

NAVAL AVIATION

NEWS

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FEBRUARY 1966

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THE CAN-DO CARRIERS

'The carriers operating in the South China Sea can, and do, operate their aircraft around the clock as effectively at night as in the daytime. Their aircraft can reach out to places 1,000 miles or more to show our presence, take aerial photographs, drop leaflets, bombs or intercept enemy aircraft. . . . In my twenty-eight years in Naval Aviation, I have never seen more highly skilled, professional, dedicated or enthusiastic aviators.'—Rear Admiral Henry L. Miller, Commander Carrier Division Three



NAVAL AVIATION

NEWS

FORTY-SEVENTH YEAR OF PUBLICATION FEBRUARY 1966

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■ COVERS

As USS Oriskany returned to North Island, a youngster raised his flag in salute. Photo of USS Franklin D. Roosevelt (above) was taken by T. M. Putnam, PH3. Back cover is the work of Ltjg. M. J. Hart from the same attack aircraft carrier.

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NAVAL AVIATION NEWS



IN THESE DRAMATIC photographs, Commander Robert R. King, flying a Navy A-4 Skyhawk, fires a cluster of 2.75-inch rockets, then drops a 2,000-lb. bomb on a Viet Cong stronghold in South Vietnam.



Number of rockets in cluster varies and can include up to 17. Photos were made in November before USS Midway returned to U.S. As C.O. of VA-23 in CVA-41, Cdr. King flew over 100 combat missions.

38-Month Safety Record VT-4 Accumulates 60,000 Hours

Training Squadron Four, based at Forrest Sherman Field, NAS PENSACOLA, Fla., has logged over 60,000 accident-free hours covering a period of 38 months.

The 60,000th hour was logged on December 2 by Captain J. M. Mead, USMC, flight instructor for VT-4. With Captain Mead was another Naval pilot undergoing training to qualify as a squadron instructor.

During the period covered, instructors and students completed over 7,050 jet carrier landings and over 167,000 field carrier landings. Air-to-air gunnery exercises rounded out the schedule.

During the time, over 1,500 Naval Aviators completed their basic training and went on to Corpus Christi for Advanced Training.

The squadron is made up of 40

flight instructors, 300 enlisted personnel and 50 T-2A Buckeye trainers.

Seaplane Tender Returns Currituck is Back from Vietnam

The seaplane tender USS *Currituck* (AV-7), commanded by Captain Martin G. O'Neill, returned to San Diego early in December after serving off Vietnam since April 1965.

According to *Currituck*, on June



AV-7 COMPLETES WESTPAC TOUR

23 she became the first seaplane tender in the history of the U. S. Navy to conduct shore bombardments when she moved to within five miles of Viet Cong territory on the Mekong Delta. A U. S. Army spotting plane, directing the gunfire, described the results as good on three of four targets—a training post, two administrative areas and an ammunition dump. *Currituck* was armed with four five-inch 38-calibre guns.

During *Currituck's* deployment, the ship performed her primary mission of tending seaplanes for patrol squadrons and acted as the flagship for Operation *Market Time*.

USS *Currituck* was relieved by her sister ship, USS *Pine Island*.

New Station in Antarctica Hercules Brings in Specialists

In December, a Navy ski-

equipped C-130 *Hercules*, piloted by Commander Marion E. Morris of VX-6, landed on a lonely stretch of barren ice in Antarctica as the first step toward building a new scientific station.

The site is approximately 630 miles northeast of the South Pole. Constructed on the Polar Plateau some 11,900 feet above sea level, the station will be located exactly where the earth's curvature begins. It will be called the Plateau Station.

After a flag-raising ceremony by Captain V. Don Bursik, Deputy Commander and Chief of Staff for the Commander of Naval Support Forces in Antarctica, and Lt. J. L. Gowan, a Navy doctor and OinC of the new station, the plane's cargo was unloaded and construction began.

The schedule calls for its completion before the onset of the Antarctic winter. During the winter months, four Navy men and four scientists will man the outpost.

Commander of 7th Fleet VAdm. Hyland Assumes Duty

Command of the U. S. Navy's Seventh Fleet changed hands December 13, 1965, when Vice Admiral John J. Hyland relieved Rear Admiral Joseph W. Williams during a full dress ceremony aboard USS *Oklahoma City* (CLG-5) as the ship steamed through the South China Sea.



NEW COMMANDER FOR 7TH FLEET

At the time of his appointment, November 30, Admiral Hyland was Director of Strategic Plans Division, Washington, D. C.

Admiral Hyland graduated from the Naval Academy in 1934 and was designated a Naval Aviator in 1937.

His varied assignments have included his being personal pilot for Fleet Admiral Ernest J. King, Commanding Officer of the USS *Onslow* and the USS *Saratoga*. He has also served in many planning posts.

Rear Admiral Williams was appointed October 9 as Commander of the Seventh Fleet to temporarily relieve Vice Admiral Paul P. Blackburn, Jr., after the latter was stricken with a respiratory illness while on a trip to Korea.

FAA Eases Requirements Position Reports are Decreased

A new rule, adopted by the Federal Aviation Agency, permits pilots to omit position reports when conducting IFR operations in a radar environment. This rule became effective January 10, 1966.

The action followed an extensive trial period during which the

elimination of position reports in a radar environment was found to reduce congestion on ATC radio frequencies, thus lessening the communications workload on both pilots and controllers.

Under the new rule, pilots discontinue routine position reports when advised that ATC has radar contact and resume them when informed that radar contact is lost or that radar service is terminated. However, ATC may request position reports at any time.

The rule was adopted as an amendment to Part 91 of the Federal Aviation Regulations, "General Operating and Flight Rules."

More Skyhawks are Ordered 73 Advanced TA-4E's for Navy

The Navy has ordered 73 additional TA-4E *Skyhawk* jet trainers from Douglas Aircraft Company. This is a \$35.2 million contract.

The TA-4E is a two-place jet trainer powered by a P&W J-52-P-8A turbojet engine. The rated thrust of this engine is 9,300 pounds compared with 8,500 pounds for the J52-P-6A currently used in the A-4E.



VICE PRESIDENT Hubert H. Humphrey presents the citation for the Harmon Aviatrix Trophy, awarded annually to the world's outstanding woman pilot, to her husband, LCdr. Jack Smith, and her mother, Mrs. Ann Merriam of Miami. LCdr. Smith had just returned from a Vietnam tour in the USS *Oriskany*. His wife Joan, who flew alone around the world in 1964 along the Amelia Earhart route, was killed in an airplane accident in 1965.



GRAMPAW PETTIBONE

F-4 Fiasco

A pilot and an RIO picked up an F-4B from an overhaul activity in Japan to ferry the aircraft back to their squadron which was deployed aboard ship. The crew planned to ferry the F-4 to an NAS and await orders from the ship.

The flight was uneventful with one stop for fuel. After getting the report on the weather at his destination, the pilot decided to cancel his IFR flight plan. He proceeded VFR to the field and, about 12 miles out, received landing instructions from the tower.

Approaching the field, the pilot and RIO noted rain showers in the area and saw puddles of water on the runway. Downwind on initial approach, the RIO suggested they inquire about the status of the Mostest gear. The tower advised the gear would be ready in five minutes. The pilot continued the approach but decided to take a wave-off owing to poor line-up and the fact of being high and fast. On the second time around, line-up, speed and altitude looked good. However, the tower advised the pilot that the Mostest gear was not up; it would be ready on the next pass.

While downwind for the third approach, the tower advised that the Mostest was ready, so the pilot called the gear and continued the approach. The approach and landing were normal to touchdown, but the pilot elected not to use the drag chute because he intended to take off again if he missed the Mostest. He also intentionally kept the hook up, figuring he would drop it about 500 feet from the arresting gear. The hook handle was actuated at a point estimated to be 500 feet from the Mostest, but the pilot quickly realized he was past the gear with no arrestment. He immediately went to MILITARY POWER in an effort to take off, but failed to

realize his hook was down and that the abort gear was coming up. Both the pilot and RIO failed to hear the tower transmit, "Hook down."

Just as the aircraft reached take-off speed (approximately 140 knots), the tailhook engaged the abort gear. When the pilot felt the aircraft jolt, he suddenly realized what had happened and brought the power to idle. The aircraft continued to decelerate and left the runway at about 100 knots. The nose gear failed when it encountered the soft dirt and the F-4 finally stopped about 200 feet past the end of the overrun.

The design limit of the abort gear was exceeded so badly during the engagement that a number of the 40-pound links disintegrated. Some of the pieces were whipped through the air for a distance of over 6,000 feet. One man was injured by a piece of chain link, and a parked car and aircraft were damaged.



Grampaw Pettibone says:

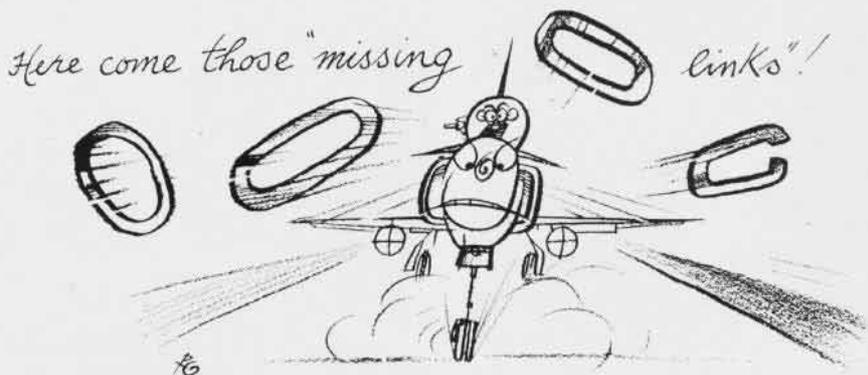
Fetch me another aspirin tablet, my ulcer's doin' nip-ups. It took a lot of real loose plannin' and very little headwork to send this F-4



right back where it came from—**OVERHAUL.**

This lad was concerned enough about the wet runway to request the Mostest, but looks like he'd landed without it on the first pass if his line up had been good. Kinda hard to convince your ole Dad it's smart not to use the drag chute in a case like this and not to drop that hook until the last second is downright foolish.

The tower tried to warn the pilot about his hook bein' down, but you know it's fairly hard to make out transmissions when that hook's scrapin' on the runway.



When you're flyin' a good bird, have a drag chute to use, a Moresst and abort gear, it takes a lot of hard work to plumber a landin' this bad.

Check my Six

Two dauntless *Crusader* drivers were scheduled for night FMLP. Their assigned birds had full fuel loads and were ready for the 1650 launch, ample time (70 minutes) to burn down for an 1800 Charlie.

Dauntless One managed to become airborne at 1732, switched to paddles frequency and the bounce field TACAN. Owing to the nearness of Charlie time, he was attempting to burn down, cruising at 12,000 feet, 450 knots, executing barrel rolls and wing-overs "to keep his speed down," all in a high density air space.

Dauntless Two became airborne from runway 36 at 1743, climbed in burner to 20,000 feet, deselected burner and started a left turn to circle home base at 10 miles. East of the field, he let down to 15,000 feet and continued the left turn. He was checking "his six" (six o'clock position) all the way as there were two other heavy F-8's up with fuel to burn. North of the field, he eased the nose up and while indicating .93, hit burner and pulled the nose up further, still checking "his six."

In a rather rapid climb (.95) and after checking "his six," Dauntless Two was confronted with Dauntless One directly in front of him and a little above. Closing Dauntless One from five o'clock he realized a rendezvous was imminent, deselected burner and attempted evasive action by pushing the nose over and rolling left. . . . After impact, Dauntless Two found himself in front of and above Dauntless One at 11 o'clock. He rolled wings level, extended speed brakes and jockeyed to look his victim over.

At approximately 1748, Dauntless One felt a tremendous jolt and caught a glimpse of what looked like an aircraft as it came into view from under his nose. At the time, he was in a level turn of 10° bank to port. Thinking he had been struck, he immediately reached for the face curtain and

reduced power to idle. He glued his eyes to the instrument panel. As the machine settled down and continued to operate normally, he decided *not* to eject.

After proceeding to a neutral corner, Dauntless Two held inventory. All instruments were good except the ball, which was all the way to one side. The aircraft would not answer trim correctly and made violent movements each time he tried. Although badly bruised, the bird was manageable, so he too decided to stay with it.

After getting together like two



porcupines, the twosome looked each other over. Both birds were sporting Bravo damage, none of which impaired their ability to land. Handling characteristics in the landing configuration were satisfactory. Both aircraft returned to base for uneventful landings.



Grampaw Pettibone says:

How hairy can it get? This experienced lad with nearly 1,000 hours, over 600 in this model, and designated over three years, deliberately ignored rules for staying alive.

Sure, he had a heavy bird; but the flight schedule provided ample time to expend this fuel in safe, useful endeavor. There will continue to be occasion when availability, weather or operational requirements dictate the use of aircraft fueled for different missions. But as long as lads of this type fail to discipline themselves, constructively plan their flights, and adequately brief, life won't be worth a plugged nickel in the same air space.

Why this tiger on the prowl devoted so much attention to his "six" is be-

yond me. Had he maintained the swivel head lookout of a truly hungry tiger, it's doubtful his whole day would have been ruined.

This sort of foolishness in a high density air space is as sensible as playing "Russian Roulette" with one empty chamber. I've said it before and I'll say it again, "There is no substitute for that safety device between your ears."

Meals, not Snacks

Pilots, inclined to grab snacks on long flying missions, should heed the following (adapted) admoni-

tion of Lt. Curtis G. Graham, Navy Flight Surgeon:

While over-eating may be a threat to health on a long-term basis, under-eating can become an immediate threat to you and the lives of your crew or passengers.

Your body, like your aircraft, runs smoothly when the tank is fueled. Your main fuel tank lasts about four and a half hours after a good meal. It burns about 250 calories per hour under a moderate work load. When it begins to run dry, the reserves are called upon. Sugar is released from the liver, the body's "reserve tank," and this may last another three or four hours. If you are already operating upon your reserves and an emergency arises when your body needs a sudden burst of energy, the necessary reserve may not be there.



Grampaw Pettibone says:

Amen to that! I've lived a long time and I ain't missed one of my three square meals a day yet.



IN ONE OF MANY assaults by helicopter, U.S. Marines and Vietnam Army units, supported by U.S. Army and Navy air, combined opera-

tions in July in a successful attack on Viet Cong rebels dug in at the mouth of the Troung Giang River, eight miles northeast of Chu Lai.

THE 1965 NAVAL AVIATION REVIEW

IN THE FIFTY-FOURTH year of Naval Aviation, the little corner of Southeast Asia was the center of world attention. Requirements for sustained naval action and support of operations ashore in that area posed major problems for planners and force commanders but these were as nothing

compared to those at the international level. There, the problem was more nearly a dilemma as continuing rejection met all proposals for peaceful settlement and the foreboding threat of a larger war was never far away.

The year opened on what later would be considered a



REPLENISHMENT AT SEA keeps carriers on the line. USS Oriskany, Air Wing 16 on board, arrived in western Pacific during May.



A-3B SKYWARRIOR bomber-tanker of Heavy Attack Squadron Two over USS Coral Sea in South China Sea off coast of Vietnam.



CORSAIR II, a light attack aircraft of greater payload and range capabilities than those now operating, first flew in September.

quiet note but soon reached the cacophony of battle and the action became progressively heavier despite repeated efforts to halt the fighting and to settle differences at the conference table. As continued pressure required the commitment of ever greater forces, carrier strength of Seventh Fleet was increased early in the year from three to four and then to five. The build-up ashore matched that afloat.

In other areas, naval operations went on without major interruption. Revolution in the Dominican Republic required active participation toward stability and the assignment of standby forces for a fairly extended period. The exodus of Cuban refugees required special Fleet services.

Support of the nation's space program reached a new high. Naval forces recovered the last *Gemini* capsule of the pre-orbital program and five spacecraft after record orbital flight, scoring a double in December after the his-



SEAPLANES of Patrol Squadron 40 deployed to Vietnam in May to patrol coastal waters and cut off Viet Cong infiltration by sea.

toric rendezvous in space. Naval Aviators were again among those selected for future space programs. The *Transit* navigational satellite system became fully operational. The Navy *Vanguard*, second United States satellite, stopped transmitting after almost seven years in orbit.

The over-all strength of Naval Aviation forces was slightly higher than last year. The number of persons on active duty at midyear was at about last year's level, but action to defer the retirement of some and the resignation of others resulted in some increase. Aircraft inventory dropped a little in spite of a small rise in the number of operating aircraft. The number of aviation ships in the Fleet was increased by the commissioning of one attack carrier and one amphibious assault carrier. Future growth was promised with the launching of one amphibious assault carrier and initiation of a design study for a new nuclear-powered

By Adrian O. Van Wyen
Aviation Historian, DCNO (Air)



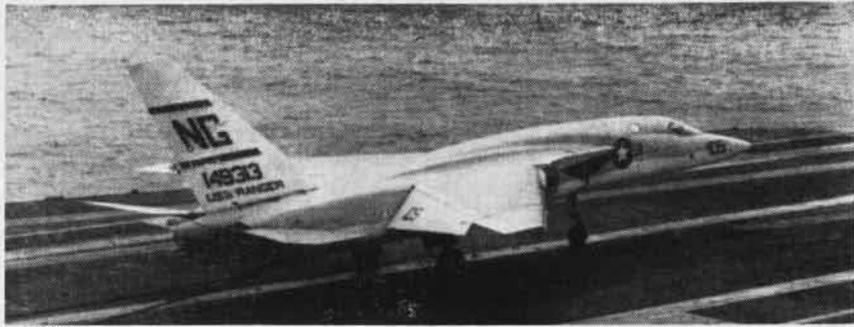
UH-46C HELICOPTERS from supply ships lift cargo to other ships operating at sea.



