naval aviation news

WHAT DO THESE MEAN TO *you*?

OCTOBER 1979

naval aviation news

SIXTY-FIRST YEAR OF PUBLICATION

.COVERS – Wraparound view of wings against the sky was suggested by the cover of a Naval Aviation pamphlet published in 1941 and submitted by Captain Norm Campbell. NANews' JOCS Bill Bearden photographed a pair of real wings separately, and staffer Charles Cooney made the overall arrangement, using background picture of sky taken by Captain Ted Wilbur. (A feature on Naval Aviator retention begins on page 8.) Centerspread layout was created by Cooney with commemorative covers and stamps sent to us by Terry Treadwell, associate of the Royal Air Force Museum in England. Treadwell was instrumental in ensuring that the NC-4 flight (page 30) was included in this fine collection. Here, ZPG-2 Reliance is pictured on patrol in the late 1950s.

Helo Pilot Remembers

Commander Louis Petersen, prompted by the dilemma of Naval Aviator retention (page 8), drew up some highlights of his career as a helicopter pilot — highlights that he describes as "intangible rewards which make a career as a Naval Aviator a preferred choice."

I glance at my blue coat, the three gold stripes, a command at sea star, a modest array of ribbons and a worn set of gold aviator's wings. I pour myself a cup of coffee, shove aside the paper work and think back over the years. How did it start? Let's see. . .

Listening to the radio and hearing the shocking news of the attack on Pearl Harbor.

Building that first beautiful model of a P-40E with the shark mouth of the American Volunteer Group covering the engine cowling.

Watching a new B-29 super fortress travel majestically through the clear sky.

Standing between a war-weary P-38F and a B-24J parked on The Mall in Washington, D.C.

Celebrating VJ Day.

Graduating from Kenwood High School.

Working on an endless series of detail engineering drawings for the P5M *Marlin* and P6M *Sea Master* seaplanes.

Meeting Glenn L. Martin, founder of the Martin Aircraft Company.

Taking that first timid ride in an Aeronca *Champion* from old Harbor Field in Baltimore.

Seeing the Navy recruiter put up AOC (Aviation Officer Candidate) program posters at the student union building on the campus.

Graduating with a B.S. degree from the University of Maryland.

Making my bunk for the sixth time in one day during indoc week at Pensacola.

Flipping my drill instructor a salute and a spit-shined silver dollar.

Wobbling around the pattern at the old Silverhill Field on my first solo in the T-34B.

Making that first carrier landing in a T-28C on USS *Antietam*.

Sitting in a HUP helicopter for the first time and wondering what effect rudder pedals had on a tandem rotor system.

Seeing a full-blown tornado from the cockpit of an SNB-5 above Wichita, Kans.

Kissing my beautiful wife at the altar of Myrtle Grove Baptist Church.

Watching her pin on my first set of wings in the C.O.'s office at Ellyson Field.

Listening to President John F. Kennedy announce the start of the Cuban missile blockade.

Easing an HUP into plane-guard position alongside USS *Saratoga* for the first time.

Watching a Marine F-8 pilot coming up the hoist during my first rescue.

Reading a message which says that my wife and first child, a girl, are doing fine.

Making a night bow-on approach to USS *Shangri La* with two injured sailors aboard.

Cutting a cake for my 1,000th shipboard landing.

Working for Captain Albert K. Earnest, who fought at Midway.

Looking at Fentress Field, far below, through the canopy of an inverted T-33B.

Seeing my newest child and hearing the nurse say "Your wife and boy are doing just fine."

Watching ice build up at an alarming rate on the wings of a C-47J during my first flight as a transport aircraft commander.

Hearing the doctor say, "Your wife and new son are doing fine."

Listening to the *Yorktown* LSO say, "I hear you, but I can't see you. Just keep coming," during a night CCA in an SH-3D in the North Atlantic.

Listening to the C.O. of HS-3 brief the start of a flight of eight SH-3Ds from Quonset Point to Roosevelt Roads.

Taking off from *Constellation's* heliport with Admiral and Mrs. Zumwalt aboard, just as the lights of the Newport bridge disappear in the fog.

Dodging a thunderstorm in an SH-3D east of Cape Charles.

Meeting Igor Sikorsky.

Receiving a gold K with star from Kaman Aircraft for my 10th rescue in H-2 helicopters, from the C.O. of NAS Oceana.

Making my 17th rescue.

Meeting Rear Admiral Jeremiah Denton.

Quickly crawling out of an HH-2D at night, spurred on by the smell of exhaust gas, jet fuel and freshly cut timber. Experiencing relief when I knew that the crew had only very minor injuries. Then wondering why the tail-rotor system failed.

Making my first landing on a LAMPS ship in an SH-2F.

Receiving a plaque from Charles Kaman for completing 1,000 hours in H-2-series helicopters.

Flying over Mt. Vesuvius.

Having my finest copilot salvage my worst night approach to USS *Miller*.

Drinking a glass of champagne with the C.O. of HSL-34 the night the commander list came out with my name on it.

Meeting Serge Sikorsky.

Reading my orders for my first sea command.

Listening to the Ali-Spinks fight in the cockpit of an RH-53D over Chesapeake Bay.

Receiving the first squadron plaque from HM-16 and becoming an honorary *Sea Hawk*.

Having lunch with Frank Piaseki.

Closing out my third logbook with 3,330 hours and contemplating my first non-flying tour in nearly 18 years.

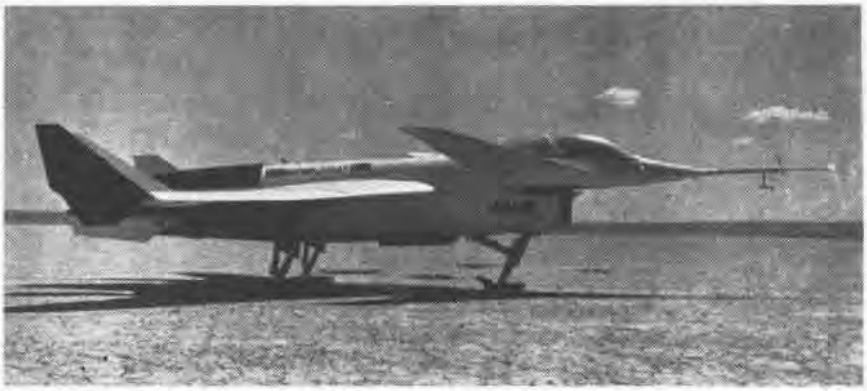
I wonder what memories the newly designated flyer, checking in to his first squadron, will have during his career. I trust they'll be as good as mine, except for this paper work, of course.

DID YOU KNOW?

HiMAT Research Plane

A new NASA-USAF research vehicle made its first flight in July at NASA's Dryden Flight Research Center, Edwards, Calif. It will explore advanced technology that could lead to future military aircraft with twice the maneuverability of present day fighters. Called HiMAT, for highly maneuverable aircraft technology, the small craft is expected to sustain twice the turn rate of current fighters at transonic and supersonic speeds.

Because the concept includes so many high-risk technical advances, it was decided to fly it using the remotely piloted research vehicle technique developed



by NASA several years ago. This technique, which permits piloting the vehicle from the ground, is a more economical and safer method of flight testing high-risk technology.

The research plane, with a wing span of just over 15 feet and a length of 22½ feet, is a 44 percent scale model of a 17,000-lb. fighter. It weighs 34,000 pounds at launch and should be capable of speeds in excess of Mach 1.5 or about 1,000 miles per hour.

In addition to studying the various new technologies and their interaction, personnel will feed flight test data into the differential maneuvering simulator at NASA's Langley Research Center, Hampton, Va., for an assessment of a full-scale fighter's capabilities, based upon flight-verified aerodynamic characteristics. Use of these results in the simulator would permit a military assessment of this particular aircraft's capabilities against specific adversaries.

McClusky Award

The C. Wade McClusky award has been won by VA-56 as the outstanding attack squadron of 1978. The Vought-sponsored award honors the hero of the Battle of Midway who led his squadron in attacks against the enemy and helped turn the tide of the war in the Pacific.

The Naval Aviation Museum in Pensacola is the permanent home of the trophy, on which the winner's name is enscribed each year.

Flatley Awards

Winners of the Admiral Flatley Memorial Awards for 1978 are USS *Okinawa* and embarked HMM-165, and USS *Enterprise* and CVW-14. The basis for selection is superior operational readiness, an outstanding safety record and significant contributions in the field of aviation safety.

The award, sponsored by Rockwell International, Columbus Aircraft Division, honors the late VAdm. James H. Flatley, who was associated with carrier aviation during most of his career.

DID YOU KNOW?

Woman Pilot Carquals

Everything about the landing aboard *Independence*, steaming in the Atlantic 150 miles off the Virginia coast, was routine except for the pilot of the plane. When Lt. Donna L. Spruill touched down on *Indy's* deck, she became the first woman Navy pilot to carrier qualify in a fixed-wing aircraft. Lt. Spruill worked the controls of the C-1A *Trader* from the left pilot's seat and at her side was Commander Jerry Wright, C.O. of Norfolk-based VRC-40.

Lt. Spruill was in the second group of women to graduate from the Aviation Officer Candidate School. She is material control officer and one of two women pilots assigned to the squadron.

A women civilian pilot, Velta Benn, made several arrested landings and catapult shots aboard *Lexington* in 1967, flying in the rear seat of a T-2B jet trainer with an instructor in the front. She was flying with VT-4 in Pensacola while gathering material for some Navy films (*NANews*, July 1977, page 23).

Laser Air-to-Air Gunnery

The Strike Aircraft Test Directorate at NATC Patuxent River, Md., has completed testing of a laser air-to-air gunnery simulator (LATAGS) for the T-2C, under the direction of project officer Capt. Steve Bosshard, USMC, and project engineer John Marshall. The simulator was developed by the Naval Training Equipment Center, Orlando, Fla., as a substitute for the .50-caliber machine guns currently used by basic jet training squadrons of the Naval Air Training Command. LATAGS is expected to be particularly useful to those training squadrons which can no longer fire machine guns because of the lack of airspace over unpopulated areas.

LATAGS consists of two main components in the T-2C. A transmitter-receiver unit mounts on top of the instrument panel forward of the gunsight. The electronics unit is mounted in place of the map case in the forward cockpit. When the student pilot squeezes the trigger, a laser fires pulses at approximately the firing rate of two .50 machine guns. The laser is in the infrared light range and is therefore invisible. It is of such low power that it presents no eye hazard to ground personnel, including those immediately in front of the plane.

An electronic counter display maintains a running total of rounds (laser pulses) fired. Hits are totaled on a second electronic counter display. At the completion of each firing run, the student can see how many rounds were fired and how many hits were scored. A small incandescent bulb, mounted on the gunsight, lights whenever a hit is scored, so that the student has an instantaneous feedback showing how well he is doing.

The test team used two targets during the evaluation. For air-to-air gunnery a standard towed banner covered with reflective paint to reflect laser pulses was used. For air-to-ground gunnery, a small reflective prism was used on a ground target. The basic jet training squadrons do not currently have air-to-ground

training, but LATAGS was evaluated in the air-to-ground mode to investigate possible future uses.

LATAGS is expected to be an excellent substitute for .50 machine guns in the T-2C, and it will make air-to-air gunnery training possible over populated ranges. Arming, dearming and maintenance of machine guns will be eliminated, as well as logistics problems with .50 ammunition. Training will also be enhanced by the real-time feedback to the student in the air-to-air gunnery pattern.

VX-4 is performing an operational evaluation at Patuxent River, following which the simulator will be sent to the training command.

Sledge Awards

The Chief of Naval Operations has announced 29 winners of the 1978 Villard C. Sledge Maintenance Memorial Awards for excellence in jet engine repair. Certificates of excellence are presented in recognition of the contribution to naval aircraft maintenance made by the maintenance, management and material support units. The awards honor the dedication of the officer for whom they are named, whose career was devoted to excellence in Naval Aviation maintenance combined with safety.

The award recipients are listed by category and are classified by the degree level within intermediate maintenance activities:

Activity	Engine	Degree
HAMS-32	F402	First
NAS Whidbey Island	J52	First
HAMS-13	J52	Second
NAS Willow Grove	J52	Third
NAS Pensacola	J60	First
NAS Miramar	J79	First
HAMS-15	J79	Second
USS *Forrestal*	J79	Third
NAS Chase Field	J85	First
NAS Kingsville	J85	Second
NAS Miramar	TF30	First
NAS Point Mugu	TF30	Second
USS *J. F. Kennedy*	TF30	Third
NAS North Island	TF34	First
NAS Cecil Field	TF34	Second
USS *Nimitz*	TF34	Third
NAS Cecil Field	TF41	First
NAS Lemoore	TF41	Second
HAMS-29	T400	First
NAS Lemoore	T400	Second
NAS Whiting Field	T53	First
NAS Patuxent River	T56	First
NAS Moffett Field	T56	Second
NAF Detroit	T56	Third
NAS North Island	T58	First
NAEC Lakehurst	T58	Second
NS Roosevelt Roads	T58	Third
HAMS-16	T64	First
NAS Willow Grove	T64	Second

Special mention was made of HAMS-16, a winner for the sixth consecutive year; AIMDs Whidbey Island, Chase Field and Whiting Field, winners for the fifth consecutive year; AIMDs Miramar, Kingsville, Point Mugu and Pensacola, and HAMS-29, fourth consecutive year; and AIMD Cecil Field, third consecutive year.

