

NAVAL AVIATION

NEWS



JANUARY 1954

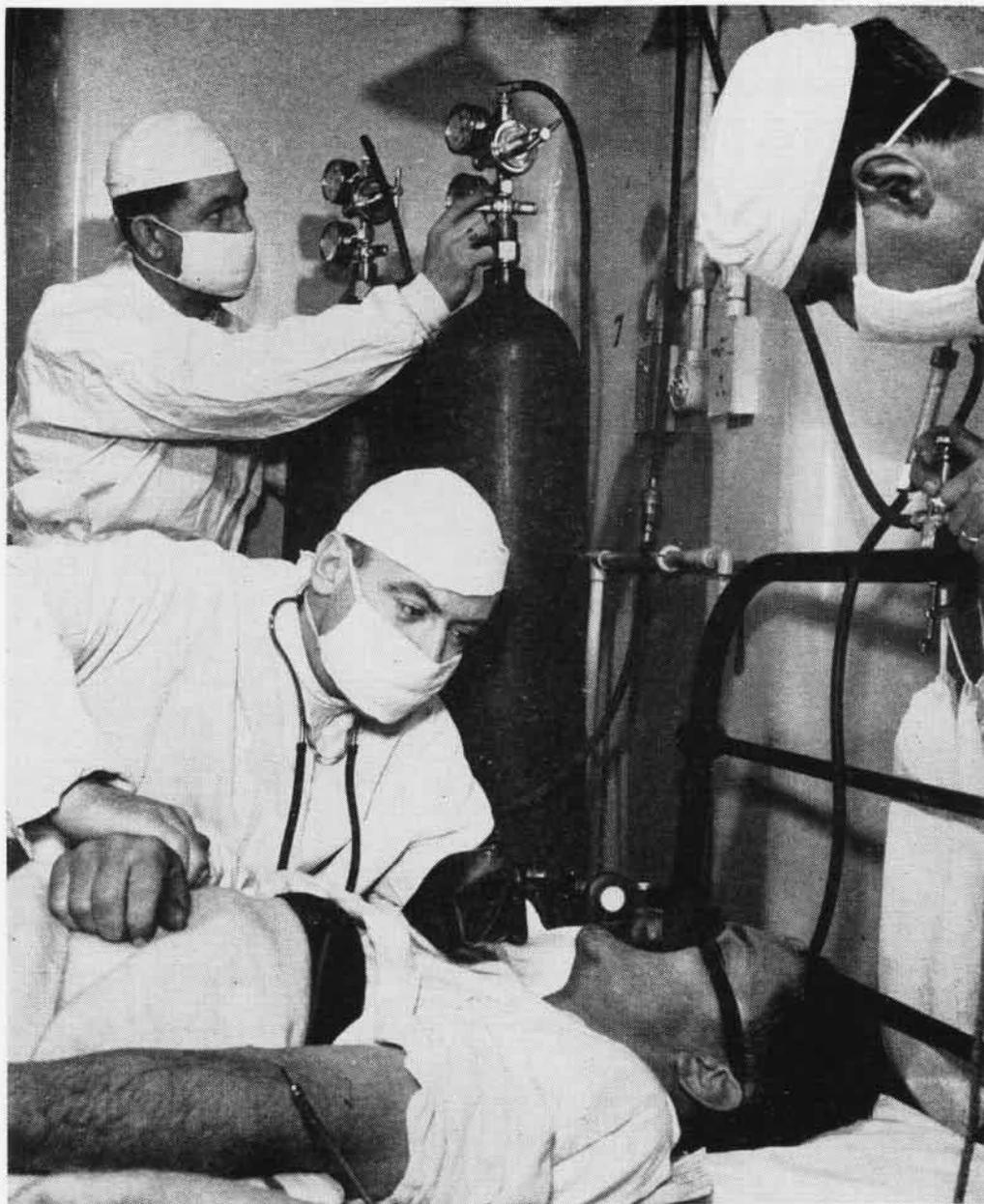




WHERE ARE YOU?

These two cities are on different oceans, so globe-trotting aviators may recognize them. The Marine choppers in one is a tip-off. The other is a chopper view too. Answers appear on the last page.





NAVY FLIGHT SURGEON

THE LSO gave the Panther jet pilot the "cut" signal. The plane's trailing hook grabbed the arresting gear and the plane came to an abrupt halt.

The young JG standing on the flight deck relaxed. Winter wind had lashed at his face as he stood there. He had been waiting, just waiting, for the last plane

of the squadron to return aboard. Then and only then could he relax for awhile.

He had called CAG aside that very morning and told him simply, "Sir, I am grounding you for a few days." CAG had given him an affectionate "O. K., Doc, you're the boss." It had been a part of his job.

THIS YOUNG JG was the air group's flight surgeon—the doctor, nurse, pinch hitter, midwife, friend—officer-in-charge of refreshments, and a thousand other things to the aviators and aircrewmembers of his squadron. He was virtually the boss when it came to flying the Navy's aircraft.

He is a busy guy during flight operations and has but one concern—the well being of his pilots. His popularity can be measured by the fact that he is one of the most respected and most kidded officers serving with the Navy.

He is called "Doc", "Sawbone", "Surg", "Pill Roller", and a hundred other names, but each is a term of affection. On call 24 hours a day, and especially during flight operations, he and his hospital corpsmen stand like pillars of strength for the aviators flying the planes. They know that the flight surgeon is there for their safety, well being, and protection.

His training has paid dividends to the Navy for his judgment has saved many lives and many planes. If a pilot is operating under inordinate strain, he has no place around an airplane until he has settled down. It is the flight surgeon's job to make sure that a pilot keeps in good physical shape. On the other hand, if a pilot is on the verge of a mental or physical breakdown, it is the flight surgeon's job to insure that he not be sent aloft to jeopardize his life, the lives of others, or the safety of the plane he is flying.

The carrier-based flight surgeon is probably one of the busiest persons in the Navy. In addition to his responsibilities for the health and comfort of flight personnel, he also serves as a member of the ship's medical department. He attends the briefings and debriefings of his squadron flight crews.

His personal observations of the pilots are added to what he already knows about the men. These are used for future reference if needed. He will spend long hours with his pilots. Living, sleeping, eating, joking, working and playing with aviators are major parts of his routine.

Typical of one flight surgeon's concern for his people was his obtaining an account of each man's personal life. This information included the man's nickname, his wife's name, children's names and ages, college connections,



CDR. NORMAN Barr, adjusts telemetering equipment on Chief Kube before takeoff.



TELEMETERING research carried on by NMC, Bethesda, is an important part of AvMed.



ELECTRODES are attached to Chief Kube's leg. Reactions are read on the ground.

likes or dislikes for sports, eating and drinking habits, plus little idiosyncrasies in which others failed to take heart or to show interest.

This flight surgeon, Cdr. F. B. Voris, then Lt (jg), stopped a pilot one day on the flight deck and asked, "How's Betty?" The pilot was absolutely dumbfounded. He didn't think the Doc remembered his wife's name. Eventually the pilot even got to coming by and seeing Voris every time he got a letter from home, proudly pointing out items of interest and showing off pictures of his family. This isn't odd. Flight surgeons are vitally interested in the men.

WHEN HIS squadron arrived back in the States, this flight surgeon made house calls to diagnose and treat his squadron's dependents. This is not uncommon among the flight surgeons, for the aviators have come to rely greatly on his judgment and skill.

Voris had, at various times during his tour of combat duty in the South Pacific, requested permission to take part in actual combat missions with the pilots. His CO was reluctant to grant such permission as he felt that the surgeon's services were more beneficial on deck in event of emergency.

Voris pointed out that there was a strong psychological angle to his flying. Pilots who may be reluctant to fly combat missions, feel more at ease when accompanied by the CAG. With the "Doc" substituting for CAG, the pilots jumped in and flew these missions with gusto. The thought behind their attitude was simply, "if he can do it, so can I."

The role of Navy flight surgeon isn't an old one, nor is it new. The Navy had only 80 flight surgeons on duty at the outbreak of WW II. These medical officers were entrusted with the responsibility of examining and passing on the physical qualifications of some 3,000 aviation personnel. They served both ashore and afloat. At the time of the declaration of the national emergency in 1939, BUMED's Aviation Medicine Division consisted of one officer and one clerk.

It wasn't until November 1939 that the Navy provided a school to teach the many specialized subjects required to qualify a physician as a flight surgeon to serve with the fleet.

The first naval flight surgeons re-

ceived their training at the Army School of Aviation Medicine at Mineola, Long Island, during the period 1922 to 1926. Capt. Frederick Ceres, now retired, was one of the pioneers.

In 1926, the Navy began training its own flight surgeons at the Naval Medical School in Washington, D. C.

Consisting of three months academic work in Washington and three months of practical training at Pensacola, the school graduated but 25 flight surgeons from 1926 to 1934. The following five years again found the Army doing part of the training of Navy flight surgeons. Three months study at Randolph Field preceded the flight

poses for those in need of this service.

The academic syllabus for student flight surgeons looks something like this—ophthalmology, aviation physiology, neuropsychiatry, cardiology, otorhinolaryngology, physiology, bio-physics, radiation safety, tropical medicine, dermatology, field hygiene and sanitation, advances in international medicine, arctic medicine, and surgery. Military law, aviation physical examinations, aviation safety, air evacuation, air-sea rescue and aviation dentistry are also included in his classroom work.

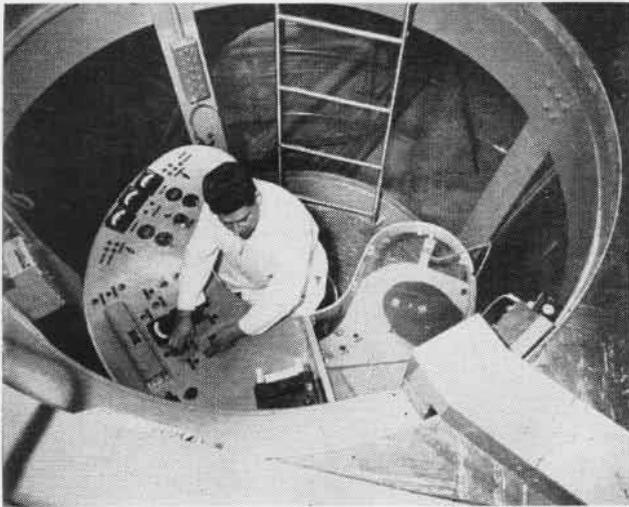
His laboratory and clinical studies include ophthalmology clinic, applied physiology laboratory, neuropsychiatry

pilots, enabling them to know the personal attributes of each. Thereby, they have been able to properly appraise and safeguard flying personnel.

Captain Langdon C. Newman, one of the Navy's ablest flight surgeons and presently the Director of Aviation Medicine Division, BUMED, has delivered hundreds of babies during his flight surgeon career.

A common practice for Captain Newman was to ground expectant fathers for a 24-hour period just before the blessed event was to take place.

One pilot was so set on being the father of a boy that he had cigars especially made up for the occasion.



THE CONTROL booth of the centrifuge at AMAL, Johnsville, Pa., is playing a very important role in flight surgeon training.



EVACUATION training pays off also for the medical corpsmen. Here one administers oxygen to a patient being air evacuated by R4D.

phase at Pensacola.

The 1939 emergency made it apparent that there was no longer time to have the men trained in this fashion. Consequently, the Naval School of Aviation Medicine was organized and began formal instruction at Pensacola in that year. Since its establishment, 1,600 flight surgeons and aviation medical examiners have been graduated from this school.

Instruction in aviation medicine is not the only type training the student flight surgeon undergoes at Pensacola. He must have a working knowledge of aircraft nomenclature, navigation, gunnery, flight operations, engineering, aerodynamics, code and other related subjects. He is an authority on ground school instructing techniques after completing the course. He also knows how to lend a soft shoulder for crying pur-

clinic, cardiology laboratory, otorhinolaryngology clinic, acceleration laboratory, aviation physical exams, military drill, field trips and demonstrations. Lecture hours total 322, clinic and laboratory hours 282, and academic hours 604. (Wow!—Ed.)

Upon graduation from the course at Pensacola, the flight surgeon may be assigned to one of many and varied aviation commands for duty. He may be assigned to an air group or to an air station, he may serve ashore or afloat.

All these flight surgeons are volunteers, and only those who demonstrate an aptitude for this duty are retained. This explains the excellence in morale of these officers. Their value has been further demonstrated by the way in which they gain the confidence of their

Along the side of the cellophane he had the words "It's a Boy" embossed.

You can well imagine his state of mind when the stork double-crossed him and a girl was born. Doctor Newman had to ground this pilot for a slightly longer period than the customary 24 hours so that the young fellow "could adjust himself to having two females in the family" as the doctor put it.

Each flight surgeon trains as if he were to become a pilot himself. He receives flight instructions right up to solo to have a better understanding of the rigors of flying and an acquaintance with the problems actually encountered by the aviator. This gives him a much needed tool. He can talk an aviator's language. He isn't just an outsider, he is a member of a team.



ASSISTING fellow officers is just a part of the daily routine of the flight surgeon. Here Lt. Robert King helps Marine Lt. George Bodenhoj with his Mae West.

PILOTS sometimes complain about the awkwardness of the oxygen mask at an altitude of 18,000 feet. A man can still breathe at this altitude, but with difficulty, and possible damage to his senses. Masks should be worn at all altitudes above 10,000 feet, but some aviators don't, failing to realize that about 50% of their abilities are impaired. Sight and reflexes are deterred and it is the job of the flight surgeon to impress upon each pilot the importance of the mask.

The importance of the flight surgeon's duties in conducting various tests, such as high altitude, night vision and ejection seat training, oxygen mask and "G" suit fitting and testing, cannot be over-estimated. He works out a program for his pilots and aircrewmen in physical conditioning, which gives them a much better chance of survival. He is a specialist in preventive medicine.

RAdm. Winfred P. Dana, Assistant Chief for Aviation and Operational Medicine, BUMED, states: "The professional future of the flight surgeon is bright. With the advanced methods of research in aviation medicine, which are now available and projected, he is assured of keeping abreast of his rapidly progressing and indispensable profession."

Studies of pilot disorientation will follow the problems which attend the development of new aircraft and their flight characteristics. Studies in the

field of acoustics may be extended to include investigation into the field of ultrasonics.

Research in cellular-respiration now underway has almost limitless horizons. Work in the cardiovascular clinic will continue to be directed by the practical problems continually arising. Research in cardiovascular dynamics has important aviation applications.

Work of flight surgeons in the high altitude chambers and in acceleration laboratories is directed toward solving new practical problems, and toward increasing the basic knowledge of the effects of decompression and acceleration on the human body.

ONE OF the most important research programs presently underway in the decompression chamber, is the study of the ability of aviators to carry out pressure breathing at altitudes of 43,000 feet and above.

Recent experiments carried out under the cognizance of the Research Division of BUMED in telemetering, promises to bring into sharp focus new horizons for the flight surgeon. With the use of this machine, he can sit aboard his carrier and keep close tab on the mental and physical condition of the pilot while flying.

Under the guidance of Cdr. Norman L. Barr, one of the 16 naval flight surgeons who also wear naval aviators wings, the system has been undergoing intensive tests during the past two years at the Naval Medical Research Institute, National Naval Medical Center, Bethesda.

The aviation profession can be proud of the flight surgeon and the work that he is doing. This work has not gone without professional notice as recently aviation medicine has been recognized as a field of specialization by the medical profession. Qualified flight surgeons may now apply for and be certified as a Diplomate of the American Board of Preventive Medicine for Aviation Medicine.

His theme is service. His tasks are never-ending, but his rewards are great. Imbedded within his mind is personal satisfaction of a job well done.



BY PARTICIPATING in squadron briefings and de-briefings, the flight surgeon gains much valuable information to add to his already long list of personal observations.