CATAPULT CREWMEN move clear for launching a bomb-laden A-4 Skyhawk from USS *Ranger* as the carriers of Seventh Fleet mount another air strike on North Vietnam targets.



EVACUEES from the Dominican Republic board a Marine helicopter from Boxer.



RECONNAISSANCE version of the Vigilante, RA-5C, of RVAH-5, on USS Ranger off Vietnam. In late 1964 a replacement RA-5C was flown across Pacific with aid of air refueling.

carrier. A reconnaissance version of an operational fighter reached Fleet service. A new light attack aircraft, a new interceptor and a counter-insurgency aircraft made first flights. The development of practical vertical/short takeoff aircraft was marked by several successful flights. An already impressive aviation safety record was surpassed.

In the first quarter, the President outlined his dream of a Great Society; Congress took the first step toward it with aid to Appalachia. Civil Rights issues flared in north and south; marchers from Selma were turned back with violence, then allowed to proceed. Sir Winston Churchill died. Ranger photographed the moon at close range. A Soviet cosmonaut walked in space. The first flight of Gemini was a success. Indonesia became the first nation to withdraw from the U.N. Attempts toward peace in Vietnam came to naught; the fighting intensified.

JANUARY

1—In accordance with General Orders prescribing the organization and administration of the Navy, all Naval Air Bases Commands were disestablished.

16—USS *Guam* (LPH-9) was placed in commission at Philadelphia with Captain N. E. Thurmon in command.

19—USS *Lake Champlain* (CVS-39) recovered a Gemini space capsule launched from Cape Kennedy



A-6A INTRUDER, with full fuel stores installed, lifts off from Grumman's Peconic River airstrip bound for Paris, France, non-stop.

1,879 miles down the Atlantic Missile Range.

23—USS *America* (CVA-66) was commissioned at Norfolk, Capt. Lawrence Heyworth, Jr., commanding.

FEBRUARY

1—USS *Constellation*, with Air Wing 14 on board, arrived in San Diego after a tour in WestPac.

4—The A-7A light attack aircraft (formerly VAL) was assigned the popular name of *Corsair II*.

7—In retaliation for a damaging Viet Cong attack on installations around Pleiku, a fighter-bomber strike, launched from the carriers *Ranger*, *Coral Sea* and *Hancock*, blasted military barracks and staging areas near Dong Hoi in North Vietnam.

8—The title and designation of Naval Aviation Observers, 135X, were changed to Naval Flight Officers, 132X, effective about 1 May.

26—To strengthen the management of the F-111B/Phoenix program within the Office of the Chief of Naval Operations and to improve coordination between offices having responsibility within the program, a Program Director was appointed and a Policy Group established to exercise over-all guidance.

MARCH

1—Vice Admiral Paul P. Blackburn, Jr., assumed duty as Commander Seventh Fleet; Vice Admiral I. J. Galantin became Chief of Naval Material.

1—The Naval Weapons Support Activity was established in development status and in a fully operational status effective 1 July 1965.

6—A Sikorsky SH-3A helicopter, piloted by Commander J. R. Williford, took off from USS *Hornet* (CVS-12) berthed at North Island, Calif., and 15 hours and 51 minutes later landed on the USS *F. D. Roosevelt* (CVA-42) at sea off Mayport, Fla. The flight surpassed the existing distance record for helicopters by more than 700 miles.

8—With surface and air units of Seventh Fleet standing by, 3,500 Marines, including a helicopter squadron and supporting units, landed without opposition at Da Nang, an air base near the northern border of South Vietnam.

12—Four enlisted men completed 24 days of living in a rotating room in a test conducted at Pensacola by the Naval School of Aviation Medicine to determine the spinning rate men can endure without discomfort and to check out procedures for condition-



THE CATAPULT Officer signals the start of air operations on the USS America. Cdr. K. B. Austin made the first takeoff in an A-4C.

ing astronauts for the rigors of long space flight.

18—As the Naval Air Training Command Flight Instructor of the Year, Capt. Glenn T. Shaver, USMC, received the first annual David S. Ingalls Award in ceremonies at NAS PENSACOLA.

23—Astronauts Virgil Grissom and John Young landed their *Gemini III* spacecraft east of Bermuda, roughly 50 miles from the intended splash point. The craft was spotted by Coast Guard helicopters about 20 minutes later and within an hour the astronauts were picked up by helicopter and delivered to the prime recovery ship, *Intrepid*.

27—USS *Albemarle* (AV-5) was renamed and reclassified *Corpus Christi Bay* (T-ARVH-1).

30—Admiral Roy L. Johnson assumed duty as Commander-in-Chief, Pacific Fleet.

31—Vice Admiral Paul H. Ramsey assumed duty as Deputy Chief of Naval Operations (Air); Vice Admiral Charles T. Booth became Commander Naval Air Force, Atlantic Fleet.

In the second quarter, revolution broke out in the



USS CORAL SEA returns to Alameda after a long tour of duty with Seventh Fleet and action supporting national policy in Vietnam.



THE TRI-SERVICE counter insurgency aircraft, OV-10A, built by North American, made its first flight in July at Columbus, Ohio.

Dominican Republic; U.S. troops and OAS and UN took steps to stop the fight. The government of Algeria was overthrown. Indian and Pakistani troops clashed over a border dispute. A plea for peace in Vietnam by seventeen non-aligned nations was rejected. More Marine and Army units were committed. Guided missile sites were spotted around Hanoi. Tornadoes and floods devastated large areas of the mid-west. Another Gemini flight was completed; one of our astronauts took a walk in space.

APRIL

1—NAF MONTEREY was disestablished and made an auxiliary landing field to NAS ALAMEDA.

5—The first takeoff and arrested landing were made on board the USS *America* by Commander K. B. Austin in an A-4C *Skyhawk*.

19—Six Navy and two Marine aviators emerged from sealed chambers at the Aerospace Crew Equipment Laboratory, Philadelphia, after a 34-day test to learn the physical effect of living in confined quarters and a low pressure-pure oxygen atmosphere.

27—As revolutionaries ran wild in the Dominican Republic, USS *Boxer* sent Marines ashore to protect American nationals, and launched helicopters of HMM-264 to evacuate men, women and children from the revolt-torn island.

27—Rear Admiral Fred E. Bakutis assumed duty as Commander U.S. Naval Support Force, Antarctica.

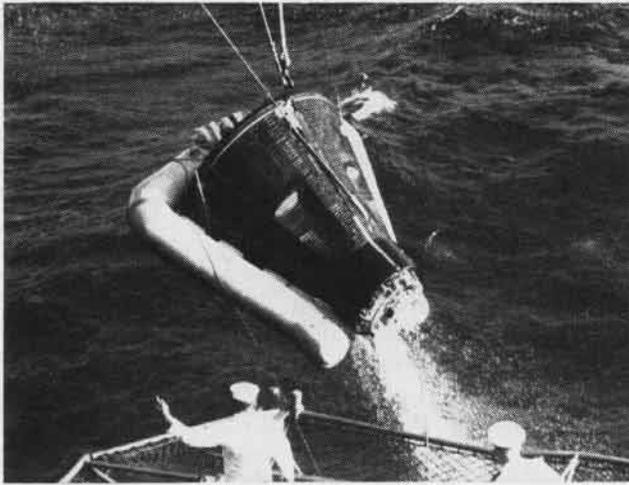
30—Admiral Thomas H. Moorer assumed duties as Commander-in-Chief, Atlantic and Atlantic Fleet.

MAY

6—USS *Ranger*, with Air Wing 9 on board, arrived at Alameda after a tour with Seventh Fleet.

10—*Seaspar*, a surface-to-air version of the *Sparrow III* air-to-air missile, was fired in the Pacific Missile Range test from USS *Tioga County* (LST-1158)—its first shipboard test.

12—Some 1,400 men of the 3rd Battalion, 3rd Marines, landed at Chu Lai, South Vietnam, from the *Two Jima* (LPH-2) and an APA and LSD.



GEMINI III spacecraft of Grissom and Young comes aboard *Intrepid* in March, the first of five recovered by Navy carriers this year.

18—USS *Yorktown*, with CVSG-55 on board, returned to San Diego after a tour in the West Pacific.

18—The Grumman F-111B (formerly TFX) made its first flight at Peconic River, N.Y., and successfully demonstrated variable wing sweep and low speed handling capabilities.

23—The F-8 *Crusader* was used as a bomber for the first time in combat as VF-162 from USS *Oriskany* attacked a Viet Cong concentration with 500-pound bombs near Mui Song Trau, South Vietnam.

29—USS *Hancock*, with AirWing 21 on board, arrived at Alameda and USS *Princeton* (LPH-5) arrived at Long Beach after tours with Seventh Fleet in the Western Pacific.

JUNE

1—The Marine Corps expeditionary airfield at Chu Lai, South Vietnam, 52 miles south of the major base at Da Nang, became operational.

7—The *Gemini IV* spacecraft of J. A. McDivitt and E. H. White splashed in the Atlantic after a four-day flight. Minutes later Navy frogmen attached the flotation collar and in less than an hour after landing the astronauts were carried by helicopter to the carrier USS *Wasp*.

17—USS *Independence* (CVA-62), with Air Wing Seven on board, arrived at Subic Bay for duty with Seventh Fleet. Her transfer from the Atlantic Fleet around the tip of Africa added a fifth attack carrier to naval forces operating off Vietnam.

17—While escorting a strike on the barracks at Gen Phu, North Vietnam, two pilots of VF-21 in F-4B *Phantoms* intercepted four MIG-17's and shot down two, scoring the first confirmed U.S. victories over MIG's in Vietnam.

20—Four propeller-driven A-1H *Skyraiders* of VA-25 from USS *Midway* engaged two MIG-17 jets and shot down one in a battle over North Vietnam.

23—In an unusual mission for ships of her type, the seaplane tender *Currituck* carried out a shore bombardment of Viet Cong positions in the Mekong Delta area of South Vietnam.

26—USS *Salisbury Sound* (AV-13) arrived at Whidbey Island after a tour in the Western Pacific.

30—Seven years after its establishment, the western extension of *Dewline* ceased to operate and Barrier Force Pacific and Airborne Early Warning Barrier Squadron, Pacific, went out of existence.

30—The trainer version of the Douglas *Skyhawk*, the TA-4E, made its first flight at Palmdale, California, two months ahead of contract schedule.

30—The aircraft accident rate for fiscal year 1965 was an all-time low of 1.25 per 10,000 flight hours.

During the third quarter, the Watts area of Los Angeles erupted. Medicare and Voting Rights bills were passed. Hurricane Betsy tore through the Bahamas, raked across Florida and hit the Gulf coast leaving wreckage and floods in her trail. Mariner completed a six-month journey toward Mars and sent the first close-up photographs of that distant planet. Gemini V completed an eight-day orbital flight. Adlai Stevenson died. The border war between India and Pakistan grew fiercer; Red China threatened to join. Fighting in Vietnam intensified; more troops were assigned.

JULY

1—Helicopter Utility Squadrons (HU) were redesignated Helicopter Combat Support Squadrons (HC) and Utility Squadrons (VU) were redesignated Fleet Composite Squadrons (VC) as more representative of their functions and composition.

1—Antisubmarine Warfare Fighter Squadron One (VSF-1) was commissioned at Alameda, with Commander C. E. Waring in command, to provide defensive units to ASW carriers in hunter-killer groups.

4—Pilots of VA-75 from USS *Independence* took the Grumman A-6A *Intruder* into combat for the first time on a bridge-busting mission in Vietnam.

8—The *Blue Angels* flight demonstration team completed its first European tour during which it performed its precision maneuvers to the plaudits of crowds at 12 air shows in six countries.

14—USS *Yorktown* (CVS-10) left San Diego for Subic Bay to deliver urgently needed materials to forces operating in and around South Vietnam.

16—The OV-10A counter insurgency aircraft (COIN) made its first flight at Columbus, Ohio.

20—Contract for the design study of a second nuclear-powered aircraft carrier was let to the Newport News Shipbuilding and Drydock Company.

During July, ComFAirs Miramar and Moffett were established; FAW-8, RVAH-12 and HMM-165 commissioned; AirFMFPac and Utility Wing, Pac, were disestablished.

AUGUST

13—To achieve the personnel increase necessary to meet requirements created by a deteriorating international situation, a temporary policy was established which deferred the separation of officers and enlisted men from active service.

26—The barrier air patrol over the North Atlantic came to an end as an EC-121 *Warning Star* of VW-11



A-1H SKYRAIDERS of VA-196 being launched from *Bon Homme Richard* against North Vietnam targets in action from South China Sea.

completed the last mission out of Kellavik, Iceland.

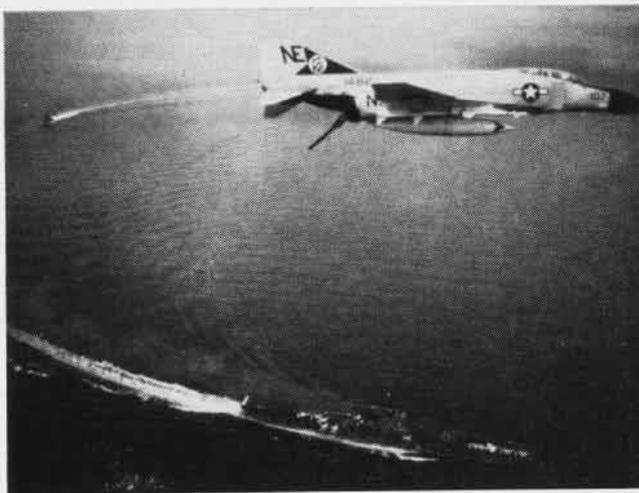
29—*Gemini V* splashed into the Atlantic 90 miles off target after a record-breaking eight-day space flight. Forty-five minutes later, Navy frogmen helped astronauts Gordon Cooper and Charles Conrad out of their space ship and into a helicopter for flight to the recovery ship, *USS Lake Champlain*.

31—President Johnson approved a standard system for the promotion and decoration of *Gemini* astronauts after successful space flights.

In August, Naval School of Aviation Medicine was renamed Naval Aerospace Medical Institute, COMAEWinglant was disestablished and *USS Jupiter* (AVS-8) was stricken from the Navy Register.

SEPTEMBER

1—The Chief of Naval Air Reserve Training announced that NARTU ANDREWS had won the Edwin Francis Conway Trophy for the second straight year and that NARTU ALAMEDA had been awarded the Chief of Naval Air Training Trophy.



A PHANTOM II of VF-21 over Midway off Vietnam. Two pilots from this squadron scored the first aerial victories over MIG's.

1—U.S. Atlantic Fleet DASH Training Unit was placed in commission.

1—In accord with an Act of Congress, the Secretary of the Navy authorized additional pay to flight deck personnel for duty performed in the hazardous environment of flight operations on the decks of attack and antisubmarine carriers.

3—Rear Admiral John J. Lynch became Chief of Naval Air Basic Training.

11—Elements of the First Cavalry Division with helicopters and light observation aircraft went ashore at Qui Nhon, South Vietnam, from the *USS Boxer* on which they had been transported from Mayport, Florida, by way of the Suez Canal.

17—The Marine Corps accepted its first operational landbased catapult, climaxing several years of study to develop launching equipment for its SATS (Short



SH-3A Dawdling Dromedary under pre-flight check on *USS Harnet* at San Diego prior to its record-breaking transcontinental flight.

Airfield for Tactical Support) concept.

27—The *A-7A Corsair II* made its first flight at the Ling-Temco-Vought facilities near Dallas. The flight was 26 days ahead of schedule.

28—Rear Admiral Richard L. Fowler became Chief of Naval Air Reserve Training.

In the last quarter, fighting in Vietnam became heavy; losses increased on both sides. Coup took turns with counter-coup in Indonesia. Castro offered free exodus to Cubans and thousands jumped at the chance to leave. Pope Paul VI made a whirlwind visit to speak before the UN. The "Great Power Failure" paralyzed New York City and much of New England. The colony of Rhodesia declared its independence under a cloud of a possible racial show-down. Gemini flights joined-up in space.

OCTOBER

1—The Venerable Order of the Gray Eagle passed to Lieutenant General Richard G. Mangrum, USMC.

1—The 11th annual Operation *Deep Freeze* began.

3—*USS Princeton* (LPH-5) returned to Long Beach after a logistics trip to the Western Pacific.

4—The first RF-8G *Crusader* assigned to Fleet service was received by VFP-63 at NAS MIRAMAR.

7—USS *Bennington*, with CVSG-59 on board, returned from a tour in the Western Pacific.

15—To expand Pacific airlift capabilities, Transport Squadron 22 was moved from NAS NORFOLK to the West Coast at NAS MOFFETT FIELD.

18—Attack Squadron 126 was redesignated VF-126.

25—A bust of the late Rear Admiral R. E. Byrd was unveiled at McMurdo Station, Antarctica.

26—Capt. Raymond R. Powell, of VMFA-122, was announced as the Marine Aviator of the Year and winner of the Alfred A. Cunningham Trophy.

29—It was announced that Marine Medium Helicopter Squadron 365 was winner of both the Commandant's Aviation Efficiency and CNO Readiness Through Safety trophies. Over half a year of combat during the rating period made the double win all the more impressive.