Grampaw Pettibone

Test Flight Terror

As a result of recent maintenance on its engine fuel control unit, an A-7E was scheduled for a post-maintenance functional check flight. The pilot, a one-cruise-veteran lieutenant junior grade, reviewed the aircraft data and launched on what was to be his fourth functional check flight since designation as a "test" pilot. The hop proceeded normally through the 30,000-foot engine performance sequence. A climb to 40,000 feet was then completed, followed by level-off and acceleration to .8 Mach.

As the pilot began to reduce throttle the engine experienced hard compressor stalls. Turbine outlet temperature (TOT) began to rise sharply from 535 degrees. As the temperature approached 600 degrees, the pilot secured the engine and eased the nose over to maintain 300 knots airspeed and 15 percent turbine rpm. Descending through 25,000 feet, passing over Cecil Field, he attempted his first engine relight. (Natops procedures call for successful TF-41 relights to be performed at altitudes below 25,000 feet to avoid hot starts or no relight.)

Passing 24,000, the engine relight attempt (in the manual fuel mode) resulted in a hung (malfunctioning) start with rapidly rising TOT. The engine was again secured. Thirty seconds later a second relight attempt was made passing through 19,000 feet altitude. Again, there was another hung start at 33-35 percent rpm, and rising TOT. The engine was secured and descent continued on a southerly heading now three miles south of Cecil Field. A third and unsuccessful attempt was made passing through 14,000 feet. This time there was no engine response whatever.

At this point, the pilot established

the aircraft on a heading toward an unpopulated area in the event the situation didn't improve. He made another thorough check of the cockpit gadgetry and ensured that manual fuel was selected. Forty-five seconds later the fourth relight was attempted with the aircraft passing through 7,000 feet.

Much to the young flyer's delight this attempt resulted in a successful light off with normal temperatures and good rpm. The throttle was gently advanced to idle, and then to normal rated power to arrest the loss of altitude as the aircraft was now passing through 4,000 feet. After a couple of deep pulls on the old oxygen, a sigh of relief, and a wipe of the brow, the pilot turned back toward Cecil Field and made a precautionary approach to an arrested landing.

Grampaw Pettibone says:

Holy test hop terrors! The veteran TF-41 engine's attempt to sucker in this newly designated functional check lad through the old "defective mass airflow regulator" trick was foiled at last. But not with a lot of room to spare! Some of Ltjg. Pete Wilson's coolness under pressure and success in this incident can be attributed in part to procedures which took place prior to his designation as a functional check pilot. It is SOP in this squadron to have all functional check candidates formally schooled by the Natops officer and quality assurance representative on all test procedures, as outlined in Section III, Part 6 of the A-7E Natops Manual. The entire flight profile is then flown in the A-7E simulator to ensure that all procedures, warnings and cautions are thoroughly understood. The pilot then performs the functional check mission in a known "all-systems-up-aircraft" to reinforce normal system operations. After designation, he is fed into the program with the lesser complicated maintenance hops before graduating to the more complicated ones. VA-82, NAS Cecil Field, has details on the program which Gramps endorses. I'm certain that Ltjg. Wilson will be happy to share how he turned his Test Flight Terrors into Inflight Relight Delight!

ILLUSTRATED BY Osborn

Launch-Bar Lament

The flight deck was awhirl with the noisy activity of night carquals as the crew of an F-14 *Tomcat* taxied clear of the landing area and continued cautiously up the deck toward the #2 catapult. The pilot and RIO made hurried but careful preparations for launch as the fighter rolled forward into the slot like a disciplined thoroughbred entering the starting gate. Hookup to the cat was accomplished without incident and the final checker signaled for catapult tension. The pilot responded promptly, selecting military power as the catapult shuttle was advanced.

The final checker inspected the aircraft holdback unit and gave the all O.K. signal to the catapult officer with his lighted wands. The cat officer made his initial checks, received the pilot's ready signal (lights on), made his final check of the deck and catapult instruments, then touched his green wand to the deck, signaling launch aircraft.

The catapult was fired and its tremendous force compressed the nose gear of the aircraft as it lunged forward down the track. After about 50 feet, the plane's launch bar popped up out of the shuttle groove. The startled aircrew immediately noticed the deceleration. The RIO asked the pilot, "Can you stop the aircraft? Should we eject?" The pilot replied, "Stand by!" He instinctively selected zone 5 afterburner and applied full back-stick in an attempt to rotate the nose and gain flying speed.

Despite his efforts, the aircraft lumbered off the bow, nose dropping sharply toward the water. Recognizing imminent disaster, as the aircraft approached 30-degrees nose down with only 80 knots of airspeed, the pilot told the RIO to initiate ejection.

The RIO responded immediately and initiated command ejection. The aircraft pancaked off the water, became airborne again and began climbing in maximum afterburner at progressively steeper attitudes to approximately 2,000 feet, directly above the ship. The aircraft then leveled off, rolled inverted and, with nose falling through, began an accelerated descent directly toward the bow of the ship. It struck the water approximately 300 feet off the bow.

The RIO's ejection, water entry and rescue were uneventful. But the pilot was tumbled into his shroud lines by the ship's wake and became almost totally entangled. Both legs and left arm were wrapped in the lines. He managed to get one side of his LPA-2 life vest inflated before water entry and the other half shortly after.

The pilot was *in extremis!* He was being pulled under by his parachute and on the verge of surrendering to Davey Jones. He was near exhaustion from trying to keep his head above water when a swimmer arrived from the rescue helo. The swimmer, unfortunately, did not have a knife so he returned to the helo and was hoisted back up to obtain one. By this time the pilot had managed to remove his own survival knife and began cutting away at the shroud lines. He freed himself just as the rescue swimmer returned and assisted him into the helo.

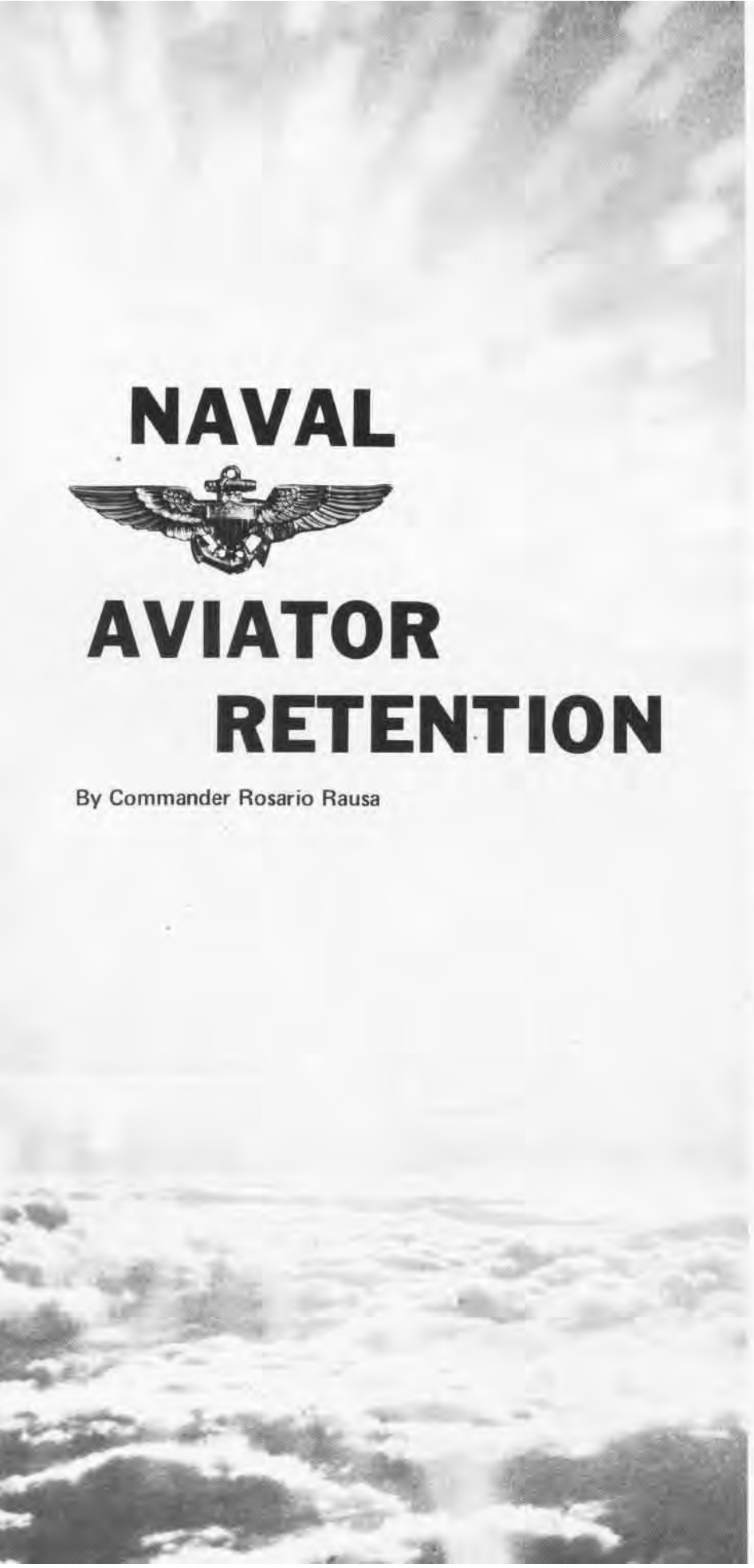
Grampaw Pettibone says:

Great sufferin' shroudlines! There's a little sumpin' here for everybody. Not a lot this unfortunate pair could do except tap dance to this launch-bar lament. The PLAT film showed that the final safety checker did not ensure that the launch bar was properly seated in the shuttle. He looked at the launch bar momentarily at a distance of six feet, under dimly lit conditions. At that, it was only a backward glance as he was moving away from the aircraft. The launch bar was, apparently, resting on the point of the shuttle rather than snug against the shuttle throat.

Gramps finds this to be a pretty casual approach even for old Eagle Eye Fleagle, which this gent was not! It was later determined that the final checker had significantly decreased visual acuity for which he was issued glasses over three years ago (his last physical), but never wore them! Subsequent eye examination showed that, without his glasses, he could not have detected the improper hookup under these same conditions had he looked at it for a long time. The flight deck, day or night, is no place for blindman's bluff, gang! Let's take five and survey the qualifications and physical limitations of *all* the folks we have in responsible positions, flight deck or otherwise.

We're working on better water survival gear to help out in cases such as this, but one thing a guy doesn't need following an 80-knot night cat shot is to be bound in shroud. Fortunately, this young man was in good physical shape or he probably would not have survived. Also, I'm sure this pilot, like Old Gramps, was chagrined with the swimmer who didn't bring a shroud-cutting knife with him. Even so, why didn't the swimmer use the knife located on the pilot's survival vest?

This was a senseless, but not centless, waste of assets and dang near cost some lives. At least the plane didn't hit the ship.



NAVAL AVIATOR RETENTION

By Commander Rosario Rausa

For many months now the words have flowed like a river at flood stage: Naval Aviators Leaving the Service in Droves! Flyers Stampeding to Airline Cockpits! Serious Shortages in Military Pilot Inventory! Editors of aviation publications and military journals, and the media at large, have been inundated with copy on what some officials have called the single most important problem facing Naval Aviation.

Make no bones about it. What one veteran commander labeled the "great lieutenant migration" *is* the most serious problem facing Naval Aviation today. Furthermore, indications are that this is not a cyclic phenomenon, which was the case periodically in the past.

Current projections indicate that pilot retention will decline to approximately 30 percent in 1980, a dramatic change from the 62 percent figure in 1977. Indeed, it is foreseen that by 1981 Naval Aviation will be short 2,000 pilots. At that time the retention rate is likely to be down to 30 percent, 20 percent below what is needed.

"It is a grim situation," said one senior officer at the headquarters level. "On the other hand," he went on, "there are opportunities galore for the junior types who decide to stay in."

Because so much has been written about the issue and solutions to it, what follows is only a condensation of the problem, complemented by quotes from some of the many flyers interviewed in the past year. A summary of the basic reasons pilots are leaving the Navy is included along with an outline of actions under way to counterattack the frightening flow which is depleting Naval Aviation of important, experienced human resources.

Why are pilots leaving the Navy? Ask that question in the flying community and the following emerge as the key motivators:

family separation
there isn't enough pay
there isn't enough flying

the airlines are hiring
lack of job satisfaction
benefits are being eroded

Each individual has his own motives which may include one or a combination of the above plus a few others peculiar to a particular case. Following are comments by flyers, including some from seniors already committed to full-time careers, visited by *Naval Aviation News* at Naval Air Stations Moffett Field, North Island and Miramar in California; Patuxent River, Md.; Norfolk and Oceana, Va.; and Whiting Field, Fla. Telephone interviews were also conducted with individuals from various other commands. They are published not as a definitive compilation of factors behind the migration but rather to express the flavor of the attitudes which are prevalent among Naval Aviators who are either committed to leaving active duty, contemplating doing so at the end of obligated service, or wavering on the fence. Squadron C.O.s and X.O.s were also consulted.

"I'm a fence sitter," admitted a lieutenant. A *Tomcat* driver with 2,000 hours and 150 traps, he's been in seven years. He is a 1971 graduate of the Naval Academy and has a wife and two children. He cites an accumulation of minor complaints rather than major drawbacks.

"My wife's a military brat," he said. "She knows the routine and will go along with my decision. I find myself seriously wondering if my future lies with the Navy. The F-14 is a super aircraft and I liked the *Phantom* as well. Even though I don't believe we get enough flying, I can live with that."

He doesn't say that the exodus of fellow flyers has influenced him but, if only through a process of osmosis, the departure of flying mates in growing numbers is bound to impose some effect.

