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NAVAL AVIATION
NEWS



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ROUND-THE-CLOCK TRAINING FOR PILOTS

FROM the time Navy pilots make their first landings aboard the *Monterey*, on through advanced training to their ultimate assignment with the fleet, they will take

part in both day and night flight operations. With an uneasy peace in the Far East, these pilots are taking part in day and night training missions from carriers.





COAL-BURNING CARRIERS

THE YOUNG pilot was feeling happy as he prepared to take off from the carrier's deck. He forgot the winter ice conditions and the bitter cold for he was well on his way to finishing his eight carrier landings. He'd just completed his fifth. After that, he'd be on his way to his own wedding.

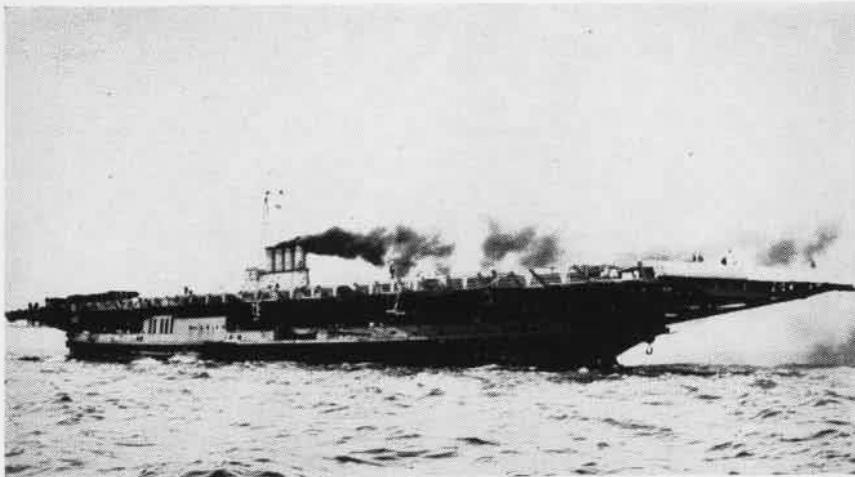
As Ens. Grant Young took off in his TBF-1, his engine froze up. He hadn't had time to get his landing gear up and he worried what would happen when he hit the water. Fortunately, he landed at just the right moment and his plane didn't nose over. He pulled himself out on the wing and spread

his life raft, as he'd been taught in his survival lectures. Then he pulled the bottle and waited for his raft to inflate itself. To his complete amazement, the raft drew itself up into a knot beneath him. Instead of a CO₂ bottle, his raft had been equipped with a vacuum bottle.

He balanced himself on the edge of the wing, waiting for the Coast Guard PC boat which was acting as plane guard to reach him. But something happened and the boat's engine went dead. At that point, Young decided he couldn't wait any longer. Clad only in his light flying suit and skivvies, he plunged into the freezing water.



ANOTHER NAVCAD TAKEN ABOARD MONTEREY



WITH HER stacks spewing coal dust over the flight deck and Lake Michigan, the *Wolverine*, once a proud excursion steamer, prepares for the day's flight operations.

FATE WAS on his side and the swells carried him toward the boat. Another problem confronted him, however, for the deck of the plane guard was frozen and no one could lift him out of the water. More than half frozen, he managed to get one arm up into the air and one of the crew tossed a line around it. He was pulled to safety at last.

Any Navy pilot who has been trained since World War II will wonder how such a thing could happen. In the sunny Gulf of Mexico off the Florida coast, the weather is ideal for flying 90 percent of the time. January and February are the only two months which spell winter to NavCads. Even then, the average daily maximum for these months is 62° and the average daily minimum 49°. But the tale has a familiar ring to WW II aviators who made their first carrier landings aboard the training carriers *Wolverine* (IX-64) and *Sable* (IX-81).

When WW II came with the Axis powers, the Navy's pilot training program was well underway, but there was a definite need for actual carrier landing experience for all new pilots before they reported to the fleet. All the existing carriers were in constant use in the battle zones and couldn't be spared.

However, the necessity of training carriers, operating without interruption, was of equal paramount importance. Neither the west nor east coast was a safe place for such training ships because of the submarine menace. It was too costly in both men and ships to provide complete armament



A GRUMMAN Hellcat F6F is landed aboard the *Sable* by an aviator sweeping toward his eight landings. Note the island superstructure which resembles a combat carrier.

plus escort vessels to cope with the enemy.

Capt. R. F. Whitehead (now rear adm.) conceived the idea of operating in inland waters. Capt. D. C. Ramsey (now admiral), assistant Chief of BUAER, saw at once the merits of such an idea and both did their utmost to further negotiations.

THEIR EFFORTS and planning eventually made possible actual carrier landings in the protected waters of the Great Lakes where neither submarine nor escort and gun emplacement protection were needed. Lake Michigan was the ideal operating area. Already NAS GLENVIEW was functioning and Chicago had harbor facilities and access to all necessary supplies.

The next step was finding some ex-

isting ships that could be converted into training carriers. Every shipyard was loaded to capacity with new construction and every new bottom that could carry ore, oil and freight was needed for that purpose. Some other solution had to be found.

Early in January 1942, the Navy began negotiations with the C. and B. Transit Company for the sale of the *Seeandbee*, one of the largest, coal-burning, side-wheeling excursion steamers ever to ply the Great Lakes. A survey made by the War Shipping Administration disclosed that a refitting period of approximately three months would be adequate to convert the ship into a training carrier.

On 12 August 1942, she was chris-

tened the *Wolverine* and proudly assumed her place in the line of commissioned ships of the Navy. With Cdr. G. R. Fairlamb as her first skipper, she steamed into Chicago, coal dust announcing her arrival.

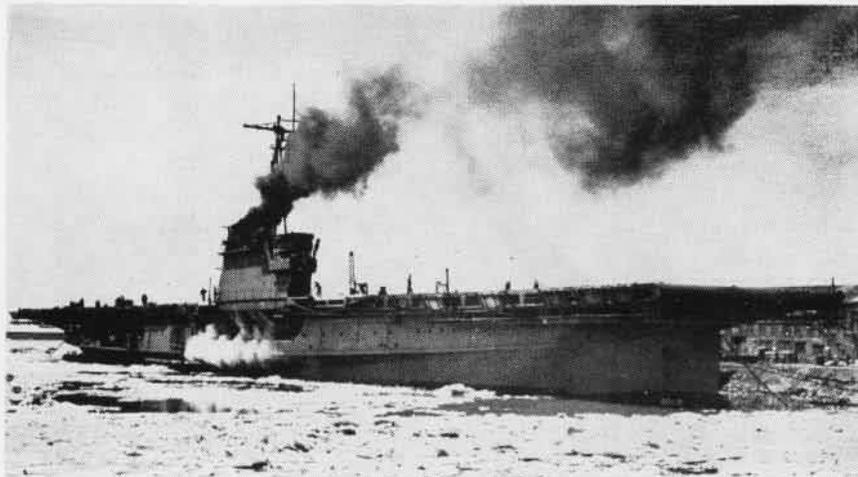
For all practical training purposes, she was a satisfactory substitute for an ocean-going carrier. Her flight deck was 550 feet, somewhat shorter than a large carrier, but longer than some of the newly-converted merchantmen. Her speed was 16 knots, much slower than a regular carrier and, under certain wind conditions, take-off and landing operations were impractical.

Since she had no hangar deck (a fact which caused one pilot to comment that his greatest ambition had been to be her hangar-deck officer), there were just 26 feet from flight deck to water-

line. With a heavy sea rolling, it was imperative that pilots hold their altitude when taking off.

In the first four months, more than 400 pilots had been qualified and some 3,000 take-offs and landings recorded. Then she ran into winter weather. Operations became difficult because of heavy icing on her flight deck and bad weather on Lake Michigan.

At about this time, a naval aviator said, "Give us another trainer like this one and we can qualify all new pilots in the whole aviation program for carrier duty." The Navy had already begun work on his wish. The largest passenger ship on the Great Lakes, the *Greater Buffalo*, was converted and commissioned the *Sable* on 8 May



SMALL distance from water to flight deck is clearly shown in this picture of the *Sable*. Pilots were used to seeing icing conditions from winter into late spring.



LEARNING the techniques of modern warfare aboard the *Monterey*, students get launch by catapult. The plane fights for altitude as it clears deck of speeding carrier.

1943. Her first skipper was Capt. Warren K. Berner.

The *Sable*, similar to the *Wolverine* but with a slightly longer flight deck, was a coal-burning carrier too. Both ships consumed an average of 150 tons of bunker coal in 24 hours at full speed.

Operations were conducted on a year-round basis despite all weather hazards. In 1945, their operating area experienced the most severe winter in 39 years of Chicago Weather Bureau recorded history, but both ships conducted operations with most gratifying results. Coast Guard craft from Chicago and nearby ports were pressed into service at various times to help break the massive ice fields of windrow ice encompassing the area. Because of operating risks, the ponderous ice fields

were necessarily circumvented each day.

Foul-weather gear issued by the Navy was given a most severe test aboard the carriers. Flight deck crews remained topside throughout operations and, even on the coldest days, were warm and dry. Reports from the ship's doctor on the *Wolverine* added further good words to the overall picture. The daily binnacle lists throughout that period were the smallest in the ship's 35-month history.

The day's work began at sunrise and ended only when sunset or fog made operations too hazardous. Planes were dispatched from Glenview, rendezvousing over Point Oboe in Wilmette, Illinois. From there, they took their departure for the carriers. Sometimes, the planes were kept aboard and a number

of pilots stayed overnight for the following day's operations. However, it was usual for the pilot to complete his landings as fast as possible and be on his way back to Glenview.

The majority of the pilots who were qualified aboard the training carriers had already completed operational training and were ready for active fleet duty. Some, who had just been commissioned at NAS PENSACOLA and NAS CORPUS CHRISTI, received additional operational training after finishing carrier qualifications. All pilots were given "bounce" drill at Glenview before coming aboard, then received a minimum of eight take-offs and landings aboard the carriers.

WHILE THE Navy wanted its pilots to get qualification training in service-type aircraft, plane shortages generally prevented the experience. F4F-3's were used for fighter groups and SNJ's for scout and bomber pilots.

A normal day's operations resulted in 30 pilots qualified, but on 28 May 1944 the *Sable* broke her record, qualifying 59 pilots in a normal operating day with 488 landings made in 531 minutes.

In addition to training pilots, the carriers trained many hundreds of men and officers for combat carriers. Arresting gear crews from the Aircraft Factory in Philadelphia were given several months of training before transfer to CVE's then under construction. Every two weeks 15 men were received for four weeks training in flight deck procedure and further transfer to east



WHEN LT. (jg) Wallace F. Flitter set a new daily high, LSO Lt. P. J. O'Keefe congratulated him on making the 460th landing.



STUDENT pilots in ready room aboard the Monterey listen intently to last minute instructions before "switch pilots" order.

or west coast carriers for combat duty.

A number of aviators were trained in air department duties for new construction and student LSO's completed their instructions and training period aboard. The ships also served to give practical training for radar technicians, instructors from the radar school at Navy Pier.

While conditions aboard these "fresh-water" carriers and the *Monterey*, the present NavCad training carrier at Pensacola, make a strange contrast, their one aim remains the same. The training it takes to make a Navy combat pilot from a collegian still involves intensive pre-flight training, soloing, acrobatics, instrument and night flying, and formation flying.

The NavCads' big desire is still to get aboard that carrier. Dozens of practice landings on a make-believe deck, many practice "bounce landings", hours and hours of classroom work, survival training and routine military training . . . the whole busy program prepares them for the *Monterey*.

IN THE age-old controversy as to which service trains the sharpest fliers, the old Navy "clincher" is still true today. As officers of the Naval Air Training Command put it, "A cadet is an aviator when he's ready to try landing on a carrier, but after proving he can do it, he's a *naval aviator*."

On the *Monterey*, commanded by Capt. J. P. Walker, and other carriers such as the *Wright*, *Cabot* and *Saipan* which have also been utilized at the Training Command, cadets in the first

few weeks of pilot's training spend a day aboard the carrier. Appropriately enough, this is called a "walk-a-board." While pilots qualifying aboard the *Sable* and *Wolverine* never saw the ships until they made their first landing, the NavCads get a preview of things to come.

They become acquainted with the ship and the various jobs of the crew members and actually get their first glimpse of carrier deck landings made by their predecessors. The mental challenge alone is a fine test for picking young men with the right nervous system for combat flying. The actual operations require the highest degree of training and discipline.

LCdr. Cook Cleland, Korean vet who teaches combat tactics to cadets once said, "If a grandstand could be hooked to the side of the carrier, seats could be sold for \$100 each."

When the day arrives and the NavCad takes his plane aboard the *Monterey*, the 552-foot flight deck looks as much like an "air-mail" postage stamp as did those of the "fresh-water" carriers. Asked how he felt coming in for his first landing, one NavCad said, "To tell the truth, I was really scared. It looks long enough from up there, but not half wide enough. How sweet that jolt is when you finally hook on. I had no time to congratulate myself, but it's just as well for then I didn't have time to think about it."

Cadets who complete their qualifying six landings are deluged with congratulations from their fellow classmates. Meanwhile, other cadets are

nervously waiting in the ready room of the ship for the order "switch pilots" and their first crack at the deck.

With Pensacola's many daylight hours, winter and summer, the operating and working schedule aboard the *Monterey* is used to a maximum. On 2 February 1954, student pilots and crew members combined their efforts to compile 460 landings during an 11-hour work day. This topped the *Monterey's* previous daily high of 417 landings. Honors for the 460th went to Lt. (jg) W. F. Flitter who added this bit of wit, "We made more landings today than there are people in my home town in Minnesota."

ALTHOUGH flight operations don't take the carrier outside of a 50-mile radius of Pensacola, she has steamed over 93,000 miles or a little more than four times around the world since first reporting to the Naval Air Basic Training Command in January of 1951. Since that time, she has qualified more than 5,500 pilots in carrier landings. She is the leading active duty carrier in number of landings made aboard her flight deck, being well on her way now to a total of 75,000 landings.

During the war years, the *Wolverine* and *Sable* managed to compile some pretty impressive records too with the *Wolverine* chalking up over 65,000 landings and the *Sable* over 51,000. The "fresh-water" carriers and those that ply the salt waters have more than absorbed their share of the training with railroad timetable reliability.