'KINSELLA'S FELLAS' AS NIGHT HECKLERS



AT THE DAY'S END, BOXER CREWMEN BEGAN TO RESPOT THE PANTHER JETS WHICH WOULD TAKE PART IN THE NIGHT'S HECKLER MISSION

NIGHT interdiction isn't new. It was widely and effectively employed throughout the Korean air war. But it is news that jet aircraft participated in night heckler operations in the last months of combat operations.

Night flying is hazardous and exacting in the rugged and mountainous terrain of Korea. Because of its dangers, a handful of specially-trained night fighter units in radar-equipped *Corsairs* and *Skyraiders* were assigned to every carrier that joined Task Force 77 in the combat zone.

The overwhelming superiority of TF-77's air power swept the networks of roads and rails during the daylight hours, forcing the Communists to abandon daylight movements and transport their war potential by night. It was this lack of enemy movement by day that finally inspired the bold innovation.

Each evening as the heckling night fighter and attack pilots were debriefed, they reported the long supply routes winding to the south swarming with columns of trucks and, along the rail lines, locomotives puffing with comparative impunity. There was just too much night traffic for the handful of propeller-driven hecklers to knock out.

Instrumental in the evolution and planning of the night jet missions was LCdr. James J. Kinsella, Commanding Officer of VF-52, the *Sealancers*, aboard

the *Boxer*. It was his conviction that jet aircraft could be used successfully in night combat operations. Because of the jet's high speed and its silent approach, the *Panthers* could strike their targets before the Reds could extinguish their lights. Although they might consider themselves supermen, even the Communists, skilled in the art of nocturnal operations, were forced to use illumination to avoid the wash-outs and craters along their heavily-bombed roads.

Since none of his squadron pilots was specially trained for this night work, LCdr. Kinsella volunteered to lead the first night mission to demonstrate the soundness and effectiveness of this new concept in jet operations. The Commander of TF-77, okayed the mission. VF-52 was scheduled as one of the squadron's for the first night's sorties.

"Kinsella's Fellas" were ready to go. With the youthful skipper were three of his veteran pilots: Lt. Paul A. Hayek, Lt. Richard A. Dadisman and Lt. (jg) William N. Brook. All were on their second Korean combat tour with the *Sealancers*.

As the *Boxer's* catapults hurled them into the black void of the night of 25 May 1953, the CAG-1 pilots prepared to range the Red supply routes to the north and batter attempts to move supplies and troops under the protec-

tive mantle of darkness. They headed for the vital coastal route that twists from Pukchong to Chongjin, 75 miles to the north.

According to the plan, Kinsella and Dadisman swept the northern end, while Hayek and Brook covered the southern segment. It was evident from the first intelligence debriefings that the mission and the tactical concept of it were an unequalled success.

THE SWIFT, silent approach of the jets really took the Communists by surprise. This time there wasn't their usual forewarning by a throb of piston engines and the whine of propellers. After the first "free" pass, the speed of the *Panthers* also proved effective in avoiding the blazing crossfire of tracers directed at the repeated jet attacks.

Writing history in modern jet combat operations is nothing new to the *Sealancers* whose *Panthers* took part in the first Navy carrier-based strike of the Korean war on 3 July 1950. Many men in the squadron wear six stars on their Korean service ribbon. LCdr. Kinsella feels that his squadron is representative of the "can do" spirit of TF-77 whose offensive role in the conflict proved a potential factor in stemming the Red tide.

Now that Kinsella's theory has been proved, jet squadrons will probably be trained for similar heckler missions.



GRAMPAW PETTIBONE

Rock and a Hard Place

The pilot of an F9F-6 was catapulted at 2120 from one of our canted deck carriers for a routine dusk launch and a night flight into NAS OCEANA about 30 miles away. The weather was reported to be VFR. He arrived over the station and received an immediate clearance to land. Shortly after turning downwind, he flew into a rain squall, with violent turbulence and lightning.

He overheard a transport aircraft report that he had missed the field because of the low visibility and was going out to sea to start an orientation problem. With this information and the fact that the forward visibility was reduced to zero, the pilot of the F9F-6 also took a heading that would take him to a clear area.

The entire coast appeared to be a solid mass of thundershowers and because he couldn't contact NAS OCEANA or any other station on the radio, decided to return to the ship to get further weather information or to land aboard. The coastal weather was not too good and the pilot was finally told to land aboard.

It is to be noted that this pilot was not carrier qualified in the F9F-6 and was unfamiliar with the canted deck. He had a total of about 100 hours in the aircraft, 50 of which were in the past three months. It is noted further that the LSO had never before waved or seen an F9F-6 in a carrier approach. Add to this the fact that the weather had deteriorated around the ship to extremely poor flying conditions owing to lightning, rain and poor visibility and it makes for a good story.

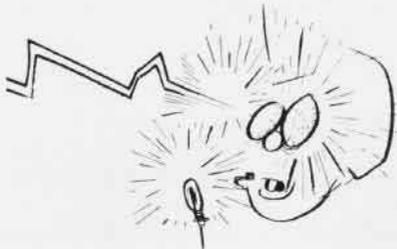
The pilot entered the carrier traffic pattern, received a "cut" and made contact with the deck on the lighted centerline. He didn't catch a wire, and as he saw the end of the deck coming up, added full power and became airborne. He then noticed that his arresting-hook-unsafe warning light was on. At this point, we pick up the pilot's story.



"The weather was getting pretty bad at this time. I was flying in and out of the rain squalls, and the visibility in the squalls was about zero. I checked my hook release as best I could and started another approach. I had trouble reading my radio altimeter as it was very dim. If I turned the rheostat up to where I could read the radio altimeter, the other lights in the cockpit were blinding bright.

"At my 90° position on this second approach, I was blinded by lightning, and with the rain falling, I was unable to see the carrier. This lightning forced me to turn my instrument lights up again, but the glare on the port panel was such that I was afraid it might blank out the LSO, so I turned them down again.

"I continued my approach on instruments and as the destroyer came in sight, I lined up with its wake. A few seconds later I saw the masthead lights of the carrier and lined up with the centerline lights, but I still couldn't see the LSO. It was raining hard now and when I could just see where the LSO was, I could not tell what signal he was holding for he seemed to be an illuminated ball of haze. Shortly, I was close



enough to recognize a 'Roger' and about five seconds later I received a cut.

"I touched down smoothly, but didn't catch a wire, and when the end of the deck came into sight, I added full power and took off again. The ship informed me at this time that my hook was definitely down. This was the best news I had had for some time, and I was confident that I would get aboard on the next pass.

"As I turned into the 90° position on my third pass, I leaned over to check my radio altimeter just as the lightning flashed, blinding me. Right after that the fuel-low-level warning light came on blinding bright, and I threw my left hand frantically across to try to turn it out.

"Just as I got the light turned out, the lightning flashed again and almost immediately I felt a sharp bump as if I had hit the water and bounced off. [He did. He tore his left wheel off. Editor.]

"I added full power, and now that I could see my instruments, I started to climb for altitude. I informed the carrier that I had probably hit the water and damaged my aircraft as it had a tendency to roll to the left. The only way that I could keep my left wing up was by full right tab and right stick.

"I was trying to get enough altitude to check the stall characteristics of the plane, but I soon entered the low clouds. I had already decided not to bail out, and after making several 'S' turns to keep the carrier in sight, I decided to try another landing.

"Just prior to entering the 90° position, I flew into a heavy rain squall and my forward visibility was reduced to zero. A few minutes later, I noticed a white streak on the water and recognizing it as the destroyer's wake, paralleled it and dropped to 100 feet (radio altimeter).

"I looked for the ship but still couldn't see it. I finally picked up the centerline white running lights and lined up with them, but I still couldn't see the LSO in the rain. I finally saw the LSO just as he gave me a 'cut'. I really pushed over this time and my hook caught a wire. The plane came to a stop on the right wheel and left wing. I was sure glad that flight was over."



Grandpaw Pettibone Says:

Well, young fellow, I don't expect that you are the only one who

was glad that flight was over. Through no fault of your own, you got into a position that might be described as "between a rock and a hard place." Under the adverse circumstances, you deserve a lot of credit for making the best out of a bad situation. However, the next time you want a close shave, you better go see the barber.

You know, it may have helped somewhat if someone had cut the pilot in on the fact that there were only six arresting wires and that he was overshooting. This information was made known to the pilot after he finally managed to get aboard.

Controversial Issue

The pilot of an F9F-6 on his fourth FCLP pass received a "cut" and made a normal landing and a take-off. Immediately after take-off, the pilot noticed that his left wing was down and felt very heavy. He couldn't move the stick to the right and the rudder was no help in levelling his wings. He was still over the runway and, unable to level his wings, decided to land immediately.

The nose gear was sheared as he touched down on the runway and the plane continued on down the runway on its nose and main gear, coming to rest just off the end of the runway. The pilot was not hurt but the plane received substantial damage.

Believe it or not, the accident was caused by the pilot's relief tube falling out of the holding bracket located on the control stick and becoming wedged between the lower portion of the control stick and the side of the starboard ejection foot stirrup, holding the aileron controls in a left wing down position.

It was recommended that in order to prevent future similar accidents, the relief tube be removed from the aircraft and that future aircraft of endurance comparable to the F9F-6 not be penalized in weight and safety by an almost useless piece of equipment.



Grandpaw Pettibone Says:

Well, now, let's just slow down a minute, bub. There may be a point there, but I'll wager that whoever orders the relief tubes taken out isn't going to win any popularity contests among the pilots. It appears to me that the reasoning behind the recommendations may have been based on conjecture rather than experience. The most logical solu-

tion to the problem would be to either wire it to the control stick or to develop a satisfactory holding bracket to secure the relief tube in a safe place.

I said leave 'em in, didn't I?



Of the many causes of accidents in a jet, This one is quite novel—a relief tube, yet!

Improve the holding bracket, secure without doubt,

But, please don't take that relief tube out.

Be that as it may, this lad is to be congratulated on his presence of mind in getting his flying machine back on the ground at the first sign of trouble. Indecision at such a time has put many a good pilot six feet under.

Introducing 'Anymouse'

It has long been recognized that "an ounce of prevention is worth a pound of cure". This is particularly true when applied to aircraft accident prevention. When you have to rely on statistics from actual aircraft accidents to show causes and trends before any corrective action can be taken, it's kinda like "locking the barn door after the horse has gotten out." The idea is to prevent accidents *before* they happen.



There just isn't anything that will beat *experience* to keep you out of trouble. The easiest way to get experience is to profit from the mistakes of others. Naturally, you can't profit from these experiences if you don't know about them. In that connection, the pilot "Anymouse" (hasty contraction of *anonymous*) reports fit the bill to a "T".

Although the idea has only recently been re-activated on a Navy-wide basis, the resulting "Anymouse" reports received to date are most encouraging and represent a lucrative and almost untapped source of material to be used in keeping aviators, young and old, in one piece.

"Anymouse" report forms and franked addressed envelopes have been distributed to all commands and should be available. Right now is a good time to sit down and write "Anymouse" about that near accident you had and what you did to avoid it. Who knows, your tale of a near accident today may save a life or an airplane tomorrow.



I'll
Toot
His
Horn

Sometime ago I asked Navy pilots with over 5,000 hours, or with 500 carrier landings without an accident to write, giving me a brief resumé of the type of flying that had been done. At that time, a lieutenant commander with 7,831 accident free hours of flight time in the previous 18 years was the best I heard about.

As I go to press, I find another gent who doesn't top this record but who certainly deserves a few bouquets. He is a lieutenant commander with 6,623 accident free hours in the past 14 years. This is about the equivalent of flying nine months, 24 hours a day. What impressed me was his varied flight experience. He flew carrier-based scouting planes, ship-based seaplanes, dive bombers and fighters (operational), VP (seaplanes) and VR. One of the more ticklish jobs that he had was flying the Berlin airlift prior to Korea.

BACKSTAGE AT AN AIR SHOW

SANDWICHED in between two rainy days, a warm sun and blue skies appeared on schedule for the air show and open house at NAS NIAGARA FALLS. Commemorating the 50th Anniversary of Powered Flight, Naval Air Reserve Day was a supersonic success with an estimated 225,000 people swarming the highways from Buffalo to Niagara Falls to see the show.

Hidden behind the dazzling demonstrations of high-speed aircraft and pilot skill were the hours of plain hard work that went into the show. As early as last spring, the long hours of planning began as flight demonstrations and static exhibits were lined up. Picture files were combed for the best photos to be used in the air station's souvenir program. Community leaders were approached to act as sponsors and advisors for the occasion.

Several days before the show, LCdr. Frank Graham, publicity man for the *Blue Angels*, arrived in his TV-2 jet trainer to acquaint the public with the name and purpose of the Navy's flight demonstration team. Newspapermen and radio and TV announcers made flights with Graham in the TV-2 to record their impressions and gather back-

ground material, employed in plugging the air show.

Two days before the show, all hands at Niagara were busier than the proverbial one-armed paperhanger setting up the booths for static displays, lining the bulkheads with photos depicting the history of aviation, hanging pennants and signal flags and slicking up all the spaces as neat as they would for a Captain's inspection.

The *Blue Angels* worked overtime too, making personal appearances on radio and TV shows, posing for publicity pictures and doing anything else that would keep public interest high right up to the moment of the show. Even between two scheduled flight demonstrations, they were still working at high speed, whether it was posing for another publicity picture or taking a few moments off to talk to the pretty airlines hostesses in the hangar.

When the show was over, all hands could point to attendance figures to prove hard work pays off. The proof of the pudding came during the balance of the week as the 40,000 square feet of aviation exhibits were left open to the public. More than 9,000 school children visited the station during the week, eager to see the displays.



WHILE half of team broadcasts from Niagara Falls, *Blue Angels* Hawkins, Jones and Astlund appear at a Buffalo radio station.



THIS youngster gets the thrill of his lifetime as he sits in *Blue Angels'* Panther for a publicity picture with the unit.



"WEEKEND Warrior" Cdr. E. O. Carmody, Wing Staff Commander, supervises display of downward ejection seat for his company.



A NEWER and bigger model blimp from NARTU Lakehurst is readied for static exhibit by LCdr. J. R. McKenzie of NARTU.



BETWEEN flight demonstrations, Blue Angels visit exhibit of Cornell Aeronautical Lab's valveless intermittent jet engine.



STILL working hard, bachelors Rich and Aslund gravitate to an airlines booth for a talk with a pretty, young hostess.



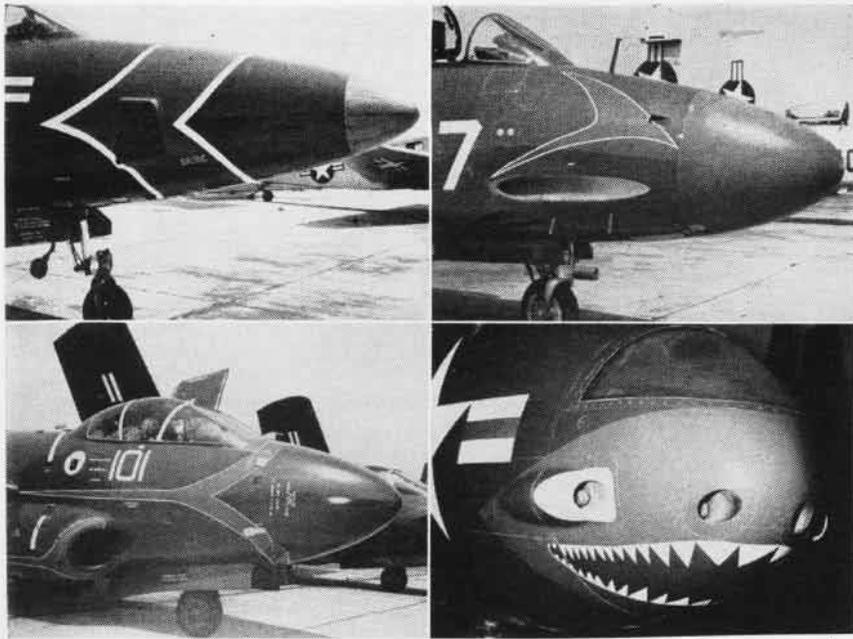
NO SHOW is complete without publicity, so Carol Griffis plays up sports car races.