"I'm getting out because of money, pure and simple," said a lieutenant commander attack pilot, father of two, with nearly a dozen years on active duty, several cruises under his belt, 400 traps and more than 2,300 flight hours. "On a recent deployment my wife had some problems with the car, the clothes dryer, things I normally fix. Repair bills were high. It was frustrating not to be able to correct matters on my own. So, I considered future cruises, the pay scale, benefits and the like, and made my decision. I had a great time while in the Navy and realize it really has little say about getting us more pay. My wife is pleased that I'm leaving the service but didn't put pressure on me to do so. I'll try to go with the airlines but, wherever I go, money was the big factor in making my decision."

He went on, "I think junior officers are paid well in Naval Aviation. At the same time, it's a shame that an admiral, who commands a carrier group, draws an annual paycheck of between $40,000 and $50,000 while a motor company executive hauls down nearly a quarter of a million. I know I sound mercenary, but there are times when I feel it's better to have mercenaries than no one to do the fighting."

A P-3 *Orion* pilot with 1,500 hours in type listed salary as important but not the overriding factor in his decision to leave after nearly eight years of active duty. A 30-year-old lieutenant, he said, "I'm not afraid of hard work but admit the long stretches of 10 and 12-hour working days coupled with the ships company tours were the main reasons for my decision. Also, even though I was getting sufficient flying time in P-3s I had doubts that would be the case further along in my career."

A pilot in the VAW community is leaving for the airlines but added, "I'd go over the side whether the airlines were hiring or not. I didn't mind sea duty and enjoyed flying around the ship, but I was influenced by a couple of things. First, I feel that the recruiters glorify Naval Aviation while failing to tell it like it really is. A candidate should know about weekend [after working all week] duty, maintenance funding problems, things of that nature. At least convey something about the darker side of Navy life. Secondly, I believe that only half the people back in Washington know what is happening to us in the fleet. I'm convinced that the day-to-day hardware problems we encounter are not fully perceived by them."

A fighter jock in a shore-based unit, undecided about a naval career, was asked if he was paid enough for the work he did. "You never get paid enough to fly off the ship, especially at night," he stated. "Right now, however, I have an excellent flying job. But I weigh the thrill of flying against the paper-work responsibilities. When the latter exceeds the former, I may say sayonara."

He pointed out that flyers in his activity work 10 to 12-hour days. "The pilot retention situation is very noticeable here," he said, "especially since most of us are between 28 and 32 years old, a critical decision-making time as far as a career is concerned."

One commander clearly identified with the disenchanted young officers he sees leaving squadrons for the civilian world. He admitted that a skipper's authority has been eroded over the years.

"I think it would be useful if the C.O. could give a non-performer a pink slip and let him go," he said. "At the same time, if we have a plane captain who is doing a super job out there on the line, it would be great to pull $50 from a special fund and, at morning quarters, reward him with it."

He concedes these are rather extreme measures. Even so, the perception exists that commanding officer authority and, if you will, *power*, have been diminished. Most flyers interviewed alluded to this perception and considered it of some significance in their decision-making process. As one young officer put it, "Why should I bust my tail to reach the pinnacle of the C.O.'s chair and end up with a lot less influence than I think I should have."

One fighter pilot was highly disturbed that his counterparts in the air reserves were getting more flight time than he and his squadron mates "without the hassle of administrative work." Further, he said, "Why not quit active duty and keep your hand in, flying with the reserves. It may be difficult to find a flying billet but, if you can, you have the best of two worlds."

"Frankly," said a lieutenant commander in a *Tomcat* unit, "we have some aircraft availability problems. If only we could each fly once a day on a continuing basis it would do wonders. But I often think we're headed for operational insolvency."

Several flyers from different communities complained about the lack of realistic training. Each gave specific examples. All agreed this was a contributing factor in their disillusionment with Navy flying. A fighter type said, "In the CV concept, where the missions are mixed, we seem to do a lot of things in a mediocre way and nothing well."

One gentleman spoke in philosophical terms. "If a guy's psychic income isn't what he feels it should be," he stated, "he's going to go elsewhere. And the truth is, I have never met an unhappy airline pilot."

A 29-year-old lieutenant flying E-2s said, "I would love to stay in but the Navy's not making it worthwhile anymore." He has a wife, one child, 2,000 hours in the log book and 125 arrested landings. "I could weather the cruises," he said, "but I have a mistrust of the future. I was once very much career-oriented and wanted to stay in and become a C.O. Nowadays, I see my current C.O. hamstrung by regulations and taking on a lot of grief. So I say to myself, why should I put up with that?"

A lieutenant, married with two children, 1,200 hours and 150 traps, admitted, "I'm strictly pilot-oriented. But nowadays I spend 75 percent of my time on administrative duties. I see the reserves flying at least as much if not more than fleet types. I've put my letter in and when I leave, I'll try to hook on with them in addition to getting a civilian job."

"I was happy when I first started out," said a lieutenant junior grade flying A-4s in a utility squadron," and I'm not unhappy now. But I see guys bailing out right and left and have to wonder. I've still got a couple of years before making a decision. In the meantime, I'm enjoying it."

A lieutenant with LSO credentials and more than 1,400 flight hours in tailhook aircraft wants orders to the training command. "I really would like to teach other guys how to fly," he said. "Unfortunately, due to my LSO background, the detailer has me programmed for fleet replacement squadron duty." He doesn't want to "make a fuss" and will "wave" planes in the carrier pattern in the FRS. But he also said that he would seriously consider getting out and going with the airlines after his shore-duty tour. He felt that the detailer was doing what he could in his behalf but finds it difficult to accept the irony that there is a demand for training command flight instructors, he wants to be one, but he's slated for different duty.

A VP skipper said, "The fleet replacement squadrons get top-of-the-line people on rotation to shore duty who, in most cases, have already satisfied their obligated service requirements. During their tour in these units they are prime candidates for the airlines. Losing them exacerbates an already serious problem."

The X.O. of a VP squadron felt that if the airlines weren't offering jobs the retention problem would recede considerably. However, one of the questions *NANews* asked those who committed themselves to leaving the service was: "If the airlines were not hiring would you change your mind?" Interestingly, with rare exception, the pilots indicated they would get out anyway. The fact that lucrative commercial flying careers

were available just served as a bonus in the decision process but was not a decisive factor.

Incidentally, a lieutenant on flight pay makes roughly $23,000 annually. It takes about three years, depending on circumstances, for a newly hired airline pilot to get back up to that level of gross income. However, after that, pay builds and eventually far exceeds military compensation for one who is retained by the airlines.

The cost of living in the Moffett Field area, West Coast VP headquarters, is one of the highest in the U.S. According to one senior officer, "Despite this, it is a most desirable place to live. Because people want to stay here and because they can get airline work and eventually can afford to live here in suitable style, they are moved to seek the higher pay such flying offers."

One officer said that in the Santa Clara area alone, 12,000 new jobs are open annually, mostly in the electronics field. These attract not only pilots, especially those with engineering backgrounds, but enlisted technicians as well, the latter representing another drain of critical assets from the Naval Aviation inventory.

"Let's face it," said one VS squadron commander. "These pilots see themselves 10 years from now pulling down $85,000 a year. It makes you think."

An attack squadron X.O. pointed out, "Flying is restricted in ways that subtract much of the fun from Naval Air. We're under some form of positive control from takeoff to landing, all of the time. I wish there were a way we could put some zest into the business."

He was echoing thoughts of Vice Admiral W. L. McDonald, DCNO(Air Warfare). "I know how difficult it is to instill an element of fun into today's flying environment. Operating highly sophisticated, multi-million dollar pieces of machinery, which today's airplanes are, doesn't lend itself to the sort of flair we might prefer. We may not be able to loosen the restraints, but I intend to exert what influence I can to make the flying better and, in so doing, more enjoyable."

A prospective *Intruder* squadron X.O. lamented the "ungodly amount of work-up time" needed to get a squadron and its air wing/carrier units ready for a major deployment. He understood that the endless loading and unloading of cruise boxes, not to mention aircraft and people, were part of Naval Aviation. But he, and many others in this informal survey, seriously questioned whether all those pre-deployment exercises were necessary.

The same officer added, "I think many of our people could take the long cruises, like those to the Mediterranean for half a year or more, much better if they didn't have such hectic, on-the-ship-and-off-again turnaround periods."

One pilot, who was deliberating whether to get out or not, said that his wife supported his decision either way. He wavered for a time, elected to remain on active duty, but subsequently found himself complaining about issues which influenced him to consider departing in the first place. His wife finally said, "If you're not happy, I'm not happy." The pilot put in his papers.

A disgruntled maintenance officer and pilot in a *Tomcat* squadron complained about being unable to get more aircraft up and ready. He believed it dismayed younger officers (not to mention himself) to see the reduced availability of the planes, usually because of lack of parts. They questioned the system that led to such a predicament. It was agreed that the F-14 is a first-rate fighter and that deployed units have good availability rates. (This squadron had recently returned from a long cruise.) S-3 flyers expounded on nagging supply and maintenance problems as well, and believed they constituted a negative influence. Most of those queried believed that initiatives in effect to get the planes back up on a continuing basis were a step in the right direction.

"The young flyers today seem much more concerned about family and related military benefits than I was at their age," said a VS squadron commander. "Perhaps this is only a perception on my part. Still, it does appear that they expect and want more from life than I remember seeking."

The strength of a squadron C.O.'s authority came up numerous times in interviews. A C.O. complained, "We'll be ashore and I'll get a message from the carrier with carqual overhead times, directing me to send pilots which it (the ship) specifies by name. Young pilots see this and wonder why it isn't my decision to make — that of saying who goes and when. Small point, perhaps, but. . . ."

Smaller contingents within the overall Naval Aviation community pose a different set of retention problems. They won't be detailed here except to cite a couple of examples. More than 100 reserve officer pilots who had left the Navy to pursue civilian careers volunteered to return to active duty. They were summoned to help alleviate the critical shortage of training command instructors. Questions have surfaced concerning their eligibility for augmentation into the regular Navy. Legal restrictions may prevent augmentation in some cases. Understandably, hard feelings exist and the resulting publicity does not enhance Naval Aviation's image even though the parties agree there was no attempt to defraud anyone.

Another illustration concerns women pilots. A lieutenant with 1,000 hours has two years to go and wants to stay with the Navy but realizes that, as much as she'd like to be a sea-going carrier pilot, her options are limited. "They may run out of places to put us," she said. Although a woman aviator made the first arrested landing aboard a carrier earlier this year (page 3), it is uncertain when, if ever, women flyers will be assigned to carrier-based combat squadrons.

The outflow of Naval Aviators will continue to be of grave concern until it can be curbed and brought within acceptable limits. Ironically, an abundance of aviation candidates is still queuing up at the beginning of the flight training pipeline. People still want to fly the Navy way. The question remains, for how long? The going price for training a Navy pilot today ranges between $500,000 and $750,000, depending on the pipeline. The huge cost demands that every effort be made to make the investment one of long rather than abbreviated term.

What's the Navy doing about the problem of Naval Aviation retention? Communication, counseling and compensation are three broad-based measures which it is stressing to improve retention of Naval Aviators, and Navy personnel at large. In the first category, OpNav has been disseminating three concisely-compiled, readable publications:

NavPers 15197A, *Unrestricted Line Officer Career Guidebook*. Thickest of the three, it goes into considerable detail on all facets of a Navy career and has separate chapters for aviation, surface, submarine, special, special operations, women, restricted line and staff corps officers.

NavPers 15197 Addendum, *Commanding Officer's Addendum Unrestricted Line Officer Career Guidebook*. This one is designed for the unit commander and gives him or her up-to-date information on policies, programs, financial compensation and benefits. It is designed for quick reference and, like the other two, contains answers to questions commonly asked by Navy personnel.

Aviation Commanding Officer's Fact Book. This publication focuses on aviation officers and contains timely information of acute interest to flyers, especially those contemplating leaving the service. For example, it provides the C.O. with a summary of airline versus Navy career advantages and disadvantages. It includes declarative questions such as: "Did you know that only one in three airline pilots makes it to retirement at age 60?" along with a pay-scale chart comparing gross incomes of Navy/Marine Corps flyers with airline types by years of service/longevity.

Commander Sam Yow, Op-136D in OpNav, is one of the key headquarters level officers devoting full time to retention matters and, specifically, aviation retention. "Communication is the key." he asserts. "We're sending briefing teams to the fleet, we have the publications and a hot line is now in service. By calling autovon 224-3722, a person will hear a brief but complete recording explaining several of the various initiatives, especially those in the compensation area, which are in effect or planned.

In the second category, top level planners agree there is a need to counsel junior officers long before the time their minimum service requirement (MSR) expires. Although the basic patterns of Navy working life cannot be significantly changed — *the ships and planes, and thus their crews, have to deploy sooner or later* — open discussion covering all the ramifications of a military career is valuable. An informed individual is far more content, regardless of the circumstances, than one in the dark or one who, for one reason or another, is ignorant of factors that have a direct bearing on his or her life.

"For example," says Yow, "we have learned that many pilots leaving the Navy are not fully aware of the potential retirement package they are giving up. A lieutenant commander with 10 years in, for instance, surrenders nearly $95,000 in value if he resigns. It may not make him change his mind, but we feel it is important that he know this."

Commander Chip Seymour, Op-136D2, works with Yow on retention issues and spoke of one retention tool which is proving valuable in the

counseling program. It is a computer printout produced by OpNav which tracks an individual officer's career milestones. Distributed to the type commanders for down-the-chain dissemination, it serves as a tickler, or reminder document, that alerts an officer's seniors in a timely manner when the individual is within 12 months of the end of his service obligation. Appropriate counseling can then be effected within the command.