'Blind Landing' Made Easy Details Told on Landing 'Hands-off'

The explanation is out on how Britain's big jet bomber, the *Victor*, can be landed by the pilot "hands-off." It's a great advantage in "blind" landing techniques in bad weather, because the pilot, after he has been directed to the end of the runway by radar or radio aids, doesn't have to "hold off" the runway, but can let the plane land itself.

The underlying reasons are connected with the changing airflow and air forces relative to the wing as the plane flies close to the ground. As the plane nears the ground, there's a reduction in the deflection of the airflow downwards on passing the wing. This ground effect on downwash results in a modification of the angle at which the airflow meets the wing and of the lift of the wing.

As the aircraft nears the ground, there's an increase in lift. With the swept wing, this increase comes mostly forward of the center of gravity with a tendency for the nose of the plane to lift.

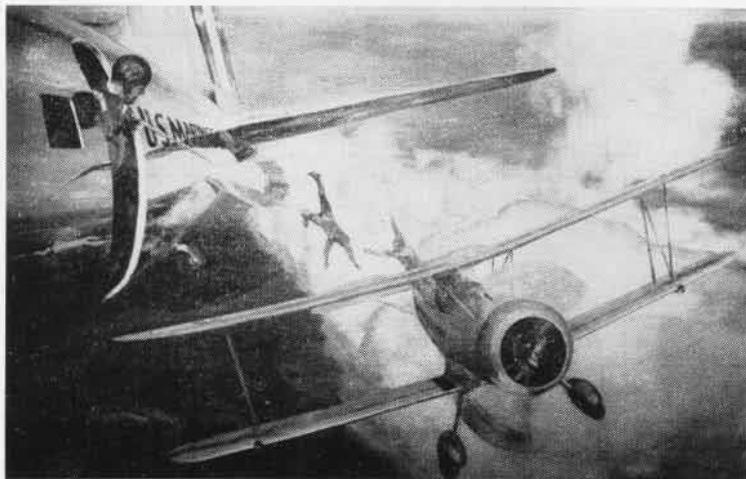
This reduction in downwash near the ground can also cause a change in the angle at which the tail meets the airflow. This produces a nose-downward movement—the opposite of that on the wing—and helps to ensure that nose-up tendency is moderated so that there's no stall. The actual movement depends on a number of factors such as the size of the tail and its height relative to the wing and to the ground.

In a *Victor*, the pilot sets the stick on the approach and allows sufficient throttle to produce the desired gradient for reaching the runway. The plane begins to encounter ground effect in a small way about 50 feet up and it becomes marked at about 25 feet.

As the plane sinks, there's a slight nose-up tendency. Because of excessive lift, the approach gradient is reduced, that is, the angle flattens out. At the same time, the speed begins to fall. These effects accumulate until the aircraft is sinking slowly on the runway at a speed slightly above the stall. Following this "round out," the plane touches down on the main wheels, the nose pitches forward and the plane settles firmly on the runway.

● CAG 15—Back from a cruise aboard the *Princeton*, the air group has once again returned to base at NAS MOFFETT FIELD.

Almost FORGOTTEN EVENTS



THE OSIPOFF INCIDENT

MARINE 2nd Lt. W. S. Osipoff was jettisoning gear in a paratroop exercise over Camp Kearney, Cal., on 15 May 1941. During the drop, his ripcord fouled in the cargo gear. His chute flared. Osipoff was jerked into the slipstream, his shroud lines caught on the R2D-1's static cable. He was helpless hanging head down 120 feet below the plane high over Southern California.

The R2D-1's pilot made a run over North Island frantically explaining his predicament to the tower. Several attempts to free Osipoff were unsuccessful.

Meanwhile, Lt. W. W. Lowrey and J. R. McCants, ACMM, took off in an SOC-3 to attempt to save the Marine. As the transport held its course, Lowrey eased his SOC under Osipoff. McCants grabbed him and began hacking the shroud lines with a knife.

Soon Osipoff's additional weight began to show on the little SOC. Its nose swung up. The prop completed the cutting job. About 12 inches of the tail fairing was sliced off the Douglas,

and Osipoff was dropped head down into the after cockpit.

The Marine remained conscious throughout the ordeal, suffering only minor injuries. Undaunted by this adventure, he later made 19 additional jumps.

Both Lowrey and McCants were awarded DFC's by the late SecNav Frank Knox for their feat. SecNav declared, "This is considered to be one of the most brilliant and daring rescues within the annals of naval history.

Lowrey is now a retired captain; McCants, a retired commander. Col. Osipoff is still on active duty assigned to Headquarters, FMFLant, at Norfolk.



RESCUERS STAND BY THE SOC USED



GRAMPAW PETTIBONE

Clobbered Chopper

While on a ferry flight, the pilot of an HTK-1 encountered some unpredicted headwinds. Unable to reach his original destination, he was forced to land at a small Texas town for fuel. To save time, he landed at the edge of town in a gas station parking lot rather than at the local airport, which, according to his chart, had no refueling facilities.

The manager of the airport, who happened to be at the filling station, informed the pilot that refueling facilities were available at the airport so the pilot decided to fly there to refuel. The area in which the 'copter was landed was rather restricted and necessitated moving the helicopter about 100 yards down one highway where it intersected another before there was adequate room for take-off. Across the highway, between the gas station parking lot and the desired takeoff spot, were two overhead lead telephone cables 18 to 20 feet off the ground.

Meanwhile the "flying machine" had attracted quite a crowd, and the services of a highway patrolman were required to flag traffic on the highway



and control the crowd. In this ideal movie setting, our hero, with the help of his crewmen, wound up his "chopper" and proceeded down the highway about a foot off the ground toward his chosen takeoff area.

As he neared the telephone wires, he attempted to set the helicopter down on the highway in order to taxi underneath. His reflexes were a little slow and before he accomplished this maneuver, the telephone wires in their inimitable way reached down and be-



came entangled in the 'copter's rotors.

Needless to say, the helicopter lost the argument and wound up on its back practically demolished. Net Results: Four automobiles were damaged and three civilians injured by the flying debris, not to mention cutting off some of the town's electrical power.

Even
Brunhilda
calls me
HOT!



Grampaw Pettibone Says:

Great balls of fire! It's a wonder the local citizens didn't ride this fellow out of town on a rail! About the only correct decision he made on this trip was to land when he discovered he was low on fuel.

A glance at the *Airmen's Guide* which he had with him would have shown the airport was listed as having 91 octane gas and a 2800-foot gravel runway. I guess that would have been asking a little too much, though. Our hotshot had to land in a congested area in direct violation of his ferry orders.

This isn't the first time that a helicopter has run into telephone wires, but it's about the first time that the wires have been hit from below. Had this lad enlisted the help of some of the bystanders to help him push his machine to the take-off spot, he would have made out like a tall dog. He didn't TAXI under the cables, which at best would have allowed him about a two-foot margin of error, he had to try to FLY under for the benefit of the crowd.

Any time that there is any doubt, *don't*. Just remember that close ones are only good when you're playing horseshoes.

Potato Locker Bound

An AF-2S pilot was making an approach to a landing on a CVE. The approach was normal until he straightened out in the groove. At this point, close aboard, he received a "come-on" from the LSO but mistook it for a "cut" and cut his engine. As he did this, he dropped his left wing and started to slide left. [He no doubt was anticipating a cut.]

He then received a "Roger" followed immediately by a "forced cut", when his hook cleared the ramp. His reaction to this was full throttle, a half cut, right wing down, nose down, flare out, and touch down. [Yes, that's what the Accident Board said he did.]

The plane hit the deck with the port wheel about a foot inboard from the deck edge. The tailhook engaged number six cross-deck pendant. The wire parted and the hook picked up num-

ber nine wire as the plane started over the port side. The aircraft broke in two just aft the radar operator, the forward section dropping into the water, and the tail section with the ordnance operator aboard hanging over the side. All hands were recovered.



Grampaw Pettibone Says:

This lad must have been thinking pure thoughts all week to come out of this one with a whole skin. It beats me how anyone can take a "cut" on a "come on" and not wind up in the spud locker, but this lad did it.

When you are in the final stages of your carrier approach, it's a mighty good idea to decide on one course of action and stick to it. In this case the pilot couldn't decide whether to take a "cut" or a "wave-off" and wound up doing both with another "cut" thrown in besides.

This accident reminds me of a few snide lines about the LSO that a disgruntled aviator wrote some years ago: "Know ye the officer called "landing



signal," and trust him not for he is a doltish oaf and is poorly coordinated.

"He hath eyes with which to see but they are weak and he distinguisheth day from night only with exceeding difficulty.

"Yea, he waveth off Angel Donald saying, 'Land ye not on a pass which is so long in the groove'.

"Make him thy friend. When thou engagest in a game of chance, call thou not his two little pair with thy full house for he prizeth a winning hand above all things and he will love thee.

"Anger him not else he bringeth thee in low and slow and spinneth thee into the potato locker."

Anticipating a "cut" has caused many pilots a peck of trouble. In many other instances, the anticipation is almost as great as the realization, but not when you're making carrier landings.

Sad Situation

An experienced pilot with 4400 hours of flight time, 219 in type, clung tenaciously to the tail of a PV-2 which he had just ditched. The rest of the crew of seven, after successfully ditching the aircraft, became separated from the plane. The co-pilot kept one of the crewmen afloat. This crewman couldn't swim nor did he know how to inflate his life jacket.

The other four crewmen, none wearing life jackets, were trying feverishly and desperately to inflate a cranky old



Mk 7 life raft. Inasmuch as the Mk 7 was a strange piece of equipment to these lads, their efforts to locate the toggle switch were unsuccessful. About the time that Davey Jones was alerted to begin assignment of lockers, a helicopter and a crash boat hove into sight and rescued all hands.



Grampaw Pettibone Says:

Great horned toadies! How lucky can we get? It's quite evident that the required crew training, including check-outs in the safety and survival equipment, either wasn't being done at all or was being sadly neglected. It may be news to some of you but there's no substitute for your life saving equipment when you need it. When you are flying over water, you never can tell when you're gonna need it. Make a habit of wearing that Mae West, even though it may be a little uncomfortable. You can manage to support your family a good many more years that way.

What really makes my old blood boil is the reason for the ditching in the first place! FUEL EXHAUSTION, with over 500 gallons of fuel still aboard at the time of ditching!

After hearing the rest of the story, I'm about convinced that these lads scheduled this accident in advance of the flight. The co-pilot wasn't checked out in the airplane, and the plane captain wasn't qualified as such. The rest of the crew were apparently along for the ride.

The pilot was under the hood on an instrument let-down when the starboard engine quit. The pilot shifted the transfer valves to full tanks, but neglected



to turn on the transfer switches. When the starboard engine quit, the pilot called the plane captain forward to restart it while he lined up for a single engine approach to the field four miles away.

The plane captain was hardly qualified to pull chocks on a PV-2, much less to restart the engine. He put the transfer switch on "Manual", but about that time the port engine quit and he had to scramble to his ditching station because of the low altitude. A few seconds later, they were swimming.

In effect, all the plane captain did was to transfer fuel into an empty tank, when the correct procedure would have been to switch the fuel flow control valve to "By-pass" and fuel would have gone directly to the engine, probably in time to restart it before the port engine quit. Here again, the pilot put his faith in a man supposed to know the right answers.

Lads, take a tip from me. Don't EVER think that it can't happen to you. The warning flag is waving when you find yourself too lazy or in too much of a hurry to comply with regulations made for your safety. When you assume that your crew is checked out in the use of safety equipment, you are asking for trouble. When you assume they know the correct bailout and ditching procedure, you are in trouble. When you assume that your co-pilot knows all the answers, you are a dreamer. When you assume that he knows what to do in an emergency, you've had it. When you assume that your thousands of hours in the air makes you immune to accidents, you are a candidate for the deep six or the wrong end of a long green table.

Don't let them use this epitaph on your tombstone:

St. Peter heard
This lad explain
Just why he had
To ditch his plane

He said to Pete,
"I'll be quite frank
The gas was in
The other tank!"

WRAPS ARE OFF NEW MILITARY PLANES



STUBBY-WINGED XV-1 CONVERTIPLANE EMPLOYS PRESSURE JET UNITS ON EACH ROTOR BLADE TIP AND A RECIPROCATING PUSHER-TYPE ENGINE

A COMPLETELY new concept of flight was revealed as the XV-1 Convertiplane was rolled out of its hangar at McDonnell Aircraft Corporation. Operating on the principle of the "unloaded rotor," the plane is the answer to the pilots' dreams of being able to rise in vertical flight with a rotor and fly forward using wings and a propeller.

In vertical flight or hovering, all the lift is provided by the rotor. The three blades are powered by McDonnell-developed pressure jet units installed at each of the tips. In forward flight, the wings provide essentially all the lift. A Continental reciprocating engine is provided on the aft fuselage to supply air to the pressure jet units during vertical flight and power to the propeller during forward flight.

The enormous power available from the pressure jets permits the use of a rotor having approximately half the drag of a conventional helicopter rotor. Since the wings don't provide the lift during take-off or landing, they are about half the size of the wings for conventional aircraft. Speed performance of the Convertiplane isn't greatly penalized by using both rotor and wings.

The XV-1 is approximately 30 feet long, 10 feet high and 26 feet in width. It can carry three passengers or two litter patients and medical attendant plus the pilot. Large plastic windows in the crew compartment afford an exceptionally wide range of vision. Landing gear consists of two non-retracting skids.

The first actual flight of the XV-1 will take place in a few months. Studies will then be made on the tactical military use for reconnaissance and other related missions.

With carrier qualifications completed aboard the *Coral Sea*, McDonnell's revolutionary jet night fighter, the F3H-1N, has begun rolling off the production lines. The new

Demon is an all-weather, high-performance, carrier-based fighter, combining interceptor speed and fighter maneuverability with the payload of an attack bomber.

Thin wing and tail surfaces are swept sharply back to give the big plane high operational speeds. The large amount of internal fuel provided gives the *Demon* the range necessary for fighter-bomber missions. The range is further extended with external fuel tanks and all combat fuel is carried in self-sealing internal tanks.