AVIATION electronics technician (junior class) helps AT2 tend electronics gear.



EXPLAINING Blue Angels' tactics, Graham works hard as LCdr. Sturm gets brief rest.



SUPPLEMENTING the nose painting jobs appearing on next page, we present here some additional pictures which came in late. At the top left is a chevron painted on the nose of an F9F-5P photo jet from VMJ-3 at Miami. Top right is one of VF-31's Banshees with a pilot's conception of a modernistic flying seagull (it says here). Lower left is the Red Ripper's lightning bolt on the nose and air intake of one of its F3D night fighters. VF-101 has a shark's teeth and eyes on a Banshee.

Safety Belts Vindicated

University Study Proves Their Worth

Not long ago, astonished airline stewardesses were confronted with mutiny. Many passengers refused to fasten safety belts because they insisted they were safer without them.

Why? They'd "read an article" in a popular American scientific publication that said so. It all stemmed from a report of a British M.D. who had studied injuries of 28 victims of a London airline crash. It stated that more than half were killed by jack-knifing across their safety belts and bursting internal organs.

The basic facts of the case upon which the doctor based his conclusions were derived from the *Viking* aircraft crash, October 31, 1950 at London Airport. There were no witnesses, and the stewardess and one passenger who survived have no accurate recollection. The aircraft caught fire, structures and bodies were badly burned. Thorough autopsies were performed.

Because of the attack on safety belts, the Armed Services contracted with Cornell University to investigate their worth. Cornell scientists completely vindicate the belt. They point

out that belts in the British aircraft were too weak to have caused injury before giving way; and in other tests where men were thrown against safety belts much more forcibly, only one suffered ill effects—a slight case of nausea that was gone within an hour.

Squadron Gets Old Insigne

'Iron Angels' Awarded to VF-141

NAS MIRAMAR — Because the squadron had changed plane type and mission, VF-141 has dropped its old squadron insignie and adopted that used by VF-14 during World War II.

The new insignie of the *Iron Angels* features an armor-clad knight carrying a .50 cal machine gun. A halo and pair of wings completes the angel theme. VF-141 formerly used *Woody Woodpecker* astride a *Panther* jet, in the act of impaling a star. The squadron's name then was *Starbusters*.

Under CNO regulations, squadrons may be awarded the insignie of former famous squadrons not now active. VF-14 fought in the Marianas, Palau, Philippines, Okinawa and Japan campaigns. 1Cdr. F. E. Standing is commanding officer of VF-141, which completed two combat tours in Korea.

Missile Jet Use Revealed

Company Official Gives New Details

U. S. guided missiles with Fairchild J-44 turbojet engines developed for the Navy have been fired regularly during the past three years, according to a recent announcement by George F. Chapline, Vice President of the Fairchild Engine and Airplane Corporation.

Early last year, the first details of the J-44 identified it as the jet power plant in the high-speed, high-altitude Ryan *Firebee*, America's newest pilotless plane, a joint project of the Air Force, Army and Navy.

Fairchild's J-44 has been described as providing more power in ratio to weight and compactness than ever before attained. In the 1000-lb. thrust power class and weighing 300 lbs., the engine is 72" in length and 22" in diameter.

Representing an entirely new concept in jet engine design, the J-44 features an outer sheet metal cowl which forms both a pressure chamber and a frame structure connecting the two main bearing supports, reducing the turbojet engine to its basic structural requirements.

'Blue Tailed Fly' Up Again

FASRON 11 Resurrects Famed Plane

Old soldiers and the *Blue Tailed Fly* don't just fade away. The plane that gained fame flying in Korean combat from the *Princeton* was sent to the FASRON 11 Detachment at NAF OPPAMA, Japan for repairs. The diagnosis was "stabilizer trouble."

It developed, however, that there was more than stabilizer trouble. The engine was corroded, the ignitors were bad, and there was a short circuit in the cockpit.

The plane no longer sports its blue tail. One day another crippled and war-weary F9F-5 came into Oppama and gallantly supplied a new tail for the *Fly*. The new one matches the plane's silver fuselage. Five men worked on the plane off and on for five months.

Now, aside from the bureau number, all that remains of the *Fly's* story is her name, neatly painted on her nose not far from the machine guns. She is being returned to NAS ATSUGI where her name and all insignia, except the bureau number, will be removed. Then she'll be re-issued.

PAIN T POTS FOR PROWLING PANTHERS



MARINE POWERFUL PANTHER CARRIES SNARLING HEAD ON ITS NOSE



MACH-SMASHING FIST DECORATES F7U NOSE, TRIBUTE TO SPEED



FAMOUS MARINE CHECKERBOARD SQUADRON HAD DECORATIVE COWL



POLKA DOT SQUADRON'S LAST MARINE CARRIER SORTIE OFF KOREA



CORKSCREW PAINT JOB GRACES NOSE OF PANTHERJET ON KEARSARGE



MARINE TRAINING SQUADRON CORSAIRS BORE GREEN, WHITE RINGS



PANTHER PHOTO PLANE ON BOXER HAD SAME NOSE, WING TANK JOB



KEARSARGE PANTHER SPORTED ANOTHER TYPE OF FANCY NOSE PAINT

Painting the long snouts of Navy or Marine jet fighters or **Corsairs**, a fad among some squadrons in World War II, apparently is still a popular pastime. Scanning incoming photographs, **Naval Aviation News** found a number

of fanciful paint jobs are being put on the otherwise bare expanse of fuselage. Most picturesque of all seems to be the F7U **Cutlass** with the fist shattering the sonic barrier with shock waves, a tribute to its high speed.

AIRMEN FORGE BONDS OF GOOD WILL



JAPANESE VOLUNTEERS CARRY RICE FROM HMR-163 HELICOPTER FOR FLOOD'S VICTIMS

EVERY YEAR at Christmas, wide publicity is given to the numerous parties which Navy men and Marines sponsor for underprivileged youngsters. The truth is that these parties are merely the highlight of a charitable program that continues throughout the year. Wherever misfortune and tragedy strike, men of the Navy and Marines will be found, trying to lighten the burden the victims must carry.

In a foreign country, it's difficult to express gratitude when there is a language barrier. But pilots and crewmen of MAG-16's helicopters had no trouble understanding the looks and cries of joy when they flew in emergency supplies to flood-stricken areas near Nara, Japan.

More than 250 persons were killed or missing, and thousands were left homeless by the heavy rains and the floods that followed in the Nakawa, Yubune and Nadone areas. Only a few days before the Marines and their helicopters had arrived at Hanshin auxiliary air base.

When the rains came roads and railroads were washed away, vehicular

traffic was impossible and endangered the lives of the survivors. Hearing of the suffering caused by the flash floods, Col. F. H. Wirsig, Deputy Chief of Staff for the First Marine Aircraft Wing, volunteered the services of the helicopters to fly food and medical supplies to the isolated villages.

Within a few hours, the helicopters were on their way with the valuable cargo. Main base of operations was in a large school playground at Geshu where five of the big HRS-2's could land at once. Japanese people loaded the bags of rice and barley into them and the planes took off to aid marooned villages.

The first three days after the flood, pilots of HMR-163 lifted 4,500 pounds of rice and barley a day plus the needed medical supplies. A total of 13,500 pounds of food was carried and landed at the flooded villages.

Often pilots took chances in landing their helicopters on steep mountains, soft river beds, or in the center of a large group of trees. Five helicopters and their crews landed at Geshu to plan the job. Pilots and Japanese officials sat down together and planned

the rescue work that was required.

The village of Dosenbo probably was one of the hardest hit. Situated on a high mountain, the village was completely cut off. Sections of road 100 yards long were washed down the mountain, railroad rails and beds had disappeared—even the small foot trails were gone.

As the helicopters approached the small landing spot cut out of the top of the mountain and smoothed down, people by the hundreds—young, old and infants carried by their mothers—came to see the Marines and their whirlybirds.

As the Japanese official stepped out of the plane and explained the purpose of the visit, the pilots could hear the cries of joy and relief. They emptied their planes of rice and waited for the interpreter to complete his business.

ONE OFFICER probably expressed the feelings of all when he said: "This is a tragedy you'll seldom see, but did you notice the kids? Every one of them was as clean as a whistle and they look good, too. Evidently the old folks had been giving all the available food to the children. Most of the latter appeared well fed, but the older people had a gaunt look. You've got to hand it to them, they're a great bunch of people."

The Marines and their helicopters delivered 8,515 pounds of food during one five-hour period and made plans to continue the airlift as long as the emergency existed.

On the other side of the world, a couple of months before, Navy helicopters flew food and supplies to aid hundreds of residents of the Greek Ionian islands in the Mediterranean, operating off the carrier *Franklin D. Roosevelt*.

When the Japanese flood news was received, NAS ATSUGI sent a check for 250,000 yen from its charity fund, profits from the annual spring festival, and the USS *Princeton* sent \$2,000 from the ship's company and air group.

It's hard for men trained to face death and survive to have to look the grim reaper in the eye and know there's nothing they can do about it. That's what happened to the men of VMF(N)-

542 at MCAS EL TORO when they entertained 32 little guests, all victims of muscular dystrophy.

They were met at the entrance to the station by personnel from the squadron and each guest had a personal escort throughout the day. Starting off with movies, the children watched with wide-eyed wonder as Marine planes in action zoomed across the screen. Next came "chow down" with each guest receiving a heaping trayful of vitamin-packed food.

Then they were whisked to the squadron hangars where they were welcomed by Capt. G. E. Smith and introduced to the CO, LCol. A. G. Smith, Jr. They heard an account of the history and achievements of the famous night-flying squadron through WW II and Korea, followed by demonstrations and explanations of ordnance, survival and electronic equipment.

AFTER viewing the numerous displays set up for their benefit, the guests were shown how pilots and their radar operators dressed for flying. To give them a better understanding of what goes on between a pilot and his radar operator during an emergency flight, a simulated "bailing out" was performed in front of the wide-eyed youngsters, followed by an aerial demonstration of the squadron's swift F3D's.

After the last *Skyknight* had whizzed by in review, the stricken youngsters were lined up in formation. As the Aircraft, Fleet Marine Force, Pacific



MARINE SGT. GREET'S VMF(N)-542 GUEST

Band played heart-stirring marches, LCol. Smith read off the names of each guest. When each name was called, the child was presented with miniature gold pilot wings and certificates designating them honorary pilots of VMF(N)-542. Model AD-1's and a plastic ring with the *Skyknight* embossed on its crest were also presented each guest through the courtesy of the Douglas Aircraft Corporation.

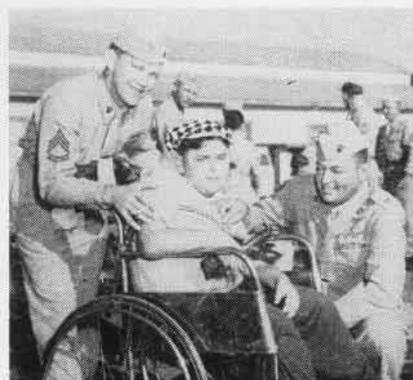
Hong Kong, the scenic island of the Orient, was the picture of east meeting west as basketball teams from two U.S. carriers met Colonial British and Chinese quintets in a series of charity contests. Although the American teams outscored the Hong Kong clubs in three of the four meetings, the most important score was the \$2,100 donated to the Hong Kong children's welfare fund by the paying spectators.

The first game took place when the

Kearsarge steamed into the British Crown Colony for rest and recreation. The first game drew only \$138 for the fund, but at least it set the pattern for the remaining contests.

When the *Lake Champlain* steamed into Hong Kong later, the local cagers issued a challenge which was readily accepted. In the second game, the *Champ* five outshot their far east rivals and picked up \$180 more for the needy children.

The idea snowballed after the first



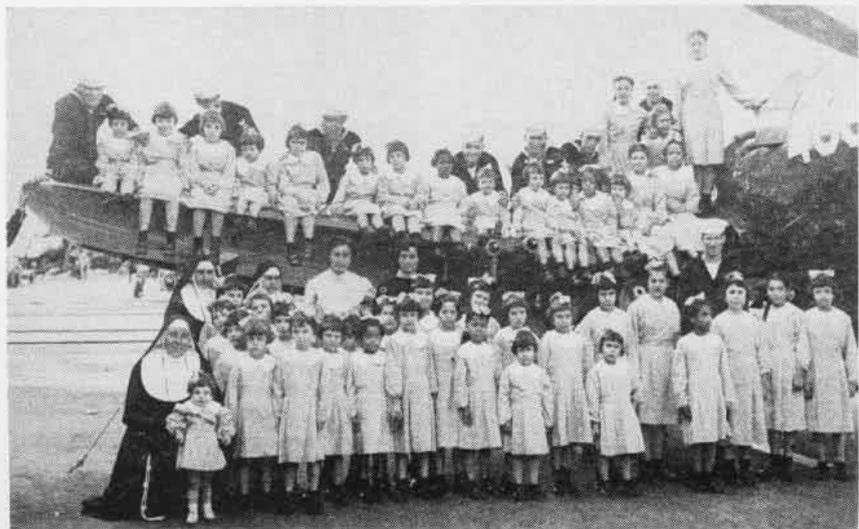
LCOL. SMITH PINS WINGS ON STEVE PUCCIO

two games. The third drew over \$600 while the fourth drew \$1,000. In the fourth and final tilt, the host team managed to take its only win of the series by a score of 63 to 57.

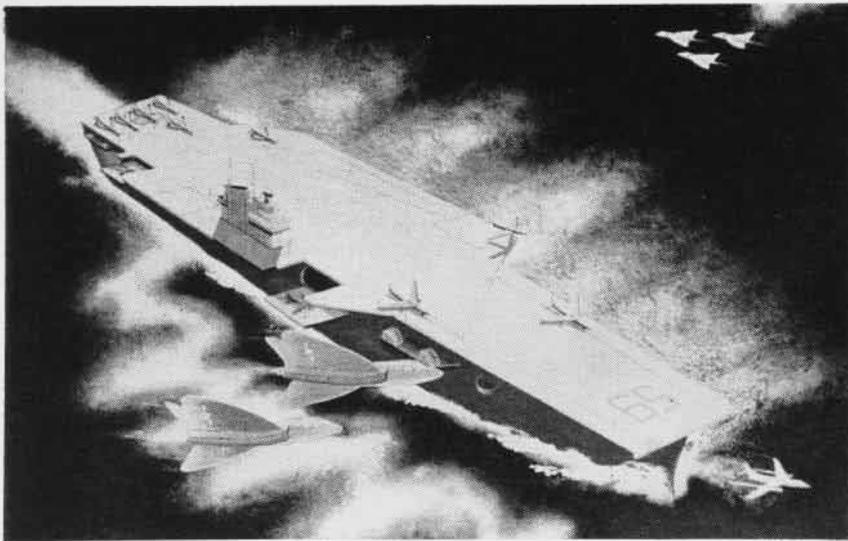
Way back last spring members of VF-14, currently aboard the *F. D. Roosevelt*, began making preparations for a party for 55 Italian orphans. Children's clothing and toys were collected over a period of time and *Tophatters* donated the necessary funds.

When the carrier arrived in Naples, the youthful orphans from the Orfanotrofo Maria S. S. Immacolata Orphanage were their guests for the day. As they came aboard, one young girl, acting as spokesman, greeted skipper LCDr. V. E. Binion with a prepared speech in English to show their appreciation for the invitation.

After a tour of the carrier which included rides on the aircraft elevators, visits to the gun mounts and a look around "topside," they were treated to ice cream, cake and cookies. Movies followed. The orphans were escorted home by 12 crewmen who were treated to a tour of the home guided by the girls. While there, clothing and candy were presented to the children in behalf of all hands.



