

NAVAL AVIATION

NEWS



49th Year of Publication

DECEMBER 1967

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FIREPOWER PLUS STAYING POWER

'There are no simple solutions to the struggle in Vietnam We do not wish to widen the war. We wish to end the war on just and reasonable terms. That is going to require patience and persistence. Hanoi clearly has come to respect our firepower. It continues to doubt our staying power. Hanoi is well aware it cannot defeat us. Its hope is to outlast us.'—Paul H. Nitze, Deputy Secretary of Defense, in an address October 23, 1967.

NAVAL AVIATION

NEWS

FORTY-NINTH YEAR OF PUBLICATION DECEMBER 1967

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■ THE STAFF

- Captain Paul Jayson** Head, Aviation Periodical Office
Commander Ted Wilbur Editor
Izetta Winter Robb Managing Editor
JOC John D. Burlage
Dorothy L. Bennefeld Associate Editors
Captain Walter Zebrowski
Harold Andrews Contributing Editors
Margaret S. Graham Assistant Editor
Robert L. Hensley Art Director

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■ COVERS

The front cover of AC1 Robert M. Wylie handling "local control" desk at NS Sangley Point (near Manila) was taken by PHC William M. Powers. The smooth-flying F-4J above belongs to VF-84. . . . The bird soaring above the Med (back cover) is the work of PH3 John T. Bullington.

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NAVAL AVIATION NEWS

Safety Panel Ends Study Recommendations Made to CNO

The Navy Aircraft Carrier Safety Review Panel (NANEWS, October 1967, page 3) recently completed its study and forwarded its findings and recommendations to the Chief of Naval Operations.

The director of the panel, Admiral James S. Russell, noted in his report that safety in carrier operations has been served well by many improvements since WW II and the Korean conflict. The angled deck, steam catapults, stabilized optical landing system and precision approach radar have all shared in this advance. In addition, the substitution of the stable jet fuel, JP-5, for highly flammable aviation gasoline has decreased the number of carrier fires.

The recommendations of the panel fall into three general groups:

1. Improvement of flight deck fire-fighting equipment to provide remotely controlled massive suppressors for fires on the flight deck at least equivalent to that now used on the hangar deck.

2. Improvement in equipment and survival training for personnel.

3. Improvement in aviation ordinance handling procedures and documentation.

In obtaining information on which to base their recommendations, members of the panel visited aircraft carriers in the western Pacific, spoke to hundreds of technical experts and operationally experienced officers and enlisted personnel, and visited a number of technical and training commands.

Serving with Adm. Russell on the panel were Rear Admiral Paul D. Buie, Commander, Naval Aviation Safety Center; Rear Admiral James L. Hollo-

way III, former C.O. of USS *Enterprise*; and representatives from various technical commands within the Navy.

Port Named for New CVA John F. Kennedy Based at Norfolk

The new attack aircraft carrier USS *John F. Kennedy*, recently launched at Newport News, Va., will be based at Norfolk, Va., when she is placed in commission in 1968. Captain Earl Yates has been named PCO.

Rear Admiral Read Dies Commanded Record-Setting NC-4

On October 10, 1967, in Miami, Fla., Rear Admiral Albert Cushing Read, USN (Ret.), died at the age of 80. He was Naval Aviator No. 24.

Admiral Read was best known for his command of the NC-4, the first airplane to fly across the Atlantic. In addition to this feat, accomplished in May 1919, he had many other attainments to highlight his naval service which began with his appointment to the Naval Academy in 1903 and continued to his retirement in 1946.

He commenced flight training at Pensacola July 8, 1915, and from that time was associated with Naval Aviation, serving in various capacities. From 1936-38, he was Assistant Chief of the Bureau of Aeronautics and from 1938-40, he commanded USS *Saratoga* (CV-3).

As commandant at NAS PENSACOLA from 1940 into 1942, he was in charge of the flight training program during its period of greatest expansion, serving two years thereafter as Chief of Air Technical Training. In January 1944, he assumed duty as Commander Fleet Air Norfolk and served in that capacity through WW II. Upon his retirement in 1946, he was on duty in the Office of the Deputy Chief of Naval Operations (Air).

Holder of many decorations and awards from this and other nations, he was elected to the National Aviation Hall of Fame in 1965, the second Naval Aviator to be so honored (NANEWS, January 1966, p. 6).

With his death, the honor of holding the lowest Naval Aviator number passes to Commander Earle F. Johnson, USN (Ret.), Naval Aviator No. 25.



TWO OF THE NAVY'S top flying Admirals visited NAS Corpus Christi, Texas, on October 13 to pin wings on their sons as they graduated from advanced flight training. Vice Admiral Frederick L. Ashworth, Deputy Commander in Chief of the U.S. Atlantic Fleet, pins the "Wings of Gold" on Ensign David B. Ashworth (left) and Rear Admiral David C. Richardson, Assistant Deputy Chief of Naval Operations (Air), does the honors for Ensign David W. Richardson.

Marine Aviator of the Year Awarded 1967 Cunningham Trophy

A winner of two Silver Star Medals and the Distinguished Flying Cross in Vietnam is the 1967 recipient of the Alfred A. Cunningham Award, signifying his selection as "Marine Aviator of the Year."

Maj. Vincent J. Guinee, currently serving as X.O. HMM-261, MCAS NEW RIVER, N.C., received the trophy October 28 during the annual reunion of the First Marine Aviation Force Veterans Association in Hartford, Conn. The association awards the trophy yearly in memory of the first Marine Aviator.

During the period covered in his award, Maj. Guinee completed more than 500 combat and combat support missions in Vietnam.

On July 9, 1966, serving with HMM-361, he organized a crew to recover a downed medical evacuation helicopter. Maj. Guinee repeatedly landed his helicopter under intense enemy fire. Although his helo was hit several times, the recovery mission was successful.

On August 10, 1966, during Operation *Colorado*, six times he led a flight of helicopters bearing reinforcements for a Marine company fighting a numerically superior force. His courage and professional flying skill saved the lives of many Marines.

Navy Award for Scientist Dr. Kershner Honored by V.P.

In October, Vice President Hubert Humphrey presented the Navy Distinguished Public Service Award to Dr. Richard B. Kershner, supervisor of



VICE PRESIDENT PRESENTS NAVY AWARD

the space department of the Applied Physics Laboratory of Johns Hopkins University. Dr. Kershner and his staff developed the Navy's operational navigation satellite system, a precise method of navigation useful anywhere in the world in any weather.

The Navy's first navigation satellite, *Transit 1-B*, was launched in April 1960 and travelled over a billion miles before re-entering the earth's atmosphere and burning up in October of this year. It proved the feasibility of the Navy's all-weather worldwide navigation system.

Another pioneer navigation satellite, the *Transit 4-A*, launched June 29, 1961, is now the oldest operating satellite in space. It marked its sixth anniversary last summer by beaming signals to APL on command from its tracking stations. Also developed by APL for the Navy, *4-A* was the first satellite to carry a nuclear power supply. It is also powered by solar cells.

Today's operational navigation satellites, which are boosted into 550-600 mile high orbits, are not as quickly affected by their environment and can be expected to circle the earth indefinitely, perhaps as long as 200 years.



THE FEDERAL Aviation Administration has issued R-4b type certification for the Grumman TC-4C, a systems training aircraft to be used by the Navy for training crews of the A-6A Intruder (NAnews, February 1967, p. 17). The TC-4C's operational envelope—airspeed, gross weight, center of gravity and altitude limitations—is the same as that of Gulfstream I. Navy Preliminary Evaluation began in November. Grumman is under contract to build nine TC-4C's.

Tailhook Reunion Popular Event Draws Close to Thousand

The 11th annual Tailhook Reunion, which took place October 13-15 at the Flamingo Hotel, Las Vegas, Nev., drew nearly a thousand guests, well over 85% of them active tailhookers, jaygees through commanders. (A tailhooker is any pilot who has made an arrested landing on a carrier.)

The principal speaker was Admiral Roy L. Johnson, Commander in Chief, Pacific Fleet. He was introduced as "Tailhooker of the Year" by VAdm. Thomas F. Connolly, DCNO(Air).

According to Captain Robert E. Gallatin, commander of RCVW-12, Ling-Temco-Vought presented handsome trophies to eight pilots, each of whom has flown 2,000 hours in the F-8 *Crusader*. All were lieutenant commanders: W. D. Kiper, RCVW-12 staff; R. J. Cavicce, VF-124; D. R. Morris, VF-12; L. R. Myers, VF-51; R. L. Button, VF-53; J. B. Nichols, VF-191; R. M. McDonough, VF-191; and R. A. Peters, VF-111.

