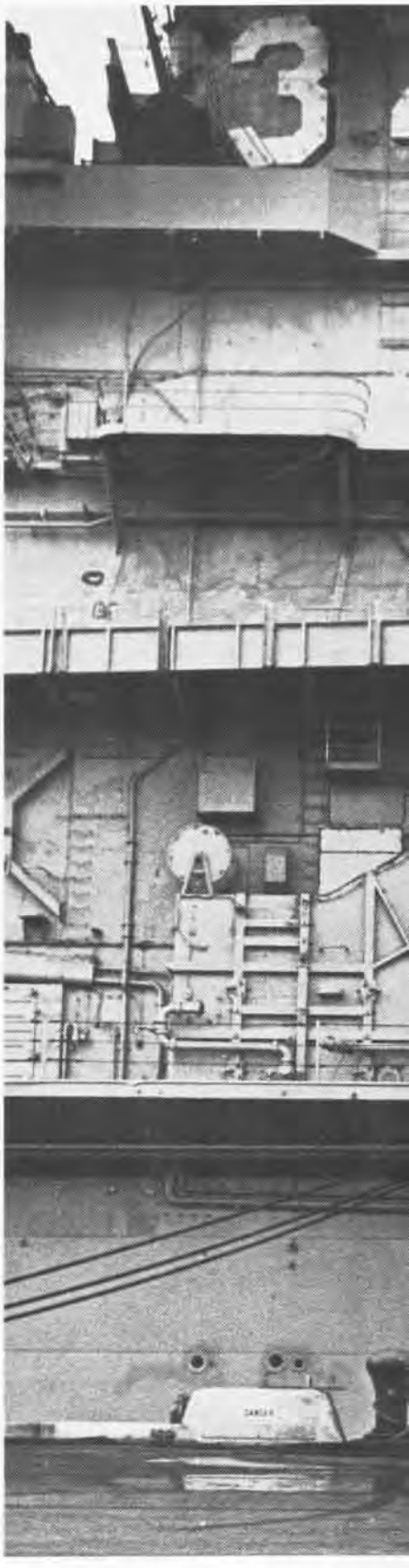
Capt. Conaughton, holds Oriskany's final log book as the tug Brunswick tows her under the Golden Gate to the inactive ships maintenance facility in Bremerton. A lone crewman strolls alongside a silent Oriskany after the decommissioning.

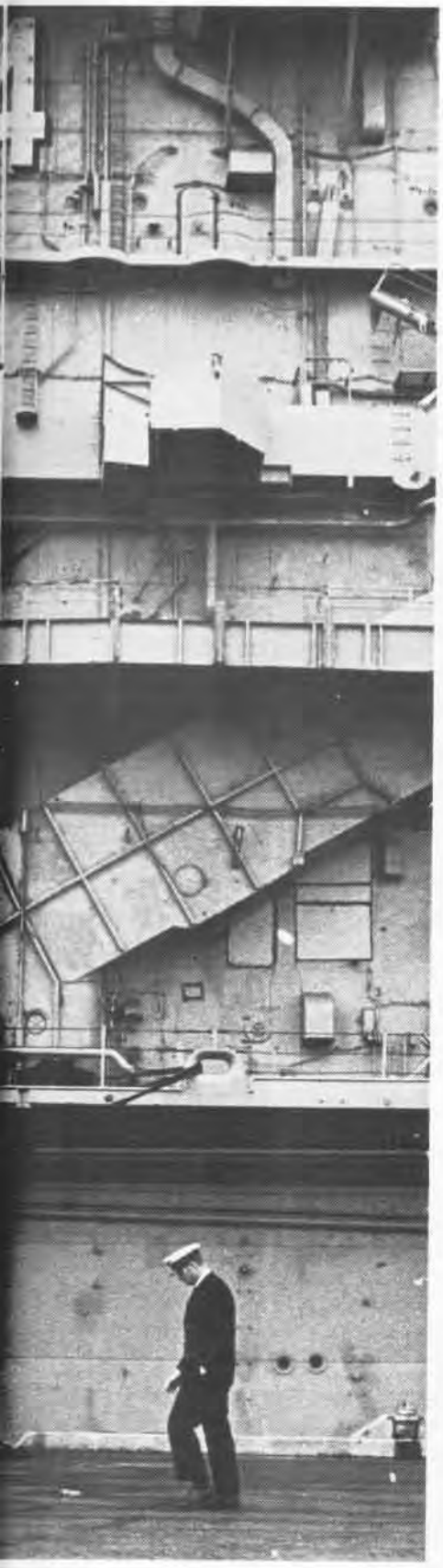
Gray clouds and gusty winds off San Francisco Bay set the mood as the 26-year-old lady known to thousands of sailors as the *Mighty O* sat somberly awaiting her fate.

More than 1,100 men in full dress blues stood by as USS *Oriskany* (CV-34) prepared for her final voyage — to the mothball fleet. Last of the *Essex*-class attack carriers to be inactivated, she is adding her name to the long list of sister-ships like *Yorktown, Hornet, Ticonderoga* and *Hancock.*

Memories of Korea . . . Vietnam . . . starting an orphanage in Japan . . . the personal work, effort and toil of a crew that spanned a quarter of a century . . . blended with the overcast skies.

Oriskany had her share of honors. She was the first ship of her class to sail around Cape Horn. Her pilots received the Naval Tactical Data Sys-





LAST WATCH

Photos by PH1 Carl Begy

tem before anyone else.

Her air wing downed two MiG-15s in one of the Navy's first multi-jet dogfights. Her aircraft saturated enemy positions in Vietnam to curb Communist offensives.

But all that was history as she sat naked and dark at Pier 3-North with the National Anthem echoing across Naval Air Station, Alameda. Salutes were rendered by the crew and official party that came to see her off. Her 22nd commanding officer, Captain R. G. Conaughton, instructed the officer of the deck to secure the last watch. The commissioning pennant and national ensign were hauled down. The last of the crew picked up their new orders and left the *Mighty O*.

The lady was alone. The skies opened up and rain fell like tears across her gray hull as she waited to be towed to her final berth.