NAPLES ORPHANS POSE WITH VF-14 'DADDIES' ON THE FLIGHT DECK OF F. D. ROOSEVELT



LATEST artist's conception of the big 59,000-ton carrier *Forrestal* since the no-island concept was abandoned is shown here. A small island considerably aft of the usual position is indicated on the starboard side, along with three deck-edge elevators. A fourth elevator is shown on the forward end of the ship's canted landing deck, with two steam catapults on the bow and two launching planes at an angle from the canted deck. The *Forrestal*-class carriers originally were designed to have disappearing islands, but the instant success of the canted launching area made it possible to have a fixed island since big-wingspan planes no longer would be landing near this permanent island.

New Bail-out Record Set F9F-6 Pilot Ejects at 33,000 Feet

While ferrying an F9F-6 from Norfolk to San Diego, Lt. Robert J. Peterson of VR-32 encountered an explosion accompanied by exceedingly high tail-pipe temperatures and flashing of the fire warning lights. He reduced the throttle to idle with no results, and the plane entered a 45° dive which the pilot couldn't check.

At the time of the explosion, Peterson was cruising around 38,000 feet with true airspeed about 450 knots. After descending to an altitude of around 33,000 feet, he decided that a bail-out was unavoidable. He pulled the pre-ejection lever and made ready for the shock of the ejection.

This is the way he described his bail out: "I checked to be sure the canopy was gone and reached up for the face curtain and pulled it down. The shock of hitting the slipstream was very great and most notable effect was that my eye goggles popped away from my face. I held the face curtain down until I had slowed down to the point where it was safe to let it go."

The bail-out at 33,000 feet is thought to be the highest on record and the subsequent free fall of about 25,000 feet is also thought to be the

greatest ever made. Peterson landed near Hydro, Oklahoma. A witness to the crash of the plane said it was burning when it hit the ground.

AJ-2P Sets A New Record VJ-62 Plane Piles Up Flight Time

Just seconds before the month of July ended, an AJ-2P *Savage*, BuNo. 129195, landed at NAAS SANFORD to set a new record with 117.7 hours of flight time for the month of July. This is believed to be a new Navy record for flight time in one month for the AJ-2P type aircraft.

LCdr. F. F. Favreau, executive officer, was pilot and Lt. (jg) D. M. Sullivan was photo-navigator. Flying as crew members were F. Hochstadt, AT3, and M. D. Dry, AT3. The previous VJ-62 record for one month was set in March when LCdr. W. M. McCarson flew 91 hours in AJ-2P BuNo. 129155. The new record was made with several pilots flying the plane throughout the month.

Much of the credit for breaking the old flight-time record goes to the maintenance crew of the plane. They worked tirelessly throughout the month and gave up much of their liberty time in order to help keep the plane in the air. They deserve the credit.



WHEN EMIL E. Lepke, MM3, on the carrier *Wright*, woke up with a bad stomach ache one morning miles out at sea, his ailment was acute appendicitis. A TBM flew him ashore to NAS Jacksonville, where an ambulance whisked him away to a hospital.



STAFFERS T. E. Bassett, PH3, and O. G. Eaves, YN2, of the NAS Miramar "*Jet Journal*" look at recent issues of their paper. *NA News* thanks all station and squadron editors for news fact and photo collecting.

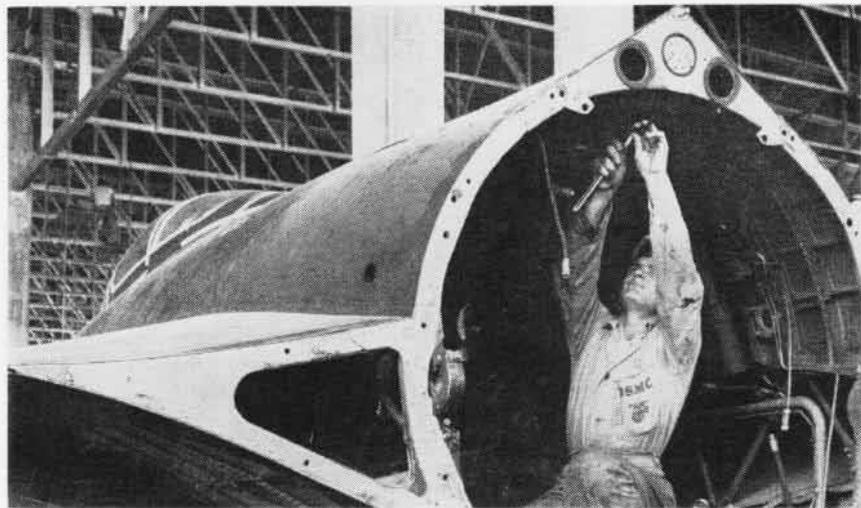


JOAN MURPHY, AKAN, lower left, VR-3 flight orderly, was the only female student at the Air Force flight traffic specialists' school to make 100% in all the academic exams given by the school. She and four other VR-3 orderlies learned passenger service, cargo handling, weight and balance and making out manifests. In photo are James Mays, Gerald Tucker and Don Green, standing, and Delores Slook.

MARINES' OPEN NEW MAINTENANCE SHOP



HOLIK, DAVIDSON INSPECT WRECKED ENGINE



PFC GERAULD LANGUET STRIPS SCORCHED TAIL ASSEMBLY OF PANTHER FOR REBUILDING

MCAS MIAMI—A graphic demonstration of the mobility of Marine maintenance and repair was shown recently with the establishment of the Third Marine Service Group-37 at Miami. Combined with headquarters squadron, base squadron and repair squadron, this new unit is commanded by Col. Ralph Armistead.

Born a few months ago, this new unit is already humming with activity. Although slowly building their manpower, supplies and equipment necessary for the handling of major repair jobs, MWSG-37 has logged an enviable record.

Expecting to reach full bloom by early '54, MSWG-37 has utilized their partially-equipped shops for providing notable assistance in the heavier and more complex aspects of aircraft maintenance and repair.

Under the old maintenance and repair system, each squadron was responsible for the day to day upkeep of aircraft. Heavy repair jobs were returned to the air group under which the squadron operated. In the event the group could not handle the necessary repairs, it was sent to the nearest Bureau of Aeronautics overhaul and repair shop.

There was some disadvantage to this system, however, for BUAER overhaul and repair shops were often overloaded themselves and could not accommodate a unit going into combat. In addition, having to be staffed

and equipped to cope with all sorts of heavy repair work in the field cut considerably the mobility of an air group. The most important point of all, consequently, would be the thin stretching of highly limited supplies of specially trained technicians and heavy complex equipment.

With the establishment of these units throughout the Marine aviation squadrons, much of the load of personnel and equipment can be removed from the individual air group, plus the fact that scarce specialized personnel and equipment could be centralized and placed within easy reach to all the MAG's.

Under this system there is greater assurance of more efficient operation of the men and equipment and a squadron could be sent out in advance of its Group and go into combat immediately if necessary. The MAG, moving more slowly, would catch up to its squadrons and effect resupply and slightly heavier maintenance until the wing arrived. And the maintenance facilities of a wing are considerable.

A complete staffed and equipped Service Group, as one of their officers put it, "could come pretty close to building an airplane from not much more than the raw materials." This is not too surprising when one considers that these Marine service groups have elaborate engine shops (jet and piston), hydraulic shops, propeller shops, machine shops, CO2 shops battery

shops, and carburetor shops.

Col. Ralph Yeaman, Third Wing G-4, summed up the operation of a service group when he said, "A MWSG still does not have the enormous facilities of an O&R shop. It cannot begin to handle the size or volume of work performed by an O&R shop, nor the efficiency—but then it isn't designed to."

Taking some of the work load from individual squadrons, MWSG-37 has been pressed into service to accomplish such jobs as the "build-up" of new engines, which requires a great deal of work between removal and installation. Another function of MWSG-37 is the testing of parts intended for survey as unserviceable. To date, about 65% of the parts which normally would have been returned to the Navy supply system as unserviceable, have been salvaged and in most instances put back into service.

It is expected that a considerable savings in money and material and a notable conservation of technical skill will result from the operations.

The prime value of this unit comes in the increase in effectiveness of the Marine air arm.

Major R. V. Burns, of the Wing's G-4 Section said, "The Marine Corps is not on a peacetime footing and we have to be, and are ready to move and strike fast and effectively whenever and wherever necessary, and this helps us to be ready for any event."

DAY AT THE OFFICE WITH SKYRAY TESTER



KISS FROM wife sends LCdr. James B. Verdin off for day with F4D Skyray.



AT OFFICE Verdin studies oscillograph with aid of McDonnell and Brizendine.



FILM OF catapult shots of the Skyray reviewed for behavior data on Recordak.



THRUST AND airspeeds plotted on board for engineer prior to day's test flight.



ANTI-G SUIT under coveralls is sometimes essential during flight testing.



SKYRAY'S PLANE captain, R. L. Arnold, gives "yellow sheet" for Verdin's O.K.



BILLOWING cumulus doesn't make ideal testing weather. Test pilot Verdin and others must fly precise prescribed alti-

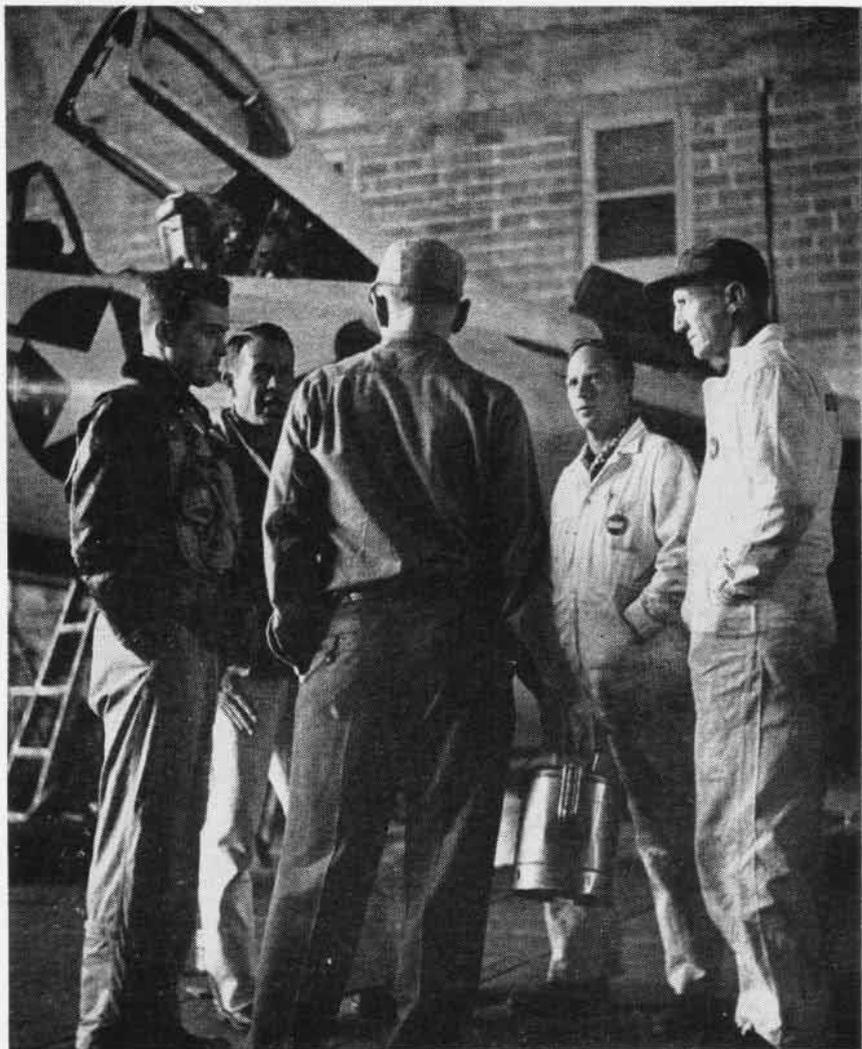
tudes and airspeeds to obtain necessary in-flight data on aircraft's performance for use by engineers and designers.

TEST PILOTS are a very select group within the ranks of the already select naval aviators. They have to be good. They have to fly with precision and skill. But all naval aviators have to be able to do this, so what makes a test pilot different from other pilots? NANews thought it would find out by spending a working day with a test pilot at NATC PATUXENT RIVER. The pilot selected for following by your reporter was LCdr. James B. Verdin, who recently set a world's speed mark of 753.4 mph testing the F4D *Skyray*. Although breaking speed records is not in an ordinary day's routine for him, testing the *Skyray* is.

Like other test pilots, Verdin was an outstanding aviator before getting into the test business. He won a Navy Cross as a World War II carrier pilot, and flew 40 jet fighter missions over Korea from the *Valley Forge* during the early days of the Korean war. Later he was selected for, and completed, the course at Patuxent's tough Test Pilot Training Division. Before being assigned to the F4D, he worked on the S2F project.

A test pilot is the middle-man between aircraft designers and engineers and the operational pilots who will later be flying production models of the planes in the Fleet. As such, he has to be able to tell the engineers in their own language what is right and wrong about a new aircraft from a pilot's point of view. His job involves a lot of flying and even more reporting of what he has observed.

—by LCdr. Matthew H. Portz



POST FLIGHT hangar flying with Douglas technicians will iron out small bugs found by Verdin before his next flight in F4D at Patuxent River Naval Air Test Center.



REPORT WRITING on test results is big item on any test pilot's agenda. This holds true for world speedster too.



FILM CANS frame day's end coffee session with F3H and F7U testers, Smith and Rostine, plus LSO's Tobin and Thompson.

ORANGS OUTRANK NAVY ON FLIGHT

TWO ORANGUTANS and other jungle animals were the most important passengers on a recent MATS flight. Three members of VS-25 at NAS AGANA, Guam vouch for the fact that the animals came first, both in precedence and smell.

Lt. J. L. Grier, V. Dalton, ADC, and F. J. Nemeč, AMC, waited at Clark AFB for a flight back to Guam after TAD orders had taken them to Hong Kong. Eventually, they were informed that they could get aboard a MATS R5D if they could "qualify." They were taken to the base infirmary where they had to prove that they had no communicable diseases.

Grier and Dalton had their shot cards with them and qualified. Nemeč, however, didn't have an inoculation record and it took some fast talking to get out of taking a series of shots all over again. AF corpsmen explained that they wanted to make sure the men wouldn't communicate anything to their prospective fellow passengers on the flight—two Borneo orangutans, three spider monkeys, several hundred jungle rats, four porcupines, ten sloths, several boxes of scorpions and several blood-sucking leaches.

Nemeč ultimately convinced the corpsmen that his medical flight clearance chit was sufficient and swore he had no communicable diseases to pass on to the priority cargo.

At boarding time, the three Agana

men met their fellow passengers and that's where rank came in again, only this time it was a rank odor, and the gnats and flies were just as bad. The animals were being delivered to Walter Reed Hospital, a yearly shipment to aid scientists in discovering tropical diseases. Caring for them were four doctors led by a lieutenant colonel.

When one of the plane crew let loose with a bug bomb to get rid of the gnats and flies in the rear of the plane, the lieutenant colonel rushed up and shut off the aerosol bomb. They wanted to keep the animals in the same condition as they left Borneo, lice and all. They had a letter from top U. S. Public Health officials in Washington to pass the plane through immigration without quarantine or de-lousing.

The eight-and-one-half-hour flight from the Philippines to Guam began. Nemeč's bunk was just two feet from one of the orang's cages. At 9,000 feet in the air, it was plenty cold and the colder it got, the louder the orangutan screamed. The chief finally got to sleep. After a while, he was awakened by someone tugging on his sleeve. It was his shaggy friend asking attention.

One of the doctors finally came up and gave the animal three medical towels. The orang neatly and deliberately spread one on the bottom of his cage, one over his shoulders and the

other over his head shawl-style. Apparently satisfied, he quieted down. One of the oranges also mimicked the chief with a paper bag every time he took off or put on his cap.

Arriving at NAS AGANA, the three outranked Navy men left their fellow passengers. Their first stop was in a shower before putting on clean clothes.

58 SB2C's Leave Corpus Carrier Tripoli Picks up Planes

NAS CORPUS CHRISTI—The first operation of its kind for Corpus Christi was completed when the USS *Tripoli* departed with a cargo of SB2C dive bombers. It was the first visit of a Navy carrier in local waters.