McDonnell-Douglas presented a plaque to Captain James Davidson, USN, the first U.S. Naval Aviator ever to make an arrested landing in a jet airplane aboard a carrier. That landing on the USS *Franklin D. Roosevelt* (CVA-42) was made in a *Phantom* on July 21, 1946.

Also honored by McDonnell-Douglas was Commander Charles E. Hathaway who flew over 300 combat missions in S. E. Asia. He received a plaque, declaring him to be the *Skyhawk* Tailhooker of the Year.

Plaques displaying a pewter mug were given for the most carrier landings made by an attending pilot in each rank, from commander through lieutenant junior grade: Cdr. Hathaway, C. O. of VA-125, 778 landings; LCdr. T. J. Moore, USS *Ticonderoga*, 837; Lt. H. A. Merrill, VA-174, 556; and Ltjg. G. H. Davis, VA-122, 300.

The "Naval Flight Officer of the Year" was Lt. Brian Westin, VA-128, winner of the Navy Cross, and the "Landing Signal Officer of the Year" was Lt. Phil Wood, VF-24.

The Mutha Trophy, awarded annually by VF-124, the West Coast *Crusader* RAG squadron, honored VF-24, commanded by Commander D. J. Ellison. The squadron is credited with four confirmed MiG kills on the outfit's last tour in Vietnam.



GRAMPAW PETTIBONE

Or Else

The *Skyhawk* pilot departed home plate on a routinely scheduled cross-country to a naval air station in the Midwest. A squadron mate in a tanker-configured A-4 accompanied him and attempted unsuccessfully to refuel the cross-country aircraft at a pre-briefed en route fix. This particular contingency had been taken into consideration and both aircraft would land at the preselected en route airfield.

The A-4's let down from flight level 330 and entered the landing pattern. The leader, noting an extremely strong crosswind, wisely executed a voluntary wave-off and requested the other runway which had a lesser crosswind component. The control tower granted the request and the *Hawk* driver rolled into final with the angle of attack (AOA) indicator displaying a "doughnut" (on speed) and a fast chevron.

After touchdown, the pilot, on attempting to brake, realized for the first time that the runway was wet and the crosswind a little more than he'd bargained for. The wheels locked and the aircraft commenced a skid at 80 knots and, with barely 1,500 feet of runway remaining, the perplexed pilot decided to attempt a takeoff and, if he wasn't airborne in time, to eject at the end of the



runway. (Although the jet barrier was rigged, the runoff, which sloped sharply ending in a gully, did not look enticing.)

With the airplane at an indicated airspeed of 110 knots at the bitter end of the runway and all three wheels still on the ground, the pilot ejected. The parachute opened at an estimated 300 feet above the ground and 500 feet past the wreckage of the abandoned A-4C, right in line with the attempted takeoff.

The pilot struck the ground. Before he could release the Koch fittings, the chute dragged him fifty yards.

Fortunately, the chute canopy became entangled in a barbed wire fence, deflated and left him with no more than a few contusions and abrasions.



Grampaw Pettibone says:

Sufferin' catfish! The only thing this throttle-pusher proved was that the RAPEC is a darn good seat. Course, he also confirms my suspicions that going off half-cocked now and then ain't confined to the novices in our society.

The NOTAMS for this airfield on this particular day would'a discouraged ole Gramps completely: construction in progress on the runway, extremely limited facilities and general encouragement for all traffic to set down elsewhere. I ain't takin' issue with this lad's diversion being essential, but I'm sayin' he should'a thought twice before selecting this particular place for an alternate.

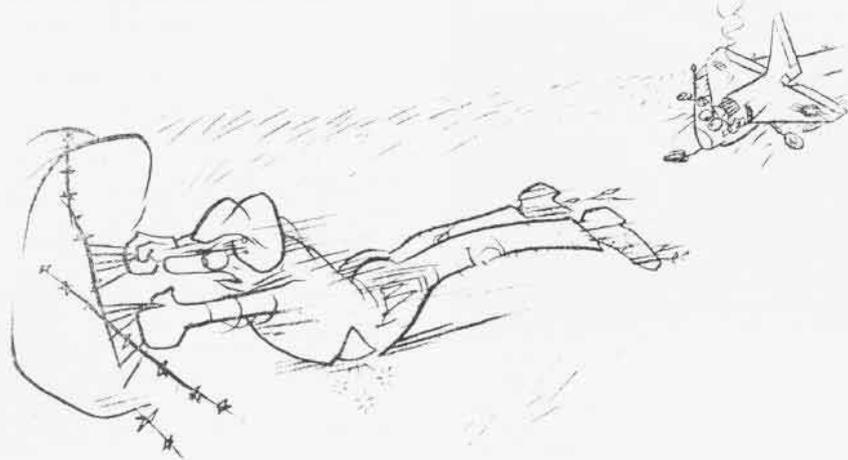
To avoid that horrible dry mouth and empty feeling in the pit of the stomach, ole Gramps says you ought'a take a good hard look at the NOTAMS and expected crosswind components for your destination and alternate.

Pure Luck

Fully day-qualified, the nugget *Skyhawk* pilot hot-seated (manned the aircraft while the engine was turning up) the A-4 on the flight deck for his initial night carrier landing qualification. The aircraft had been hot-refueled to 4,000 pounds by the last pilot and was ready in all respects for launch.

After adjusting his gooseneck flashlight between his legs so that the beam illuminated the altimeter and attitude gyro, the pilot signalled his readiness to the plane director and was taxied into position on the catapult. Completely satisfied with the engine's performance and having double-checked the trim and flap settings, the anxious aviator turned on the external lights and was launched.

The launch, made completely on instruments, posed no problems for the pilot as he had performed his daylight



launches in this manner preparing for his first night catapult shot. As he was passing through 300 feet after being cleared downwind, the engine surged and the internal lights flickered.

A rapid check of the instruments showed the RPM to be passing through 76% and the TPT dropping past 300 degrees. After lowering the nose to maintain flying speed, the A-4 driver noticed the altimeter unwinding and passing through 125 feet. As he passed through 100 feet, the instrument lighting failed. The gooseneck flashlight illuminated the gyro and altimeter well enough for the distressed pilot to note his altitude was zero—just prior to the violent impact with the water. The aircraft skipped and again struck the water in a slightly left-wing and nose-down attitude. At this point the pilot grabbed the secondary ejection handle between his legs and pulled. Although the maneuver was initiated in an extremely awkward attitude, the fortunate aviator was ejected from the aircraft and deposited in the water with little more than minor injuries. Within 12 minutes, the helo had the injured lad back aboard ship.



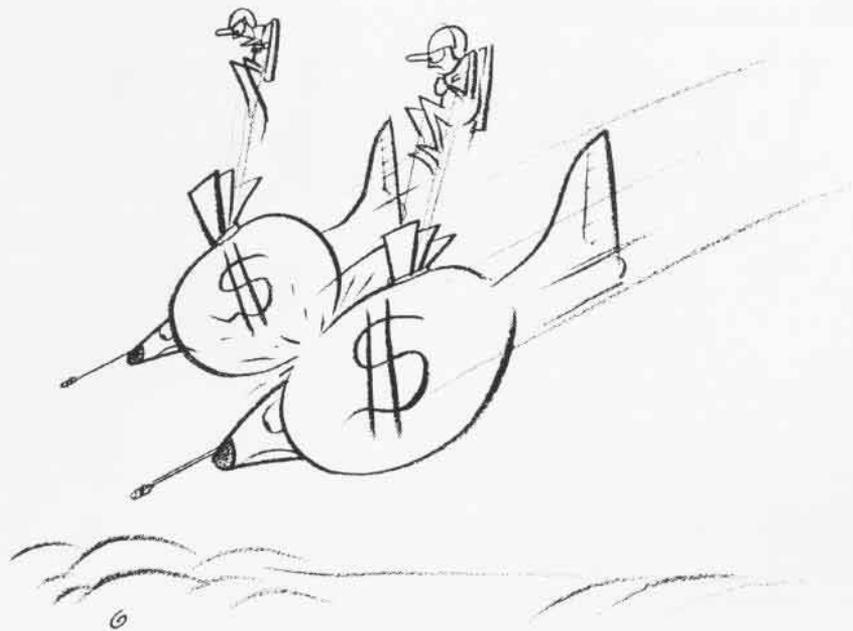
Grampaw Pettibone says:

Great jumpin' Jehosaphat! It was a relief to see this fella come outta this one alive, but it appears to old Gramps he pushed his luck envelope right to its outer limits. We'll never find out what the real culprit was that caused this mishap, but we darn shore know this young man must'a been thinking some pretty pure thoughts.