HTC J. E. Olson, former Oriskany crewman, was among the thousands who bid farewell to the Mighty O. Her straight deck loaded with planes, Oriskany leaves port for her shakedown cruise in December 1950.

SOUTH POLE

It looked just like a white Kansas wheat field, all flat, except the wind was blowing furrows in the snow — sastrugi — instead of waving grain. I remember the plane captain saying 'I'll sure have something to tell my grandchildren.'"

By LCdr. George Wolfford

Twenty years ago, on October 31, 1956, six Navy airmen, led by Rear Admiral George J. Dufek, ski-landed the first plane at the South Pole. They were the first men to visit the Pole since the Amundsen and Scott foot-sled expeditions of 1911 and 1912.

Today, George Dufek's language is sprinkled with polar-man words like sastrugi. He speaks of austral summers, reversed from the Northern hemisphere, and points out that October 31 falls on a night with no darkness.

Living now in retirement at Newport News, Va., he is gray-haired, grandfatherly and trim from daily yard and garden work. RAdm. Dufek has recorded his experiences in a book and in articles for *National Geographic* and other magazines. A documentary film has also been made about the operation. A captivating raconteur, he looks back to the events that led to that initial landing at the

LANDING . . .

Pole, a highlight of an event-filled naval career.

"People always ask, 'Why did you go to the South Pole?' It started in 1939 when I was flying off the aircraft carrier *Saratoga* out at Coronado, Calif. That got to be routine . . . boring. The Navy asked for volunteers to go with Rear Admiral Richard E. Byrd to the Pole. I put in for it and to my surprise, got orders as navigator on USS *Bear*, a motor-sailing icebreaker with LCdr. Richard Cruzen as skipper. We sailed in and built a base at Little America.

"When I came home in 1940, I could see what was happening and I didn't want to be off exploring somewhere if there was going to be a war, so I shifted back to regular duty. I was in London, off Africa, Sicily and southern France, and I commanded a hunter-killer group which sank the last submarine of World War II.

"I ended up helping occupy Japan. The Navy wanted me to go to Aminato. 'It's cold up there and you've had experience with the cold,' they said. After that, I went to Washington. One day my old boss, Dick Cruzen, insisted, 'Come, go with me to the Arctic.' I did.

"That was in 1946, our second trip together. On that operation our Navy task force built the first weather station at Thule, Greenland."

In 1948, then Capt. Dufek moved north with another expedition. During these trips, he learned not only of men and machines, but of cold, ice and a frozen sea. His knowledge was firsthand and physical, for twice he had to be pulled from the freezing water. His experience was emotional, too, as he lost flight crewmen to crashes in the polar weather.

Of the cold he relates, "You don't like or dislike it, you just become accustomed to it, you learn how to dress, how to live with it and how to work in it.

"What I wanted was adventure. When there was a war I wanted to be in it. In peacetime, I found things boring. RAdm. Byrd asked me to go on an expedition to Antarctica. I agreed."

The prime mission of the operation was establishment of five coastal and three interior bases.

"The base at the Pole, designed to house 18 men, required 750 tons of supplies and construction material. These could not be transported by dog teams or tractors of the time," the Admiral says. "It had to be done with aircraft, providing ski planes could land and take off at the Pole. The only ski-equipped planes were R4Ds (DC-3s) but they were limited to a cargo load of five tons. The Air Force offered C-124 *Globemasters*, but there were no skis for those big planes."

A decision was made to use one R4D with a *Globemaster* flying above to observe. If the smaller plane couldn't get back off the ground, the big one would parachute in material to set up a temporary camp until rescue came. *Globemasters* would also be used later to parachute in supplies for building the camp, after R4Ds had delivered constructors to the site.

RAdm. Dufek, as commander of *Deep Freeze*, placed himself and Captain Doug Cordiner aboard that original flight as observers. Flying the R4D was LCdr. Conrad "Gus" Shinn, with Commander William "Trigger" Hawkes as copilot and Lt. John R. Swadener as navigator. AD2 John P. Strider was mechanic and plane captain and AT2 William A. Cumbie was radioman.

There had been some doubt about the snow. Would it be too hard or too soft? But the crew had faith in Cdr. Hawkes' ingenious method of determining the snow's capability for holding weight. He measured a photo of Scott standing in the 1912 snow and determined how much weight per shoe surface the snow held. He then extrapolated that to the ski surface and plane weight and calculated that the craft could land and take off.

"We were full of confidence, for we had planned this landing for two years, and photographed the area, though no one had been there since 1912," RAdm. Dufek explains. "The fact that the R4D was nicknamed *Que Sera, Sera* was coincidental.

"The plane came in smoothly, touched the surface, bumped a few times and slowed to a stop at 8:34 p.m. (GMT). We planted the American flag, took snow soundings and samples, and left a radar reflector to guide future planes. After 49 minutes on the ground we took off with assistance of 15 JATO bottles."

One of the things that RAdm. Dufek wondered about that day was the depth of the snow and ice. Since then, seismic studies have shown 9,000 feet of ice resting on a 250-foot-high piece of land above sea level. "I later got Chaplain Dan Linehan, a Jesuit priest from Boston College, to come in and do the seismic work. I helped him dig a hole for instruments, and when we finished I told him I'd go up and get beer and sandwiches. I came back, the beer under my armpits to keep it from freezing, and we sat down to eat. He drank his beer but didn't eat the sandwich. I asked why. He said the sandwich was ham and it was Friday. I told him to just walk over on the other side of the Pole and it wouldn't be Friday any more."

RAdm. Dufek's efforts are history now. In his honor, a huge mountain range, discovered by a Navy plane in the waning days of the geophysical study, has been named Dufek Massif.

NAVAL AVIATION NEWS and views

Tilt

Lt. Bob Boynton used an internally mounted KB-18 camera in his Corsair to film a VA-105 A-7E flown by then squadron X.O., Commander John Carpenter. Carpenter was banking steeply by Mount Etna during a Mediterranean deployment in 1975.

Lost?

Under tow down a quiet Tulare, Calif., street, was NAS Lemoore's display Skyhawk, en route to the County Fair where it joined in the parade. The A-4 participates in 30 or more public functions a year and wears the markings of the Blue Angels.