On account of its size, it was necessary to dock the *Tripoli* at the Sun Oil docks. The 58 dive bombers were then taken by barge from the air station to the ship's side.

These planes, which were assigned for use under the Mutual Security Pact, have been at Corpus Christi for about five years. They had been given preservation "J" for a long-time protective treatment and have since received only preservation maintenance.



DEGREGORIO POSES WITH HTK-1 STUDENTS

HTK-1 Pilots End Course Pensacola Unit Tests New Helicopter

NAAS ELLYSON FIELD—Four student pilots of HTU-1 have completed primary training in the Navy's new Kaman HTK-1 helicopters, the first to finish the course.

The "guinea pigs" were Lts. Frank Lovell, Edward O'Malley, Lt. (jg) Pierce McLean and LCDr Robert Graham. They helped Lt. Robert Degregorio, Kaman projects officer, evaluate the HTK with the present primary training syllabus.

The three-place helicopter is powered by a 240-hp six-cylinder Lycoming air-cooled engine and can carry two litter patients as an aerial ambulance.



RECOGNITION students have a new shape to familiarize themselves with—the new North American F-100 Super Sabre. It has wings swept back at a 45° angle, sharper than the usual 35° sweep on most planes. Wings are also placed far aft of the shovel-like air scoop, which resembles a fish's mouth. The plane is powered by a Pratt & Whitney J-57-7 turbojet engine with afterburner. The latter accounts for the elongated tailpipe.



A GIANT grid map giving a replica of the Marines air station at Kaneohe Bay, Hawaii, is built on a hillside to facilitate training in air support work. Five hundred Rotarians from Oahu visited the station recently and saw how the 1st Provisional Marine Air-Ground Task Force operates such aids in combat with the support helicopter.

VP-3 Finishes 'Pioneering' Wild Horses and Mud are Overcome

When VP-3 started its four-week "pioneering" exercise on Vieques Island in the Caribbean, knee-deep mud and wild horses were two of the island's main obstacles. As a result of the exercise, the *Huskies* are the first patrol squadron to work on Vieques. It's doubtful that many other outfits would vie for the honor.

Rain fell about every third day, turning the earth into a morass. When the island dried, the mud hardened on clothes, boots, tents and equipment and had to be chiseled off. Some of the men claimed the mud even found its way into their food.

The wild horses were a continual nuisance, frolicking on the landing strip. Whenever landings were made, the animals had to be chased off by a couple of jeep-riding cowboys or scattered by the pilots buzzing the strip before they landed.

When the squadron arrived, it was assigned four-man tents which were erected into homes. Showers were nothing more than a few long planks put together like a large carpenter's "work horse" with sprinklers suspended from them. For the first two or three weeks, the men went without anything cold to drink and the movies

were described as something out of the Dark Ages.

Sightseeing offered little besides coconut trees, palms, a few hills, black birds and mongooses brought from India many years ago to rid the island of poisonous snakes. Despite the hardy beginning, the men's morale was high as they conducted operations, evaluating and preparing the way for units to follow them to the island.

One-Engine Landing Made Both Jets Quit After F2H Comes In

VC-62, JACKSONVILLE—LCdr. Leo M. Blodget had "his day" during recent qualifications aboard the *Midway* and it was a hairy one.

Barely airborne after the catapult shot, one of his *Banshee's* engines quit. He calmly pressed his mike button, told the ship the facts, and came around for normal approach.

As soon as the plane hit the deck, the other engine stopped. As the taxi signalman gave him a frantic "come on", he just shrugged his shoulders. Even the LSO hadn't known that he was single-engine.

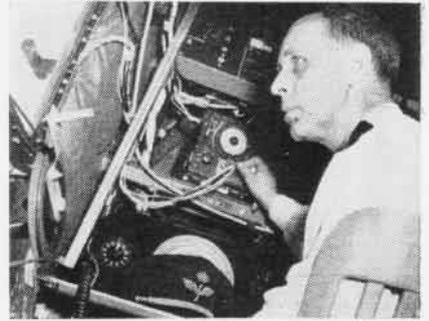
Examination of the plane later showed that mechanical failure had allowed one duct door to close on take-off, blowing out one flame, and the other duct door to close in landing.

Col. C. O. Herrlin Tours VJ-2 Swedish Air Weather Boss at Jax

NAS JACKSONVILLE — Hurricane Hunters of VJ-2 played host to a high ranking Swedish officer recently while he was on a tour of U. S. weather installations to learn the latest developments in forecasting.

Col. Carl O. Herrlin, Chief of the Royal Swedish Air Force Weather Service, toured Weather Squadron Two and studied the methods of operations and instruments used by the unit.

Speaking nearly perfect English, Col. Herrlin praised American weather forecasting and weather reconnaissance



COL. HERRLIN AT WEATHER STATION OF P2V

operations. He was "particularly impressed by the ingenious instruments used by both military and civilian weather centers." In an effort to maintain high efficiency of weather service for planned air operations by the RSAF, Col. Herrlin stated that "the new developments learned by me may be applied to Sweden's military weather service."

During his 35-day tour of this country, Col. Herrlin familiarized himself with our latest synoptic and instrument meteorology. This was his first visit to the United States.

Exposure Suit Old Veteran In Icy Water a Half Hour—Unharmd

NAS ALAMEDA—An anti-exposure suit has made a round trip to Korea by way of the Fabric Repair Shop of NAS ALAMEDA with a message attached.

The message read: "Remained in icy water off east coast of Korea for 30 minutes. Suit worked fine. Mittens excellent.—E. B. Purcell, Jr."

Written on the back of the "Poopy Suit," the message was discovered by employees of the fabric shop when the suit was modified for service by the Overhaul and Repair department.

S2F LAUNCHED FROM JEEP CARRIER



NAVY'S SPEED DEMON, LCDR. J. B. VERDIN, RIDES OUT CATAPULT SHOT FROM MINDORO

THE NAVY'S new hunter-killer aircraft, the S2F-1, has completed its carrier qualifications from the deck of the jeep carrier USS *Mindoro*. The S2F-1 is the first multi-engine aircraft of standard configuration to be launched and retrieved aboard a CVE-class ship.

It is true that the Ryan *Fireball* was flown by VF-41 off the deck of the USS *Bairoko* as early as 1946. But the FR-1 *Fireball* incorporated a conventional piston engine forward with a jet engine in the tail section for supplementary thrust during takeoffs, altitude climbs and high speed evasion tactics. The *Fireball* was later discontinued and declared obsolete.

The S2F-1 tests were conducted by representatives of NATC PATUXENT RIVER, including LCDR. J. B. Verdin and Lt. (jg) W. T. Brooks, the pilots who flew the two test aircraft involved.

Observers included representatives from BUAER and civilian personnel from Grumman Aircraft Engineering Corp., the designers and builders of the S2F-1.

The S2F-1 is designed as a single-package, hunter-killer aircraft capable of performing the ASW mission heretofore assigned to two aircraft.

Jim Creek is Dedicated New Transmitter is World's Largest

The Navy's new 1,200,000-watt transmitter at Jim Creek Valley, Washington, was dedicated recently at ceremonies attended by many high naval officials and representatives of the Radio Corporation of America.

The site, cut from the wilderness of the Cascade Mountains, is 50 miles from Seattle. The installation cost an estimated \$14,000,000 for building.

Designed as the most powerful transmitter in the world, 22 times more powerful than the largest commercial transmitter, the new radio station can beam messages direct to all its ships and naval units around the world, its aircraft and submerged submarines.

It transmits and receives in the very low frequency range (14 to 35 kilocycles) and its giant antenna network spans the valley between the Wheeler and Blue Mountains.

The antennas are suspended from twelve 200-foot towers located on the mountain crest. One half the transmitter and one half the antenna can operate in the event the other half of the antenna should be inoperative.

One Man Wears Four Hats Capt. Leeper in Many Quonset Posts



CAPT. LEEPER SURVEYS HIS FOUR CHAPEAUX

NAS QUONSET POINT — The old Navy custom of "wearing many hats" was amply demonstrated recently by Capt. James E. Leeper when he held down four top naval commands.

Owing to a series of rapid and changing circumstances, he fell heir to three jobs besides his own as Commander of FAirWing Three. When RAdm. H. E. Regan retired, Capt. Leeper filled his post temporarily as Acting Commander, Fleet Air Quonset. The retirement also left the post of Commander Fleet Air Detachment Quonset vacant and Leeper filled that.

When RAdm. Delbert S. Cornwell was temporarily detached as Commander Fleet Air Wings Atlantic to head a board of inquiry into the cause of the Leyte explosion, Capt. Leeper replaced him in a temporary capacity.



PILOTS of VF-123 display ComAirPac Safety Awards presented to the squadron for two quarters of accident-free flying. The squadron has the distinction of landing on top twice in a row. Actually, VF-123 has won the award everytime it has competed, since the squadron won the prop award last year when they were flying F4U "Corsairs."

'LADY BUGS' ARE NO NUISANCE



TWO JAX 'LADY BUGS' WORK IN REPAIR SHOP

ORDINARILY people don't go about bragging when they have bugs in their midst. However, NAS PENSACOLA has four "lady bugs" who receive their share of attention. They are four WAVE Photographer's Mates, sometimes referred to as "shutter bugs" or just plain "bugs."

The main reason Barbara Lee, Jean Whitt, Nancy Bodle and Evelyn Bopp attract so much attention is that they are assigned to the camera repair shop at the Naval Air Technical Training Unit as camera repairmen. They are "specialized lady bugs." At present, within the ever-growing ranks of WAVE photographer's mates, there are only five WAVES on active duty who have been specially trained for this work at the Class "C" camera repair school.

The only other WAVE on active duty working in the trade of camera repairman is Alice Larrick, who is now stationed at NPC ANACOSTIA, working in the motion picture camera repair section of the sound stage. At one time there were two other "specialized lady bugs" but they have finished their tours and are now civilians. The eighth WAVE to receive this training is Marion Williams who will become a member of the camera repair shop crew after her schooling.

All of this select group of WAVES were selected because of their interest and willingness to do this specialized and highly technical type of work. Their mechanical aptitude scores prior to their training were far above the average for Navy women and equals

the mechanical aptitude of many of the male camera repairmen. They also volunteered for this type of duty.

Their daily task is to maintain and repair some 4,000 items of photographic equipment currently in use in the photographic schools of the Naval Air Technical Training Unit. These items are composed of at least 300 different cameras and related photo equipment, running from small, intricate still and movie cameras up to the large aerial cameras used by the Navy's photo reconnaissance squadrons.

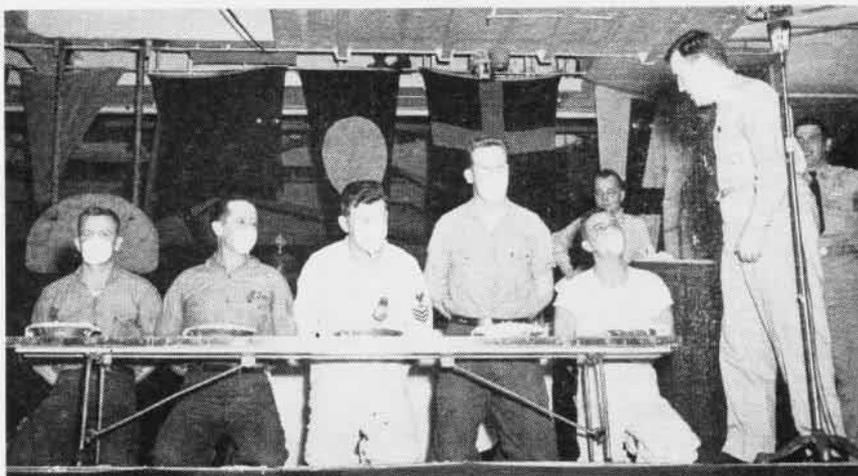
An excellent example of the tedious and extremely delicate work performed by these "specialized lady bugs" is the complete disassembly and rebuilding of an average camera shutter and diaphragm. This extremely accurate mechanical masterpiece contains an average of between 200 and 250 delicate parts. It must be assembled and regulated as accurately as any fine watch, yet it contains three times as many parts as the average watch.

There's a lot of conjecture going on at NAS PENSACOLA these days. From the volume of personnel bringing their cameras into the shop for repairs, it isn't evident whether camera trouble is really prevalent or something is ailing the visiting cameramen.



PRACTICING dunking from a parachute is Capt. E. J. Gieske of VMR-153 at Cherry Point. Pilots take a six-foot drop into a swimming pool with parachute, life vest and self-inflating life raft. In the water they get out of the harness, inflate the chute and climb in—all for practice.

● MCAS EL TORO—VMF-253 has five pilots who wear the Navy Cross, the nation's second highest award for valor.



CARRIER life aboard the Lake Champlain off the Korean coast has its lighter moments, as witness the pie-eating contest staged for the amusement of all hands. Lt. J. A. Kelly, the chaplain, decided the winner. The contest was a highlight of the ship's party celebrating the Champlain's first birthday since her recommissioning Sept 15, 1952. On the 1st anniversary, the ship's late "reveille" call was sounded by a "solid" trumpet trio instead of one bugler. The party included a basketball game, pie-throwing contests, a "duel" between two commanders squirting shaving cream, and 500-lb cake.

AND THERE I WAS ..



Busy Thoroughfare

THERE ARE three Navy Waves who can honestly say, "And there I was, flat on my back, right in the middle of the busiest runway."

One of the Waves arrived at a certain naval air station with a party of civilian friends about 2000. Not knowing the station, she asked the Marine guard at the gate how to get to the Officer's Club. He directed them to follow the gate and make several right turns and eventually they would arrive at the club where they could all get dinner.

An hour and a half later, having gotten lost several times; the car finally pulled up at the club, followed by another car with two Waves in it. The party was hungry and tired by this time, but no dinner was in store for them. The club was closed!

Asking directions on how to get back to the gate as quickly as possible, the party was directed to return over one of the airstrips which was under construction and turn right on a "cowpath" when they came to it. They followed directions and, to their horror, ended up at the edge of a very busy runway with a helicopter hovering overhead.

Suddenly a jeep appeared out of the night and intercepted them. The Wave was told she would have to explain the incident to the Operations OD.

Arriving at Operations, the OD was fit to be tied and asked if she didn't know she was taking her life in her hands. Patiently, she tried to explain that all she had wanted to do was to get to the gate and find a nearby restaurant where she and her friends could have dinner.

The OD was still chewing her out when one of the men at Operations interrupted with a report that another unidentified car

had ended up in the middle of the runway. It was the car with the other Waves in it.

The lecture stopped abruptly. As the Wave walked out of Operations, she saw the OD tearing his hair and yelling for someone to tell the Marine guard that the Officer's Club wasn't open.

Real Economy

IT ALL started out when VR-21 took to heart a Navy directive to chop expenses. From yeoman, cook and mech came ideas to save paper, electricity and rags. Then came the suggestion that furrowed the brows of elderly pilots and flight engineers.

The idea was this: "When sending RSD's back to Corpus Christi for overhaul, why not install the oldest serviceable engines for the transfer?"

Before long someone suggested sending



IF THAT DOOR SHUTS THEY'RE NOT LOADED

back the oldest airframes, carburetors, tires, wheels, radio gear or instruments. It went on from there until someone got the brilliant inspiration that the oldest pilots and crewmen, the CO and exec, the operations officer and the leading chief should fly these war-wearied planes back to Corpus.

If a stroke of bad luck sent the sputtering old RSD plunging into the blue Pacific, think of the great saving to the Navy and U. S. government to have a plane load of officers and chiefs nearing retirement on board. Taxpayers would benefit and junior officers would be promoted faster.

Brisk traffic in hair touch-up, vitamin pills, hormone injections and Magic Ray Revitalizer Charms is expected among the graybeards, so they'll look younger and escape riding "Operation Clunker" home.

Garbled Word

A VR-1 PLANE flying to the west coast was flying past the largest meteor crater in the world. The plane captain told the steward to pass the word that he would circle it for all the passengers to see.