30—Vice Admiral Thomas F. Connolly assumed duty as Commander Naval Air Forces, Pacific Fleet.

NOVEMBER

1—Captain H. C. Weart, Commanding Officer of NAS PENSACOLA, took off from Chevalier Field in a T-28 *Trojan*, marking the official closing of the oldest landing field in the Pensacola complex.

1—Upon arrival at Alameda, the USS *Coral Sea* and Carrier Air Wing 15 were presented the Navy Unit Commendation for exceptionally meritorious service during eight months of combat duty in the South China Sea off Vietnam.

5—A program titled Special Techniques for the Repair and Analysis of Aircraft Damage (STRAAD) was established for the purpose of reducing the repair cycle for aircraft damaged in WestPac action.

9—First production T-28 *Buckeye* twin jet trainers delivered to the Naval Air Basic Training Command were received by VT-7 at NAS MERIDIAN, Miss.

12—Announcement of the first research pilots assigned to the Manned Orbiting Laboratory program included Naval Aviators John L. Finley and Richard H. Truly among the eight selected.



BON HOMME RICHARD, Carrier Air Wing 19 on board, joined Seventh Fleet off Vietnam in May, raising carrier strength to four.



GRUMMAN F-111B, Navy version of jointly developed tactical fighter, TFX, demonstrated variable wing sweep on first flight in May.

17—USS *Iwo Jima* (LPH-2) arrived at San Diego from a tour of duty in WestPac.

23—USS *Midway*, with Air Wing Two on board, returned to Alameda after duty with Seventh Fleet off Vietnam, and next day the Secretary of the Navy awarded them the Navy Unit Commendation for exceptionally meritorious service.

29—Rear Admiral Robert A. MacPherson became Chief of Naval Air Advanced Training.

DECEMBER

1—USS *Currituck*, AV-7, arrived at San Diego from duty in the western Pacific.

13—Vice Admiral John J. Hyland assumed duty as Commander Seventh Fleet.

13—As USS *Independence* returned to Norfolk from the Pacific, it was announced that she and her Air Wing Seven had been awarded the Navy Unit Commendation for exceptionally meritorious service in combat operations with Seventh Fleet.

15—USS *Valcour* (AVP-55) was reclassified AGF-1.

16—*Gemini VI* twins Walter M. Schirra and Thomas P. Stafford splashed in the Atlantic after their historic rendezvous in space and one hour later stepped out of their spacecraft to the deck of USS *Wasp*. Two days later, *Wasp* was again on location to pick up *Gemini VII* Astronauts Frank Borman and James Lovell after their record-breaking two weeks in space.

16—Eugene Ely, who made the first shipboard takeoff and landing, A. A. Cunningham, first Marine Corps Aviator and Naval Aviator No. 5, and A. C. Read, commander of NC-4 on the first trans-Atlantic flight, and Naval Aviator No. 24, were enshrined in the National Aviation Hall of Fame at Dayton, Ohio.

16—USS *Oriskany*, with Air Wing 16 on board, returned to San Diego from combat duty off Vietnam.

Training Device Delivered Trains Crews in A-6 Weapons

At MCAS CHERRY POINT, the first production unit of the crew training device for Navy A-6 *Intruders* has been delivered by the Good-year Aerospace Corporation.

This weapons systems trainer was designed, developed and fabricated for the use of Marine pilots and bombardier-navigators. It simulates all systems of the *Intruder* low-level attack aircraft. For realism, engine noise, cloudy or clear skies and lightning have been added. Search and track radar displays are located in the cockpit. The search radar identifies potential target areas at various ranges, while the track radar pinpoints and "locks on" to the target for weapons delivery in the simulated attack.

The trainers are housed in two 40-foot trailers. One trailer contains the computing simulation equipment; the other houses the two-place cockpit, consoles for the flight and tactics instructors, and a briefing room.

A-NEW Tests Continue Will Improve ASW Capability

For the past two years, a Navy crew at Weapons Systems Test at Patuxent River, has been flight-testing the feasibility model of what will eventually be the P-3C. The purpose of their extensive tests has been to prove that today's ASW sensors (radar, sonar, ECM,



FIRST LT. J. W. McEwen, USMCR, a VT-1 flight instructor at Saufley Field, Pensacola, receives from his C.O. two gold stars in lieu of his ninth and tenth Air Medals for heroic achievements during missions against the insurgent communist guerrilla forces, Viet Cong, from May 16 to June 19, 1965.

etc.), when combined with a highly accurate and flexible digital computer and improved displays, can achieve a vast improvement in antisubmarine warfare effectiveness.

The "flying test-bed," NP-3A, BuNo. 148276, was equipped with such a system in 1963 and flight tests began in December of that year. Since then, the project airplane has flown over 1,200 hours in ASW flight tests, averaging a flight every other working day for the entire two-year period (NANews, September 1964, on page 26).

Ground-breakings at NRL Two New Buildings for Research

In December, the U. S. Naval Research Laboratory, Washington, D. C., had two ground-breaking ceremonies in one day.

In one ceremony, Dr. E. O. Hulburt, the first Director of Research at NRL, returned from retirement and broke ground for a \$5 million general-purpose laboratory.

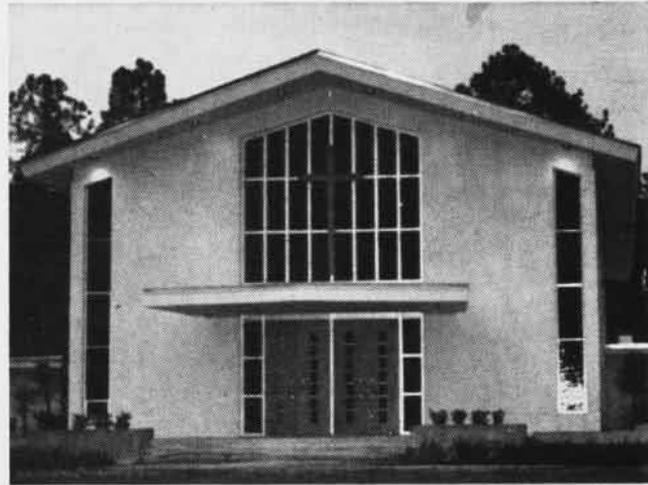
Scheduled for completion in 20 months, the building will provide office and laboratory space for the E. O. Hulburt Center for Space Research, first conceived by Dr. Herbert Friedman and put into operation in February 1963.

Mr. Martin E. Jansson, the Technical Information Officer at the Laboratory since 1946, officiated at the ceremonies for the second of the two buildings, a \$3 million Operations and Technical Services Building, also to be completed in 20 months.

This building will house some of the administrative and service functions that provide support for the 1,100 scientists and engineers actively engaged in research at NRL. These functions include printing and graphics, technical editing and writing, purchase and supply, security, budget control and data processing. Work of this nature permits the research staff to devote all their talents to the advancement of their area of interest.



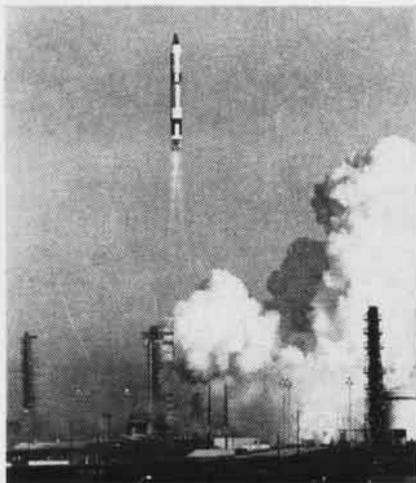
ADMIRAL David L. McDonald, Chief of Naval Operations, spoke at the dedication of the Chapel in the Pines at NAS Glynco, Ga., on December 19. He stated that it was a pleasure to attend such an



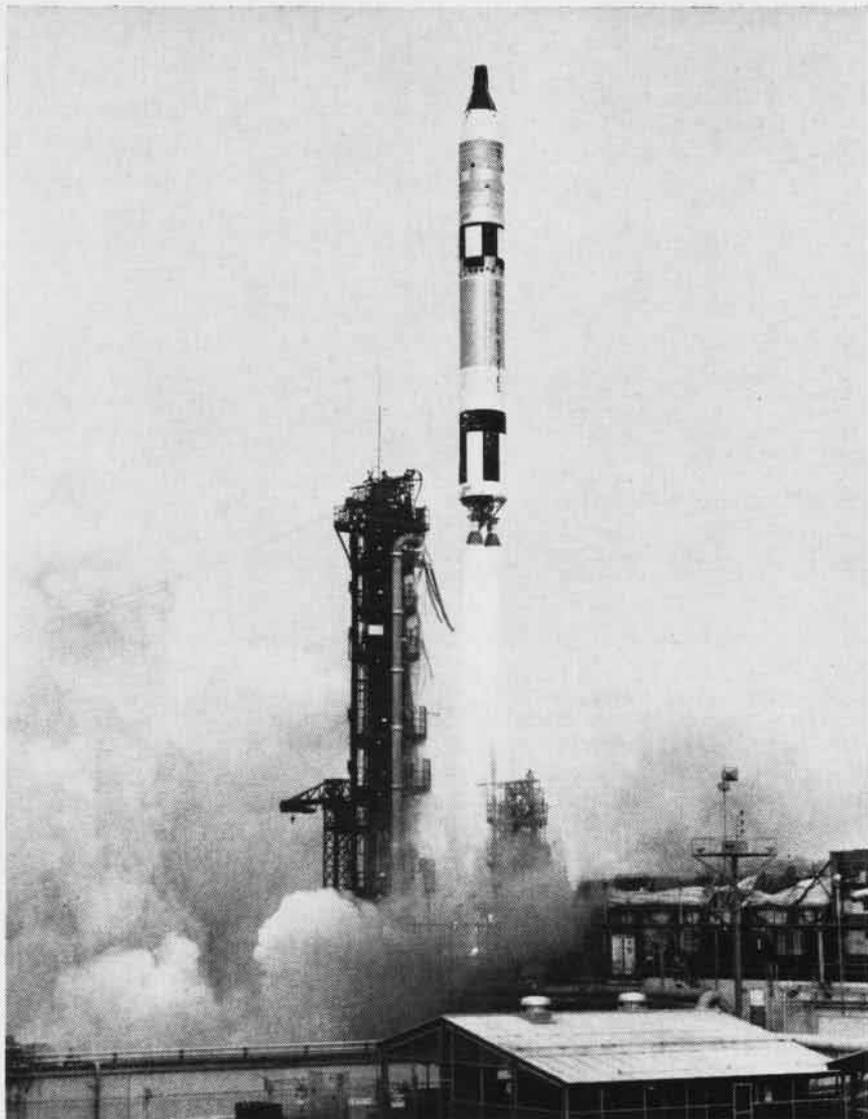
occasion in his home state during the holidays. The 300-seat edifice, costing about \$285,000, includes chaplains' offices, a library, Sunday School facilities and a Blessed Sacrament Chapel.

GT 6 & 7: WELL DONE FOR NASA AND THE NAVY

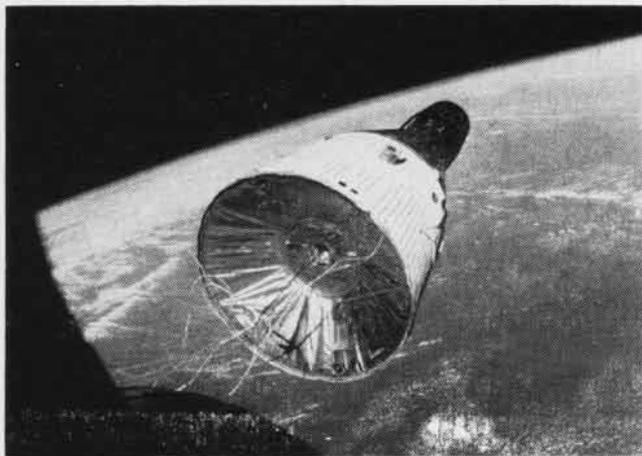
By John D. Burlage, J01



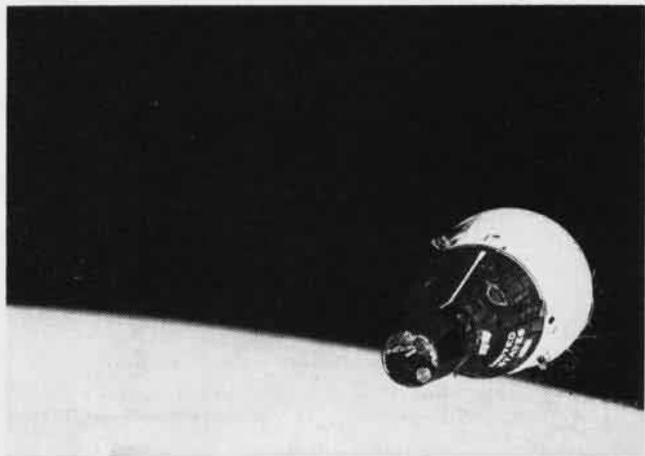
ON THE WAY to a space meeting, Gemini 6 carries Schirra and Stafford into orbit.



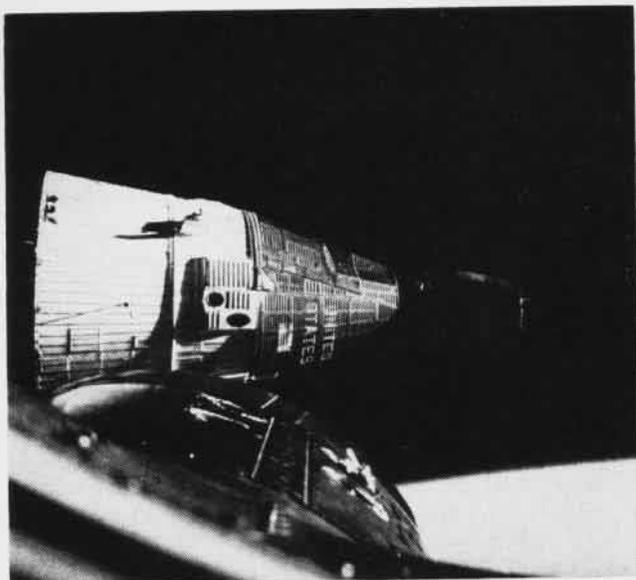
GEMINI 7, carrying Astronauts Frank Borman and James Lovell, Jr., is launched from Cape Kennedy on a 14-day mission that included rendezvous with Gemini 6 spacecraft.



AFTER ORBITS were matched, these photos of Gemini 7 were taken through the hatch window of the Gemini 6 spacecraft during



rendezvous and station-keeping maneuvers at an altitude of approximately 160 miles. NASA photos were taken with a Hasselblad camera.



ONLY A FEW feet apart, Gemini 6 and 7 maneuver during rendezvous and station-keeping exercises that proved spacecraft can meet

in space and conduct docking operations. These views are of Gemini 7, with Astronauts Frank Borman and James Lovell, Jr., at controls.

THEY WERE still rushing through space. The touchy problems of re-entry, splashdown, and recovery were still to be solved.

Yet, for the astronauts in NASA's *Gemini 6* and *7* spacecraft, the finest moments of their flight—and for America's space efforts—were already past, and messages of congratulation were already on their way. One of them was from Secretary of the Navy Paul H. Nitze. It read, in part:

"Congratulations on your historic rendezvous in space. The flights of GT-7 and GT-6 will long be remembered for the precedent they have set. Naval personnel the

world over salute GT-7 and 6 on the first Naval Academy rendezvous in space.

"... In accordance with the tradition that the Navy always takes care of its own, our recovery forces are standing by to welcome you aboard. Well done!"

The reunion Secretary Nitze mentioned was between Naval Aviators Captain Walter M. Schirra, Jr., command pilot of *Gemini 6*, and Commander James A. Lovell, Jr., who rode in the cramped "second seat" of *Gemini 7*. They coupled their talents with those of Air Force officers Major Thomas P. Stafford (in *6*), also a

Naval Academy graduate, and Lieutenant Colonel Frank Borman for the "get-together" that was vital to America's space efforts.

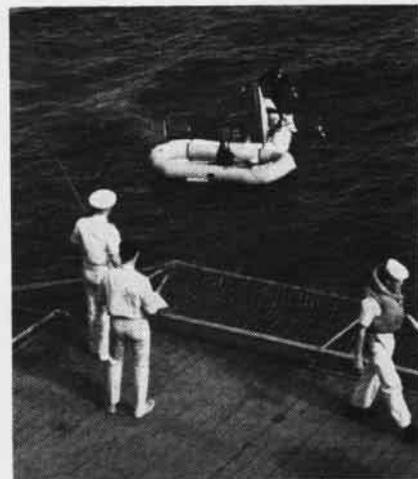
For the millions of Americans who followed the progress of the *Gemini* flights on live television, on radio, or in their newspapers, everything about the operation seemed to go without a hitch. GT-6 did overcome a "jinx" label caused by two previous launch failures to match orbits with and meet GT-7 out in space. The reports that streamed back about the fantastic rendezvous thrilled just about everyone—including the officers and enlisted men aboard the ships



ASTRONAUTS open the hatches of *Gemini 6* spacecraft after flight of almost 26 hours.



