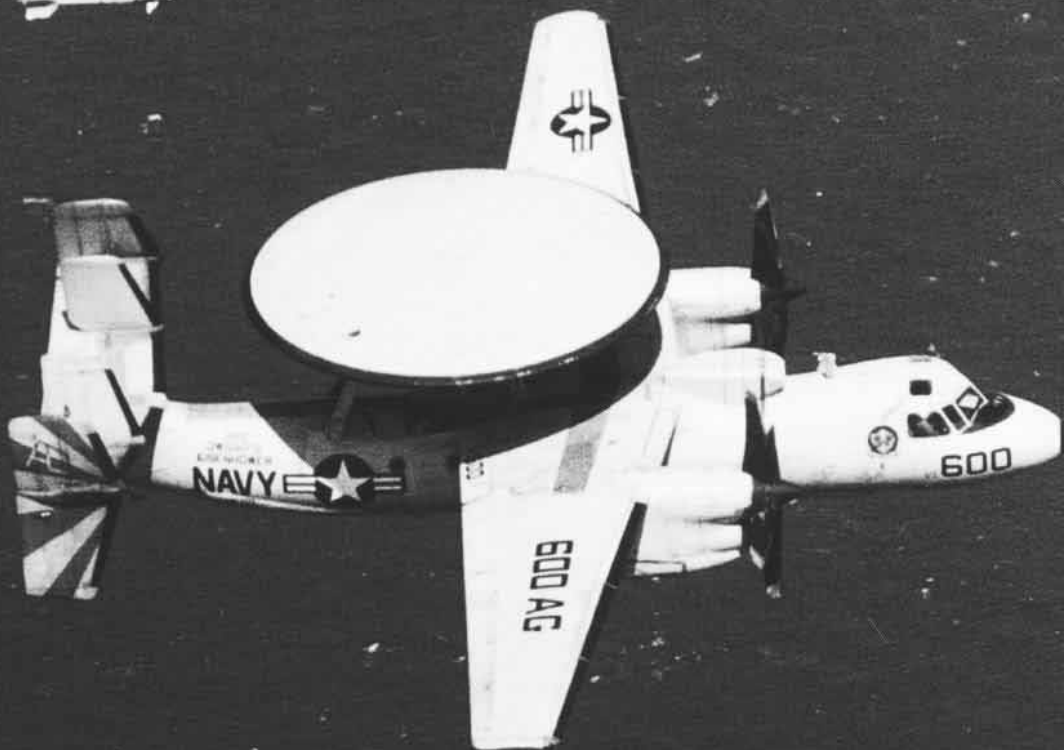


# NAVAL AVIATION NEWS

July-August 1992



## The Year in Review 1991

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# NAVAL AVIATION NEWS

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COVERS – Front: Two VFA-136 FA-18C *Hornets* escort a VAW-121 E-2C *Hawkeye* off the coast of Oman (Photo by Cdr. John Leenhouts). Back: A rescue swimmer/door gunner of HS-9 poses with his M-60 machine gun at the door of an SH-3H *Sea King* aboard *Theodore Roosevelt* (CVN-71) during Operation *Desert Storm* (Photo by Lt. Gerald Parsons).

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By VAdm. Dick Dunleavy, ACNO (Air Warfare)

## Changing the Watch

By the time you read this, I will have turned over the watch and will have been piped ashore. It's only natural to reflect over the progress in Naval Aviation that I witnessed in the 37 years since I was winged as a nugget. Even with all I have seen, it still strikes me as inspiring or, to use today's vernacular, awesome.

In 1956, we were in the middle of transition from props to jets. Iron bombs were the weapon of choice; guided weapons were still in their infancy. A lot of straight-deck carriers were still around. *Forrestal* was brand new as the first "supercarrier." Nuclear-powered carriers were still to come. Nuclear-powered submarines came on the scene, making our sub-killing capability instantly obsolete. Our aviation mishap rate was horrendous; NATOPS didn't exist. NFOs (then NAOs) like me were second-class citizens when it came to careers; aviation command and flag rank were pie-

in-the-sky. Joint operations meant taking Marines to sea once in a while.

Look how far we've come. Turbine engines power virtually every Navy aircraft. Smart weapons are making air strikes safer, cheaper, and harder hitting. *Forrestal* is now our training deck, and is considered a "small-deck carrier"! Seven of our carriers are nukes, with more to come. Our sub-killing aircraft are capable of handling any submarine in the world. NATOPS, simulators, and a lot of other good initiatives standardized our flying and dropped our mishap rate to unimagined lows. NFOs have joined pilots in command and flag slots and are leading strikes and driving carriers. Women are now numbered proudly among our flyers, maintenance troops, and squadron C.O.s. Joint operations are now the rule, not the exception.

Even after all this, I fully expect more change in the next 30 years. This is especially so given the

dramatic change in the world thrust upon us during the three years I've been on watch. When I assumed the conn here three years ago, we were riding the crest of the 1980's defense build-up and ready to take on the Soviets, if necessary. In three years, we saw the end of the cold war, a lightning war against Iraq (the first war our nation was ever prepared for), and the crumbling of the Soviet empire. The world is a very different place now, but Naval Aviation will still be on the cutting edge wherever it's needed. "Where are the carriers?" will still be the question raised in the halls of national power by world crises.

The highlight of my career has been the honor of serving with and leading the men and women of Naval Aviation. You are the greatest; you're a national treasure. You have made all of this progress happen. You will continue to excel as you meet the challenges ahead. Have fun – and Keep Strokin'.



JO2(SW) Eric S. Sesit

### Tragic Trap

A fully qualified plane captain at NAS West Coast headed out to the line with his NC-8 power cart ready to assist his squadron mates with an EA-6B *Prowler*. He conducted proper preoperational checks on the NC-8 and safely drove to the flight line.

He stopped the NC-8 just forward of the starboard engine and began backing up to place the power cart parallel to the jet. His left hand was on the NC-8's steering wheel, his right on the back of the vehicle, looking over his right shoulder as he backed into position.

At some point during this evolution, the NC-8 turned into the aircraft, pinning the plane captain and the cart under the starboard engine bay door. The NAS fire department responded immediately and began efforts to extract the pinned airman. A four-wheel-drive, heavy duty pickup truck had to be summoned to pull the NC-8 out from under the aircraft. The plane captain was rushed by ambulance to the local hospital but was pronounced dead shortly after arrival.



**Grampaw Pettibone says:**

**You just can't let up for one second when dealin' with flyin' machines! This airman was an outstanding performer in the squadron, but for one horrible instant he was distracted or got complacent and that cost him his life.**

Investigators believe it happened this way: As the airman backed up, he failed to notice that the starboard boarding ladder was down. Also, over the noise of the NC-8, he didn't hear the crunch when the power cart contacted the boarding ladder. Still looking over his right shoulder, the boarding ladder struck the airman's left leg as he continued backwards. Surprised, the airman twisted around to see what was pulling his left leg out of the vehicle. Inadvertently, he moved the steering wheel counterclockwise, in effect turning the NC-8 INTO the *Prowler*.

As the NC-8 continued backing under the aircraft, the airman was



**pinned against the steering wheel. The force of impact caused him to jam his right foot further down on the accelerator, firmly wedging the vehicle underneath the jet. The NC-8 shut down when the steering**

wheel compressed against the master ignition switch.

***Dos and Don'ts for Support Equipment (NAVAIR 00-80T-96)* cautions against backing a vehicle toward an aircraft. It states, "If you must, then do use an outside director and safety observer."**

**Is your command aware of this? Are you? Ole Gramps sure hopes so. This accident was as rare as it was tragic and we damn well don't want another one like it.**

### Skyhawk Skip

A TA-4J *Skyhawk* was on a post-maintenance functional check flight which required disconnecting the hydraulically powered flight controls. For a normal landing, NATOPS (Naval Air Training and Operating Procedures Standardization) recommends a maximum crosswind component of 8 knots for the TA-4J with the controls disconnected. The pilot completed all checks satisfactorily and called the tower to check his winds prior to disconnecting the controls. After disconnecting, he extended gear and flaps, armed the spoilers, and commenced the approach. Because the winds were variable (with gusts), the pilot asked the tower to "keep up the wind calls."

Just as the *Skyhawk* approached touchdown, the tower passed the latest wind information and the pilot responded, "That's right at my limit right now."

He was cleared to land and two more wind calls followed. The pilot







*It's a "boiler" without spoilers!*

transmitted, "Taking arrested." He then dearmed the spoilers and dropped the tailhook. Touchdown speed was 120 knots, on centerline, 500 feet prior to the E-28 arresting gear, wind coming from the right.

On touchdown, the throttles went to idle power and the aircraft began an immediate left drift with the right wing coming up. The pilot used both hands to push the stick full forward and right, into the crosswind, in an attempt to overcome degraded control authority with the back-up mechanical system. Tapping the right brake had little effect and his hook skipped the short field arresting gear.

Due to fuel state and threatening weather in the vicinity, the pilot had made the decision not to take it around even if he missed the gear. He did not use right rudder or nose wheel steering to stop the left drift, because he feared it would further aggravate the right-wing-up attitude and possibly cause the *Skyhawk* to roll over.

The rapid left drift continued and 1,600 feet beyond the cross deck pendant, 20 feet before the aircraft exited the left hand side of the runway, speed at 110 knots, the pilot ejected. The egress system worked as advertised and the pilot experienced a half swing

in the chute before landing on the runway.

The aircraft continued across an off-duty runway and rolled nearly 600 feet before the nose wheel collapsed and the nose of the TA-4J buried itself into the ground in an area of small shrubs and undergrowth, the engine still running. The crash crew arrived and shot water into the left intake to secure the engine. The pilot suffered minor injuries. The aircraft was seriously damaged but repairable.



**Grampaw Pettibone says:**

**Good Grief! He forgot the spoilers!**

A former attack driver, the pilot got a bit confused as to whether the spoilers should be armed or not for a field arrested landing. At decision time, he reverted to the old procedure of deactivating the spoilers when the hook is extended. The *Skyhawk* NATOPS states that spoilers should be armed for all landings (except for shipboard operations because of the hazard to flight deck personnel), adding that the action of "wing spoilers, when extended with full flaps, reduces wing lift...and minimizes aircraft weight change on the tires as the

aircraft decelerates...that landing rollout characteristics are improved with spoiler deflection and significantly improved in crosswind conditions through the combined spoiler effects of reduced lift, increased deceleration, and reduced weathercocking tendencies." Also, the good book sez flaps oughta be up in crosswind landings.

It's interestin' to Ole Gramps that investigators found no helpful guidance in NATOPS, or anywhere else, havin' to do with a wave-off after touchdown with the powered flight controls disconnected. And this bird's been around for many a moon.

This flyer was dealt a bad hand – landing the *Skyhawk* with the manual back-up is no picnic regardless of the wind – and he did everthin' right, 'cept for the spoilers. They mighta saved him that ride in the hot seat.

NATOPS also sez: If the upwind wing rises, the nose of the bird will track toward the downwind side, rather than weathercock into the wind, as ya might normally expect.

*Skyhawk* drivers, put that in your mental notebook.

## StratCommWing-1 Established



A May 29 ceremony at Tinker AFB, Okla., marked the establishment (effective May 1) of Strategic Communications Wing 1. Capt. Andrew Riddle is the wing's first commander.

StratCommWing-1 is the new administrative and operational wing for the Navy's two TACAMO (take charge and move out) Fleet Air Reconnaissance Squadrons, VQs 3 and 4, which fly the E-6A *Mercury* communications aircraft in support of the strategic fleet ballistic missile submarine force. Both squadrons are relocating to Tinker AFB from NAS Barbers Point, Hawaii, and NAS Patuxent River, Md., respectively.

Operational control of VQs 3 and 4 shifted to the wing on June 1 coincident with the standup of the U.S. Strategic Command, a new joint command (to which the wing reports) that operationally controls the nation's nuclear deterrent forces. Previously, operational control rested with the U.S. Atlantic and Pacific commands.

Administratively, StratCommWing-1 will report to Commander in Chief, U.S. Pacific Fleet, through Commander, Naval Air Force, U.S. Pacific Fleet. As the squadrons move to Tinker AFB, administrative control will shift to the new wing from the commanders of Patrol Wings, Pacific Fleet (for VQ-3) and Patrol Wings, Atlantic Fleet (for VQ-4).

## Helos Stop Etna Lava Flow

Navy and Marine Corps helicopter crews figured

prominently in successful efforts to divert a volcanic lava flow that threatened a town in Sicily.

Following an April 11 request from Italian authorities, NAS Sigonella units and several Sixth Fleet ships joined in efforts to save the town of Zafferana from a lava flow advancing from Mount Etna. Hampered by poor weather, two Marine CH-53E *Super Stallions* from Marine Medium Helicopter Squadron (Composite) 266 aboard *Inchon* (LPH-12) placed 8,000-pound concrete blocks in the path of the lava on April 13. Augmented by a CH-53E from Sigonella-based Helicopter Combat Support Squadron (HC) 4, the helicopters had placed numerous blocks into the lava vent by April 21, the culmination of initial operations.

HC-4 made the final flight in the effort on April 25 to position 17 more blocks around the vent. The total tonnage of concrete blocks transported by truck and helicopter reached 267 tons. As geologists had hoped, the concrete forced open another lava vent further down the mountain away from the town. Adm. Mike Boorda, Commander in Chief, U.S. Naval Forces, Europe, praised the Navy and Marine Corps effort that stopped the lava flow as "superb teamwork."

## ES-3A Joins the Pacific Fleet

Fleet Air Reconnaissance Squadron (VQ) 5 at NAS Agana, Guam, took delivery of its first ES-3A *Viking* electronic reconnaissance aircraft on May 22, marking the operational service entry of this new version of the S-3 antisubmarine warfare aircraft. The ES-3A will fill a void in carrier air wings created by the retirement of the EA-3B *Skywarrior* from carrier operations in 1987.

VQ-5 and its East Coast counterpart, VQ-6 at NAS Cecil Field, Fla., will each eventually operate eight ES-3As, sending them on two-plane detachments with carrier battle groups. The aircraft will operate in a variety of battle group roles, including airborne command and control, over-the-horizon targeting, battle management, and intelligence collection, processing, evaluation, and reporting.

The ES-3A uses avionics common to the EP-3E *Aries II* land-based reconnaissance aircraft in service with VQs 1 and 2. The modified *Vikings* are also equipped with the APS-137 Inverse Synthetic Aperture Radar, the ALR-76 electronic support measures system, and a forward-looking infrared detection system. A vapor cycle system augments the cooling system to handle the additional avionics in the ES-3A.

Lt. Ty Lautzenheiser



Operational testing of the ES-3A continued in April and May by Air Test and Evaluation Squadron (VX) 1 at NAS Patuxent River, Md. VX-1's familiarization flights began in May, to be followed by carrier suitability trials, electronic warfare testing at Eglin AFB, Fla., and Naval Air Warfare Center Weapons Division, China Lake, Calif., and a two-month detachment to the Mediterranean.

## P-3 Joins CVW for Fallon Workups

NAS Fallon, Nev., long familiar to carrier air wing (CVW) squadrons as a major predeployment workup site, saw an unusual visitor in March with a two-week-long P-3C detachment from Patrol Squadron 10. Far from the ocean, its normal realm, the P-3 crew was integrated into CVW-3's workups for its next deployment aboard *John F. Kennedy* (CV-67).

Based at NAS Brunswick, Maine, the *Red Lancer* crew, led by Lt. Raymond Para, joined CVW-3 at Fallon to participate in strike missions in an operating area in northern Nevada. Under the guidance of the Naval Strike Warfare Center, the crew integrated its planning to include use of the P-3C's APS-137 Inverse Synthetic Aperture Radar (ISAR) and the new and highly sophisticated Tactical Receive Equipment (TRE). The crew flew one or two flights per day in coordination with CVW-3's strikes, operating with 40 to 50

Something Old, Something New - The last A-6 Intruder built (A-6E BuNo 164385) arrived at NAS Whidbey Island, Wash., on April 1 for service with VA-145. It was greeted by the oldest attack version of the A-6 in inventory (A-6E BuNo 149943, in foreground), the 29th production A-6, still currently flying with VA-128.



tactical jets.

More P-3 visits to Fallon air wing work-ups are planned as the value of the ISAR and TRE to battle group commanders grows.

## VMO Phaseout Plan Detailed

The Marine Corps has mapped out its plan to phase out the OV-10 *Bronco* observa-

tion aircraft from its inventory and deactivate its three Marine Observation Squadrons (VMO).

OV-10 replacement training terminated on March 13, 1992, with Marine Helicopter Training Squadron 303's OV-10 section shutting its pipeline. VMO-2 at MCAS Camp Pendleton, Calif., will be reduced by half by September 30, 1992, with its last detachment to Okinawa, Japan, to return in December 1992. The remainder of the

squadron is scheduled for deactivation by March 31, 1994.

VMO-1 at MCAS New River, N.C., will be deactivated by March 31, 1993. VMO-4, the reserve squadron at NAS Atlanta, Ga., will be deactivated by March 31, 1994, completing phaseout of the OV-10.

Squadrons flying the two-seat FA-18D *Hornet* and AH-1W *Super Cobra* helicopter will assume the forward air control mission of the *Bronco*.

The 50th anniversary of the 1942 Halsey-Doolittle Raid against Japan was commemorated on April 21 aboard Ranger (CV-61) off the southern California coast with the launch of two privately owned B-25 Mitchell bombers, similar to those used in the raid. "Heavenly Body" (above right) and "In the Mood" (above left) are shown lifting off from Ranger after being deck launched.



**Methuselah Retires** – LCDRs Charles Boone and John Looney of VAQ-33 pose with the oldest Intruder in the Navy before taking it on its final flight, from NAS Key West, Fla., to the Cunningham Museum of Aviation at MCAS Cherry Point, N.C. BuNo 147865, the second A-6A built, barely survived its delivery flight from the Grumman factory in 1960 when it suffered a dual-engine flameout, resulting in a dead-stick landing. The aircraft was modified as an EA-6A electronic countermeasures aircraft and entered combat in Vietnam with a Marine VMJ squadron. Retired to the Arizona desert in the 1980s, "Methuselah," as the aircraft came to be known, returned to service with VAQ-33, flying simulated missile profiles for fleet electronic warfare training.

Nothing unusual about this Naval Air Training Command TA-4J Skyhawk, except that it and most of its companions now bear the name of the new training carrier, "USS Forrestal," in place of the now-departed "USS Lexington."



Dr. Joseph G. Handelman



**A Must See** – A new film opened June 11 in the Arleigh and Roberta Burke Theater at the Navy Memorial Visitors Center in downtown Washington, D.C. The theater features exclusive showing of the 35-minute, 70mm film "At Sea," which was produced by Greg MacGillivray, highly acclaimed for his IMAX production "To Fly," shown at the National Air and Space Museum. The film depicts the excitement and drama of a carrier battle group, much of it through the life of LCdr. Ray Turner, then a catapult and arresting gear officer aboard Constellation (CV-64).



## Disestablished...

### VAQ-133



An April 24 ceremony at NAS Whidbey Island, Wash., marked the disestablishment (officially June 1) of Tactical Electronic Warfare Squadron (VAQ) 133 after 23 years of service. Cdr. Michael R. Bender was the last C.O. of the *Wizards*.

Established on March 4, 1969, at NAS Alameda, Calif., with the missions of electronic jamming and aerial tanker, VAQ-133 made two Vietnam war cruises aboard *Constellation* (CVA-64) and *Kitty Hawk* (CVA-63) equipped with the KA-3B and EKA-3B *Skywarrior*. Changing home port to NAS Whidbey Island in 1971, the *Wizards* became the first fleet squadron to operate the EXCAP (expanded capability) version of the new Grumman EA-6B *Prowler*.

VAQ-133 took the EA-6B on its first Mediterranean deployment, in January 1974 aboard *America* (CV-66). The squadron made five more

deployments to the Mediterranean aboard *John F. Kennedy* (CV-67), *Forrestal* (CV-59), and *America* by 1981, including an excursion into the Indian Ocean aboard *America* in 1981. The *Wizards* made two western Pacific deployments aboard *Enterprise* (CVN-65) before transitioning to the ICAP II (improved capability II) version of

PH2 Portish

the EA-6B in 1985.

The *Wizards* returned to *Enterprise* in 1985 to make a round-the-world cruise, serving in all four fleets. The squadron made two more Mediterranean deployments aboard *Coral Sea* (CV-43) before transitioning to the ICAP II Block 86 version of the EA-6B. VAQ-133 made one final Mediterranean deployment in 1991, flying 39 missions over northern Iraq from *Forrestal* in support of Operation *Provide Comfort*. The squadron was selected for disestablishment as part of force-level reductions which cut Carrier Air Wing 6.

### VFA-132

A May 15 ceremony at NAS Cecil Field, Fla., marked the disestablishment (officially June 1) of Strike Fighter Squadron (VFA) 132 after eight years of service. Cdr. John L. Fleming was the last



C.O. of the *Privateers*.

VFA-132 was established at NAS Lemoore, Calif., on January 3, 1984, as part of the standup of Carrier Air Wing (CVW) 13 for *Coral Sea* (CV-43). One of the Navy's first FA-18A *Hornet* squadrons, the *Privateers* saw combat action on their first deployment, supporting U.S. military strikes against Libya in March and April 1986, becoming the first *Hornet* squadron to fire the HARM missile against an enemy target.

The *Privateers* made their second deployment to the western Pacific, in this case to MCAS Iwakuni, Japan, in October 1987 as part of the 1st Marine Air Wing. The squadron rejoined CVW-13 in May 1988, deploying to the

Mediterranean aboard *Coral Sea* in May 1989 for her last cruise. During this deployment, VFA-132 covered the evacuation of the U.S. Embassy in Beirut, Lebanon.

The *Privateers* joined CVW-6 when CVW-13 was disestablished, making one last Mediterranean cruise aboard *Forrestal* (CV-59), returning in December 1991 after flying missions over northern Iraq in support of Operation *Provide Comfort*. The squadron was selected for disestablishment as part of force-level reductions involving CVW-6.