Tightrope Act

Mrs. Bob Cummins, wife of a Marine captain in HMH-461, froze a Harrier "balancing" on the blade of a CH-53 during a 1976 air show.

Lonesome Lane

PH3 Dwain L. Patton filmed the catapult track, flight deck and island of USS Nimitz.

PEOPLE PLANES AND PLACES

As part of *John F. Kennedy's* observance of Navy's 201st birthday, aircraft # 201, a VF-32 *Tomcat*, was launched as the first aircraft to begin daily flight operations. VF-32 is led by Cdr. A. H. Frederickson.

It's not unusual to see an aircraft carrier being refueled at sea but for *Coral Sea* it was a change of pace recently when she took on 265,000 gallons of fuel from the Canadian oiler *Provider*. *Coral Sea* played recorded music, *Get Closer*, for the occasion. *Provider* had all its proud regalia displayed, including a sign on its mast, Open 24 Hours, and painted on the bridge were facsimilies of two famous bank credit cards. As the oiler pulled away from the three-hour refueling, she hoisted several flags representing major oil companies in a parting salute.

ADJC D. H. Lindsay, VS-41, displays his radio-controlled S-3A *Viking* model on the flight line at North Island. This 14-

pound model operates almost like the real aircraft in the background. It is one-twelfth scale with a wing span of 68 inches. One-and-a-half-horsepower engines propel it. Its landing gear retracts and the tail hook drops on command.

Roosevelt flight deck crewmen watch as a VMA-231 *Harrier* jet does one of its specialties, a vertical takeoff.

VMA-231's first deployment of its *Harriers* aboard a carrier began in June when

the squadron's 200 Marines reported aboard *Roosevelt*. Commanded by Lt. Col. John Tyler, the squadron is headed for the Med aboard the carrier.

Two detachments, nine officers and three enlisted men, of VTC-23 deployed in *USS Mount Whitney* to participate in NATO exercises *Teamwork* and *Bonded Item*. The detachments, commanded by Cdr. E. J. Jackson with Cdr. B. S. Morgan as X.O., completed four weeks' active duty training in these exercises. Others participating were Lieutenant Commanders Doug Wilton, Jerry Saunders, Dave Cottrell, Jon McGruder, Sandy Monroe, Lt. John Marshall, RMCs John Cashman and Jim Cannon and SN Randall Honjo.

The tactical air control squadron operates the tactical air control and supporting arms coordination centers. Together, these facilities control the employment of aviation assets in an amphibious landing so that they may be employed in the most productive manner.

VF-143 has returned to Oceana after completing a six-month Med deployment aboard *America*. Commanded by Cdr. R. W. Schaffer, the unit became an all-Centurion F-14 squadron during the de-

ployment. The new pilot Centurions are: Commanders R. W. Schaffer and J. B. Lusk; Lieutenant Commanders Jeff Hohlstein, Doyle Borchers, Dan Eberle, Bill West, Larry Dawson; Lieutenants Mike Matetich, Gerry Raynes, Leon Phelps; and Lieutenants junior grade Dwayne Turpin and Bruce Beer. RIOs who became F-14 Centurions are Lieutenant Commanders Dave LeFavour, Ron Bird, Jim Bowen; Lieutenants James Harrison, Karl Volland, Joe Brooks, Gene Stevens, Gus Grissom, Mark Emmert; and Lieutenants (junior grade) Bruce McCampbell and George Woodward.

VA-176, home-based at Oceana, has also returned aboard *America*. The *Thunderbolts* are led by Cdr. R. H. Ferguson. Approaching 20,000 hours of accident-free flying, the squadron logged 2,600 hours and 1,200 arrested landings in A-6Es during the cruise.

When Cdr. E. F. Bronson, C.O. of the VA-46 *Clansmen*, escorted Madam MacDougall of MacDougall and Dunollie through squadron spaces aboard *John F. Kennedy* anchored in Edinburgh, Scotland, he was hosting the 30th hereditary chief of the MacDougall Clan.

The reason for the high chief's visit began in 1955 when the squadron was commissioned under Cdr. C. A. MacDougall. The first C.O. used the tartan of his family background for the squadron colors. The stripes of the tartan — red, green and blue — are emblazoned on the squadron's aircraft. Additionally, the MacDougall Clan crest and motto, Victory or Death, is in the squadron's insignia. Madam MacDougall remarked, "It is very appropriate that the *Clansmen* should wear this tartan. It carries with it a heritage of honored fighting men."

This heritage dates back to 735 A.D. and includes Adm. Sir John MacDougall of MacDougall, Royal Navy, who commanded the British frigate that chased *USS Constitution* across the high seas during the American Revolution. Ironically, VA-146 represented the national Bicentennial commission by being the only attack squadron designated a Bicentennial command (*NANews*, July 1976).

For the third consecutive year, AC3 Mikki Hahnbaum has won the lady honor from her home state in the Iowa State Skeet Championships. The ex-airline stewardess is stationed at NAS South Weymouth, Mass.

Also stationed at South Weymouth is LCdr. J. S. Lamade, the supply officer, who recently completed his 10,000th mile of running. It took Lamade five years running in 14 countries and 23 states to reach that goal. He was 40 years old last December.

Operation *Deep Freeze* began its 22nd consecutive yearly trek to McMurdo Station in October. The task force, commanded by Capt. C. H. Nordhill, constitutes Navy support for U.S. scientific projects at the bottom of the world.

The *Grey Knights* of VP-46 celebrated their 45th anniversary on September 15, 1976. In the past 12 years and 10 months, VP-46 has logged more than 110,000 accident-free hours. C.O. is Cdr. J. J. Hernandez.

LCdr. D. E. Ballard, X.O. of VAW-113, is congratulated by RAdm. E. E. Tissot, ComFitAEWWingPac, on the squadron's behalf as the first winner of the newly

established AEW Excellence Award. Currently deployed in *Enterprise*, VAW-113 is commanded by Cdr. W. H. Reed.