"It is vital that officers receive personal attention from their C.O.s and that they be given the benefit of career counseling *throughout* their careers. We need to convey to our officers the fact that the Navy is a caring, concerned organization interested in retaining the services of its personnel," said Seymour.

Adds Yow, "The detailer-to-officer ratio is being radically changed so that a junior officer gets more 'tailored' attention than before. Detailers are now able to better heed the feelings and desires of the officer in the field. In the past, the ratio was 1 detailer per 1,200 officers. We are now approaching our goal of 1 to 500."

In the compensation field, proposals which, hopefully, will yield palpable results are either in the congressional pipeline or fast approaching it. In a recent OpNav message, Admiral Thomas B. Hayward, CNO, said, "I have asked the Secretary of the Navy and the Joint Chiefs of Staff to join me in requesting the Secretary of Defense to adopt a position that will ensure the purchasing power of our service members will not be eroded through inflation. I have recommended that a variable housing allowance be established in high cost areas throughout Conus to reflect actual cost, and I will be recommending that BAQ be increased to a national standard."

The variable housing bonus would increase paychecks considerably for those stationed in areas identified as inordinately expensive. It is CNO's intent that the life styles of Navy men and women not be radically diminished when transferred from one duty station to the other. Complicated formulas are involved in determining the bonus, but it is receiving maximum attention. As LCdr. Bob Osterhoudt, assistant for compensation and development in OpNav, said, "This is a very dynamic time for changes in military compensation, perhaps one of the most dynamic."

For aviation personnel, the revised ACIP (aviation career incentive pay) bill is being staffed by all services. If approved, it will boost flight pay and feature a substantial monetary bonus which would be paid to aviators if the personnel situation (inventory vs. requirements status) dictated it.

These are but two of the key money-related initiatives in progress. Extension of the "old" G.I. education bill to the year 2003 is another. Several more, less dramatic perhaps, are being examined. And it is the feeling among Navy officials that many of these money-related initiatives will be enacted.

The costs involved are monumental to be sure. But in the long run they are easily justified. For example, a Center of Naval Analysis study projected that the ACIP/bonus package would cost the taxpayers $65 million. However, it would increase the retention rate substantially which would result in possible training cost savings of up to $247 million. So the compensation plan makes sense.

More pay does not answer the dilemma of job satisfaction voiced by many flyers. But in the real world, money can at least help compensate for some of the dissatisfactions.

The Navy knows that it cannot compete with airline pilot salaries and it could be argued that many other civilian occupations offer higher equivalent pay than Naval Air. But officials are examining ways to lessen the impact of deployment schedules, to reduce bureaucratic administrative procedures, and to continue to support issues before the lawmakers which are designed to make Navy life attractive.

Many senior observers interviewed for this article found themselves at odds with the attitudes of today's young flyers. In "their day," they agreed that their outlooks were unlike those apparent in the first and second-tour types of the late 1970s. One said, "I don't remember being as concerned about benefit packages as they are today. I don't think I expected, or felt I deserved, as much out of life as some of these fellows. I certainly don't hold this against them but I believe it to be true."

Most seniors agreed that today's flyer is a superb performer, on the ground and in the air. One commander admitted, and plenty others echoed the thought, "I think the guy wearing wings now is much smarter than I was at his age."

Times change. Outlooks change. Naval Aviation changes. The dialogue must continue, to ensure that the Navy's decision-makers properly respond to those changes. It is equally critical that those contemplating leaving the service realize that concentrated efforts are being made in their behalf and that it is to their advantage, as well as to the Navy's, that they carefully weigh all the pluses and minuses so that their final decision is an informed one.

Cdr. Sam Yow supports the motto now in vogue, "The Navy — It's the right time to stay." But he and the officers and sailors throughout the fleet are acutely aware that mottos mean little without substance to back them up.

Earlier in this discourse an officer was quoted as saying, "I never met an unhappy airline pilot." That might very well be said about the Naval Aviator who elected to complete a career in uniform, wearing with pride and satisfaction those golden wings.

Somehow Naval Aviation will prevail and, with the human and hardware resources at hand, pursue its mission. But the problem of Naval Aviator retention is uppermost in the minds of all concerned and will stay there until it is solved.

FROM THE TOP

DCNO (Air Warfare) Vice Admiral W.L. McDonald

There is no easy remedy to the Naval Aviator retention problem which we face today. The initiatives now under way are certainly a step forward and will help alleviate the problem. But they won't solve it entirely. A flight pay bonus, for example, cannot completely substitute for lack of flight time. Our aggressive young flyers want to get in the air and fly productive missions as often as they can.

We have experienced deficiencies in aircraft availability rates in some communities. These have resulted in a reduction in flight time for pilots. We are addressing these deficiencies through the combined efforts of all echelons in the chain of command. We must constantly strive to ensure that the sophisticated and costly flying machines of Naval Aviation today operate effectively. Our aircraft and aircrews must remain in fighting condition, and be fully ready to perform their mission in support of national policy. In this regard, I wish to assure our junior as well as our senior officers that those of us at the higher levels of command are aware of the problems and determined to correct them as expeditiously as we can.

I am also acutely aware of the negative aspects associated with a career in Naval Aviation as they have been articulated by many of our flyers. Although it is fashionable in some quarters to dwell on these negative aspects, I consider it vital, as an old song says, to also "accentuate the positive." Clearly, there *are* positive features inherent in the

professional Naval Aviator's life, and I am not sure they have been emphasized enough in these crucial days of diminishing pilot inventories.

It is impossible to place a numerical value on it, but the *challenge* of flying the Navy way is not exceeded. Whether it's patrolling the frigid oceans on an ASW assignment, lowering supplies from a helicopter to a ship on stormy seas, or being fired off the number one catapult on an intercept mission, the challenge is there in capital letters.

The *security* a military career offers has been, and continues to be, an attractive factor. I recognize that security is not always uppermost in the minds of men and women in their twenties, but as the years go by — years which may contain periods of economic recession — security takes on new dimensions. In the words of Webster, it "assures tranquility (and). . .protection." In conjunction with security is the retirement package which, despite the seemingly chronic assaults against it, remains a sound and worthy one.

The pilot, who sees himself at home rolling in on a target with a load of bombs, is apt to turn a disinterested ear on the phrase *management experience.* But whether he is in the cockpit or behind a desk, in some form or another, today's officer/pilot is managing both human and hardware assets on a continuing basis. With seniority comes more management responsibility and, true enough for some, less flying.

Management experience is essential in most facets of military and civilian society, although I concede that airline pilots don't require it in abundant quantities. But when career advantages and disadvantages are tabulated, management experience deserves a check in the merit column.

Coincident with management experience, the Navy offers excellent *educational opportunities.* They range from test pilot school and postgraduate programs to a variety of war colleges. Learning achieved through these opportunities can enhance the individual's active duty performance and, importantly, can serve him or her well in post-retirement employment. I admit that furthering one's education may not be as exhilarating as flying a sandblower over the Rocky Mountains. Nevertheless, it is an enlightening and rewarding opportunity that the Navy provides in a manner which compares most favorably with, if not substantially better than, civilian organizations.

When an aviator talks about getting aboard the carrier on a dark and hairy night, he is likely to expound on the fear and anxiety associated with such an evolution. He may not be aware of it but, deep down, he is also exuding pride — pride based on an achievement which is exclusive to Naval Aviation. These shared experiences promote another value in the Naval Aviator's career — *camaraderie.* This camaraderie, or spirit of mutual respect and support, comes from bringing a wingman, whose radio has failed, down through the soup; from completing a difficult ASW mission where perfect coordination of the entire crew was essential to success; from holding off the enemy to enable rescue of a downed fellow flyer; from a thousand things.

Camaraderie may be an intangible asset, but it is a meaningful element and part and parcel of life in Naval Air.

Nowadays, it seems as if an aura of skepticism pervades American life. Some have called the young people of the 1960s and 1970s the "me generation" because they are primarily concerned with looking out for themselves. I am not prepared to judge this precept. But I do know that the junior officers piloting naval aircraft today are as sharp and intelligent, if not sharper and more intelligent than any generation that preceded them. This makes it especially disheartening to lose them.

It is not my intention to shroud the issues which have induced too many of our pilots to unclip their golden wings and lay them aside. The issues are indeed real and require imaginative, even radical, action to correct. On the other hand, it *is* my intention to ask those who are thinking of leaving Naval Aviation to very carefully consider the positive elements I have mentioned and compare them to those which can be logically and realistically expected in civilian life.

In conclusion, I pray that we never again have to fire a shot in anger at a national enemy. But events on this planet suggest that uneasy times are more the norm than those which we call tranquil. Naval Aviation represents a front-line force in maintaining the ideals of our nation.

It is imperative that all of us in Naval Aviation continue to work together as a team to combat the problems besetting us today and to ensure that Naval Aviation endures as an effective, battle-tested force of top quality men and women ready to defend their country.

Finally, there is a feeling, a sort of subtle, enduring sensation which, I believe, is another positive element derived from serving in uniform. Call it *patriotism* — a word which for a variety of reasons is used rather guardedly these days — or whatever you choose. You cannot put it in the bank. It will not pay for that lakefront property you want and it won't help finance your children's education. But it gives deep-rooted satisfaction and an abiding peace of mind which cannot be purchased at any price.

Celtic Green...

By Captain Jack Fellowes
Program Director, Quality of Life Project, OpNav

I equate the retention problem of the Navy to what I call the Red Auerbach Syndrome. In the glory days of the Boston Celtics, when they were winning 9 out of 11 National Basketball Association championships, an athlete played for the glory of Celtic Green. Monetary reward was secondary. This spirit, of course, produced championship rings and great sums of play-off money, but playing for the Celtics was *the* thing. Now, the young athlete's values have changed and he plays for money first and victory, i.e., NBA championships, second. The whole value system has changed. Red Auerbach, the team's general manager, essentially still believes that Celtic Green is what an athlete wants. I'm not suggesting this is wrong, but I am saying that the "What's in it for me?" philosophy is a fact, and Red will have to change or lose.

In the case of the military unit, the Navy in particular, men do not go down to the sea in ships, fly airplanes or salute smartly and "march off" any longer. They want compensation, and not necessarily in cash. There must be some semblance of stable working hours with compensatory time off, comfortable living conditions both on and off the ships, proper appreciation of their service to their country from their civilian counterparts, appreciation of their sacrifice and "job well done" from their leaders, and overall job satisfaction. The Navy, like Red Auerbach, needs to adjust to the times. I don't see the grievances expressed by those in the lower echelons as petty griping, either. They represent reasonable, constructive criticism of the Navy.

The aviation community faces even graver problems. Young aviators are leaving the service in great numbers citing reasons such as reduction of flight hours, long separations, cessation of flight pay after 25 years of commissioned service, questionable promotion possibilities past commander, and the advantages of flying commercially in the civilian community with its higher pay, shorter working hours and reduced separations. Generally, improvement in their overall quality of both working and living conditions is desired by these young aviators.

Their desires are not unreasonable. Times have changed and they are merely reflecting this change.

The Navy still expects the sharp salute and march-off, but the young aviator of today is more inclined to ask questions — very intelligently conceived questions, I might add — than has been the case in the past. The questions pertain to general Navy-wide problems but are particularly important to the aviator who considers his mission more hazardous than other naval warfare specialties.

Why a 5.5 percent pay cap, for instance, when the President had set 7 percent as his guideline? Why are benefits such as medical and dental care for dependents, and commissary and exchange savings being eroded, for example?

Why fly the hazardous Navy missions for relatively smaller pay while commercial pilots fly Cadillacs of the sky and make more money?

The bachelor asks, "Is there no BAQ for single members?" He considers himself discriminated against because he, too, accumulates household effects, but he has no place to store them without dipping into his base pay for the storage costs.

The young aviator looks at his seniors and sees the tremendous pressure placed on them, considers the relatively low promotion rate and asks, "Why continue if, when I get to command level, my chances are slim for higher rank?"

There are a myriad of these irritants which affect the junior aviator's retention rate. The Navy and higher authorities are endeavoring to move with the times and support programs which provide a favorable influence on these young officers.

By the way, Red Auerbach may be beginning to change. He just paid a ton for Larry Bird to bring the Celtics a championship.

LEADERSHIP

Remarks by Vice Admiral William I. Martin, USN(Ret.), during the Military History Symposium at the Air Force Academy on October 20, 1978

It seems that almost everyone in Naval Aviation – past and present – agrees that the most important elements of leadership in WW II were those exhibited by a comparatively youthful group – namely, the air group and squadron commanders – and a few others even younger. There are reasons for this which will be dealt with later.

At this point, it would be appropriate to mention two factors that were important to the wartime successes of these young leaders. One influenced the quality of leadership found in flyers engaged in combat; the other greatly affected the results of exercising good leadership in war.

The active Navy flyers of WW II had a distinguished heritage to live up to. The founding fathers of Naval Aviation – William Moffett and Joseph Reeves – were tough, resolute, inspiring, outspoken – ever eager to experiment.

John Towers, NA #3, and James Forrestal, NA #154, were brilliant


12.5

administrative reformers who were intensely dedicated to Naval Aviation and receptive to new ideas.

In the high command was Earnest J. King – hard as nails, profane and uncompromising. Soon after the United States entered WW II, he was designated Commander in Chief, United States Fleet, and Chief of Naval Operations. Upon assuming this highest naval command, he was heard to remark, "When the shooting started...they wanted an S.O.B. and they sent for me!" Or words to that effect!