### VT-26



Training Squadron (VT) 26 was disestablished in a ceremony on May 22 at NAS Chase Field, Beeville, Texas, after over 31 years of service. Cdr. Gregory Lloyd was the last C.O. of the *Tigers*.

Established as Air Training Unit 223 on March 1, 1960, the unit took on its VT-26





designation two months later on May 1. Equipped with the Grumman F11F-1 (F-11A) *Tiger* fighter, the squadron's mission was to train aviators in the techniques of high-altitude tactics and weaponry. In addition, the squadron had secondary missions of augmenting the interceptor forces assigned to the North American Air Defense Command and to provide familiarization training to future members of the *Blue Angels* flight demonstration team.

In 1967, the *Tigers* transitioned from the F-11A to the TF-9J and TAF-9J *Cougar* to train students in the advanced jet syllabus. In 1971, when the single-site training concept was implemented, VT-26 switched to the intermediate jet training role and transitioned to the Rockwell T-2C *Buckeye* trainer, introducing future aviators into jet aviation and carrier qualification. VT-26 also provided jet transition training for pilots from other aviation communities.

The disestablishment of VT-26 came about as part of the upcoming disestablishment of Training Air Wing 3 and the closure of NAS Chase Field, driven by force-level reductions that reduced the pilot training requirement.

## VP-50



A May 21 ceremony at NAS Moffett Field, Calif., marked the disestablishment (officially June 30) of Patrol Squadron (VP) 50 after almost 42 years of active service. Cdr. Fred B. Horne was the last C.O. of the *Blue Dragons*.

The squadron was originally established on July 18, 1946,

as reserve squadron VP-917, flying PBY-5A *Catalinas* out of NAS Seattle, Wash. Redesignated VP-892, the squadron was called to active duty on August 4, 1950, during the Korean War. It moved to NAS San Diego, Calif., transitioned to the PBM-5 *Mariner*, and deployed to Iwakuni, Japan, in December 1950, making its first war patrols that month. After two more deployments to the war zone, the squadron was redesignated VP-50 on February 4, 1953.

Home-ported at NAS Alameda, Calif., after the war, VP-50 joined the regular rotation of patrol squadrons to the western Pacific. In 1956, the squadron moved to NAS Whidbey Island, Wash., and transitioned to the P5M-1 *Marlin* seaplane, ending the era of the PBM-5 in operational service in the Pacific Fleet. VP-50 continued in the western Pacific rotation until May 1960, when it was permanently based at MCAS Iwakuni, Japan, after transitioning to the P5M-2 (P-5B). In 1964, the squadron moved to NAS North Island, Calif.

Following two combat deployments to NAS Sangley Point, R.P., in support of the *Market Time* interdiction effort off Vietnam, VP-50 ended its seaplane era by moving to NAS Moffett Field, Calif., and transitioning to the P-3A *Orion*. The squadron made three more war deployments in the P-3, operating out of Sangley Point and Naha, Okinawa, sending detachments to NAF Camh Ranh Bay, South Vietnam.

In 1971, the *Blue Dragons* transitioned to the sophisticated P-3C version of the *Orion*, making 12 major

deployments to sites in the western Pacific and Indian oceans over the next 16 years, tracking Soviet and other foreign submarines, supporting battle group operations, rescuing Vietnamese refugees fleeing their homeland, and myriad other missions.

In 1987, VP-50 became the first squadron to transition to the Update III Retrofit version of the P-3C and took that aircraft on three more major Pacific deployments, returning home to Moffett Field for the last time in January 1992. During its final deployment, to NAS Adak, Alaska, the squadron conducted the Navy's last VP prosecutions of submarines belonging to the now-defunct Soviet Union. Disestablishment of the *Blue Dragons* was ordered as part of force-level reductions.

## For the Record...

→ **HSL-31**, the SH-2F fleet readiness squadron (FRS) at NAS North Island, Calif., will be **disestablished** on July 31, 1992, as its mission is absorbed by the East Coast FRS counterpart, HSL-30. The ceremony will be held on July 9.

→ **VMA-331** is the *Harrier* squadron scheduled for **deactivation** this year (see *NANews*, Mar-Apr 92, p.4). The *Bumblebees*, based at MCAS Cherry Point, N.C., will be deactivated on October 1, 1992.

→ The two Marine Corps Reserve A-4 *Skyhawk* squadrons scheduled for deactivation, **VMA-322** at NAS South Weymouth, Mass., and **VMA-133** at NAS Alameda, Calif., are slated to shut down

on June 30 and September 30, 1992, respectively.

→ **Commander Training Air Wing 3** is scheduled for **disestablishment** on August 31, 1992 (see *NANews*, May-Jun 92, p. 5). The wing's two remaining squadrons (VTs 24 and 25) will disestablish after that date.

→ On March 4, 1991, **VAW-113** at NAS North Island, Calif., became the first fleet squadron to accept delivery of the **E-2C Group II** aircraft, which is equipped with the new APS-145 radar.

→ On May 21, 1992, the Marine Corps took delivery of **AH-1W** BuNo 164586, the first *Super Cobra* helicopter gunship intended for use by its **reserve 4th Marine Air Wing** squadrons: HMA-773 at NAS Atlanta, Ga., and HMA-775 at MCAS Camp Pendleton, Calif. The new gunships will replace **AH-1J** versions which are being retired.

→ The *Blacksheep* of **VMA-214** returned to MCAS Yuma, Ariz., in May after a seven-month deployment to Iwakuni, Japan, the **first overseas deployment** of the **night-attack version** of the **AV-8B Harrier**.

→ **HMH-465** returned to MCAS Tustin, Calif., in May from a six-month deployment to Okinawa, Japan, as the **first CH-53E squadron** to deploy there as part of the Unit Deployment Program. The unit was relieved by **HMH-466**, also a CH-53E squadron.

→ **HMH-361 Det A** returned to MCAS Tustin, Calif., from a four-month deployment to Bahrain after performing vertical-onboard-delivery (VOD) logistical support to Navy ships in the Persian Gulf with its CH-53E helicopter. The detachment was unusual in that the **VOD** mission is normally performed by Navy squadrons.

→ Normally embarking only transport and gunship helicopters, **Guadalcanal** (LPH-7)

operated off Norway in early 1992 with two **SH-2F Seasprite** antisubmarine warfare (ASW) helicopters from HSL-32 onboard as well. The SH-2Fs augmented the ship's search-and-rescue capability and provided an additional ASW capability.

→ The **Firehawks** of **HCS-5**, a reserve HH-60H squadron based at Naval Air Weapons Station, Point Mugu, Calif., put two crews on alert in May at Edwards AFB, Calif., as a rescue unit for the **NASA space shuttle Endeavor** mission.

→ During May, **Independence** (CV-62) and her battle group sailed to Australia to participate in *Operation Remembrance*, the commemoration of the **50th anniversary of the Battle of Coral Sea**.

→ The Atlantic and Pacific fleets have standardized the terminology applied to Carrier Battle Groups and Amphibious Ready Groups (ARG), now referred to by the names of their central large-deck ships; for example, Independence

Battle Group or Saipan ARG. Designations such as Battle Group Bravo and ARG 92-2 are no longer used.

→ The **Naval Air Warfare Center Aircraft Division**, NAS Patuxent River, Md., is testing the first major upgrade to the **E-6A Mercury** fleet since it entered service in 1990. The upgrade centers around a new modular-design, high-power transmitter set.

→ The first flight of an **FA-18 Hornet** equipped with a Hughes **APG-73 radar** took place on April 15 at St. Louis, Mo. The APG-73 is an upgrade of the APG-65 radar, with increased speed and memory of the signal data processors and allowance for further growth. Production deliveries are scheduled to begin in June 1994.

→ In an April 8 ceremony in St. Charles, Mo., McDonnell Douglas delivered the **6,000th** production missile of the **Harpoon** program to the Navy. The **Harpoon** has been used successfully by Naval Aviation

## VT-21 FIGHTING REDHAWKS



in combat against Libyan and Iranian forces, and, in its Standoff Land Attack Missile version, against Iraqi forces.

→ The Navy's **Helicopter Landing Trainer** (HLT-514), based at NAS Pensacola, Fla., now serves aviators from the **Coast Guard Aviation Training Center**, Mobile, Ala., as well. A Coast Guard HH-65A helicopter made its first landing on HLT-514 on March 24.

→ The two Navy **X-31A** aircraft have been loaned to **NASA's Dryden Flight Research Center** at Edwards AFB, Calif., for approximately 18 months of flight testing involving envelope expansion and post-stall evaluation.

→ **Naval Aviation Depot** (NADep) Jacksonville, Fla., was awarded a \$70-million contract to perform service depot level maintenance on **36 Hellenic air force A-7** attack aircraft over a two-year period.

NaDep Jacksonville also completed the second **P-3N** modification for the **Royal Norwegian air force**, on April 27. Two P-3B **Orions** (BuNos 154576 and 156603), replaced in the antisubmarine warfare role by P-3C Update III versions, were modified for the coastal surveillance mission.

→ The **Spanish navy** has contracted with IBM's Federal Systems Company to purchase a weapons systems trainer to support its six **SH-**

**Redhawks Flying Goshawks** – Flight instructors assigned to train the next generation of Naval Aviators in the new T-45A Goshawk line up in front of VT-21's first T-45A, which is replacing its TA-4J Skyhawks. The first class of instructors began their training on May 1. The Redhawks are scheduled to train the first class of Goshawk students during the coming winter.

**60B LAMPS MK III** helicopters.

→ The government of **Finland** has selected the **FA-18 Hornet** as the winner of its DX fighter competition. The Finnish air force will receive seven two-seat FA-18Ds from the St. Louis, Mo., McDonnell Douglas factory starting in 1995, followed by 57 single-seat FA-18Cs assembled by Valmet Aviation, Inc., in Halli, Finland. The **Hornets** will replace the Swedish-built **Drakens** and Soviet-built MiG-21s in the air defense role.

→ Plans to save **Hornet** (ex CVS-12) at Bremerton, Wash., from the scrapper's torch went awry after Tacoma, Wash., failed to certify the carrier as a museum site due to inability to meet funding needs. **Bon Homme Richard** (ex CVA-31) arrived at Long Beach, Calif., from Bremerton on March 16, 1992, for scrapping by Southwest Recycling Corp.



The Naval Air Reserve's Commander Fleet Logistic Support Wing (CFLSW) took delivery of two long-range, high-speed C-20G Gulfstream IV transports on March 31, 1992, to replace the C-131H transports with VR-48 that were retired in August 1990. The two aircraft will be configured for medium density (26 seats) and have a cargo door added, and are equipped with a state-of-the-art Electronic Flight Information System cockpit. Posing before the C-20Gs are (l-r): LCdr. Mark Vaughn (CFLSW), Mr. E. M. Greer (Gulfstream Corp. program manager), LCdr. Roger Dadiomoff (CFLSW), Mr. A. H. Glenn (Gulfstream Corp. Vice Chairman), Capt. Robert D. McKenzie (CFLSW), Mr. W. C. Lowe (Gulfstream Corp. President and CEO), and Mr. D. Cooper (Gulfstream Corp. Director of Program Management).



# Farewell, "Midway Magic"

Story and Photos by Michael Arendt

USS *Midway* (CV-41) was decommissioned on April 11, 1992, at NAS North Island, San Diego, Calif. The carrier was dressed for the occasion, complete with ribbons, awards (including the Battle E), and silhouettes of Iraqi aircraft destroyed on the ground by *Midway* aircraft during the Persian Gulf War. With not a wrinkle to show for her age, it was hard to believe that *Midway* had been around for 47 years.

At the ceremony, Captain Larry L. Ernst, the last commanding officer, introduced Admiral Robert J. Kelly, Commander in Chief, U.S. Pacific Fleet, who in turn introduced the Honorable H. Lawrence Garrett III, Secretary of the Navy, the principal speaker. Next came the reading of the orders by Capt. Ernst and the decommissioning directive read by Vice Admiral Edwin R. Kohn, Commander, Naval Air Force, U.S. Pacific Fleet. Commander John F. Schork, CV-41's executive officer, decommissioned

*Midway* after the crew manned the rails for a 21-gun salute. As the crew filed off the deck, three WW II-vintage SNJ *Texan* trainers made a pass over the great ship. Capt. Ernst then secured the watch.

"Midway Magic" came to an end. The final salute and flyover was performed by four FA-18A *Hornets* from the *Vigilantes* of Strike Fighter Squadron 151, who served aboard *Midway* during the Persian Gulf War. Although she is no longer with us, "Midway Magic" will live on in the hearts and souls of all who served with her. As Cdr. Schork pointed out in the final Plan of the Day, "The real spirit of *Midway*... was pervasive - everyone's attitude was 'work together and we can do anything.'"

**Midway will be preserved in reserve status at the inactive ship facility in Bremerton, Wash. (See page 24 for a history of Midway by Robert J. Cressman.)**



Three privately owned SNJ trainers salute Midway's crew as it files off the ship for the last time.



# The Year in Review 1991

By Judith A. Walters and LCdr. Rick Burgess

**A**t the beginning of 1991, as the January 15 United Nations deadline for Iraq's withdrawal from Kuwait approached, U.S. aircraft carriers advanced to locations in and near the Persian Gulf. On January 16 (the night of January 17 in the Middle East), *Tomahawk* cruise missiles were launched at preprogrammed targets by nine U.S. Navy ships in the Mediterranean, Persian Gulf and Red Sea, just in time to be shown on the evening news. Later that evening, President Bush addressed the nation and announced that the liberation of Kuwait had begun.

The Gulf War was the first war the public could see live. TV viewers around the world saw firsthand the awesome military might of the United States as it liberated Kuwait. New, too, since the end of WW II, was U.S.-Soviet cooperation. The Soviet Union, however, weakened by an attempted coup in August, dissolved into its 15 component republics. All except the Georgian Republic voted to become part of the newly formed Commonwealth of Independent States. On December 25, Mikhail Gorbachev formally resigned as President of a Soviet Union that no longer existed.

Although the cold war had come to an end, long-suppressed nationalism in the former Soviet Union and Eastern Europe erupted in violence. Local conflicts threatened to break out around the world, drug trafficking continued to present problems, terrorism was still a threat, and weapons were easy to obtain.

Throughout the year, Naval Aviation assisted in major humanitarian operations: *Sharp Edge* evacuated noncombatants caught in the civil war in Liberia, *Eastern Exit* rescued foreign nationals caught in the Somali civil war, *Provide Comfort* assisted Kurdish refugees, *Sea Angel* aided Bangladesh cyclone victims, and *Fiery Vigil* evacuated victims of Mount Pinatubo's eruption.

The emerging new world order meant a new alignment of strategic power and new military requirements, tempered by the growing budget deficit. Throughout the year, many more squadrons were disestablished than established and shore activities realigned to reflect the new realities.

By year's end, the number of deployable carriers was 14, two above the pre-Gulf-War goal of 12. *Lexington* was decommissioned on November 8. *Kennedy* was undergoing a complete overhaul. *Enterprise* was in nuclear recoring overhaul. *Constellation* was undergoing a Service Life Extension Program overhaul. *Midway*, a participant in the Gulf War, was preparing to be decommissioned, and *Forrestal*, also a Gulf War participant, was preparing to replace *Lexington* as the Navy's new training ship.

A new direction in weapons systems was necessary. Late in the year, contractors began exploring the concept of the AX aircraft, which was to replace the aging re-winged A-6 and the canceled A-12 aircraft.



Six carrier battle groups gathered for Desert Storm, the largest gathering since WW II. Shown here are Saratoga (CV-61) in lead, John F. Kennedy (CV-67) (bottom), and America (CV-66) in the Red Sea.

## January

**05 Aug 90-09 Jan** *Operation Sharp Edge* was authorized by the State Department in August 1990 to evacuate noncombatants caught in the civil war in Liberia. *Saipan* (LHA-2) was stationed off the Liberian coast and helped insert Marines into the U.S. Embassy compound in Monrovia, Liberia. HC-4, augmented by HC-2 (Det 5), flew round-trip shuttles of cargo, mail, and refugees, in CH-53E helicopters, from Monrovia to Freetown, Sierra Leone.

**02-05** CH-53E helicopters from *Guam* (LPH-9) helped insert Marines into the U.S. Embassy compound in Mogadishu, Somalia, during *Operation Eastern Exit*, which rescued U.S. Ambassador James K. Bishop, the Soviet ambassador, and other foreign nationals caught in the Somali civil war.

**06 Jan-24 Feb** Naval Reserve unit VP-92 *Minutemen* carried out their annual training in Bermuda. Prior to the arrival of VP-92, the active patrol squadron VP-16 was on station. VP-92 and suc-

ceeding reserve VP squadrons assumed all the operational commitments at Bermuda previously tasked to regular Navy squadrons.

**07** Defense Secretary Richard Cheney canceled the A-12 *Avenger* carrier-based aircraft program. The action was based on the inability of the contractors – General Dynamics and McDonnell Douglas – to design, develop, fabricate, assemble, and test A-12 aircraft within the contract schedule and to deliver an aircraft that met contract requirements. This was the largest weapons contract cancellation ever by the Pentagon.

## February

**06** The Department of Defense agreed to hold off collecting the amount due from the contractors involved in the A-12 program, terminated for default, until litigation over the issue was resolved in court. This would avoid putting extreme financial pressure on McDonnell Douglas and General Dynamics, two of the largest defense contractors in the United States.

**23** NAS Lemoore's Search and Rescue (SAR) team saved a 19-year-old male who had been missing for five days. He was found on a 6,000-foot elevation in very rocky terrain at the southern edge of Sequoia National Park. The SAR team was called in to assist the Tulare County Sheriff's Department.

**26** The Navy announced that it was canceling plans to have the Grumman Corporation of Bethpage, N.Y., modernize its fleet of carrier-based F-14 *Tomcat* fighters. The Navy was terminating plans to refurbish an additional 12 of the earliest model, the F-14A, into the F-14D configuration at a cost of \$780 million.

## March

**08** VA-204's commanding officer took off in the squadron's last A-7E for Naval Aviation Technical Training Center, Memphis, Tenn., where the *Corsair* would be used to train fleet sailors. This was the last A-7E in the Naval Reserve's inventory. The A-7E would be replaced by the FA-18.

## The Year in Review 1991

**08** Lt. Kathy Owens became the last pilot to land on the training carrier *Lexington* (AVT-16) after the Navy made a quick decision late in the day to decommission the ship. She was the first woman pilot to get that distinction on a carrier, which was the first to have women crew members. Lt. Owens has flown with VRC-40 – a C-2 squadron based in Norfolk, Va. – since January 1990. Lt. Paul Villagomez, AMH1 Donnie E. Kicklighter, and AD2 Mark F. Pemrick were also members of the flight crew.

**21** Two P-3C *Orion* antisubmarine warfare aircraft collided at 2:30 a.m. off the southern California coast, about 60 miles southwest of San Diego, during a routine training mission. All 27 crew members were killed.

**29** The aircraft carrier *Kitty Hawk* (CV-63), her flight deck modified to accommodate FA-18 *Hornets*, left the Philadelphia Naval Shipyard to conduct sea trials. This was the first time the 80,000-ton carrier had moved under her own power since arriving in Philadelphia 40 months before to undergo a Service Life Extension Program overhaul.

### April

**05-11** Space shuttle *Atlantis* rocketed into space with Lt. Col. Kenneth D. Cameron, USMC, and four other astronauts onboard. The shuttle carried the 17-ton Gamma-Ray Observatory into orbit, which was released into space on April 7. The shuttle landed on April 11, after a one-day delay because of high winds, at

Edwards AFB, Calif., after a flight of 143 hours 32 minutes.

**05** A crash of a commuter airplane near Brunswick, Ga., killed 23 persons, including Navy astronaut Captain Manley L. "Sonny" Carter, Jr. Capt. Carter had made one space flight in 1989.

**06** A ceremony held at NAS Lemoore, Calif., bid farewell to VA-122, the Navy's last A-7 fleet readiness squadron, which was to be officially disestablished on May 31. Ceremonies to farewell the last two operational A-7 squadrons, VA-46 and VA-72, were held at NAS Cecil Field, Fla., on May 23.

**11** VAdm. Edwin C. Kohn, Commander, Naval Air Force, U.S. Pacific Fleet, appointed a court of inquiry into the fatal crash of the two P-3s on March 21. RAdm. B. B. Bremner, Commander, Medium Attack Tactical Electronic Warfare Wing, U.S. Pacific Fleet, headed the court.

**13** VA-204 became VFA-204 during a redesignation ceremony held at the squadron hangar. The ceremony also marked the retirement of the A-7 *Corsair II* from the Naval Air Reserve. VFA-204 had received its first FA-18 *Hornet* in March. The redesignation became official on May 1.

**15** The Naval Air Systems Command established the HH-1N designation for many of the UH-1N and VH-1N *Huey* helicopters. The redesignation was to be completed by September 30. A series of ongoing and planned modifications to many UH-1Ns to upgrade their combat capability – including electronic and infrared countermeasures, night vision goggles, tactical radios, and defensive armament – necessitated a redesigna-

tion of the unmodified UH-1Ns to HH-1Ns.

**18** The 1,000th FA-18 *Hornet* built by McDonnell-Douglas and Northrop landed at MCAS El Toro, Calif. The FA-18D was destined to become a part of VMFA(AW)-242.

**18** *Nimitz* (CVN-68) relieved *Ranger* (CV-61) on station in the Persian Gulf and transited the Strait of Hormuz.

**19** The remains of LCdr. Nicholas M. Carpenter, which had been returned by Vietnam in September 1990, were buried at Arlington National Cemetery, Va. LCdr. Carpenter was shot down over North Vietnam on June 24, 1968, while flying a VA-35 A-6A from *Enterprise* (CVAN-65).