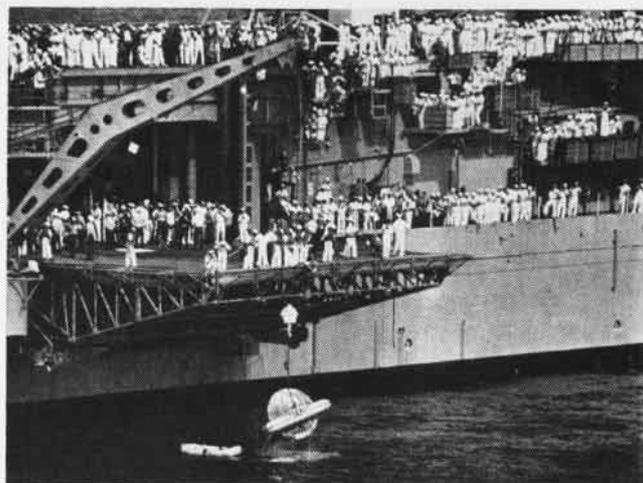
BORMAN is hoisted into helo after GT-7 lands only a few miles from carrier *Wasp*.



FIRST LINE passes between *Wasp* and swimmers as carrier maneuvers alongside.



SIGNS DECORATE *Wasp's* island as crewmen await the recovery of *Gemini 6*. Moments later, it and its astronauts were hoisted aboard.



WHILE WASP sailors look on, the *Gemini 6* spacecraft is raised from the water still containing its astronauts, Schirra and Stafford.

that comprised the recovery forces also mentioned by Secretary Nitze.

Including the ASW carrier USS *Wasp* and its embarked air group, CVSG-52, Task Group 140.3 steamed in Atlantic waters off Bermuda under command of Rear Admiral William N. Leonard.

GT-6 made its descent. *Wasp*, skippered by Captain Gordon E. Hartley, scored the first space pickup when Schirra and Stafford decided to remain inside the spacecraft until they were hoisted aboard the carrier. Schirra kept it Navy; he requested permission to come aboard.

Two days later, Commander Norman H. McLaughlin, C.O. of HS-11, positioned his SH-3A *Sea King* over the bobbing GT-7; Bor-

man and Lovell were lifted aboard. Bearded and a bit grimy after 14 days in orbit, they greeted cheering *Wasp* crewmen with wide grins when they stepped out of the helo after it returned to the carrier.

It all looked so easy.

The whole recovery operation seemed to go so well, in fact, that a Navyman stationed in Washington said of the GT-7 pickup, "They make it look like a drive down to the corner grocery store."

His simile may seem a bit far-fetched, but it was intended as a compliment. For that matter, it was an opinion echoed by Americans in general and the press in particular.

That the *Gemini* recoveries were no snap is best proved by a report

from Ltjg. Alexander B. Daunis, public information officer of HS-11, who pointed out that, as is often the case, practice was the key.

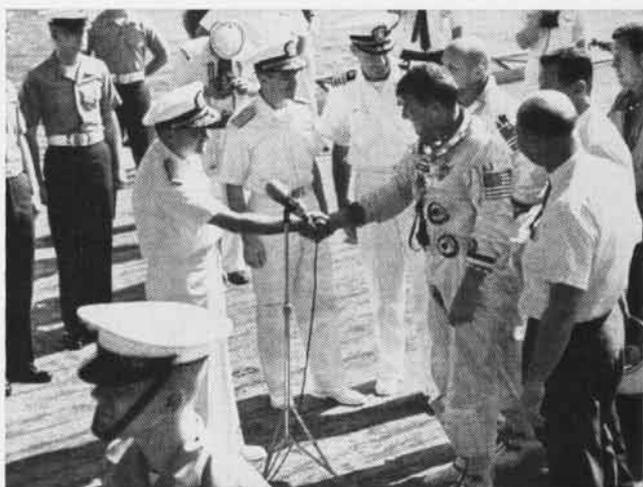
"The preparations began weeks ahead of time. Radio homing gear was installed in the three HS-11 search helicopters in late November, and crews flew over a week's worth of practice missions before leaving Boston aboard *Wasp*."

"In the same period of time, the two recovery helicopter crews went from Quonset Point to Norfolk for a couple of practice runs with a simulated spacecraft."

Those HS-11 crewmen also placed emphasis on coordination between helo and the swimmers who would be first to reach the floating spacecraft. "It was decided that



GT-6 ASTRONAUTS congratulate each other after completion of flight that included rendezvous with Borman and Lovell in space.



SCHIRRA greets VAdm. Charles E. Weakley, Atlantic ASW Force commander. Also with astronauts are RAdm. Leonard, Capt. Hartley.



EMERGING from HS-11 helo, Borman and Lovell arrive aboard *Wasp* to end 14 days in space. Astronauts decided to leave their craft.



THUMBS-UP sign is given by Commander Norman H. McLaughlin and Ltjg. Jack R. Faro in the *Sea King* that made GT-7 pickup.

the swimmers would exit from the helo . . . as the aircraft made a very slow pass (about 10 knots) at an altitude of 10 feet . . . to allow them to be quickly placed very close to the spacecraft and to nullify the possibility of one landing on top of another." The practice session they held was the start of a close liaison between the HS-11 crews and the nine members of UDT 21's Detachment Four.

"Once aboard *Wasp* and on the way to the recovery area, full-scale practice began in earnest." Ltjg. Daunis reported. CVSG-52 and *Wasp* personnel went through their paces for the benefit of C.O.'s and NASA representatives.

"Grumman s-2E *Trackers* from VS-28 and 31 and Douglas EA-1F *Skyraiders* from VAW-33 spent many hours on deck and in the air



BEWHISKERED astronauts Frank Borman (R) and James Lovell grin after splashdown.

as part of the Contingency Search Group in case the tiny spacecraft

failed to give a radar return or became lost in a rainshower."

Gemini 6's last-minute shutdown three days before the rocket was launched successfully meant disappointment for recovery personnel as well as for everybody else involved. It also meant that the recovery force continued to transit from one GT-7 recovery point to another.

Then, finally, success. GT-6's recovery by *Wasp* meant still more waiting for the airborne recovery forces, but they had a field day with GT-7. Commander David A. Barksdale, skipper of CVSG-52, called the play as "Air Boss One." Commander McLaughlin's crew made the pickup.

It all went very well, but not quite as simply as driving to the corner grocery store.

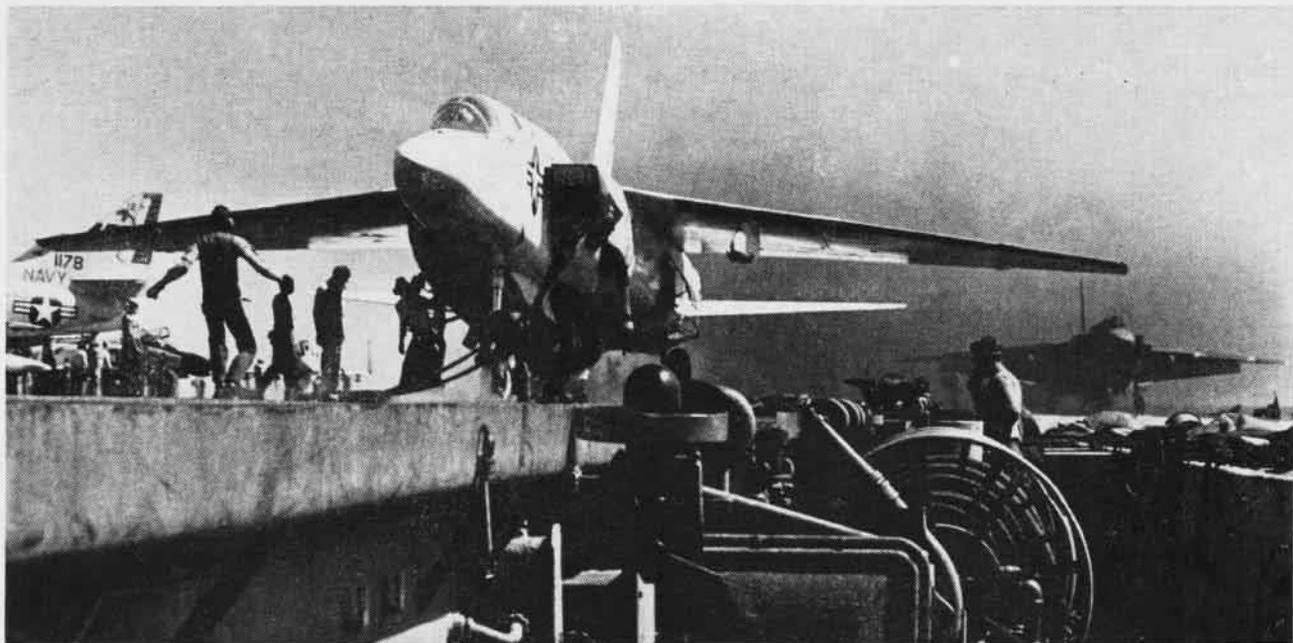
Not yet, anyway.



FIRST HELO over *Gemini 6* after splashdown had these crewmembers: LCdr. C. E. Myers; Lt. K. E. Mellberg; Hurst, AX3; Kerr, AX3.



CVSG-52 SKIPPER, Cdr. David A. Barksdale, and copilot, LCdr. Hugh P. Mouser, are interviewed by Dallas Townsend after recovery.



SECONDS BEFORE the launch of an RA-5C, a catapult crew attaches the bridle to another Vigilante to be launched off the waist catapult. Feverish action depicted above was typical of the daily activities aboard *Independence* as she steamed in seas off Vietnam.

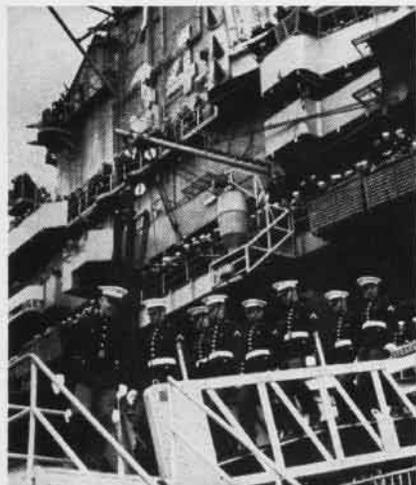
TWO MIGHTY WARRIORS RETURN HOME

IN DECEMBER two carriers from the Southeast Asia theater of operations came home. The *Oriskany* returned, claiming a record 12,000 combat sorties, more than any other carrier on a single combat deployment including WW II and the Korean Conflict. Her Air Wing 16 became the most decorated in the Navy with awards and pending nominations in excess of 1,100. The *Independence*, first at-

tack carrier from the Atlantic Coast to take part in the action in Vietnam, flew over 8,000 combat sorties and introduced the A-6 *Intruder* to the action. Both carriers received the Navy Unit Commendation for their efforts.

The *Independence* left Norfolk on May 10 for the 15,000-mile voyage to the Western Pacific via the Indian Ocean and through the Straits of Malacca to Singapore.

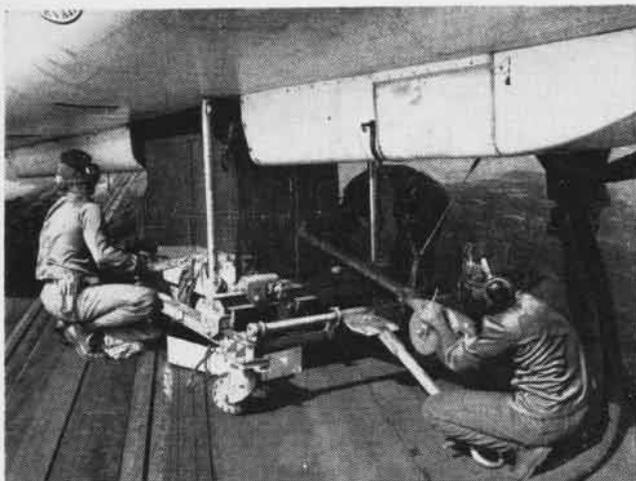
From there, she made a visit to Subic Bay and began combat operations on July 1. During this first tour on Yankee Station, the ship steamed 14,000 miles and conducted more than 2,500 sorties. Also during this time, *Independence* broke her own record of 42 continuous days of at-sea operations when 44 days were logged prior to arrival in the Philippines on August 10.



ORISKANY Marines served as honor guard for visiting dignitaries after return home.



READY TO TIE UP, the *Oriskany* prepares to dock at Naval Air Station North Island after her 256 record-shattering days in the Western Pacific theater of operations.



PHOTOGRAPHER'S MATES engage in the delicate task of loading camera module aboard RA-5C before it departs on its mission.



THE RITUAL of manning aircraft meant a final meeting with the maintenance personnel for last minute discussions on the plane's status.

Two weeks later it returned to the line. During the second line period, *Independence* logged its 67, 68, and 69 thousandth launches and its 76, 77, and 78 thousandth recovery while flying over 3,000 strike sorties. On the 21st of September, she left for 10 days of yard work and liberty in Yokosuka, Japan.

Arriving October 15 for its last period on the line, *Independence* scored the first successful strike against a surface-to-air missile site. On November 12 at 0015 the last plane was recovered ending special operations in Southeast Asia.

During its deployment, the *Independence* broke almost all of its own operational records. During the five months of intense operations, a total of 10,309 sorties were flown for 21,940 flight hours. Of

these five months, 97 days were spent conducting Yankee Team operations during which 8,033 combat missions were flown, for an average of more than 83 a day.

On the line off Vietnam for six out of an eight-and-a-half-month deployment, *Oriskany* flew more than 12,000 combat missions, dropped 10,000 tons of ordnance, and fired more than 513,000 rounds of 20 mm ammo on enemy targets.

Oriskany's Carrier Air Wing 16

members won awards and nominations for 1,118 decorations. To date they have received three Silver Star Medals, 28 Distinguished Flying Crosses, 30 Navy Commendation Medals, three Purple Heart Medals, and 401 Air Medals. Approval is pending on one Navy Cross Medal, two Silver Star Medals, 28 Distinguished Flying Crosses, 90 Navy Commendation Medals, four Purple Heart Medals, as well as 528 Air Medals.



BEFORE MANNING aircraft, crews are briefed; home seems farther away than ever.



NOTHING COMPARES to the first moments of reunion after a long deployment. Commander L. S. Lemorceaux, VF-84 C. O., is welcomed by his family on arrival at Oceana.



MILITARY POLICEMAN FROM HSA SAIGON STANDS GUARD ON PIER BY USNS CORE WITH HER 70-PLUS AIRCRAFT

A CARRIER TO SAIGON—DANGER AHEAD

THE MSTs "jeep" carrier USNS *Core* rounded the last bend of the winding river that leads from the South China Sea to Saigon, Republic of Vietnam.

From the bridge, the ship's master, Henry T. Burnham, trained his binoculars on a section of the wharf ahead. He focused his attention on four men in Vietnamese Army uniforms, and watched them hurl hand grenades into the water. Then he counted the explosions.

For the first time since *Core*

By Robert W. Dietrich, JOCM

started the 48-mile river run to Saigon, Burnham relaxed a bit. He ordered his crew to prepare to dock the carrier near the spot where the Vietnamese soldiers still waited.

The grenade-tossing was the last part of a dangerous ritual that precedes the docking of an aircraft carrier at a Saigon wharf. It is a ritual evolved from a painful memory: the Viet Cong mine that sank the carrier USNS *Card*—*Core's* sis-

ter ship—at the same berth a year ago. *Card* has been repaired and is again carrying aircraft to Saigon, but officials in South Vietnam's capital do not relish thoughts of repeat performances.

So, the grenades. They were detonated underwater in an attempt to set off any mines or explosive devices not discovered by Vietnamese Navy skin-divers who had just finished an exhaustive search.

Both soldiers and skin-divers are



VIETNAMESE frogmen, their OinC, and American soldiers await arrival of USNS *Core*.

part of a security force of some 500 men involved in maintaining protection for the arrival of a carrier and the discharge of her cargo of military aircraft. They represent Vietnamese armed forces and police elements, as well as the U.S. Navy, Army, and Air Force.

U.S. Navy Headquarters Support Activity, Saigon, commanded by Captain Archie C. Kunze, is responsible for protecting U.S. shipping in Saigon and for providing security for most American installations in the South Vietnamese capital.

Coordination of security matters with Vietnamese agencies falls to the command's Provost Marshal Department, headed by Army Lieutenant Colonel Paul R. Atherton. When a carrier is scheduled to arrive, there is additional coordination with the U.S. Navy's Military Sea Transportation Service Office, Saigon, and with the U.S. military elements due to receive incoming aircraft. If planes in a consignment are destined for turnover to the Vietnamese Air Force, plans are also worked out with that armed service.