In the fleet commands we had William F. Halsey, Marc Mitscher and John S. McCain:

"Bull" Halsey: Gruff, exuberant, aggressive, all fighter; consequently not overly meticulous in planning.

"Slew" McCain: Fearless, aggressive, personally pleasant but also profane; occasionally hot-headed.

"Pete" Mitscher: Quiet and soft-spoken, slight of build but tough and wiry; a leader's leader, commanding the respect of all Naval Aviators.

Among the task group commanders we had Arthur W. Radford, Frederick C. Sherman, Alfred E. Montgomery, J. J. Clark, John W. Reeves, Gerald W. Bogan and Ralph E. Davison. A thumbnail description of these admirals serves to make the point that no two leaders came from the same mold.

"Raddy" Radford: Tough-minded leader under stress; quiet, calm, decisive, serious, highly respected.

"Fighting Freddie" Sherman: Explosive, zealous, demanding, irritable; a superb tactician who loved a good fight – liked to take risks.

"Monty" Montgomery: Impatient, sarcastic, irascible, except in battle when he was calm and thoughtful; not popular but respected.

"Jocko" Clark: Loud, boisterous, hard-hitting taskmaster, inspiring confidence up and down; Cherokee Indian blood contributed to fighting spirit; tough, unrelenting advocate of do-it-yourself.

"Black Jack" Reeves: Tough, fiery, impatient; feared by many but those who knew him well were aware of his deep compassion.

"Gerry" Bogan: Outspoken, smart, tenacious in combat; loved a scrap; a thorough teacher.

"Dave" Davison: Highly intelligent, articulate, well-read; friendly manner and fun loving – a capable tactician.

So those were the superiors of our young leaders. Note the wide variety of characteristics, qualities, traits and personalities. No two were alike, yet all of them were effective in combat situations – some more than others.

Many were emulated by our young leaders. Each admiral left his imprint on the air group and squadron commanders who carried out his orders and brought him the results of their actions in combat – bringing also lessons learned and, in effect, formulating new doctrine, discarding ineffective procedures and initiating imaginative tactics to be tested in subsequent combat missions.

A vital factor in the success of Naval Aviation has been a partnership between the Navy and private industry – the aircraft and ordnance manufacturers, the weapons systems developers, the shipbuilders who were willing to go along with the bizarre idea of installing an airfield on a ship's hull with a hangar in its bowels.

Even the greatest of air leaders cannot be successful in combat unless he is provided adequate aircraft and weapons systems; therefore, let us not overlook our leaders in aeronautical design and the leaders in aviation industry who provided quality products in prodigious quantities.

At the beginning of WW II, the Navy's inventory of aircraft included slightly more than 1,700 fixed-wing, plus a handful of lighter-than-air, vehicles. At the end of 1945, only five years later, the Navy's inventory recorded more than 40,000 aircraft on hand – a staggering achievement in industrial development, especially

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PEOPLE·PLANES·PLACES

Records

"It's my plaque, but they deserve the credit," says Lt. Tom Witowski as he poses at PMTC Point Mugu with some of the

crew that launched him for the flight which put him over the 1;000-hour mark in an A-6. B/N Witowski was carried to the showers for a "wetting down" only moments after this photo was taken. Left to right are: AD3 Linda Desilva, ADAN Marilyn Brazell, AO2 Ben Borges, A-6 Grumman rep Tom Shepard, Lt. Witowski, AO2 Ted Harding, AQ3 Kenneth Tyson and AD3 Dennis Bodley.

Led by Cdr. Dave Cowles, VF-211's *Checkmates* returned to Miramar recently after an eight-month deployment to West-Pac and the Indian Ocean aboard *Constellation*. The squadron participated in Exercise *Cope Thunder;* maintained a 92.4 percent sorties completion rate during its 46-day at-sea period in the Indian Ocean; flew 1,110 sorties, accumulating 1,961 flight hours and over 1,100 traps. LCdrs. Keith Shean and Harry Carwin passed the 1,000-hour milestone in the F-14 and LCdr. "Okie" Stansel became the first man to log over 600 traps aboard *Constellation.*

Cdr. Paul Cooper, C.O. of VF-143, became the first F-14 pilot centurion aboard *Eisenhower.* Cdr. Cooper has also achieved centurion status aboard *Midway, Hancock, Enterprise* and *America.*

LCdr. Ron Lang, VF-32, and Lt. Don Phifer, VF-14, marked 1,000 hours in the F-14 *Tomcat.*

Cdr. David W. Hoffman, VF-41 skipper, simultaneously recorded his 800th arrested landing and 200th night trap, in an F-14 aboard *Nimitz.*

Four members of HSL-30 received Kaman 1,000-hour plaques: LCdrs. "Woody" Woodworth and Lyn Duncan and Lts. Paul Mellot and Tom Parkes. Home-based in Norfolk, the squadron trains all H-2 aircrew and maintenance personnel on the East Coast.

Grumman presented 1,000-hour A-6 awards to LCdr. Carl Carden and Lts. Tom Snurka, Gene Niesen, Bill Ballard, Mike Menth, Craig Carlson, Burt Miller, Paul Cash, Lou Knott, John Aten, Dave Austin and Bill Mullis. All are from VA-42, Oceana.

Several squadrons achieved milestones in accident-free flying: VFP-306, 7,000 hours; VA-82, 10,000; VC-1, 14,000; VA-113, 24,000; VP-31, 64,000; VS-28, 80,000; VPs 46 and 49, 125,000; VA-176, 7 years; and VMGR-152, 10.

Beech Aerospace Services, Inc., completed its 100,000th flight hour in May at Whiting Field. To commemorate the event, Vergil Huseby, line foreman, received permission to paint the names of Whiting Field's VT squadron C.O.s and Capt. W. J. Somerville, ComTraWing-5, on four T-34Cs.

Capt. David N. Rogers, CAG-14, completed a checkout in an RF-8G *Crusader* at VFP-63, Miramar, marking a rather unusual event. It was the twelfth type of aircraft flown by him during his present tour, making him current in all Navy carrier-based aircraft. Capt. Rogers has flown 40 different types of military aircraft in his career and has over 900 landings on 14 different carriers.

Aviation personnel of *Vancouver* (LPD-2) achieved a significant milestone by successfully conducting the ship's 20,000th safe helicopter landing, during a training exercise off the coast of Southern California. Lt. Bryan Lucas piloted the CH-46 from HC-3, North Island, to the record landing. Copilot was Lt. Ray Boucree, with crew members ADAN John Wright and AMSAN Boyd Getz.

CNO Adm. Thomas B. Hayward presented a plaque to ADCS Doyle D. Theesen for his 8,000 flight hours and 20 years in the A-3 *Skywarrior*. Attached to ComResTacSupp-Wing, Det, Washington, D.C., Theesen has been on active duty for nearly 35 years and has been stationed at the naval air facility since 1965.

Cdr. Moon Vance led his VF-24 *Red Checkertails* during an extended seven-month WestPac deployment aboard *Constellation,* encompassing over 1,850 flight hours and 1,100 carrier landings. VF-24 has recorded three years and 9,500 hours of accident-free flying.

In May, while deployed to the Med aboard *America,* the *Screwbirds* of VS-33 set a record for deployed S-3A squadrons

by flying 858 hours in 17 days. Over 800 were accumulated in support of Exercise *Dawn Patrol,* a multi-nation NATO exercise involving British, French and Italian forces. Under the command of Cdr. T. S. Todd, VS-33 is home-based at North Island.

PEOPLE·PLANES·PLACES

Honing the Edge

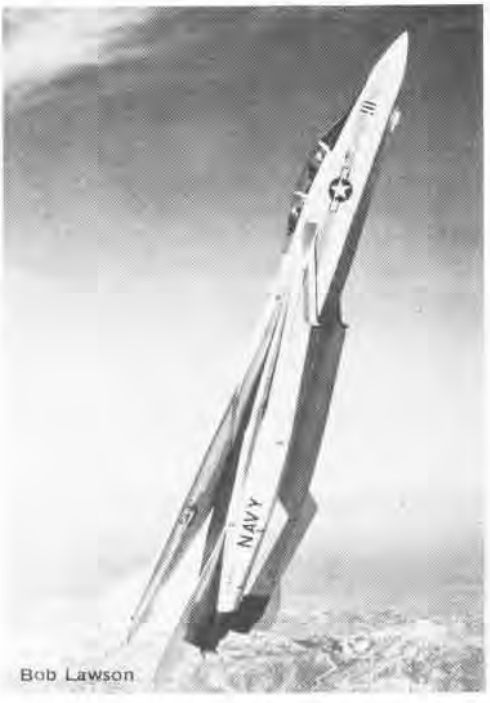
Under a camouflaged field hangar, Lt. Lee Buland begins his preflight check. Buland is an AV-8A *Harrier* pilot with VMA-231, Cherry Point. The squadron provided close-air support for Exercise *Solid Shield 79* at Camp Lejeune.

The *Bluetails* of VAW-121 were visitors in Haifa, Israel, as part of *Eisenhower's* Med deployment. Highlights of the stop-over included exchange visits between Israeli Air Force E-2C aircrews and *Bluetail* personnel to review each country's *Hawkeye* operations and aircraft, plus a combined weapons training exercise put on by CVW-7 off the coast of Israel. Guests on board *Ike* reviewing the weapons demonstration included Prime Minister Begin, Defense Minister Weisman, President Navone and other members of the Israeli cabinet.

The *Clansmen* of VA-46, Cecil Field, are the winners of the Annual CLAW-1 Bombing Derby. The winning team included Cdr. Pat Rooney, C.O., LCdr. Barry Waddell, and Ltjgs. Dick McCrillis, Kevin Thomas and Rich O'Hanlon. The squadron also received many individual bombing Es.

In a program established in 1976, Cecil Field's VA-45 was designated a fleet adversary squadron, accompanied by VF-43, Oceana; VF-126, Miramar; and VA-127, Lemoore. The adversary program provides the means for the light attack community to ensure survivability in the air-to-air environment. Cecil's program, which primarily provides follow-up training to pilots in the replacement air group, consists of a two-day ground school and five adversary flights. VA-45 conducts three to five of these schools each quarter, teaching fleet pilots defensive tactics, instilling expertise and confidence. The squadron also provides adversary services to fleet units during work-ups.

Whenever it can, during the air show season, VF-1, Miramar, flies the F-14 to various Navy, Marine and Air Force airfields several times each month. In the photo, a



Bob Lawson

squadron *Tomcat* practices high performance maneuvers. VF-1 was one of the first two operational F-14 squadrons in the Navy.

Et cetera

The *Golden Swordsmen* of VP-47 returned to Moffett Field in June from a six-month deployment to Kadena, Okinawa. During the cruise, squadron personnel amassed over 5,000 flight hours and completed over six years of accident-free flying. Numerous hours of training resulted in 3 patrol plane mission commander, 8 plane commander, 3 tactical coordinator and 16 aircrew designations. Ground training, combined with off-duty study, paid off in the advancement of 45 *Golden Swordsmen.*

VA-12, aboard *Eisenhower,* and VAW-124, embarked in *America,* took part in NATO Exercise *Dawn Patrol 79* in May. This exercise was designed to promote improved coordination and cooperation of multi-nation forces and to demonstrate NATO's readiness to deter aggression along its southern flank with the rapid deployment of external reinforcements. Countries participating were: Italy, Netherlands, Portugal, Turkey, United Kingdom, France, Greece and the U.S. Over 100 ships, 400 aircraft and 2,500 Navy and Marine Corps personnel were involved.

HM-14, Norfolk, completed a highly successful deployment to San Diego, conducting Mk-103 and Mk-106 mine countermeasures operations in support of *PhilbEx/MaulEx E1-79.* This deployment was the second in the squadron's first year of operation. Commanded by Cdr. R. E. Jones, HM-14 continued its accident-free safety record in the RH-53D during the deployment.

CVWR-20 completed a two-week AcDu–Tra at Fallon, with 1,500 personnel and 72 aircraft participating. Included in training were: dissimilar air combat training with VCs 12 and 13; missile exercises at PMTC; and SAR and red flag strikes against Nellis AFB. Air wing squadrons flew a total of 1,150 daytime sorties and 131 night missions, accumulating over 1,750 flying hours. CAG is Cdr. Gordon R. Goldenstein.

Recently, 25 men from *Guadalcanal* (LPH-7) volunteered to assist the Philadelphia Jaycees and the USO during the 1979 Special

Olympics at the University of Pennsylvania's Franklin Field. In photo, Special Olympic challengers get some added support from *Guadalcanal* crew members.

The VP-45 *Pelicans* were honored to have SecNav W. Graham Claytor, Jr., visit them in Sigonella recently for an intelligence brief and operational flight. The Secretary flew with Aircrew 3 commanded by LCdr. Dave

Barry and squadron C.O., Cdr. William J. Rodriguez. In photo, he is shown with AW3 Dave Walach at a sensor station on board the P-3C *Orion.*

PEOPLE·PLANES·PLACES

It seems that the British celebrate important events with cake, too! The Flag Officer Naval Air Command's personal barge, a Royal Navy *Heron* C4, came of age on April 11, 1979. Built by de Havilland Aircraft Company, Hatfield, England, it entered service with the Queens Flight on April 11, 1958, carrying many members of the Royal Family to other countries, for 10 years. After serving the Air Officer Commander in Chief, Germany, and 781 NAS at RNAS Lee-on-Solent, the aircraft is now maintained by Heron Flight at RNAS Yeovilton, Somerset. When the *Heron's* useful flying days are over, it will join other historic aircraft at the RAF Museum, Hendon. The picture shows VAdm. Sir Desmond Cassidi, Flag Officer Naval Air Command, and Wren Jan Rickards cutting

the cake held by the admiral's personal pilot, LCdr. R.D.P. Henderson, RN, with maintenance crew in background.