The pilot's cockpit includes pressurization and an ejection seat fired by a powder charge. Armament consists of high velocity 20 mm cannons and a large number of air-to-air rockets fired electronically by radar. Located well forward, the cockpit gives the pilot good visibility forward and downward over the nose even at the extreme landing angle experienced in planes of this type.

ALTHOUGH the *Demon* stands almost 14 feet high with a wingspan of over 35 feet and is 59 feet long, it is designed for carrier stowage. It is powered by a J-40 engine at present, but the more powerful J-71 will be installed when available.

Only two years ago, the P2V-7 *Neptune* was merely a glimmer in Lockheed Aircraft engineers' eyes. Now in production, it's the answer to the Navy's desire for an optimum-performance, land-based ASW airplane.

Lighter in weight than earlier models, it will be harder hitting, more elusive and take off more quickly. Carrying the latest radar and ASW gear to track down subs, the *Neptune* will pack both depth charges and bombs and will be convertible for patrol, mine laying or torpedo bomber duty.

The plane's increased speed results from wing-mounted

jet pod engines which supplement two regular turbo-compound power plants and from decreased weight which also improves the single-engine performance of the *Neptune*. One man alone can fly the 36-ton plane on either its turbo-compound or jet engines or on both types combined.

Although the P2V-7 closely resembles earlier *Neptunes*, it differs in many respects. Major design changes encompass the entire forward fuselage area, where pilot and co-pilot have an enlarged work area with a double-bubble canopy enabling them to see all four engines, the tail and the sky and sea around them.

AMERICA'S schoolroom in the sky will be a better place to learn to fly in Lockheed's new 600 mph jet pilot training plane. The new plane resembles a high-tailed arrow with straight wings. It retains many of the features of the TV-2 but includes new ideas for advanced training.

One major improvement is a grandstand-like rear seat, raised six inches to give the instructor a better view of his student and improved visibility when handling the plane himself. The trainer was designed to give students a full taste of jet performance while still possessing the recoverability and safety of slow-speed ships.

A deceleration drag parachute was provided because most operational jet fighters now have landing 'chutes. Safety "slats" on the wings, providing excellent stall characteristics, automatically move forward and down on tracks and rollers in coordination with air speed and angle of attack. For spin control, the horizontal stabilizer has been raised 20 inches above the position it occupied in the TV-2 and the stabilizer span has been increased by 12 inches.

An automatic seat ejection system similar to the TV-2's has been built into the plane. The canopy can be jettisoned from either front or aft cockpit, but separate controls enable each occupant to control his own seat ejection. An aft cockpit "inside windscreen" automatically pops up as protection from wind blast when the canopy is jettisoned.

The new trainer is scheduled to start on a demonstration tour to AF and Navy bases including NAS PATUXENT RIVER, NAS PENSACOLA and NAS CORPUS CHRISTI.

The British have also produced a new all-purpose jet trainer which has established a high standard of reliability. The D. H. 115 *Vampire* trainer is able to stand up to the heavy task of instructional flying with few apologies required from fumbling trainees.

An outstanding feature is the side-by-side seating arrangement which enables the instructor to have a clear field of vision and a full view of the instrument panel and, in addition, yields psychological advantages. The cockpit is pressurized and is equipped with individually-operated, fully-automatic ejection seats.

Stalling characteristics of the British trainer are normal with a moderate elevator buffet 15-20 knots prior to the average stalling speed. Wheels and flaps down, the average stalling speed is 80 knots when loaded to the maximum weight of 10,500 pounds.

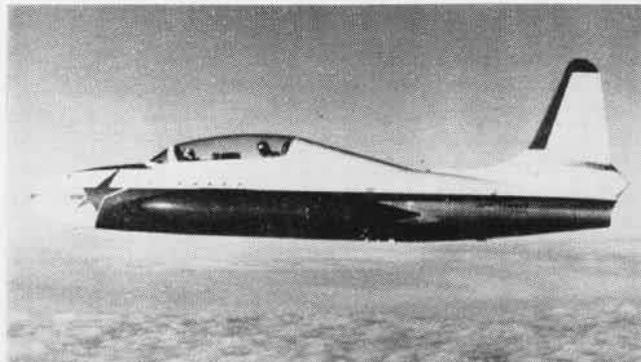
Symptoms of compressibility can be demonstrated to a pupil, as well as the behavior of a high-performance plane when the trainer is flown to its limits. Limiting Mach number, without drop tanks, is 0.805. The endurance at 30,000 feet is over an hour and a half, with an additional hour when external tanks are added. The endurance figures are in addition to the time for take-off, climb and descent.



D.H. 115 VAMPIRE TRAINER FEATURES BETTER ALL-ROUND VISIBILITY



THE F3H-1N DEMON IN FLIGHT SHOWS SWEEPBACK WINGS AND TAIL



SPEEDY LOCKHEED TRAINER GIVES INSTRUCTOR VIEW OF HIS STUDENT



P2V-7 IS IDENTIFIED BY DOUBLE-BUBBLE CANOPY, JET POD ENGINES

MARINES SPORT BRIGHT VESTS



WALTER, GRAY DISPLAY THE LUMINOUS VEST

WHEN A plane goes down in a remote area and there are injured to take care of, time is often the difference between life and death. Often a 'copter is the first to locate downed planes and is utilized to land medical aid and fly out the injured because of its ability to land and take off straight up and down. The problem that still remains is the salvaging of the plane.

The ground salvage crew often brings in heavy equipment which can't be transported by air. The 'copter usually circles the crash scene, then flies out in a direct line to the place where the ground party is leaving the highway to make its way through swamp or undergrowth to the crash.

As the pilot hovers above and di-

rects them toward the spot, he encounters one of the major difficulties in this type of operation. Because of the trees and dense undergrowth, the pilot frequently loses sight of those on the ground.

MSgt. G. A. Walter and TSgt. H. G. Gray at MCAS CHERRY POINT experienced this situation and decided to do something about it. Noting the current fad for fluorescent cloth jackets among school children, they decided that a vest of the luminous material would reflect sufficient light, especially when the sun shone on it, for a pilot to be able to see it even through the trees.

They got hold of some bright, bright yellow cloth, shaped it into a vest and wore it through a heavily-wooded area in a test. "It was just like watching a moving light bulb," the helicopter pilot reported.

The vest, which can be snapped to a parka or heavy jacket worn for warmth, is adjustable and fits tight so as not to catch on branches or underbrush. The bright yellow vest is also equipped with three pockets for carrying flares.

With a few yards of fluorescent cloth, a few snaps and a needle and thread, the two men who are in charge of the crash crew and off-station salvage crew have found the means of getting the ground crew to the scene of a crash in time to save suffering and even the lives of downed airmen.

CVG-19 Trains VF-173 Pilot East Meets West in Naval Aviation



WRIGHT GETS IDEA HOW OTHER HALF FLIES

That old saying, "East is East and West is West and never the twain shall meet," doesn't hold for either CVG-19 or Lt. (jg) W. A. Wright of VF-173.

Wright was hospitalized ashore while his squadron was serving aboard the *Wasp* in the Mediterranean. Several months later, Wright received his orders to return to the *Wasp*, by then in the far east. He needed refresher flying first, and since VF-191 was operating from NAS ATSUGI in Japan at the time, he was sent TAD to the CVG-19 squadron for his "brush up."

For 11 days he underwent instrument training and field carrier landing practice in a *Cougar* under the paddle-waving of LSO Roy Farmer. Wright was then flown to his carrier by *Codfish Airlines*. His parting words were, "I never thought I'd be flying with a west coast squadron here in Japan."

Power Plant for Saratoga High Pressure Plant Boosts Speed

The erection of the new high pressure steam power plant for the USS *Saratoga* CVA-60, second of the *Forrestal*-class carriers, has begun at the New York Naval Shipyard. This unit will fire the most powerful propulsion plant afloat at speeds in excess of 30 knots. Three additional foundations are being laid. The shop will be working on four boilers at the same time to expedite completion of the project.

Preliminary hydrostatic tests will be made after the installation of the complex arrangement of water and steam tubes. Testing of the boilers at a field site will be the next step for the Navy.



A MARINE "Mighty Mite" rolls down the yawing bow ramp of this new Marine assault helicopter. Dubbed the HR2S by the Marine Corps, this new machine is powered by two R-2800 aircraft engines which give it a speed in excess of 159 miles per hour and the capacity to lift three "Mighty Mites" or 26 fully equipped troops.

RHODE ISLAND 'INJUNS' CAMP IN TEPEES



FISH GOT AWAY AS OLMSTEAD AND RILEY TRIED LUCK AT ICE FISHING



SELF-MADE "INDIANS" IN A HOME-MADE TEPEE BOIL CORN FOR DINNER

SOME OF the pilots in VC-12 at NAS QUONSET POINT might have roped and hog-tied Lt. Charles Olmstead, if they had foreseen what would happen when he returned from a rigorous training course of 21 days in survival techniques at the Military Air Transport Base, McCall, Idaho. He led them out into the wilderness and gave them a taste of what he had experienced.

Olmstead and five other airmen spent 53 hours in the rugged terrain of Rhode Island's Great Swamp as part of a "stay alive" test project. Home was a more-than-welcome sight after three days and two nights of huddling over camp fires in parachute tepees. The elements added an extra touch too, pitching in with rain, wind, lightning and temperatures that dipped below the freezing mark and plagued the Navy men during their self-imposed exile.

The VC-12 airmen were equipped only with sections of parachutes, shroud lines, knives and sleeping bags when they entered the woods. The sleeping bags are not a part of a typical Navy survival kit, but squadron officials felt that the test wasn't worth a case of pneumonia for one of its volunteers.

The experiment, the first of its kind conducted from Quonset Point, had a two-fold purpose. Besides giving the pilots first-hand know-how in survival

techniques, it proved that a downed airman could live off the land in the Rhode Island area for several days.

Lt. Olmstead, who is squadron survival officer, led the men on the experiment. On their return, Olmstead said he feels men could survive almost indefinitely in the Great Swamp location, but he added that no one would gain weight in the ordeal.

The men had only a few capsules of concentrated bouillon and a jar of instant coffee, far less than provided for emergency rations, when they entered the woods. Corn, often boiled from nine to ten hours, was obtained from a nearby field. Two small fish, caught through the ice of Wordon's Pond, were the entrees of the aviator's sparse menu.

THE MEN, all in high spirits, came through the test with no ill effects. In fact, Lt. (jg) Richard J. Greenwood rid himself of a head cold that he suffered prior to the experiment.

The Great Swamp, among the most desolate regions in New England, was an unfamiliar area to the officers. After leaving the main road, they beat their way through heavily-wooded country for eight miles before setting up their camp near a small stream. Lt. Olmstead supervised the building of the tepees. He and Cdr. James F. Rigg received permission from the Rhode Island State

Fish and Game Commission to use the swamp area for the project.

As the test came to an end, Cdr. Rigg and three newsmen closed in on the camp site with G. A. Andrews, State Division of Fish and Game Reservation Project leader. They knew the men were in high spirits as a call came out from one of the tepees, "If we knew you were coming, we'd have baked a snake."

Inside the two smoke-filled paratepees sat six Navy pilots. Olmstead, Greenwood, LCdr. D. D. Long, Jr., Lt. (jg) G. P. Markovitz, Lt. (jg) A. R. Smith and Lt. (jg) T. T. Riley were now graduates, magna cum laude, of VC-12's rugged course in "how to stay alive." Their three-day curriculum might some day save their own lives and those of their crewmen if forced down in impenetrable terrain such as the Great Swamp.

A second survival trek into the isolated swamp area has been planned. Cdr. Rigg says he hopes to extend the period to a four-day stint. The squadron has been flooded with volunteers, indicating that VC-12 men don't think the "guinea pigs" had a bad time in the test.

● NAS ATSUGI—Lawrence Higgins, AB3, may have made the longest hole-in-one on record when he drove a 328-yard hole-in-one on the golf course. The hole-in-one has been registered with the Professional Golfer's Association for verification of record.

The Versatile 'Whirlybird'

A 'Copter Searches for Kidnappers

When word was received of the kidnapping of young Facundo Bacardi, heir to the Bacardi millions, a detachment of HS-3 based at NAF WEEKSVILLE was training in Cuban waters as a submarine hunter-killer unit from the *Antietam*.

They were immediately pressed into service as part of the search team scouting the Santiago de Cuba area. They located and were instrumental in rescuing the boy and apprehending the kidnappers. The abductors were captured alive but later one was killed in



HS-3 DETACHMENT ON ANTIETAM AFTER RESCUE

an ill-fated attempt to escape from his Cuban Army captors.

Shown in the picture, left to right (front) are Lt. Falvery M. Sandidge, Jr.; LCDr. Robert E. Hickley; (rear) R. P. Allen, AD2; T. J. Lonski, AD1; Lt. William W. Loy; and Lt. (jg) Richard C. Fowler.

VF-11 Loses Korean Vets Only One of Korean Group Remains

NAS JACKSONVILLE—For the second time within a year, one of VF-11's *Red Rippers* is leaving the squadron for one year of exchange duty with the Air Force. With the departure of Lt. Russell Enquist, only one officer who flew with the squadron in Korea remains.

A member of the squadron's *Wrecker Division* during combat, Enquist lived through at least one really hair-raising episode. He was hit by anti-aircraft fire during a close-air support mission. An attempt to jettison his bombs and rockets met with failure. A control check showed up an absence of braking power.

When the nearest emergency field was informed of his plight, an arrest-



ENQUIST, FURLONG DISCUSS EXCHANGE DUTY

ing cable was rigged up and the Navy pilot came in for a landing. Contact with the cable broke it, his wheels came up and the bombs and rockets came off with a bounce. The plane slammed off the runway and plowed to a halt just on the start of a steep slope. Around the resting spot lay the load of bombs and rockets.

VF-11 has also lost the services of Capt. Ray Furlong of the Air Force who volunteered for exchange duty with a request he be sent to VF-11. His impression of the *Red Rippers'* fighting accomplishments was gained first hand. He was flying an F-80 on close support missions at the same time the Navy pilots were assigned those tasks.

Monterey Landings Mount Helicopters Make 'Thousandths' Too

The leading active duty carrier in number of landings made, the *Monterey*, chalked up her 70,000th as Marine Lt. Robert Meli landed his SNJ trainer aboard. The landing occurred on the Marine's third sweep toward his requirement of making six perfect landings on his second day of shipboard carrier qualifications.