Two *Enterprise* helicopters have rescued 15 Nationalist Chinese fishermen stranded on a small reef in the Coral Sea. The men were on the reef for four nights after their fishing boat sank. They were first sighted by Ltjg. Jack Wilderson piloting an A-7 on a routine flight participating in Exercise *Kangaroo II*. Heli-

copters from HS-2 picked up the fishermen and brought them to the carrier where arrangements were made to fly them to Australia for transfer to Taiwan.

Changes of command:

CVW-17: Cdr. F. J. Metz relieved Cdr. D. E. Cramer.

VA-165: Cdr. R. M. Proshek relieved Cdr. Buck Belcher.

VA-37: Cdr. R. W. Hamon relieved Cdr. G. K. Coyne.

VA-25: Cdr. J. B. Hamilton relieved Cdr. P. W. Ogle.

VF-43: Cdr. P. N. Midgarden relieved Cdr. J. O. Holland.

VP-24: Cdr. L. H. Grafel relieved Cdr. S. F. Gallo.

VP-62: Cdr. C. E. Combs relieved J. E. Durr.

VT-24: Cdr. W. H. Smink relieved Cdr. R. H. Baker.

HSL-33: Cdr. J. H. Mosser relieved Cdr. J. R. O'Boyle.

On September 12, 1976, VS-28, now flying S-3s, celebrated its 14th consecutive accident-free year, a ComNavAirLant carrier-embarked record. Five versions of S-2 and 3 aircraft were flown on nine carriers, amassing 67,777 flight hours and 14,205 arrested landings.

The Naval Air Reserve Force has won the FY 76 CNO Readiness through Safety Award. Runners up are the Naval Air Training Command and 4th Marine Air Wing/Marine Air Reserve Training Command.

NavSeaSysCom and Naval Ammunition Depot, McAlester, Okla., are the winners of the 1975 SecNav award for achievement in safety ashore. Runners-up are Naval Air Systems Command, Naval Facilities Engineering Command, Naval Supply Depot, Subic Bay, and Naval Surface Weapons Center, Silver Spring, Md.

Cdr. Pete Ogle, ex-C.O., VA-25, was presented the Golden Tailhook Award for compiling the highest carrier landing grade of all CVW-2 squadrons deployed aboard *Ranger* during its 1976 WestPac cruise.

VA-56, commanded by Cdr. G. L. Starbird, has won the CVW-5 tailhook award for carrier landing excellence for the third consecutive period. This latest award covers the period May 1 to August 4, 1976 on board *Midway*.

NAS Chase Field-based VT-25 has been selected from among the 22 squadrons competing to receive the John H. Towers Flight Safety Award. Flying the TA-4J *Skyhawk* while training 81 student pilots in advanced flight training, VT-25 flew 15,964 hours without incident. C.O. is Cdr. W. R. McGowen.

VR-24 Det Rota has received a five-year ComNavAirLant certificate for accident-free operations. From July 1971 to July 1976 the Det's four C-130 *Hercules* were flown over 20,000 hours. Billed as the World's Biggest Little Airline, Det Rota has a complement of 27 officers and 106 enlisted men.

HSL-32 Det One has set an Atlantic Fleet LAMPS record by flying more than 500 hours on a six-month cruise. Here, Top Gun 61 and crew members Lt. Woody Woodworth, Ltjg. Blaine Stiegelmeyer and AW2 Tom Webster, make the 620th landing on USS *McCandless*. HSL-32, home-

ported at NAS Norfolk, provides SH-2F LAMPS helos and detachments to Atlantic Fleet ships of the FFG, FF-1040 and FF-1052 class. There are four LAMPS squadrons on the East Coast, three on the West and one in Hawaii.

GySgt. W. E. Grogan, tactical air operations chief with MACS-7, has been selected by the Marine Corps Aviation

Association as Air Traffic Controller of the Year.

MCAA also announced the selection of Maj. R. H. Brinkley as Marine Aviator of the Year. Currently an instructor with MAWTUPac, Brinkley will receive the Alfred A. Cunningham Award. He was selected for his performance as operations officer while attached to VMFA-323.

Cdr. R. C. "Sweetpea" Allen, C.O. of VA-85, celebrated his 37th birthday November 8, 1976, by completing 3,000 hours in the A-6 *Intruder*. Designated a Naval Aviator in December 1960, Allen logged 1,675 hours as an A-6 pilot. In August 1971 he was redesignated an NFO and has accrued 1,325 hours as an A-6 bombardier/navigator. He has over 4,500 flight hours and has made 823 carrier arrested landings.

Cdr. W. L. West, X.O. of VF-41, has completed 3,000 flight hours in the F-4; Cdr. M. D. Munsinger, X.O. of VX-5, has 3,000 hours in the A-7E *Corsair II*; Cdr. Buck Belcher, VA-165, and Lt. Bud Langston, VA-52, 2,000 hours in the A-6; Cdr. Pete Ogle and Lt. Mike Penn, VA-25, 1,000 hours in the A-7; Cdr. Don Herman, C.O. of VAQ-130, 1,000 hours in the EA-6B.

The *Tridents* of HS-3 recently received the ComNavAirLant Safety Citation for five years of accident-free flying. They operate the SH-3D.

VAQ-138 has won the Golden Prowler Award for readiness excellence among EA-6B squadrons based at Whidbey Island.

VP-17, commanded by Cdr. R. K. Schulz, has completed six years of accident-free flying, over 47,000 hours. During this period the *White Lightnings* were awarded the MUC for assisting in the recovery of *S.S. Mayaguez*.

HS-11 recently passed five years and 17,725 hours of major accident-free operations in the SH-3D. The squadron received the CNO Safety Award for FY-75, flying 4,400 hours — 3,500 while embarked — and recording more than 4,050 landings. HS-11 is manned by 23 officers and 150 enlisted men under the command of Cdr. C. T. Steckler.

An EA-3B *Skywarrior* of VQ-1 onboard *Enterprise* recently exceeded its 10,000th flight hour. Lt. Ron Woltman was pilot; crew members were Ltjg. Mark Rindler, Ens. Tony Gole, AT2 R. Casey and CTR2 David Poston.