In the Blind

Two *Skyhawk* drivers were scheduled for a live *Bullpup* (air-to-ground missile) shoot, this being the first for both pilots. The briefing covered all aspects of the flight. In addition, the flight leader included a short discourse on simulated air-to-air combat just in case another aircraft could be found to pounce upon after the missile shoot. The wingman, who had limited experience in air-to-air combat, was assigned to flying wing on the leader in combat formation provided they were fortunate enough to find some prey.

The flight launched without incident and proceeded to the target but they encountered a delay while the



target was being cleared. After orbiting for 40 minutes, the flight was cleared in and they commenced their runs. Each pilot completed four dummy runs and fired on the fifth. The leader brought the section down across the target to assess the damage. Upon departing the area, he spotted a section of A-6 *Intruders*.

The section of *Intruders*, unaware of the aggressive *Skyhawks*, separated and commenced individual climbs. The A-4 leader called for combat formation and took off in pursuit of the closest A-6. After arriving at the A-6's six o'clock position, the *Hawk* leader pulled alongside and flew wing until the A-6 driver noticed him. Neither A-4 driver expected a hassle to develop and both were surprised to see the A-6 accelerate suddenly and pull away.

The *Skyhawk* flight leader tailed in behind the A-6 and followed him through a turn to port and a reversal to starboard. The wingman, meanwhile, maintained proper position, trailing his leader as briefed.

At this point in time, all three aircraft were nose down, passing through 14,000 feet and accelerating through 380 knots. The next move was abrupt. The A-6 turned hard to port and the A-4 section leader overshot, going well outside the turn radius. His wingman, being further aft, was able to match the turn.

The wingman, noting his leader had overshot, pressed the attack on the

A-6 from his advantageous position and subsequently lost visual contact with the section leader. As this development transpired, the wingman, in hot pursuit, announced loud and clear that he had the lead. The leader did not receive the transmission and assumed his wingman would continue flying the briefed wing position.

At this time in the encounter, neither A-4 pilot had visual contact with the other. Both thought they had the lead and both continued the determined attack on the A-6. The A-4's were in a nose-down, steeply banked port turn, the wingman above and in line with the section leader. The leader tightened the turn by pulling additional G's and the A-4's made contact.

The two aircraft became uncontrollable immediately following the collision. The drivers ejected without further ado. Luckily, they were over an uninhabited area. Both pilots enjoyed highly successful ejections and received no more than minor injuries.



Grampaw Pettibone says:

Great balls of fire! Aggressiveness is a highly desired trait in an aviator but when an experienced fella like this puts his neck and that of his wingman on the choppin' block, that's goin' a wee bit too far. There's nothing wrong with some healthy air-to-air tactics when they are briefed beforehand and played by the rules.

P.S. I'll bet these fellas really scared the daylight out of the A-6 driver.

SOMEBODY

Lt. Tim Wright

Prior to 1940, when the Navy was a small and relatively stable organization, the career path through the grade of captain followed an established pattern known to all. WW II, the Korean conflict, far-flung international commitments and modern technological advances created a greatly expanded and more widely diversified Navy to the point where the young officer charting his career was faced with a tremendous variety of activities and fields of interest. To pick the one which best matched his inclinations, goals and capabilities was not easy. To make the proper choice, he needed help.

About five years ago, teams of detailers from the Bureau of Naval Personnel's aviation junior assignment section first began making field trips. Their mission was to reach every aviation command once a year to provide the latest information on career patterns, promotion and augmentation opportunities, and the assessments necessary to the young aviator planning his future. Thus, in a relatively new program, personalized counseling and direct contact began to provide the answers. One who is responsible for coming up with those answers is Lt. Timothy W. Wright.

In this report, *Naval Aviation News* accompanies Lt. Wright on one of his typical visits, this time to the Norfolk military complex.

NAVAL AVIATOR No. V-19136, a product of the NavCad and the Selected Rotated Graduate Programs, Lt. Timothy Wright completed two WestPac cruises in an F-4 *Phantom* squadron before he was ordered to BUPERS in December 1966.

In many ways, for the junior officers flying the F-4's of VF-84, based at NAS OCEANA, Va., Lt. Wright is one of the most important men in their lives. He has come from Wash-



UP THERE **LIKES YOU**

... the man who can change your whole future

ington where, as a grade assignment officer, he is their personal representative in the Bureau. Today, he has come to provide them with information—the “ungarbled” word—that will enable them to successfully plan their careers. Lt. Wright is known as a detailer.

As one member of a team of ten aviation junior officer detailers, he makes approximately half a dozen major field trips a year, covering up to 16 squadrons a week.

During a two-hour session in the wardroom of VF-84, addressing the junior pilots and flight officers, he gets down to cases. “What kind of career pattern should an aviation officer have? As in any other business, there are no superhighways to success. But recognizing that the name of the game is fighting at sea, it follows that the officer should be qualified in the art of naval warfare. He must progressively acquire operational experience at sea and be able to apply it in each grade, just as he must demonstrate excellence in managerial procedures in the Shore Establishment. Only in this way can he benefit the organization and, in turn, reap the rewards of a satisfying career.

“I use three primary tools when determining what your next assignment will be. First, your complete fitness report jacket is reviewed. This tells me what kind of job you have been doing. Second, your Officer Data Card is consulted to determine what your experience, qualifications, education, special designations and subspe-

cialties are. Then, your preference card is consulted for the type and area of duty desired. After these three elements have been appraised, I make my assignment decision based on the needs of the service, your desires, and what is best for you and your career. This recommendation for your assignment goes to my immediate boss, the head of the assignment section, who is only the first step in the system of checks and balances. If he concurs with my suggestion, a rough order nomination is written. This is forwarded to the placement officer of the command to which you are being ordered. This officer, as his command’s representative in BUPERS, makes sure that you have the proper qualifications for the job. If he agrees with the assignment, the orders are written. When the finished product is complete, both the placement officer and the detailer check the orders for correctness. They are then sent out to you with a target date of three months prior to your expected rotation date.

“That’s the mechanics of it. But let’s go back into some of those aspects that must be considered. While it’s understood that, for the aviation junior officer, the operation and employment of naval weapon systems is his particular *specialty*, the fact that these very systems have grown so enormously in size and complexity has created a demand for officer personnel who can procure, maintain and manage them. Background knowledge in any one technical area is about the most that any single officer can maintain in addition to that primary *specialty*, naval warfare and command at sea. In view of this, the Navy has adopted the *subspecialty* program.”

Warming to his subject, Lt. Wright continues: “A *subspecialty* is a signifi-



“You get home one night and Mama tells you that you’re going to have an heir. You’re the first one to know. I should be the second.”



Material for this article was compiled by the editorial staff of NANews with the cooperation of BuPers aviation junior officer assignment section and the public affairs office, Oceana, Va. Photographs are by PH2 A. Maskell.

"The first thing to do is find out what's available. My office can always help you with that"



cant qualification in a particular field of naval endeavor, other than naval warfare. It's obtained through a combination of formal education, functional training and practical experience. Specifically, naval warfare areas such as antisubmarine, mine, strike and counter-insurgency are *specialties*, while communications, intelligence, operations analysis and public affairs are examples of *subspecialties*.

"The object is to meet the present and future needs of Naval Aviation by assigning officers the responsibilities commensurate with their grade and experience. Progressive assignment involves ever-increasing responsibility. Obviously, the individual who best serves the Navy, as witnessed by his performance and development, is most likely to enjoy a successful career.

"In some cases, where the requirement exists, officers are being assigned to repeated tours ashore in their technical or management fields. And, by the same reasoning, some officers serve repeated tours in their *specialty* at sea. In either case, each new assignment brings with it greater challenge and greater responsibility than the previous tour."

Lt. Wright explains that while

career paths for the various specialties are well established for each designator, a certain flexibility must be included to deal with contingencies. The uncertainty of the times is a constant problem.

"The Navy is like a corporation and, as corporations go, it is one of the best. We deal in competition; the main job is to win and we must accomplish this with people. Communication is our biggest internal problem. Since an officer is rotated every few years, the communication between him and his detailer becomes most important. Once the lines are established, the officer, with the help of people like me, can intelligently and realistically plan his career.

"As most of you know, there are many sources of information available to you. Your squadron information and education officer maintains an up-to-date file of literature and instructions. But individual counseling by your C.O. and the other senior officers is probably your most effective immediate source of information. Those officers have a wealth of experience. They've been around long enough to counsel you wisely. It's amazing how a little conversation and rational self-

analysis can result in a sage decision.