Keeping a close second on the *Monterey's* lead, the *Boxer* has recorded its 65,000th landing. Lt. W. L. Smith, maintenance officer for VA-155, made the landing while participating in carrier qualifications. The 65,000th landing gives the *Boxer* the all-time high for operational CVA-type carriers.

Meanwhile, the frequently-overlooked helicopter managed to disrupt the traditional routine of a "thousandth" landing aboard the *Kearsarge*. Ens. R. L. Boniol of HU-1, Unit 4, won the time-honored cake accolade when he made the 1,000th helicopter landing registered by the carrier since the start of her present far east tour.

Canadians at Barber's Point

HCMS Ontario Makes Stop Enroute

NAS BARBER'S POINT—Sixteen officers and future naval aviators from the Canadian cruiser HCMS *Ontario* were taken on a tour of Barber's Point recently as guests of Capt. M. F. Leslie, CO.

The Canadian naval party was conducted on the tour by Lt. C. R. Leonard. They visited the GCA unit and the station control tower where they witnessed several landing approaches by various type aircraft. They were then conducted through the aerology department where they watched the day's



TWO CANADIANS WATCH AIR CONTROL BY RAK

weather being plotted.

They visited VP-22 hangers where they inspected a *Neptune* patrol bomber and FAWTU's hanger where a F3D *Skynight* was rolled out for inspection. Barber's Point was the first U. S. naval air facility they have visited.

After a brief stay at Pearl Harbor, the *Ontario* proceeded to Suva, Fiji Island. Later they were due in Hobart, Tasmania, to participate in ceremonies during the visit of Queen Elizabeth and the Duke of Edinburgh.

● NAS MOFFETT FIELD—Auxiliary Landing Field Crows Landing has recently come under the jurisdiction of Moffett Field. In the past, this small operating field was under the operational control of the Commanding Officer, NAS ALAMEDA, and was used by both Moffett Field and Alameda fleet unit aircraft for practicing carrier landings and take-offs.

● NAS OLATHE—Transport Squadron 882 of Olathe recently completed an ATD cruise with VR-22 at Norfolk during which their planes carried 82,546 pounds of cargo, 27,415 pounds of mail, and flew 57,551.66 cargo ton miles. VR-882 was the third Reserve transport squadron to cruise with VR-22 in the past five months.

TIME WON'T DRAG FOR A FAR-EAST CAG



WORKING 'BY THE LIGHT OF THE MOON' CREWMEN ABOARD THE ORISKANY ARE BUSY SPOTTING PANTHER JETS FOR THE NEXT DAY'S OPERATIONS

DAY-BY-DAY living for carrier air groups aboard our ships assigned to the Far East is far from routine and boring, since the Korean truce was signed. An account of the current activities of CVG-19 aboard the *Oriskany* indicates that interesting experiences are in store for aviation personnel assigned to a Pacific tour.

A new experience and another first for the Navy was set by VF-192 when they were temporarily detached from the *Oriskany* and assigned to Johnson AFB, just outside of Tokyo for 12 days of operations involving air-to-air intercepts. This was the first attempt at such an operation by either service.

At Johnson, VF-192 teamed up with the 40th Fighter Interceptor Squadron. After a thorough briefing, the Navy pilots actually took on the job of guarding Japan's skies with the 40th.

It was a new and interesting experience for the *Oriskany* pilots who were

required to stand on "alert" status from before sunrise to after sunset. The pilots were allowed a maximum time of three minutes to get their planes in the air when "scramble" sounded.

Once the shore-based carrier pilots completed a take-off in their *Panther* jets in 90 seconds and intercepted a flight of six bombers hundreds of miles at sea. They did it in spite of an overcast sky and winds up to 40 mph. Another intercept was made at night with the ground speed of the unidentified aircraft well over 500 mph.

In addition to standing this duty, VF-192 became acquainted with the Air Force's task in guarding the skies of Japan and the various tactical procedures used by AF pilots. The assignment brought about a close relationship between the two services. Furthermore, the novel and highly successful operation accomplished a mutual understanding of the professional capa-

bilities of the pilots of both services.

At about the same time, CVG-19 pilots were getting a brief look at the quality of the U. S. Army during a visit with the Eighth Army. Upon arriving back aboard the *Oriskany*, Cdr. J. D. Ramage, CO of CVG-19, commented, "I have never been so impressed by the quality of the U. S. Army. The troops all the way from the brass down to Joe Private were clean, courteous and indicated fine training and discipline. I have never seen Marines look any better than these soldiers."

The trip for some 30 pilots of the air group began while the *Oriskany* was moored in Sasebo Harbor, Japan. The officers boarded the destroyer *Daly* for the crossing to Korea. Arriving in Pusan the same day, they were immediately flown by a Marine transport plane to Seoul where they were

billeted for the rest of the night.

Early the next morning, the pilots were given a briefing by four deputy section chiefs of the Eighth Army. After the briefing, the pilots were separated into groups of five and flown to the front lines where the informal inspection began. There the groups were given a complete rundown on the artillery-air support picture by the First Corps fire support center.

NEXT morning, the air group officers were taken to the 32nd Infantry Regiment and given a fire support demonstration by the troops of the outfit. Col. Lonning of the regiment then took them into the defensive positions which have just been completed. Gun emplacements there were dug into solid rock.

After dinner with the 73rd Tank Battalion, the pilots were taken to another training area where TF-77 planes were practicing troop support. Army officers made many favorable comments to the pilots concerning the high caliber of Navy and Marine air support. Army men appreciate the fact that Navy planes, in helping Army troops, fly their aircraft directly over the targets, disregarding their own personal safety and the possibility of being hit by enemy ground fire.

After witnessing the air support problem, the Navy men were flown back to Seoul where they spent two days as guests of the Fifth Air Force. There they learned how the air situation stands at the present time and how it's shaping up for the future.



"FRIENDLY push" by Oriskany catapult sends VF-191 Cougar roaring over the bow of the carrier. Silhouetted on the horizon is another Far East carrier, the Yorktown.

Meanwhile, the *Oriskany* had steamed northward from Sasebo Harbor and was waiting at Pusan for the pilots to return from their tour. Cdr. A. W. Elliott, CO of VA-195, had lost his command to no less a celebrity than Mickey Rooney while he was away on the tour.

Mickey, aboard the carrier for the filming of "The Bridges at Toko-ri," quickly found himself voted honorary skipper, pending Elliott's return. He assumed his new duties by appearing in *Vultures Row* on the island structure for every launch and recovery and personally "sweating" each of his pilots to a safe landing. He also attended all the "All Pilots" meetings with his

squadron to learn what goes on.

The returning pilots were somewhat dismayed as a landing craft brought them back to the *Oriskany*. They were greeted coldly and refused permission to come aboard, because Capt. C. D. Griffin, high on the bridge, had taken them for curious members of the South Korean Army. It was a mistake easily made since all the officers were wearing South Korean Army caps and had brilliantly-colored scarves about their necks, gifts from units they visited.

Back aboard ship once more, air group pilots noticed a slackening in the briefing procedure given each pilot by his plane captain before flight oper-



TOURING pilots are pictured on the flight deck with their unusual headgear after the *Oriskany* finally took them aboard.



NEW BLUE Angel Skipper Cormier receives a farewell gift from his detachment. Boyd makes presentation as Ittner watches.

ations. To correct this, Lt. (jg) Roger Boh of VF-191 came out with an instruction which was not of the usual type. Entitled "The Captain and The Pilot," the first act takes place on the flight deck of the *Oriskany*.

Standing by a *Cougar* spotted on the starboard catapult is the plane captain, dressed in cold-weather gear. He has just completed a thorough preflight inspection of his plane, is satisfied that it is ready to go and is awaiting the arrival of the pilot. He is a NAVY man.

The instruction goes on to spoof both the pilot and the plane captain as a poopy suit filled with survival gear, flight suit, G-suit and propelled by a pilot appears.

"Good afternoon, Mr. McMeter, my plane is ready for flight." Taking the pilot's helmet and knee pad, the plane captain continues, "I have checked all air bottles, oil and hydraulic fluid. I have checked the main fuel cells, the nose is locked, the gun-charging circuit breaker and the two inverter circuit breakers are out. All cockpit switches are in their proper positions. Mr. Whooshabit flew this plane on the last hop and reported that the UHF receiver was weak. Radiomen have

checked the receiver and have corrected the trouble. There are no other discrepancies."

ACT TWO takes place in the squadron line shack in the island when the line officer comes looking for the plane captain. He says, "I talked to Mr. McMeter after his flight today. In his opinion you did an outstanding job of briefing him on his plane and readying him for the hop. I would like to add my well done. You are truly a NAVY man." There is no finer compliment, the instruction adds.

VF-191 indulges in another form of fun which is also designed to keep the pilots on their toes. A monthly "kangaroo" court convenes in the squadron ready room to punish flight and taxi "dilberts" with 50-cent fines. Rank doesn't have its privileges when the court convenes and Cdr. R. M. Elder, CO of VF-191, has paid his fine along with the rest of his pilots.

Elder has experience in carrier-type aircraft that few can equal. He's qualified in all carrier aircraft used by the Navy and has also flown the German ME-262 and the British *Meteor* and *Vampire*. In 12 years of flying, he has 3,000 catapult shots to his credit, 527

carrier landings and 3,660 hours in the air. Of these, 1,038 are jet hours, an amazing number for any "tail-hook pilot."

Just recently, VF-191 became 100 percent super sonic when the last of the pilots plunged his *Cougar* jet through the sound barrier. Since then, they've been dubbed the "Super Sonic Satans."

THE FACT that time is really flying is brought home as air group personnel are detached and others report aboard. Photo Detachment *Easy* of VC-61 lost its skipper, LCdr. Robert "Zeke" Cormier, as he received orders to become the latest leader of the *Blue Angels*. Oddly enough, the photo unit is assigned to VF-191 and this is the squadron to which the *Blue Angels* reported at the outbreak of Korean combat. Many pilots who have served with the famous team were at one time with VF-191.

This is only a partial account of CVG-19's activities in the far east. There are also training flights from the carrier to keep the pilots and their planes ready in the uncertain days ahead. All these events show that time won't drag if you become a far-east CAG.



SHORTLY after their return from temporary duty at Johnson Air Force Base near Tokyo where they helped guard Japan's skies with the 40th Fighter Interceptor Squadron, VF-192 pilots posed on *Oriskany* flight deck, wearing the Army caps they collected.

'CHAMP' PLAYS CINERAMA GLAMOR GIRL

THE PACE-SETTING *Lake Champlain* has taken on a glamorous assignment since her return from Korean waters. She has become a Cinerama movie queen, co-starring with the *Blue Angels*, VF-103, a drone target and a helicopter rescue team in Louis de Rochemont's "The Thrill of Your Life."

When the *Champ* left the dock at Mayport for the open sea and her part in the movie, the Cinerama crew had brought aboard several trucks which housed cameras, film, carpenter and electrical supplies, floodlights of every size, and generators which would supply power for the group. Strong head winds of 30 to 35 mph failed to unsteady the cameramen while shooting jet catapult launchings from the flight deck and landings from the carrier's island structure.

Many thousand feet of movie film were exposed each day by the agile cameramen as they flashed back and forth over the *Champ's* deck while she was operating in choppy seas about 75 miles off the Jacksonville coast. Under command of LCdr. Andrew B. Connor, pilots of VF-103 flew swift F9F-6 *Cougar* jets to supply the Cinerama crew with plenty of aerial action.

The pilots were Lt. (jg) Bruce Bloomquist, Lt. (jg) Joe Shelton, Lt. (jg) Don Swank and Ens. "Skip" Harter. Aloft and recording much of the action was LCdr. Bud B. Gear of VX-3, flying a specially-adapted F2H-3 *Banshee* fitted with a wide-angle movie camera with a sweep of 148° horizontally and 55° vertically. The plane had half its nose sliced off to mount the huge camera.

So intent were the cameramen upon making close-up and realistic shots for the movie, they mounted their cameras where most flight deck plane handlers would be loath to stand during operations. One shot of a *Cougar* seemingly heading straight for the camera was made by slinging the camera under the flight deck and operating it by remote control.

One of the highlights of the sea-going phase of the thriller is an air-sea rescue by helicopter of a downed airman filmed at sea. Ens. Wally Tynan of VF-103 was the "stunt man" for this sequence. Another highlight is the drone "shoot," which was also staged far at sea.

While at sea, camera crews would be shooting in one part of the carrier and technical assistants would be making preparations to film at other locations. Despite crowded conditions in some of the ship's smaller spaces and some almost inaccessible positions, the camera crew managed to work their lights and cameras into many startling spots. One of the most difficult shots proved to be on the carrier's escalator, used by pilots to and from the flight deck.

Earlier, the cameras had ground away at NAS CECIL FIELD as the Navy's flight demonstration team, the *Blue Angels*, went through some of their exciting aerial routines.



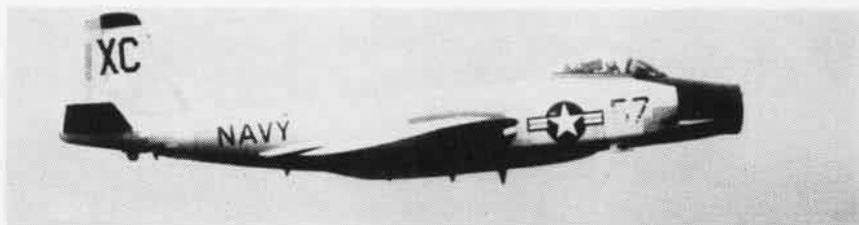
F9F-6 SEEMS TO BE HEADING FOR CAMERA SLUNG UNDER FLIGHT DECK



WHERE PLANE HANDLERS FEAR TO TREAD, CREW SETS UP ITS CAMERA



PILOT'S VIEW OF A CARRIER APPROACH IS RECORDED BY CINERAMA CAMERA MOUNTED IN SPECIALLY-ADAPTED BANSHEE PILOTED BY GEAR



SPECIAL WIDE-ANGLE MOVIE CAMERA GRINDS AWAY AS GEAR CIRCLES FOR CARRIER APPROACH



WAVE-OFF TAKEN BY COUGAR WAS PART OF AERIAL ACTION RECORDED



ANOTHER SCENE IS "WRAPPED UP" AS BANSHEE LANDS ABOARD CHAMP

APRIL 1954

SAGE SENTINELS OF AVIATION SAFETY



WHEN FRENCH student Lestourgie and NavCad DeLong met in these two F8F's, strike damage to one resulted. Both had to file AAR's to the Aviation Safety Activity.