RVAH-7 has passed the 8,000th accident-free hour during the past six and a

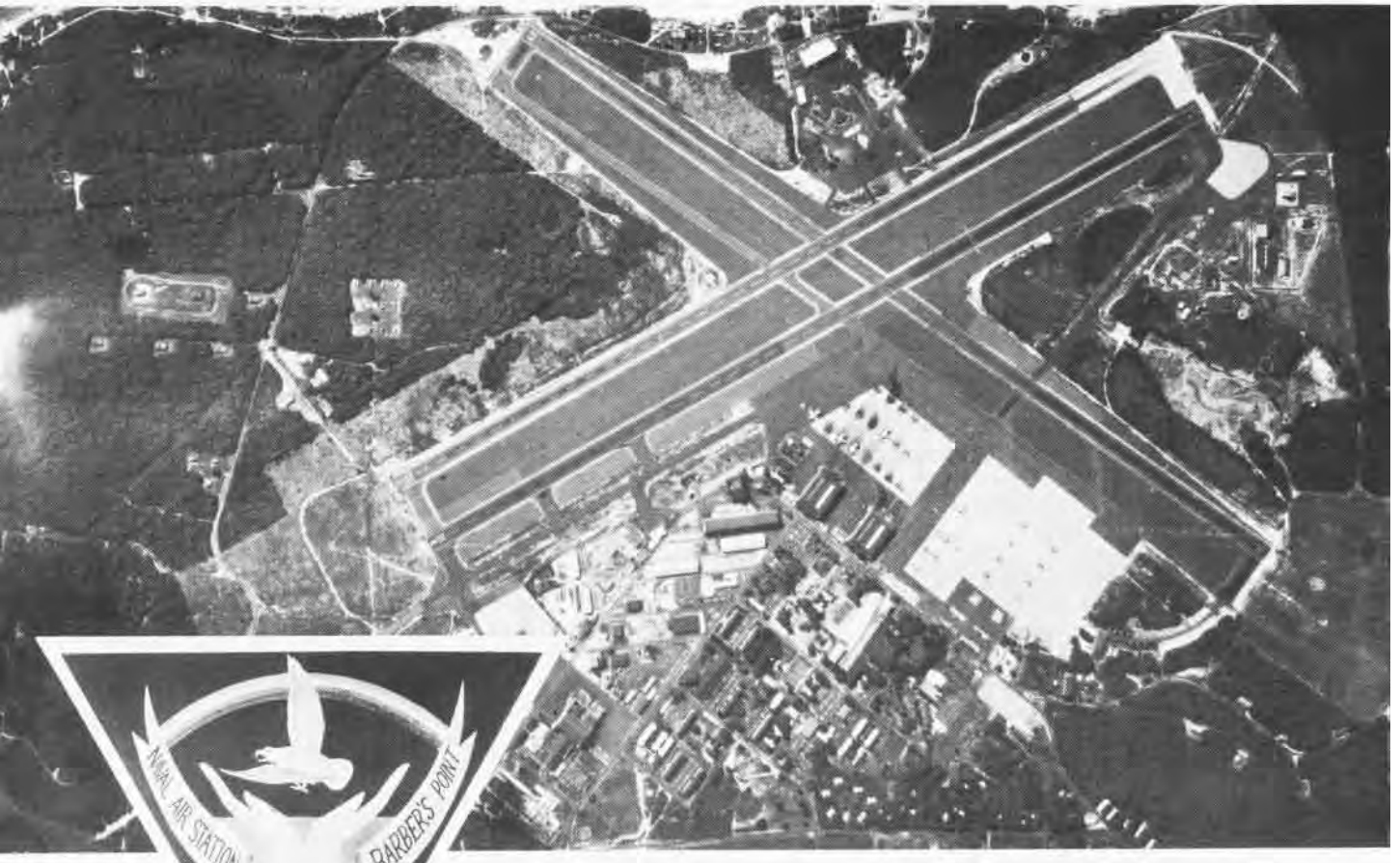
half years. The *Peacemakers* were photographed with an RA-5C *Vigilante* to honor the occasion.

On July 29, the VP-5 *Mad Foxes*, commanded by Cdr. A. C. Gross, Jr., surpassed 120,000 accident-free flying hours over a 14½-year span.

VP-19, Moffett Field, has passed the 60,000-hour accident-free mark; VA-37, 26,000 hours; and VQ-4, 50,000.

VP-22 has surpassed 100,000 accident-free hours in the P-3. Cdr. H. G. Miler is C.O.

ComTraWing-6 reports the last 36,077 student Naval Aviators have completed T-34B primary training which began in May 1960. VT-1 completed 33,978 of these and VT-5 handled 2,099 in its nearly three years of primary instruction. Since virtually all active Naval Aviators flew the T-34B in primary, this marks the end of a long-standing tradition, but it also opens the door to newer, better training modes with the T-34C in the future.



Pacific Crossroads

By Helen Collins

The NAS Barbers Point story really begins as a tale of the Pacific from long ago.

A tropical storm was sweeping in from the sea near the southwest coast of Oahu early in the evening of October 31, 1796. The British brigantine *Arthur*, bound for China, was putting out from Honolulu into the face of the onrushing gale. Captain Henry Barber, skipper of the vessel, planned to make one stop at Kauai to drop off provisions of yams. Other sea captains, perhaps more seasoned in the ways of storms spawned in the Pacific, held their ships in the harbor.

The wind and rain beat against *Arthur's* wooden decks until finally great waves engulfed the 100-foot brig. The captain and his eight-man crew took to the lifeboat, which capsized under the fury of the storm. Only two of the crew and the captain could swim. They watched helplessly as the rest of the men went down. By morning Captain Barber and the two other survivors managed to reach land.

Since then, the place where they struggled ashore has been called Barbers Point. The area was the legendary birthplace of Hawaiian kings and was known by the natives as Laeloa (long cape or headland).

As the years passed, Laeloa, a peaceful coral plain where cattle grazed, was left, for the most part, undisturbed.