By the time the word got to the passengers, it was said the plane was now circling the "largest equator in the world".

No Parking Charge

WHILE THE New Jersey turnpike may look like a long and lovely runway from the air, no one expected that it would ever be used as one. Then Chief Aviation Pilot, Robert W. Hardy, came along to show it could be done.

While ferrying a helicopter from Bridgeport, Connecticut to NAS LAKEHURST, Hardy ran into snow flurries. He decided not to take any chances on the weather and landed his craft on a 150-foot-wide grass strip in the center of the pike. The 'copter's downward course was followed anxiously by startled toll road motorists.

Within three minutes after Hardy landed, two worried State Troopers rushed to the spot and found the pilot unharmed and traffic moving freely on both sides of the helicopter. When the weather cleared, Hardy reentered the 'copter, waved goodbye and continued on his way.

Since the pilot had only used the turnpike for standing, no one could figure out what toll he should pay, so he got off without paying a parking fee.

Eject Now!

THE AIR FORCE squadron I flew with as an exchange pilot had a rather thorough checkout for flying the F-80.

The part that impressed me most was "when the red tailpipe light in the center of the instrument panel flashes on, check the tailpipe temperature. If high, eject!"

After my tour of exchange duty I was transferred to the Navy Hydrographic Office. I was getting my night flying time out of NAS ANACOSTIA in an SNJ.

As I climbed up to altitude the red light in the center of the instrument panel flashed on. I frantically searched for the tailpipe temperature gage and the ejection seat handle—then relaxed as the fan marker light blinked out.

LT. C. M. EMERY

Purity Brigade

A NOTE on the lighter side of a recent *PhibEx* off the California coast comes from VP-48. It seems one of their PBM's on a night patrol seeking submarine contacts in protection of the friendly convoy, was alerted when the radar operator reported a contact to the pilot.

The crew prepared for the simulated attack as the plane vectored toward the target. At the prescribed distance and altitude, the searchlight was turned on and more than 50,000,000 candlepower illuminated the "target". It turned out to be a sailboat.

The crew of the plane is still wondering how the boy and girl stretched out on the bow of the sailboat felt when their privacy was so rudely interrupted by the plane.

F4D-A3D Get New Engine

J-57 Generates 10,000 Pounds Thrust

The Navy's production model of the F4D *Skyray* and the A3D twin-jet attack bomber are to be equipped with the first jet engine in aviation history to produce 10,000 pounds thrust.

The two planes will incorporate Pratt & Whitney's new J-57 turbojet engine and are scheduled to make their appearance for operational use during 1954.

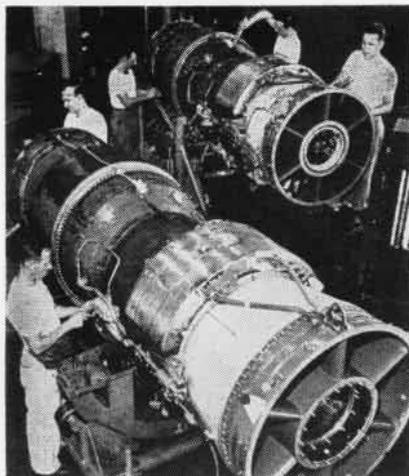
It will be remembered that LCdr. James B. Verdin, piloting the F4D, broke the official world's speed record recently at Salton Sea, Calif. His aircraft was powered by the Westinghouse J-40 jet engine with an after-burner.

The F4D, currently undergoing carrier qualification tests on board the USS *Coral Sea*, will be the Navy's first fighter-interceptor to utilize the J-57.

The Air Force has used the engine successfully in a number of their test models of aircraft of the future, namely the B-52 *Stratofortress* and the new supersonic fighter, the *Super Sabre*. The B-52 first flew in April 1952, using pre-production models of the J-57, and the *Super Sabre* flew in May 1953.

Experimental models of the F-101 (McDonnell) and the F-102 (Convair) use the J-57 as a main power supply. The F-102 flew in October 1953 but was compelled to make an emergency wheels up landing at San Diego just recently.

The manufacturers claim that the J-57 has the lowest specific fuel consumption of any turbojet engine presently in production for the Navy and



P&W WORKERS DWARFED BY SIZE OF J-57

Air Force, plus a rapid rate of acceleration. The P&WA design of the axial-flow engine incorporates an arrangement of dual compression in line which gives the engine a high compression ratio and an unusual fuel economy.

Navy-Air Force Join Hands

Two Forces Play Host to Each Other

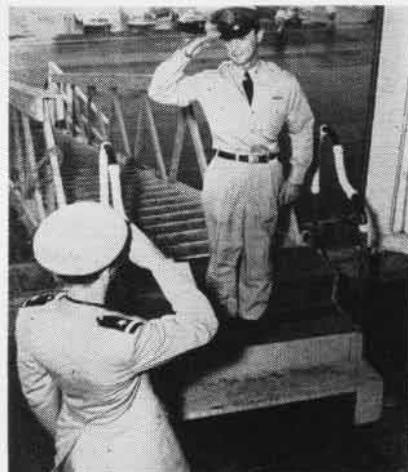
COMFAIR, JACKSONVILLE — Navy-Air Force relations were cemented further this month when the two organizations got together for beneficial observations and talks on two different occasions.

Maj. Hayden C. Curry, USAF, commanding officer of the 309th Strategic Fighter Squadron took his fellow officers aboard the USS *Tarawa* for observation and indoctrination of naval carrier operations and Lt. (jg) David Campbell, of Weather Squadron Two gave two lectures on his personal ex-

perience in hurricane hunting flights.

Boarding the huge carrier at Mayport, Fla., the Air Force fighter squadron spent four days, during which time a demonstration of carrier routine was shown. It is believed that this is the first time that an Air Force fighter squadron has boarded a carrier for this purpose.

ComFair units conducting flight operations for the benefit of the visiting



MAJ. CURRY SALUTES AS HE BOARDS TARAWA

Air Force officers were Fighter Squadrons 32, 43, 102, Attack Squadron 35 and the Staff of Carrier Air Group 3.

At Patrick AFB, Cocoa Beach, Fla., Lt. (jg) Campbell was busily involved in relating his personal experiences with the Navy's hurricane hunters. He is a member of the Century Club, membership being gained by the individual flying through a hurricane that had reached a velocity of 100 knots or more.



PRODUCTION of the HSL-1, the world's first helicopter specifically designed for ASW work, has gotten underway at the Bell Aircraft plant at Ft. Worth, Texas. Carrying the latest in antisubmarine detection and destruction devices, the new helicopter will supply a new punch to the Navy's air arm. A stub vertical stabilizer has been added to the helicopter's later version, above. It has a P&W R-2800 engine.

P5M Sets Flight Record

Cross-Country Non-stop in 16 Hours

Two enlisted ferry pilots set a new cross-country non-stop record for the P5M-type aircraft on 17 November when they flew one of the new *Marlin's* from the Glenn L. Martin plant in Baltimore to San Diego in 16 hours.

The 2,435 mile flight was made along the southern route via Lake Charles and El Paso, Texas. Pilots were W. O. Jones and J. G. Kearse, both AD1/AP's. Flight engineer was J. P. Windam, AD1. The plane cruised at 150 knots and got as high as 13,000 feet crossing the Western mountains.



CALLING themselves *Mach-busters*, VF-21 pilots strut their stuff in a beautiful formation as they fly their F9F-7 Cougars over the air station at Oceana, Va., with a skill appropriate to pilots famed for their sharp-shooting prowess in AirLant.

VF-21 AWARDED BATTLE "E" PENNANT

FIGHTER Squadron Twenty-One has set a new battle efficiency record for jet squadrons and has been awarded the coveted AirLant battle efficiency pennant.

By making a record of 61.3%, 10% above the nearest jet contender, VF-21, in a year's intensive effort, scored an all-time high.

VAdm. J. J. Ballentine, ComAirLant, made the presentation to LCdr. G. D. Acker, commanding officer of the squadron, at ceremonies on 6 October 1953 at NAS OCEANA.

This was by no means the first time VF-21 had made high scores. A year before in the summer of 1952, the squadron had participated in competitive gunnery exercises, rocket firing and glide bombing.

Its competitive score of 15.1% in air-to-air gunnery at 15,000 feet won VF-21 a squadron mark of excellent. It was also an AirLant record at that time. This same grade—15.1%—was assigned for the competitive rocket exercises in which the squadron set both an Atlantic Fleet jet squadron record of 39.1 feet error, and an individual jet record of 6.1 feet, fired by Lt. Dale Price. That's hard to beat.

BETWEEN July 1952 and October 1953, VF-21 participated in such various exercises as *Mainbrace*, *Rendezvous*, *Blue Moon*, *Trust*, *Blue Sea*, and *Over-Fly One and Two* and others.

In July 1952 when the squadron was under the command of Cdr. R. L. Johns, it operated as a unit of Carrier Air Group Six. In August 1952 VF-21 boarded the carrier *Midway* for Operation *Mainbrace*. Constant training in combined operations with forces of other NATO countries was the chief accomplishment of this cruise.

The Mediterranean cruise provided much valuable training and the trips ashore in such various ports as Barcelona, Golfe Juan, Algiers, Oran, Genoa, Gibraltar and Salonika gave all hands an introduction to our NATO allies and the countries in which they live.

During the last month of the cruise, SecDef, SecNav, and the present CNO came aboard the *Midway* for a Naval Air Power Demonstration. VF-21 was selected to demonstrate general flight operations, catapult takeoffs, arrested landings, and deck handling techniques. The squadron also



CDR. R. L. JOHNS, commanding officer in 1952, crouches on wing to talk over VF-21 plans with Cdr. F. X. Brady, squadron exec.



PRACTICE banner with record made at NAF Leeward Point, Cuba, painted on it is proudly held by VF-21 pilots and enlisted men.



MAINTENANCE plays a big part in VF-21 efficiency. B. Rango, AEC (inside), and H. Bottorff, AOC, inspect Cougar power relay.

conducted a rocket and strafing attack on targets towed by the *Midway* and performed a precision formation fly-over at very low altitude.

During the cruise, the squadron was given a surprise Readiness and Administrative Inspection for which it was awarded a grade of *excellent*.

Cdr. Johns left the squadron shortly after the completion of Operation *Over-fly One* and *Two* for duty as air officer aboard the USS *Wasp*. He had succeeded in bringing VF-21 to high peak of proficiency and reluctantly left the squadron to assume his new duties. His executive officer, LCdr. F. X. Brady, assumed temporary command.

Shortly after returning to Oceana, VF-21 engaged in competitive gunnery exercises at 25,000 and 35,000 feet. The exercise at 35,000 feet was the first successful air-to-air gunnery at this altitude by an F9F squadron. It required the help and close cooperation of VF-82, also based at Oceana, who supplied F2H-2's for tow planes and assisted in working out the problems of towing and firing at this altitude. During the competitive match, Lt. (jg) W. D. Chandler III set a new AirLant record of 17.3 hits at 35,000 feet.

Almost simultaneously new planes and a new skipper arrived for VF-21. In July 1953, LCdr. G. D. Acker, formerly exec of VF-172, reported aboard to take command of the squadron, and new F9F-7 *Cougars* were accepted by the squadron to replace the F9F *Panthers*.

A month later VF-21 pilots were on their way again. This tour took them to NAF LEEWARD POINT, Cuba, for air-to-air gunnery exercises. After a month of intensive practice, VF-21 once again set another AirLant record, this time with 3.5 hits at 15,000 feet with every pilot participating.

It was during this cruise that Lt. (jg) John C. Barrow spread his wings and copped the individual record for jet aircraft by firing 72.6% in competition, bettering the previous record by 25%. He also brought back a sleeve with 119 hits for a score of a fraction less than 80%.

Lt. (jg) A. C. Wooddell also beat the previous record, registering 61.2% hits in the competition, and 15 of the 17 pilots assigned won individual "E's."

Despite the loss of five flying days owing to weather, VF-21 logged 1023 hours with only 15 planes and 17 pilots.

THE FAME of VF-21 with AirLant units is a result of the tremendous amount of personal effort exerted by the men assigned. Outstanding performance of duty has become more or less routine and selection of single individuals to be singled out for particular credit is difficult. However, Chiefs H. E. Bottorff, J. W. Matheson, M. B. Daniels, J. McCluskey, W. S. Johnson, Jr., B. Rango, and also R. W. DeMoret and D. W. Lynch, formerly of VF-21, have set high standards of excellence. Their leadership, devotion to duty and technical skill have contributed to squadron achievement and built up high morale.

The Air Group Training Officer of ComAirLant has recently reported that there is a noticeable increase in enthusiasm in air-to-air gunnery competition. There are several squadrons that are showing up well in gunnery contests. In addition to VF-21, VF-174, VF-81, and VF-32 are making fine records. There is no reason for any squadron to rest upon its laurels, and VF-21 is not resting.

The gleam in the eyes of the men of VF-21 is one of anticipation—anticipation of 1954 exercises where they hope again to make a successful bid for the coveted "E".



FAWTU CAPT. PRICE MEETS CDR. SCHLEGEL

Felix Unit at Key West

VF-31 First to Get New Instruction

NAS KEY WEST—The first squadron to receive training as a unit in jet all weather operations and night intercept tactics reported aboard to work with Fleet All Weather Training Unit, Atlantic.

The squadron, VF-31, sporting the famous *Felix the Cat* insignia, oldest in the Navy, trained for a month under a newly-established program. It is composed of 156 officers and men and is commanded by Cdr. P. W. Schlegel. The squadron flies *Banshees*.

FAWTULant recently received its first F2H-2 *Banshee* jet to replace the F6F-5N *Hellcats* which had been used in its training program. It uses TV-2's as dual instrument jet trainers and SNB's for dual instrument conventional trainers. Receipt of the *Banshee* is the first step in the transition to an all-jet fighter training unit.

Red Rippers Get New Jet

VF-11 Switches to Night Fighters

COMFAIR JACKSONVILLE—Pilots in VF-11, the *Red Rippers*, have company on their jet hops now, having switched from F2H-2 *Banshees* to F3D all-weather *Skyknights*.

Both the two-place planes and the



RED RIPPERS SKIPPER GETS F3D SKYRAIDER

pilots of VF-11 have something in common, for both have fought in Korea. It was the *Skyknight* that knocked down several Communist MIG-15's over the Korean peninsula.

VF-11 is the first fighter outfit to use the night fighters in this area, although several Marine fighter units have them.

In the accompanying photo, Wayne Maxwell, Douglas El Segundo representative, gives a model to LCdr. Lawrence Flint, CO of the squadron. Others in the photo are Lt. (jg) Tom Replogle, Lt. (jg) John Buffkin, LCdr. Bob Possum, exec; Ens. Monty Fuller, Lt. Owen Oberg, Ens. Ken Reed and Capt. Ray Furlong, USAF.



VISITING BRITISHERS ENJOY MILK PARTY

RAF Men Like Milk Party

Jacksonville FASRon Fetes Visitors

COMFAIR, JACKSONVILLE—Milk is in short supply during certain seasons in England, so when Royal Air Force squadron 220 visited this station recently a "milk party" was staged by FASRON-109 at its hangar canteen.

In less than half an hour, the 38 RAF men drank 90 pints of milk donated by a local dairy. The English squadron was here for ASW exercises in NATO *Operation Mariner*.

Exchange Pilot Honored

PPC Awarded Foreign Exchange Pilot

NAS JACKSONVILLE—A Royal Canadian Air Force pilot has been the first foreign exchange pilot to receive a Patrol Plane Commander's certificate from Fleet Air Wing 11.

On patrol duty with Patrol Squadron 16, Ft. Lt. Leslie E. Burrows was awarded the certificate at an informal ceremony by Cdr. James W. Hardy, Patrol Squadron 16's skipper.



PPC BURROWS AND CREW POSE BEFORE P2V-2

With his experience in the squadron's P2V-2 *Neptune* aircraft, Ft. Lt. Burrows is now fully qualified to pilot 20 types of aircraft, Canadian and American.