**26** The White House submitted an amendment to the 1992-93 defense budget to Congress, which would provide funding for the Navy's aviation plan to replace the wings on 120 A-6 *Intruders* and to buy 210 more FA-18C and D *Hornet* fighter-bombers. Production of the F-14 would be shut down. The amendment would also adjust funding for the AX advanced technology attack plane program, allowing for production of the carrier aircraft in FY 2002. The amendment was drawn up after the Navy canceled its contract to build the A-12 all-weather, night-attack aircraft.

**28** Space shuttle *Discovery* took off for space. The payload included a Cryogenic Infrared Radiation Instrumentation for Shuttle, which was intended to scan the earth's horizon to determine the feasibility of the space-based detection of enemy aircraft and missiles. The mission commander was Navy Captain Michael L. Coates.

**30** The last A-4 *Skyhawk* and T-2 *Buckeye* to be refurbished by Naval Aviation Depot (NADep) Pensacola, Fla., were rolled out. The T-2 *Buckeye* program would shift to NaDep Jacksonville, Fla., while the A-4 *Skyhawk* program would move to Cherry Point, N.C.

### May

**12** Eight ships of an amphibious assault group headed by *Tarawa* (LHA-1) arrived to begin a large-scale relief effort in Bangladesh, which had been devastated by a cyclone on April 30. During Operation *Sea Angel*, CH-53 *Sea Stallions*, CH-46 *Sea Knights*, UH-1N *Iroquois*, and AH-1T *Cobras* carried food, medical supplies, and rescued people who had been isolated by the floods.

**14** Secretary of Defense Dick Cheney



GBU-10E/B Paveway II laser-guided bombs are prepared for war on the deck of John F. Kennedy (CV-67) the day before Desert Storm began.

LCdr. Dave Parsons



announced that the President had nominated VAdm. Raymond P. Ilg, serving as Deputy Commander in Chief, U.S. Naval Forces, Europe, to be placed on the retired list. He was scheduled to retire on September 1, 1991, after more than 30 years of active service. VAdm. Ilg was a Navy pilot in the attack community.

**15** The ES-3A *Viking* electronic reconnaissance aircraft made its first flight at Lockheed.

**17** The Park Service summoned NAS Lemoore's Search and Rescue crew and their UH-1 helicopter to Yosemite National Park to rescue three Italian rock climbers attempting to scale the 7,570-foot El Capitan peak. All three climbers were saved.

**22** The House Armed Services Committee voted to allow women to fly combat missions in Air Force, Navy, and Marine Corps aircraft. The measure was included in an amendment to the 1992 defense budget.

**23** VAs 46 and 72, both having operational A-7 *Corsair IIs*, were disestablished. As part of the ceremony, the Navy marked the retirement of the A-7 with a flyover of planes from the squadrons. A few A-7s would remain in service as chase aircraft for test programs.

## June

**03** An LC-130 *Hercules* based at NAS Point Mugu, Calif., landed at McMurdo Station, Antarctica, to complete the first mid-winter medical evacuation of critically ill personnel since 1966. Navy pilots and crew from VXE-6 evacuated a member of New Zealand's Division of Science and Industrial Research.

**05** Space shuttle *Columbia* and seven astronauts took off from Cape Canaveral, Fla., with a life sciences mission. The mission commander was Marine Col. Bryan D. O'Connor. The two scientists onboard conducted and monitored experiments on themselves, 29 rats, and 2,748 jellyfish polyps. On June 14, *Columbia* landed at Edwards AFB, Calif., after a flight of 218 hours and 14 minutes.

**07** General Dynamics Corp. and McDonnell Douglas Corp. filed a suit against the Navy for the termination of their contracts to develop the A-12. The suit would nullify the Navy's attempt to recover \$1.35 billion in unliquidated progress payments for which the Navy received nothing in return.

**11** One of the five flying V-22 *Osprey* prototypes crashed at Boeing



Sea compatibility trials of the V-22A, seen here folding its rotors aboard Wasp (LHD-1), were conducted during December 1991.

Helicopter's Wilmington, Del., Flight Test Center. Bell Boeing and the U.S. Navy suspended flight testing temporarily while investigators attempted to discover why the experimental tilt-rotor had crashed. The Navy later confirmed that two miswired roll-rate sensors were the cause of the crash.

**12-27** After rumbling for three days, Mount Pinatubo in the Philippines began erupting. Subic Bay Naval Complex suffered major damage. *Abraham Lincoln* (CVN-72), with Carrier Air Wing 11 aboard; *Midway* (CV-41) and her battle group; plus three ships from the Amphibious Readiness Group Alpha, led by *Peleliu* (LHA-5), participated in Operation *Fiery Vigil* to evacuate the disaster victims.

**18-19** VP-4, in combination with the Coast Guard, carried out a search and rescue mission and saved two men and one woman who had been forced to abandon their Grumman *Albatross* seaplane, approximately 600 miles east of Oahu.

**29** Two F-14 *Tomcats* collided in flight during routine exercises near Malaysia. The four Naval Aviators ejected and were rescued with minor injuries.

## July

**08** An E-2C *Hawkeye* from Norfolk-based VAW-122 aboard *Forrestal* (CV-59) was ordered to be shot down after suffering an engine fire that could not be extinguished. All five aircrewmen parachuted from the aircraft and were recovered within minutes by helicopters from *Forrestal* and *Yorktown* (CG-48). The incident oc-

curred during a routine flight in support of Operation *Provide Comfort*.

**08-12** A multinational task force of nine U.S. and South American warships began arriving at Puerto Rico for the start of the 32nd annual *Unitas* operation, which joined ships, aircraft, and naval ground forces of the U.S. Atlantic Fleet with South American counterparts. The nearly six-month-long combined naval warfare exercise is designed to improve the operational skills of the combined forces.

**11** Naval Air Force, U.S. Pacific Fleet, announced that a search for the wreckage of the two P-3s that had crashed on March 21 had been concluded and that classified tape from the mission's recorders had been successfully retrieved.

**17** U.S. announced that it would opt to retain Subic Naval Base, including NAS Cubi Point, R.P., under a 10-year lease agreement. The agreement had to be approved by the Philippine Senate and the U.S. Congress before it was finalized.

**25** VMFA-321 at NAF Washington, D.C., Andrews AFB, Md., ceased operation of the F-4 *Phantom II*, leaving VMFA-112 at NAS Dallas, Texas, the only Navy/Marine squadron flying the F-4.

**29** Federal officials announced that a Navy investigation of the V-22 tilt-rotor program was focusing on allegations of criminal wrongdoing by Bell Helicopter Textron, Inc. The investigation stemmed from allegations of a one-time mid-level manager in the V-22 program. The informant had told Navy investigators that senior Bell officials

PH3 Rauf L. Solcico

## The Year in Review 1991

forced him and several other V-22 employees to conceal program costs in order to reduce future estimated expenses.

**29** Grumman delivered the last scheduled production EA-6B *Prowler* carrier-based electronic warfare aircraft to the Navy during ceremonies held at its Calverton, N.Y., plant.

**30** *Kitty Hawk* (CV-63) left her berth at the Philadelphia Naval Shipyard after 40 months of repairs and new equipment. She was the fourth carrier overhauled at the shipyard under the Service Life Extension Program.

**31** The Senate voted overwhelmingly to overturn a 43-year-old law that barred women from flying warplanes in combat. The new measure, an amendment to the military budget bill for FY 92, permitted, but did not require, the armed forces to allow women to fly combat missions.

### August

**02-11** Space shuttle *Atlantis* conducted medical and technological experiments in space and deployed the fourth Tracking and Data Relay Satellite. The mission was 213 hours, 21 minutes. Navy Cdr. Michael A. Baker was the shuttle's pilot.

**02** U.S. Senate passed a last-minute amendment to the Senate's Defense Authorization Bill, which continued plans for the Philadelphia Naval Shipyard to perform the Service Life Extension Program on *John F. Kennedy* (CV-67). The carrier's overhaul amendment still faced House-Senate negotiations in September before it became law.

**05** The Naval Air Systems Command approved the designation C-20G for the *Gulfstream IV*, follow-on to fixed-wing VIP transport *Gulfstream III*. The new version would be larger, accommodating 26 passengers and four crew members and would have a modified cargo door and cargo floor.

**05** *Independence* (CV-62) left her former home port, San Diego, Calif., for Yokosuka, Japan, to relieve *Midway* (CV-41).

**06** VAdm. Anthony A. Less took command of Naval Air Force, U.S. Atlantic Fleet, relieving VAdm. John K. Ready.

The A-3 "Whale" bowed out of naval service in September 1991. Shown here are two EA-3Bs of VQ-2 near Gibraltar.

**08** One sailor was killed and seven suffered minor smoke inhalation injuries during a fire aboard *Independence* (CV-62).

**10** *Midway* (CV-41) left Yokosuka on her return to the U.S. The voyage was the first return to the States for the carrier since 1973. In Hawaii she would turn over her duties to *Independence* (CV-62). Carrier Air Wing 5 would remain forward deployed to the Western Pacific embarked on *Independence*.

**12** *Kitty Hawk* (CV-63) arrived at NS Norfolk, Va., following a 40-month, nearly \$88 million overhaul in Philadelphia. The carrier would operate from its temporary home in Norfolk before making a two-month transit to her home port in San Diego, Calif.

**19** The Naval Air Reserve celebrated its 75th anniversary.

**27** A ceremony at NAS Jacksonville, Fla., marked the introduction of the SH-60F *Seahawk* into operational service with the Atlantic Fleet. HS-3 was the first East Coast squadron to trade its SH-3H *Sea Kings* for the new helicopter.

**28** After 12 days at sea, three

pleasure boaters were rescued from a raft by a four-man Navy crew called in by a Coast Guard C-130 to make the rescue, off Cape May, N.J. An SH-3H *Sea King* from Helicopter Antisubmarine Squadron 11 aboard *America* (CV-66) quickly located the circling Coast Guard *Hercules* and hovered over the raft. Because two of the survivors were too weak to be hoisted into the helicopter unassisted, PO3 Steve Doerner dove into the shark-infested waters to save them. All three survivors were treated for dehydration and exposure in the aircraft carrier's sick bay.

### September

**06** The U.S. Navy made its first flight in the X-31A aircraft at Patuxent River, Md. The X-31 was the first international experimental aircraft development program undertaken by the U.S. Rockwell International was the U.S. contractor and Messerschmitt-Bolkow-Blohm was the German contractor.

**10** The Bell Boeing V-22 *Osprey* returned to flight status after having been grounded following the June 11 crash of the fifth prototype.

**10-19** *America* (CV-66) joined the



maritime forces of several NATO member nations in the North Atlantic and waters off Norway in Exercise *North Star 91*.

**11** *Independence* (CV-62) arrived at her new home port, Yokosuka, Japan, to replace *Midway* (CV-41).

**12-18** Space shuttle *Discovery* carried the Upper Atmosphere Research Satellite into space in a rare night launch. The flight was 149 hours, 27 minutes. *Discovery* landed at Edwards AFB, Calif. Navy Captain John O. Creighton was the commander of the flight.

**14** An MH-53E crashed in the Persian Gulf while on a routine ship-to-shore mail and cargo run. All six of the crew members were killed.

**27** The Douglas A-3 *Skywarrior* retired from active duty at ceremonies hosted by VAQ-33, NAS Key West, Fla. Ed Heinemann, the designer of the A-3, was on hand. The EA-3Bs of VQ-2 were the last operational "Whales" in the Navy and had served in the Persian Gulf War.

**27** In a televised address, President Bush announced that the U.S. would unilaterally reduce nuclear arms, in-

cluding the withdrawal of all tactical nuclear weapons from Navy ships. Among many provisions, the order directed that all Navy air-deliverable nuclear weapons be withdrawn from all aircraft carriers and stored or destroyed as would all such weapons associated with land-based naval aircraft, such as patrol planes.

**30** During FY 91, the Navy trained a total of 1,214 aviators: 809 Navy, 338 Marine, and 67 Coast Guard.

### October

**01** Naval Weapons Center, China Lake, Calif.; Naval Air Development Center, Warminster, Pa.; and Naval Ordnance Missile Test Station, White Sands, N.M., were transferred into the Naval Air Systems Command (NAVAIR). The action was in preparation for the consolidation of all naval air activities under the Naval Air Warfare Center, which would be an activity of NAVAIR.

**13** *Eisenhower* (CVN-69) passed through the Suez Canal to relieve *Abraham Lincoln* (CVN-72) in the Arabian Sea/Persian Gulf area.

**16** Four Marines died in an accident resulting from a mechanical flaw that caused a failure in the main drive shaft of the UH-1N helicopters they were flying. While the problem was being investigated, Marine UH-1Ns were restricted to only three hours of flight.

**18** An FA-18 successfully launched an improved version of the Standoff Land Attack Missile at the White Sands Missile Range, N.M.

**20-23** Naval Aviation units based in the San Francisco Bay area at NAS Alameda, NAS Moffett Field, and NS Treasure Island provided assistance to the fire-fighting efforts during the five-alarm brushfire in the Oakland-Berkeley, Calif., area. HS-85 provided airlift support with SH-3s. Reservists were put on alert.

### November

**08** The decommissioning ceremony was held for *Lexington* (CV-16/AVT-16) at NAS Pensacola, Fla. CNO Adm. Frank B. Kelso II was the principal speaker. *Lexington* was commissioned in 1943 and in WW II was famous as the "Blue Ghost" that the Japanese could not sink. In 1962, she assumed duty as the training carrier assigned to the Naval Air Training Command in Pensacola.

**09** Two HS-9 helicopter crews of CVW-17 assigned to *Saratoga* (CV-60) rescued three commercial fishermen

from their sinking boat 50 miles off Mayport, Fla. A Coast Guard helo saved a fourth. The fishermen were taken aboard *Saratoga* for medical care.

**12** A ceremony at NAS Corpus Christi, Texas, marked the establishment in September of the Naval Air Training Management Support Activity (NATMSACT). Capt. David Timmons was the first C.O. The establishment of NATMSACT was the culmination of a trend over 15 years toward maintaining training aircraft with contract civilians in place of military personnel.

**13** CNO approved a plan to base 18 active patrol squadrons with 6 squadrons at 3 bases: NAS Barbers Point, Hawaii; NAS Brunswick, Maine; and NAS Jacksonville, Fla., coincident with the closure of NAS Moffett Field, Calif.

**24 Nov-1 Dec** The shuttle *Atlantis* crew fired into space a spy satellite designed to detect missile launchings and conducted a series of military and medical experiments. Navy LCdr. Mario Runco was a mission specialist on the flight.

### December

**04** U.S. Navy T-45A *Goshawk* made its first aircraft carrier landing aboard *John F. Kennedy* (CV-67).

**16** The Naval Air Systems Command approved the model designation YAIM-152A for a new high-energy air-launched missile.

**21** *Forrestal* (CV-59) returned to NS Mayport, Fla., after completing her final deployment as a fleet combatant. *Forrestal* was to replace *Lexington* (AVT-16) at NAS Pensacola, Fla., as the Navy's training ship. *Forrestal* had participated in Operation *Provide Comfort*.

**26** The Philippine government announced that the U.S. must withdraw its military forces from the Subic Bay naval complex by the end of 1992. NAS Cubi Point, adjacent to NS Subic Bay, would also shut down by year's end.

**30** The Naval Air Systems Command awarded AX cost-plus-fixed-fee contracts of \$200 million each to Rockwell International, McDonnell Douglas, Lockheed, Grumman, and General Dynamics. The contract, to conclude in October 1992, would fund AX concept exploration and definition studies. There were five key areas of the study: carrier suitability, affordability, survivability, air-to-surface and air-to-air mission effectiveness.

PH3 Franklin P. Call





Desert Storm was the last hurrah of the A-7 as a Navy attack aircraft. VAs 46 (shown here) and 72 compiled an impressive war record.



Lt. John Kias

**1991 Carrier and Air Wing Deployments**

**Saratoga (CV-60)**

CVW-17 (Tail Code: AA)  
Mediterranean/Red Sea  
(Desert Shield/Storm)  
07 Aug 90 - 28 Mar 91

Squadrons	Aircraft
VF-74	F-14A+
VF-103	F-14A+
VFA-83	FA-18C
VFA-81	FA-18C
VA-35	A-6E/KA-6D
VAW-125	E-2C
VAQ-132	EA-6B
HS-3	SH-3H
VS-30	S-3B

**John F. Kennedy (CV-67)**

CVW-3 (Tail Code: AC)  
Mediterranean/Red Sea  
(Desert Shield/Storm)  
15 Aug 90 - 28 Mar 91

Squadrons	Aircraft
VF-14	F-14A
VF-32	F-14A
VA-46	A-7E
VA-72	A-7E
VA-75	A-6E/KA-6D
VAW-126	E-2C
HS-7	SH-3H
VAQ-130	EA-6B
VS-22	S-3B

**Midway (CV-41)**

CVW-5 (Tail Code: NF)  
Indian Ocean/Persian Gulf  
(Desert Shield/Storm)  
02 Oct 90 - 17 Apr 91

Squadrons	Aircraft
VFA-195	FA-18A
VFA-151	FA-18A
VFA-192	FA-18A
VA-185	A-6E/KA-6D
VA-115	A-6E/KA-6D
VAW-115	E-2C

Squadrons	Aircraft
VAQ-136	EA-6B
HS-12	SH-3H
VRC-50 det	C-2A

Japan to West Coast Transfer  
10 Aug 91 - 14 Sep 91

CVW-5 (Tail Code: NF)  
Japan to Hawaii  
10 Aug 91 - 22 Aug 91

VFA-195	FA-18A
VFA-151	FA-18A
VFA-192	FA-18A
VA-115	A-6E/KA-6D
VAW-115	E-2C
VAQ-136	EA-6B
HS-12	SH-3H
VRC-50 det	US-3A/C-2A

CVW-14 (Tail Code: NK)  
Hawaii to West Coast  
28 Aug 91 - 14 Sep 91

VFA-113	FA-18A
VFA-151	FA-18A
VFA-25	FA-18A
VA-196	A-6E/KA-6D
VAW-113	E-2C
HS-8	SH-3H
VAQ-139	EA-6B
VRC-30 det	C-2A

**Ranger (CV-61)**

CVW-2 (Tail Code: NE)  
Indian Ocean/Persian Gulf  
(Desert Shield/Storm)  
08 Dec 90 - 08 Jun 91

Squadrons	Aircraft
VF-1	F-14A
VF-2	F-14A
VA-155	A-6E
VA-145	A-6E
VAW-116	E-2C
VAQ-131	EA-6B
HS-14	SH-3H
VS-38	S-3A
VRC-30 det	C-2A

**America (CV-66)**

CVW-1 (Tail Code: AB)  
Red Sea/Persian Gulf  
(Desert Shield/Desert Storm)  
28 Dec 90 - 18 Apr 91

Squadrons	Aircraft
VF-102	F-14A
VF-33	F-14A
VFA-82	FA-18C
VFA-86	FA-18C
VA-85	A-6E/KA-6D
VAW-123	E-2C
HS-11	SH-3H
VAQ-137	EA-6B
VS-32	S-3B

CVW-1 (Tail Code: AB)  
North Atlantic  
(Exercise North Star)  
21 Aug 91 - 11 Oct 91

Squadrons	Aircraft
VF-102	F-14A
VF-33	F-14A
VFA-82	FA-18C
VFA-86	FA-18C
VA-85	A-6E/KA-6D
VAW-123	E-2C
HS-11	SH-3H
VAQ-137	EA-6B
VS-32	S-3B

CVW-1 (Tail Code: AB)  
North Atlantic/Med/Red Sea/Persian Gulf  
02 Dec 91 - 06 Jun 92

Squadrons	Aircraft
VF-102	F-14A
VF-33	F-14A
VFA-82	FA-18C
VFA-86	FA-18C
VA-85	A-6E/KA-6D
VAW-123	E-2C
HS-11	SH-3H
VAQ-137	EA-6B
VS-32	S-3B

## Theodore Roosevelt (CVN-71)

CVW-8 (Tail Code: AJ)  
Red Sea/Persian Gulf/Med  
(Desert Shield/Storm, Provide Comfort)  
28 Dec 90 - 28 Jun 91

Squadrons	Aircraft
VF-41	F-14A
VF-84	F-14A
VFA-15	FA-18A
VFA-87	FA-18A
VA-65	A-6E
VA-36	A-6E
VAW-124	E-2C
HS-9	SH-3H
VAQ-141	EA-6B
VS-24	S-3B
VRC-40 det	C-2A

## Nimitz (CVN-68)

CVW-9 (Tail Code: NG)  
WestPac/Indian Ocean/Persian Gulf  
25 Feb 91 - 24 Aug 91

Squadrons	Aircraft
VF-211	F-14B
VF-24	F-14B
VFA-146	FA-18C
VFA-147	FA-18C
VA-165	A-6E/KA-6D
VAW-112	E-2C+
HS-2	SH-60F/HH-60H
VAQ-138	EA-6B
VS-33	S-3A

## Abraham Lincoln (CVN-72)

CVW-11 (Tail Code: NH)  
WestPac/Indian Ocean/Persian Gulf  
28 May 91 - 28 Nov 91

Squadrons	Aircraft
VF-114	F-14A
VF-213	F-14A
VFA-22	FA-18C
VFA-94	FA-18C
VA-95	A-6E/KA-6D
VAW-117	E-2C+
HS-6	SH-60F/HH-60H
VAQ-135	EA-6B
VS-29	S-3A

## Kitty Hawk (CV-63)

CVW-15 (Tail Code: NL)  
Around Cape Horn (east to west)  
18 Oct 91 - 11 Dec 91

Squadrons	Aircraft
VF-51	F-14A
VF-111	F-14A
VFA-97	FA-18A
VFA-27	FA-18A
VA-52	A-6E/KA-6D
VAW-114	E-2C+
HS-4	SH-60F/HH-60H
VAQ-134	EA-6B
VS-37	S-3A
VR-30 det	C-2A

## Forrestal (CV-59)

CVW-6 (Tail Code: AE)  
Mediterranean  
(Provide Comfort)  
30 May 91 - 21 Dec 91

Squadrons	Aircraft
VF-11	F-14A
VF-31	F-14A
VFA-132	FA-18A
VFA-137	FA-18A
VA-176	A-6E/KA-6D
VAW-122	E-2C
HS-15	SH-3H
VAQ-133	EA-6B
VS-28	S-3B

## Independence (CV-62)

West Coast to Japan Transfer  
05 Aug 91 - 11 Sep 91  
CVW-14 (Tail Code: NK)  
West Coast to Hawaii  
05 Aug 91 - 22 Aug 91

Squadrons	Aircraft
VF-154	F-14A
VF-21	F-14A
VFA-113	FA-18C
VFA-25	FA-18C
VA-196	A-6E
VAW-113	E-2C
HS-8	SH-3H
VAQ-139	EA-6B
VS-21	S-3B
VRC-30 det	C-2A

CVW-5 (Tail Code: NF)  
Hawaii to Japan  
28 Aug 91 - 11 Sep 91

PH3 Marty Norman

Squadrons	Aircraft
VF-154	F-14A
VF-21	F-14A
VFA-192	FA-18C
VFA-195	FA-18C
VA-115	A-6E
VAW-115	E-2C
VAQ-136	EA-6B
HS-12	SH-3H
VS-21	S-3B
VRC-50 det	US-3A/C-2A

## Dwight D. Eisenhower (CVN-69)

CVW-7 (Tail Code: AG)  
Med/Red Sea/Persian Gulf/North Atlantic  
26 Sep 91 - 02 Apr 92

Squadrons	Aircraft
VF-143	F-14B
VF-142	F-14B
VFA-136	FA-18C
VFA-131	FA-18C
VA-34	A-6E/KA-6D
VAW-121	E-2C
HS-5	SH-3H
VAQ-140	EA-6B
VS-31	S-3B

Midway (CV-41) (foreground) and Abraham Lincoln (CVN-72) are seen evacuating military personnel and dependents from Subic Bay following the eruption of Mt. Pinatubo.