"The people in my particular position can provide current information on plans and programs. A detailer is always willing and anxious to distribute this information on his field trips, over the phone or by personal letter. You must never hesitate to tap this source."

By now, Lt. Wright's audience has also warmed to the subject and the session becomes more animated. The group examines the latest figures on opportunities for promotion and additional schooling, the split-tour situation and the length of tours. Considerable time is spent on the preference card. "We were discussing communication. The best method for this exchange is your preference card. Fill

INQUIRIES INVITED

NA News encourages correspondence from readers regarding the article on these pages. Direct contact with Lt. Wright is also recommended at room 2702 Navy Annex, Arlington, Va., 20390, or through Washington Autovon 42319.



17. MARITAL STATUS <input checked="" type="checkbox"/> MARRIED <input type="checkbox"/> SINGLE <input type="checkbox"/> DIVORCED <input type="checkbox"/> SEPARATED		18. GROSS ANNUAL PAY AND OTHER INCOME (If applicable)		19. ARE ANTICIPATED CHANGES IN MILITARY ASSIGNMENT STATUS WITHIN 6 MONTHS? (If YES, explain on "REMARKS")	
20. DEPENDENT MEMBERS OF HOUSEHOLD				21. HOME OF RECORD (City and State)	
REL AT LOUINER	AGE	ADDRESS		Chicago, Ill.	
wife	24	3412 Jones St. Virginia Beach, Va.			
son	3	Same			
22. HOME OF ORIGIN (City and State)					
23. HOME OF BIRTH (City and State)					
24. NEXT DUTY PREFERENCE					
25. TYPE: SHIP/EQU/SWORN/OTHER		26. PRIMARY DUTY		27. LOCALITY	
<input type="checkbox"/>	1. VF VA VAW VAP	Operations	1. West	2. East	3.
<input type="checkbox"/>	2. Staff	Asst Nav/Air Dept/CIC	4. AirPac	5. AirLant	6.
<input type="checkbox"/>	3. CVA CVS	Maint	7. San Diego	8. Alameda	9. NORVA
<input type="checkbox"/>	4. NAS	Operations	10. Atsugi	11. Rota	12. Sangley Pt.
<input type="checkbox"/>	5. Staff	Maint	13. Hawaii	14. Japan	15. Europe
<input type="checkbox"/>	6. Exchange duty	Instructor	16. U.K.	17. Australia	18. Germany
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<input type="checkbox"/>	9. Training Command	Instructor	25. VT-7/9	26. VT-25/24	27. AVSCHOOMND
28. OFFICE TELEPHONE NUMBER		29. PRESENT DUTY STATION		30. DATE REPORTED	
733-6801 Ext. 723		VF-101		15 Nov 1965	
31. REMARKS (If additional space is required, attach a 3 x 5 card)					
1. Wife expecting in Feb. 1968 2. Do not desire shipboard duty 3. Do not desire Training Command					
<i>Thomas R. Harry</i>					
32. NAME (LAST, FIRST, MIDDLE INITIAL)					
HARRY, THOMAS R.					
33. GRADE		34. TITLE NO.		35. PA. TO (DATE) LAST DETAILED (MAY)	
Lt.		657900		1310 62 1 Mar 1967	

"The preference card is your best tool."

one out at least once a year and any time you have any alterations you want to make. There are two ways to fill out the card. You can make it a 'dream sheet' or you can make it a practical instrument with one or two visionary choices on it. The latter is by far the better method both for you and your detailer.

"The first thing to do is find out where billets are available. My office can always help you with that. Fill out your card keeping the facts in mind. If you want an NROTC instructor billet, fine. Make that your first choice. Then put down some other shore duty choices where you know there are billet openings.

"If you want to fly F-4's on sea duty, make that your first choice. If you have secondary preferences, put them down, too. In addition, don't forget that 35 percent of the officers on sea duty are on ships, staffs or overseas duty, so give the detailer several selections in these areas. Remember to fill the card out completely; don't leave any blanks. I read the card from left to right and top to bottom. I won't send you to USS *Boat* just because you wrote it in the lower right hand corner. Neither will I forget

about my requirements in these areas just because you don't put it on your card."

In the course of his work with VF-84, Lt. Wright responds to questions. Below are some of the answers related to specific areas of inquiry.

Cross-Training

"Article C5102A of the BUPERS manual explains this fully. In general, it requires at least two years in the type squadron for which you were initially trained and a two-year extension of active duty upon completion of the new type training."

Astronaut Training

"Astronaut recruiting is on an 'as required' basis. NASA headquarters can give you complete information. Their address is: Code MN, Washington, D.C., 20546."

A-6 Closed-Loop Detailing

"We are already starting to split some A-6 pilots and flight officers out to other types of shore duty. The closed-loop process (squadron-RAG-squadron path) was necessary early in the A-6 program development owing

to the current lack of well qualified crew members."

Postgraduate School

"Right now the input is limited for one reason: WAR. But we have recently increased the P.G. bank period from three to five years, hoping to get our P.G. selectees to school once the conflict is over."

Refusal of Orders

"They're a set of orders, not an invitation!"

And so it goes in the day of a detailer. As Lt. Wright completes his visit and moves on to the next squadron, the aviation officers of VF-84 have a better understanding of what the future may hold and where they fit into it. They know that the single most important factor in their progression through the ranks to command will be their *performance*, the *performance* that dictates their fitness reports, the same demonstrated *performance*, which, when coupled with intelligent duty requests and the help of men like Lt. Wright, is the key to a great career in Naval Aviation.

Lovell Wins Harmon Trophy President Johnson Presents Award

On October 13, President Lyndon Johnson presented the 1966 Harmon International Trophy to two astronauts and a TWA pilot. The Aviatrix Trophy winner, Sheila Scott of London, had been delayed over the Atlantic as she flew from Ireland to the awards ceremony.

Captain James A. Lovell, Jr., USN, and Lieutenant Colonel Edwin E. Aldrin, USAF, received the Astronaut's award for their achievements in piloting the *Gemini 12* spacecraft. Duration of the flight was three days, 22 hours and 34 minutes.

Alvin S. (Al) White, manager of flight research and development for TWA, won the trophy for piloting a series of XB-70 flights at Mach 3 and above, including the longest sustained supersonic Mach 3 flight on record.

Miss Scott's award honored her new international round-the-world speed record made during her 28,633 statute-mile solo flight last year in a single-engine Piper *Comanche*.

The Harmon International Trophy was established in 1926 by Col. Clifford B. Harmon, an early balloonist

and aviator. In 1961, the Harmon trustees announced that, in the future, feats of piloting in both earth orbiting and outer space vehicles would be considered for the Harmon Trophy, provided the vehicles were piloted and controlled during the major portion of their flight by their pilots rather than by ground control.

The Harmon trophies are perpetual "American awards for outstanding international achievement in aeronautics," preferably connected with scientific experimentation and research of worldwide importance.

First F-8H's to NAS Miramar 14 Will Be Delivered to VF-51

Commander William I. Parrish, C.O. of VF-51, recently landed the first operational F-8H *Crusader* at NAS MIRAMAR, the first of a 14-plane complement.

Modifications incorporated in the H model include stronger landing gear, strengthened and rebuilt fuselage and wings, stronger arresting hook, reworked avionics system and a modified J-57 engine. Weapon systems improvements will allow a greater attack latitude during intercept of airborne targets. Load-carrying capability has

been increased, permitting use of a wider variety of air-to-ground weapons, and armor protection for cockpit and vital components has been added.

The Naval Air Systems Command ordered LTV to convert 375 F-8's, including all models except the RF-8G, to include similar changes.

The F-8 celebrated its tenth birthday as an operational fighter this year with a record of over 1,500,000 flight hours and 250,000 carrier landings.

New Retirement Policy Will Also Affect Resignations

Requirements associated with Vietnam have resulted in the Navy revising its policy of selective deferral of voluntary retirements and resignations for some additional regular Navy and Marine Corps officers.

The requirements, not to exceed 12 months, are for commanders and below who have had more than four years' experience and who can be used to fill billets at sea and in Vietnam.

In recent years, all the services have selectively deferred officer retirements and resignations. Since August 1965 the Navy has selectively deferred certain categories up to 12 months. The policy was revised in October 1966 when such extensions were limited primarily to Naval Aviators in the rank of lieutenant commander and below.

Under the new policy, separation of about 550 officers will be postponed from January through June 1968 to the same period in 1969. The majority of these will be unrestricted line and supply corps officers in the rank of lieutenant.

Exempt from this deferral are such groups as medical, dental, nurse and medical service corps; limited duty and warrant officers; officers with severe personal or family hardships or possessing skills or qualifications not in demand; and those statutorily retired or who already have approved separation dates or a previous 12-month deferral.