HOARY and just as hairy as Grampa Pettibone's beard are some of the tales packed away in the files of the Naval Aviation Safety Activity at Norfolk. Starting with 1920, and famous old planes such as the "Tellier," "Loening Cat," "Sopwith Strutter," "Nieuport 28," and "Hanroit," the records of accidents concerning naval planes present a vivid picture of human and mechanical failures through the ensuing years.

Regardless of the increased emphasis on aviation safety during and since WW II, the accident rate has grown in proportion to the rapid growth of naval flight activity. A single file drawer of accident reports at NASA covers a period of 17 years, from 1920 to 1937; the same size drawer is filled in three months.

On December 1, 1951, the Chief of Naval Operations established the Naval Aviation Safety Activity to maintain records of all U. S. Navy accidents, to determine the causes and to recommend corrective action. The prime concern of NASA, an expanded and vitalized growth of the Flight Safety Branch of the office of CNO, which dates back to the early days of naval aviation, is

the prevention of aircraft accidents.

On 7 December 1951, the unit was officially established and it adopted the theme "Aviation Safety." Under the direction of Capt. J. W. Byng, NASA is required to collect, evaluate and disseminate information pertaining to aviation safety; to review or prepare for CNO, directives, issuances and other correspondence for advancement of aviation safety; to prepare and promulgate aviation safety literature, and to advise CNO on all matters relative to aviation safety and aircraft accident prevention in order to maintain the aircraft accident rate at the lowest practicable level.

Copies of aviation accident reports (AAR) from all over the world involving naval aircraft flow into this activity. They are logged by date of accident covering all pertinent information. A coder records the aircraft and pilot's history in regard to flying as well as an account of the particular phase of flight, and injuries sustained by personnel. The AAR copy and coded sheet is then passed on to the class desk of the Analysis and Research Department where these facts and

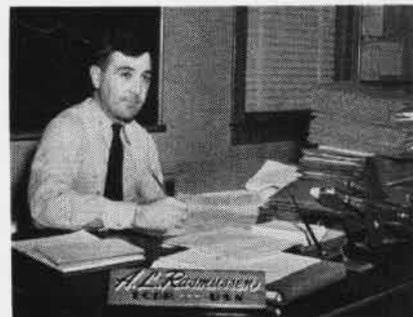
figures are studied by a naval aviator experienced in the type aircraft involved. No matter how minor the accident may be, the pilots in this department, who have been "checked out" in all type aircraft from helicopters and R5D's to modern jets, delve thoroughly into the facts.

An additional review is made by an aviation engineering officer when maintenance or material failure is found to be a contributing or primary factor.

AAR's reporting ditching, ejections, bailouts, water crashes, injuries to personnel, or where psychological or physiological factors are involved, are reviewed by the Aero-Medical Department. Here a flight surgeon and an aviation psychologist closely examine the reports, making observations from the aviator's and witnesses statements.

ALSO assigned to this department is A₁ safety and survival officer who studies the reports for misuse or failure of safety and survival equipment. He is also responsible for making recommendations and suggestions to all safety officers assigned to aviation units in the training of personnel in aviation safety.

The Aero - Medical Department maintains an individual record of accidents in which pilots or crewmen are injured or killed. By keeping a running analysis of the facts gleaned from reports where aviators have had to abandon their planes by parachuting, using ejection seats, crashing into water or coming down on land, this department is able to keep all pilots briefed on the latest survival information. A monthly



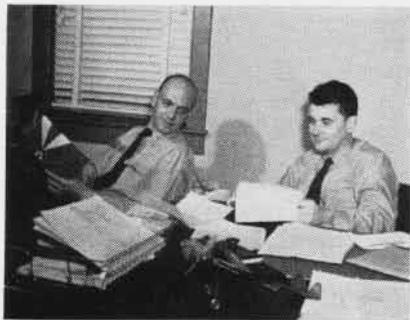
ALL PERTINENT data covering material failure of plane are logged by LCdr. Rasmussen.



STATISTICIAN J. E. D'Auteuil, Cdr. R. P. Gee and G. R. Macko check IBM for tabulations.

summation of pertinent information is printed in the CNO Aviation Medical Safety Bulletin. Long hours of research enabled this department to play a leading role in the modification and development of the anti-exposure suits now worn by aviators. The importance of crash helmets, seat belts and shoulder straps were emphasized by medical officers, and close liaison with all flight surgeons has been able to save many lives and minimize crash injuries.

The reports which point out ingenuity of a pilot or crewman in reducing the seriousness of an accident, or those where glaring mistakes have resulted in a fatal crash, are submitted to the Literature Department. Here a team of writers, artists and cartoonists unite their respective talents in the publication of the Weekly Aviation Safety Bulletin and WRECKord posters. These are given wide distribution, and nothing pleases NASA personnel more than concrete examples of how their efforts have averted an accident. A *Cougar* pilot who had a flame-out, and had to return to base in a dead-stick landing, attributed his successful landing to an article he had read in the bulletin on "flame-out procedures."



AERO-MEDICAL section checks possibility of vertigo as cause of aviation accidents.

A PANTHER pilot who experienced a flame-out at 25,000 feet and 60 miles from the Hawaiian Islands complimented NASA thusly: "I am submitting this statement in appreciation to the people who put out the Aviation Safety Bulletin No. 29-53, which gives the recommended flame-out procedure for F9F aircraft. I had gone over the bulletin which was available in our ready room and when I had the flame-



CORRECT proportions for WRECK-ord posters are checked by Lyons, Hoffman.

out, I followed it as closely as possible and everything worked out perfectly. Thank you again."

NASA files are full of such praise—praise from pilots operating in every part of the world—from ship and shore.

The now-famous "Anymouse," an innovation of a VR-31 pilot some years ago, but brought into greater prominence by NASA, has resulted in many letters of "near accidents" finding their ways to the desks of the Literature Department. These anonymous reports of near accidents give NASA an insight on any potential influx of accident types and are published in the Weekly Aviation Safety Bulletin so pilots experiencing similar conditions can take corrective action and thus prevent injury or aircraft damage.

When the AAR's have been picked clean of all available information that will be useful in accident prevention, they are sent to the records department for filing. All of the information that has been accumulated on the code sheet is punched on IBM cards for future use.

On the amusing, but nostalgic side in this day when aviation is supersonic, are echoes of accidents, three decades ago. One such casualty came from "springing a strut out of line because of compression, and failure of glue, which allowed the lamination to sep-

arate." Another stemmed from the fact that on cold days, when temperatures were 35 degrees or below, oil thickened in the supply pipe to the engine. A number of planes were scratched "due to old age," and "planes worn out in service."

Present plans call for the formation of accident investigation teams to be made available to type commanders, or shore based activities upon request. Accidents of an uncommon nature would receive priority by these teams. Eventually, it is hoped, subordinate teams may be formed in every command concerned with flight operations.

NASA often asks a command for additional information on accidents when the information provided in the original message report is insufficient or ambiguous. Since action is immediately taken on the original dispatch, NASA, with its great wealth of information and statistics accumulated in its few years of existence, oftentimes



CDR. SCARBOROUGH, LCdr. Oliver, and Lt. Eldridge make up the literature department.

finds in several dispatches, indications of an "accident type" trend that could have serious consequences if allowed to continue. In order to nip this evil early, preventive action must be started to save lives. Such action is dependent on sound, factual information from all activities. These "Gigs" do not reflect on the command concerned. They are an honest effort to get information which may correlate with other data to indicate a trend or give the solution for some preventive action.

Without the whole hearted support of the people they strive to protect, NASA will never be able to accomplish their objective. They hope that the individual will match strides with the world's finest aeronautical designers, builders and engineers in making "Aviation Safety" their watchword.

ALERT RESERVISTS ARE MISHAP'S HEROES

A STEEP turn to avoid crashing into a large apartment building and thickly-clustered houses sent LCdr. James B. Kisner's powerless *Corsair* through treetops and power lines before it came to a stop on an unpaved road in suburban Atlanta.

Trapped in the wreckage, the pilot ordered rescuers away for fear they'd be injured if the plane exploded. "Get out of here. Leave me here. This plane's going to blow up any minute," Kisner yelled to four men attempting to extricate him.

Chief Petty Officer C. C. Gossett and Clifford H. Ivey, both members of Atlanta Navy Reserve units, but on inactive duty, and two unidentified civilians disregarded the order and the danger to themselves. They continued their efforts to free Kisner.

The plane was upside down and its fuselage was cracked and buckled in the middle. The men turned it sideways with their hands, tore off the cockpit canopy and wrenched loose a steel beam pinning down the pilot. One rescuer suffered severe burns on his arms as he reached down into the cockpit to unbuckle Kisner's safety belt. The successful struggle to free the pilot lasted five minutes.

LCdr. Kisner, commanding officer of NARTU Memphis Reserve squadron VF-791, and his squadron executive officer, LCdr. Robert N. Pitner were returning to Memphis with two *Corsairs* in a ferry status from Jacksonville, Florida, when the accident occurred. LCdr. Pitner said later that he had just landed at NAS ATLANTA. "When I looked back, there was no Kisner."

Known as the *Rebel Squadron*, VF-



LCDR. KISNER was congratulated by VAdm. H. M. Martin, former Chief of Naval Air Technical Training for the outstanding record chalked up by his *Rebel Squadron*.

791 was called to active duty early in the Korean conflict, and served in combat with LCdr. Kisner as commanding officer. It has been returned to its status as a Reserve unit.

Kids are Kings

Highlight of National Kids' Day for the McKinley Home for Boys was the tour of NAS LOS ALAMITOS, sponsored by the Los Angeles Kiwanis Club. The complete treatment included a visit to the control tower, link trainer, parachute loft where a demonstration of how to pack a chute, service Mae Wests and life rafts, and how to make jumps safely was conducted.

They also made a visit to the flight lines of the F2H *Banshee*, *Corsair*, PV2, and other aircraft. The boys also saw a movie on the training a Naval Aviation Cadet goes through to win his wings.

Some Sort of Record

Lt. Paul Jones, Executive Officer of VA-693, which flies at NAS COLUMBUS, makes a 550-mile round trip from his home in Corbin, Kentucky, to attend his weekend drills. In spite of this trip, which many would use as 550 reasons for non-attendance, the lieutenant hasn't missed a drill or annual training duty period since his entry in the Reserve program on 3 November 1948.

Columbus personnel believe that he

has made more ferry hops and cross country flights than any of the VA pilots at the station. "He loves to fly and will come from Corbin at the drop of a flight plan."

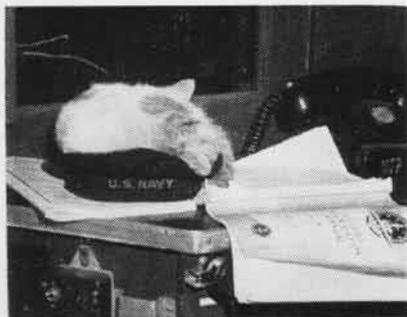
Lt. Jones' enthusiasm weathered its severest test when he was married on Christmas Day 1953, and New Year's Day 1954 found him on a cross-country to Miami. No record is given of his bride's comments.

In his spare moments, Jones is the general manager of a retail home furnishing store in Corbin.

What, No Chicken Farm?

When Cdr. Larry Woodruff was launched into civilian life upon his recent retirement, his shipmates at NAS OAKLAND presented him with a wheelchair, dark glasses, tin-cup and pencils, and a power-saw for his home workshop.

Cdr. Glenn Witham, a retired Reserve, who had served with Cdr. Woodruff when both were enlisted men, drove up from Alhambra, California, and participated in a short "This is Your Life" resume of Cdr. Woodruff's Naval career, broadcast from an adjoining room. With a lump in his throat as big as the anchor he was swallowing, Cdr. Woodruff said: "What can I possibly say. Thanks—a lot."



OPERATION HAT-NAP or legal Flat-Hatting. Scene at NAS Akron's Operations Dept.

Air Reserve Training Courses

Quotas and convening dates will be furnished Commandants by Commanding Officers of Naval Air Reserve activities for two weeks seminars and training courses. Inactive Volunteer Naval and Marine Air Reserve officers who are qualified and designated aviation ground officers, or are prospective aviation ground officers in an in-training status and possess the proper backgrounds may apply to their Commandants or CNARESTRA, as appropriate, for the following courses:

Aviation Maintenance—7 June, 16 August 1954, and 6 June 1955 at NAS New York and NAS Los Alamitos.

Aviation Ordnance—7 June, 16 August 1954 and 6 June 1955 at NAS Grosse Ile and NAS Seattle.

Recognition—16 August 1954 at NAS Denver.

Aerology—7 June, 2 August 1954 and 6 June 1955 at Washington, D. C.; 14 June, 9 August 1954 and 13 June 1955 at NAS Norfolk; 14 June 1954 and 13 June 1955 at NAS Alameda; 16 August 1954 at NAS San Diego.

Administration Personnel Training Duty—Training Activity will set dates. (Applicants specify dates desired, open to COs, XO's, Personnel and Administrative Officers.)

Mobilization Billets—(Any date desired in Fiscal 1955 subject to office or Bureau approval.)

Special Devices—11 July, 15 August 1954 and 8 May, 5 June 1955 at Port Washington, N. Y.

Basic CIC Course—At Boston and San Diego. (Not coordinated as yet.)



A PLAQUE was given newly-wed Lt. Paul Jones by CO LCdr. Earle C. Peterson.

Ground School Instructors—9 August 1954 at NAS Memphis.

Air Navigation—5 July 1954 and 6 June 1955 at NAS Pensacola.

Air Intelligence (Special Course)—31 May, 23 August 1954 and 30 May 1955 at NAS Alameda; 14 June, 23 August 1954 and 6 June 1955 at NAS Norfolk.

Operational Intelligence, Course I.1—12 July, 27 September, 25 October, 29 November 1954, and 24 January, 28 February, 28 March, 23 May, 21 June 1955 at Little Creek, Virginia; 6 September, 6 December 1954, and in February and May 1955 at Coronado.