## Operations Desert Shield/Storm

### January

**01** HC-4 relocated its detachment from Jeddah, Saudi Arabia, to Hurghada, Egypt, constructed an airhead operating site within 48 hours, and began transporting passengers, cargo, and mail to the Red Sea carrier battle groups.

**06** *Saratoga* (CV-60) transited the Suez Canal en route to the Red Sea.

**09** *America* (CV-66) transited the Straits of Gibraltar and arrived in the Mediterranean Sea.

**12** Congress voted 52 to 47 in the Senate and 250 to 183 in the House on a joint resolution that gave President Bush the authority to go to war against Iraq.

**12** *Ranger* (CV-61) carrier battle group arrived on station in the north Arabian Sea.

**12** Amphibious Group Three (with Fifth Marine Expeditionary Brigade embarked) arrived on station in the Arabian Sea. Eighteen ships, including *Okinawa* (LPH-3), *Tarawa* (LHA-1), *Tripoli* (LPH-10), and *New Orleans* (LPH-11) were to join the 13-ship Amphibious Group Three, to comprise the largest amphibious task force since the Korean War.

**12** *Midway* (CV-41) carrier battle group reentered the Persian Gulf.

**14** *Theodore Roosevelt* (CVN-71) carrier battle group passed through the Suez Canal and assumed battle station in the Red Sea.

**15** *America* (CV-66) carrier battle group transited the Suez Canal and arrived on station in the Red Sea.

**15** *Ranger* (CV-61), with CVW-2 on-board, and her carrier battle group transited to station in the Persian Gulf.

**16** *Theodore Roosevelt* (CVN-71) transited the Bab el-Mandeb Straits from the Red Sea to the Gulf of Aden.

**16** At 4:50 p.m. EST, a squadron of fighter-bombers took off from an air base in central Saudi Arabia. Targets in Iraq and Kuwait began being hit before 7:00 p.m. EST. (It was the night of January 17 in the Middle East.) At the time, six Navy carrier battle groups, two battleships, and a 31-ship amphibious task force were operating in the Red Sea, Persian Gulf, and Arabian Sea areas. The Navy had more than 100 ships in the area and 75,000 Navy personnel afloat and ashore, while more than 67,000 Marines ashore comprised a Marine Expeditionary Force and nearly 18,000 Marines embarked aboard naval vessels brought the Marine Corps presence to nearly 85,000.

**16** President Bush addressed the nation at 9:00 p.m. EST and announced that the liberation of Kuwait, Operation *Desert Storm*, had begun.

**17** Over 100 *Tomahawk* cruise missiles were launched at preprogrammed targets by nine U.S. Navy ships in the Mediterranean, Persian Gulf, and Red Sea. This was the start of Operation *Desert Storm* and

the first combat launch of the *Tomahawk* missile. Next, the Navy launched 228 combat sorties from six aircraft carriers. *John F. Kennedy* (CV-67), *Saratoga* (CV-60), and *America* (CV-66) were in the Red Sea; *Midway* (CV-41) and *Ranger* (CV-61) were in the Persian Gulf; and *Roosevelt* (CVN-71) was en route to the Persian Gulf.

**17** An FA-18C from *Saratoga's* (CV-60) VFA-81 was shot down by an Iraqi surface-to-air missile. Pilot LCdr. Michael Speicher became the first American casualty of the Persian Gulf War.

**17** At 7:15 p.m. EST (2:15 a.m. local time), an estimated eight Iraqi *Scud* missiles attacked the Israeli cities of

J01(SW) Greg Snaza



PH2 Charles W. Moore



Sea Knight helicopters from all four vertical replenishment HC squadrons kept the supplies flowing to the carriers in the Persian Gulf and Red Sea.

*Saratoga* (CV-60), operating in the Red Sea during Desert Storm, is seen from *John F. Kennedy* (CV-67).





LCdr. Rick Morgan

EA-6B Prowlers armed with HARM missiles played a starring role in suppressing Iraqi antiaircraft defenses during Desert Storm. VAQ-141 operated its Prowlers from Theodore Roosevelt (CVN-71).

Haifa and Tel Aviv, causing property damage. The Pentagon announced that stationary *Scud* sites in Iraq had been destroyed and the mobile sites were being sought out. The U.S. was also preparing to send additional *Patriot* antimissile missiles to Israel.

**17** FA-18Cs piloted by LCdr. Mark Fox and Lt. Nick Mongillo of VFA-81, assigned to *Saratoga* (CV-60), each shot down a MiG-21. They were the first-ever aerial victories for the *Hornet*.

**18** Navy lost two additional aircraft, both A-6s. The crewmen, Lts. Jeffrey Zaun and Robert Wetzel of *Saratoga's* (CV-60) VA-35 and Lts. Charles Turner and William Costen of *Ranger's* (CV-61) VA-155 were first reported missing and later as prisoners of war.

**18** A Marine Corps OV-10A observation aircraft was shot down by Iraqi forces. Lt. Col. Acree and CWO4 Guy Hunter of VMO-2 were both captured.

**18** *Nicholas'* HSL-44 (Det 8) SH-60Bs provided air targeting while a Kuwaiti patrol boat, two Army helicopter gunships, and *Nicholas* engaged and neutralized Iraqi forces on 9 oil platforms in the Durrah oil field. The Iraqi forces were manning antiaircraft artillery sites on the platforms. This was the first combined helicopter, missile, and surface ship gun engagement of the war and resulted in the destruction of the positions and capture of the first Iraqi prisoners of wars.

**19** *Theodore Roosevelt* (CVN-71) and her battle group transited the Strait of

Hormuz and entered the Persian Gulf.

**19** The first combat use of the Standoff Land Attack Missile occurred with launches from A-6 *Intruders* and A-7 *Corsair IIs* based on *John F. Kennedy* (CV-67) and *Saratoga* (CV-60).

**20** Iraqi television broadcast ran what it claimed were interviews with three U.S. and four allied military airmen shot down in the war in the Persian Gulf. The U.S. State Department called the Iraqi charge d'affaires in Washington to protest that the broadcast was contrary to the Third Geneva Convention governing treatment of prisoners of war and to demand that any prisoners be given immediate access to representatives of the International Committee of the Red Cross, the internationally recognized overseer of the convention. The tapes were shown on U.S. television the following day.

**20** Department of Defense announced that an Iraqi artillery battery was destroyed by USN A-6 and USAF A-10 aircraft.

**21** President Bush signed an executive order designating the Arabian Peninsula areas, airspace, and adjacent waters as a combat zone.

**21** An F-14 was downed by a surface-to-air missile over Iraq. Pilot Lt. Devon Jones and radar intercept officer Lt. Lawrence Slade of *Saratoga's* (CV-60) VF-103 were reported missing. Lt. Jones was recovered the following day.

**21** *Theodore Roosevelt* (CVN-71) car-

rier battle group arrived on station in the Persian Gulf.

**23** Navy A-6s disabled an *al-Qadisiya*-class Iraqi tanker that had been collecting and reporting intelligence data. The A-6s also attacked and sank a *Winchester*-class hovercraft (being refueled by the tanker) and a *Zhuk* patrol boat.

**24** Navy A-6s attacked and destroyed an Iraqi *Spasilac* minelayer. An A-6 sank an Iraqi *Zhuk*-class patrol boat and another Iraqi minesweeper hit an Iraqi mine while attempting to evade the A-6 fire. A-6s and FA-18s attacked the Umm Qasr Naval Base.

**24** The first Kuwaiti territory, the island of Jazirat Qurah, was reclaimed.

**28** Navy A-6s attacked Iraqi ships at Bubiyan Channel, at Umm Qasr Naval Base, and in Kuwait harbor.

**28** Capt. Michael Berryman of VMA-311 was captured by Iraqi forces after his AV-8B *Harrier* was shot down.

**30** Navy A-6s attacked three Iraqi landing craft in the vicinity of Shatt al-Arab Channel.

**30** All 18 FA-18s aboard *Saratoga* (CV-60) delivered 100,000 pounds of MK-83 1,000-pound bombs on Iraqi positions in Kuwait. This was the largest amount of bomb tonnage carried in a single mission.

## February

**01** VAW-123 coordinated aircraft on the first of 11 *Scud* missile patrols

## Operations Desert Shield/Storm

flown from February 1-7. On February 3, *America* (CV-66) confirmed the destruction of two *Scud*-related vehicles.

**02** A Navy A-6 with crew members LCdr. Barry Cooke and Lt. Patrick Kelly Connor, from *Theodore Roosevelt's* (CVN-71) VA-36, were shot down by anti-aircraft fire. The crewmen were reported missing. This was *Roosevelt's* first combat loss of the war.

**05** A Navy FA-18A crashed while returning from a combat mission. The

pilot, Lt. Robert Dwyer of VFA-87 from *Theodore Roosevelt*, was killed.

**06** A VF-1 F-14A off *Ranger* (CV-61), piloted by Lt. Stuart Broce, with Cdr. Ron McElraft as radar intercept officer, downed a Mi-8 *Hip* helicopter with an AIM-9M *Sidewinder* missile.

**07** A-6s attacked and heavily damaged two Iraqi patrol boats in the northern Persian Gulf near al-Faw Peninsula.

**08** A-6s attacked and neutralized an Iraqi training frigate collocated with a TMC-45 class patrol boat (*Exocet-*

capable craft) at Cor al-Zubayr.

**09** Capt. Russell Sanborn was captured by Iraqi forces after his VMA-231 AV-8B was shot down.

**14** *America* (CV-66) carrier battle group transited Strait of Hormuz en route to operations in the Persian Gulf.

**15** *America* (CV-66) became the first and only carrier to conduct strikes from both sides of the Arabian Peninsula.

**18** An Iraqi mine blasted a 20-by-30-foot hole in the forward section of the 18,000-ton helicopter carrier *Tripoli*



A VF-143 F-14B surveys damage inflicted to satellite antennae during Desert Storm.

LCdr. Tom Sparkes



PH2 J. Carnes

lacy was killed when their OV-10A was shot down.

**26** A-6Es from *Ranger's* (CV-61) VA-155 bombed Iraqi troops fleeing Kuwait City to Basra in "bumper to bumper" convoys along two multi-lane highways. Numerous tanks, armored vehicles, jeeps, cars, ambulances, and tractor-trailors were destroyed.

**27** At 9:00 p.m. EST, President Bush declared that Kuwait had been liberated and the Persian Gulf War over. At midnight EST, all U.S. and coalition forces would suspend further offensive combat operations.

**27** Forty Iraqi soldiers surrendered to battleship *Wisconsin's* (BB-64) remotely piloted vehicle when it flew over their position, thinking it was manned.

**27** Capt. Reginald Underwood was killed when his VMA-331 AV-8B was shot down by Iraqi forces.

**Desert Storm saw extensive use of Pioneer remotely piloted vehicles for observation and reconnaissance. VC-6 had detachments aboard battleships Missouri (BB-63) and Wisconsin (BB-64).**

(LPH-10) during mine clearance operations in the northern Persian Gulf. After continuing her duty for five days, *Tripoli*, the flagship of the minesweeping operation, returned to a shipyard drydock in Bahrain for a month of repairs.

**20** *America's* (CV-66) VS-32 became the first S-3 squadron to engage, bomb, and destroy a hostile vessel – an Iraqi gunboat.

**20-24** Using the AV-8B *Harrier*, the VMA-331 *Bumblebees* flew 243 sorties along the Iraqi border and throughout Kuwait.

**23** *America* (CV-66), *Midway* (CV-41), *Roosevelt* (CVN-71), and *Ranger* (CV-61) were in the Persian Gulf. *John F. Kennedy* (CV-67) and *Saratoga* (CV-60) were operating from the Red Sea.

**23** Aircraft from *America* (CV-66) destroyed a *Silkworm* (antiship) missile battery after Iraq unsuccessfully fired a missile at *Missouri* (BB-63).

**23** A VMA-542 AV-8B *Harrier* was shot down by Iraqi forces. Capt. James Wilbourn was killed in action.

**24** Operation *Desert Sabre*, the ground offensive against Iraq, began. General Norman Schwarzkopf's plan was based on the classic principles of deception, concentration of force, and speed.

**25** Two Marine Corps aircraft were shot down by Iraqi forces. Capt. Scott Walsh was rescued after his VMA-542 AV-8B was lost. Maj. Joseph Small was captured and Capt. David Spel-

PH2 Joe Cina



**VF-84 crewmen PH3 Pat Ross and PH3 Aerillo Ayuso prepare a Tactical Aerial Reconnaissance Pod System on an F-14A for a photoreconnaissance mission over Iraq during Operation Provide Comfort.**



## Operations Desert Shield/Storm



PH2 Joseph Horner

LAMPS helicopters, such as the SH-60B shown here, were vital in enforcing the maritime embargo against Iraq, and in providing targeting information to attack aircraft in striking Iraqi naval units.

### March

**03** CH-46 helos with loudspeakers rounded up surrendering Iraqi troops on Faylaka Island. The enemy prisoners of war were ferried by helo to *Ogden* (LPD-5) for further transport to Saudi POW facilities.

**04** Iraq released POWs including the Navy's Lts. Jeffrey Zaun, Robert Wetzel, and Lawrence Slade. The POWs were turned over to U.S. officials by the International Committee of the Red Cross near the Jordanian border station of Ruwayshid.

**04** *America* (CV-66) departed the Persian Gulf and returned to the Red Sea after conducting 3,008 combat sorties during the war.

**06** *New Orleans* (LPH-11), with a mine-countermeasures squadron onboard and four mine-countermeasures ships, led minesweeping activities.

**06** President Bush reported to a joint session of Congress, "Aggression is defeated. The war is over."

**08** The first Navy personnel from the Persian Gulf theater arrived in CONUS.

**09** *America* (CV-66) arrived on station in the Red Sea.

**11** *Saratoga* (CV-60) and *Midway* (CV-41) carrier battle groups departed the Persian Gulf area for their respective home ports. *Saratoga* transited the Suez Canal en route to Mayport, Fla.; *Midway* departed the Persian Gulf en route to Yokosuka, Japan.

**12** *John F. Kennedy* (CV-67) transited the Suez Canal en route to the Mediterranean.

**13** President Bush established the Southwest Asia Service Medal by executive order. It would be awarded to U.S. military personnel who served in the Persian Gulf area during the operations.

**16-22** *America* (CV-66) conducted a port visit to Hurghada, Egypt, making the first port call of the deployment after 78 consecutive days at sea.

**17** Crew of *Tripoli* (LPH-10) awarded Combat Action Ribbon for being endangered by enemy mine attack on February 18.

**28** *John F. Kennedy* (CV-67) and *Saratoga* (CV-60), leading their carrier battle groups, arrived at their home ports of Norfolk, Va., and Mayport, Fla., respectively. They were the first carrier battle groups involved in the Persian Gulf War to return to CONUS.

### April

**01** *Roosevelt* (CVN-71) transited the Straits of Bab el-Mandeb and began three weeks of Red Sea operations.

**03** *America* (CV-66) transited the Suez Canal and returned to the Mediterranean.

**06** Iraq accepted United Nations terms for formal cease-fire in the Persian Gulf War.

**08** *America* (CV-66) transited the Straits of Gibraltar and returned to the Atlantic.

**08** Having left from both NAS Sigonella, Sicily, and Hurghada, Egypt, for Diyarbakir, Turkey, on April 6, HC-4 detachments flew Secretary of State James Baker and his party of 60 along the border between Turkey and civil-war-torn Iraq to a remote Kurdish refugee camp. A popular uprising in Kurdistan had taken place in March against Saddam Hussein, but the Iraqi forces quickly recaptured the main towns and cities of Kurdistan. The Iranians had allowed the Kurds to flee

into their country, but the Turks had not, and the Kurds were stranded in the mountains in the cold.

**09** HC-4 returned to Incirlik, Turkey, to become the primary and first heavy lift helicopter combat logistics support asset for Operation *Provide Comfort*. The squadron delivered massive amounts of relief aid to Kurdish refugees and flew needy people to safe havens.

**09** UN Security Council approved Resolution 689 establishing a United Nations-Iraq-Kuwait Observer Mission to monitor permanent cease-fire.

**11** The Persian Gulf War came to its official conclusion at 10:00 a.m. EDT as UN Security Council Resolution No. 687, establishing a permanent cease-fire in the Persian Gulf War, went into effect.

**17** *Midway* (CV-41) returned from the Persian Gulf War to her home port of Yokosuka, Japan.

**17** Secretary of Defense Dick Cheney signed an order directing military commanders to begin implementing the President's plan, announced the previous day at a press conference, which called for the establishment of several encampments in northern Iraq. U.S., British, French, and Turkish military personnel had been delivering relief supplies to the refugees. The U.S. Sixth Fleet's 24th Marine Expeditionary Unit commenced operations 17





**FA-18 Hornets comprised the majority of Navy and Marine strike aircraft during Desert Storm. An FA-18A from VFA-15 is seen returning from an Operation Provide Comfort mission over northern Iraq.**

hours after arrival at the Humanitarian Service Support Base at Silopi, Iraq. A forward humanitarian service support base was also established at Diyarbakir, Turkey.

**18** *America* (CV-66) returned from the Persian Gulf War to Norfolk, Va.

**20** *Theodore Roosevelt* (CVN-71) transited the Suez Canal and began support of Operation *Provide Comfort*, the allied nations' effort to aid Kurdish refugees who were in danger of extermination in the aftermath of the Persian Gulf War.

**20** *Theodore Roosevelt* (CVN-71) joined the U.S. naval forces, including *Guadalcanal* (LPH-7), positioned off

Turkey to support an estimated 7,000 American ground troops participating in Operation *Provide Comfort*, the relief effort for Kurdish refugees.

#### May

**07-08** Two A-6E *Intruders* on a reconnaissance mission over northern Iraq were attacked by Iraqi artillery units. These were the first confirmed incidents of hostile fire since allied forces began occupying a designated security zone for Kurdish refugees. The planes were unscathed, continued their mission, and returned safely to *Theodore Roosevelt* (CVN-71), positioned off the coast of Turkey to support U.S. military operations in northern Iraq.

**23** The Commander of the Naval Forces in the Middle East declared the Kuwaiti port of Ash-Shuwaikh free of ordnance and Iraqi mines, making it the fifth and final in a series of port-clearing missions by allied forces.

**30** *Forrestal* (CV-59), leading a carrier battle group, departed from its home port of Mayport, Fla., for a scheduled deployment to the Mediterranean Sea to relieve the *Theodore Roosevelt* (CVN-71) battle group on station in the eastern Mediterranean in support of Operation *Provide Comfort*. The regular six-month deployment marked the last deployment for *Forrestal*

before replacing *Lexington* (AVT-16) as the Navy's training aircraft carrier.

#### June

**06** *America* (CV-66) was among the 10 U.S. Navy ships who, returning from the Persian Gulf, sailed into New York Harbor as part of the city's fourth annual "Fleet Week" celebration.

**10** A traditional New York ticker tape "Parade of Heroes" to salute all the men and women who served during *Desert Storm* culminated the city's "Fleet Week."

**18** *Tripoli* (LPH-10) turned over her duties as flagship for Commander, U.S. Mine Countermeasures Group, to *Texas* (CGN-39). The group had located and destroyed nearly 1,200 mines in the Persian Gulf.

**23** *Tripoli* (LPH-10) transited the Strait of Hormuz en route to San Diego, Calif., her home port, completing a tour in the Persian Gulf which began on December 1, 1990.

**28** *Theodore Roosevelt* (CVN-71) battle group returned to Norfolk, Va. She was the last carrier involved in the Persian Gulf War to return to home port.

#### July

**13** *Nimitz* (CVN-68) carrier battle group turned over operations in the Persian Gulf to *Abraham Lincoln* (CVN-72) carrier battle group and transited the Strait of Hormuz.

#### August

**27** The last U.S. Navy participants of the Persian Gulf War arrived home, including *New Orleans* (LPH-11), with HMM-268 embarked.



**Bunkers at Kuwait International Airport show the effects of coalition forces precision bombing.**

Lt. Gerald B. Parsons

## Naval Aircraft Squadrons - Operations Desert Shield/Storm

Note: Carrier-based squadrons which participated in Desert Storm are listed in the table "1991 Carrier and Air Wing Deployments." Carrier-based squadrons which participated only in Desert Shield (aboard Dwight D. Eisenhower and Independence) are listed in a similar table in NANews, Jul-Aug 91.