Before reporting to VP-16 for duty, Ft. Lt. Burrows was senior flying control officer at RCAF Station, Gimli, Manitoba, and had accumulated over 3800 air hours. He is entitled to wear the RCAF Cross for meritorious service.

Dog Helps Fix Phone Wire

Mascot Gets Chewing Gum Reward

COMNAVFE—In one end and out the other—that's *Sukoshi's* job as mascot with 1st Marine Air Wing's telephone communications repair section in Korea.

An import from Japan, the dog helps the repair crews fix breaks in the telephone lines, riding with the repair vehicle as it goes out. When the job calls for replacement of the wire, one end is tied to the dog's collar and she wiggles through the pipe pulling it after her.

For a reward she is given a stick of gum, which she chews vigorously while the repair crew finishes laying the line. To *Sukoshi*, the flavor of the gum is of no consequence, she just chews.



SGT. JACK WHITEHURST HITCHES UP POOCH

Runway Sign Fails to Aid Pilot Lands JD A Little Too Rapidly

COMFAIR, GUAM—VU-5 pilots in Japan noticed a sign at the end of a runway at Miho AFB, Yonago, Honshu, which took on new meaning recently.

Conditions were VFR on a practice unhooded GCA. The pilot decided to land even though he had overshoot. He tried to turn the JD to starboard onto



SOFT SAND ON AFB RUNWAY HARD ON A JD

a taxiway, but the speed was too great to make it.

Directly off the end of the runway was a 10-foot drop to a bay. The pilot turned enough to slip in parallel to the water's edge, but the deep sand collapsed the nose wheel.

There were no crew injuries, but the plane needed two props, a complete nose overhaul and new nose gear assembly.

The sign was probably read by the pilot before the flight. It reads:

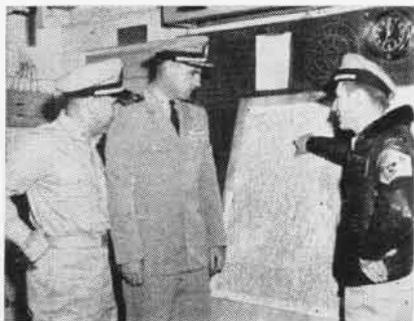
"HAVE A SAFE FLIGHT—CALL AGAIN."



FOUR second lieutenants, all ex-enlisted pilots in the Marines' VF-235, are shooting for a year in the air. All WW II veterans, they have nearly 8,000 pilot hours among them and just qualified in carrier landings aboard the Kearsarge at Pearl Harbor. They are Lts. Leo Ihli, Harry Lennen, Don West and Jack Kennedy.

JANUARY 1954

BRIDGES, BOMBS AND BATTLERS



LCDR. KELLY with Cdr. D. E. Carr, Jr., VF-193, are briefed by Lt. A. D. Walker.

BRIDGES were a constant and favorite target in Korea just as they were represented in James Michener's novel, *The Bridges of Toko-Ri*, according to the experience of VF-62, a squadron that arrived in Japan on June 9 aboard the USS *Lake Champlain*.

The *Gladiators*, under the command of LCDR. W. W. Kelly, USN, doled out real punishment to the enemy during the last weeks of the war, but one "air-to-air bombing" is probably the most unforgettable incident.

Lt. H. C. Jones and Ens. M. R. Robillard were the two pilots involved. Both pilots had been detached from a mission because of control boost failures and were circling a bridge preparatory to dumping their bombs.

Just as Lt. Jones gave "bombs away," Ens. Robillard's *Banshee* slid uncontrollably underneath and caught a 100-lb. bomb in the after fuselage. The bomb did not explode but rested inside, jammed against the tail hook release. Robillard tried everything in the book to get it loose.

After 25 nervous minutes, Ens. Robillard came in for a gentle landing on a friendly emergency strip in South Korea, his plane needing a patch job, the bomb three quarters armed and he with one of the whitest faces and strangest stories of the Korean war.

Nine men of VF-62 were recently commended for heroic action during a fire on the flight deck of the *Lake Champlain* while the ship was engaged in the Korean war. The first destroyed two aircraft and threatened more.

Capt. G. T. Mundorff, CO of the carrier, stated that the men removed smoking ammunition, defueled gasoline tanks and spread foam over the flames

with "complete disregard for their personal safety."

The last shot was fired on July 27, but VF-62 managed to get into the spotlight on board ship that day when Lt. John L. Sullivan landed shortly before sunset to be credited with the last landing of the Korean war.

Early in December the *Gladiators* were returned to ComAirLant and NAS



THESE VF-62 Gladiators put out fire on carrier, disregarding personal danger.

JACKSONVILLE after their timely "loan" to ComAirPac and the Korean war. A gala celebration greeted the *Champ* and its air group when it returned to its home port at the newly activated Mayport air facility.

Heroic firefighters are shown left to right: front row: J. J. Gerchak, AO3; R. W. Pasquale, AO3; M. L. Compton, AD2; and standing: D. H. Brickson, AN; T. E. Green, AO3; Thomas Reeves, AO1; Gerald H. Gumper, AO3; Paul V. Polesnak, AD2; and S. P. Black, AD1.

HU-2 Rescues Dunked Pilot Chopper Effects Fifty-Minute Rescue

While on a routine gunnery training flight recently, an Air National Guard pilot flying an F-51 had the misfortune of getting tangled up with the tow cable of the target plane. He lost his propeller and crashed into the sea off the New Jersey coast but not before he got out a *Mayday*.

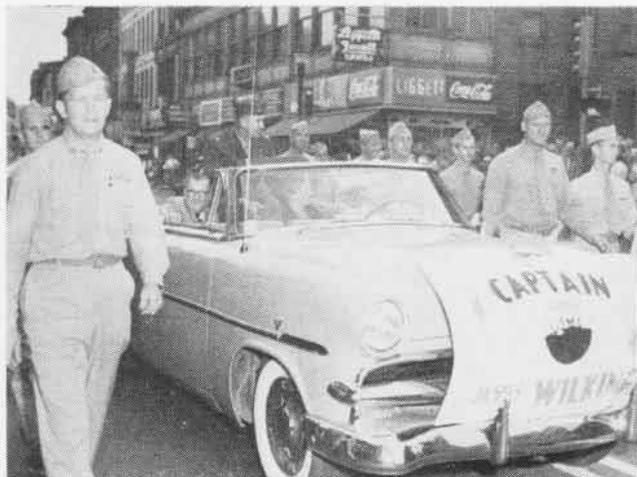
HU-2, based at Lakehurst, was alerted for the rescue and two 'copters took off to search for the downed pilot.

Lt. Joseph Algermissen found him aboard a fishing boat which had picked him up. He lowered his rescue sling and within 50 minutes after the *Mayday* was received, the pilot was at the Lakehurst infirmary for a checkup.

MARINE EX-POW RETURNS TO SQUANTUM



KOREAN vet, Capt. J. F. Tivnan; MGen. T. F. Foley, parade marshal; CO of 181 Inf. Batt. of Mass. Nat. Guard greet Wilkins.



FLANKED by 20 former squadron mates, Maj. Wilkins and his folks ride in parade to reception given in honor of Marine ex-POW.

LITTLE DID Marine Maj. James Wilkins dream when his squadron, VMF-235, was recalled to active duty in September 1950 that he would return to NAS SQUANTUM someday and get a hero's reception. One day, 3 July 1951, changed his whole life and brought him home to a heart-warming welcome from friends and neighbors.

The day was dreary and overcast as he and his squadron mates flew interdiction sorties near Uichi-Kongo in North Korea. Below, testifying to their accuracy, was a gutted railroad station. As Wilkins put his *Corsair* into a screaming dive for a close look at the tracks, automatic fire from enemy guns on the surrounding ridges found their mark. The belly tank exploded and fire spread into the power plant and began edging its way into the cockpit, searing the major's legs.

At 1,000 feet, Wilkins released his canopy, stood upright in his cockpit and pulled the ripcord of his 'chute. The force of the slipstream whipped him from the cockpit and split five panels in his 'chute. Tracers and small arms fire marked his descent which he hastened by spilling air from the torn canopy.

He injured his knee as he landed heavily on the rocky terrain and limped off in the direction of a small unoccupied hill not far away. In the meantime, three of his squadron mates had radioed for help. Soon a helicopter was on its way from an LST operating off

the east coast. Arriving on the scene, the pilot and crewman spotted Wilkin's empty 'chute and hovered nearby.

Sensing danger from enemy fire from a hill nearby, the major ran from his hiding place and tried to wave off the 'copter. As the pilot sighted the injured Marine, he headed toward him and dropped the rescue harness.

WITH FREEDOM almost in Wilkin's grasp, it suddenly melted away. Enemy fire found its mark and the 'copter crashed virtually at the Marine's feet. Together the three men ran for cover and remained hidden until nightfall permitted them to carry out their plans for escape. Freedom, they felt, lay in reaching the east coast of Korea.

The next night they started the long trek to the sea through the fields and rice paddies, avoiding both civilization and the enemy. The way was long and painful, especially for the major who was suffering from burns and leg injuries.

Night after night they pushed on, hiding and praying for escape and freedom. At the end of the ninth night, in the gray, eerie light of Korean dawn, they saw and heard waves breaking on the beach. Once again, freedom was within their grasp.

Teetering on the brink of exhaustion, they decided to rest before pressing on. As the hot Korean sun warmed the earth, they came to a small fishing

village, apparently deserted. Nothing moved as they lay on a high bluff watching the village. They moved unobtrusively into the village to a hut where they could sleep until night permitted them to resume the last leg of their journey.

All three quickly fell into a sleep of exhaustion. While they slept, two AWOL North Korean soldiers stumbled into the hut looking for food. Lady Luck turned a cold shoulder on the trio, and they were captured.

Major Wilkins and the 'copter crewman dwelt in a living hell for 26 months. At one point, the Marine was seized by Communist guards and sentenced to eight months of solitary confinement for inciting the prisoners. Later they withdrew the charge.

On the day on which the armistice was signed, Wilkins asked those with him to kneel and repeat the Lord's Prayer. As for the Navy pilot who risked his life to aid the Marine, in the long months of mistreatment that followed their capture, he succumbed and died quietly.

Looking thin and drawn, Wilkins attended a reception in Worcester, after his return home. His squadron mates, now members of VMF-322 formed a military escort for the pilot as a crowd of 4,000 turned out to welcome him. Close behind, a detachment of 70 officers and enlisted men, many from MGCI-21, also marched in the parade to demonstrate their feelings.

After a few weeks at home with his parents, he reported to MCAS MIAMI for duty.

NAS Dallas Recruits at Fair

One of the finest examples of community relations has existed for some time between Chance Vought Aircraft and the Reserve naval air station at Dallas. This year at the State Fair, Chance Vought once again lent a helping hand to its neighbor by allowing recruiters from NAS DALLAS to use its exhibit for recruiting purposes.

The exhibit, composed of the F7U-3 *Cutlass* and the *Regulus* guided missile, drew a large number of spectators. At all hours during which the fair was open for business, there were at least two men from the station at the exhibit, talking up both the NavCad Program and the Naval Air Reserve program.

A lot of good prospects were contacted this way. At the same time, the Navy's association with the exhibit reminded the public that the Navy is on its toes when it comes to weapons for the defense of the country.

Willow Grove Is Tops Again

It begins to look as if the Edwin Francis Conway Trophy has found a semi-permanent resting place. For the third time in as many years, the trophy which is awarded annually to the Reserve station demonstrating the greatest proficiency has been copped by NAS WILLOW GROVE.

Five squadrons from Willow Grove

have also been selected as the most efficient squadrons of their type and will receive the famous Noel Davis trophies. They are VF-933, VPP-936, VR-931, FASRON 935, and WS-93. Other winners are: VA-735 from NAS GROSSE ILE, VS-774 from NAS LOS ALAMITOS, ZP-751 from NARTU LAKEHURST, HU-911 from NAS SQUANTUM, AAU-674 from NAS ATLANTA and AGU-662 from NARTU ANACOSTIA.

The winner of the Chief of Naval Air Training Trophy, determined following the annual military, logistics and training inspection by CNARESTRA is NARTU LAKEHURST.

Columbus Has Low Accident Rate

At the end of the third quarter of 1953, NAS COLUMBUS is leading the other 28 stations of the Naval Air Reserve Training Command for motor vehicular safety. Men at the Columbus station have driven 234,767 cumulative miles without an accident.

RAAdm. D. V. Gallery, CNARESTRA, noted that the command average has been steadily decreasing from a high of 2.5 accidents per 100,000 miles in the first quarter of calendar year 1952 to the present low of 1 accident per 100,000 miles driven.

NAS LOS ALAMITOS uses a grim display to remind personnel of the traffic hazards in the Southern California area. A coffin, prominently displayed, bears the sign "Drive Cautiously. Death is so PERMANENT."

East Coast Defended by Reservists

"Weekend Warriors" from NAS SQUANTUM, NAS NEW YORK, NAS WILLOW GROVE, NARTU ANACOSTIA and NARTU NORFOLK joined in a two-day exercise which tested their skill in searching for, locating and attacking a make-believe enemy naval raiding force approaching the Atlantic coast. In the realistic battle problem, designed to provide Reserve pilots, crews and commanders with coordinated practice in their normal search, attack and defense missions, well over 100 Reserve aircraft were employed.

The "enemy," spotted as it approached the critical New York-New Jersey area, included an escort aircraft carrier, nine destroyers and two submarines. Exercise *Swordfish* utilized the latest techniques in search tactics and equipment. It included air attacks against the raiding force at sea and interception of its bombers as they attempted to attack coastal industrial areas.

Naval Air Reserve Units were commanded by Capt. R. T. Whitney. The raiding force was under the command of RAAdm. I. E. Hobbs, COMCARDIV 18 aboard the *Block Island*.

Station Roundup

● NAS NEW ORLEANS—When VS-821 went on two weeks training duty to NAS GROSSE ILE, it was fortunate that Leading Chief Leslie North, Jr., accompanied the other members. The circus was playing in Detroit and the squadron made the trip to the big tent in two sections as the guest of the chief. They met a lot of Ringling Brothers and Barnum and Bailey personalities and received super treatment because North is a cousin of President John Ringling North and Vice-president Henry Ringling North of the "Greatest Show on Earth."



IT'S AN honor to be the honor guard when Miss America makes the inspection. LCol. G. Gray, Capt. C. Collins escort her.

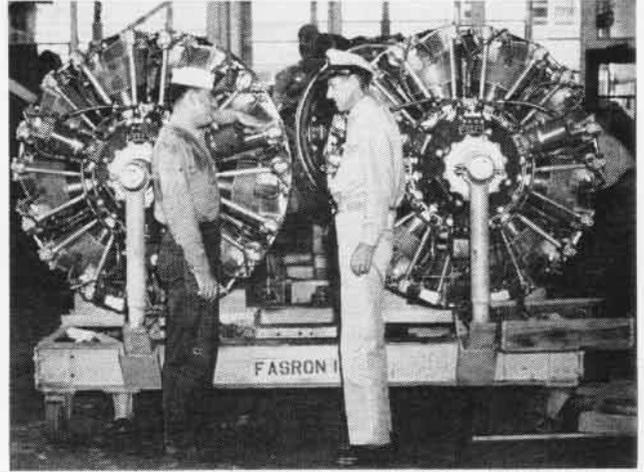


RUSSELL Brittingham and Harold Kelly return the Conway Cup to its place of honor in the Willow Grove station's trophy room.

PENNIES SAVED ARE DOLLARS EARNED



MONEY-SAVING OVEN IS INVENTION OF LIKOVICH AND CREECH



MARFINETZ AND MCCARTHY DISCUSS THEIR DOUBLE-ENGINE STAND

IT ISN'T only the men in administrative positions in the Navy who try to do something about saving a penny wherever they can. At many naval air stations throughout the country, the men themselves come up with ideas that will save the taxpayers hundreds of dollars.