Today, it is the site of one of the largest naval air stations in the Pacific. The exact date of the Navy's initial involvement at Barbers Point is not clear. (About that apostrophe! Because Barbers Point was named after Captain Henry Barber, it should have the pos-

sessive apostrophe. And it did — until technological progress decreed that the apostrophe was not compatible with computerized systems. And so the apostrophe bit the dust.) However, during the 1930s, the Navy leased from the Campbell estate a piece of land 3,000 by 3,000 feet where a mooring mast was built for the dirigible *Akron*. But the records do not show that any dirigible moorings ever took place. In late 1939 or early 1940, when the original lease expired, the Navy acquired more than 3,500 acres from the same estate. On these acres were built the Marine Corps Air Station at Ewa and, later, Naval Air Station, Barbers Point.

The Ewa strip was completed early in 1941, while plans were being implemented to expand Naval Aviation facilities at Barbers Point. The Navy had chosen the site for peacetime air training. Flying weather was virtually ideal year-round. A Honolulu surveyor began a survey of the land in July 1940. Before sights could be taken, the dense kiawe mesquite had to be cut in 400-foot sections. In October 1941, work was begun to clear the ground and lay out runways.

Then came December 7. Although the Japanese attack was concentrated on Pearl Harbor and Hickam Field, the Marine Corps air station at Ewa and most of its planes were left a shambles. It was early Sunday morning and 11 *Wildcats*, 32 scout bombers and 6 utility planes were standing in neat rows on the strip. The roar of approaching planes brought the officer of the day out of the mess hall where he was eating breakfast. He saw 21 Japanese *Zekes* followed by *Vals*. Flying as low as 20 feet from the ground, they raked the parked planes, destroying nine of the *Wildcats*, 19 scout bombers and all of the utility planes, before turning their attention to the buildings and installations.

The pressing needs of the Pacific carrier fleet for more land space to train its pilots and service its planes required not only the immediate construction of planned facilities but also the doubling of the base capacity. NAS Barbers Point, only partially completed, was commissioned on April 15, 1942, with a complement of 14 officers and 242 enlisted men under the command of Commander H. F. MacComsey.

Little more than a few cuts had been made by the contractor in the extensive undergrowth at the station. And so, all men who could be spared formed brush-cutting gangs to hasten the job of building the air station. Air

Top to bottom: Sea King of VC-1, Orions used by a VP squadrons, and VC-1 Skyhawks near Diamond Head.

operations were conducted under primitive conditions. Until the control tower was completed, two mechanics using flare pistols from a 2 x 4-foot structure at the runway intersection served as the traffic control center.

Men and materials from the West Coast flowed steadily to Barbers Point and the station developed into one of the busiest airports in the world. Training squadrons maintained a replacement pool for carrier pilots. They were assigned to combat units which were equipped and trained at Barbers Point and then committed to forward areas.

Fleet Aircraft Carrier Service Unit Two (CASU-2) was part of the huge maintenance, supply and training effort which kept the war machine in operating condition. Throughout the war years, CASU-2 serviced planes from *Lexington*, *Yorktown* and *Enterprise*. The unit had a complement of over 500 aircraft, with an average of 2,500 hours in the air every month.

The station assembly and repair department overhauled a record 345 aircraft engines in a single month, and in less than a year repaired 2,500. The supply department maintained a 150-acre aircraft pool storage area and supplied squadrons bound for forward areas with all necessary parts and replacements. By war's end, the original 256-man complement had grown to a force of over 4,000 officers and men.

On August 14, 1945, Barbers Point celebrated the end of the war along with the rest of the world. To help prepare personnel for the adjustment to civilian life, Barbers Point "University" was opened, staffed by 35 instructors ranging from Rhodes scholars to a Vienna-born language instructor. Classes in languages, accounting, agriculture, trades, business and professional subjects were available, for which 1,600 men signed up. Rapid demobilization began and more than 6,000 personnel were processed through the air station between September 1945 and August 1946.

Top, LAMPS helos deployed aboard Navy destroyers. Below, injured seaman being lifted to Coast Guard HH-52A.

By the Fall of 1947, the onboard count of officers and men had dropped to 378. And by January 1949, with ever-increasing budget restrictions, the station's future was uncertain. Then, Naval Air activities in Hawaii were consolidated and Barbers Point assumed support of all operations in the area. During the first half of 1950 there was little increase in the tempo of operations at the air station, with one important exception: VP-6 arrived from NAS Whidbey Island with the first *Neptunes* in the Hawaiian area. The Marine Corps air station at Ewa was incorporated into the boundaries of NAS Barbers Point.

During the Korean conflict Barbers Point again operated as a training area for forward-bound squadrons and as a base for squadrons supplying United Nations forces with vital cargo and replacement personnel. Station personnel also aided in operational readiness inspections of carriers before they went into combat. By the end of 1950, personnel had increased to 780. From 1951 to 1953, as housing units were built, there was an influx of dependents and an expansion of recreation and exchange facilities to accommodate the station's increased population.

After the Korean war there was a resurgence of activity as additional facilities were built, more personnel came on board, and the station acquired a new mission. NAS Barbers Point became the primary source of support for a unit of the fleet operating forces. In 1956 Airborne Early Warning Barrier Squadron Two came aboard as the Pacific barrier extension of the continental air defense DEW (distant early warning) line.

The late Fifties and early Sixties saw giant strides in activity and construction. In July 1958 the staffs of Commander Barrier Force, Pacific and Airborne Early Warning Wing, Pacific set up housekeeping on the station. Commander Fleet Air Hawaii moved its headquarters from Ford Island to Barbers Point in 1959 and

Above, left to right: F4U-5N at Barbers Point, 1951; ADR3 Sam Richardson and ADR2 Don Adams working on a Trojan engine; T-28 is hoisted to barge on its way to the air station. Right, AT2 Sue Babin checks P-3B identification system.

Fleet Air Wing Two came aboard. The air station began a new role, support of both operational and training missions of the VP community. The aircraft maintenance department was born. It eventually became responsible for the complete jet engine repair of J-34, J-65 and J-57 engines. A new bachelor officers quarters, enlisted barracks, 1,140 housing units, AEC facility, survival equipment shop, special weapons target, a jet engine test facility and many other facilities were built. The station was rapidly taking on a modern look.

In June 1965, after seven years of surveillance operations and 58 million nautical miles of flight (121 round trips to the moon), the Pacific extension of the DEW line ceased operations and the Barrier Forces Pacific was disestablished.