Squadron	Aircraft	Squadron	Aircraft	Squadron	Aircraft
HC-1	SH-3G, SH-3H, CH-53E	HSL-43	SH-60B	VQ-2	EP-3E, EA-3B, UP-3A
HC-2	SH-3G, CH-53E	HSL-44	SH-60B	VQ-4	TC-130Q
HC-4	CH-53E	HSL-45	SH-60B	VR-22	C-130F, KC-130F
HC-5	HH-46D	HSL-46	SH-60B	VR-24	C-2A, CT-39G
HC-6	CH/HH/ UH-46D	HSL-47	SH-60B	VR-51*	C-9B
HC-8	CH/HH/ UH-46D	HSL-48	SH-60B	VR-52*	DC-9
HC-11	CH/HH/ UH-46D	HSL-49	SH-60B	VR-55*	C-9B
HCS-4*	HH-60H	VC-6	Pioneer RPVs	VR-56*	C-9B
HCS-5*	HH-60H	VP-1	P-3C	VR-57*	C-9B
HM-14	MH-53E	VP-4	P-3C	VR-58*	C-9B
HM-15	MH-53E	VP-5	P-3C	VR-59*	C-9B
HS-75*	SH-3H	VP-8	P-3C	VR-60*	DC-9
HSL-32	SH-2F	VP-11	P-3C	VR-61*	DC-9
HSL-33	SH-2F	VP-19	P-3C	VR-62*	DC-9
HSL-34	SH-2F	VP-23	P-3C	VRC-30	C-2A
HSL-35	SH-2F	VP-24	P-3C	VRC-40	C-2A
HSL-36	SH-2F	VP-25	P-3C	VRC-50	C-2A, US-3A, C-130F
HSL-37	SH-2F	VP-30	P-3C		
HSL-42	SH-60B	VP-31	P-3C		
		VP-32	P-3C		
		VP-33	P-3C		
		VP-34	P-3C		
		VP-35	P-3C		
		VP-36	P-3C		
		VP-37	P-3C		
		VP-38	P-3C		
		VP-39	P-3C		
		VP-40	P-3C		
		VP-41	P-3C		
		VP-42	P-3C		
		VP-43	P-3C		
		VP-44	P-3C		
		VP-45	P-3C		
		VP-46	P-3C		
		VP-91*	P-3C		
		VP-MAU*	P-3C		
		VPU-1	P-3		
		VPU-2	P-3		
		VQ-1	EP-3E, UP-3A, P-3B		

\* Naval Air Reserve unit

## Marine Corps Aircraft Squadrons - Operations Desert Shield/Storm

Squadron	Aircraft	Squadron	Aircraft
HMA-773*	AH-1J	HMM-265	CH-46E
HMA-775*	AH-1J	HMM-266	CH-46E
HMH-362	CH-53D	HMM-268(C)	CH-46E, CH-53E, UH-1N, AH-1W
HMH-461	CH-53E		
HMH-462	CH-53D	HMM-365	CH-46E
HMH-463	CH-53D	HMM-774*	CH-46E
HMH-464	CH-53E	VMA-231	AV-8B
HMH-465	CH-53E	VMA-311	AV-8B
HMH-466	CH-53E	VMA-331	AV-8B
HMH-772detA*	RH-53D	VMA-513detB	AV-8B
HML-767*	UH-1N	VMA-542	AV-8B
HMLA-169	UH-1N, AH-1W	VMA(AW)-224	A-6E
HMLA-269	UH-1N, AH-1T/W	VMA(AW)-533	A-6E
HMLA-367	UH-1N, AH-1W	VMAQ-2	EA-6B
HMLA-369	UH-1N, AH-1W	VMFA-212	FA-18C
HMM-181	CH-46E	VMFA-232	FA-18C
HMM-164(C)	CH-46E, CH-53E, UH-1N, AH-1W	VMFA-235	FA-18C
HMM-165	CH-46E	VMFA-314	FA-18A
HMM-261	CH-46E	VMFA-333	FA-18A
HMM-263	CH-46E	VMFA-451	FA-18A
HMM-264(C)**	CH-46E, CH-53E, UH-1N, AH-1T	VMFA(AW)-121	FA-18D
		VMGR-252	KC-130F/R
		VMGR-352	KC-130R
		VMGR-452*	KC-130T
		VMO-1	OV-10A/D+
		VMO-2	OV-10A/D/D+

The following reserve aircraft squadrons were mobilized to backfill for units redeployed to Southwest Asia:

Squadron	Aircraft
HMH-772*	CH-53D
HMM-764*	CH-46E
HML-771*	UH-1N
HML-776*	UH-1N
VMAQ-4*	EA-6B
VMGR-234*	KC-130T
VMO-4*	OV-10A/D+

\* Marine Corps Reserve unit

\*\* Operation Provide Comfort only



## 1991 Active Patrol Squadron Major Deployments

### NAS Keflavik, Iceland

Aug 90 - Feb 91 VP-56 P-3C UIIIR  
 Feb 91 - Aug 91 VP-24 P-3C UIIIR  
 Aug 91 - Mar 92 VP-16 P-3C UIIIR

### NAS Sigonella, Sicily (Det at Jeddah, Saudi Arabia)

Dec 90 - Jun 91 VP-8\* P-3C UII.5  
 Jun 91 - Nov 91 VP-10 P-3C UII  
 Nov 91 - May 92 VP-23 P-3C UII

### NAS Rota, Spain

Jun 90 - Jan 91 VP-45\* P-3C UIIIR  
 Jan 91 - Jul 91 VP-5\* P-3C UIIIR  
 Jul 91 - Jan 92 VP-49 P-3C UIIIR

### NAF Lajes, Azores

Nov 90 - May 91 VP-26 P-3C UII  
 May 91 - Aug 91 VP-24 det P-3C UIIIR  
 Aug 91 - Dec 91 VP-49 det P-3C UIIIR

### NS Roosevelt Roads, P.R.

Nov 90 - May 91 VP-26 det P-3C UII  
 May 91 - Jun 91 VP-45 det P-3C UIIIR  
 Jun 91 - Aug 91 VP-11 det P-3C UII.5  
 Aug 91 - Oct 91 VP-26 det P-3C UII  
 Oct 91 - Dec 91 VP-8 det P-3C UII.5  
 Dec 91 - Jan 92 VP-49 P-3C UIIIR

### NAS Bermuda

Aug 91 - Mar 92 VP-16 det P-3C UIIIR

### NAS Adak, Alaska

Dec 90 - Jun 91 VP-6 P-3C UII.5  
 Jun 91 - Aug 91 VP-9 P-3C UIIIR  
 Aug 91 - Jan 92 VP-50 P-3C UIIIR

### NAF Misawa, Japan

Aug 90 - Feb 91 VP-19\* P-3C UI  
 Feb 91 - Aug 91 VP-40\* P-3C UII  
 Aug 91 - Jan 92 VP-22 P-3C UII.5

### NAF Kadena, Okinawa, Japan

May 91 - Nov 91 VP-17 det P-3C UI  
 Nov 91 - May 92 VP-46 det P-3C UIIIR

### NAS Cubi Point, R.P.

Sep 90 - Jan 91 VP-48 det P-3C UIIIR  
 Jan 91 - Jun 91 VP-46 det\* P-3C UIIIR  
 Aug 91 - Jan 92 VP-22 det P-3C UII.5

### NAF Diego Garcia, B.I.O.T. (Det at Al Masirah, Oman)

Nov 90 - May 91 VP-4\* P-3C UI  
 May 91 - Nov 91 VP-17 P-3C UI  
 Nov 91 - May 92 VP-46 P-3C UIIIR

\* Operation Desert Shield/Storm participant

Key to P-3C Aircraft: U I = Update U II = Update II U II.5 = Update II.5 U III = Update III U IIIIR = Update III retrofit

## Aviation Command Changes in 1991

### Established

HSL-51 01 Oct 91  
 VAQ-35 14 Aug 91\*\*\*  
 VQ-5 15 Apr 91  
 VQ-6 05 Aug 91\*\*\*  
 VR-54 01 Jun 91  
 VS-35 04 Apr 91

### Disestablished

CVW-13 01 Jan 91  
 HS-17 30 Jun 91\*\*\*  
 VA-122 31 May 91  
 VA-185 30 Aug 91  
 VA-46 30 Jun 91  
 VA-55 01 Jan 91  
 VA-72 30 Jun 91  
 VAQ-142 01 Jul 91\*\*\*  
 VAW-127 30 Sep 91  
 VP-19 31 Aug 91  
 VP-44 28 Jun 91\*\*\*  
 VP-48 26 Jun 91\*\*\*  
 VP-56 28 Jun 91  
 VP-MAU(B)\* 30 Jun 91  
 VP-MAU(M)\*\* 30 Sep 91

### Redesignated

VA-27 to VFA-27 24 Jan 91  
 VA-97 to VFA-97 24 Jan 91  
 VA-204 to VFA-204 01 May 91

### Reactivated

VMFA(AW)-225 01 Jul 91  
 (deactivated in June 1971)

\* VP Master Augment Unit, NAS Brunswick, ME

\*\* VP Master Augment Unit, NAS Moffett Field, CA

\*\*\* These dates, which differ from those reported in earlier issues of *Naval Aviation News*, are the official dates approved by the CNO.

## Bureau Numbers Issued in 1991

Numbers below were assigned by the CNO during 1991 for future Navy and Marine Corps aircraft procurement:

Numbers	Qty	Type	Name	Contract
164796-164807	12	SH-60F	Seahawk	S
164808-164819	12	SH-60B	Seahawk	S
164820-164830	11*	HH-60J	Jayhawk	S
164831-164846	16	HH-60H	Seahawk	S
164847-164858	12	SH-60B	Seahawk	S
164859-164860	2	CH-53E	Super Stallion	S
164861-164864	4	MH-53E	Sea Dragon	S
164865-164912	48**	FA-18C/D	Hornet	McD
164913-164938	26	AH-1W	Super Cobra	B
164939-164944	6	V-22A	Osprey	B/B

\* For Coast Guard

\*\* Includes 34 FA-18C and 14 FA-18D

Contractor codes: B = Bell

B/B = Bell/Boeing

McD = McDonnell Douglas

S = Sikorsky



# Aviation Machinist's Mate

By JO2(SW) Eric S. Sesit

*In response to comments we received from the readership survey conducted last year, NANews will publish a series of articles dealing with the various enlisted ratings in the aviation community. The first in this series takes a look at the Aviation Machinist's Mate.*

If the Navy advertised in the classified pages for recruits, the ad for Aviation Machinist's Mate (AD) might read like this: Wanted: Young men and women willing to work on the nation's most advanced aircraft engines. Applicants must be able to work extremely long hours in some of the most dangerous places on earth, meet stringent deadlines, follow exacting specifications, and be able to handle the challenge of working on equipment worth millions of dollars. Benefits include moderate pay, 30 days vacation a year, and a chance to visit exotic locations — provided the work is done.

Sounds great, right? Well, for many of the more than 8,000 men and women in the Navy who call themselves "mechs," the job is a dream come true.

"I've been working as an AD for almost six years," said AD3 Henry J. Kazukiewicz. "I really can't imagine doing anything different in the Navy." Kazukiewicz is assigned to Fleet Air Reconnaissance Squadron (VQ) 4 at Patuxent River, Md., where he works on the E-6A *Mercury*. Kazukiewicz attended boot camp and then went to Millington, Tenn., for A school. He went on to the Fleet Replacement Aviation Maintenance Program (FRAMPS) at MCAS El Toro, Calif., where he learned the intricacies of the T-56 engine used on the C-130 *Hercules*. Now stationed at VQ-4, which is transitioning to the E-6A, he has also

earned his Navy Enlisted Classification (NEC) on the CFM-56 engine.

AD1(AW) James G. Kilgore has been in the Navy for 11 years. Recently selected as VQ-4's Sea Sailor of the Year, Kilgore is working hard toward this year's chief's board, his third. As in most Navy ratings, the higher a sailor progresses in the ranks, the more difficult it becomes to make rate. After three years working on the SH-2 *Seasprite* with Helicopter Antisubmarine Squadron, Light 34 in Norfolk, Va., and four years with Fleet Logistics Support Squadron 40, Kilgore's command is helping him prepare for advancement by assigning him to the team of maintenance coordinators for VQ-4 in the maintenance control branch.

Like many sailors, these men knew exactly what they wanted to do when they joined the Navy. "When I was younger, I would see an airplane flying over my house and I knew I wanted some part in making those planes fly," Kilgore reminisced.

When a prospective AD recruit walks into a recruiting office, the recruiter will inform him of the different options the Navy offers. FC1(SW) Carl H. Zimmer, a Washington, D.C., area recruiter said, "The entry requirements for the AD rating are basically the same as most of the other Navy ratings. The recruit must meet all of the Navy's physical requirements, including normal color vision, and must make a qualifying score on the Armed Services Vocational Aptitude Battery."

Upon entering the service and after graduating from boot camp, the airman with an enlistment guarantee for Aviation Machinist's Mate A school will attend school to learn the basics of jet propulsion and then continue on to a squadron or FRAMPS to learn the specifics of his rating on the aircraft engine of his assigned squadron aircraft.

Other nondesignated sailors are as-

signed to a squadron in the fleet. It is here in the working fleet that many young sailors choose a career path. According to ADCS(AW) Bruce W. Martindale, the new E-7/E-8 AD detailer, the nondesignated airman gets a close-up look at the different jobs required to keep an aircraft flying, from washing airplanes to minor maintenance. "After a few months of learning the basics in the fleet and by talking with the senior sailors that he works with, the airman will usually make a decision in what rating he would like to work," said Martindale. At this point, his squadron can send the sailor to A school and then possibly to FRAMPS where he can learn the skills needed for that particular squadron's aircraft engine.

After the sailor is back with the squadron working on aircraft for six months, he will earn the required NEC he needs for that engine.

NEC's are an important part of the AD rating. In order to work on a particular engine, the mech has to know the engine inside and out. "The lower rates usually require an NEC for an assigned billet. The sailor can get that NEC by either going to school or by picking it up in the fleet, depending on his background," said Martindale.

With close to 30 different NECs in the 8300 technician series alone, it can be almost as difficult picking a skill as learning it. The technicians who qualify for one of the 8300 series NECs are responsible for changing parts and servicing the aircraft, while the engine mechanics with one of the 6400 series NECs tear down and put together the engines. The 8200 series NECs classify a sailor as an aircrewman.

"You get talked into it [NEC] a lot by other senior sailors in the command. It also depends on what the detailer offers you. If I have a billet open for a senior chief with a particular NEC and I can't find a guy with that NEC and I have to send this senior chief to school, then guess what? I'll send him to school. This senior chief might have 20 years in and have 10 other NECs and we'll give him another one," added Martindale.

On the other hand, many ADs have no maintenance NECs and limited maintenance experience. These are



J02(SW) Eric S. Sesitt

**AD1(AW) Kilgore verifies information on the Visual Information Display System or VIDS board in the maintenance office of VQ-4.**

the aircrewmembers who earn one of the 8200 series NECs.

ADCS(AW) Edgar C. Johnson, the departing E-7/E-8 AD detailer, said, "One-fifth of all aircrewmembers are mechs working as flight engineers on P-3s, search and rescue on helos, or in one of the other positions an aircraft has for an enlisted aircrewman."

This can cause a problem later in a sailor's career. If a sailor has been an aircrewman for a number of years and falls on hard times, such as failing a physical, and is no longer able to keep his flight status, he has to go back to the fleet as a mech. Unfortunately, without the mechanical experience, the sailor could have some serious shortcomings that would require careful consideration on the part of the detailers to make sure this person can still contribute significantly to the Navy.

The career path for ADs is as different as there are jobs for them. According to Martindale, a typical career path might look something like this: "An E-1 or E-2 will start out like any other junior sailor on a ship. He'll do his mess cranking [food service attendant] and then go right to the line as a 'line rat' where he'll run chains, wash aircraft, and assist the plane captain. His immediate goal is to become a plane captain, who is in charge of a particular aircraft, keeping it serviced, fueled, and clean. Normally, he'll stay out on the line for a few years and then move into the shop where he'll actually be working on engines. After a few years of learning the basics, the sailor should be looking at becoming a second class petty officer and is getting his experience turning wrenches. A second class should become turn qualified with start up and high and low power turns. A first class petty officer normally progresses into quality

assurance or shop supervisor. Chiefs usually take over the line, which services aircraft, and then progress to flight deck coordinator."

With so many career paths to choose from, and different engines to work on, the AD advancement test can be a source of frustration for even the most studious mechs. The same test is given to all mechs going up for a particular rate regardless of the sailor's specialty. F-14 mechs will take the same exam as C-130 mechs. "The bibliography tells the sailor what he needs to research in order to successfully pass the test. Most questions cover the FA-18, H-3, and P-3. They'll also touch on the F-14 and SH-60," said Martindale. It is up to the sailor to make himself competent in all aspects of the different engines in order to pass the test, in turn making himself into a well-rounded individual.

There are presently 880 women wearing the two-bladed winged propeller of the AD rating. Unfortunately, the aviation community does not offer women the opportunity to go to sea as much as men. "Female mechs can only be assigned to P-3s; Helicopter Combat Support Squadron 16, which supports the *Forrestal* with SH-3 helicopters; other HC squadrons; or Type 3 duty [overseas duty which counts as sea time]," said Johnson.

A lack of sea billets can create problems for women as they move up the advancement ladder, but it doesn't have to stop them. "I would say that compared to their male counterparts, the women have a real good chance for advancement because there are a lot of demanding jobs overseas that count as sea duty for women," said Martindale. "They do a good job. They're highly competitive and most want to go to sea when they are up for orders. I'm impressed with them."

Since going to sea is what the Navy is about, and planes are a key part of the Navy's mission, the sea-shore rotation for ADs is demanding. "A first class mech can expect to serve 48 months at sea and 36 on shore. A chief will serve 36 months at sea and 42 months on shore duty, while a senior chief will do 42 months at sea and 36 on shore," according to Martindale.

And because a sailor is not working on a carrier deck does not mean he's not getting sea time. Petty Officer Kilgore is finishing up a four-year sea tour at VQ-4, whose mission is to provide a vital communication link to fleet ballistic missile submarines. VQ-4 qualifies as sea duty because of the squadron's intensive operational

tempo. "In order to keep our aircraft mission capable, we were working 11 days straight, consisting of four 10-hour days, three 12-hour days, and four more 10-hour days followed by three days off," Kilgore said.

Kilgore went on to explain that, for him, the long hours at work paid off with time he was able to spend with his family, time he could not have spent with them if he was on an ordinary deployment. "I felt my children were too young to understand why Daddy wasn't home if I spent a traditional tour onboard ship. When they're older, they will understand that their Dad is in the Navy and has to be away from home for long stretches."

Petty Officer Kazukiewicz agrees, "I've been with VQ-4 since July 1987. I reenlisted to stay at this squadron not only for the sea time but, also because I met my wife here." Kazukiewicz hopes to transfer with VQ-4, along with his wife, when the squadron relocates to Tinker AFB, Okla., sometime in 1993.

The future of Aviation Machinist's Mates seems secure in this time of military drawdowns. The ADs have not been offered any exit bonuses but probably will take some hits in the senior enlisted ranks during the Selective Early Retirement Boards. According to Martindale, "Advancement opportunities up to E-4 are great. Right now at the E-7 level we're 105.7 percent manned. For E-8s, we're 110.9 percent manned. For a first class going up for chief this year, its going to be tight."

These odds don't phase Petty Officer Kilgore. "I've already decided that whether or not I make chief, I'm going to put a package together for the Limited Duty Officer program. I'll be transferring in the summer to Norfolk for instructor duty. I just plan on going as far as I can and doing as much as I can in the Navy."

Aviation Machinist's Mates are a tight-knit group, as most aviators are. They bear the responsibility of maintaining this country's most expensive military hardware, not to mention the fact that each time they work on an engine, the ultimate goal is to make that aircraft mission capable while bringing the aircrew back alive. It is a challenge, but one the mechs meet head on every day and night, 365 days a year.

Senior Chief Martindale summed it up, "Mechs are the best. If the engine doesn't work, the airplane doesn't fly. You're not even going to be able to operate the flight controls without the engine running. ■"



# A Milestone in Our Naval History

## A History of USS Midway (CVB/CVA/CV-41)

By Robert J. Cressman

The courageous and decisive application of communications intelligence to the art of war resulted in a decisive American victory in the Battle of Midway in June 1942. Such triumphs rightly deserve to be remembered, and, in the Navy, commemoration of an event of that magnitude often may find expression in the naming of a major warship. On July 9, 1942, Congress authorized a large aircraft carrier (CVB) that would carry the name of that decisive WW II battle into the last decade of the 20th century. She was laid down on October 27, 1943, at Newport News Shipbuilding and Dry Dock Co., however, as the unnamed CVB-41. On October 10, 1944, Secretary of the Navy James Forrestal assigned her the name *Midway*.

The name *Midway* had been initially assigned to an auxiliary ship, AG-41,

but, the assignment coming as it did in April 1942, honored the island in the Hawaiian chain, not the battle. That ship was renamed *Panay* to clear the name for an escort carrier, CVE-63, which, because of the desire to name the new supercarrier, was renamed *St. Lo* to honor the capture of the town in France by the Army 29th Division on July 18, 1944.

Mrs. Bradford W. Ripley II, the daughter of former Governor James M. Cox of Ohio and the widow of a young Naval Aviator killed in a plane crash in the South Pacific in 1943, christened *Midway* (CVB-41) when the carrier was launched on March 20, 1945. On that day, Assistant Secretary of the Navy (Air) Artemus L. Gates hailed the warship's construction as a "milestone in our naval history." CVB-41 was commissioned on September 10, 1945, at the Norfolk Naval

Shipyard, Captain Joseph F. Bolger in command, eight days after Japan signed the surrender accords and brought an end to the Pacific War. She interrupted her shakedown cruise long enough to visit New York City, where she lay among the ships reviewed by President Harry Truman on Navy Day, October 27, 1945.