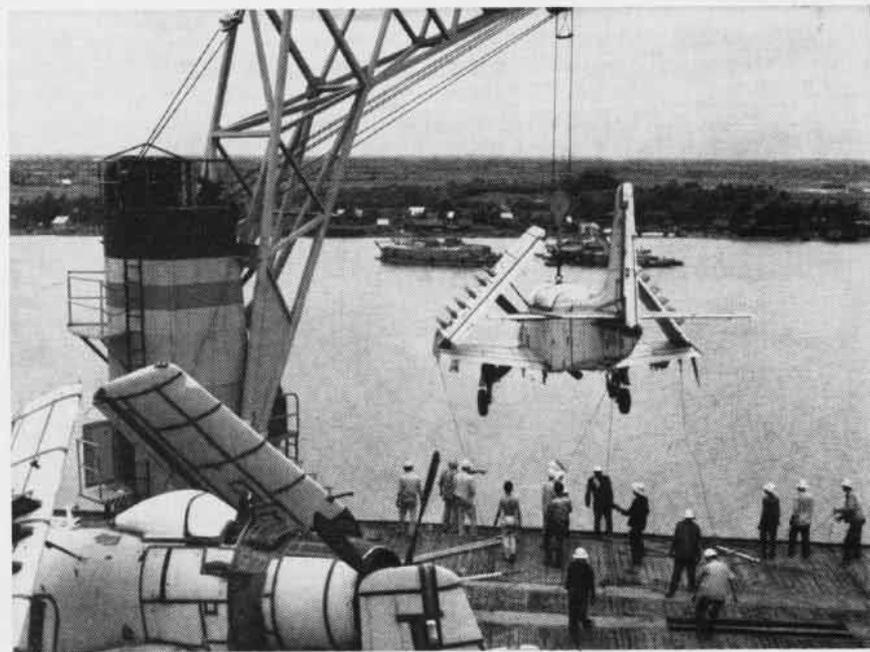
Carriers like the *Core* are actually aircraft ferries, converted from the little, 16,000-ton, 500-foot "jeep" carriers of WW II fame. They are designated U.S. Naval Ships, and are manned by Civil Service crews. The trip with Henry

Burnham as master was *Core's* tenth to Saigon, and her flight and hangar decks were crowded with more than 70 aircraft—A-1 Skyraiders, single-engine T-28 trainers, and O-1E observation planes.

Preparation for *Core's* arrival began several days before she docked. Vietnamese and American intelligence personnel examined reports for increased Viet Cong activity. Skilled security men assigned to the U.S. Army's 716th Military Police Battalion, a unit of Navy headquarters, worked out details with



FROGMEN begin probe of water adjacent to carrier berth. They seek Viet Cong mines.



A-1 SKYRAIDER is swung from the MSTs carrier USNS *Core* onto a waiting barge in the Saigon River. Stringent security measures covered the ship's arrival and offloading.

their Vietnamese counterparts and with the U.S. Navy men responsible for offloading the aircraft. They also consulted the U.S. and Vietnamese Army and Air Force personnel who would move the aircraft by road to Tan Son Nhut airport.

Saigon's sprawling military-civilian airport, Tan Son Nhut, is 11 miles from the city's port area. A mile-long convoy of towed aircraft would have to move out of the port, through downtown Saigon, and out into the suburbs.

The U.S. Navy Explosive Ordnance Disposal Team assigned to Saigon quietly began a systematic hunt for bombs in the several square miles of port area.

On the day *Core* was scheduled to arrive at 11 A.M., Vietnamese and American security men went to work at dawn.

They cleared the immediate berthing area of all stevedores and uncoiled several thousand feet of barbed "concertina" wire to form a perimeter.

Meanwhile, Vietnamese Navy patrol boats began a pattern of sweeps, paying particular attention to traffic moving on the busy river. A company of tough Vietnamese airborne troops was combing the opposite bank of the river where,

in the past, Viet Cong elements had managed to infiltrate.

At 10 A.M., Captain Ngoc Tran Buu of the Vietnamese Army Transportation Corps, senior Vietnamese port officer on the scene, ordered two Vietnamese Navy frogmen into the water. Using underwater torches, the divers checked for explosives which might have been attached to wharf pilings and for mine-type devices on the river bottom.

U.S. Army Capt. Donald L. Johns, the 716th MP Battalion's security officer, deployed his men in teams with Vietnamese guards.

tivity, his business was getting the aircraft off *Core* in the right sequence.

On this score he consulted with Air Force Majors Lawrence J. Klein and Thomas A. Keenan. They would sort out the aircraft scheduled for turnover to the Vietnamese Air Force and those marked as replacements for American units.

Capt. James Myers, USAF, had the job of organizing the bulk of the convoy. Midnight was the hour set for the move to Tan Son Nhut.

By the time the order was given to offload aircraft, the port was bristling with armed Vietnamese

cleared to make room.

An hour before midnight, Vietnamese soldiers and police had cleared the normally teeming streets leading out of the port into Saigon proper. They also blocked all access to the port.

Capt. Myers announced the convoy was ready to roll just after midnight. His particular interest was the little Cessna 0-1E's; he had designed a nine-foot tow-bar rig that allowed a jeep to pull two of the light observation planes (their wings were removed). The device, he said, would enable the convoy to go as fast as 25 mph if necessary;



CROWDED decks of USNS *Core* are evident as carrier rests at berth in Saigon Harbor. *Core* carried over 70 planes on 10th ferry run.

Just as *Core* hove into view down-river, Capt. Ngoc passed the word for the grenades. Carefully spaced along the berthing area, his men tossed the Mk. 26 antipersonnel grenades into the water. The muffled explosions jolted the massive stone wharf.

Had the grenades detonated an undetected explosives device, the berthing area and the men near it might have been shattered. This time, the only casualties were scores of dead river fish.

Core was now clear to dock. Her crew slowed her as she came abreast of her berth. Her port anchor was dropped, and tugs swung her around 180° so she could be moored with her bow pointing down-stream.

After mooring lines were secured, Lt. Hugh H. Wheeler, Navy Supply Corps, took over. Port control officer for the Navy Support Ac-

and U.S. troops. As cranes began plucking aircraft off *Core*, port streets and access roads were being



HELCS find narrow passageway. They can be reassembled and flown to the airport.



AIRCRAFT TRACTOR pulls a Skyraider through waterfront area of Saigon during midnight convoy from city to Tan Son Nhut airport.

the selected pace was to be 12 mph.

The aircraft, towed by special tractors and jeeps, began the move through the deserted main street of the harbor district. On each wing rode an armed U.S. airman. Jeeps and tractors carried more shotgun riders. Troop-filled Vietnamese trucks drove back and forth along the length of the convoy.

The long line of aircraft snaked past the brightly-lit bars, nightclubs, and restaurants of downtown Saigon—now strangely quiet—and through the sleeping suburbs. Finally, it reached Tan Son Nhut, where waiting Vietnamese and American aircraft mechanics were on hand to receive their new charges.

Every aircraft arrived without a scratch.

It was a smooth, quiet operation—just exactly what those who planned it wanted it to be.



HARNES is designed with helo hoist ring for easy recovery of victim from the sea.



DONNING the thigh-type harness is an easy process with a minimum of coupling devices.



PLANE CAPTAINS found new harness very pliable when climbing onto their aircraft.

BUCKLE UP FOR FLIGHT DECK SAFETY

By Marc Whetstone, JO1

ONE OF THE BASIC life-saving techniques taught Navy men is to convert their trousers into buoyant floats by tying knots in the pants legs. But now a more scientific, and very efficient, device is being tried out.

Under evaluation at the Navy's Aerospace Recovery Facility at El Centro, Calif., is a device which combines nylon strapping and rubber. It should be a real lifesaver for flight deck personnel.

It resembles a parachute harness without the parachute. Designed primarily as a lightweight life jacket, it can be worn day and night without hindrance or discomfort.

According to Aerospace Engineer J. W. Turner, the idea is not new. Various styles and modifications have been developed for several years at El Centro. The *thigh-type plane captain restraint harness* is being tried out by VA-125 aboard USS *Kearsarge*. Also under study are the H and torso-type harnesses.

The thigh-type harness has two collapsed rubber flotation wings which are fastened to a strap on the harness. They are worn directly under the arms of the wearer and may be inflated upon contact with the water by activating two CO₂ bottles. Oral inflation tubes may also be used.

On the right side of the harness shoulder strap is a battery-powered blinker light, visible for several miles, and a standard whistle for use in a night destroyer rescue situation. Directly below the light is the helicopter pickup ring which may be clipped to a hoist hook for recovery. The harness can be adjusted so as to fit anyone.

VA-125 plane captains and flight line personnel were given the task of judging the harnesses under on-the-job conditions during an at-sea period in October. The men put

the harnesses through a rigorous 500-hour testing. They climbed onto, under, around and all but through their *Skyhawks*. The primary concern was to determine whether the garment or its metal fittings would hang up or hinder them under working conditions.

The men involved in the test have found that the thigh-type harness is the most comfortable.

C. L. McGinnis, AE1, who is the squadron's leading line petty officer, prefers the thigh design.

"This harness is by far the most comfortable of the three," he says. "I don't have to remove it to go to meals or to sit down and take a break, and, to get maximum comfort off duty, all that's necessary is to loosen the connecting straps. This is an outstanding feature because I can always be ready if flight quarters is sounded unexpectedly."

Psychologically, the wearing of the harnesses should boost morale. Most of the men in the test stated that they felt safer with the harness on and realized that they had a better chance of being picked up if ever lost over the side.

Further testing is being done at El Centro to finalize styles and modifications. The decision as to which type harness will be used will be announced later.



THIGH-TYPE harness allows plane captain greater ease in strapping into the cockpit.

OMEGA: GLOBAL NAVIGATION AT A GLANCE

By Lt. Richard Booth



OMEGA WILL prove especially valuable to aircraft whose mission requires them to fly extensive distances from home base over large, desolate areas without other nav aids.

TO THOSE familiar with the Greek alphabet, the first and last letters are *Alpha* and *Omega*, often interpreted as the beginning and the end. Throughout history, man has crossed and recrossed continents and vast expanses of then uncharted oceans. In the beginning, man relied on memory. Landmarks were used to insure a relative degree of accuracy. Early mariners used celestial navigation to find and often conquer new worlds.

As commerce expanded the globe, along with the advent of aircraft, submarines and other such vehicles, the need presented itself for an accurate all-weather navigation system that could be used from the air, on the ground and underwater. *Omega*, a navigation system that is an end in itself, will fulfill this requirement through the use of Very Low Frequency (VLF) radio signals.

Developed by the Navy Electronics Laboratory at San Diego and the Naval Research Laboratory at Washington, D. C., *Omega* has been in various stages of test and development for the past 15

years. At this time, officials predict that it will be operational for the north Atlantic by 1966.

Briefly, the system will consist of eight ground transmitters located throughout the world in such a manner that an aircraft, ship, or submarine will be able to pinpoint its own position within approximately one mile.

An additional concept of *Omega*, called *Differential Omega*, can be used to obtain accuracies in the order of a few hundred yards. *Differential Omega* uses a ground monitor station to detect and transmit propagation corrections which are applicable to approximately 200 nautical miles from the monitor. The stations will transmit on three frequencies in the VLF range: 10.2, 11.3 and 13.6 kilocycles. Each station will transmit for about one second in turn on the same radio frequency.

The position of a receiver will be established by the intersection

of hyperbolic contours which are defined by the transmission of suitably chosen pairs of the eight stations. The planned transmitting stations will have average separations of 5,000 nautical miles. At any given point on the globe, a receiver should be able to pick up five or six of the stations. Only three stations need be received to establish an accurate fix.

The aircraft receiver now undergoing test and evaluation has been developed by the Naval Research Laboratory at Washington, D. C. It weighs approximately 50 pounds and takes up 1.2 cubic feet of space. Because of the great stability of the transmitters, the receiver has a very narrow bandwidth which is desirable to utilize the full range of the system.

Phase-measuring servos, used in the NRL *Omega* Mark II receiver, utilize velocity data obtained from aircraft instrumentation.

This rate information provides

a continuous tracking rate to each of the signal channels of the receiver. This feature, coupled with stored wind data, provides an extremely accurate dead reckoning system should a signal be lost.

The accuracy of the system, when compared with other devices, is outstanding. *Decca* has a degree of error of plus or minus one mile at 250 nautical miles. *Loran A* has a degree of error plus or minus three miles at 600 nautical miles. *Loran C* has a degree of error of plus or minus one quarter of a mile at 1,000 nautical miles. *Omega* is accurate down to plus or minus one half mile at 6,000 nautical miles.

Last spring, an NRL aircraft made a flight over the Andes in Peru to photograph an eclipse of the sun. The nature of the mission required precise headings and position. Without any other navigational services in this remote area, the crew successfully used signals from two of the experimental *Omega* transmitters, with the receiver operating in a circular coordinate mode of operation. One transmitter was located in Forestport, New York; the other, in Hawaii.

The accuracy of the system is based on two considerations. The most important is the time of propagation of the radio signals. Roughly this produces a standard deviation of about three-tenths of a mile in the daytime and twice that distance at night. This type of error, a product of nature, cannot be reduced further.

The other type of error stems

from the inability to compute the actual average velocity of propagation. The velocity is a function of many things, including soil conductivity, time, and to some degree, the earth's magnetic field. This uncertainty reflects the inability to draw position lines on a chart in exactly the right place.

As measurements are made and more data are collected, the knowledge of these factors will increase and the charting error will decrease to relative unimportance. By the time the system is operational, the total error will be approximately one half mile in the daytime and one mile at night.

Figures for the total system range from \$100 million to \$120 million with an estimated cost of \$8 million to \$10 million for a station in the middle latitudes. Those constructed in remote areas may cost twice as much. Operating costs for the station, including salaries, are figured to be about \$600,000 a year. A great percentage of the cost is due to the large and expensive transmitting antennas.

Fortunately, the radiated power requirement will only be ten kilowatts and only eight stations will provide world-wide service. NRL claims that, per unit of area coverage, the operating cost will be significantly less than with existing aids to navigation.

Receiver costs will depend largely on the required complexity and quantities produced, but the simplest receiver should cost between \$3,000 and \$5,000.

Because the diurnal variation in

transmission time may amount to several miles in position, a two-step concept must be applied to the charts that will be used. First, the charts will show the positions of the most probable and useful lines of position on a scale suitable to the navigator's purpose. Secondly, there will be marginal notes keyed to a set of compensation graphs to define any needed corrections for secondary frequencies.

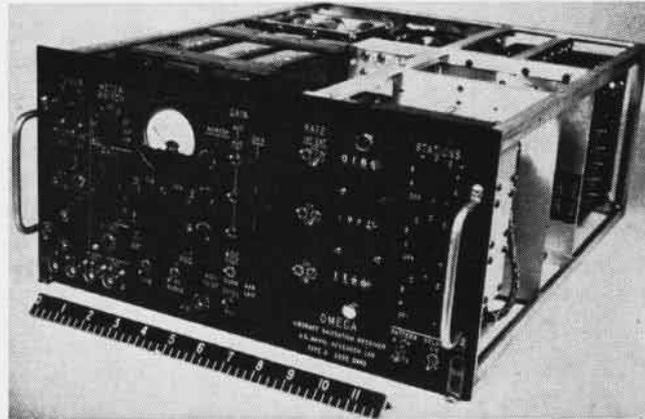
These graphs are drawn for the different lines of position for various dates. They will be given at small enough geographical separations so that interpolation will not be necessary. The format of the charts will be similar to those used in *Loran*.

Heretofore, the requirements for a navigation system commensurate with our advanced technology have never been met. Celestial navigation is not all-weather; inertial systems are limited in accuracy and degrade with time; present electronic systems do not give global coverage. With the arrival of *Omega*, each of these requirements are met with a degree of accuracy and dependability that staggers the imagination.

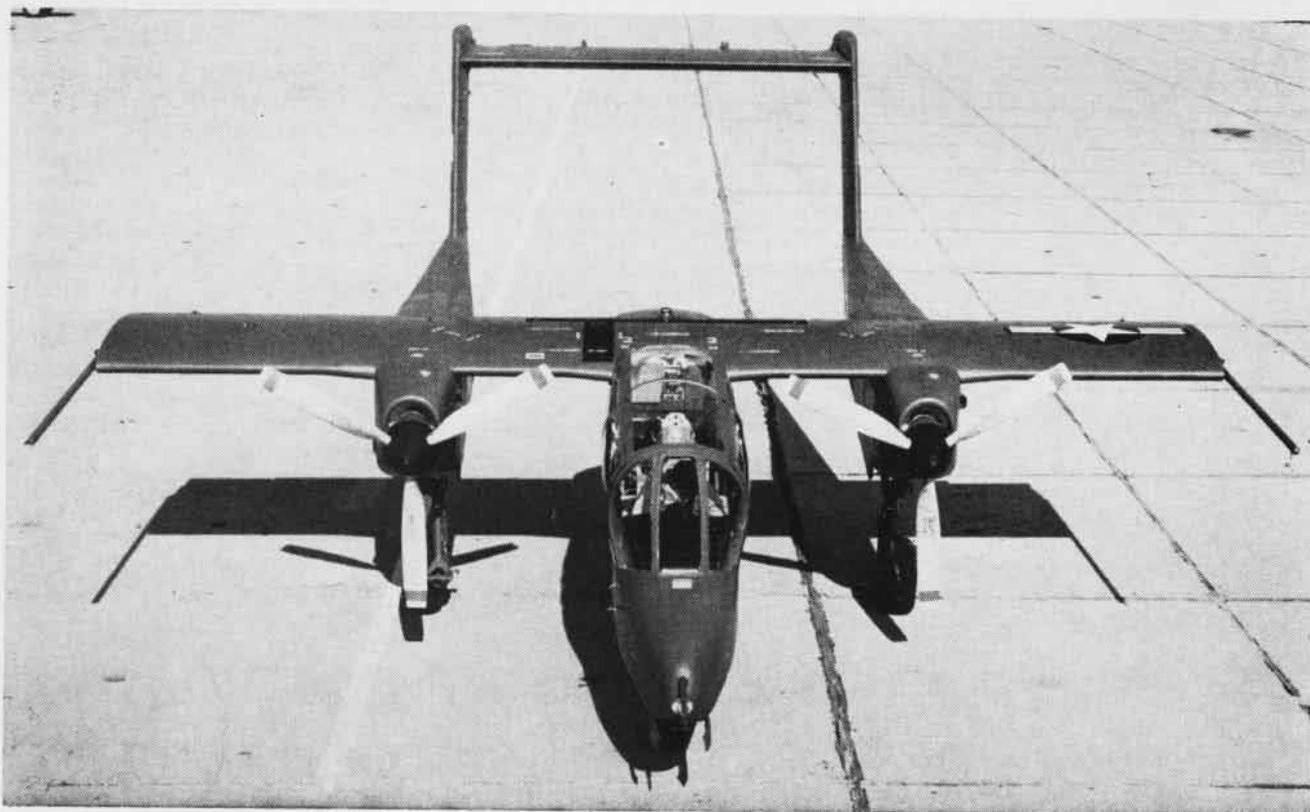
Captain Mavis Polk, USN, under the Chief of Naval Material, is the Project Manager. *Omega* navigation system project offices are located at the Naval Shore Electronics Engineering Center at Bailey's Crossroads, Virginia. Under LCdr. John Frankoski, Naval Research Laboratory personnel have utilized their C-54 and EC-121K aircraft to develop the receiver.