In the late 1960s, NAS Barbers Point provided increasing support to U.S. military commitments in Southeast Asia, and to the VP community's training and operational missions. Fleet Tactical Support Squadron 21, augmented by aircraft from other tactical support squadrons, supplied logistic support throughout the Pacific. In 1966 the squadron airlifted more than 7,500 tons of priority cargo to SEAsia. Fleet Composite Squadron One provided targets for gunnery practice for ships and aircraft of the Pacific Fleet transiting the Hawaiian area.

Carriers going into combat conducted ORI exercises at Barbers Point before sailing for WestPac, just as they had during the Korean conflict. Fleet Air Wing Two acquired direct operational control of VPs 1, 4, 6, 17 and 22. The VP squadrons, flying P-3s, conducted submarine patrols and search and rescue operations in the Hawaiian area. In June 1973 ComFAirHawaii was disestablished and the air station began reporting to ComNavAirPac.

Barbers Point is now primarily a VP community with five assigned patrol squadrons aboard. In May 1976 there were 22 tenant activities. There is a constantly changing assortment of transient groups and all branches of the service are represented in the activities supported by the station.

Fleet Composite Squadron One (VC-1) provides a wide range of services, including towing targets for aerial and ship gunnery practice, air intercepts and refueling missions, air defense exercises with the Hawaiian

Left above, Barbers Point and Marine Corps Air Station Ewa as seen in aerial shot in 1942. Above, SNJ flying over Hawaii, 1953. Left, A-1 aircraft of Attack Squadron 95 shown on flight line at Barbers Point in 1961.

Air National Guard, weapons spotting, aerial photography and control of target drones. The squadron has flown TA-4Js, A-4Es, SH-3Gs and US-2Cs. Its last US-2C was transferred in March 1975. The fleet air photographic laboratory is part of VC-1. Its services are available to fleet units, naval activities, other military services and federal agencies in the mid-Pacific area.

VR-21, designated Fleet Tactical Support Squadron 21 in July 1957, was redesignated a fleet logistics support squadron in April 1976. During its 19 years as a support unit, it established a safety record of 353,000 accident-free flight hours. VR-21 pilots fly either the C-118 *Liftmaster* or the C-130 *Hercules*. Squadron missions are varied and far-ranging. Its planes may carry aircraft engines to Midway Island, rice to Taiwan, catapult parts to an aircraft carrier in the South Pacific or structural steel to the site of an isolated satellite tracking station in Borneo.

Commander Fleet Air Wing Two is a mobile, combatant Naval Air unit whose primary mission involves the operation and training of its patrol squadrons, developing and maintaining the highest possible state of combat readiness. ComFAirWing-2 has direct operational control of the five patrol squadrons.

Patrol Squadron One, nicknamed the *Fleet's Finest*, is the newest addition to the Barbers Point patrol squadron community, arriving there for home-porting for the first time in 1970. The *Skinny Dragons* of VP-4 returned to Barbers Point in 1964, while VP-6's *Blue Sharks* returned to their cove in 1972. The *White Lightnings* of VP-17 moved to Barbers Point in December 1968 after 18 years at Whidbey Island. VP-22's *Blue Geese* boast 22 years of accident-free flying, representing 182,666 accident-free miles. Established just before WW II, VP-22 has been permanently based at the station since April 1, 1949.

The Naval Weather Service Environmental Detachment was established July 1, 1967. Open for business 24 hours a day, NWSED prepares daily weather and flight forecasts, and compiles ocean subsurface environmental information and hourly surface weather observations which are teletyped to a network of weather stations throughout the world.

The job of the airborne electronic training unit detachment is to famil-

iarize, indoctrinate and refresh fleet personnel in specialized operational tactical employment of equipment and systems in specific fields of naval warfare, and to support fleet activities with training aids and devices.

Helicopter Antisubmarine Squadron Light 37, commissioned July 3, 1975, is the first LAMPS squadron home-based outside the continental U.S. Its mission is to reinforce the antisubmarine and antiship missile defenses of the surface forces. The squadron's SH-2F *Seasprites* also provide vertical replenishment, medical evacuation and personnel transfer to ships they deploy aboard.

It's the job of the avionics division of the aircraft intermediate maintenance department (AIMD) to see that avionics gear, vital in today's tactical operations, is ready for issue at a moment's notice. The AIMD in Hawaii is far out on the supply chain.

The Operations Maintenance Division is a part of AIMD. Its T-28s and some other aircraft were used for flight proficiency. It also supplies spaces and transportation and other support to aircraft and maintenance personnel of visiting air groups and squadrons.

A Coast Guard unit has been a tenant of the station since March 1949. It became CGAS Barbers Point in July 1964. Search and rescue within the Central Pacific maritime region is its primary job. It also conducts patrols to detect water pollution in the vicinity of Oahu.

The 147th Aviation Company (Assault and Support Helicopter Company) is housed on the air station because Wheeler Air Force Base, where most of the Army aircraft are located, is overcrowded and has no room for the 147th's helicopters — 15 CH-47C *Chinooks* and one UH-1H. The aviation company supports the 25th Infantry Division at Schofield Barracks. It also fights any fires on military reservations.

The official mission of NAS Barbers Point has not substantially changed in the past 10 years. Its job is to "maintain and operate facilities and provide service and material to support operations of aviation activities and units of operating forces of the Navy and other activities and units, as designated by the Chief of Naval Operations."

NAS Barbers Point was commissioned at a time of pressing need, but the basic reason for its existence remains unchanged, to support U.S. commitments in the Pacific. The future of the air station appears to be one of continuing consolidation of services and an increased role in supporting fleet operating units, especially in antisubmarine warfare operations.

John Rodgers Field was dedicated on September 10, 1974, in honor of Commander John Rodgers, Naval Aviator #2, pioneer in Naval Aviation (*NANews*, December 1974, page 30).

The first nonstop flight ever attempted over the Pacific from San Francisco to Hawaii brought Cdr. Rodgers fame in 1925. The PN-9 flying boat carrying Rodgers and his crew came down to a perfect landing in heavy swells after being airborne 1,870 nautical miles. It had run out of fuel after Rodgers failed to find the aircraft tender *Aroostook* because of incorrect radio compass bearings. The men sailed their flying boat the last 450 miles to Hawaii. Cdr. Rodgers lived only one year after his trans-Pacific flight. He was killed in a single-engine plane crash August 27, 1926, near the Naval Aircraft Factory, Philadelphia.