Assigned to the Atlantic Fleet, she operated out of Norfolk for the next nine years, deploying annually to the Mediterranean. Highlights of this period included her operations in the



Labrador Sea in March 1946 in Operation *Frostbite*, and when she proved the feasibility of launching a ballistic missile from a carrier deck after launching a captured German V-2 in Operation *Sandy* in September 1947.

On October 29, 1947, *Midway* sailed from Norfolk for the Mediterranean to "show the flag" with the Sixth Fleet. Punctuating these peacekeeping deployments with training that ranged from the Virginia Capes to Guantanamo Bay, *Midway* also interspersed repairs and alterations with those evolutions to keep pace with the changes in size, weight, and capability of the aircraft she

operated. On October 1, 1952, *Midway* was reclassified as an attack carrier, CVA-41. She would ultimately be reclassified as CV-41 later in her career.

Two days after Christmas 1954, *Midway* left Norfolk and steamed via the Cape of Good Hope for the western Pacific (WestPac). She operated with the Seventh Fleet until June 28, 1955, when she began the voyage to the Puget Sound Naval Shipyard. Decommissioned on October 15, 1955, *Midway* then underwent a major modernization overhaul. Recommissioned on September 30, 1957, Captain Francis E. Nuessle in command, *Midway* was home-ported at Alameda, and deployed annually to WestPac over the next 15 years. During times of international political stress, *Midway* often punctuated training with the Seventh Fleet's peacekeeping role. Examples of the latter occurred when she helped safeguard the territorial integrity of Taiwan, between September 6 and December 12, 1958, and in late March and early April of 1961, when she showed the flag during the Laotian crisis. Typifying the training she carried out, in 1962, *Midway* took part in testing the aerial defenses of Japan, Korea, Okinawa, the Philippines, and

Taiwan. During June 1963, *Midway* conducted the first fully automatic carrier landing of a McDonnell F-4A *Phantom* and a Vought F-8D *Crusader*.

After the United States moved in 1964 from advisor to participant in the Vietnam war, *Midway* deployed to WestPac and the waters off the coast of that war-torn Asian country on March 6, 1965, for the first of five such deployments. In early April 1965, *Midway's* planes, along with those from sistership *Coral Sea* (CVA-43) and antisubmarine warfare carrier *Yorktown* (CVS-10), inaugurated air strikes on Viet Cong-held areas northwest of the South Vietnamese capital of Saigon, and, on April 16, used the Bullpup missile in combat for the first time. Her planes flew strikes against a variety of targets in both North and South Vietnam, from both "Yankee" (off North Vietnam) and "Dixie" (South Vietnam) stations. On June 17, 1965, *Midway* pilots scored the first air-to-air kills of the Vietnam conflict when Commander Louis Page and his radar intercept officer (RIO), Lieutenant Commander John C. Smith, Jr.; and Lieutenant J. E. D. Batson and his RIO, Lieutenant



**Midway at sea, October 12, 1958, during a WestPac deployment, with CVG-2 embarked. On deck sit F8U-1s of VF-211, F3H-2s of VF-64, and A3D-2s of VAH-8.**

Commander Robert B. Doremus, in McDonnell F-4 *Phantoms* from VF-21, bagged MiG-17 fighters. Lieutenant Clinton B. Johnson, flying a venerable VA-25 Douglas A-1 *Skyraider* downed a MiG-17 three days later. For her performance of duty during the period April 16 and November 4, 1965, she received the Navy Unit Commendation

*Midway* returned to Alameda on November 23, 1965, and was decommissioned at the San Francisco Naval Shipyard on February 15, 1966, for an extensive modernization that lasted almost four years. Recommissioned on January 31, 1970, Captain E. J. Carroll, Jr., commanding, she departed Alameda on April 16, 1971, and returned to the fray in Southeast Asia. After operating off Vietnam during the summer and into the autumn, she conducted contingency operations during Korean tensions in October 1971. For her work, and that of her embarked air units, during the period between May 7, 1971, and October 28, 1971, *Midway* was awarded a Meritorious Unit Commendation.

The North Vietnamese invasion of the South the following spring prompted *Midway's* deploying seven weeks early. During her time on the "line," she joined in the efforts to interdict the flow of Communist men and material southward. Ultimately, on January 12, 1973, shortly before the signing of the cease-fire in Paris, a *Midway*-based F-4 from VF-161, piloted by Lieutenant Victor T. Kovaleski with Lieutenant James A. Wise as his RIO, downed the last MiG-17 of the Vietnam War. Subsequently, on March 3, 1973, *Midway* was awarded the Presidential Unit Citation for her operations between April 30, 1972, and February 9, 1973. Later in 1973, *Midway* was forward-deployed to the Japanese port of Yokosuka, becoming



Underway in August 1962 with CVG-2 embarked. Among the planes on *Midway's* flight deck are WF-2s of VAW-11 (Det Alfa), AD-6s of VA-25, A3D-2s of VAH-8, A4D-2s of VA-23, and F3H-2s of VF-21.

the only American flattop permanently deployed outside of the continental United States.

Southeast Asia again became the focal point of conflict in the spring of 1975 when North Vietnam launched a massive invasion of South Vietnam. As the situation deteriorated and the latter's collapse appeared imminent, *Midway*, leaving her air group at Cubi Point, R.P., and embarking USAF helicopters, steamed to the Vietnamese coast, where she took part in Operation "Frequent Wind," bringing onboard 2,074 refugees on April 29 and 999 on the 30th. For her part in that work, she later received a Navy Unit Commendation.

Crises continued to call for *Midway's* being part of the American presence in troubled areas of the globe. Being the only USN carrier permanently deployed to the Far East prompted her being placed on the alert in Summer 1976 when two U.S. Army officers were murdered by North Korean soldiers. *Midway* pioneered carrier operations in the Indian Ocean ("Gonzo Station") and conducted six cruises to that region between 1976 and 1983. For her role in contingency operations during that time, *Midway* later received a Navy Unit Commendation recognizing her performance of duty between January 1, 1978, and June 30, 1979, as well as one Meritorious Unit Commendation for her work between November 13, 1979, and February 8, 1980, and

another for the period July 27, 1982, to May 1, 1984.

On March 30, 1986, five days after *Midway* launched Vought A-7E *Corsairs* and F-4S *Phantoms* from her deck for the final time, she entered Yokosuka Naval Base to commence a major overhaul. Reactivated with Battle Group Alpha on January 9, 1987, *Midway* left Yokosuka in her wake on that day, equipped with the FA-18 *Hornet*. Later that spring, she brought onboard Marine AV-8 *Harriers* deployed in *Belleau Wood* (LHA-3) for the first time. The first USN carrier to visit Sydney, Australia, since 1972, *Midway* hosted over 7,000 visitors during her 10-day stay there. That summer, *Midway* logged another milestone when she brought onboard an FA-18 from VFA-195 for the ship's 76,000th recovery since her 1970 recommissioning. Still later that year, on November 14, she recorded her last takeoff of a Douglas EA-3B "Whale."

During 1988, *Midway* operated in Korean waters in multilateral exercises, and returned during 1989 to participate in Exercise "Team Spirit." In early June, the brutal repression of dissidents in Peking, China, prompted *Midway's* deployment in readiness for the possible evacuation of American citizens from the People's Republic of China.

Ultimately, *Midway* sailed for the Indian Ocean; she later exercised with Thai navy units and on September 9, logged the 200,000th catapult launch since her 1970 recommissioning. After



Hook down, a VF-21 F-4B Phantom, like the one which scored the first MiG "kill" of the Vietnam war, flies over *Midway* as she steams in the South China Sea in June 1965. USN 1111773



a November visit to Fremantle, Australia, the carrier participated in contingency operations during Operation *Classic Resolve*, during the attempted coup against President Corazon Aquino's administration in the Philippines, operating in conjunction with *Enterprise* (CVN-65).

Although *Midway's* time was growing short on the active list, and she was slated for decommissioning in 1991, one more period of combat awaited the venerable warrior. After Iraq's occupation of Kuwait in August 1990, the United States and other coalition nations joined together in



*Midway*, November 30, 1974, underway in WestPac, showing clearly the layout of the flight deck with the two starboard side deck-edge elevators. KN-22932

*Midway* prepares to launch drones for anti-aircraft battery practice while en route to Haiti, May 31, 1949, as seen from *Kearsarge* (CV-33). USN 419157



Operation "Desert Shield" to put pressure on the aggressor. As part of these efforts, *Midway* – her decommissioning deferred – and her accompanying battle group sailed from Yokosuka on October 2, 1990, relieving *Independence's* (CV-62) group on station on November 1, and becoming flagship for Rear Admiral Daniel P. March, Commander, Task Force 154.

After having pioneered prolonged and extensive operations within the Persian Gulf, *Midway* hurled her initial air strikes against Iraqi targets as the Coalition Powers unleashed Operation *Desert Storm* – the liberation of Kuwait. An A-6 *Intruder* from VA-185 flew "over the beach" on the first of what would be 3,339 combat sorties – an average of 121 per day – flown during *Desert Storm*. *Midway's* planes pounded targets in Iraq and occupied Kuwait with 4,057,520 pounds of ordnance during the brief war; she lost neither men nor machine to enemy anti-aircraft.

Steaming from the Persian Gulf on March 10, 1991, having earned the Navy Unit Commendation for her role in *Desert Storm*, *Midway* soon demonstrated her versatility as she departed Yokosuka for Subic Bay on June 16, 1991, to take part in Operation *Fiery Vigil*. Arriving at her destination on June 12, she assisted in the evacuation of military personnel

and their families in the wake of the eruption of Mount Pinatubo, embarking 1,823 people. After taking the evacuees to the island of Cebu, *Midway* ultimately returned to her home port, steaming thence in August on her final voyage to the West Coast.

Touching at Pearl Harbor en route, *Midway* reached North Island, San Diego, Calif., on September 14, 1991, and soon began to undergo the preparations for decommissioning. Underway for the last time on September 24, she launched and trapped her last plane that day, an FA-18 *Hornet* flown by Captain Patrick Moneymaker, CVW-14.

"Despite her age and imminent decommissioning," her historian wrote, *Midway* appeared "fully operational and fit for continued service, a testimonial to the men who maintained the ship" throughout her career. Of *Midway's* running a full-power sea trial at the close of her career, Rear Admiral Joseph W. Prueher noted, the venerable warrior had "sprinted across the finish line."

With *Midway's* decommissioning, the last of the former CVBs – the supercarriers of their day and the largest American warships ever built up to that time – will pass from the active fleet, among the last combatants with a link to the world war that brought the very name *Midway* into prominence. ■



*Midway* Battle Group (TG 77.4) maintaining a U.S. presence in the Indian Ocean/Gulf of Aden area, April 1979. Steaming in formation (clockwise) around *Midway* are: Military Sealift Command oiler USNS *Passumpsic* (T-AO 107); underway replenishment ship *Camden* (AOE-2); destroyer *Elliot* (DD-967); guided missile destroyer *Robison* (DDG-12); frigate *Downes* (FF-1070); and guided missile cruiser *England* (CG-22). USN 1179923

# Patrol Aviation in the Pacific in WW II

## Part 1

By Capt. Albert L. Raithel, Jr., USN (Ret.)

The development of patrol aviation in the Pacific in the 1920s and 1930s set the pattern for operations in the months after Pearl Harbor. Beginning with a little-remembered mass flight of San Diego-based flying boats to the Panama Canal Zone and return during the winter of 1920-21, Pacific patrol planes exercised in long-range deployments and advanced base operations supported by seaplane tenders.

By 1934, with the advent of the Consolidated P2Y, Squadron VP-10F pioneered deployment of aircraft from the West Coast to Hawaii. From that time, mass flights in succeeding years were conducted in support of annual fleet exercises. They involved extensive tender-based operations from French Frigate Shoals and Midway and Johnson islands. *Langley*, recently converted from CV-1 to a seaplane tender, supported the first mass patrol squadron deployment to Alaska in 1937.

For their participation on the side of the Allies during WW I, Japan was awarded a mandate over former German possessions in the Pacific. This mandate included the Marshall, Caroline, and Mariana islands, with the exception of Guam, a U.S. possession. Beginning in 1932, the mandated area was closed to foreign access. Though forbidden by terms of the mandate, Japan was free to arm the area, undetected and unmolested. Various international treaties agreed upon during the 1920s and 1930s created a situation where "wishful thinking" replaced "informed reason," and the economic depression served to focus

American attention on domestic problems while lending support to the forces of isolationism.

Responsible officials in government reacted to pass legislation increasing the size of our understrength Navy. Following congressional direction, in 1938, the Secretary of the Navy appointed a board under Rear Admiral Hepburn charged with determining which naval bases should be enlarged and which new ones should be constructed. The board report called for a chain of new naval air bases as far west as Guam. The list recommended bases at Sitka, Kodiak, and Unalaska, Alaska; Ford Island and Kaneohe Bay, Hawaii; Midway, Wake, Johnson, and Palmyra islands; and an advanced fleet operating base at Guam. Congress dropped Guam and Wake Island from its original authorization. With the passage of the 1939 Appropriations Bill, the Navy Department contracted with a consortium of the nation's largest construction firms, named officially "Contractors, Pacific Naval Air Bases." The bases resulting from this program became the facilities from which patrol aviation expanded across the Pacific during WW II.

Throughout the 1930s, the major vessels assigned to the Pacific were home-ported on the West Coast. Annual battle problems were conducted either in the vicinity of the Panama Canal or in the Hawaiian area, with return to home ports upon completion of the exercises. Pearl Harbor served as an advanced base for the units deployed to Hawaii.

Japanese aggression in China resulted in a decision by President

Franklin D. Roosevelt to keep the battleships in Pearl Harbor following completion of the 1940 battle problem instead of returning them to their West Coast home ports. Rear Admiral P. L. N. Bellinger, Commander, Patrol Wing (PatWing) 2, found his command with far greater requirements for aerial search and patrol than his limited assets would permit.

Following notification that PatWing-2 would be the last wing in the Navy to be equipped with modern aircraft, RAdm. Bellinger prepared a comprehensive report advising the Chief of Naval Operations of the low state of operational readiness of PatWing-2 and recommending required actions to correct the situation. This report became a blueprint for subsequent remedial actions, but additional support was slow in coming. In October 1941, PatWing-1, with three squadrons, deployed to the unfinished base at Kaneohe Bay from San Diego. Combined with the four squadrons assigned to PatWing-2, Bellinger had seven PBY *Catalina* squadrons under his command. Several of these squadrons were equipped with the obsolescent early models of the PBY.

For many months before war began, the Fleet Commander had insisted upon a heavy schedule of daily patrols, each lasting about 18 hours. This heavy patrol schedule combined with an equally heavy training load resulted in maintenance workloads that could not be supported with available assets. Based upon an evaluation of available intelligence that if war came it would come first in the Philippines and Southeast Asia, the new



*Admiral Tom Moorer  
I flew this great airplane*

Artist John Charles Roach was advised by retired Admiral Thomas H. Moorer on this pencil drawing of Moorer's VP-22 PBV during WW II. Then-Lt. Moorer and his crew were flying patrol missions out of Darwin, Australia, when they were shot down by the Japanese. They were picked up by a freighter, which was strafed and sunk. Moorer and his crew made it to Melville Island, where they were rescued three days later by an Australian subchaser.

Fleet Commander, Admiral Kimmel, called off the heavy patrol schedule.

On the eve of war, Pacific patrol aviation was deployed as follows: PatWing-1, Kaneohe Bay, Hawaii, three squadrons; PatWing-2, Ford Island, Hawaii, four squadrons with one deployed to Midway; PatWing-4, Sand Point, Wash., two squadrons with one deployed to Alaska; and PatWing-10, Cavite, Philippines, two squadrons with one at Sangley Point and the other at Olongopo. Detachments were dispersed in the southern Philippines. Other Pacific patrol squadrons not operating under wing control were located at Alameda and North Island, Calif.

December 7, 1941. As dawn broke on Oahu, three planes of VP-14 were airborne on routine patrols. Shortly after 6:30 a.m., the crew of 14-P-1, in coordination with *Ward*, attacked a

midget submarine in the approaches to Pearl Harbor. Without realizing it, they had fired the first shots in the air war against the Japanese Empire. No further action was taken regarding this attack.

With the exception of the three planes on patrol, four aircraft on training missions, and VP-24 deployed to Midway, all Hawaiian-based patrol planes were parked closely, in neat lines, to facilitate defense against sabotage, considered by authorities to be the most probable threat. At Kaneohe, four PBVs were at moorings in the bay. Before the morning was over, the vast majority of the aircraft of six squadrons was damaged or destroyed. None of the few search aircraft available were able to locate the Japanese carrier force.

War came to PatWing-10 about four hours after the attack on Pearl Harbor.

The seaplane tender *William B. Preston* was attacked in Davao Gulf and two of its PBVs were sunk by strafing. The aircraft of the wing were well dispersed. Fuel and other material had been prepositioned in lakes, swamps and coves, and other places where operations could be supported from areas offering some concealment. PatWing-10's missions were to search for and attack the Japanese from advanced bases whenever possible, and to search and scout for the Asiatic Fleet as it retired southward to the Netherlands East Indies (NEI), according to the War Plan. Evacuation of key personnel from the Philippines and rescue were vital secondary missions.

On December 10, a Japanese force of two battleships, a light cruiser, and two destroyers was sighted and five PBVs from Los Banos attacked, causing damage to a battleship.



## Naval Aviation in WW II

By mid-December, PatWing-10 was reduced to less than one squadron of operable aircraft. Captain F. D. Wagner, the Wing Commander aboard the tender *Childs*, deployed south. The wing successively operated from Balikpapan, Borneo; Menado, Celebes; finally arriving at Soerabaja, Java, on December 21. From December 26 through mid-January, the wing was assigned long-range search missions, flying from Ambon in the Ceram Islands. Dutch and Australian patrols also flew from Ambon, and cooperation, particularly with the Australians, was excellent. Numerous rescue operations were conducted as Allied forces retreated ahead of the advancing Japanese onslaught.

On January 11, 1942, six PBYs of VP-22 arrived at Ambon from Pearl Harbor via Darwin, Australia. In these early days of the war, there was no established pool of spare aircraft or advanced bases with supplies in the forward areas. Operations were "ad hoc," and the resourcefulness of flight crews and maintenance personnel kept the operations going in spite of almost insurmountable odds.

With the evacuation of Ambon in mid-January, the normal method of operation was 2-3 plane detachments with the tenders *Preston*, *Childs*, and *Heron* at various locations throughout the NEI and at Darwin. In late January, the combined Allied Forces attacked a fleet of 31 Japanese ships in Makassar Strait, and for a short time turned the Japanese back. Patrols continued.

Toward the end of February, the wing moved south to Darwin. On February 19, the Japanese attacked, destroying all the planes there and badly damaging *Preston*.

After the Battle of the Java Sea, the NEI became untenable and on March 1, the Allied Command was dissolved and patrol aviation removed to Australia.

PatWing-10 had amassed a courageous record against overwhelming odds. From the view of the war in the Pacific as a whole, these desperate early months' operations, and the carrier Battle of the Coral Sea, blunted and stopped the Japanese drive to the south. This period has been termed "...the beginning of the end of tragedy."

While the bitter actions involving PatWing-10 were taking place, patrol aviation in other areas of the Pacific was rebuilding resources and gaining strength for the battles that lie ahead.

PatWing-8 was established at Nor-



A PBY-5A Catalina throws up a cloud of mud upon landing, Amchitka Island, Alaska.

folk, Va., in October 1941 and prior to December 7, had been engaged in anti-submarine warfare (ASW) and convoy protection operations as part of the Neutrality Patrol in the North Atlantic. Upon declaration of war, PatWing-8 was transferred to Alameda, Calif. The wing was under the operational control of Commander, Western Sea Frontier, conducting ASW patrols, inshore patrols, convoy coverage, and air-sea rescue services as directed.

PatWing-8 supported the formation and training of new squadrons to operate OS2U, SBD, PV, PBY, PBM, and PB4Y aircraft. It also trained replacement aircrew and maintenance personnel for deployed squadrons, and established new Patrol Aircraft Service Units and Combat Aircraft Service Units, which were subsequently deployed to forward areas. NAS Alameda was designated a terminal for transpac aircraft movements to and from Hawaii, and PatWing-8 guarded and controlled these flights. During the war, 75 squadrons trained and/or operated under PatWing-8 command. These included a blimp squadron and four Army Air Corps squadrons flying Lockheed *Hudsons*.

A "Roles and Missions" decision in 1920 had effectively precluded the Navy from developing land-based patrol aircraft. In order to provide the PBY the ability to carry its own beach-

ing gear, providing increased operational flexibility, the Bureau of Aeronautics contracted with Consolidated to develop the amphibious PBY-5A. The first of these were assigned to the Pacific in December 1941.

Throughout the early months of 1942, patrol aviation in the Pacific worked desperately to rebuild its strength. To provide better administrative support to these efforts, in April, Aircraft Scouting Force was redesignated Patrol Wings, Pacific.

In May, radio interception and our breaking of Japanese codes gave warning of a new threat in the central Pacific, with a feint at the Aleutian Islands. In May, also, PatWing-4 deployed to Kodiak, Alaska, with two PBY squadrons, supported by several small seaplane tenders. The first thrust of the expected attack was a Japanese carrier strike on Dutch Harbor and Fort Glenn on Unalaska Island on June 3. The raid served also to divert attention from the Japanese occupation of Attu and Kiska islands in the Aleutians.

Meanwhile, extensive searches were being conducted in the Midway area, with excellent coverage except in the north-northwest where extremely poor visibility prevailed. VP-44 made the first contact of the battle on June 3. The force, which proved to be the Japanese invasion force, was

shadowed by the PBVs, and during the afternoon, Army B-17s bombed from high altitude without results. Early on the morning of June 4, PBVs staged the first night torpedo attack by our patrol aircraft. One or two ships were reported possibly damaged.