The new Marine Corps policy will result in the retention of approximately 60 regular Marine Corps officers from January through June 1968 to the same period in 1969 and will include aviation, motor transport, motor transport maintenance, engineering and ordnance officers.

Length of Vietnam tours for individual officers will not be affected.

CANADIAN HAULDOWN SYSTEM



HELO BEING WINCHED DOWN FOR LANDING

THE ROYAL Canadian Navy helicopter-destroyer HMCS *Fraser* stopped off in Washington, D.C., in October to demonstrate the RCN's unique helicopter-hauldown system (NANews, June 1967, p. 12). Among the U.S. Navy officers who came aboard to view the system were Admiral T. H. Moorer, Chief of Naval Operations; Admiral W. J. Smith, Commandant, U.S. Coast Guard; Vice Admiral C. B. Martell, Director of Antisubmarine Warfare Programs; Rear Admiral C. E. Loughlin, Commandant, Naval District, Washington.

Designed and built by the Royal Canadian Navy and Fairey Canada, Limited, of Dartmouth, Nova Scotia, the hauldown system enables helicopters to operate from small flight decks in rough weather. The helicopter is winched down by cable to its landing deck where a "bear trap" device locks it securely to the deck. With this method, safe landings can be made with the ship rolling as much as 31°.

NEW ASW OPERATOR RATING CREATED

ANOTHER NEW Group Nine (aviation) rating, the fourth to be approved for the Navy since 1961, has been created.

Called the Aviation Antisubmarine Warfare Operator (AW), the new rating is designed to provide operational VP, VS and HS squadrons with enlisted men qualified to effectively operate the increasingly complex detection equipment in ASW aircraft.

Additionally, men who become AW's will be expected to perform, in the words of the Bureau of Naval Personnel, "such limited organizational maintenance tasks as preflight, in-flight and postflight readiness testing, performance monitoring and fault isolation down to the module or subsystem level."

Specific duties, path of advancement and training requirements for the new rating had not been issued in a BUPERS notice when this edition of *Naval Aviation News* went to press, but BUPERS officials did announce that some 2,900 men would be permitted to become AW's. At first, those who enter the field would come from several established ratings, primarily the Aviation Electronics Technician (AT), Aviation Antisubmarine Warfare Technician (AX) and Aviation Electrician's Mate (AE).

The AX rating is one of the newest in Naval Aviation. It was created in 1961, and was followed by the Aviation Maintenance Administrationman (AZ) in 1963 and the Aviation Support Equipment Technician (AS) in 1966 (NANEWS, July 1966, p. 16). In each case, the need for a new rating was primarily due to the increased complexity of the aircraft and equipment found in Naval Aviation today and the need for men trained in coping with the requirements for more effective maintenance and operation.

Primary reason for the establishment of the AW rating, BUPERS officials said, was to eliminate the problem of aircrewmembers maintaining their capabilities as equipment operators as well as technicians. At present, men in such ratings as those from which AW's will be converted perform operator functions by qualifying as aircrewmembers, even though their primary duties are supposedly in maintenance.

The biggest change expected from

the establishment of the AW rating will be the assignment of AW's to flight crews in place of the technicians who previously were aircrewmembers.

Officials said this move would solve other problems besides that of providing ASW squadrons with effective ASW equipment operators. They include inequities in promotion opportunities caused by the fact that technicians serving as aircrewmembers often cannot compete with their counterparts who work regularly on equipment, inequities in duty requirements in which aircrewmembers work substantially more hours than non-flying technicians and an inability to identify flight-eligible personnel for assignment.

Enlisted men who decide to convert to AW will find a path of advancement from E-4 through E-9, with opportunities to become warrant officers or limited duty officers.

Generally, the service ratings and the enlisted job classifications assigned to the AW will designate the type of squadron to which a given AW is assigned and the type of ASW equipment he is trained to operate.

As with most other Navy ratings which have service categories and "job codes," however, the designators will be dropped as men in the rating become proficient in a variety of equipment and are advanced to E-7.

Big I's Advancements High 635 Men Pass Their Rating Tests

Seventy percent of the 635 enlisted men on the USS *Intrepid* (CVS-11) who participated in the August Navy-wide examinations for advancements in rating will be promoted by next March, according to a current shipboard release.

The 70 percent advancement level is 19 percent higher than that achieved by *Intrepid* in the August 1966 exams and nine percent higher than the level achieved in the February 1967 exams.

Intrepid is serving off the coast of Vietnam. Captain William J. McVey, the commanding officer, congratulated the men on their record.

HS-5 Crew Wins 'Dipper' Given Award for the Second Time

Crew Six of Helicopter Antisubmarine Squadron Five has been designated the winner of the ComFAir Quonset *Dipper* Award for the second time running.

Crew Six is composed of LCdr. Paul F. Frankenberger, pilot; Ltjg. S. D. Stair, copilot; AX2 Conrad R. Ryer, Jr., first crewman; and ADJ3 Roger D. Phillips, second crewman.

The *Dipper* crew, chosen from the crews of the three helicopter squadrons at Quonset Point, is selected on the basis of ASW proficiency.



A U.S. COAST Guard helicopter with the most sophisticated electronics, navigation and instrument systems ever carried by an SAR rotary-wing aircraft made its debut at Sikorsky Aircraft, Stratford, Conn., October 11. Powered by two GE T-58-5 gas turbine engines, each with 1,500 hp. rating at takeoff, the HH-3F has a top speed under normal power of 157 mph, a cruising speed of 150 mph. The helicopter carries external rescue hoist with 240 feet of usable cable. Sponson and pop-out flotation bags allow landings and pickups in rough water. The helo can fly 345 miles out to sea, hover 20 minutes, pick up six survivors and return to land.

Anniversary for CNABaTra Celebrates its 25th Anniversary

Vice Admiral A. S. Heyward, Jr., Chief of Naval Air Training, recently sent the following message to Rear Admiral D. H. Guinn, Chief of Naval Air Basic Training:

"Best wishes to the Naval Air Basic Training Command on its 25th anniversary.... CNABaTra has the unique job of taking the fledgling aviator and providing him with the tools to become the best pilot in any service in the world. This job has been done in an outstanding and devoted way and has contributed in great measure to this nation's sea/air power. Today the success of CNABaTra is most evident in our efforts in Vietnam. Well Done!"

When the Naval Air Basic Training Command was established on November 1, 1945, it was assigned the functions of the Naval Air Intermediate Training Command, which had been established in 1942.

A 'Wasp' Flies with VT-4 Done in Connection with Research

A former member of the Women's Army Service Pilots (WASP), Miss Velta Benn, recently flew with VT-4, NAS PENSACOLA, in connection with a script she was doing for military training films.

As part of her script research, Miss Benn flew in the T-2B *Buckeye*, observing firsthand air-to-air gunnery and carrier qualifications. While at Pensacola, she flew aboard the USS *Lexington* (CVS-16) in the Gulf of Mexico for an arrested landing and a steam-catapulted takeoff.

Miss Benn has over 8,000 flight hours to her credit. In WW II, she instructed Army Air Corps pilots in Stearmans, BT-13's and SNJ's. Currently she is giving flight instruction in the Washington, D.C., area.

Navigation Data Gathered Transmitted to Satellite System

Located over 1,200 feet up the side of Laguna Peak, Pacific Missile Range Headquarters, Point Mugu, Calif., is an antenna that transmits data to Navy's navigational satellites.

This huge 60-foot-diameter dish antenna is one of the Navy Astronautics Group's combined tracking and injection stations. The other one



LAGUNA PEAK FACILITY DISH ANTENNA

is located at Rosemount, Minn. There are two additional tracking stations: one at Wahiawa, Hawaii, and the other at Prospect Harbor, Maine.

These facilities, the headquarters and the orbiting satellites comprise the Navy's navigation satellite system developed as a navigational aid that provides around-the-clock fixes of extremely high accuracy, enabling Fleet surface and sub-surface units to pinpoint their locations to within the area of a city block.

Navigational data compiled by computer at Point Mugu headquarters is relayed to the injection facility where it is transmitted to the satellite. The updated information is stored in the satellite's memory and broadcast continually to the ships of the Fleet. The satellite's memory, which lasts 16 hours, is updated every 12 hours from either injection facility.

Captain E. F. Gallagher directs the operation of the Navy's navigation satellite system. LCdr. J. W. Brooks manages the Laguna Peak facility.