EC-121K from the Naval Research Laboratory has practically flown around the world testing the Omega Mark II aircraft receiver.



THE OMEGA Mark II receiver is capable of receiving VLF signals from any spot in the world. It weighs approximately 50 pounds.



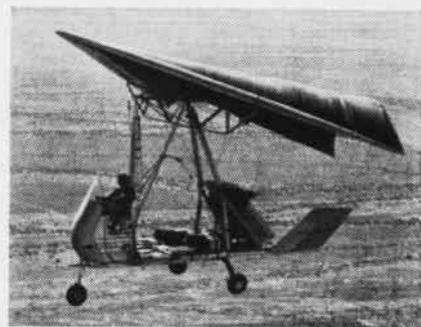
NEWEST in the V/STOL series is North American's OV-10A, which is being developed under a BuWeps contract. The two-place STOL is powered by a pair of 660 hp. AiResearch T-76 turboprops. The OV-10A is being developed to meet the needs of all three services in advanced area operations for reconnaissance, attack and utility. Use by other nations as a counter-insurgency aircraft is also envisioned.



HUGHES built the XV-9A helicopter which is being used as a flight research vehicle for "hot cycle" rotor propulsion systems.

'V' IS FOR V/STOL

By Harold Andrews, BuWeps



RYAN XV-8A "Fleep," a flexible wing utility aircraft powered with a 210 hp. Continental, is being used by Army to test this concept.

DOWN IN THE bottom corner of the chart covering Naval Aircraft Designations, recently published by *Naval Aviation News*, is a single listing under V/STOL: the OV-10A. While the OV-10A is being developed under Navy BuWeps management as a tri-Service program, its Navy tie marks the first concrete Navy entry into the "V" designation category since establishment of the new designations by the Department of Defense.

On these two pages are shown the entire V/STOL designated series, some of them very familiar, others somewhat obscure.

With VTOL aircraft still in a developmental stage, it is not surprising to note the wide variety of concepts. These range from the Hughes XV-9A, a helicopter used for research with a unique propulsion system, through a number of in-between types, to the pure jet Hawker-Siddeley XV-6A, now being

used for operational evaluation of tactical jet VTOL aircraft. Similarly, the STOL's cover a broad range from the widely used, almost conventional, Grumman OV-1 *Mohawks* and de Havilland CV-2 *Caribous* to the strictly experimental Ryan XV-8A flexwing *Fleep*. Only the "X" series of research aircraft, to which other experimental V/STOL's, such as the Bell X-14A, Curtiss-Wright X-19A and Bell X-22A have been assigned, can boast



CV-7A CARIBOU, an STOL transport developed by de Havilland/Canada for U.S. and Canadian Army is undergoing operational evaluation in Vietnam. It is powered by two 2850 hp. G. E. T-64's.



TRIPARTITE evaluation of jet V/STOL fighters was conducted by British/German/U.S. squadron, using British Hawker P-1127 "Kestrels," which have been designated XV-6A for subsequent U. S. evaluations.



LIFT FANS in wings and pitch control fan in nose characterize Ryan/GE XV-5A V/STOL test aircraft. Exhaust of two GE J-85's is diverted to drive fans, and louvers and doors opened for VTOL operation.



LOCKHEED XV-4A Hummingbird VTOL was designed, built to evaluate jet augmentation lift system. Augmentation with airflow entering through doors in top of fuselage did not measure up to predictions.



OLD TIMER in the DOD V series is Bell's XV-3A tilt propeller carried over from the earlier Army/AF convertiplane series.



WIDELY USED in many countries is the de Havilland Canada Buffalo STOL transport which carries CV-2B designations.

a wider variety of aircraft designs than the "V" category.

As can be noted in the captions, many of the "V" designs are purely experimental. Of those with an "X" prefix, only the xv-6A has proceeded further to an operational

evaluation group. Several of these will be used in trials in the United States later this year. The British Royal Air Force has meanwhile announced a production order for service use, as the *Kestrel*; these will be the first operational VTOL's.



INITIAL MODEL in the V/STOL series is the Grumman OV-1 Mohawk, formerly the OA-1, a high performance propeller type reconnaissance aircraft powered by two 1150 hp Lycoming T-53 engines. The various versions carry different camera and electronics installations.

R&R FOR SEVENTH FLEET SAILORS

Story and photos by
J. F. Falk, PH1, USN

SAILORS AND Marines of the U. S. Seventh Fleet reap the benefits of a million-dollar-a-year business when their ships pull into Yokosuka, Japan. This business is the Headquarters Support Activities, Yokosuka Special Services.

Called the world's largest military recreational facility, it has more than 100 different activities and over half a million dollars worth of equipment available to visiting Navymen. Recreational facilities range from athletic fields, through a complete library to a roller skating rink with 550 pairs of skates.

Most of the facilities are free, but a nominal fee is charged for bowling, the photo hobby shop, and the fishing boat, for upkeep and materials used.

A phone call from the Special Services Officer can also arrange a tour for his ship's liberty party to such places as historic Kamakura, metropolitan Tokyo or Hakone.

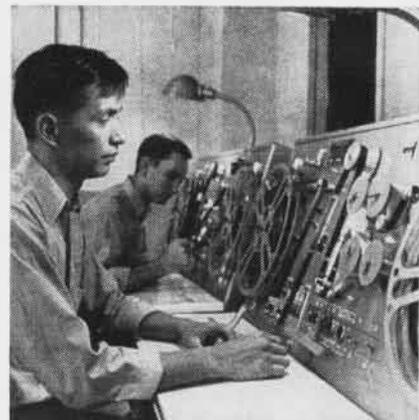
Yokosuka's Special Services Officer is Ltjg. Timothy Meno. He is backed up by a staff of experienced employees. Many of the 142 Japanese workers have 15 years' experience and most of the full-time American civilians are retired military personnel.

Yokosuka's Special Services is run on a budget that ran almost to \$300,000 for the second quarter of FY 1966. More than two-thirds of the budget comes from Navy Exchange profits. The rest comes from tours, bowling alleys and car rentals. Money not used for wages and maintenance is used to replace old equipment and improvement of the facilities.

The fact that they are well used is shown by figures from the month of July, 1965, which showed an average of 5,547 customers daily. Even after a ship leaves, its crew benefits from the efforts of Yokosuka's Special Services. More than 2,000 16-mm, black and white and color movies are distributed each month to Seventh Fleet ships.



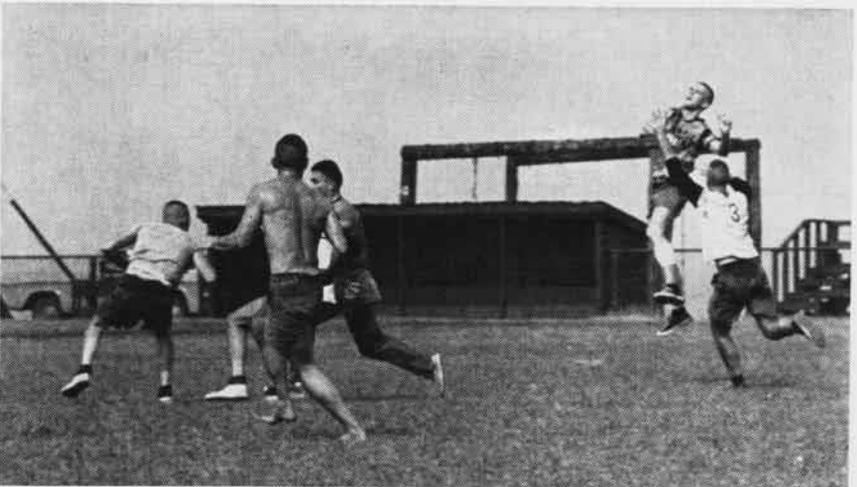
MANY FLEET sailors spend their evenings browsing in the Yokosuka Library.



TECHNICIANS rewind some of the 2,000 movies which are provided each month.



BEFORE GOING on liberty, men from the *Bon Homme Richard* meet at the Special Services Information bus, parked on the pier to suggest tours and local points of interest.



THE SPECIAL SERVICES Athletic Fields provide a place for shipboard sailors and Marines to expend pent-up energy. Plans have now been made to install night lighting.

Building Program Deferred Certain Projects are Postponed

Secretary Robert S. McNamara has announced that the Department of Defense will defer temporarily \$620,000,000 worth of military construction projects. This includes \$160,000,000 for 8,500 military housing units.

At the same time, Secretary McNamara gave the go-ahead for \$686,000,000 on Army, Navy, Air Force and Marine Corps high priority construction projects in 36 states, the District of Columbia, and at 16 overseas locations.

The construction projects to be delayed for the most part are either long-planned replacements or improvements for existing facilities. These can be undertaken at a later date without impairing military operations or effectiveness.

The decision to defer projects is a result of a new review of DOD expenditures.

VSF-1 Given Sea Trials A-4 Interceptors at NAS Alameda

The first Navy squadron commissioned as an antisubmarine warfare fighter (VSF) squadron made its appearance on *Kearsarge* in October. Led by Commander C. E. Waring, VSF-1 completed 55 day landings and 24 night landings during its first at-sea period. Commander Waring also made the 98,000th landing aboard *Kearsarge* on October 18.

Until recently, the ASW Task Force was provided air protection by small detachments from attack squadrons. Realizing the ASW forces' need for an air-to-air AAW capability, the Navy made plans for a squadron with that mission.

When the squadron was commissioned in July at NAS LEMOORE, there were only two officers and 14 enlisted men. Within weeks, they moved to their permanent home base at NAS ALAMEDA. In November the complement was 120 maintenance men and five pilots. By this spring, the squadron will be up to a normal strength of 24 pilots, 225 enlisted men and four ground officers.

VSF-1 is now grooming its first detachment for deployment to the Far East early this year.



TRUCKING DOWN TO TUCSON ARE TWO OF SOME 80 F-8 CRUSADERS

NAVY 'BIRDS' ON THE GROUND

LAST NOVEMBER, military and civilian officials at the Naval Air Facility, Litchfield Park, near Phoenix, Arizona, held a ceremony to mark the departure of the last shipment of aircraft to their new home at Tucson. The movement of some 500 aircraft, mostly via highway, began a year ago and is believed to be unprecedented.

Litchfield Park, long a site for the Navy's ready reserve of aircraft, is to be phased out by June 1967. For the past year, the station has been sending most of its planes to a Navy command at Davis-Monthan AF Base, Tucson. The planes will be kept there for possible shipment to the Fleet or, in some instances, to various governmental agencies for special purposes.

Station officials decided to use trucks and highways because it would cost \$4,000 to strip away each aircraft's preservative cover for a 150-mile air trip to its new base, only to be put into preservation again. With a comparative trucking cost of \$350 per aircraft, the operation saved the government more than a million dollars.

The varied tasks required to set up this logistic operation were monumental. The Supply Department typed bills of lading for the aircraft to be transferred and arranged for a private trucking com-

pany to do all of the hauling.

Aircraft destined for Tucson from the station storage area were taken out and the external preservation seal was touched up.

The station's Industrial Air Department (IAD) worked out the details of actual loading. Each plane was carefully balanced so that it could be safely picked up by hook and crane for a safe ride on its journey by truck.

Care had to be taken that each plane would have adequate clearance of concrete abutments of overpasses and underpasses along the route and still remain on its side of the highway. IAD made sure that the officials at Tucson would have the proper equipment, necessary for unloading, available.

All types of Navy aircraft have been stored—fighters, attack, cargo planes, trainers, observation and patrol planes and helicopters. These have often been called up for Fleet use: during the Berlin Airlift, the Korean Conflict, the Cuban Crisis, and currently in Vietnam.

Aircraft parts are extremely valuable. Nothing is wasted. Even after airplanes are stripped, the hulls are sold to the highest bidder. These, in turn, are usually melted down into aluminum ingots, probably to find their way back to a carrier deck another day.

SELECTED AIR RESERVE



AT NARTU Norfolk, TV Meteorologist and businessman, Chief J. J. Foulkes receives aircrewman wings from Captain K. C. Mainzer.



CAPT. A. W. NEWHALL, C.O., NAS Glenview, and TV's Miss Lee Phillip, look at gifts from Chicago for Vietnamese orphans. L.T. EDWIN BOHULA CHAPLAIN'S OFFICE DA NANG, VIETNAM

Outstanding Reservist

James McDougle, AX1, at NAS GROSSE ILE, Mich., has been chosen as the "Outstanding Selected Reservist," at the station by the Combined Navy League Councils of the Detroit area. The award included a \$50.00 savings bond and an engraved plaque. McDougle is an aircrewman attached to HS-732.

A Deluxe Cruise Box

A deluxe cruise box to be used

in the "deploy and support" mission of Naval Air Intelligence Reserve Unit 831, NAS NEW YORK, has been designed and built by one of the officers, LCdr. Bob Martin.

The box has detachable legs which convert it into a working table at the point of use. When the hinged cover is opened, a detachable inner flat surface provides additional working area. This inner surface, when removed from the box, may also be hung and used as an easel-board for displaying

maps, charts, etc., for briefings.

Large external handles make it easy for two men to handle the 100-pound (when loaded) box.

The interior is compartmentalized to hold publications, reference materials, plotting sheet, office supplies and photo equipment.

For Vietnamese Children

Christmas was a little brighter this year for 42 orphans in the village of Phu Thuong, South Vietnam, thanks to the generosity of



DETROIT area Navy League Councils select James McDougle as "Outstanding Reservist."



LCDR. BOB MARTIN, NAIRU-831, N. Y., examines deployment support case he built.



AFTER LOGGING 4,000th flight hour in jets, Cdr. Claude Levinge receives congratulations.

Chicagoans, WBBM-TV personality Miss Lee Phillip, plus the U. S. Navy and the Naval Air Reserve.

Lt. Edwin V. Bohula, a chaplain in a Marine unit in South Vietnam, had written Miss Phillip about the orphanage. He reported that the Marines were using their limited free time to improve the pitifully inadequate orphanage.

Captain Albert W. Newhall, C.O. of NAS GLENVIEW, appeared on Miss Phillip's show to discuss the Navy's plans for delivering viewers' gifts to the orphanage, and donations poured in—more than 10,000 items. They were packaged at the TV station and taken to Glenview.

Rear Admiral Richard L. Fowler, Chief of Naval Air Reserve Training, made a Reserve plane available, NAS GLENVIEW supplied a crew, to speed the gifts to Vietnam.

Four Thousand Jet Hours

As Fighter Training Officer on the Staff of the Chief of Naval Air Reserve Training, Glenview, Ill., Commander Claude Levinge has a thorough background in Navy fighters.

A Naval Aviator since November 1944 when he received his wings, he has flown over 6,200 hours and already reached the 4,000 flight hour milestone in jets.

His 4,000th flight hour in jet aircraft was logged in an F-8 *Crusader* at NAS ATLANTA. On landing he was congratulated by his wife and Captain William E. Carver, Com-

manding Officer of the air station.

During WW II, he served with Bombing Squadron Three, flying *Helldivers*. He was a Weekend Warrior flying *Corsairs* at NAS DALLAS when hostilities began in Korea. He was then recalled to active duty and has remained on active duty ever since.

During Fiscal Year 1965, Commander Levinge maintained currency in the *Shooting Star*, *Sea Star*, *Fury*, *Skyray*, *Skyhawk* and *Crusader* aircraft.

Reserve Admiral on Tour

Rear Admiral Eric C. Lambart, USNR, arrived at NAS Jacksonville for a visit to the Naval facilities in that area.

The admiral, an NBC-TV executive in civilian life, is a special assistant to Admiral N. A. Yeager, Commandant 9ND. He serves as liaison between Selected Reserves and District Headquarters.

Rear Admiral Lambart met with Captain Harry B. Stott, ComFAir-Wing 11, where he was familiarized with the latest ASW techniques. His itinerary also included a one-day trip via VP-16 aircraft to the Eleuthera station in the Bahamas, and a visit to Key West.

USAF Commendation

At NAS NEW YORK, a Naval Air Intelligence Reserve Unit 831 officer has the distinction of having received a special commendation by the U. S. Air Force.

LCdr. Bernard Goldman has been cited by the Air Training Command, USAF, for "outstanding performance of duties" while on annual training duty at the Armed Forces Air Intelligence Center, Lowry AFB, Denver. He was an honor student in the Tactical Intelligence in Counter-Insurgency Operations Course.

Congressman Hebert Honored

On January 15, Louisiana Congressman F. Edward Hebert was honored by NAS NEW ORLEANS. The Bachelor Officers' Quarters were designated "Hebert Hall."