Following a Japanese attack on Midway Island, four Army B-26s made torpedo attacks on the Japanese with undetermined results. The major carrier battle then commenced, which resulted in the loss of all four Japanese carriers against the loss of *Yorktown*. Extensive search operations by patrol planes after the Battle of Midway resulted in the recovery of numerous survivors.

The major offensive thrust of the Japanese navy was halted at Midway, and the threat to Hawaii and the West Coast was removed. From Midway, the road led to ultimate victory, but years of hard patrolling lie ahead.

Just after Midway, it was discovered that the Japanese had occupied Attu and Kiska. Beginning on June 11, an around-the-clock bombing campaign was carried out by VPs 42, 43, and 51



Lockheed Ventura (PV-1), workhorse of the islands.



LCdr. Hal Sommer, C.O. of VP-52, and his "Black Cat" crew, South Pacific.

## Naval Aviation in WW II

PBYs supported by the tender *Gillis* anchored at Nazan Bay, Atka Island. The operation, termed the "Kiska Blitz", ended only when *Gillis* ran out of gasoline, bombs, and bullets. The PBY was not designed as a dive-bomber – but at Kiska, it was flown as one!

On September 1, 1942, Patrol Wings, Pacific, was disestablished and Commander, Air Force, U.S. Pacific Fleet, came into being. It was this command which directed the establishment, equipage, training, and support of Naval Aviation throughout the Pacific. It also controlled distribution of all aviation personnel and all maintenance and repair of assigned aircraft and aviation ships.

The following month PatWing-14 was established at North Island, San Diego, Calif. The functions and operations of PatWing-14 were similar to those of PatWing-8 at Alameda, as were those of Fleet Air Wing (FAW) 6 established at Seattle in November 1942. Through the end of the war, a total of 52 squadrons trained/operated under FAW-14 and 32 squadrons under FAW-6.

On November 1, the designation of all Patrol Wings was changed to Fleet Air Wings in recognition that many diverse types of squadrons and aircraft were then assigned to the

wings under the Task organization concept.

The Japanese offensive in the South Pacific resulted in their occupation of numerous island groups spread across thousands of miles of ocean. If America was to take advantage of its successes at Coral Sea and Midway, it would be necessary to go over to the offensive as soon as possible.

The First Marine Division (Reinforced) was deployed to New Zealand, and plans evolved to invade the Japanese-held Tulagi-Guadalcanal area in the British Solomon Islands. Tulagi was taken on August 9. The landing on Guadalcanal was unopposed. The first aircraft to land on previously Japanese occupied territory was a PBY-5A which landed at Guadalcanal on August 12. By the 20th, the first F4Fs and SBDs had arrived at the just named "Henderson Field." The Cactus Air Force was in business.

Japanese response was not long in coming. For the next year, a series of vicious naval battles took place throughout the Solomons area as both sides attempted to resupply their ground and air forces and to prevent enemy resupply. New Guinea Sound, running from Bougainville to Guadalcanal, between the northern and

southern Solomon Islands, quickly became known as "The Slot."

During the day, Allied air and naval forces were able to control the area, making resupply of Guadalcanal possible. By night it was another story. The Japanese at first ruled the nights. Heavily escorted convoys came down "The Slot" so regularly that they came to be called the "Tokyo Express." There were heavy losses on both sides.

In order to provide operational control of growing patrol activities in the South Pacific, PatWing-1 deployed to Noumea, New Caledonia, in September 1942. Through mid-1944, it had its headquarters successively at Espiritu Santo, Guadalcanal, and Munda, New Georgia Island.

Patrol aircraft tactics were evolving – at first daylight searches and attacks against targets of opportunity, then more aggressive tactics as the battles became more desperate. At this point, it is interesting to look at the situation of PatWings 1 and 2 in the months after Pearl Harbor. The destruction of planes on December 7 made it impossible to maintain squadron integrity, and the period through the Guadalcanal campaign was characterized by extreme flexibility in the assignment and use of both aircraft and crews.

There was a tendency to "pool"



The first Navy Liberator squadron deployed in the Pacific: VP-51 (later VB-101), Henderson Field, Guadalcanal.





Ens. "Jack" Reid and his PBY-5A crew first sighted the main body of the Midway invasion force.

available aircraft and to employ them in detachments rather than by squadrons. Since all Pacific patrol squadrons flew the PBY *Catalina* during this period, the use of detachments, each supported by a small seaplane tender, permitted great flexibility of operations and increased security since few planes were exposed to attack at any one location. The tenders shifted location frequently to decrease detection.

The experience of VP-51 during the first year of the war is an extreme example of this situation. In early December, the squadron was assigned to PatWing-8 at Alameda, but deployed to PatWing-2 in mid-December 1941. It was based at Ford Island for training and operations, maintaining detachments at Midway through early June 1942. During the Battle of Midway, Ensign Allan Rothenburg and his crew participated in the night torpedo mission against the Japanese invasion force on June 3-4.

Also, during June through August 1942, a six-plane detachment of VP-51 was stationed in the Aleutian Islands under PatWing-4. This detachment participated in the bombing operation known as the "Kiska Blitz" from June 11-14.

August 1942 found Ens. Rothenburg, of Midway fame, in charge of a one-plane VP-51 detachment assigned to PatWing-1 in the South Pacific. In October, he torpedoed a Japanese cruiser in a daring night at-

tack. Meanwhile, the rest of VP-51 was transitioning from PBYs to the then-new PB4Y-1 *Liberator*. In January 1943, the squadron deployed to FAW-1 in the South Pacific — the first *Liberator* squadron to forward deploy in the Pacific. In March 1943, it lost the VP-51 designation when it was redesignated VB-101.

From that date until October 1944, land-based patrol plane squadrons were designated bombing squadrons (VB) with three-digit squadron numbers. Other squadrons assigned to Pacific FAWs included long-range photo reconnaissance (VD), rescue (VH), and (medical) evacuation (VE) squadrons. ■

See Part 2 in *NANews*, September-October 1992.

## 50 Years Ago – WWII

**Jul 3:** In the first successful firing of an American rocket from a plane in flight, LCdr. J. H. Hean, Gunnery Officer of Transition Training Squadron, Pacific Fleet, fired a retro-rocket from a PBY-5A in flight at Goldstone Lake, Calif. The rocket, designed to be fired aft with a velocity equal to the forward velocity of the airplane, and thus to fall vertically, was designed at the California Institute of Technology. Following successful tests, the retro-rocket became a weapon complementary to the magnetic airborne detector, with VP-63 receiving the first service installation in February 1943.

**Jul 7:** An agreement was reached between the Army and Navy, which provided that the Army would deliver to the Navy a specified number of B-24 *Liberators*, B-25 *Mitchells*, and B-34 *Venturas* to meet the Navy's requirement for long-range landplanes.

**Jul 12:** Patrol Wings were reorganized to increase the mobility and flexibility of patrol aviation. Geographic areas of responsibility were assigned to each wing, and permanent assignment of squadrons was abolished in favor of assignment as the situation required.

**Jul 24:** The Bureau of Aeronautics issued a Planning Directive calling for procurement of four Sikorsky helicopters for study and development by Navy and Coast Guard aviation forces.

**Aug 1:** A J4F *Widgeon*, piloted by Ens. Henry C. White of Coast Guard Squadron 212, based at Houma, La., scored the first Coast Guard kill of an enemy submarine with the sinking of the *U-166* off the Mississippi delta.

**Aug 7:** Marine Aircraft Wings, Pacific, was organized at San Diego, Calif., for the administrative control and logistic support of Marine Corps aviation units assigned to the Pacific Fleet.

**Aug 12:** USS *Wolverine* (IX-64) was commissioned at Buffalo, N.Y. This ship and USS *Sable*, commissioned the following May, were Great Lakes excursion ships converted for aviation training and were operated for the remainder of the war on the inland waters of Lake Michigan. They provided flight decks upon which hundreds of student Naval Aviators qualified for carrier landings, and many flight deck crews received their first practical experience in handling aircraft aboard ship.

**Aug 13:** Commander in Chief, U.S. Fleet, directed that an Aircraft Experimental and Developmental Squadron be established about September 30, 1942, at NAS Anacostia, D.C. This squadron, which replaced the Fleet Air Tactical Unit, was to conduct experiments with new aircraft and equipment in order to determine their practical application and tactical employment.

# Miss Piggy Retires at 30

By David Reade and LCdr. Rick Burgess

August 1992 marks 30 years of service for the Lockheed P-3 *Orion*, the Navy's standard patrol plane. This year also saw the retirement of one particular P-3 after 30 years of yeoman service, the *Orion* which underwent more metamorphoses than any other P-3 in service. Affectionately named "Miss Piggy," because of the peculiar nose radome used for much of its service, BuNo 149673, the 14th *Orion* built, enjoyed a unique and colorful career until its retirement to the Arizona desert on March 31, 1992.

Delivered to VP-8 in August 1962 as a P3V-1 (P-3A) in a dark gray and white scheme like this, P-3A 149673 was soon busy tracking Soviet shipping during the Cuban Missile Crisis. After a year with VP-8, she spent several months training P-3 crews with VP-30 at NAS Patuxent River, Md.



Lockheed

In February 1964, P-3A 149673 underwent a unique double cargo door modification at Naval Air Rework Facility, Alameda, Calif. During flight testing, the aircraft's tail section nearly twisted off; although repaired with a body strap attached for greater support, the aircraft maintains a four-degree twist in its tail to this day.



David Reade



J. Stewart



◀ In June 1964, P-3A 149673 and two companions (P-3As BuNos 149669 and 149678) were extensively modified for a clandestine reconnaissance project, reportedly with the Central Intelligence Agency, and painted as black as the world in which they would operate. Visible modifications included extended engine exhaust shrouds; a dorsal observation bubble; small domed, panel, and blade antennae; an air scoop in place of the starboard forward observer window; and removal of the magnetic anomaly detection boom. The aircraft reportedly operated in the Far East, returning to the United States in January 1967. To this day, the aircraft bears the scars of hostile fire drawn during this tour.



◀ In July 1975, EP-3A 149673 returned to NAS Patuxent River, Md., assigned to VX-1 for various test projects. It was there that she was christened "Miss Piggy" when she acquired her distinctive nose radome.

In 1978, "Miss Piggy" was modified at NARF Alameda for her new role with VX-1's Project EMPASS (Electromagnetic Performance of Aircraft and Ship Systems). She traveled worldwide measuring the vulnerabilities of electronic equipment aboard ships and aircraft in the fleet. Miss Piggy once flew around the world on one such mission.

Dick Sullivan via Michael Grove



Rick Burgess

▶ Although its two companions were modified into the EP-3B Batrack electronic reconnaissance aircraft that served faithfully in VQ-1 until retirement in the late 1980s, 149673 was redesignated EP-3A and similarly modified with a large ventral dish radome in the bomb bay, as well as dorsal and ventral canoe radomes. In 1969, it became the first P-3 assigned to the Naval Missile Center at Point Mugu, Calif. Its first project involved testing the Electronic Emitter Location System, which detected and fixed sources of anti-aircraft radar emissions to direct strikes against them.

C. Waldenmaier



Lt. McNamara, VP-30

▲ In September 1971, EP-3A 149673 was transferred to the Naval Weapons Laboratory at Dahlgren, Va., for various test programs. By then, it had lost its dorsal canoe radome. While there, the aircraft was christened the "Dahlgren Bullet."

▲ After over a decade with VX-1, "Miss Piggy" was no longer needed in her exotic roles and stripped of her special mission equipment in 1987. Redesignated UP-3A, she was assigned as a utility transport at NAS Brunswick, Maine. A short time later, she was transferred to Patrol Master Augmentation Unit (VP-MAU), Brunswick as a pilot training aircraft for drilling reservists. During this tour, her distinctive nose, dish, and canoe radomes were removed, with her appearance reverting closer to a standard P-3 than she had been in two decades. When VP-MAU Brunswick was disestablished in June 1991, UP-3A 149673 finished out her long career at VP-30 in Jacksonville, Fla., still with distinctive wingtip antennae and a searchlight pod that long ago disappeared from the wings of other Orions. As the only P-3 trainer in VP-30 with an original P-3A cockpit, she was a challenge to fly, and had the feeling of an antique car.



**Awards**

The winner of the 1991 **Grampaw Pettibone Award** is Cdr. Mark W. Danielson, Aviation Safety Officer at NAS Dallas, Texas. The award is presented to the individual or organization contributing the most toward aviation safety awareness through publications.

The following are the CY-91 winners of the **CNO Aviation Safety Awards**:

ComNavAirPac: VA-145; VAQs 135, 137; VAWs 116, 110 (second consecutive year); VF-114; VFA-113; VP-46; VRC-30 (second consecutive year); VS-38 (second consecutive year); VXE-6; HC-1; HSs 2, 14, and HSLs 37, 47.

ComNavAirLant: VA-75; VAW-123; VFs 41, 43; VFA-83; VP-30; VQ-4; VR-24; VS-31 (third consecutive year); HC-2 (second consecutive year); HM-14 (second consecutive year); HS-9; and HSLs 32, 46 (second consecutive year).

CGFMFPac: HMLA-367; HMM-463 (second consecutive year); HMMs 262 (second consecutive year), 268; HMT-301; VMFAs 232, 314 (second consecutive year); and VMO-2.

CGFMFLant: HMMs 261 (second consecutive year), 263; VMA-231; VMA(AW)-533; VMAT-203; VMFA-333 (second consecutive year); and SOES Cherry Point (second consecutive year).

CNATra: HT-8; VTs 3, 10, 22, 26, and 28.

ComNavAirResFor: HSL-84; VAQ-309; VF-301; VFA-303; VP-66; and VR-52.

CG 4th MAW: HMM-774 and VMAQ-4.

ComNavAirSysCom: NADep Cherry Point.

The winner of the 1991 **Readiness Through Safety Award** is CGFMFLant, which also won the **Adm. James S. Russell Aviation Flight Safety Award** for 1991.

The winners of the CY-91 **Adm. Flatley Memorial Award** are *Nimitz* (CVN-68) and *Peleliu* (LHA-5). The award is presented annually to recognize CV/CVN and LPH/LHA ships which excel in overall contributions to aviation safety.

HSL-84 won the 1991 **Admiral Alfred M. Pride ASW Award** as the best LAMPS MK I squadron in the Naval Reserve. Sponsored by Kaman Aerospace Corporation and the Naval Reserve Association, this award is presented annually to the reserve LAMPS squadron with the highest mission readiness.

The 1991 **Sheldon Clark Trophy** was awarded to Commander Reserve Patrol Wing, Atlantic, Norfolk, Va. This award is presented annually to the reserve functional wing most effective in the management of its assigned squadrons.

The **Noel Davis Trophy** winners for 1991 are: HCS-5, NAS Point Mugu, Calif.; VAW-78, NAS Norfolk, Va.; VF-302, NAS Miramar, Calif.; VFA-303, NAS Lemoore, Calif.; VP-69, NAS Whidbey Island, Wash.; and VR-55, NAS Alameda, Calif. The award honors the pioneer reserve aviator who was killed in a plane crash while preparing for the first New York to Paris flight.

AW1 James C. Mayhew won the 1992 **C. Haskell Small Award**. He is assigned to the Flight Test and Engineering Group's Rotary Wing Aircraft Test Directorate, NAS Patuxent River, Md., where he serves on the Command Career Counselor's staff. Presented annually, the award recognizes a local, active duty enlisted service member for exemplary volunteer service in the greater Washington, D.C., metropolitan area. In addition to the honor, Mayhew received a \$1,000 savings bond.

The award is named for Colonel Haskell Small who served as president of the Metropolitan Washington USO from 1971-72 and a member of the USO's World Board of Governors from 1975 until his death in 1984.

**Records**

**LCdr. Joe Kupcha** of VAW-114 passed his 4,000th career flight hour in an E-2C Plus.

**Cdr. Jamie Kelly**, C.O., VA-115, achieved an aviation milestone by logging his 3,000th A-6 hour.

VT-2 safety officer **Lt. Frank Martinelli** recently logged his 5,000th flight hour. He has acquired over 1,350 flight hours in the T-34C and has flown other aircraft, including the P-3 *Orion*, UH-1 Huey, and the Bell 206 (TH-57) helo.

**Several units marked safe flying time.**

Unit	Hours	Years
CoastSysSta.		
Panama City, Fla.	19,750	36
HC-2	25,000	4
HC-8		1
HMLA-167	35,730	7
HMM-268		6
HMT-301	97,179	17
HS-8	36,000	11
HSL-34	21,000	3
HSL-43	8,000	1
HSL-49	10,500	2
NAS Alameda	19,278	16
NAS Fallon	16,500	12
NAS Sigonella	100,000	26
VA-34		6
VAQ-33		1
VAQ-35	5,800	4
VF-45	4,950	1
VFA-204	44,525	11
VMA-231	3,000	6
VMA-542	10,320	2
VMFAT-101	20,000	1
VMGR-352		18
VP-5	80,000	14
VP-40	170,000	25
VP-47		19
VP-49	204,500	30
VPU-2	25,000	9
VR-24	44,000	8
VS-35	1,707	1
VS-41	109,125	12
VT-86	191,763	15
VX-1		7

**Correction to "Records," May-Jun 92, page 36: Safe flying time of 103,000 hours/16 years listed as VR-30 should have read VRC-30.**

## Honing the Edge



Jesse Hancock

NADep aircraft mechanic John Latham checks out an F-8 ejection seat for one of NADep's customers, the French navy.

At the request of the French navy, NADep, Norfolk, Va., is once again overhauling ejection seats for F-8 aircraft. NADep stopped overhauling the seats over 15 years ago when the U.S. Navy stopped using them. However, artisans at the depot who had once worked on the seats were able to use their knowledge to train others in such requirements as reinstalling components, ordering parts, kit building, and performing periodic work inspections and operations checks.

Ideally, ejection seats should be overhauled every five to seven years but many had not been touched since 1971. The estimated repair price for each seat is approximately \$23,000. Altogether NADep received 23 carcasses and five boxes of spare parts to produce 19 seats. Eight seats have been completed to date.

## Scan Pattern

On April 4, 1992, the gondola of one of the last operating Navy blimps, ZPG-2 BuNo 141561, was transported to the National Museum of Naval Aviation, Pensacola, Fla. The museum will restore the historic remnant to its original condition stating it was last flown at NAS Lakehurst, N.J.

According to Cdr. Charles Mills, USN(Ret.), Bayville, N.Y., who commanded a blimp squadron in the 1950s at NAS Lakehurst, ZPG-2 141561 still holds the unrefueled flight endurance world record made when it flew March 4 to March 15, 1957 – a little over 11 days – for a total of 264 hours and 12 minutes. Its pilot for that historic flight was Cdr. Jack R. Hunt, USN (deceased) and the navigator was then-Lt. Stanley Dunston, USN.

The gondola was trucked to McGuire AFB, N.J., and flown aboard a USAF C-5A. In order to transport the remnant, approximately seven feet of its top rigging had to be dismantled. Photographs taken at each step of the dismantling will allow the recipients at Pensacola to reconstruct the gondola to its original specifications.

The name "Up Ship" was given the project because that is the command to launch an airship skyward.

## Anniversaries

VMA-223, MCAS Cherry Point, N.C., celebrated its 50th anniversary on April 24, 1992. Sixty former squadron members visited and received an AV-8B *Harrier* capability brief and simulator tour.

MAG-12 celebrated its 50th anniversary March 1, 1992. The group was activated at Camp Kearney, Calif., and spent many deployments in various Pacific areas. Now permanently stationed at Iwakuni, Japan, the group is currently flying EA-6Bs, FA-18A/C/Ds, and AV-8Bs.

The gondola of a ZPG-2 is prepared for transport from Lakehurst, N.J., to the National Museum of Naval Aviation at Pensacola, where it will be restored and displayed.



Frank Montarelli

Among 19 new astronauts recently announced by NASA is **LCdr. Wendy B. Lawrence**, U.S. Navy, the first regular Navy woman Naval Aviator to enter the space corps. In future space shots, she will serve as a mission specialist. LCdr. Lawrence graduated with distinction from the U.S. Naval Academy in 1981 where she attained the second highest midshipman military rank and stood number one in the Ocean Engineering major. She



**VAdm. Dunleavy** presents then-Lt. **Wendy Lawrence** the award as **ComNav-AirLant Pilot of the Year**. **VAdm. William P. Lawrence** looks on.

was a distinguished graduate in Navy flight training, and as a helicopter pilot has accumulated 2,000 hours of flight time and over 700 shipboard landings.

In 1986, she was selected by the National Navy League to receive the Captain Winifred Quick Collins Award for inspirational leadership. In 1989, she was selected as the Pilot of the Year in ComNavAirLant. She holds an M.S. from the Massachusetts Institute of Technology and is currently assigned as a physics instructor and women's crew coach at the Naval Academy.

She is the daughter of retired VAdm. William P. Lawrence. He is a former Naval Academy superintendent and career Naval Aviator. A Crownsville, Md., resident, the LCdr. grew up in an astronaut neighborhood. Sen. John Glenn, the first U.S. astronaut to make an orbital space flight in 1959, lived around the corner from her and astronauts Alan Shepard and Virgil Grissom, former Navy pilots and friends of her father, were household names to LCdr. Lawrence.

Other Navy astronauts who will report along with Lawrence in August to the Johnson Space Center are: Cdr. Charles E. Brady, Jr., LCdr. Brent W. Jett, Jr., Cdr. Jerry M. Linenger, LCdr. Michael E. Lopez-Alegria, LCdr. Kent

V. Rominger, and Cdr. Winston E. Scott.

On March 20, 1992, **CWO3 Jack Grinstead** retired following almost 29 years of service in the Marine Corps. Upon retirement, he was the **last flying warrant officer in the Marines**. The role of warrant officers in Marine Aviation had changed, putting them on the ground in technical specialties such as aircraft maintenance. **CWO3 Grinstead** now instructs helicopter pilots for the Royal Saudi navy in Saudi Arabia.