Left, TBM-3, JD-1 and SNB-2P of VU-1, 1951. Below, P2V Neptunes of VP-6, 1961. Bottom left, F6F Hellcat in 1952.

NAVAL AVIATION NEWS letters

Kudos

I am sure that by this time you have been overwhelmed with congratulations on the outstanding article you did on the Sea-Air Operations Gallery in the September 1976 issue. Please accept one more Well Done from this grateful reader.

Sea-Air has been a hands-down winner for top honors among the exhibits for the people from around here who have visited NASM. I am confident that it has set a new standard for audio-visual exhibits that will set the pace for many years.

Again, congratulations! On the article, on the gallery, and on the job Captain Wilbur and the staff continue to do on *Naval Aviation News*.

W. E. Scarborough, Capt.
119 Turtle Cove Lane
Huntington, L.I., N.Y.

P.S. How about asking the Smithsonian people to remove that 2x4 brace from the *Wildcat's* landing gear? That gear cannot fold once it is down!!!

I can't tell you how pleased I am at your exciting article on the opening of the Sea-Air Operations Gallery at the National Air and Space Museum. All of the good work that Captain Wilbur and his associates have put into this display really becomes obvious in this article. I have seen other stories published on NASM but consider yours by far the best. Our special thanks for the mention of MPB Corporation and R. G. Smith. Our "Golden Wings" series is continuing. We have just received the first painting, the Curtiss SBC-4. The four new paintings in the series, to be completed by June 1977, are: SBC-4, *Corsair*, Douglas *Skyraider* and PBY *Catalina*.

Gene A. Wright, Manager
Marketing Communications
MPB Corporation
Precision Park
Keene, New Hampshire 03431

MINAN

In the case of Dick Milligan's MINAN (Mention-In-*Naval-Aviation-News*, September 1976, p. 18), I think the well-deserved recognition is overdue. For many years, I had close association with those who were trying to present the United States Navy story to our countrymen and to our friends and others abroad. As a result I still believe that the motion pictures (*Ready On Arrival, Sea of Contention* and *No Points for Second Place*) that Grumman's Dick Milligan and Aerolog, Inc. originated, fought for, filmed, anguished over but brilliantly manufactured, did — and undoubtedly still are doing — more for public understanding of sea power than we can compute.

For one brief moment you let us hear it for a few very quiet but great and gifted people, and it sure sounds good!

George Rodgers, Capt., USNR (Ret.)
9220 Presidential Drive
Alexandria, Va. 22309

Who is on First

On page 24 of the July 1976 issue of *Naval Aviation News* you indicate VA-46 was the first commissioned jet attack squadron in the Navy (July 1955).

As a former member of VA-36 I felt I should point out that VA-36 came into existence as of July 1, 1955. The fact that this came about as a redesignation from VF-102 may be a technicality as far as commissioning is concerned but the fact is, according to VA-36 history, that VA-36 was there July 1, 1955. This makes for an interesting point as to who was first.

The reason I point this out is that I have followed and reported some of VA-36's activities to over 50 former shipmates and, in the process, found there was a follow-on VF-102 whose historian was not aware that an earlier VF-102 existed. I thought this could be the case in giving credit to VA-46 when in fact VA-36 was there July 1, 1955, also.

Irvin R. Ottman, Jr.
(VF-102/VA-36, 1952-1955)
705 Dorsey Way
Anchorage, Ky. 40223

Ed's Note: Interesting point. On July 1, 1955, VF-102 which had originally been commissioned on May 1, 1952, was redesignated VA-36. On the same date a new VA-36 was commissioned and immediately redesignated VF-102. In effect, old VF-102 and new VA-36 exchanged designations on the same day. That's why people who try to keep track of squadron lineages get gray. Anyway, it was another "first."

Photos

I am a collector of photographs of U.S. military aircraft. I would be grateful if any of your readers could assist me. I am having difficulty obtaining photos of the Navy F3H (F-3) *Demon* and the P-5 *Marlin*. If anyone has extra prints of these, I offer in trade a wide selection of Navy, Marine, Air Force, Army and Coast Guard aircraft photos and slides.

I regard *Naval Aviation News* as an excellent source of data and information on current and past Naval Aviation.

M. J. Kasiuba, 1st Lt.
2435 McKinley, Apt. 35
El Paso, Texas 79930

COVERS

Front, PHCS(AC) Robert L. Lawson photographed the first and last of a special breed — U.S. Navy ASW aircraft. Breaking away into history off the San Diego coast is an S-2G of VS-37, the last fleet Tracker squadron. Bidding goodbye is an S-3A from VS-21, the first fleet Viking squadron. Back, VFP-63 Det 1 OinC LCdr. Kevin Smith submitted this picture, and those on the insignia page, taken by his RF-8 Crusader unit. The Nine was formed over Lake Tahoe by Commander Tony Less' CVW-9 aircraft during a break in buildups for a forthcoming Constellation deployment. The wing flies the F-14A, A-6E, EA-6B, S-3A, A-7E, E-2C, RF-8G and SH-3A aircraft. Five hundred Coral Sea crewmen formed the 200-foot anchor as San Francisco's Own approached the Golden Gate, inside front. CV-43, commanded by Captain Joseph F. Frick, was celebrating its fourth consecutive Golden Anchor Award, presented annually to the ship or command with the highest retention rate in the fleet.

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SQUADRON INSIGNIA

Established in 1967, VA-147 was the first A-7A Corsair II unit on the West Coast. Home-based at NAS Lemoore, Calif., the squadron is led by Commander P. B. Austin. The Argonauts draw their squadron theme and inspiration from precedents laid down by Jason and the Argonauts of Greek mythology who found the Golden Fleece and returned it to their homeland. According to legend, the Golden Fleece had the power to bring peace and prosperity to its possessor. The squadron now flies the E version of the Corsair II.

Naval Aviation
NEWS