Captain W. F. Chaires, NAS skipper, stated that "Mr. Hebert was primarily responsible for getting the Naval Air Station its present location. He has shown continuing and sincere interest in the station and the welfare of its Navy population."

Officers of all services who travel in and out of Callender Field use Hebert Hall quarters.

Prepared by Britain

While living in England with his father, a U.S. Navy chief, Gary Brigden was allowed to join the RAF Air Training Cadet Corps, similar to our Civilian Air Patrol. Now he is a member of the Naval Air Reserve Training Unit at Norfolk. He attended the Summer Accelerated Recruit School in 1964 and the Photography School at Pensacola in the summer of 1965.



HELEN HOLLENDER, HN, on her first day as Reservist at Seattle is shown an S-2 by her husband, as Capt. R. A. Hobbs looks on.



AT NAS OLATHE, Marine Aviator, Capt. M. J. Enan, Jr., logged 1,000th hour in a Skyray, shortly to be replaced by Crusader.

AT SEA WITH THE CARRIERS



COMMANDER Joseph Gallagher brings his A-1H Skyraider in for a landing aboard *Bon Homme Richard* to make the carrier's 122,000th arrestment. The mark was set as the ship operated in the South China Sea off the coast of South Vietnam with units of the U.S. 7th Fleet.

PACIFIC FLEET

BON HOMME RICHARD (CVA-31)

Captain G. F. Colleran is *Bon Homme Richard's* new C.O.; he relieved Captain William R. McClendon during a ceremony held

while the carrier was operating in the South China Sea. Captain Colleran previously commanded the Fleet oiler *USS Taluga*. Captain McClendon's orders directed him to report for duty as chief of staff for ComCarDiv One.

Two lookouts were credited with playing a vital role in the

rescue of a pilot whose aircraft crashed at sea not far from *Bonnie Dick*.

John Barnhill, SN, on lookout duty in the ship's island superstructure, reported he saw a "silver object" hit the water about five miles from the ship. Minutes later, Rodney Brown, SN, also a lookout,



CONGRESSMAN Ed Edmondson of Okla. (center) relaxes in *YS-35's* ready room on *Hornet*. He was aboard for active duty for training.



AFTER MAKING *Kearsarge's* 100,000th arrested landing, Lt. Kushner taxis Skyraider on flight deck. AF pilot V. Bielfelt accompanied.

sighted a parachute. A ship's helo found its occupant, hoisted him aboard, and flew him to the CVA.

The rescued aviator turned out to be a pilot from a carrier operating with CVA-31; returning from a mission, he lost radio contact and was forced to eject from his crippled aircraft. He was examined by a doctor and returned to his ship.

Kathleen Nolan, one of the stars of TV's *The Real McCoys*, helped Bonnie Dick crewmen celebrate their ship's 21st "birthday" by presenting a USO show on the hangar deck. A news release reported her act was great. She won special admiration and applause "for performing while obviously suffering the effects of the ship's rolling and tossing in heavy seas."

Commander Joseph Gallagher piloted an A-1H *Skyraider* for CVA-31's 122,000th arrested landing. The VA-196 skipper's record was not long standing; it was broken a few weeks later when LCdr. James F. Cameron, also of VA-196, recorded No. 123,000 in another *Skyraider*.

KEARSARGE (CVS-33)

The 100,000th arrested landing aboard *Kearsarge* was made by Lt. Dave Kushner, VA-125, in an A-1 *Skyraider*, 19 years after the carrier was commissioned. Kay crewmen were conducting carquals off California when the landing was made.

TICONDEROGA (CVA-14)

Ticonderoga played host recently to a number of national and state governmental figures.

Four Congressmen and a Congresswoman were flown aboard *Tico* for a familiarization tour while the carrier was operating off the coast of South Vietnam. Visiting in a group were E. Q. Dadario (D-Conn.), R. C. Casey (D-Tex.), T. H. MacDonald (D-Mass.), and C. R. Reid (R-Ill.). George W. Grider (D-Tenn.) also boarded the carrier at sea.

Eight state governors visited the 42,000-ton CVA. They were representatives of the National Governor's Conference who flew aboard from Saigon as part of a four-day visit to Southeast Asia. Included



GOVERNOR Babcock of Montana and LCdr. C. D. Clower get a meal in *Tico* mess decks.



VISITING GOVERNORS aboard *Ticonderoga* discuss Vietnam operations with Commander M. S. Snowden, Commander of CVW-5, during a break in operations in the South China Sea.

were Tim Babcock, Montana; Clifford P. Hansen, Wyoming; Carl E. Sanders, Georgia; George Romney, Michigan; Henry Bellman, Oklahoma; John A. Burns, Hawaii; John H. Reed, Maine; and Harold E. Hughes, Iowa.

CONSTELLATION (CVA-64)

Emerging from overhaul at the Puget Sound Naval Shipyard, Bremerton, Wash., *Constellation* returned to the Fleet with a number of new computerized systems. They included an Automatic Landing System, a Ship's Internal Navigation System, an Integrated Op-

erational Intelligence System, and a Naval Tactical Data System.

Increased maintenance requirements caused by the new RA-5C *Vigilante* and the A-6A *Intruder* required construction of a large aviation electronics shop area on a "mezzanine" above the hangar deck and an Airborne Systems Support Center that was, essentially, hung onto the side of the ship.

ENTERPRISE (CVAN-65)

The nuclear-powered *Enterprise* and guided missile frigate *Bainbridge* made their first port call in the Western Pacific when they put into Subic Bay, R.P., for three days. The Seventh Fleet ships were to be

joined by two other nuclear-powered ships, the cruiser *Long Beach* and the frigate *Truxton*, early this year.

Alameda-based *Enterprise* relieved Norfolk-based *Independence* in the Indian Ocean after a 30-day trip from the Atlantic.

KITTY HAWK (CVA-63)

Two sailors, Billy D. Hooper, FA, and Charles A. Phillower, FN, lost their lives fighting a fire that broke out recently aboard the *Kitty Hawk*. Twenty-nine others were injured.

Of those injured, 27 were treated

for minor injuries and released for duty within 96 hours. Two remained under medical supervision, but were reported to be in good condition.

Kitty Hawk personnel responded quickly and efficiently to the fire

of Southern California.

The "friendlies" were guided by Rear Admiral M. F. Weisner, ComCarDiv One, embarked in *Ranger*. "Opposition" forces were commanded by Rear Admiral R. B. Moore, ComFAir San Diego.



THE SKIPPER, Captain Charles L. Burbage of *Franklin D. Roosevelt*, goes over operations charts as his carrier steams toward home from her 16th Mediterranean cruise.

which is reported to have started when faulty gaskets allowed jet fuel to spray onto a generator in the machinery spaces.

The fire was readily brought under control without adverse effects on operating ability as CVW-11 pilots continued air strikes against North Vietnam on schedule.

Vice Admiral John J. Hyland, then prospective ComSeventhFlt, landed aboard *Kitty Hawk* en route to the Fleet flagship *Oklahoma City*. He was met by Rear Admiral Joseph W. Williams, Jr., then Fleet Commander, and *Kitty Hawk* C.O., Captain Martin D. Carmody.

RANGER (CVA-61)

With *Ranger* a unit of the "friendly" forces, *Range Bush*, the sixth major First Fleet exercise of 1965, got underway off the coast

Ltjg. Terry R. Born, VF-143, made *Ranger's* 72,000th arrested landing in an F-4B *Phantom*.

PRINCETON (LPH-5)

Some 800 Navy League members from the 11th Naval Region boarded *Princeton* in Long Beach for a one-day cruise.

Captain Nils W. Boe, then prospective C.O. of the LPH *Iwo Jima*, made *Princeton's* 44,000th helicopter landing since the ship was converted in 1959. Captain Boe piloted an SH-3A *Sea King*.

ATLANTIC FLEET

F. D. ROOSEVELT (CVA-42)

FDR returned to Mayport, Fla.,

from her 16th deployment to the Mediterranean. Completing the cruise that began late in June 1965, crew members figured that the 20-year-old carrier has spent almost 11 years on station in the Med.

Ports of call during the last cruise included Valencia and Barcelona, Spain; Istanbul, Turkey; Taranto and Naples, Italy; Marseilles, France; and Palma, Majorca. The CVA steamed some 38,000 miles; aircraft of embarked CVW-1 amassed 10,000 hours in the air.

Before *FDR* returned to the States, Rear Admiral Dick H. Guinn relieved Rear Admiral Allan F. Fleming as ComCarDiv Four during a ceremony held while the ship was visiting Barcelona.

Two VAH-10 pilots aboard *FDR* have logged a total of 1,000 arrested landings. Commander Wes Ralston, squadron X.O., and LCdr. Bill Sturgeon, reached the 500 mark within minutes of each other. Heavy 10 flies the A-3 *Skywarrior*.

AMERICA (CVA-66)

The Navy's newest carrier joined the Sixth Fleet in the Med when *America* relieved *FDR* to begin her first such deployment. Flagship for Rear Admiral James O. Cobb, ComCarDiv Two, *America* is commanded by Captain Lawrence Heyworth, Jr. CVW-6 is the embarked air wing.

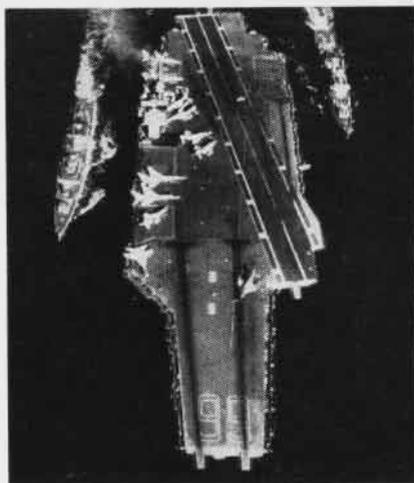


EXECUTIVE officer of *FDR*, Cdr. William D. Fries, was formerly navigator for ship.

ESSEX (CVS-9)

Essex participated in a major Atlantic Fleet amphibious exercise involving some 50 ships and more than 12,000 Navymen and Marines. The exercise consisted of an amphibious landing and the defense of an amphibious task force en route to and from the target area, Vieques Island off the coast of Puerto Rico.

The exercise was under the tactical command of Rear Admiral E. R. Crawford, Commander of Amphibious Group Two. An opposition force, designed to challenge the success of the operation, was headed by Rear Admiral R. G. Anderson, Commander of PhibGru 4.



AMERICA simultaneously refuels two "small boys," *Furse* to starboard and *Owens* to port.



CLOUDS OF STEAM envelop flight deck personnel aboard *FDR* as they ready A-4 Skyhawk for launch during operations in Mediterranean.

FORRESTAL (CVA-59)

A noteworthy landing during a NATO exercise, a visit by the commander-in-chief of the Royal Swedish Air Force, a flag shift between carriers—all were reported by the deployed *Forrestal* as the carrier operated in the Mediterranean with both U.S. and NATO units.

During a visit to the CVA by Sweden's Lieutenant General L. G. H. Thunberg, *Forrestal* was participating in Operation *Poopdeck VII*, an annual joint exercise conducted by Sixth Fleet units and the Spanish military. During the exercise, Lt. Robert G. Hoffman, VA-83, made the carrier's 114,000th arrested landing.

ComCarDiv Four's flag was shifted from *Forrestal* to *FDR*, ending carrier division flagship duties held since February 1962.

"Have faith," the skipper of VAH-11 said to *Forrestal* Protestant chaplain, Commander Calvin G. Gardner, before he took the

military minister on his first jet flight. Chaplain Gardner had faith, and enjoyed the launch from *Forrestal*, formation flying by Heavy II's *Skywarriors*, and the subsequent recovery.

"Faith in the pilot, in this instance, overcometh all fear," the chaplain said—after he was safely back aboard the carrier.

And the chaplain was still not through. One Sunday morning, the decision was made to highline him to the destroyer *Bigelow* for services. It was to be his first, and he reported to *Forrestal* C.O., Captain Howard S. Moore, that he was a bit uneasy. Captain Moore messaged the destroyer: "Request that you take every precaution transferring our . . . chaplain. This is his first baptism."

The *Bigelow's* reply: "Will oblige for chaplain. Understand your feelings on transfer. My coming officer is experiencing the same feeling." Chaplain Gardner was not calmed by the reply.

The transfer was, however, a success, but 10-foot waves seemed to preclude a repeat performance back to *Forrestal*. Accustomed to riding out heavy seas in the relative comfort of a big CVA, the chaplain became uncomfortable again—this time physically.

He sent a plea to Captain Moore: "With all due consideration to my shipmates in *Bigelow*, I want to come home. . . . See St. Matthew 12:11." Captain Moore opened his Bible and read: "And he said unto them, What man shall there be among you, that shall have one sheep, and if it fall into a pit on the Sabbath day, will he not lay hold of it and lift it out?"



INDEPENDENCE operates in the South China Sea. The carrier has returned to home port, Norfolk, after first Western Pacific cruise.

Back to the chaplain came the reply: "Luke 17:2." ["It were better for him that a millstone were hanged around his neck, and he cast into the sea, than that he should offend one of these little ones."]

Chaplain Gardner was not returned to *Forrestal* until the next day. To put the cap on his tribulations, he missed a birthday celebration—cake and all—commemorating the 190th anniversary of the Navy's Chaplain Corps. It was reliably reported that as soon as he was unstrapped from the Bos'n's Chair, he repaired to the chapel to meditate at length about sailors aboard "small boys" in heavy seas.

LEXINGTON (CVS-16)

Lexington's 139,000th arresting landing was made during refresher training operations in the Gulf of Mexico when pilot LCdr. D. R. Hahne and copilot Ltjg. Bob Leo, VS-27, brought their s-2 aboard.

ON PATROL WITH FLEET AIR WINGS



CDR. F. D. ARMSTRONG, Jr., VP-1, holds Battle Efficiency E and Aviation Safety Award. He is flanked by Capt. Gumz, Capt. Honan.



NEWS BUOY is about to be dropped to ships of Seventh Fleet by J. R. Young, AO2, from VP-17 Neptune on patrol in South China Sea.

PATROL SQUADRON ONE, a Fleet Air Wing Four Unit, was presented with the Battle E Award and the Chief of Naval Operations Aviation Safety Award during ceremonies at Oak Harbor, Washington. The presentations were made by Captain D. G. Gunz, Commander, Fleet Air Wing Four, and Captain J. B. Honan, Chief of Staff, Fleet Air Wings, Pacific.

The squadron is also the recipient of the Arnold Jay Isbell ASW Excellence Trophy.

To earn the Aviation Safety Award, VP-1 flew over 41,000 accident-free hours, 11,000 of which were flown during FY 1965.

* * *

Patrol Squadron 17 has dedicated a playground and baseball field at the Hofu orphanage, Kaohoknene, Japan, naming it after the squadron C.O., Commander R. J. Sadler. The squadron took over sponsorship of the orphanage after arriving in Iwakuni.

Nearly every weekend saw a bus load of material and workers arrive from the squadron. The entire field was tiled for drainage and a 15-foot backstop erected. A six-foot fence was built around the outfield.

The orphanage is 41 miles south of Iwakuni. The 45 orphans range in age from three to 15 years.

* * *

While deployed in Adak, Alaska, VP-15 distributed Project *Hand-clasp* materials, including dolls, toys, sporting equipment and educational materials, to orphanages and Indian villages along the Aleutian Chain.

Crew 12 traveled by seagoing tug to the Island of Atka to distribute presents. On the return trip, the crew had to sit out a williwaw in Sitkin Bay for 12 hours until the waves subsided. Crew Three also distributed gifts to the orphanage on the Island of Kodiak.

Since deploying to Adak, VP-45 has flown three search and rescue missions, transporting sick or injured personnel from remote bases and villages to medical facilities.

* * *

The *Batmen* of VP-24, headed by Commander F. C. Kolda, returned to NAS NORFOLK in December after a five-month deployment to Sigonella, Sicily, with advance base operations at Soudha Bay, Crete.

For a ten-week period, VP-24 operated from the Royal Hellenic AFB, Soudha Bay. This air facility was employed as an advance base while the runways at Sigonella underwent repair. The squadron was supported by USS *Tallahatchie County* (AVB-2). VP-24 claims that this was the first time a full patrol squadron had made prolonged use of shipboard equipment

and maintenance vans in carrying out its assigned operations.

* * *

Last fall Crew 11 of Patrol Squadron Seven attended the Joint Squadron Course in Londonderry, Northern Ireland. The JSC's, conducted by the Royal Navy and Air Force at the Joint Antisubmarine School, HMS *Sea Eagle* in Londonderry, provide joint training for individuals and units of the Royal Navy and Air Force.

The Admiralty extends invitations annually to the Navies of the NATO countries in order to promote a greater understanding and a sharing of advanced antisubmarine tactics and doctrine.

The JSC three-week course is intended for personnel assigned to long-range, maritime reconnaissance aircraft units and crews. Training includes classroom instruction and live air/sea ASW operations. Approved ASW tactics are carefully reviewed and practiced, the emphasis being placed on aircraft/ship coordination. Students are transferred among various units so that they will be familiar with all aspects of the ASW problem.

* * *

Commander Robert M. Dffenbaugh relieved Commander Albert J. Carneghi as Commanding Officer of VP-18 in ceremonies in De-

ember at NS ROOSEVELT ROADS, Puerto Rico. Commander Deffenbaugh had previously served as the squadron Executive Officer.