Aviation Supply—26 July 1954 and 6 June 1955 at ASO, Philadelphia.

Communications—5 July 1954 at San Diego.

Aviation Photography—9 August 1954 at NAS Pensacola and 6 June 1955 at Washington, D. C.

Photographic Interpretation—13 September 1954 and 3 January, 21 March 1955 at Washington, D. C.

Aviation Electronics Course 00-1—Willow Grove and Los Alamitos (Dates to be assigned).

Aviation Electronics Course 00-2—7 June 1954 at Willow Grove and Los Alamitos (Other dates to be assigned).

Aviation Electronics Course 00-3—Willow Grove and Los Alamitos (Dates to be assigned).

Miscellaneous—Industrial Relations Seminar, Nuclear Science Seminar, Guided Missile Course, Biological and Chemical Defense, Mine Warfare, VR Training, Naval



FAMED RUTH ELDER liked Los Alamitos' B-25 displayed at Los Angeles Air Fair.

War College, Naval School of Justice, etc.

In addition to the above, officers with backgrounds in industrial management, mechanical, electrical or electronic engineering, and Naval aviation are invited to take their two weeks annual training duty at the Naval Ordnance Plant, Indianapolis. Arrangements can be made for dates mutually satisfactory to the officer and the Plant Command. Officers apply to: Reserve Ordnance Program Officer of their residential Naval District for complete details.



ALL THE BOYS felt like they were a part of NAS Los Alamitos when the tour of the station was completed. Future Navy men.



GOOD-NATURED ribbing, but every evidence of respect and liking were a big part of Cdr. Larry Woodruff's retirement-farewell.



LT. MUIRHEAD GETS WORD FROM LCDR. MILLS

IFTU Trainees Fly Blind FASRon Keeps Pilots Under 'The Bag'

NAS JACKSONVILLE—There's a typical conversation carried on daily between a group of pilots and the control tower. It runs:

"Hello, Navy Jax Tower, Flyfish 737 for simulated ITO."

"Navy Jax Tower clears Flyfish 737 for simulated ITO."

Down the runway roars a silver TV-2 jet trainer, then off into the blue sky. The pilot controlling the jet can't see the runway, the control tower or even the cloudy sky into which he is flying. He's flying blind.

Last August an Instrument Flight Training Unit was established at FASRon-6. Since then, 33 pilots have completed the jet course in TV-2 aircraft and seven in the SNB propeller course. Before the student can qualify for a Navy instrument rating, he must complete 17 simulated hops, plus 36

hours of ground training and a successful check flight.

Flying blind is a usual occurrence for these IFTU trainees. They can't see because of a canvas enclosure, familiarly referred to as "the bag." This is secured to the inside of the canopy to block the pilot's outside vision. The only thing he sees is the instrument panel and he guides the plane from these readings.

Precautionary measures include having an alert instructor in the main cockpit of the TV-2 with unobscured vision in the event anything goes wrong, while the trainee is flying under "the bag."

Mojave Station Expanded Marine ALF Commissioned As MCAAS

The former Marine Corps auxiliary landing field at Mojave, California, expanded and rehabilitated at a cost of almost \$2,000,000, has been commissioned as a separate auxiliary air station. It will be used primarily for operational flight training.

Formerly a satellite of MCAS EL TORO, it will have a permanent military population of about 2,000 when it reaches peak operating strength in the next few months. Mojave is considered an ideal site. Exceptionally favorable weather conditions and proximity to aerial and gunnery bombing areas permit a maximum of flight training. In addition, it is remote from heavily-populated areas which is excellent.



GENERALISSIMO Chiang Kai-Shek passes through side boys to board a helicopter after witnessing air operations aboard the *Wasp* off Formosa. He and 40 officials were the guests of VAdm. Alfred M. Pride.

Sixth Award Goes to VW-4 Adm. McCormick Lauds Unit for Work

NAS JACKSONVILLE — Airborne Early Warning Squadron Four has been awarded two more official commendations for outstanding performance of duty while conducting day and night hurricane reconnaissance missions during 1953. This brings to six, the number of official plaudits won by the *Hurricane Hunters* during the past season.

Since its commissioning in 1952, the squadron has garnered 13 such commendations.

Among the achievements noted with satisfaction by Adm. L. D. McCormick were: an increase in radar coverage, more rapid delivery of warnings to the Fleet, continuous coverage of Hurricane "Florence" from interception until it was over land and the smooth transition between types of aircraft.

During "Florence", one crew of VW-4 flew their P2V aircraft directly into the vortex of the exceedingly turbulent storm and orbited there for three hours, sending back accurate and important statistical reports.

Records indicate that this flight remained in the eye of the hurricane exceeding similar experiences by approximately one hour. Northwest Florida was the recipient of valuable information received during this flight in that it minimized the loss of life and reduced property damages to a great extent.

Formerly VJ-2, the first of its kind to be commissioned in the East, VW-4 has made the change-over in squadron aircraft from P4Y-2 *Privateers* to P2V-5 *Neptunes* without any difficulties.



PRIOR to their departure for a year of exchange pilot duty, nine Navy and Marine pilots met with VAdm. R. A. Ofstie, DCNO(Air) for briefing. Left to right: Lt. J. E. Davis, Lt. L. W. Laws, Lt. J. B. Stephens, Capt. G. H. Dodenhoff, Adm. Ofstie, Lt. R. Carlquist, Lt. J. S. Elmer, Capt. J. L. Sadowski, Lt. P. D. Davidson, and Lt. E. R. Enquist. These officers will report to AF air bases around the country for exchange duty.

NAVAL AIR'S DIMES MARCH FOR POLIO

IF ANY incentive was needed to help spur on the success of the March of Dimes, the vital importance of the fund was dramatized for members of VR-3 at NAS MOFFETT FIELD when they assisted in the transfer of little Nancy Lee Eldred, four-year-old victim of infantile paralysis.

Nancy Lee, encased in an iron lung and fighting a losing battle with the crippling disease, was put aboard the VR-3 plane at Castle AFB, Merced, California and flown to Long Beach Municipal Airport. She was met at Long Beach by her mother and father and rushed to a hospital at nearby Hondo, California, where she could receive medical treatment that would mark the difference between life and death.

A doctor, nurse and a corpsman attended the girl during the flight. The plane flew the mercy mission as the result of the plea of Nancy's doctor who appealed to Washington, D. C., and the Navy for the use of a pressurized aircraft to transfer the young polio patient.

A six-foot image of little Debby Dains, national polio poster boy, was used to spark the march at NAS NORFOLK. He was moved one foot for every \$1.60 contributed by NAS personnel. Newly-promoted LCDrs. R. A. Deal and R. R. Thoe of VP-44 helped move Debby 100 feet on his gate-to-gate journey.

Their contribution came after they were padlocked into king-size shoulder boards and signs giving the squadron-styled promotion requirement of collecting \$50.00 each for the march. Until they succeeded, they couldn't remove their insignia. Their combined efforts swelled the funds by \$160.00. A record \$17,037.52 was raised by the station.

Out at NAS ALAMEDA, a not too novel, yet very effective "gimmick" was employed to increase contributions. Navy and civilian members of the Transportation Pool acquired a letter board and displayed it in the vehicle dispatch office. The board spelled out "Join the March of Dimes" in holes for dimes. In one week, the board was filled with \$100.80 and "Please in 1954" was added to accommodate the dimes which were pouring in.

G. C. Wheatley, Chief Utilities man



DEAL AND THOE REMOVE KING-SIZE SHOULDER BOARDS AFTER MOVING POSTER DEBBY 100 FEET

of the pool, explained why the program was so successful. Civilian and Navy drivers check their vehicles in and out of the pool office on their many daily official trips. The display, not yet completely filled, aroused the age-old and basic human reaction of everyone wanting to get into the act. Lots of the drivers put dimes in the slots just to keep from having to look at empty holes.

The officers and men of Advanced Training Unit 601 at NAS HUTCHINSON changed the slogan from the "March of Dimes" to the "Wing of Dimes." The unit set a goal of \$180, or enough dimes to stretch from wingtip to wingtip on one of the P2V *Nep-tunes* used by the unit to train student aviators.

Instead of stopping at \$180, the officers and men contributed enough to go completely across the 100-foot wing span and half-way back again. In other words, the unit's drive netted a total of \$306.54.

SAILORS out at NAS COLUMBUS volunteered to be "Mothers" so that the local Mother's March on Polio would be a success. The white hats were called on for help in the campaign because some of the ladies didn't have escorts for the rougher neighborhoods that they were asked to canvass.

The fifty volunteers started their

rounds after secure. They wore badges saying, "Tonight I am a Mother."

The drive at NAS BIRMINGHAM resulted in the station's most impressive record. An over-all average contribution of \$3.25 was made by each officer and enlisted man. The total contribution reached \$711.84.

L. R. Travis, ADC and leading chief of the Aircraft Maintenance Department, went along with the suggestion of P. L. Conway, AE2, that all profits realized in the department coffee mess during January would be turned over to the March of Dimes. The profit-making plan was supervised by T. E. Nixon, AD2, who served as "Chief Cook and Cup Washer." Moreover, the hard-working polio fighter spent several off days and utilized his own automobile to make contacts with various coffee companies. He persuaded them to make contributions of supplies for the coffee mess. The work from this idea netted \$126.

● NARTU JACKSONVILLE — Joseph J. Piva, AD1, received the "Man of the Month" award from RAdm. Daniel V. Gallery, CNARESTRA, during the Annual Military Inspection of the Unit in January. The citation states in part, "Piva's assiduous application to duty as interpreter for 20 Portuguese Naval Airmen, without regard to personal time involved, is considered in keeping with the highest traditions of the U. S. Naval Service."

ground training units of the command. Those headed for ground training activities such as Pre-Flight School, complete only the ground phase of IBTU's syllabus. Some officers destined for administrative and staff billets also take this one-week course.

Those slated for flight instruction duties also take IBTU's flight course in primary, tactical, gunnery, or instrument training, according to which phase he will ultimately be teaching himself. At no time does the prospective instructor finish all flight phases of IBTU during one duty tour. He will, however, come back to take an additional phase when he has rotated from one type of instructing to another. About 95% of the instructors are assigned to primary training.

DURING his ground training, the IUT gets 22 hours of classroom instruction in four main categories of the training arts. These include elements of speech, flight physiology, instructor's orientation, and principles of instruction. "Elements of speech" deals with preparation and delivery of class lectures, lecture delivery problems, impromptu speeches, and critiques. "Flight physiology" introduces the prospective instructor to the physiological symptoms and effects of flight acceleration forces, and lets him experience a spin in the centrifuge.

The "instructor's orientation" covers the mission and organization of the Training Command, NavCad regulations, and student administration. "Principles of instruction" gives the IUT a background in the attitudes of students, case histories illustrating NavCad physical and mental characteristics, and effects of attitudes on learning.



THESE prospective instructors will each train about 150 flight students before they complete their duty in the Training Command. About 75 IUT's a month go through IBTU.



ALTHOUGH emphasis is on the positive, Lt. J. C. Brown demonstrates "how not to instruct" to a group of Instructors Under Training at Instructors Basic Training Unit.

On completion of his classroom course, a prospective ground school instructor goes to the unit to which he has been assigned for duty. There he observes actual classroom lectures and becomes thoroughly familiar with the subject he is to teach. In the final phase of his training, he teaches for a week under the supervision of a senior instructor or the department head.

The flight syllabus for prospective flight instructors is divided into academic, flight, and flight support training. He also gets additional lectures on the elements of speech, principles of instruction, and flight physiology.

Procedure is emphasized throughout his flying. The student instructor is taught the different flight stages through which he will soon be putting his own students. The IUT who will

instruct primary receives about 20 hours of flying in the "primary" stage. He progresses through 10 hours of the "precision" stage, and 15 hours in the "acrobatic" stage. During 35.5 additional hours of flight support training, he gets information on flight maneuvers and procedures, techniques of flight instruction, SNJ engineering, and flight briefing.

LIKE HIS ground school contemporary he is then assigned his unit of the Basic Training Command for a period of closely supervised practical experience. A flight instructor is not considered fully qualified in his job until he has successfully trained three students. During this period, the new instructor is under the supervision of a senior instructor or department head.

Current student loads in the Basic Training Command require over 900 flight and over 100 ground instructors to be on the job. It is an important task, and is no job for an amateur. Because he is working with human material, an instructor can perhaps take even more pride than other workmen in a job well done. He is producing the naval aviators for the best fleet of the best country in the world. The Training Command must produce the finest of teachers if their product is to remain of the highest quality for "naval aviators aren't born. They're made by instructors and a batch of hard work."

SUB HEADS FOR U. S. HIGHWAY ONE

THE PILOT approaching NAS QUONSET POINT hit his ear with the heel of his palm, thinking maybe he was crazy. Then, over his radio he heard the end of the message. "Maypole! Maypole! Enemy submarine contact! Bearing, 195; range, 2000 yards; speed, 10 knots. Heading in the direction of U.S. Highway One. Be on the alert!"

Strange as this message may sound to any transient pilot, it is practically an everyday occurrence at the naval air station where the newest gadget used in the training of air anti-submarine pilots and crew members is in operation.

The device converts electronically Quonset's training building into a maneuverable submarine. Locally it's been christened as "Operation Rooftop." Installed on the roof of the training building, this sonobuoy device plays an electronic game of "cat and mouse" with the aircraft flying overhead.

Any one of the hunter-killer teams of Atlantic Fleet ASW squadrons based from Atlantic City north to Brunswick,

Maine, takes the part of the "cat." The role of the "mouse" is played by the skipper of the mock sub, Neil E. Corbin, TD1. He maneuvers the imaginary sub away from the searching aircraft as he works at an intricate control panel. Using the controls, the "mouse" can change its course and speed whenever it wants to do so.

Recordings are used in the sub's defense, providing realistic sound effects of underwater waves, currents, storms and marine life. These, together with the impulses of the sub's propellers, make it difficult for the "cat" to distinguish the course and position of the sub. It's pretty confusing to try to differentiate between the sound of the sub and a school of shrimp.

The criterion of the crew's performance is the accuracy and speed by which the aircraft crew tracks the submarine. In addition to this valuable training, the device also serves as a test transmitter for last-minute check of aircraft sonobuoy equipment before it's used in operational areas for actual work with submarines of the fleet.