## Change of Command

HM-15: Cdr. B. E. Dewey relieved Cdr. B. F. Russell.

HS-4: Cdr. Michael T. Fuqua relieved Cdr. Christopher D. Hale.

HS-14: Cdr. Richard W. Sluys relieved Cdr. David A. Dahmen.

MAG-16: Col. John P. Kline, Jr., relieved Col. Larry T. Garrett.

MAG-49 Det B: Col. Donald B. Beaver relieved Lt. Col. Joseph L. Ruthenberg.

NavFitWpnScol: Cdr. Bob McLane relieved Capt. James Andrew Robb.

NAESU: Cdr. Larry E. Knolhoff relieved Cdr. Bruce L. Hawk.

PatWing-11: Capt. Robert G. Simpson relieved Capt. Richard G. Kirkland.

VAQ-33: Cdr. James R. Powell relieved Cdr. Bruce A. Kottke.

VAQ-132: Cdr. Rick Martin relieved Cdr. T. P. Lane.

VAQ-137: Cdr. Kenneth G. Krech relieved Cdr. Richard E. Stevens, Jr.

VAW-113: Cdr. Richard C. Herriott relieved Cdr. Walter C. Joller.

VAW-125: Cdr. Mark D. Sullivan relieved Cdr. Howard O. McDaniel.

VAW-126: Cdr. William J. McCarthy relieved Cdr. Terrence M. Dudash.

VC-1: Cdr. Russell F. Plappert relieved Cdr. Gary W. Deulley.

VF-24: Cdr. Theodore M. Carson, Jr., relieved Cdr. William T. Cook.

VF-32: Cdr. Thomas E. Zelibor relieved Cdr. Robert E. Davis.

VF-102: Cdr. E. C. Neidlinger relieved Cdr. T. F. Enright.

VMAQ-4: Lt. Col. S. K. Protzeller relieved Lt. Col. T. W. Bull.

VP-4: Cdr. David Cashbaugh relieved Cdr. C. S. Badger.

VP-26: Cdr. Robert D. Kaser, Jr., relieved Cdr. Donald D. Mosser.

VP-60: Cdr. Jerome D. Kulenkamp relieved Cdr. James L. Cook.

VR-46: Cdr. Len Goreham relieved Capt.-Sel. Bill Roeting.

VR-56: Cdr. Murray R. Todd relieved Cdr. Lindsay C. Blanton.

VS-22: Cdr. Russ Carnot relieved Cdr. Michael Brower.



By Cdr. Peter Mersky, USNR

Elliott, Maj. John M., USMC(Ret.). *The Official Monogram US Navy & Marine Corps Aircraft Color Guide, Volume 3, 1950-1959*. Monogram Aviation Publications, Sturbridge, MA 01566. 1991. 194 pp. Ill. \$45.95.

The decade of the 1950s was a busy one for the naval services as new aircraft, missions, and markings were introduced. John Elliott's third volume in his expansive series is a wealth of information on colors and markings of the period. Volume 3 takes full advantage of the greater number of color photos available for these years. (One of my favorites is a well-weathered all-black F7F at an airstrip in Korea in 1952. The aircraft – which the Marines used for night interdiction – is sitting in the bright sun, tail down.) Marine Corps F4Us in Korea are also well covered, with several marking schemes that will have modelers scurrying for their paint boxes.

Post-Korean War chapters show second-generation jets, such as the F4D *Skyray* and F9F-6/8 *Cougar* – as well as older types in the twilight years of their service – and the various helicopters and transports of the time. The Naval Air Reserve is well represented. (The Squantum/South Weymouth, Mass., squadrons seem to have the lion's share of coverage.)

The photos, which naturally form the core of the book's large format and appeal, are well reproduced. Artist David Power's tightly rendered illustrations show particular aircraft in their markings in his now-established nuts-and-bolts fashion. Power's style isn't like the slick, airbrushed profiles we see in other publications, and it is a refreshing change. Rendering illustrations for these volumes is a gargantuan undertaking. The artist needs subject knowledge and

dedication, besides his skill.

John Elliott's own knowledge and commitment to his subject shows on every page, as it has for the two previous volumes. He focuses on specific areas, such as national insignia, safety warning markings, and various maintenance/technical markings.

Volume 3 carries the author's project forward from the earlier works in fine style. I can hardly wait to see the fourth and final volume, which will cover the period from the 1960s to the present – no small endeavor considering that it includes the Vietnam war and busy decades of the 1970s and 80s with their introduction of several major aircraft.

Mansfield, Steve. *Photographing Airplanes*. Howell Press, 1147 River Rd., Charlottesville, VA 22901. 1991. 160 pp. Ill. \$24.95.

This book is an unusual surprise. I have seen several books on taking aviation photography; many of them look like treatises. *Photographing Airplanes*, however, is a large, well-illustrated volume that presents its subject in a casual, easily read and understood style. The author gets his various points across with knowledge and humor.

The photos are well chosen and complement the text. Profiles of three highly successful aviation photographers also place the subject in perspective with helpful glimpses of how each man accomplishes his goals.

Individual aspects of general photography are linked to taking aviation pictures, including film, filters, and lenses. The author also discusses setting up scenes, arranging for entry into military bases, and possible consumers of aerial photographs. Even the most experienced photographer will find several points of interest in this fine effort.

## ANA Bimonthly Photo Competition

Rick Mullen of Malibu, Calif., won the bimonthly ANA Photo Contest with this shot of a Marine Corps CH-53E refueling from a KC-130 tanker.



### The Association of Naval Aviation Photo Contest

The Association of Naval Aviation and its magazine, *Wings of Gold*, is continuing its annual photo contest which began in 1989. Everyone is eligible except the staffs of *Wings of Gold* and *Naval Aviation News*. The ONLY requirement is that the subject matter pertain to Naval Aviation. Submissions can be in black and white or color, slides or prints of any dimension. Please include the photographer's complete name and address, and **PHOTO CAPTION**.

Cash Awards: Bimonthly – \$100; Annual – First, \$500; Second, \$350; Third, \$250.

For deadline and submission details, call (703) 998-7733. Mail photographs to: Association of Naval Aviation Photo Contest, 5205 Leesburg Pike, Suite 200, Falls Church, VA 22041.

## Back Cover Photo Credit

When I picked up the March-April 1992 issue of *Naval Aviation News*, I was especially pleased to see your back cover picture. However, I was displeased to find that you failed to give the photographer, Lt. Danny Hohman, the credit due for such a fantastic shot of the VAW-123 *Screwtops*. He titles the photo, "Desert Storm Fly In." The print he has in his office is autographed by VAW-123 pilots and crews. Lt. Hohman is currently on staff at Carrier Airborne Early Wing 12 in Norfolk, Va.

Give credit where credit is due. This is one periodical that lingers on my desk for more than the "initials on the distribution leader" cursory review.

Sara C. Johnson  
Occupational Safety and Health  
Manager  
Naval Air Force, U.S. Atlantic Fleet  
Norfolk, VA 23511-5188

**Ed's note:** Lt. Hohman's photo was sent by his squadron without a caption or credit. It is our policy to always credit the photographer when the individual is identified. We receive too many photos to pursue credits by letter or telephone. Ms. Johnson, thanks for identifying the photographer, and Lt. Hohman, thanks for a great photo.

Attention all PAOs and photographers: PLEASE INCLUDE CAPTIONS AND CREDITS ON PHOTOS.

## Battle of Midway

My Navy career began in 1955, well after WW II, but your attention to detail on the May-June 1992 cover of *Naval Aviation News* caught my historical eye. The drawing of the Battle of Midway shows four Japanese carriers, one with her island on the port side. The *Akagi*, a part of that battle, did in fact have her island on the "wrong" side. Hats off to your research people and the art department. Wonder if anybody else detected this.

CPO Roy L. Leverich, USN(Ret.)  
Route 6 Box 32  
Portland, IN 47371

## Feathered Engine

On page 5 of your January-February 1992 issue, there is a photo

of a P-3A (BuNo 152160) standing as a monument at NAS Bermuda.

After scrutinizing the photo by David Reade, I could not help but notice that the number two engine is partially feathered. Could someone have hit the feather button prior to its permanent resting spot?

As a former flight engineer (VP-8) and a current subscriber to your very informative publication, I was somewhat surprised to see that marvelous aircraft left standing with number two partially feathered.

Perhaps someone down at NAS Bermuda could power up 152160 and return the prop to its correct position.

Edward T. Kolodjay

## VO-67 Personnel

Historian seeks any information regarding Navy Squadron VO-67 in Vietnam during 1967-68. Contact Dean Veremakis, P.O. Box 896, Duluth, GA 30136.

## Marshall Mars Seaplane

I would like to hear from other comrades that made the record flight on the *Marshall Mars* seaplane on May 24, 1949, from Alameda to San Diego, Calif., for a possible reunion. Please contact R. Ferris Randall, 2816 Roswell Pkwy., Eden, NY 14057.

## Charlie Company

I am a former Navy hospital corpsman who served in the Korean War in 1951 attached to the 1st Marine Division, Charlie Company, 1st Battalion. I was wounded and treated on the battlefield by Navy Hospital Corpsman Raymond V. Holland. I have been trying to locate him to thank him for this. I realize it has been a long time, but the Gulf War has reactivated many thoughts and feelings for me.

I have tried many avenues in my attempts to locate him, all to no avail. If anyone has information on Raymond Holland, please contact Franklin Foose, 2626 Homecrest Ave., Brooklyn, NY 11235.

## F-4 Phantom Photo

The caption under the F-4 Phantom photo on page 5, *NA News*, May-June 1992, is in error. The aircraft flown by Cdr. Flynn and Lt. John on the MiG "kill" flight on June 21, 1972, was F-4J(S) BuNo 157307 not BuNo 157293. Information provided by Cdr. Flynn and Lt. John to the National Air and Space Museum (NASM) reveals the following:

After returning to USS *Saratoga* on June 21, 1972, in F-4 BuNo 157307 (VF-31 Squadron No. 106), Cdr. Flynn painted MiG "kill" markings commemorating the flight on the jet intakes of another F-4, BuNo 157280 (Squadron No. 102) instead of painting the "MiG kill star" on the aircraft he flew in the victorious engagement. The F-4, Squadron No. 102, was the regularly assigned aircraft for Cdr. Flynn and Lt. John but not the aircraft flown that day. The "kill" markings were later transferred to F-4 BuNo 157293 (Squadron No. 101) when Cdr. Flynn became VF-31's commanding officer. As a result of those actions, confusion was caused as to what specific aircraft was flown when the MiG was shot down. Credit has incorrectly been given to various aircraft assigned to Cdr. Flynn over time as opposed to the actual aircraft he and Lt. John were flying at the time of the "kill," i.e., F-4 BuNo 157307 (Squadron No. 106).

F-4S BuNo 157307 is in the collection of NASM and is in temporary storage at Dulles awaiting restoration in VF-31 markings. It currently is painted in Marine VMFA-232 markings.

Don Lopez  
Senior Advisor to the Director  
National Air and Space Museum  
Washington, DC 20560

## Cubi Point O'Club

It looks like the end is in sight for U.S. presence in the Philippines. Many questions are being asked about what will happen to the rich history of Naval Aviation that resides in the Cubi club system. The National Museum of Naval Aviation in Pensacola, Fla., has agreed to recreate the Cubi Plaque Bar [see *NA News*, May-Jun 91, p. 20] as a functioning cocktail lounge and part of the museum. Every piece of memorabilia will be removed and relo-

cated to Pensacola. We are also working on a plan to place some of the plaques at a West Coast location.

NAS Cubi Point has a proud 36-year history that is very important to every airframe and officer who has ever had the privilege of leaning on the bar or rolling the bones at the Cubi O' Club. We will take special care in seeing that all those memories will be properly preserved and utilized in a fitting manner.

CAPT B. V. Wood  
C.O., NAS Cubi Point  
FPO AP 96654-1200

## Reunions, Conferences, etc.

**CVW-11 20th anniv. "Summer of 72" combat cruise**, AUG 7-9, NAS Miramar, Calif. POC: Capt. Denis Faherty, 3520 Calle Gavanzo, Carlsbad, CA 92009, 619-438-8546/FAX 438-8592.

**VC-41 reunion**, AUG 20-23, Seattle, WA. POC: O. E. McCormachie, 4719 176th St. SW #F-5, Lynnwood, WA 98036, 206-745-2641.

**VF-46 reunion**, SEP 1992, Seattle, WA. POC: Frank Fogde, 5803 Glen Eagle Dr., Stuart, FL 34997.

**VF-101 Grim Reapers (vintage USS Midway World Cruise of 1955) reunion**. Provide addresses to Capt. R. B. McNees, USN(Ret.), 3704 N.E. 188th St., Lake Forest Park, WA 98155.

**Tripoli (LPH-10)/CVE-64 reunion**, SEP 1992, Houston, TX. POC: Jim Mettis, 1103 22nd St., Nederland, TX 77627, 409-722-1468.

**VR-24 reunion**, SEP 3-6, Albuquerque, NM. POC: Pete Owen, 24633 Mulholland Hwy., Calabasas, CA 91302, 818-222-6936.

**Hancock (CV/CVA-19) reunion**, SEP 5-7, Seattle, WA. POC: Charles F. Boyst, 1821 West Bend Ct., Clemmons, NC 27012, 919-945-9264.

**Essex (CV/CVA/CVS-9) reunion**, SEP 7-13, San Diego, CA. POC: Bob Morgan, 6361 S.W. 106th Pl., Ocala, FL 32676.

**Princeton (CVL-23) reunion**, SEP 9-12, Madison, WI. POC: Sam Minervini, 251 Marlboro Road, Wood Ridge, NJ 07075.

**VP-14/VB-102/VPB-102 reunion**, SEP 10-13, Seattle, WA. POC: Bud Gebhard, 16942 126th Pl. S.E., Renton, WA 98058-6105, 206-226-1429.

**VP-40 reunion**, SEP 10-13, Pensacola, FL. POC: F. W. Humphries, 3746 Cameo Ct., San Diego, CA 92111, 619-292-4974.

**VF-73 reunion**, SEP 11-12, Newport, RI. POC: Ken Clark, 77A Riverbend Rd., Stratford, CT 06497, 203-924-5128.

**Attu (CVE-102)/Mugford (DD-389) reunion**, SEP 16-19, Pensacola, FL. POC: Jack Moore, 285 Moore Rd., Hackberry, LA 70645, 318-762-4656.

**Wright (AV-1/AZ-1/AG-79/CV-49/CC-2) reunion**, SEP 16-19, St. Louis, MO. POC: Bill Weier, 5250 Loughbrough Ave., St. Louis, MO 63109, 618-235-9016.

**Air Group 27 reunion**, SEP 17-19, Omaha, NE. POC: Leo B. Ghastin, Jr., 510 Dadson Dr., Lansing MI 48911, 517-882-0035.

**Bennington (CV/CVA/CVS-20) reunion**, SEP 17-19, Santa Rosa, CA. POC: Rupert J. Marshall, 6 McKee Ave., Monessen, PA 15062, 412-684-5732.

**Kula Gulf (CVE-108) reunion**, SEP 17-20, Wilmington, NC. POC: Larry Eckard, PO Box 5145, Hickory, NC 28603.

**VF-46 reunion**, SEP 17-20, Seattle, WA. POC: Frank Fogde, 5803 Glen Eagle Dr., Stuart, FL 34977.

**Saipan (CVL-48) reunion**, SEP 24-26, New Orleans, LA. POC: Carl W. Boutilier, 27920 Birmingham Rd., Freeport, OH 43973, 800-9-SAIPAN.

**Suwannee (CVE-27) reunion**, SEP 24-26, Virginia Beach, VA. POC: Charles B. Zubyk, 305 E. Second St., Girard, OH 44420, 216-545-6716.

**Kwajalein (CVE-98) reunion**, SEP 24-27, Branson, MO. POC: Monte Allen, 4116 Pembroke Ln., Lees Summit, MO 64064, 816-478-8107.

**Silver Eagles Convention '92**, SEP 24-27, Marriott Crystal Gateway, Arlington, VA. POC: Jack Bouldin, 9816 Hampton Lane, Fairfax, VA 22030, 703-273-1460.

**EAA East Coast Fall Festival of Flight**, SEP 26-27, Wilmington, DE. POC: EAA East Coast Fly-In Corp., 2002 Elnora St., Wheaton, MD 20902-2706, 301-942-3309

**VC-42 reunion**, SEP 26-27, Hershey, PA. POC: John Hibbs, 86 Meadow Run Pl., Harrisburg, PA 17112, 717-652-0423.

**Baddoeng Strait (CVE-116) reunion**, SEP 27-30, Las Vegas, NV. POC: Henry C. Trotter, 106 Sage Dr., Universal City, TX, 78148, 512-658-3447.

**VPB-117 reunion**, SEP 30-OCT 4, Albuquerque, NM. POC: David Palmer, 10815 Haines Ave., Albuquerque, NM 87112-4278, 505-294-1293.

**VC-5 reunion**, SEP 1992, Virginia Beach, VA. POC: Shad Shadburn, Rt. 9 Box 458, Cumming, GA 30130, 404-889-1575.

**CASU-12 reunion**, OCT 1992, Portland, OR. POC: A. Gordon Hurst, 6409 Oakbrook, Corpus Christi, TX 78413, 512-853-3891.

**ATC Rescue WW II Units reunion**, OCT 1-4, Virginia Beach, VA. POC: Jim Thompson, 1510 Kabel Dr., New Orleans, LA 70131, 504-392-1227.

**Saratoga (CV-3/CV-60) reunion**, OCT 1-4, Schaumburg, IL. POC: P. R. Tonelli, PO Box 9540, Las Vegas, NV 89191.

**Langley (CVL-27) reunion**, OCT 2-4, Pensacola, FL. POC: William C. Thompson, 7925 Canna Dr., Port Richey, FL 34668, 813-862-0997

**VF-53 (1948 Korea)/Valley Forge/Essex reunion**, OCT 2-4, San Diego, CA. POC: Chuck Darrow, 1455 Rice Rd., Fallon, NV 89406, 702-423-6137.

**VS-1 D 14 reunion**, OCT 2-4, Pensacola, FL. POC: Bob Floch, 6187 Del Oro Rd., Roseville, CA 95661, 916-791-1914.

**VS-50/VS-65 reunions**, OCT 2-4, Pensacola, FL. POC: Dave Bowman, 7433 Oakleaf Dr., Santa Rosa, CA 95409, 707-538-0236.

**VS-51/VS-66 reunions**, OCT 2-4, Pensacola, FL. POC: Alt Klinger, Box 30244, Mesa, AZ 85275, 602-830-2743.

**Kanehe Klippers base and squadron personnel reunion**, OCT 5-9, Las Vegas, NV. POC: Ralph Hiestand, 9068 Gemstone Dr., Las Vegas, NV 89134, 702-254-4727.

**Leyte (CV/CVA/CVS/AUT-32) reunion**, OCT 8-10, Fort Walton Beach, FL. POC: Clarkon B. Farnsworth, 615 Sanders Ave., Scotia, NY 12302, 518-346-5240.

**Nassau (CVE-16) reunion**, OCT 6-10, Boston, MA. POC: Sam A. Moore, 10320 Calimesa Blvd., Space 221, Calimesa, CA 92320, 714-795-6070.

**Bismarck Sea (CVE-95)/VC-86 reunion**, OCT 12-17, Norfolk, VA. POC: James R. Taylor, HC 2 Box 298W, Canyon Lake, TX 78133.

**VS-871/VS-37 officers reunion**, OCT 15-17, San Diego, CA. POC: William H. Hines, 912 51st St., Vienna, WV 26105.

**Ranger (CV-4) reunion**, OCT 15-19, St. Louis, MO. POC: John Carey, 6832 Hamilton Cr., Olive Branch, MS 38654, 601-895-2408.

**Kadashan Bay (CVE-76)/VC-20 reunion**, OCT 22-24, Pensacola, FL. POC: Zachery Z. Zink, 602 Sunrise Dr., Clarkston, WA 99403, 509-758-6253.

**VP-24 reunion**, OCT 22-24, Wilmington, NC. POC: Bernard A. Barry, 509 Yates Pl., Zebulon, NC 27597, 919-269-8875.

**VMB-413 reunion**, OCT 22-25, New Orleans, LA. POC: Tommy Thomas, 904-785-5221, or Troy Michie, 504-362-8934.

**VP/VPB-122 Aleutian area reunion**, OCT 23-25, Galveston, TX. POC: J. E. Little, 3400 Cove Cay Dr. #4E, Clearwater, FL 34620, 813-535-9352.

**Hornet (CV-8)/Mustin (DD-413) reunion**, OCT 23-26, Merrimack, NH. POC: Bud Whited, PO Box 626, Grantham, NH 03753, 603-863-5330.

**Oriskany (CVA-34) reunion**, OCT 1-4, Las Vegas, NV. POC: W. G. Hertwig, 41778 Horseshoe Way, Coarsegold, CA 93614, 209-658-7916.

**VC-80 reunion**, OCT 1-4, San Diego, CA. POC: W. A. Knouff, 4723 S.W. Coast Ave., Lincoln City, OR 97367, 503-996-6120.

**VPB-201 reunion**, OCT 3-5, Pensacola, FL. POC: Marty Dwyer, 30222 Crestview Dr., Bay Village, OH 44140, 216-899-0978.

**WW II, Korea, Vietnam officers and crew reunion**, OCT 19-22. POC: Albert Verrete, 274 Valentine Rd., Pomfret Center, CT 06259, 203-774-9077/800-457-8985.

**Intruder Week 92**, JUL 6-10, NAS Whidbey Island, WA. POC: Lt. Benedetti, VA-128, AV 820-6340 or 206-257-6340.

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## Correction

NA News, Mar-Apr 92, "Phantom Pharewell," p. 11: The table of "Former Navy and Marine Corps F-4 Operators" inadvertently omitted squadrons VC-7 and VF-111.





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