Flight Crew 12, LCdr. K. F. Miller, PPC, and Ltjg. W. E. Hall, TAGCO, recently completed their final ASW qualification exercise to give the squadron 12 out of 12 Alfa-designated flight crews.

* * *

One of the time-honored old salt pranks perpetrated on young U.S. Navy men is assignment to duty as lookout for the "mail buoy." But because of the efforts of Lt. Jerry Burns of VP-17, many old timers have taken up the watch alongside the seamen aboard some units of the Seventh Fleet.

Patrol Squadron 17, deployed to Vietnam from Whidbey Island, has been flying air surveillance missions for Operation *Market Time*. After spending some time in the area, Lt. Burns decided that the cylindrical waterproof containers in which sonobuoys are shipped would be ideal drop packaging for newspapers, magazines, and other reading materials for the men aboard Seventh Fleet ships.

The "news buoys" have become so popular that Navy supply ships and U. S. Coast Guard vessels off Vietnam have asked to be put on the distribution list.

* * *

In November, Combat Aircrew Four of VP-26 flew their P-2 *Neptune* to Greenwood, Nova Scotia,

as guests of the Royal Canadian Air Force 405th Antisubmarine Squadron.

During their stay, the crew became familiar with Canadian ASW procedures and observed the RCAF *Argus* in action.

Later in November, Crew One of the 405th RCAF landed at NAS BRUNSWICK to complete the international aircrew exchange. The Canadian crew was given a complete tour of VP-26 and a flight in the *Neptune*. The Canadian crew spent four days acquainting themselves with U. S. ASW policies and observing techniques.

* * *

After receiving his new CPO hat and congratulations from the Hawaiian Warriors' Commanding Officer, J. H. Reynolds, VP-28's new PNC, was escorted to the CPO Club for the traditional initiation. While he and two other new chiefs were receiving the usual amount of heckling, the ceremony was interrupted by the unexpected arrival of Martha Raye.

Miss Raye livened up the traditionally stag initiation with an hilarious impromptu performance. Before departing an hour later, she took time to congratulate Chief Reynolds and his fellow initiates on their promotions.

* * *

Patrol Squadron Two became the new holder of the Antisubmarine Warfare Award, the Totem Pole, during ceremonies at Whid-

bey Island. The presentation was made by Captain D. G. Gumz, ComFAir Whidbey, to LCDr. Peter Groff, the winning VP-2 plane commander.

* * *

The "Attaboy Award" for the month goes to Commander J. W. Orrill, Commanding Officer of VP-21, and LCdr. Noel Melville, squadron Administrative Officer.

Soon after the squadron arrived at Rota, Spain, on deployment, they heard of a small country school, 20 miles north of the base, that had been without heat for some time. Money was made available from ComNavAirLant funds set aside for community relations, and stoves were purchased.

A couple of weeks later, Commander Orrill and LCdr. Melville set out to make the presentation. Afterwards, the school children sang songs and the officials expressed their gratitude by serving refreshments—wine and "pajaritos," which are whole baby sparrows.

According to a squadron press release, "It was hoped the heaters do more for the school children's morale than the 'pajaritos' did for Commander Orrill and LCdr. Melville, who downed the birds whole in the interest of international relations." *Attaboy*.

NOTE: Beginning with this issue of NANews, Pacific and Atlantic Air Wings will be reported simultaneously, rather than alternately, in order to keep the news current.



ROYAL CANADIAN Air Force 405th Squadron arrived at NAS Brunswick to complete an aircrew exchange with Patrol Squadron 26.



ALFA STATUS for Crew 12 of Patrol Squadron 18 makes it 12 out of 12 qualified crews. Cdr. Deffenbaugh congratulates LCdr. Miller.

PROJECT POCIBO



DURING THE INTERNATIONAL YEAR OF THE QUIET SUN, (QYSY) U.S. PARTICIPATION IN THE PROGRAM INCLUDED A SPECIAL HIGH ALTITUDE BALLOON PROJECT, USING LARGE PLASTIC UNMANNED BALLOONS WHICH WERE LAUNCHED INTO POLAR CIRCLING ORBITS.



POCIBO WAS THE NAME OF THE PROJECT AND IS THE ABBREVIATION FOR POLAR CIRCLING BALLOON OBSERVATORY. THE BALLOONS WERE LAUNCHED IN ALASKA.



THE AVERAGE FLIGHT ALTITUDE FOR THE BALLOONS WAS 100,000 FEET, WITH ALTITUDE MAINTAINED BY ELECTRONICALLY CONTROLLED BALLAST DISPENSERS WHICH RELEASED LEAD PELLETS.

THE DURATION OF THE BALLOON FLIGHTS AVERAGED FROM SIX TO EIGHT DAYS TRAVELING IN A CIRCLE OF MORE THAN 5,000 MILES IN CIRCUMFERENCE ABOUT THE POLE. FLIGHT SPEEDS OFTEN EXCEEDED 200 KTS. WHEN THE BALLOONS WERE CAUGHT UP IN THE POLAR JET STREAM.



THE PURPOSE OF THE FLIGHTS WAS TO OBTAIN SCIENTIFIC DATA OVER THE POLAR REGION. INSTRUMENTS WERE CARRIED ALOFT TO MEASURE THE INTENSITY OF RADIATION, MAGNETIC FORCES, PARTICLE DISTRIBUTION, AND TEMPERATURE.

DURING THE FLIGHTS, GROUND STATIONS IN THE ARCTIC REGION MONITORED THE POSITIONS, ALTITUDES, AND COLLECTED THE READ-OUTS FROM THE BALLOON-BORNE INSTRUMENTS.



O'Connor

Flight Surgeon-Test Pilot Heads Pax Aeromedical Branch

Lt. Robert J. Kelly, MC, USN, completed late in 1965 the course at the Naval Test Pilot School, NATC PATUXENT RIVER. He was a member of Class 41. He has assumed duty as Head of the Aeromedical Branch, Service Test, at the Center. In this capacity he will coordinate numerous test and evaluation projects involving pilots' personal safety and survival equipment. He will fly as a test and project pilot in the Navy's latest operational aircraft.

Lt. Kelly is one of 14 Flight Surgeons who are currently also Naval Aviators, and he is the second to graduate from the Test Pilot School.

At the time he entered the school, Lt. Kelly had accumulated 2,500 hours, 500 of them in jet aircraft.

The Bureau of Medicine and Surgery intends to maintain in-house capability in the aeromedical aspects of operational and test flying by retaining a pool of motivated, current Naval Aviator Flight Surgeons. Test flying and space flight are some of the many interesting fields to which these Flight Surgeons may be assigned.

Naval Aviator is Honored Destroyer Escort Named for Him

The first U. S. Navy ship to bear the name of an American killed in action in Vietnam will be the destroyer escort *Roark* (DE-1053).

Lt. William M. Roark, a Naval Aviator, was downed while on an armed reconnaissance mission over North Vietnam April 7, 1965. He was awarded the Distinguished Flying Cross posthumously for heroism during the mission. He had previously received an Air Medal for his part in a strike against Dong Hoi, North Vietnam, in February.

In announcing the name selected for DE-1053, Secretary of the Navy Paul H. Nitze said, "Lt. Roark exemplified the valor, integrity and dedicated service that our nation has always honored."

Roark is to be built by Todd Shipyard Company, Seattle, Wash., and is scheduled to be launched late this year.

LTV Expands Data Analysis Will Speed Up A-7A Testing

Test flights of the A-7A *Corsair II* are to be expedited by an expanded telemetry and data analysis system installed by LTV Aerospace Corporation in a new flight test center at Dallas, Texas.

The new Navy attack airplane, which started its flight tests in October, flies at lower altitudes and greater distances than the previous data system could record. Under the new setup, a microwave relay extends this range and will help

speed up the flight test program on the plane.

In addition, the Ling-Temco-Vought subsidiary is equipping one of its *Learstar* transports with telemetry and tape recording equipment. This plane will accompany A-7A bombers to better weather areas in west and south Texas to conduct test flights when Dallas weather is bad.

To send test data from the plane to the LTV Flight Test Center, a new relay station has been erected on a hill near Keene, about twenty-nine miles south of Dallas.

Editor's Corner

FLYING SUBMARINE CROSS. Chief John Bergwall, serving with the USS *Daniel Boone* (SSBN-629) received the following special citation:

"For extraordinary achievement in aerial flight of a *Polaris* submarine while serving as Diving Officer on 16 September 1965. Whereas you demonstrated flying talents rarely found in a submariner and whereas you have demonstrated submarine talents rarely found in an aviator, and whereas you have proven your ability to get a *Polaris* submarine, 627 class, higher than any other diving officer you are hereby awarded 'the distinguished broaching cross.'" The citation was signed by his C.O., Commander A. B. Crabtree. (Reported in the *Ford Islander*.)

Another Coral Sea Record. Parachute Rigger Second Class James R. Hill, of VA-153, was dubbed a "double centurion parachute packer" after completing the packing of his 200th parachute during the long cruise recently ended by the *Coral Sea* and CVW-15. During the cruise, 11 pilots owed their lives to the care of the CVA's riggers. A special "Notice to Aviators" appeared on the carrier's survival shop door:

"Within this space work the survival technicians of Attack Carrier Air Wing 15. To ensure our preciseness of labor, and by way of demonstration, we have entrusted our own lives to the parachute 953 times. Many hours of close attention to detail has returned 11 members of our group to fly again. Of this we are proud. The open sky, even more than the open sea, is a total enemy. This we always remember. . . ."

WIVES' REACTIONS. The HC-2 *Scouter* reported that some of its West-Pac detachment personnel had made efforts to raise mustaches or beards. In response to a letter home announcing the start of a beard, one wife reportedly wrote back, "Please wear it until you get home. I always enjoy a good laugh."

CONTEMPORARY NAMES. During *Swampex-65*, a counter-insurgency exercise conducted by the Marine Corps in the Croatan National Forest area, the mapmaker must have been inspired by a teenager's record collection. The exercise called for the solution of a political/military dilemma which took place in "Dozo," which was described as a province of a small country named "Ringo." Guerrillas from the imaginary country of "Elvis" completed the game's lineup.



Get the Message? Squadrons all have safety officers; safety officers all have ideas. At NAS QUONSET POINT, VAW-33's safety officer, LCdr. Bob Jackson, borrowed an idea from the famed Burma Shave advertisements of the past. Each Monday he places a new set of signs along a highway leading up to the NAS main gate, catching the attention of sleepy-eyed aviators on their way to work. A typical message: "One hot pilot/No green card/One low ceiling/So long, Pard!"

Pickens to Jansen to Chance. As plebes at the Naval Academy in 1944, Jackson Pickens and Alan Jansen were teammates on the baseball team. In September 1965, Commander Jackson Pickens assumed command of VP-47, NAS MOFFETT FIELD. His Executive Officer is Commander Alan Jansen, his U.S. Naval Academy classmate.

DOUBLE BIRTHDAY. How many sailors have had a 700-pound birthday cake to cut? That's what faced Curtis Baggett, Jr., when he reached his 20th birthday on board the USS *Franklin D. Roosevelt* in the Sixth Fleet. Baggett's birthday coincided with that of the *FDR*, which was placed in commission October 27, 1945, the day that Baggett was born. It was also a day for the celebration of Navy Day, the birth date of President Theodore Roosevelt. One of the guests for the cake-cutting was Commandr M. A. Feher, CAW-One on the *FDR*, who was a member of the *FDR*'s original crew as an Ensign.

Chapter Number Umpteenth. In a foreword to their new book about the DC-3 (*The DC-3, Story of a Fabulous Airplane*, J. B. Lippincott, Philadelphia), Colonel Carroll V. Glines and LCol. Wendell F. Moseley, both USAF, wrote:

"Let no man think this book is a eulogy of the deceased. The Gooney Bird is in the prime of life and will outlive us all."

Late in November 1965, the Department of Defense announced that an Air Commando Squadron (Fire Support) had arrived in the Republic of Vietnam to support friendly forces. The new squadron flies the AC-47 aircraft "equipped with three side firing 7.62 mm MINIGUNS each capable of firing 6,000 rounds per minute." One model of the DC-3 (known in all services as the C-47) was tested in Vietnam for a year before the squadron was deployed. During the test it acquired a new nickname, "Puff, the Magic Dragon," a title derived from its combined firepower of 18,000 rounds per minute.

The Bare Facts. Writing home-ward from duty in the Mediterranean, an HC-4 correspondent refers to the Riviera as "the land of the bikini and the monokini." (Let's see, now, bi- is a prefix for two, mono, for one. One kini?)

The language problem is disappearing, in Marseilles at least. The detachment correspondent reported, "With such speed and precision was our money accepted, the language barrier, once thought formidable, can now be declared a myth and the detachment bankrupt."



MILITARY DIGNITARIES and commanding officers of Marine Medium Helicopter Squadron 365 pose with the awards HMM-365 received December 2 during formal ceremonies at MCAF New River, N. C. The awards included (left to right) are: The Commandant of the Marine Corps Aviation Efficiency Award, the CNO "Readiness through Safety" Trophy, and the Chief of Naval Operations Annual Safety Award. From left to right are Admiral Thomas H. Moorer, Commander in Chief, Atlantic; Major E. L. Malmgren, current commander of HMM-365; LCol. Joe Koler, who commanded HMM-365 in Vietnam; Lieutenant General A. L. Bowser, Commanding General Fleet Marine Force, Atlantic, and Major General George S. Bowman, Jr., Commanding General of the Second Marine Aircraft Wing.

Parachutists in Antarctica VX-6 Men Receive Gold Wings

Four Air Development Squadron Six (VX-6) men have completed their 10th aerial descent onto the frozen Antarctic wastelands to qualify to wear the gold wings of a Navy parachutist.

The men, all members of the VX-6 Para-Rescue Team, earned their wings by making their qualifying jumps from an H-34 *Seahorse* helicopter to the snow-covered Ross Ice Shelf. Two of the parachutists made three jumps in one day.

Earning the wings were LCdr. Tom Schanz; Keith McClure, AKC; Jim Kasper, AK3; and Kevin McDonald, DK2. In addition to making the jumps, they recently completed a rugged four-day Antarctic survival training course near the ice barriers of the McMurdo Station airfield with other members of the Para-Rescue Team.

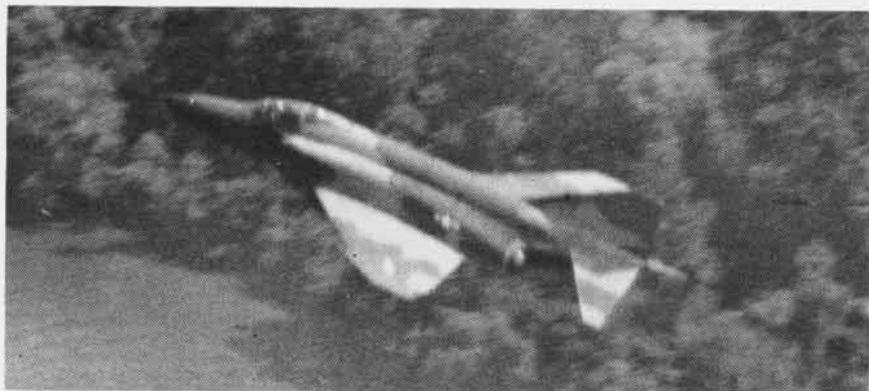
The team was formed in 1957. Its primary mission today is to help locate and aid personnel in trouble anywhere in the vast regions of the Antarctic frontier.

Test Pilot Reunion

The U.S. Naval Air Test Pilot School aboard NATC Patuxent River, Md., will hold its annual Reunion and Symposium on May 14, 1966. This special spring event has always been popular. More details will be announced later.



LIEUTENANT COLONEL T. E. Murphree (R), Marine Composite Reconnaissance Squadron Two Commander, and **CWO Walter Albright**, stand beside the outfit's first EA-6A, following their flight from Grumman in New York, December 1. The squadron's Skyknights are being replaced by Intruders.



IN ITS NEW GREEN and brown camouflage, an Air Force RF-4C Phantom II hides against a wooded riverside. United States Air Force aircraft to be used in combat zones now feature the new color scheme designed to make them difficult to detect from above.

Last Flight of Regulus II Made December 13 at Pt. Mugu

When the guided missile GM-2048 was launched for the tenth time and recovered December 13, the launch marked the end of the MQM-15A target presentations of Guided Missile Unit 55, Point Mugu.

GM-2048 was shot at five times as it travelled at a speed of Mach 2 and a maximum altitude of 58,000 feet to San Nicolas Island.

The GM-2048, first launched in May 1964, is the only survivor of the MQM-15A "mechanical birds," all recoverable versions of the Navy's former *Regulus II* missile.

Since the launch of the first *Regulus II* target drone in January 1959, GMU-55 has operated 17 drones, for a total of 64 flights.



Attack Squadron 23 recently returned from her ninth WestPac and third combat cruise. The Black Knights are a unit of Carrier Air Wing Two aboard the Midway and are led by Cdr. Robert R. King, Jr.





HAPPINESS IS A TWO-WAY STREET OF ZIP

Arrival of mail from home is an occasion that has been known to bring smiles to the face of even the hardest-hearted Master-at-Arms; for communication by mail plays an important part in the life of every service man, at sea or ashore. Mail is each man's two-way street to home and friends. To speed up deliveries, the U.S. Government has installed a five-digit ZIP Code system for identification of address points. ZIP code steers the mail directly through sectional centers, bypassing the major cities along the route. Use ZIP Code—two ways.

NAVAL AVIATION

NEWS