New Avionics Shop Opens Cecil Field Facilities Now Improved

Captain U. L. Fretwell, commanding officer of the master jet air base at Cecil Field, recently opened a \$600,000 avionics shop. The new facility is part of the Aircraft Maintenance Department, commanded by Commander Neil Craig.

The 21,000-square-foot building houses facilities for overhauling aircraft electrical equipment and radar gear. The radio-frequency shield room, which will prevent interference from outside signals, will be used for

calibrating ultra-high frequency radio equipment. The "clean room" is paneled and floored to prevent contamination of delicate equipment. Air showers and shoe brushes prevent workmen from bringing in dust.

Other projects now under construction at Cecil are a 180-man air-conditioned barracks and an addition to the bachelor officers' quarters.

18,000-Foot Floor for APC 'Positive Control' Extended by FAA

The Federal Aviation Administration has lowered the floor of area positive control (APC) from 24,000 to 18,000 feet over the northeastern and north central United States in order to assure safe separation of aircraft in this heavily traveled airspace. The change took effect at 12:01 A.M., EST, November 9.

The area involved covers approximately 24 percent of the United States and is bounded roughly by a line from Presque Isle, Maine, south to Danville, Va., west to Salina, Kans., north to Minneapolis and back to Presque Isle.

All aircraft operating in APC airspace are under the control of FAA air traffic control facilities. With these facilities providing separation service, each plane flies in its own reserved block of airspace.

To operate in APC airspace, an aircraft must meet the following requirements: It must be flown under instrument flight rules (IFR) by a pilot with an instrument rating; it must be flown in accordance with an air traffic control clearance at an assigned altitude; it must have specified navigation equipment required for IFR operation and voice radio communicating equipment for direct pilot-to-controller contact on frequencies specified by air traffic control, and a radar beacon transponder for augmenting ground radar detection and monitoring.

FAA began implementing APC above 24,000 feet on a nationwide basis in 1962 when the increased number of jets flying at higher altitudes made the mixing of IFR and VFR (visual flight rules) traffic inadvisable. FAA action in lowering the floor of APC to 18,000 feet over the northeastern and north central U.S. was based on a proposal issued last May. A companion proposal which would permit "controlled" VFR flights in the new APC area is being considered.



BANNER HERALDS VT-28'S SAFETY MARK

VT-28 Celebrates a Record 100,000 Safe Flight Hours in S-2

Training Squadron 28, stationed at NAS CORPUS CHRISTI, Texas, claims to be the first squadron operating S-2 aircraft to fly more than 100,000 accident-free hours.

Over a three-year period, the squadron flew more than 16,000,000 miles, a distance sufficient to fly each of VT-28's Grumman TS-2A Trackers around the world 13 times. Other statistics on the three-year achievement include 248,000 field landings and over 10,400 carrier landings.

Commander J. L. Van Kleeck, commanding officer of VT-28, was presented a plaque by Rear Admiral R. A. Macpherson, CNAVanTra, commemorating the safety record.

End of Seaplane Tenders USS Currituck is Decommissioned

On October 31, after 17 years of intermittent service since it was commissioned in June 1944, USS *Currituck* (AV-7) was decommissioned in a brief ceremony at Mare Island, California. Attending were top ranking officers of the San Francisco Naval Shipyard, the commanding officer of the Naval Inactive Ship Maintenance Force, and the ship's 13 officers and 300 men being assigned elsewhere.

After the ceremony, tugs took the last seaplane tender in the Navy to the Suisun River storage point.

Currituck's last ten-month deployment to WestPac was completed last May. She operated from Cam Ranh Bay, South Vietnam, serving as a forward operations seadrome for Patrol Squadrons 40, 48 and 50. The tender was also the flagship of Commander Patrol Force Seventh Fleet, head of Operation Market Time. During this period, Captain Wayne E. Hammett was AV-7's commanding officer.

Instrument Approach Rule FAA Eliminates 'Ceiling' Minimum

The Federal Aviation Administration has eliminated the traditional "ceiling" as one of the two landing minimums that must prevail before pilots make an instrument landing in bad weather. Visibility, the other required landing minimum, is still in effect.

Under the new rules, effective November 18, "weather conditions" generally replace the familiar "ceiling and visibility" minimum values. The new term, "weather conditions," indicates that visibility value is the only weather limitation that determines whether a pilot can take off or land in instrument conditions.

Instead of "ceiling" as a landing limit at which the pilot must have visual reference to the runway or approach lights, the new rules introduce a "minimum descent altitude" (MDA) and "decision height" (DH) below which flight operation without visual reference to the runway will be prohibited. The MDA will be used when the pilot does not have available an electronic glide slope to guide his approach. The MDA will also apply

in the case of pilots who are executing a "circle-to-land" maneuver.

The DH—a term already familiar to pilots preparing for Category II instrument landing qualification—is the point along the approach path where the pilot decides he has either established the necessary visual reference to continue to a landing or must execute a missed approach.

At airports where conventional ceiling and visibility minimums are now prescribed for takeoff minimums, the new rules allow these to remain in effect until new takeoff minimums are issued. When issued, they may include ceiling minimums.

Cherry Point Marines Serve Contribution to Safety on Highway

On November 12 and 13, Marines from Marine Wing Service Group 27, MCAS CHERRY POINT, N.C., served free coffee and doughnuts to travelers along U.S. Highway 17.

The coffee bar opened at 1800 November 12 and remained open until 0600 November 13. It was set up to encourage motorists to take a break in their driving while returning from the long Veterans' Day weekend.



NEITHER short legs nor tired feet were a problem for this little Miss as she watched the Blue Angels perform during the 25th anniversary air show and open house held at Navy Memphis recently. Other attractions were displays of F-4 Phantoms, A-4 Skyhawks, A-6 Intruders and A-3 Skywarriors. More than 20 static displays were featured at the show. There were also performances by the NATTC Flying Rifles and Marine Aviation Detachment drum and bugle corps.



UH-2C Seasprite demonstrates the new fishpole boom used to rescue personnel (above). Photo at right illustrates the accessibility of the power plant. Poised bug (below) shows twin-engine configuration.



First of the advanced version of the UH-2A/B has arrived at NAAS Ream Field.

UH-2C SEASPRITE JOINS THE FLEET



THE FIRST two operational UH-2C's, reworked models of UH-2A/B's, were delivered to Helicopter Combat Support Squadron 11 at NAAS REAM FIELD, Calif., in August. These advanced versions of the utility-rescue helicopter were ferried from Kaman Aircraft's plant at Windsor Locks, Connecticut.

Forty of the UH-2A/B's now in the Fleet are scheduled for modification. The first 25 UH-2C's will be delivered to Ream Field for subsequent deployment aboard attack carriers.

The most significant change in the reworked Seasprites is the twin-engine power plant replacing the single engine system in the earlier models. They have two GE T-58-8 turbine engines, each with 1,250 shp. This additional power increases the allowable gross

weight, provides increased performance including higher altitude hover and, most important from a safety aspect, single-engine return-to-base capability.

In the new configuration, the Seasprite has a vertrep capability of 2,400 pounds if fuel is limited to approximately 1,000 pounds. With a radius-of-action range of 200 nautical miles on a single engine and 150 nautical miles when operating on both engines, it achieves constant performance at altitudes to 15,000 feet and at temperatures up to 130° F. It can carry four passengers or two litters.

Structural changes have resulted in greater accessibility to all major power plant and drive components. Cowling, on hinges or tracks, are easily removable for engine replacement.

Another significant addition to the

UH-2 is the new "fishpole boom." This open-sea rescue boom is a curved aluminum tube 8'10" long, mounted on the right side of the fuselage. When extended, the pole swings forward about 110 degrees and suspends the hoist cable and rescue net eight feet out from the fuselage. This puts the pickup point within the pilot's line of vision. To assist in the rescue, a crewman can be lowered in the five-foot diameter scoop-type net where he remains and uses both hands for quick retrieval of personnel. When the hoist is raised, the boom swings into the stowed position, suspending the net outside the door for easy access to the helicopter.

Service suitability phase of the BIS trials has been completed at the Naval Air Test Center, Patuxent River.

The Modern Aircraft Carrier

MANNING THE CARRIER'S MAIN BATTERY

"When we found we were to be the first attack carrier air wing on board an East Coast carrier that would be assigned to the war zone off Vietnam, we didn't have too much time to pause for reflection—but we did know we had a whale of a job to do. When you're sent from one fleet to another, you naturally want to put your best foot forward; that's as much to benefit those who may follow you as to benefit yourself. Fortunately, we had a couple of skippers in *Independence* who were determined that we would be part of an outstanding team, and we did our best to live up to those expectations."—Captain H. E. Gerhard, former commander of Attack Carrier Air Wing Seven.