"Operation Rooftop" is a project of Detachment Three of the Atlantic Fleet's Airborne Electronic Training Unit based at Quonset. It's only one of the many types of training employed by the Navy today to simulate actual operational conditions, thereby saving the government millions of training dollars annually.

AE's Take A Series of Tests ONR Is Sponsoring Entire Project

NAS JACKSONVILLE — Most of Jacksonville's high school and college students had already finished dreaded mid-term exams when 150 Fleet Air Jax sailors, all AE's, began an exhaustive series of examinations.

Every week for two-and-a-half months a new group of men filed into



AE BEGINS TEST AS JENSON MAKES LAST POINT

a small classroom and with sharpened pencils and wits took five written and four performance tests designed to evaluate their trouble-shooting ability. The Office of Naval Research sponsored the entire project which was conducted by the Institute for Research in Human Relations of Philadelphia.

Supervised by John J. Jensen, the tests were given to reveal practical application of theoretical knowledge gained by the sailors at Navy technical schools or in the fleet. Results of these tests will enable ONR to determine which AE's might be accelerated to advanced positions in maintenance activities in case of a national emergency. Another objective is the replacement of present hit-or-miss maintenance practices with systematic procedures to be followed when trouble-shooting.

● The 45,000 ton carrier, USS *Franklin D. Roosevelt*, recently transversed the southernmost tip of the continent to enter the Pacific Ocean. This marks the first entry into the Pacific of a carrier of this type.



THIS CLUSTER of aircraft represents thousands of dollars in experimental research. Collected around the Douglas X-3 jet-powered aircraft designed for sustained flight at extremely high speeds are the Bell X1-A, the Navy's jet-powered Douglas D-558, the Convair XF-92, the Bell X-5, the Navy's rocket-powered D-558, the Northrup X-4,



WITH THE last plane aboard, LSO's Lt. E. L. Robinson and Lt. (jg) T. P. McGennis, mark the end of the Kearsarge's second tour of duty in the far east by throwing their signal paddles over the ship's side.



CONTRARY to NANEWS' policy of not running any more cake pictures, the editors felt this one unusual enough to run. When Lt. J. R. Neds of VMA-324 aboard the Saipan was fished out of the sea by the *Chauncey*, DD 667, after his AD crashed, the ship received a cake for the men's good fishing.



"FAR EAST or bust" is the motto of the crew of the lead plane of a three-plane section of Marine R4Q's. The flight was the first attempt by Marine fliers to span the ocean in a Flying Boxcar. Shown in picture are MSgt. G. H. Moffett, LCol. C. J. Fleps, Pfc. A. Bortolozzo, MSgt. H. J. Longstreth, Cpl. C. J. Richard, Capt. M. F. Suter and TSgt. J. E. Stewart prior to flight.

NEW COUGAR READY THIS FALL



F9F-8 COUGAR WITH MANY IMPROVEMENTS OVER F9F-6 HAS MADE SUCCESSFUL TEST FLIGHTS

THE LATEST model in the *Cougar* series, the F9F-8, made its first flight on January 18th. A production modification of the Grumman F9F-6, the new *Cougar* has several outstanding improvements.

The modifications include a cambered leading edge which will replace slats, and increased wing area, a recontoured wing strut, a longer fuselage, enlarged fuel capacity, improved rear vision and increased flexibility in the carrying of external stores.

These changes are calculated to improve flying qualities, increase radius and cycle time, enhance carrier suitability, and yield more flexible operational employment. The F9F-8 is powered by a J48P8 jet engine.

The F9F-8 is scheduled to reach the Fleet this fall.

Exchange Pilot Wins His "E"

Capt. McElroy Completes Two Feats

NAS JACKSONVILLE—Air Force Capt. William J. McElroy stood stiffly at attention as LCdr. George H. Sult, CO of VF-174, read the scroll proclaiming him an honorary naval aviator.

In winning this award, Capt. McElroy performed two feats very few Air Force pilots can list.

He made 18 successful carrier landings aboard the USS *Lake Champlain*

in a Navy F9F-6 *Cougar* during flight operations held aboard the carrier.

Then, while competing in aerial gunnery exercises along with other members of the *Hell Razor* squadron at Guantanamo Bay in August, he won for himself a coveted Navy gunnery "E" for exceptional marksmanship at 15,000 feet.

While his officers and men stood at quarters, Cdr. Sult read the scroll in its entirety which said, "Know ye . . . on behalf of the ancient Gooney Bird, sage of aviators of the sea, I do proclaim Capt. William J. McElroy, III, of the U. S. Air Force to be an adopted son, an honorary naval aviator. This *Hell Razor* from the wild blue yonder, nurtured on *Cougar* milk and hydraulic fluid, raised on 20 mm shells, and aged on the flight deck of the USS *Lake Champlain*, has 18 times proven himself a capable naval aviator. Since you have successfully negotiated the catapult and the arresting gear, you are hereby authorized to exchange your busdriver blues for aviation greens, and you shall forever wear a tint of gold on your silver wings."

Prior to his service with VF-174, Capt. McElroy was attached to the 357th Fighter Interceptor Squadron based at Portland, Ore. He will rejoin his unit when his exchange duty with the *Hell Razors* squadron is finished.

KWAJALEIN OFFERS CORDIAL WELCOME



THE DUTY terminal hostess is on hand to meet all incoming flights at Kwajalein.

THE BIG graceful *Super-Connie* made a long low approach to the field and very gently set down, swung around and taxied back to the passenger terminal.

The young dependent mother gave a sigh of relief and gently shook her three-year-old daughter who dozed beside her. Then she gathered the blankets around the infant she carried in her arms.

It had been a rough trip and she was tired, but it was time to feed and change the baby, and the little girl needed a bath, to say nothing of herself. As she stepped from the plane a very sweet voice rang out, "Hello, there, I'm Mrs. Jones, the terminal hostess. Let me have the children while you freshen up and rest a bit."

The young mother was quite astonished to find a hostess at such a desolate and lonely spot in the middle of the Pacific at night, but she was soon to be added to the long list of admirers of Kwajalein's "Wonder Women."

Called the Kwajalein Terminal Hostess Watch, this organization is formed by a group of about 25 Navy and Air Force wives, who offer a service to mothers with young dependents traveling Kwajalein way on Military Air Transport Service flights.

This unique and popular child care service is welcomed by young mothers at this small Pacific isle and most are astonished at the station's hospitality.



AS MOTHER combs her hair, the duty terminal hostess washes the face of her girl.

The organization provides a duty hostess who meets all incoming planes with passengers under five years old. The hostess assumes care of the children while their mothers enjoy a brief respite from the tiresome eight-hour flight from Guam or the 12-hour flight from Hawaii. The hostess takes charge of the usual motherly tasks of feeding, changing diapers and treating the family small ones.

This day and night volunteer service is the outgrowth of the devastating Wake hurricane of September 1952 when families from that endangered isle to the North were evacuated to Kwajalein.

At that time, families on Kwajalein joined forces and opened their homes to the Wake refugees. The gratitude expressed for this kind treatment during the crisis sparked the Terminal Hostess organization which has operated continuously every since.

RAdm. R. S. Clarke, CO, encourages and supports the hostess group in fulfilling the overall mission of this Navy base in servicing transport and other transient aircraft.

IN SLIGHTLY over one year, hostesses have received many written and verbal plaudits from ever-grateful dependents traveling by air between the Philippines, Japan, Guam, and the United States.

The duty hostess goes into action when she is notified by the duty officer



GIVING mother a "breather", the terminal hostess reads to these two youngsters.

of the station air department that dependents are enroute to Kwajalein. This information is supplied by the radio message from the airfield of the departing plane and reaches this base a few hours in advance of the arriving flights.

After the initial alert, the hostess is called again when the plane is 100 miles, or about 30 minutes, from the station, and she is driven to the terminal to await the family or families. The hostess gets most of her calls during the night, when the majority of flights arrive and depart.

When the passengers disembark, the hostess relieves the mother of the children and shows the group to the Terminal Lounge which is equipped with showers, beds, cribs, and kitchen facilities for preparing infant meals. While Mom avails herself of these facilities, the hostess changes the babies to clean disposable diapers, fixes the bottle and baby food for the hungry infant, and provides toys to amuse those children otherwise content.

After a brief two-hour rest with the hostess in attendance, she helps the family embark for the remainder of the air trip. Mom and the young ones proceed on a refreshed voyage with a warm spot in their heart for the Kwajalein Wonder Woman, who by this time has returned home to take care of her own brood and to await the next family, for when she is eveready to assist in making trips less boring.

THEY FLY ANYTHING AND EVERYTHING

THERE'S one Marine airfield in Korea that can offer a soup-to-nuts menu of airplanes almost any day in the week. A visiting pilot is liable to find an R5D *Skymaster*, an OY observation plane, an SNB *Beechcraft*, an F3D *Skynight*, an R4D *Skytrain*, an F7F *Tigercat*, a TBM *Avenger* and an HO5S helicopter all resting on the field between flights.

The field is home base for Headquarters Squadron One of the First Marine Aircraft Wing. Its pilots have earned a reputation for their versatility throughout the Far East Command and the squadron has been dubbed the *Trans-Korean Airlines* by fellow *Leathernecks*. And the ground crews are versatile too. Line maintenance is a big problem with planes varying from conventional propeller types to the latest jets.

Strictly a transport group, the *Airlines* uses nine different types of planes, ranging from the multi-engined transports to "angel" helicopters. It's no wonder the pilots use the motto, "We fly anything and everything."

During an average month, the *Airlines* log 910 hours of flying time, moving 111,530 pounds of mail and several tons of other assorted cargo. Passengers include Marine personnel traveling to the air base at Itami, Japan for rest and recreation leave, USO troupes touring the Far East area, and important military and civilian personnel getting first-hand knowledge of facilities in both Japan and Korea.



EIGHT different types of aircraft flown by Headquarters Squadron One, a unit of the First Marine Aircraft Wing, rest between flights at their Korean home base.

According to OinC Maj. V. R. Martin, the pilots acquired their versatile reputation since they continually alternate from plane to plane. Although no combat flying is entailed in this duty, several of the pilots are tried and true veterans of the Korean fighting.

For instance, there's Capt. James W. Shank who has a record of 102 missions completed during the Korean Air War. He was a dive-bomber pilot with the Marine's *Wolf Raiders* squadron of MAG-12 before coming to the *Trans-Korean Airlines*.

Lt. Robert G. Coulter was an "emergency angel" with a record of 55 helicopter missions to his credit over the forward battle area near the 38th parallel. He still flies a 'copter but can switch to transports, light observation planes, TBM's, prop-driven fighters and various jets with no strain at all.

FIVE OF the pilots in the squadron are master sergeants. They perform the same flying duties as the officer pilots, trying their wings in everything from 'copters to jets.

One of the squadron's daily hops includes a flight to Pusan, South Korea, where the pilots pick up a ton of bread for the *Leathernecks* of the First Marine Air Wing and attached units, plus copies of "Stars and Stripes," the service daily newspaper of the Far East. One *Trans-Korean Airlines* pilot recently remarked, "Put wings on one of those jeeps and I'll even fly it."

According to the Marines who've seen them fly, the pilots of Headquarters Squadron One are just the ones who could do it. With nine different types of aircraft to master before qualifying for the *Airlines*, they could probably put propellers on their caps and still manage to get airborne.



THE BIGGEST problem for ground crews on line maintenance is trying to keep up with repair problems on nine types of planes.



PASSENGERS of the "Trans-Korean Airlines" board a converted Grumman "Avenger" for a flight to another airfield in Korea.

"BRAIN" SPEEDS NAVAER SUPPLY AT ASO PHILLY



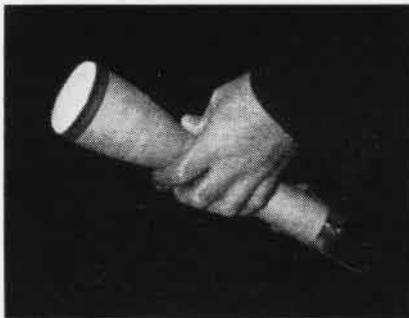
LT. (JG) R. E. UTMAN AT MAIN CONTROL PANEL

AN ELECTRONIC "brain" will soon be analyzing and controlling over 400,000 items from 60 stocking activities under the inventory control of the Aviation Supply Office, Philadelphia. An IBM Type 701 electronic data processing machine has been installed at ASO PHILADELPHIA.

It will complete in a matter of hours the quarterly stock analysis that had previously taken over 90 days by manual and advanced punch-card machine procedures. Next year the 701 will be replaced by a Type 702 machine which will open an even wider scope of time saving machine-controlled activities.

As with a human, information must be fed into the "brain" through electronic circuits analogous to a man's nervous system. This information can be stored in the "brain" as "memory" for use later, or it can be made to enter its analytic portion directly for immediate thought-like consideration.

ASO's electronic "brain" affects even the most junior aviator in a squadron. He can count on it to help get the right piece of equipment in the right person's hands to keep his plane in an "up" status. Information of future aircraft operations and changes in squadron employment continually funnels into the "brain" from CNO, BUAER and fleet commands. The machine analyzes and interprets these plans into scheduled hours of operations for specific aircraft models in specific units. This data is translated into useable form in terms of maintenance and overhauls of aircraft, engines, and equip-



CATHODE RAY TUBE AIDS MEMORY OF "BRAIN"

ment at the various O&R activities. These are stocked accordingly to permit these scheduled operations. Technical files in the "brain's" "memory" relate all spare parts to their end use, and comes out with the parts requirements at specific activities.

In addition to the perpetual stock status picture in the brain's memory, the computer permits immediate distributive action if excesses exist, or procurement if not. To insure the utmost in economy, the "brain" applies standard mileage and shipping cost tables to the data. Up-to-the-minute information for budget reports, financial control records, stock status listings, and other special listings are available from the "brain" within hours.

Although the ASO electronic computer will produce an even more efficient aviation supply service, the possibilities of these machines are just beginning to be realized. The National Bureau of Standards has prototype models of two new machines in its shops. One of them will read a typewritten page faster than it can be typed, and it will put the information onto teletype circuits in electrical pulse form acceptable by a computer. The other is a magnetic disk storage device like an "electronic library" that will provide storage capacity with fast random access to any unit of information.