Change of Command

ComCarGru-3: RAdm. Lawrence C. Chambers relieved RAdm. Robert E. Kirksey.

AirASWing-1: Capt. Jack Adams relieved Capt. Bob Whittaker.

HS-8: Cdr. Robert Parkinson relieved Cdr. William E. Terry.

HS-84: Cdr. John K. Riess relieved Cdr. David T. May.

MACS-5: Maj. John C. Church relieved LCol. E. S. Olin.

NARU North Island: Capt. Claude L. Fare relieved Capt. Emiddio Massa.

NATSF: Cdr. Robert A Kogler relieved Cdr. Ronald W. Pyle.

NATTC Memphis: Capt. J. Andy Burnett relieved Capt. C. Ray Smith, Jr.

PMTC: RAdm. Fred H. Baughman relieved Capt. J. C. Weaver.

VA-34: Cdr. John Hawley relieved Cdr. John McNabb.

VA-35: Cdr. John P. Pieno relieved Cdr. James D. Joyner.

VA-66: Cdr. Frank Gerwe, Jr., relieved Cdr. James Gill.

VA-81: Cdr. Jim Killian relieved Cdr. Phil Jacobs.

VA-93: Cdr. Eugene F. Mitchell relieved Cdr. Clarence S. Vaught.

VA-203: Cdr. Tony Isger relieved Cdr. Frank Hughes.

VF-211: Cdr. Bruce H. Hart relieved Cdr. David E. Cowles.

VS-30: Cdr. Robert Thompson relieved Cdr. Robert Fuller.

VT-28: Cdr. Curtis J. Winters relieved Cdr. William H. Zachary.

VX-1: Capt. F. Howard Stoodley relieved Capt. M. R. Byington, Jr.

Enlisted Retention: Three Speak

SH3 Anthony Paczkowski: reenlisted for four years in March 1979 on board USS Kennedy.

My first impression of the Navy was "Why is everybody pushing me around?" But as I pushed myself toward advancement, I realized what the naval service had to offer my wife and me. As a newlywed, I found there were too many benefits for us to pass up. My wife and I talked it over with my command career counselor and we decided it was to our advantage to stick with the Navy. The benefits are super: free medical care, commissary and exchange privileges, and free legal assistance for any emergency that could arise.

I like to travel and so does my wife. The Navy has guaranteed us duty in the Med. Thinking of all the places we will be able to visit has us both very excited.

AT2 Shelly Latona: reenlisted for six years in November 1978 at NAS Oceana.

Shelley with C.O., Capt. D. J. Michaels

I reenlisted first because of the benefits that the Navy offers and for the reenlistment bonus. Also, I was coming up for transfer, wanted to go to Hawaii and was guaranteed orders to Barbers Point upon reenlistment. I like the Navy and enjoy my work as an electronics technician. Electronics has always been of great interest to me and the Navy has given me the opportunity to learn and work in that field.

I was married four years before joining the Navy and my husband and I both worked in a factory. We made good money, but were extremely bored.

My husband was against my enlisting at first. But when I told him of the opportunities the Navy offered, he agreed that if that was what I wanted, go ahead. Well, I did and we are both happy with the choice.

AW2 Dave Scheid: reenlisted for five years in the summer of 1979 on board Patrol Squadron Four.

I was planning on getting out of the Navy. I started to count my options and realized there was still much the Navy could offer. I had only seen one side of the world (Pacific). I recently married and enjoy my job, so I talked with my career counselor who made me an offer I could not refuse: a $12,000 reenlistment bonus and a choice of orders to wherever an open billet existed.

I accepted this and opted for a tour with VP-8 out of Brunswick, Maine. I will join the squadron on deployment in the Med and visit the other side of the world. The cash bonus is a good nest egg even after taxes and paying off all debts.

What about after the next five years? I don't know yet. I've always played it by ear and I'll get out when I stop enjoying my work.

TOUCH AND GO

Soviet Rescue

It was both a sad and joyous occasion as the Air Force C-141 *Starlifter's* lights cut through the misty December night and onto the runway at Yokota AFB, Japan. The plane carried the 10 survivors and three dead crewmen of a Navy P-3 patrol plane that ditched in the northern Pacific Ocean last October. (Two other crewmen could not be found.)

It was only a two-day stop at Yokota for physical exams and processing before flying home to their families and friends. The men had spent 12 cold hours in a rubber raft, two days on the Soviet trawler *Senyavina* and four days in Russian hospitals.

The silence of the occasion was broken when the surviving crew members appeared at the hatch and the crowd broke into cheers. After each man had filed past a welcoming party of high ranking military officials and a brief statement of gratitude was made by the P-3 copilot, Lt. Edward Caylor, the men were taken to the base hospital where they telephoned their family and friends. They later feasted on steak, shrimp and fried chicken.

The survivors seemed in excellent health and spirits and reported that while in the Soviet Union, "They [the Soviets] did everything they could to make us comfortable."

About the ditching, one young crew member said that it was the most frightening experience he had ever had. "We were strapped in our seats. We knew we were going down and were just waiting for it to happen. I was next to a window. All of a sudden we hit the water. I remember bouncing on the water twice, but others say we hit three times. When we stopped there was fire and smoke. There wasn't any water in my area until I opened the hatch to get out. When the second man started to leave, the water was up to his waist. The third man had to swim out underwater. On the way out he gulped a mouth full of JP-5 fuel and spent the next 12 hours on the rubber raft being sick. I remember the water being cold and the waves large."

Another crew member reports the Soviets seemed genuinely friendly. "They couldn't do enough for us. We had plenty to eat and of course more than enough vodka. I learned how to drink it. First you take a gulp of vodka, wash it down with

Nineteen members of VP-9 received Air Medals for events surrounding the October P-3 ditching. Cdr. Peter Cressy, VP-9 skipper, said at the presentation, "This is proper recognition of an extraordinary accomplishment that sheds honor on all American fighting men." Crew Six is shown upon its return to Yokota AFB. They are: Lt. Ed Caylor; Ltjgs. Matt Gibbons, John Ball and Bruce Forshay; and Ens. John Wagner. Not shown in the photo are AD2 Ed Flow, AX3, Howard Moore and AO3 David Reynolds. Two of the 10 survivors were attached to PatWingsPac Det Adak: AWCM Garland Sheppard and OS1 Gary Hemmer. Members involved in search and rescue efforts who received medals are: Lts. Ron Price and Pat Conway; Ltjgs. Randy Lueker, Dennis Mette and Bill Gamble; AD1 Leonard Northrop; AT1 Hugh Littlejohn; AW3s John Hampel and Peter Geldard; AO3 Thomas Cummings; and AWAN William Rattenni.

tonic water and then a bite of Russian bread. It is really not too bad once you get the hang of it."

He also pointed out that the Soviet diet is a little different. They eat more starch, bread and potatoes. Breakfast was interesting. Several found it a bit difficult to eat sour cream in the morning. One man put a lot of sugar on it trying to convince himself that it was yogurt.

The only daylight traveling in the Soviet Union was the trip from hospital to airport. The areas passed through were described as very dreary, compared to American cities. There were many large, rectangular-shaped buildings, probably apartment complexes. The streets were not well lighted and there were few shops or stores. The display windows were small and very barren. There was a lack of billboards, so common in the States. In their place were large signs glorifying the worker.

One man compared the street scene to a black and white movie of the 1940s with small cars resembling the German-made Audi.

The 10 were delighted to be among friends and safe again. They were saddened by the loss of five shipmates. It was both a sad and joyous occasion.

JO1 Gary L. Martin

SERE

Wanted: Mature, career-oriented petty officers with proven leadership ability and desire for challenge and adventure to train for jobs as SERE (survival, evasion, resistance and escape) instructors for Fleet Aviation Specialized Operational Training Group, Pacific, NAS North Island.

Job openings: Instructors in animal trap building, combat search and rescue, land navigation, and jungle, arctic, seashore, deep water survival.

Job benefits: Increased self-confidence, job satisfaction, valuable skills, outdoor working environment, possible travel. No experience necessary. Some long hours and extra effort required.

SERE instructors at FASOTraGruPac come from various Navy rates, ranging from disbursing clerk to aviation boatswain's mate. They all have one dedicated common interest: teaching Pacific Fleet aviators and aircrewmen how to survive in adverse conditions. (Similar training is given Atlantic Fleet personnel at Brunswick, Maine.)

Each prospective SERE instructor completes Navy instructor training prior to arriving at FASOTraGruPac. He goes through deep water environmental survival training and is then enrolled as a SERE student.

These men learn survival techniques and receive lectures covering a variety of subjects including the Code of Conduct and Geneva Convention. Practical exercises are conducted on a secluded beach area at North Island, where students build shelters, dig wells, construct crab traps and spend a night on the beach.

The final phase of training is conducted at Warner Springs north of San Diego. Students learn to build animal traps, start fires, navigate with and without compasses, and a host of land survival skills. They spend two to four days in the wilderness, putting to use these newly-acquired skills. This course is carefully designed to train those who might serve in areas where they are susceptible to enemy capture how to survive in remote areas, evade capture and resist enemy exploitation and interrogation if captured.

Is it worth going through such intensive training to be able to teach others?

"SERE taught me a great deal about my own strengths and weaknesses," admits PR1 Jim Donlon, who volunteered as an instructor after working for a naval officer who was a former prisoner of war. "He convinced me SERE training had been extremely important to his survival."

A veteran instructor PR1 Lloyd Bourbonnais says, "I returned as an instructor because I believe in our mission. It has been proven again and again that SERE training helps people survive. It prevents many from becoming prisoners of war." Bourbonnais feels that the most important lesson learned during training is "each individual's insight into his own personality. People think that they can only accomplish x amount and then learn they can do y and z. Most people have much more stamina than they give themselves credit for."

A recently-qualified instructor, ABH2 Bob Lawson says, "It's hard work completing all the training, but you certainly know what you're talking about when you have been through the experience yourself. I like the feeling of knowing I can teach someone a skill that might one day save his life."

JO2 Anne Aguirre

A Pair

As a matter of odds, Walter Hinton should never have reached the age of 40! Yet there he stood in the office of the Chief of Naval Operations reminiscing about a spectacular event which goes almost unnoticed in today's world of moon walks and space exploration. It was May 17, 1979, and the occasion was the anniversary of man's first flight across the Atlantic. On that day, 60 years before, Ltjg. Walter Hinton, pilot of the Navy-Curtiss NC-4, eased the big wooden-hulled seaplane onto the water at Horta in the Azores, thus completing the longest and most hazardous leg of the transAtlantic journey. Three NC boats had taken off together from Newfoundland on that trip, but NC-1 and NC-3 had gone down at sea, short of the Azores. Hinton and the NC-4 went on to Lisbon on May 27 and then continued north to Plymouth, England, arriving on the 31st. The year was 1919, eight years before the celebrated crossing of Charles A. Lindbergh.

As the last surviving crew member of NC-4, Walter Hinton was being honored by the Navy and by Admiral Thomas B. Hayward personally for his part in the historic flight which had been a landmark achievement for Naval Aviation. The press was on hand for the occasion, as were Vice Admiral Frederick C. Turner, then Deputy Chief of Naval Operations (Air Warfare), and Dr. Noel Hinners, Director

# of Pros

By Captain Richard C. Knott

(Capt. Knott is author of The American Flying Boat just released by the Naval Institute Press.)

Hinton leaves Sea-Air Gallery at the National Air and Space Museum during May 1979 visit. Dr. Noel Hinner, museum director, is on the left; Don Lopez, assistant director for aeronautics, on the right. Assistant curator for aeronautics, Tim Wooldridge is in the background. At far right is museum's Historian Emeritus, Paul Garber.

of the National Air and Space Museum. Also in attendance was Mr. Francis W. Reichelderfer, 85, former Chief of the U.S. Weather Bureau. As an ensign in 1919, Reichelderfer had been the meteorologist for part of Hinton's transAtlantic flight. The two men had not seen each other in 60 years.

Hinton vividly recalls that trip across the Atlantic and many other colorful adventures as well. There was a sensational free-balloon flight in December 1920 through a blinding snowstorm which deposited Hinton and two other naval officers in the Canadian wilderness. Given up for lost, they trudged back to civilization through waist-deep snow and minus-30-degree temperatures.

In 1922-23 he piloted the *Sampaio Correia*, a Navy surplus Curtiss H-16 flying boat, on the first flight ever made between New York and Rio de Janeiro. The trip, which now takes only hours, took Hinton six months to complete. Along the way there were numerous close calls and on one occasion he and his crew were literally snatched from the waiting jaws of hungry sharks by USS *Denver* when the bottom of the old wooden flying boat was torn open by a hard night landing off Guantanamo Bay, Cuba. The Navy immediately made a second H-16 available to Hinton who picked it up at Pensacola, named it the *Sampaio Correia II* and continued on his way.

Left, Hinton confers with Francis Reichelderfer during Washington visit. Reichelderfer forecast the weather for part of the NC-4 flight. Right, Hinton as a junior officer.

As a member of the Hamilton Rice expedition of 1924-25, Hinton flew a small two-place Curtiss MF flying boat deep into the Brazilian jungle where he and his aerial photographer were the first to chart many of the tributaries of the Amazon River. This adventure included encounters with primitive Indians, voracious piranhas, army ants, malaria and hazardous flying conditions.