UNLIKE THE OTHER departments that make up an aircraft carrier's internal organization, the ship's air wing or group has a kind of transitory nature.

This aura of non-permanence is the direct result of the fact that training, operational and upkeep requirements demand that a carrier's air wing/group be based ashore during certain periods—even though it is liable for instant recall to the ship.

The necessity for the air wing/group to be away from the carrier causes problems that are further heightened by the fact that its squadrons may be scattered to naval air stations hundreds of miles apart, an arrangement made necessary by the "base-loading" concept. Under base-

By JOC John D. Burlage

loading, similar aircraft—and their pilots and support personnel—are all assigned to one station in an attempt to simplify logistics requirements and to lessen the costs required to keep them operating.

The arrangement makes the air wing/group a unique organization.

It often happens that the aircraft and men which are the elements of an air wing/group are the last to be brought aboard a carrier before she puts to sea. And, often as not, wing/group pilots, planes, and personnel will leave their ship even before she returns to her own home port.

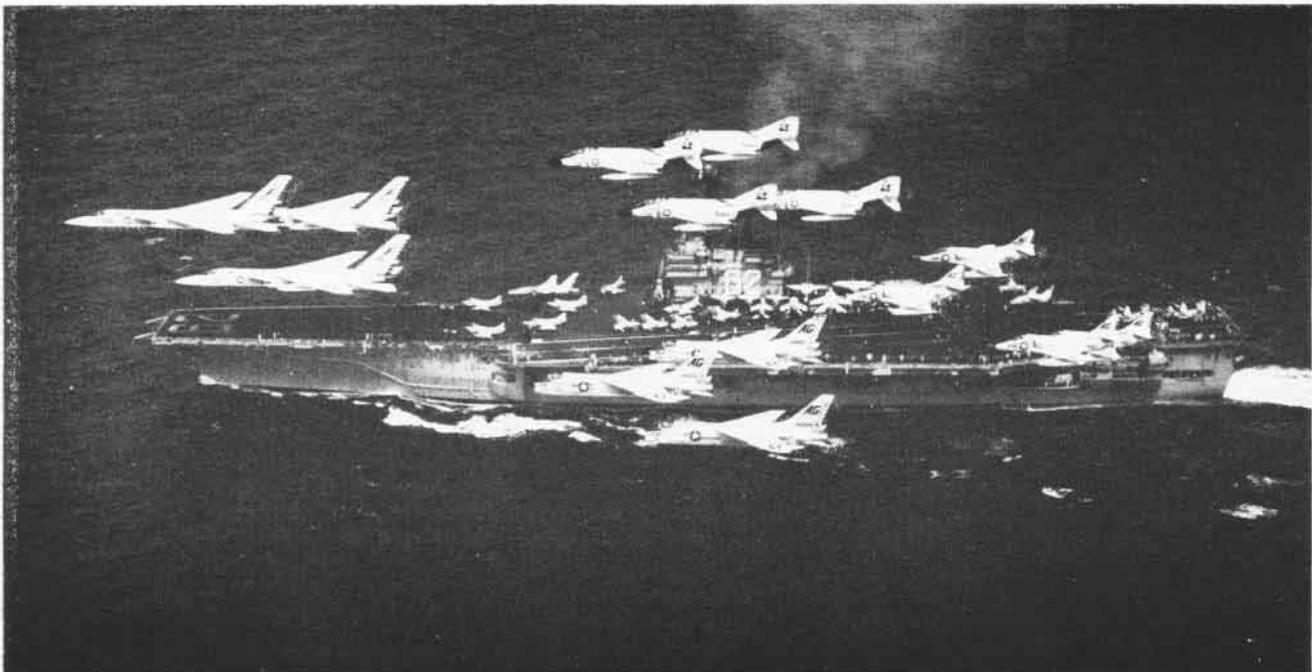
Yet, with all this transient behavior, a carrier's air wing or group is as

much a part of the ship, and as vital to the successful completion of her mission, as, say, her engineering department.

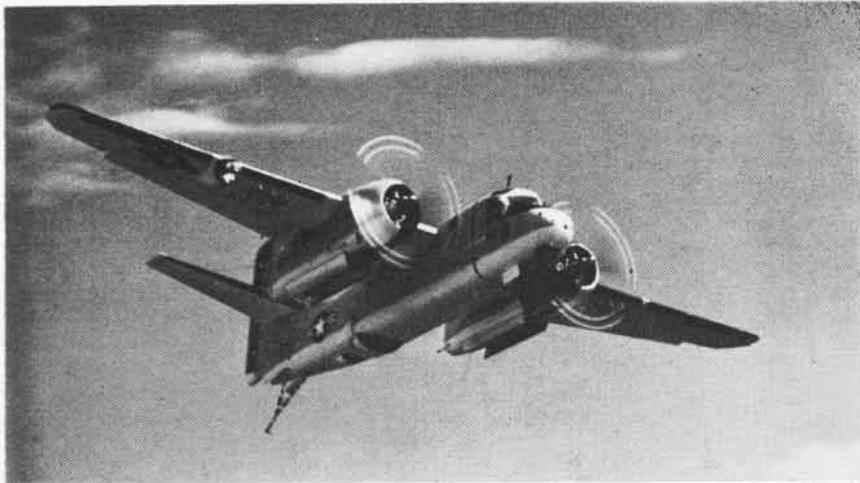
For the air wing/group is in fact the carrier's "main battery," and in that sense its airplanes and personnel serve the same purpose as gun mounts, turrets and torpedoes aboard a cruiser or a destroyer. They are the weapons with which the carrier carries the attack to the enemy—either above, on, or underneath the oceans, or miles inland.

Without them, the carrier has no purpose.

The concept of air groups for attack carriers was established July 1, 1938, when CAG—Commander, Carrier Air Group—billets were authorized by the Navy.



ATTACK carriers like *USS Independence* can mount an awesome attack force against any enemy when aircraft of the embarked air wing are launched from the flight deck. Aircraft passing over the big ship include *Vigilantes*, *Phantoms*, *Crusaders* and *Skyhawks*.



S-2 TRACKER is the fixed-wing mainstay of modern antisubmarine air groups. Normally, the Trackers are combined with SH-3 Sea King helicopters, Tracers and Skyhawks to form CVSG's.

Before that time, aircraft squadrons were assigned to, and transferred between, carriers individually. Those that could usually be found aboard a given carrier included a fighter squadron, a bombing squadron, a scouting squadron and a torpedo squadron. They carried the same numbers as the ships in which they served, changing designations when they moved to other carriers.

When air groups came into being, they were first named after the carriers to which they and their incorporated squadrons were assigned. That ended in 1942 when the first numerically-designated carrier air group—then called CAG-9—was commissioned.

As missions and aircraft and carriers evolved during WW II, so did the internal organization of air groups. On June 29, 1944, the Navy figured more specific titles for them, according to carrier type, were warranted. So, the designation for air groups aboard large carriers became CVBG, aboard light carriers CVLG, aboard *Sangamon* class escort carriers CVEG and aboard other escorts VC.

About two and a half years later, with WW II at an end, the term VC was dropped as an air group designator and became strictly an abbreviation for the composite squadrons that were to be assigned to antisubmarine warfare carriers when they were created in August 1953.

It was on September 1, 1948, that the Navy reverted to a one-shot title for all air groups, regardless of the type of carrier from which they operated. The new designation was CVG

—carrier air group.

And, on April 1, 1959, two anti-submarine air groups—CVSG-53 and CVSG-59—were commissioned at NAS NORTH ISLAND. Each contained one helicopter antisubmarine squadron and two air antisubmarine squadrons.

Creation of the CVSG's marked the beginning of what is generally termed modern antisubmarine aviation—and the end of the VC squadrons performing that mission.

The latest evolution of the Navy's carrier air organization came on December 20, 1963, when the Chief of Naval Operations directed that all air groups aboard attack carriers be redesignated Attack Carrier Air Wings. Abbreviated "CVW," the new designation was designed to clear up misunderstandings about the task and mission of air units embarked in CVA's.

So, carrier aviation today is divided into two categories—that practiced by the CVW aboard attack carriers and that performed by the CVSG



PILOTS receive briefing in ready room before they man their planes to go on a mission.

from ASW carriers. Although the internal organization of each is much the same, they differ radically in type of aircraft flown, in training and in concept of operations.

"My air wing was composed of approximately 85 aircraft when we arrived on station off Vietnam aboard *Independence*," says Captain H. E. Gerhard, former commander of CVW-7, now assigned to duty in Washington, D.C.