The ingenuity and initiative of two FASRON 103 men at NAS PATUXENT RIVER are saving the cost of several thousand gallons of gasoline per year. Their tool is a tubular-structure, canvas-covered heating oven for "baking" de-icer boots onto aircraft propellers.

Economy-minded A. B. Likovich, DCC, and E. B. Creech, AD1, became concerned over the inconvenience and expense of heating an entire room to 132°F each time a propeller had to have new de-icer boots installed. It wasn't only that at least 180 gallons of gas were required for the baking of one propeller, but the shop was almost uninhabitable for about 12 hours afterward.

Creech thought up the idea of the oven and Likovich designed the tubular frame and a three-sectional pyramidal stand to hold four stacked propellers. The new method, employing a small, gasoline-driven air heater, requires less than 30 gallons of gasoline for baking as many as four propellers at one time. Better temperature control is also provided and the oven occupies a relatively small space and leaves the remainder of the shop habitable. Cost of the materials for building the

oven and stand was less than \$25, an amount more than repaid by fuel savings on the oven's first day of operation.

Down at NAS JACKSONVILLE the fact that FASRON 109's maintenance department found work was piling up resulted in an economy in time. When the need for a time-saving device was recognized, various ideas were offered and a double engine stand got the green light as the solution.

The stand was designed by C. J. McCarthy, ADC, and John Marfinetz, AD3, and saves working time on aircraft engines by a good 30 percent. It has improved the efficiency of FASRON mechanics mainly because it allows them to work on two engines at the same time and is constructed to permit mounting of practically all engine accessories, stacks and turbines on the stand. All the mechanics who have used it agree that it's more convenient than other types of stands and reduces the scattering and littering of parts.

Out at NAS BARBER'S POINT, COMFAIR HAWAII is getting the idea of economy across to personnel with a monthly Cost Consciousness and Economy Contest. Winner of the September contest was FASRON 117 with a suggestion for the installation of a central tool room for stocking and issuing tools.

Under this new system, all tools, except those actually required for regular use in shops, are kept in a central tool issue room. These are drawn on

custody from the issue room by shop personnel as they require them.

The tools required for regular use are kept in locked boxes or specially-designed tool-mobiles which are also signed for in custody to the tool room by shop personnel. The central tool room system insures proper identification of tools, reduces the number of personnel required to stock and issue tools and has reduced the loss of tools.

CONSERVATION and efficiency, plus production, are three main factors in a piloting program at NATTC JACKSONVILLE which is repaying the Navy dividends on an increasing scale. The program began more than a year ago in the hand tools phase of Airman Preparatory School. Already it has saved thousands of dollars in material and equipment for the Navy.

In combination squares alone, a saving of \$3,000 was made last year. Cost of a new square is \$7. By grinding those in present use to accurate dimensions at a cost of \$.19 and purchase of new bolts for \$.10, the life of the tools were increased and they are still being utilized.

One of the lessons taught in the school is how to make Dzus keys for locking or unlocking Dzus fasteners on aircraft. Instead of scrapping the keys, BUAER bought the idea of having the keys turned out in the course and furnished to squadrons for supply purposes.

The piloting program instills in the

minds of the airmen students the value of efficiency and conservation. Instructors feel that carelessness with materials and equipment will lead to carelessness in the job itself. C. E. Murphy, AMC, has been highly influential in the development of hand tools' conservation planning.

A lucky turn of fate enabled the Aviation Ground Officer's School at Jacksonville to save the taxpayers over \$600. Ordinarily students at the school are taken to Pensacola to observe shipboard operations aboard the training carrier *Monterey*. However, the *Midway* happened to be operating in the Mayport area and arrangements were made for the students to spend three days aboard her.

FOR MANY of the students, it marked an initial exposure to shipboard life. Not only was the cruise aboard the *Midway* more economical, but it permitted the officer students to observe carrier operations under far more realistic conditions than aboard the *Monterey*.

A woman civilian, Mrs. Marion McCubbin, in the Supply Department at NAS AGANA, Guam can take a bow for saving the government both money and trouble. The electric shop at VP-6 needed some one-pint mason jars to use as battery-acid traps on some P2V equipment. None was available in supply.

A dispatch was sent to NSC OAKLAND which replied that because of the small cost involved and the high expense of shipping, the jars should be purchased locally on the open market. Supply started a search of the island stores to no avail. Because of the shortage of fresh fruits and vegetables on Guam, very few people do their own canning.

That's when Mrs. McCubbin stepped in. She solicited the aid of the other women working in her office. A search through their household effects unearthed the 12 jars that VP-6 needed.

● **NAMTC POINT MUGU**—Ground Control Approach Unit 47 has been put into operation at the test center. It's the first unit of its kind at Mugu.

● **NATTC JACKSONVILLE**—A recent graduating class at Aviation Ordnance Officer's school broke all existing records for final class average. An all-time record was made by honor student Ens. Robert L. Larsen who also broke the top record grade at the Aviation Ground Officer's School.

'BLUE CHIPS' GET NEW CHARTER



THE HONORABLE James H. Smith, Jr.; Capt. F. W. Priestman, DCNO (Air) Coordinator for Naval Air Reserve; and NAAC Chairman Lewis K. Marshall confer during meeting.

THE FIRST annual meeting of the Naval Air Advisory Council (NAAC) was held in the Pentagon Building in November. This comparatively unknown but highly important organization, known informally as the "Blue Chips," originally was known as the Naval Air Reserve Advisory Council.

This year NAAC was established under the responsibility of the Assistant Secretary of the Navy for Air. Its purpose is to make available to naval aviation the advice of business and professional specialists on the solution of such problems as may be assigned to and accepted by the Council at the request of the Assistant SecNav for Air, DCNO (Air) or the Chief of BUAER.

The Council consists of approximately 50 members who shall be, or have been, nominated for membership by the Council, subject to the approval of Assistant SecNav for Air. The members who attended the meeting were, for the most part, business executives and professional men with wide experience or predominant interest in naval aviation. Most of them held important key positions on active duty during

World War II and now hold positions of importance in civilian life. They are or have been Naval Reserve officers.

The objectives of the NAAC are to make available the unbiased collective advice of the membership, offer individual and collective civilian experience and civilian talent to the solution of problems relating to naval aviation, promote wider public understanding and acceptance of the role and capabilities of naval aviation in national defense, and create improved liaison between industry and the military.

The Council members attended the meetings at their own expense. The Thursday events included visits to the TINKERTOY Plant and the David Taylor Model Basin and briefings by DCNO (Air) and BUAER men.

Friday morning the members were welcomed by James H. Smith, Jr., Assistant SecNav for Air; VAdm. R. A. Ofstie, DCNO (Air); and RAdm. A. Soucek, Chief of BUAER. The remarks stressed the 1956 Navy theme. Following came various presentations by DCNO (Air) and BUAER, dealing with the outlook for 1956. They heard briefly about plans for commissioning more BUAER Reserve Training Units.

LETTERS

SIRS:

I have recently completed a booklet entitled the *Black Cat Command* which I would like to distribute to all former officers and enlisted personnel attached to VP-12.

Unfortunately, the list of addresses which I have is old and outdated. If possible, could you run a notice in NAVAL AVIATION NEWS telling of the availability of this booklet and asking these men to contact me.

Many thanks for any help you can give me.

ANDERSON F. HEWITT

† Any *Black Cutters* who want a copy of the booklet can get in touch with Anderson Hewitt at Kenyon & Eckhardt Inc., 247 Park Avenue, New York 17, New York.



SIRS:

I've just caught up on your September '53 number (we're on circulation here) and can hardly believe what I see on pg. 22, "Lake Champlain Transits Suez."

"After dinner that night the word spread that there was a small British settlement, etc., etc. On the pier stood the English men, their wives and families all waving and smiling."

Where was this character looking? Did he not see the other 104,399 Army, RAF and RN types who were squatting along "the ditch"?

The rest of NAVAL AVIATION NEWS as always made good reading.

SN. LDR. MIKE CLANCY, RAF



A BIG PAIR of wings making her an "Honorary Flying Leatherneck" was presented Barbara Ann Crockett, Miss North Carolina of 1953, when she visited MCAS Cherry Point recently. With her are Sgts. Dyrel Needling and Joe Johnson, who escorted her.

NANEWS NOW UNRESTRICTED

Like all branches of the Navy, *Naval Aviation News* is adhering to the new policy as set forth in Executive Order 10501 of 5 November 1953 and AINav 59.

The new order which kills the "restricted" category of security classification, brings to an end the "restricted" issue of NANEWS.

Classified information will be found in the *Naval Aviation Confidential Bulletin* which becomes even more important to you and your outfit. The *Bulletin* comes out quarterly: February, May, August and November. Be sure you see it!

SIRS:

With reference to your article "F4D Sets Jet Speed Record", in the November issue, the following information is submitted for such corrective measures as you may deem appropriate:

LCdr. Verdin set his speed record on 3 October at Salton Sea. During the period preparatory to his record flight, both LCdr. Verdin and the *Skyray* were based at NAAS EL CENTRO, Calif.

It might also be well to mention that NAAS EL CENTRO is known as the "home of speed records". Aside from LCdr. Verdin and his three-kilometer record, LCol. Everest, USAF, and the F-100 *Super Sabre* also were based at this station prior to his establishment of the new 15-kilometer speed record with an average speed of 754.98 mph.

W. E. PREMO, JR., CAPT.

NAAS EL CENTRO

† NANEWS erred in placing the record speed run at Muroc, where Verdin made earlier runs. Later they were moved to El Centro to take advantage of higher temperatures at that "garden spot".



SIRS:

In your October issue, you listed LCdr. W. E. Lamb, Lt. R. E. Parker and Ens. F. C. Weber as getting *Mig* kills on 18 Nov 1951. The records should show that their *Mig* kills came on 18 Nov 1950, not 1951. I was the photo pilot on that flight and can speak from experience. Those officers and myself were a part of CVG-5, CV-45, during that period.

CAPT. FRANK S. CRANFORD, USMC
MCAS CHERRY POINT

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● THE COVER

Helix antenna, used to receive physiological data from a Navy pilot flying over 60 miles away, is adjusted by J. J. Clancy, ET2. This cover, another in the "Faces of Naval Aviation" series, was taken by Ralph Seghers, PH1, of SecDef Pictorial Branch.

● CITIES QUIZ

Top: Boston, Mass., statehouse, taken from helicopter from NAS Squantum. Lower: Marine Corps Air Station, Kaneohe Bay, Hawaii. Helicopters are from HMR-361, attached to the 1st Provisional Marine Air-Ground Task Force.

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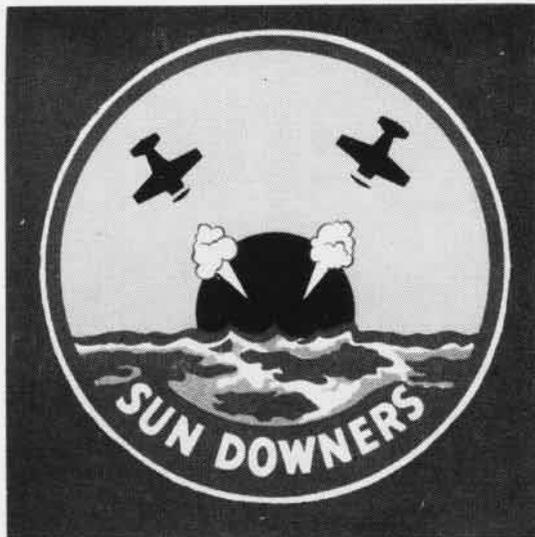


SQUADRON INSIGNIA

Four outfits sent in their insignia for reproduction in this month's News. First composite insignie for an air group came from CAG-4 aboard the Lake Champlain off Korea. The pentagon-shaped shield, clockwise, features VF-22, VF-62, VF-43, VF-44 and VA-45. VS-26 has a mailed fist, entwining rattlesnake and lightning hitting a sub, day or night. These insignia are approved by CNO. VF-111 was the first squadron to bag a Mig in the KoWar. Helicopter Training Unit One at Ellyson field features a grasshopper helicopter.



CAG-4



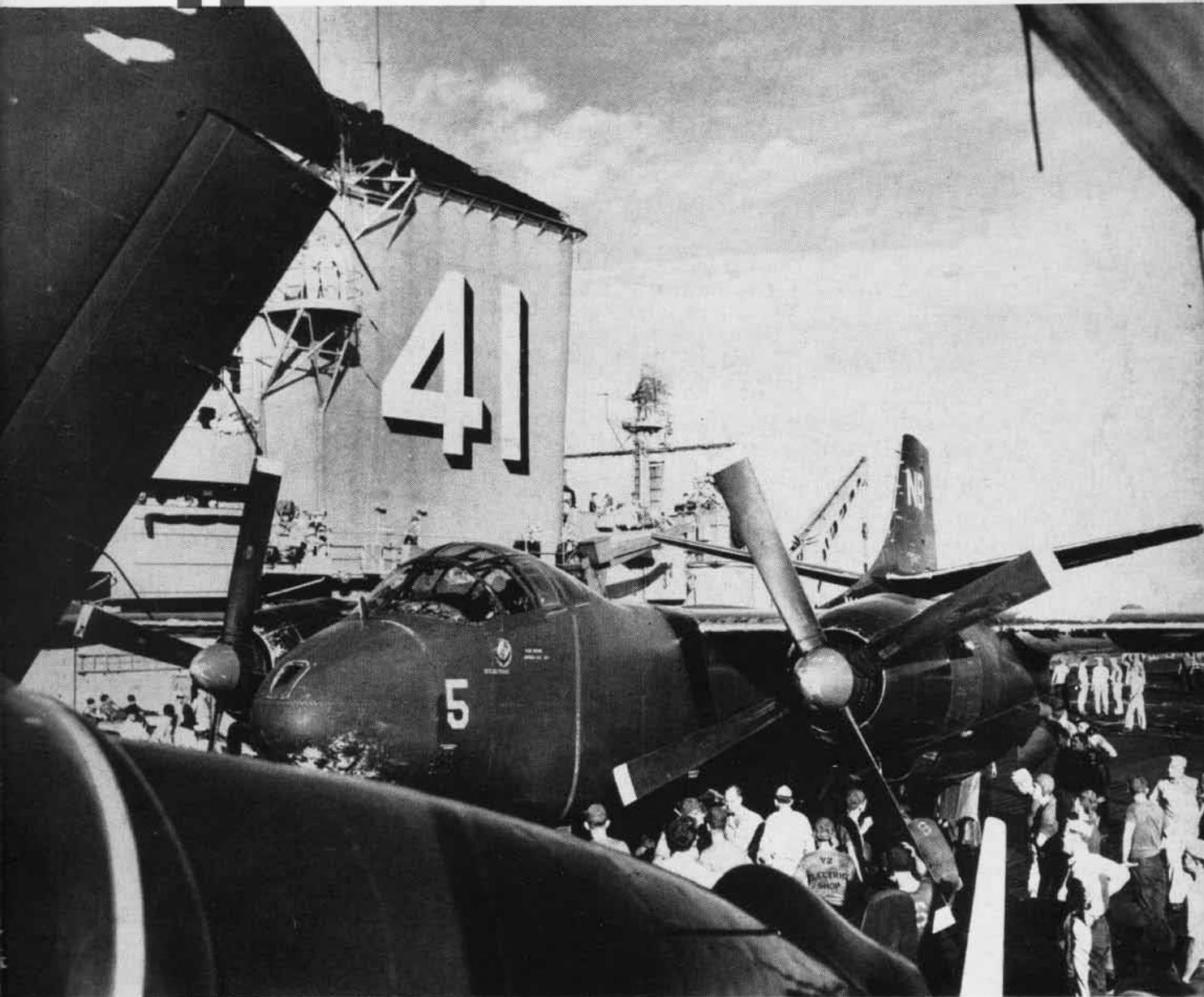
VF-111



HTU-1



VS-26



NAVAL AVIATION

NEWS

THE carrier is here to stay. With the advent of handier-sized atomic weapons, we may have some relief from the increase of plane sizes and weights which were forcing us toward bigger ships.

—Adm. Robert B. Carney, CNO