Other type computers can put information on—or take it off—teletype lines. The CAA has a flight plan control system in use in the midwest employing this type. When a flight plan is filed, it is transmitted to the center where the computer goes to work searching its "memory" of as many as 2,000 flight plans. It takes a half second to locate the affected schedules. These are compared and revised by the machine. Results are then transmitted to the originating and other stations.

Another Two-Million Miler Chief Walker Rides in Wheel Chair

NAS CORPUS CHRISTI—The elite and select "Two-Million Miler Club" has a new member.

When Rowland (Mickey) Walker,



SMILING BROADLY, WALKER ACCEPTS CHAIR

ADC (AP) set the big R5D down on the runway at Corpus just recently, he was met by his commanding officer, Cdr. Ira M. Jones and LCdr. M. A. Renner. Each had a gift for him. Cdr. Jones presented him with the traditional cake, and Renner piloted his wheel chair out and presented him with the symbol of club membership.

Walker first enlisted in the Navy in 1931 and started his flight training in 1937 when he flew the old float-equipped NY-1. Graduating from flight school in December 1937, he started his aviator's career piloting the PBV.

He arrived at Pearl Harbor just about 50 hours ahead of the Japanese attack on that island. His squadron had been on duty at Midway and Wake Islands and when caught on the ground, the entire complement of planes was destroyed.

In January they were winging their way to the Philippines to join Par-Wing 10. With the pressure being applied to the islands, they were once again forced to move, this time to Perth, Australia from where they patrolled the Indian Ocean for a year. While serving in Australia, Mickey was subsequently advanced until he attained the rank of lieutenant commander. He reverted to CPO in 1950.

During his jaunt as test pilot at NAS NORFOLK, Mickey was involved in the only accident to mar his otherwise perfect flying record. During the flight test of an SB2C, the canopy came loose, striking him on the head, and although he managed to land the plane safely, he was confined to a hospital.



LCDR. D. E. GOLDMAN CHECKS GRAPH AS H. L. BRAUN SQUATS ON SPECIAL VIBRATOR BASE

VIBRATION EFFECT ON MAN STUDIED

A NEW MACHINE to study the low frequency vibrations on man has been designed, constructed and tested at the Naval Research Laboratory.

The two-ton instrument, which took five years to construct, is capable of producing smooth vibrations from two to 50 cycles per second. LCDR. David E. Goldman, MSC, a biophysicist, heads the group of medical experts who are studying these vibration effects.

Termed the "large displacement amplitude vibration machine," it peeks into what makes aviators, operators of heavy construction equipment, operators of pneumatic tools, and of small hand operated drills, buffing tools, etc., tired and uncomfortable. Occasionally vision and the ability to perform fine handwork are impaired. Little is known at this time as to just what effects vibrations have on body tissue.

Special built-in features allow the investigators to vary the cycles per second and the amplitude while the instrument is in operation, or to hold one and vary others.

Studies are now underway to map the mechanical structure of the body and its vibratory motion at various settings of the vibration machine. Data on physiological and psychological re-

sponse will be gathered, and this information will make it possible to establish safety and tolerance limits as well as to devise protective measures.

Polio Patients' Flight Made

NAS JACKSONVILLE—The Maintenance Division of Operations Department made it possible for two polio victims to be flown to Greensboro, N. C. where they were admitted to the Convalescent Hospital for Infantile Paralysis. One was an iron lung case.

When the Duval County Chapter of the National Polio Foundation requested NAS JAX to furnish air transportation for a polio patient confined to an iron lung, the electricians went to work to see how R-4-D-8's power could be utilized to operate the lung. The problem was complicated by the fact that the patient's condition required a suction pump for the extraction of saliva. Both lung and suction pumps used by the local hospital where the patient had been previously confined, were operated by 110-volt A.C. motors.

A supplementary iron lung was delivered to the station by the hospital several days before departure. Replacement of both motors by 24-volt D.C. motors was made. The same pulleys and belt originally installed on the lung motor were used, although the pulleys required a new bushing to reduce the pulley from a $\frac{3}{8}$ -inch to $\frac{1}{2}$ -inch hole to fit the shaft of D.C. motor.

The 24-volt D.C. motor was connected directly to the suction pump, and a vacuum regulator was installed to reduce the suction to the desired amount. Power to the iron lung and suction pump was taken from the hot side of the main inverter D.C. power 150 amp. fuse. Two hot leads, two ground leads, two single pole throw switches, and two 10-amp. circuit breakers were used. Number 14 wire was used for all connections.

The iron lung was placed in the aircraft with head facing forward and secured to tie-down rings in the deck. Wheels were chocked to prevent rolling or slipping during take-off and landing. The suction pump was tied down in a passenger seat near the lung.

The patient, in a separate iron lung, was transported via moving van from the hospital to the aircraft and quickly transferred to the previously installed lung in the plane. APU supplied power via the plane's circuits to the lung and suction pump during transfer and until engine power was available.

ATC was most cooperative in granting the pilots any requested altitude so that they could fly at altitudes of minimum turbulence. The flight was safely made with an instrument at Greensboro. After landing, the patient was transferred to another waiting iron lung and delivered to the hospital.

Tool for Gun Installation

Roland R. Burgess, aircraft mechanic at NPG DAHLGREN, has received an award for suggesting a tool for lining up 20 mm. guns. This was given under the Navy Awards and Incentives Program.

The tool Burgess has designed is particularly applicable to aircraft which have gun compartments in the wing. It is expected to save many skinned knuckles and eliminate damage to wings and guns caused by slippage.

The tool is a five-foot rod, threaded at one end to fit the barrel of a 20 mm. gun. When a gun is to be installed, this tool is screwed into the gun barrel and two men carry it to the wing. The length of the tool permits easy alignment with the wing slot or hole by the man in front.

After alignment, the man in front goes back to the receiver end of the gun, and both men slide the entire gun into place with a minimum of effort. Then one man holds the gun against possible slippage while the other locks the gun into place. The tool is then removed. The possibility of leaving the tool in place after installation is remote since the tool protrudes about three feet.

If sufficient favorable comments and requests for this tool are received, BUAER will consider fabricating and stocking this tool on a standard basis for ordnancemen.

LETTERS

SIRS:

The picture of this Unit's test stand as it appeared on p. 36 in the February issue of NAVAL AVIATION NEWS has been very forcefully brought to my attention by members of the outfit. I am passing it along to you.

Flags hanging from the top passageway in the hanger are upside down. I am not complaining and appreciate your using the item.

C. J. ROBEY, LT.

NARTU JACKSONVILLE



SIRS:

With reference to your January 1954 issue, undoubtedly some *Kamaaina* has already notified you of the slight error in the Cities Quiz section. The "city" you named as MCAS KANEHOE BAY, Hawaii, is actually the nearby village of Kailua.

We have had a good opportunity to observe the two locations since the *Red Devil* squadron has been operating from MCAS KANEHOE for a little over four months.

R. R. BURNS, LCOL.



THE SURREY with the fringe on the top has nothing on this boatswain's chair which the *Yorktown* uses for transferring personnel at sea. The redecorated chair is equipped with softer cushions and sports green and white stripes and a dash of lace.

SIRS:

Fighter Squadron 61, on gunnery exercises at Leeward Point, Guantanamo Bay, Cuba, recently flew 83 of a scheduled 84 daylight sorties in 10 hours with only 20 of the F9F-7 aircraft aboard. They totaled 86 hours of flight time.

Could this be a record? Perhaps we could get some challenges from other squadrons.

J. E. THOMAS
CO of VF-61



SIRS:

I would like to bring the following information to the attention of interested personnel:

The reunion of the USS *Yorktown* (CV 10) will run from 30 April to 2 May in New York City at the Belmont Plaza Hotel. Anyone interested should contact G. Bernard, New Equipment Digest, 60 East 42nd Street, New York 17, New York.

ROBERT BORZICK

USS YORKTOWN ASSOCIATION



LCDR. PUCKETT CONGRATULATED BY CAPT. JETT

First Cutlass for Fleet Duty F7U-3 Squadron Forming at Miramar

With the F7U-3 *Cutlass* in quantity production at Chance Vought's Dallas plant, delivery of the speedy twin-jet fighters to the Navy has commenced. The first *Cutlass* assigned to Fleet duty was accepted for the Navy by LCdr. Ron Puckett, flight test officer at the BAR office in Dallas.

After being congratulated by Capt. C. M. Jett, BUAE Representative, Puckett ferried the airplane from Dallas to NAS MIRAMAR, where it is being joined by other *Cutlasses* to make up the first F7U-3 fighter squadron.

CONTENTS

Coal-Burning Carriers	1
The Osipoff Incident	5
New Military Planes	8
Marines Sport Vests	10
Rhode Island 'Injuns'	11
Time Won't Drag	13
'Champ' in Cinerama	16
Sage Sentinels	18
Air Reservist Heroes	20
Naval Air's Dimes	23
They Instruct	24
Sub Heads for Highway	26
New Cougar Ready	27
Kwajalein's Welcome	28
Trans-Korean Airlines	29
'Brain' Speeds Supply	30

● THE COVER

The canted deck is clearly visible in this picture of the USS *Antietam* in Graveshead Bay, N. Y., after leaving the Navy Yard at Bayonne, N. J.

● BACK COVER

Union soldier and horse is from the collection of Mathew Brady Photographs, courtesy of the Library of Congress.

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SQUADRON INSIGNIA

SEVERAL different types of aviation units are represented this month. FAW-3 has a plane dropping its deadly load to blast a ship from the water. FAW-11's silver griffon shows the head and neck of an eagle for wisdom and the body of a lion for strength. VC-62's jet leaping off the deck of a carrier bears a viewfinder, meaning photo-jets carry no weapons. Cameras protrude from wingtips, taking pictures of a large part of the world. VP-42 uses a representation of Neptune holding a trident which points downwards on and over a red flash to signify its assigned mission.



FAW-3



VP-42

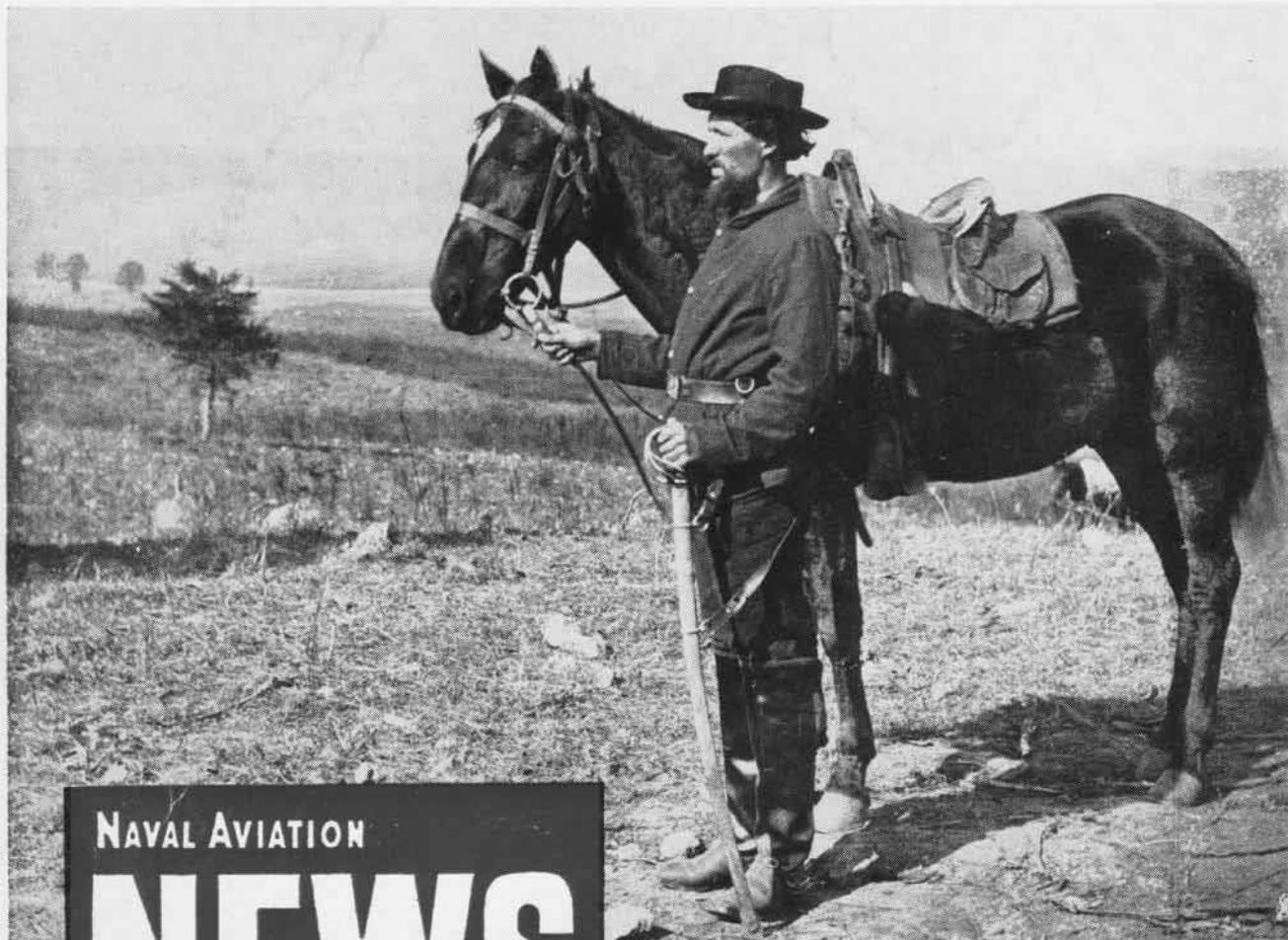


VC-62



FAW-11

HE WAS BORN YEARS TOO SOON



NAVAL AVIATION

NEWS

U. S. Aviation in the days of this 1862 cavalryman was Prof. Lowe's balloons—nothing else. This Yankee was born too soon. You live in the air age. NANews keeps you abreast of it with the latest in naval aviation. Your folks can keep up too. One year for \$2 sent to: Superintendent of Documents, Washington 25, D. C.

NANEWS KEEPS YOU UP TO DATE