At 90, Walter Hinton is among the very last of the early aviation pioneers. He is a font of firsthand knowledge of what it was really like in the beginning, a man who numbered Wilbur Wright and Glenn Curtiss among his many acquaintances and Richard E. Byrd as a close personal friend. Hinton is still very much interested in airplanes, people and man's steady advance into space. And from his unique perspective, he can look back, with justifiable satisfaction, to his own considerable contribution to the drama of manned flight.

A French Connection

By Commander Rosario Rausa

Along with Walter Hinton, Henri Fabre (pronounced Fä'br') fits well into the diminishing circle of flying greats who helped change the world through their aerial achievements during aviation's infancy. A native of Marseille, the Frenchman will be 97 years old next month. Although less well-known in this country than Hinton, he is the "senior pilot" of the two, having flown a hydroplane of his own design in 1910. In fact, Henri Fabre is believed to be the world's oldest living aviator. Last March he rode in an Air France supersonic *Concorde* across the Atlantic to the U.S., where he visited the National Air and Space Museum and met with aviation officials. His trip was co-sponsored by Air France and the Aviation Writer's Association.

"The sea was my first element," he told a luncheon gathering at the National Press Club in Washington, D.C. "I believed it would be much easier to fly from a calm sea rather than bumpy land. And" he added, "both my father and grandfather were seamen. Indeed, I come from 11 generations of sailors."

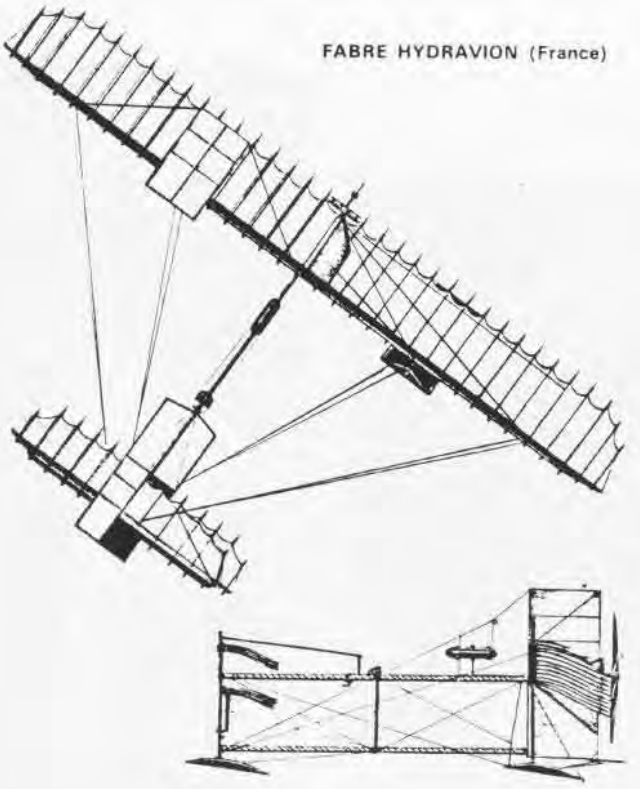
A marine engineer by training, Fabre designed aircraft called *Hydravions* and earned fame for his float designs which were used on aircraft for many years.

"When word of the Wright Brothers' achievement in 1903 reached France, most people were skeptical and refused to accept the idea that man could fly. Even then, however, I believed it could be done. The Wrights came to France in 1908 and demonstrated their machine. I was most impressed with its lightness and maneuverability. One of my most unforgettable experiences was spending a few hours on a Sunday afternoon with that great man and inventor, Wilbur Wright, as he worked on his aircraft."

It wasn't long after that visit that Fabre designed his first flying machine. Completed in 1909, it had a single propeller driven by three Anzani

engines – but never flew. Undaunted, he started a second one powered by a Gnome rotary engine. He called it a *Hydravion.* It was a triple-float canard type with the engine and wings in the rear and on March 28, 1910, he successfully flew it from the harbor at La Mede. He traveled less than half a mile at 34 miles per hour about 65 feet off the water. The floats worked surprisingly well. Even more remarkable is the fact that Fabre had never flown before, as a pilot or passenger. Less than two months later he was aloft in the *Hydravion,* encountered landing problems and crashed into the water. His flying was curtailed after that, but he continued designing floats. For the record, Fabre's was history's first powered seaplane to make a successful flight.

Fabre views Hydravion exhibit at National Air and Space Museum in March 1979.



FABRE HYDRAVION (France)

"I bet my father that an airplane would one day fly across the Mediterranean," he said. "I won five dollars from him on that wager. At the same time, I did not think an aircraft would ever cross a huge ocean like the Atlantic. When the NC-4 successfully made the journey, I was elated."

Fabre, incidentally, never met Walter Hinton, the flying boat's pilot, but he carefully followed the news of the crossing and later called it the "most wonderful performance aviation history has known."

Among his acquaintances he numbered Otto Lilienthal, the German glider expert, and "the man who deserves full credit for designing the first practical hydroplane," Glenn Curtiss, whom he met in 1910. A year before, the American won the Gordon Bennet Race at the First International Air Meet held in Rheims, France.

Interestingly, during his conversations with Wilbur Wright, Fabre mentioned a toy helicopter which his father had given him as a child. (The helicopter concept was in vogue in the late 19th century.) It inspired him to begin thinking about aviation before there really was such a thing. Wright confided to Fabre that he, too, had been given a toy helicopter at a young age, a gesture that played a similar role in his life.

Despite his years, Henri Fabre has a lively smile, strong voice and sharp memory. But even for a man who proved, by his milestone flight in 1910, that a powered aircraft could be flown from and landed on the water, his supersonic hop between the continents was impressive.

"I was fearful of the big jet's takeoff acceleration," he admitted, "and was concerned about cabin pressurization at such a high altitude (60,000 feet). But as it turned out the entire flight was smooth, comfortable and much more quiet than I thought it would be."

He added with a smile, "You know it was quite a difference from my *Hydravion* which did not fly to perfection."

That may be, but without the ingenuity and determination of individuals like Walter Hinton and Henri Fabre, aviation would not have come as far as it has in the span of a lifetime. Better make that two lifetimes.

naval aviation news

Top Flyer Retires
VADM Turner Steps Down
July 1979

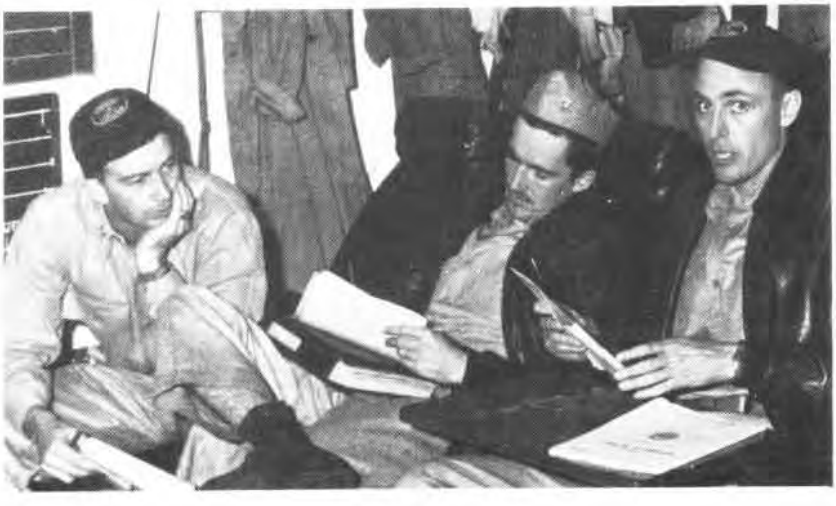
When Vice Admiral Frederick C. Turner closed out 37 years of naval service last summer, his retirement ceremony was held at the historic Washington Navy Yard in the nation's capital. Leutze Park was the scene — a neatly manicured rectangle of green situated amidst vintage cannons and stately officer quarters painted a bright white.

The Navy Band was there in its blue coats as was the crack ceremonial guard in freshly pressed uniforms. A contingent of friends and guests in their best summer suits and dresses occupied seats which were comfortably close to the podium. The official party consisted of the Chief of Naval Operations, Admiral Thomas B. Hayward; Commandant, Naval District Washington, Rear Admiral Karl J. Bernstein; and the principal of the hour, VAdm. Turner.

It was an elegant but relaxed affair and although it was only one of hundreds which are held at Leutze Park, air stations and aboard ships throughout the fleet each year, this ceremony had a character all its own. For a few moments, all attention was focused on a man who, as DCNO (Air Warfare), was stepping down as Naval Aviation's "top" aviator. Of special significance was the fact that VAdm. Turner was the only officer on active duty to have flown combat missions from aircraft carriers in World War II.

Members of his family, including daughter Pamela, a lieutenant junior grade who "will carry on after me," looked on from the front row as Adm. Hayward made his remarks and then introduced his colleague who was retiring.

"I tried to join the Navy right after Pearl Harbor," VAdm. Turner began, "but my father put a stop to it. He figured I didn't really know what I was up to. I found some recruiting brochures about Naval Aviation and surreptitiously displayed them around the house. He eventually looked them over and told me, 'Now this looks like a good outfit, why don't you try it.' My ploy worked and by 1944 I was flying *Hellcats* in the Pacific."



Opposite page, top, VAdm. Turner at his DCNO(Air Warfare) desk; bottom, in the ready room (center) in earlier days. Above left, daughter Pam presents flag at change of command and, above, flying jets.

VAdm. Turner commented that a formation fly-by would certainly accentuate the day's proceedings but quickly added that fuel and related problems precluded such activities. Instead, he asked the audience to put their imaginations to work while he articulated a magnificent, albeit "invisible," sequence of fly-bys.

Gesturing toward the upper heights, the admiral introduced *Hellcats* from VF-82 and *Bennington, Banshees* from VF-17A, a variety of flying machines from the test center at Patuxent River, and another batch from England's Empire Test Pilot School and U.S.-based VX-3.

Winging by next were *Crusaders* from VFs 83 and 32 (he commanded the latter), and a flock of birds from Carrier Air Group Three which he once guided as CAG. In a sail-by, USS *Sandoval* loomed proudly on the horizon followed by USS *America*, ships which he had skippered. There were more airplanes, this time from the training command which he headed, and a powerful armada of Sixth Fleet warships which he commanded before taking on Air Warfare duties in the Pentagon. The imaginary dramatics were a nice touch.

Influenced by his Mediterranean experience with the Sixth Fleet, the admiral then addressed friends representing the Greek, French and Italian military. With impressive fluency, he spoke in each of their respective languages. This was an even nicer touch.

Finally, he expressed gratitude to "Red," for she had persevered in the arduous pattern of Navy wives who waited for their husbands and, when they could, followed them far and wide across the country and around the world. There were a lot of duty stations over nearly four decades of service life and a cumbersome parade of moving vans.

"I would receive orders," said the admiral, "and tell Red about the new assignment. Invariably, she would ask 'Where?' And I'd tell her. Then she would inquire, 'Where's that?' And I'd tell her. There would be a brief pause and then she would say, 'O.K., let's go!'"

In closing he referred to retirement

as a form of new assignment and paraphrased the ritual which had been a part of their lives through the years. He said, "I'll anticipate Red's comment one last time and say, 'O.K., let's go!'" Perhaps that was the nicest touch of all.

There was an unexpected but pleasant disruption at the end of the ceremony. The troops had marched off the rectangle and people had risen from their seats.

Captain James W. Conte, senior chaplain at the Naval Academy, who shared the platform with the admirals, commandeered the microphone.

"Would everyone please hold it a moment," he requested. "I have something to add!" At which point he presented VAdm. Turner, who is a Catholic, a leather-bound portfolio containing a special papal blessing.

"When the time comes, Admiral," said the chaplain, with the right combination of amusement and sincerity, "hand this to Saint Peter. It might

help you get in."

There was applause and people were soon in motion again, making a short walk toward the Anacostia River and the Naval Museum where refreshments were waiting.

Interspersed among the paintings, artifacts and the museum's imposing 19-foot-high centerpiece, the 53-year-old fighting top from USS *Constitution*, were poster-size photographs of the principal of the day. They are presented here not for aggrandizement but to reflect that certain special nature of the professional life of a Naval Aviator.

By Commander Rosario Rausa

Opposite page, commanding Carrier Division Two; above, "meeting" the master, Grampaw Pettibone. Below left, with Egyptian President Sadat during Mediterranean days and, below, a view from the scrapbook.

SOLO!
THE ACTUAL PIX OF MY
TAKE OFF - SEPT. 17, 1942
AT 3:45PM. SAVE THIS
FOR POSTERITY AND FUTURE
PROSPERITY
THE START OF MY "KEEP 'EM FLYING" PLAN

Letter to a Son

Cdr. Webster Wright, Sr., USN(Ret.) wrote the following letter to his son in 1965. LCdr. Webster Wright, Jr., a Naval Academy graduate, is a marksmanship instructor and coach at the U.S. Naval Academy.

Golden Eagles

Webster and weapons, 1918

31 March 1965

Dear Son:

A few weeks ago you quizzed me regarding my early Naval Aviation service. The Indianapolis Chapter of the Military Order of the World Wars, of which I am the current Commander, has also requested some data on this subject, so I will attempt to kill both birds with one stone.

When war with Germany was declared in April 1917, Naval Aviation consisted of 48 officers, 240 enlisted men and 54 nondescript planes. Pensacola was the only naval air station of consequence. At war's end in November 1918, Naval Aviation had a force of 6,716 officers, 30,693 enlisted men and 2,107 heavier-than-air craft.

In July 1917, a ground school for prospective Navy pilots was started at the Massachusetts Institute of Technology with a class of 43 students. This was termed Flight #1. Thereafter Flights of 50 students followed at close intervals. I entered in Flight #4. I had heard my father say that he was a second or third cousin of Orville and Wilbur Wright and I was a little flight conscious.

During October I completed the MIT ground school and was ordered to Pensacola for flight training. A small group of dedicated Yale men had purchased a plane and taught themselves to fly. They were commissioned and undertook to act as our instructors. Commander E. F. Johnson, NA #25, commanded the flight school. We flew N-9s — single pontoon planes with Hispano-Suiza engines with a top speed of 85 knots. My earliest log book indicates I had 3 hours and 45 minutes of instruction and 25 hours of solo before qualifying. The final qualification consisted of "shooting the boat." We climbed to 2,000 feet (which in itself was no easy job), glided with cut motor to 1,000 feet, cut the spark and did three complete spirals — then landed 200 or less feet from a dinghy anchored in Pensacola Bay. Supposedly we were now accomplished pilots qualified to fly seaplanes anywhere.

My wings, my designation as NA #322, my commission as ensign, USNR, and foreign orders were received a week later — all at one time. We were proud of those big Gold Wings.

I was soon aboard USS *Philadelphia* with two other ensigns bound for England and France. The uniforms were a nifty olive green with wrapped puttees. By the time we had further improvised the uniform with high laced boots, Sam Browne belts and jaunty overseas caps with Navy insignia, we were a picturesque sight indeed. (At a later date we spent much of our limited leave time in London parading in this uniform before the gates of Buckingham Palace, where the guards were required to continually salute all officers — regardless of how many times they passed.)

While aboard *Philadelphia* we fell in with LCdr. Victor Herbster, NA #4, who briefed us considerably regarding Navy life during the eight days of the crossing. He was an Annapolis graduate, as were practically all of the first 50 Naval Aviators.

We landed at Liverpool and then proceeded to London for assignment. London had nothing to offer, so we were sent along to Paris by train and ship via LeHavre. On that crossing, a ship just ahead of us was attacked by a German submarine and we wallowed with cut engines until an "all clear" had been determined.

One of my companions, Roger Benjamin, carried a considerable amount of money in his money belt — plus cards to many good clubs in Paris. Although only 21, he had been abroad several times and knew the ropes. We had fun.

Paris headquarters ordered us to Moutchic (20 kilometers from Bordeaux and near the Bay of Biscay) for more ground school and instruction in bombing. Bombing practice consisted of dropping concrete chunks at a barrel anchored in a lake. We flew tiny French DD flying boats. Bombsights were two small sliding bars attached to a fixed L-shaped contrivance. To come even remotely close to the target it was necessary to fly directly up or down wind. Since the wind at 1,000 feet usually altered clockwise from visible wave streaks in the lake (our only way of determining wind direction), we made very few hits. After completing this training we were "expert bombers and capable pilots." Total flight hours now — possibly 40.

We lived in villas on the Bay of Biscay. We were paid in bundles of franc notes that we scattered around like confetti. Our commanding officer was Lt. H. T. Bartlett, NA #21.

I was again ordered to headquarters in Paris for further orders. Then on to Brest to await completion of the assembly of the new HS-1 seaplanes in which we were to patrol the Channel in combating the German submarine menace. The station at Brest was commanded by Lt. William Corry, NA #23. Corry Field at Pensacola is named after him.

I then flew one of the first HS-1

planes, equipped with one of the first Liberty engines in France, from Brest to L'Abervrach, a newly commissioned naval air station on the English Channel. I will never forget that flight. It was 150 miles over 10-foot waves and the coastal rocks were as large as houses – in a plane which had had but one trial flight. We had no parachutes in those days, but that would not have been a likely place to use one. I said a few prayers.

The entire personnel at L'Abervrach (all 45 of them) were on the beach to greet this first plane to land there. The station was on a rock island some distance from shore. It was commanded by Lt. Harry Cecil, NA #42, who had accompanied me on the flight. (Cecil Field was named for him.) Hangars were not completed and there was no runway. I slept alone in a tent until suitable quarters were completed. Later our station became a model of construction. Eventually we acquired 18 pilots and 15 planes.

At L'Abervrach we carried out a systematic spider-web type of patrol. Pilots flew three-and-a-half-hour patrols. Channel weather is tricky. We had no cowling overhead. Our "radio" consisted of four homing pigeons. On my two forced landings at sea they never reached "home." We had some near casualties, but miraculously no fatal ones. Those Liberty engines were good.

Soon we had well trained enlisted men in the cockpits as observers. We flew in flights of three. Bombsights became improved. After my first few days of patrol – and before we had dropped the first bomb – the skipper ordered me to drop a pair on a nearby rock island. The fragments could still be there – unexploded. There was considerable "stink" over this matter, as you may imagine. We then received new bombs that detonated.

We saw few submarines. They surfaced only at night, but ship sinkings lessened. The mere fact that we were there had its effect. Soon both the English and French coasts were ringed with naval air stations. We were in business and the Germans knew it. It was difficult for pilots to obtain official credit for sinkings because the German Admiralty would not report missing submarines to sources available to us. Bombs were dropped at shadows well under the water. Concussion must have surely destroyed some of them. Oil slicks didn't always mean anything because the Germans had learned how to discharge fuel oil underwater as a subterfuge.

Within three weeks after the November 1918 Armistice I was ordered home. Another Naval Aviator and I sailed on *Arizona* with the Atlantic Fleet. This was a wonderful experience. We arrived in New York Harbor the day before Christmas. We ate Christmas dinner aboard ship while thousands of relatives waited ashore until the next day. There was hardly a telephone, restaurant seat or train ticket available in all of New York City. I gave the driver of a passing one-horse dray $10 to transport me and the baggage to Grand Central Station and there I breezed around for 24 hours until I could procure a train ticket.

After a brief period of leave at our old Fort Thomas, Ky., homestead I requested continued duty and was ordered to Pensacola. Now a junior lieutenant, with considerable experience, I was given command of the Advanced Training Squadron for 16 months. We flew H-16s and F-5Ls. Felix Stump, John Dale Price and Calvin Durgin (all became vice admirals in future years) came through my squadron during their flight training. Admiral Stump and I still correspond. You met his son aboard *Shangri La* during second year summer.

On then to become a test pilot of experimental planes at Hampton Roads and a pilot in the first Torpedo Plane Squadron. In this work and during a second winter of practice in PT-1s and PT-2s at Key West, I suffered knee injuries in a crash caused by flying downwind with a torpedo aboard. The strong following wind and weight of the torpedo caused the plane's nose to dip. I am considered 40 percent disabled by the Veterans Administration from these injuries which hadn't seemed too bad in the beginning.

In 1920 I had transferred from the Naval Reserve to the Regular Navy by professional examination.

During my Hampton Roads duty I participated in the Army-Navy bombing tests of the captured German ship *Osfriesland* and in the mock torpedo plane attack on USS *Arkansas* in which we scored seven hits. Our torpedos had dummy heads. General "Billy" Mitchell headquartered across the Bay at Langley Field and he visited our mess frequently. It was he who promoted the bombing of *Osfriesland* on the theory that bombing planes could disable battle wagons. How right he eventually proved to be.

I have many pleasant memories of World War I. I knew and mingled at various times with many of those early Naval Aviators whose names today are almost legendary. Ellyson (#1), Towers (#3), Herbster (#4), Chevalier (#7), Whiting (#16), Capehart (#19), Bartlett (#21), Murray (#22), Corry (#23), Read (#24), Johnson (#25), Child (#29), Dichman (#30), Cabaniss (#36), Leighton (#40), Cecil (#42), Ramsey (#45), and many others. I resigned my commission in 1923. During the years, I had accumulated 2,836 flying hours.

In World War II, I served as a lieutenant commander. I was not a young man, but my wings and ribbons, combined with my sales experience during the intervening years, made me a natural to head up a Board to recruit men from various universities for Naval Aviation. First up and down the Pacific Coast and then from the four states surrounding Kansas City. You were born in Kansas City – 10 days after I had gone to Corpus Christi for further duty. Your mother stepped out from the plane a month later at Corpus with you in a basket. You were christened in the chapel at Corpus.

You did a good job at the Naval Academy, son – and have made a host of friends. Few graduates have ever equalled your shooting record there. Be a good pilot but leave the fancy stuff to others.

May God go with you,

Affectionately,

Dad

Continued from page 19

when viewed in light of other wartime production in progress simultaneously.

The task for naval aeronautical engineers was to develop aircraft uniquely configured to serve the Navy's at-sea mission. Navy personnel worked in a day-to-day liaison with private industry to develop a variety of aircraft which enhanced naval capabilities – aircraft which embodied totally new flight and warfare technologies to serve fleet warfare requirements throughout the oceans of the world.

We have looked at two important factors which undergirded our young flyers: seniors who set inspiring examples, and the strong support of a Navy and industry partnership which provided superior tools of war.

Why was the leadership position of those young flyers considered to be more important than that of others in WW II Naval Aviation?

Here are some reasons. They were the principal protectors of the fleet from enemy air, surface and subsurface threats. They were the fleet's principal offensive – to seek out and destroy the enemy wherever he could be found.

The commencement of WW II found Naval Aviation with untried doctrine and untested tactics. The Naval Air war of WW II was a new experience. It could not be preplanned and pre-programmed as professional football teams plan for next Sunday's rival.

Throughout the war, air group and squadron commanders – men in their late 20s and early 30s – were continually rewriting doctrine, redesigning tactics and injecting new, imaginative ideas for improving combat results or to meet new, unpredictable situations.

After the first year of the war, the momentum of every aspect of the fast carrier operations picked up – primarily because senior staff positions and many senior aircraft carrier billets were filled by graduates of the air group, greatly facilitating the overall coordination.

Let us now take a closer look at the young leaders. What are the desirable qualities? Do the leadership qualities desired of a young officer in time of war differ from the qualities we expect of him in times of peace?

Let us consider what one fleet commander wrote as guidance to young officers who asked what was expected of them if they were to attain outstanding fitness reports. The admiral provided this checkoff list:

- Achievements. The outstanding officer produces results. Many are industrious. The measure is effectiveness of the work.
- Ability to make decisions. Closely allied with achievement. The officer must learn to evaluate information, analyze the problem and integrate the two into a sound and incisive decision.
- Breadth of vision. An effective officer must bring to his profession a knowledge of all the political, social, scientific, economic and military factors which impinge upon the Navy.
- Imagination. Imagination and its companions, virtue and initiative, are vital.
- Knowledge of one's own job. This is easily described and difficult to achieve – a complete mastery of a job and a detailed knowledge of all its responsibilities, including those of subordinates.
- Manner of performance. There are four general approaches to getting a job done. The officer can do it himself; drive others to do it; inspire others to do it; or combine those three in the optimum manner. The outstanding leader knows himself, his job, his men and the immediate situation and he knows how to combine those approaches to best solve the problem at hand.
- Ability to express one's self. The greatest thinker or the smartest man will find himself bypassed if he is unable to communicate his ideas and decisions orally or in writing.
- Teamwork. Individual accomplishment is important but teamwork, cooperation and a willingness to contribute more than one's share are vital.
- Personal behavior. The spectrum of this quality is so wide that it cannot be easily condensed. Suffice it to say that no naval officer should be in a position of responsibility if his entire behavior pattern does not reflect absolute integrity and honor.
- Physical endurance. Outstanding achievement is physically arduous. An officer must have the physical capacity to remain mentally alert through long hours of hard work.
- Sense of humor. Really a matter of keeping everything in the proper perspective – of being able to distinguish between the important and the trivial.
- Being a good shipmate. In achieving the growth described in this checkoff list, an officer must not lose sight of his relationships with others. One can only be effective through others. You can't go it alone.

In adapting the above checkoff list to a wartime situation it is necessary to say something about courage. Since courage flows from devotion and consecration, I will close with the words of the greatest naval leader of our time, Admiral Arleigh Burke:

"Experience has brought me a full appreciation of the prize cargo a man can hoist aboard.

"To this beloved Navy I do commend:

"Love of country, overshadowing all other loves, including service, family and the sea.

"Individual desire to excel, not for aggrandizement of self, but to increase the excellence of the Navy.

"Devotion – perhaps consecration – to personal integrity in one's self, in one's service, in one's country.

"Courage to stand for principle, regardless of efforts to dilute this courage through compromise or evasion."

Naval Air leaders in combat during WW II possessed these qualities. They are enduring qualities which are sure to be found in the competent leaders responsible for our country's security in the future.

Published monthly by the Chief of Naval Operations and Naval Air Systems Command in accordance with NavExos P-35. Offices are located in Bldg. 146, Washington Navy Yard, Washington, D. C. 20374. Phone 202-433-4407; Autovon 288-4407. Annual subscription: $18.00, check or money order ($4.50 additional for foreign mailing) direct to Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. Single copy $1.50.

Fighter Squadron 74 was originally commissioned as Fighter-Bomber Squadron 20 during WW II. In July 1961, it became the first Navy fighter squadron to fly the F-4B Phantom II on an extended deployment. Today, operating the F-4J with its improved AWG-10A weapons system, the squadron continues to provide the Navy with fleet defense, air superiority and combat support. Home-ported at NAS Oceana, Va., Cdr. Mike Malchiodi's Be-Devilers are currently attached to CVW-17 aboard Forrestal.

SQUADRON INSIGNIA

naval aviation news