"The wing comprised some 205 officers and approximately 1,650 enlisted men when complete with all detachments. The basic wing was formed by two F-4B *Phantom II* fighter squadrons, two A-4E *Skyhawk* attack squadrons, an A-6A *Intruder* attack squadron—VA-75, which was sent to Southeast Asia the first time it deployed anywhere—an RA-5C *Vigilante* reconnaissance squadron and an E-1B *Tracer* airborne early warning detachment.

"CVW-7 also had detachments of A-3 *Skywarrior* tankers, EA-1F *Skyraider* and EA-3B *Skywarrior* electronic countermeasures aircraft and, later, RA-3 photo-reconnaissance planes."

The number and kind of aircraft in a given air wing depend on the type of carrier to which the CVW is assigned. Some of the older CVA's are unable to handle certain planes, or they may not have the support capability for them.

An example of this is the Norfolk-based *Intrepid*, which recently returned to duty off Vietnam as a light attack carrier—although she is designated a CVS—flying all attack Air Wing Ten A-4 *Skyhawks* and A-1 *Skyraiders*. Before she deployed from the East Coast to the war zone for her first combat tour, *Intrepid* underwent an extensive overhaul so she could take on the attack mission.

When they operate in their primary function, however, *Intrepid* and such other CVS's as the Pacific Fleet's *Kearsarge* may have embarked about 150 officers and 750 enlisted's in the assigned CVSG's three squadrons and three detachments.

When he was skipper of CVSG-53 in *Kearsarge*, Captain R. S. Brooks, now assigned to the Office of the Chief of Naval Operations, provided the following description of his air group's organization:

"CVSG-53 consists of two air antisubmarine squadrons with ten S-2

Trackers each, a helicopter antisubmarine squadron with 16 SH-3A *Sea Kings*, a carrier airborne early warning squadron detachment with four E-1B *Tracers* ('Willie Fudds') and a detachment from an attack squadron with four *Skyhawks*."

Although there are vast differences in the kind of planes flown by an attack air wing and an antisubmarine air group, the type of missions they perform and the men it takes to fly and maintain the aircraft, there are certain definite similarities between a CVW and a CVSG.

Both, for instance, are usually commanded by a senior commander who has moved up to his post from duty in a squadron or squadrons—sometimes in the same wing or group he will later command. His previous assignments may have been as a squadron operations officer, for instance, followed by duty as executive officer and, later, commanding officer of his unit.

And, regardless of whether the name of the game is attack or ASW, the internal composition of the wing or group is much the same—meaning it includes a staff and the squadrons.

The wing/group commander will have assigned to him a staff of key officers and enlisted's that is sufficient to cope with certain administrative and operational requirements he must satisfy.

A good person to provide a rundown on the type of billet found on a wing/group commander's staff is Captain R. E. Spruit, formerly commander of CVW-16 aboard *Oriskany* and now assigned as assistant for attack aircraft analysis on the staff of DCNO(Air).

"The typical air wing staff is made up of ten officers and eight enlisted personnel who assist the commander with the operational and administrative control of the air wing," Capt. Spruit says. "Officer billets call for an operations officer, two landing signal officers, two flight surgeons, a maintenance officer, a maintenance analyst, an ordnance officer, an avionics officer and an air intelligence officer. The enlisted billets under the wing leading chief petty officer cover clerical skills and broadly qualified maintenance, ordnance and avionics supervisory ratings.

"These officers and enlisted men assist the air wing commander in coordinating wing activities with the ship and among the squadrons and detachments for carrier operations, maintenance, ordnance and air intelligence."



ONE OF NAVY'S hottest carrier-based planes is the F-4 Phantom, here being launched from *Independence*. The type of aircraft operated from a carrier depends on size and support capabilities.

Under the wing/group commander come his assigned squadrons; the similarities between wing and group are also found here, Capt. Spruit says:

"Standard Navy organizational structure is found in aviation units. Each of the squadrons which comprise the air wing has a commanding officer, executive officer, operations officer, maintenance officer and an administrative officer. With the exception of the commanding officer, these officers function as department heads and employ junior officers within the departments to assist them in the traditional division officer role.

"The C.O. maintains cognizance of all the departments and directs their activities via the executive officer. Naval Aviators are naval officers first and aviators second; each of them has at least one primary duty and several collateral duties which take priority on his time after his commitments to the flight schedule are met."

Holding up the ladder of command are the squadron's enlisted men, most of whom are involved in some aspect

of aircraft maintenance or readiness. However, each squadron has its quota of other support personnel—such as personnelmen, commissarymen, yeomen and photographers. In many cases, these men often find themselves being sent on temporary additional duty to the carrier crew when the squadron is at sea, or to the supporting air station when the squadron is ashore. In fact, they may spend more time TAD than they do with their own unit.

Additionally, if the aircraft and the mission require, enlisted men may qualify for collateral duty as aircrewmembers and fly on missions while they operate certain of the plane's equipment. Although aircrewmembers receive flight pay as an incentive, they are normally expected to perform all their regular assignments between sorties.

Once you depart from the organizational structure of the air wing and the air group, you also depart from the similarities between them. The biggest difference is, of course, in the assigned mission.

In Capt. Spruit's words, the mission of an attack air wing includes "attack (visual and radar) as well as related support assignments, air defense, reconnaissance and early warning—to mention the major ones." Conversely, the ASW air group's planes and personnel are mostly geared to the job of hunting and, if necessary, destroying submarines.

But like the attack air wing, the ASW air group has other work to do. Here is a description by former CVSG-55 C.O., Captain Edward A. Boyd, now air ASW programs direc-



BRIEFING over, pilots prepare to man their airplanes for an impending launch from *CVA*.

tor in the ASW and Ocean Surveillance Section of CNO's office:

"The CVSG, especially if it is aboard a carrier operating off Vietnam, will be assigned additional duties such as surface surveillance, coastal patrol work—*Market Time* operations in Vietnam—and search and rescue.

"The increased tempo of combat flights has placed added emphasis on the SAR mission. Now, CVSG's are providing armed helicopters that are employed in pilot rescue, and our *Trackers* also participate in the actual search and surveillance operations."

Capt. Boyd also discusses the effect the difference in missions has on the personnel who perform them:

"The ASW mission, basically, is a steady-state, around-the-clock operation in which you're looking for a 'target of opportunity.' The aircraft is loaded with weapons for its submarine target. It is launched for an 'area of probability,' where the submarine may be operating. Many times, during a wartime situation, the ASW aircraft will return without having delivered an attack. If an attack is made, it is most probable that the submarine will never be seen by the pilot or aircrew.

"Contrast this with a strike or an attack mission in which the planes are loaded with bombs and rockets when they are launched; the target is usually well-defined; the pilots know where it is and how the attack will be made. It's an operation that can be peaked up to a very, very high degree and it generates a great deal of enthusiasm. The pilot is charged up for the mission, and when he comes back he feels he's accomplished a tremendous amount—which he usually has.

"On the other hand, ASW is a steady-state condition in which aircraft fly around the clock. It's a routine operation that usually amounts to keeping 'X' number of airplanes in the air, searching specific areas to provide the protection for the task force. You take the opportunity for attack when it occurs; you have absolutely no chance to control that opportunity. Without ASW protection, however, the attack carrier presents a tempting target to the submarine."

Regardless of the nature of the beast, it is the specific assignment of a carrier's air wing or group to provide the pilots, planes and weapons for the mission at hand. The kind of

target may be decreed by higher authority, or it may be spotted by a sharp-eyed seaman standing lookout aboard a destroyer in the task force, but in the last analysis it falls to the air wing/group to provide the personnel and weapons platforms to destroy it—if such action is necessary.

Such action is necessary now in Vietnam. From the flight decks of carriers operating in the Gulf of Tonkin, aircraft are launched on strike missions daily against targets that may range from bridges and trucks to thermal power plants.

According to Capt. Gerhard, the preparations for the kind of missions being flown off carriers like *Independence* may begin days in advance.

"We were fortunate in *Independence*," he says. "We had what is called the *Integrated Operational Intelligence Center*, or IOIC. We would get information on potential targets either from the IOIC or from directives outlining what should be hit.

"Using the information available to us we would 'look' at the target. By 'we,' I mean a planning board composed of ship and wing officers whose purpose was to staff the problem at hand for the captain. The board consisted of the operations officer, the air wing commander, the 'air boss,' the ship's weapons officer, the strike warfare officer, the ship and wing air intelligence officers and the wing operations officer—plus a few extra people whose judgements were valued.

"In these sessions, we often found that a compromise was needed in the optimum ordnance recommended for target destruction. And here, I don't mean the use of less than the recommended explosive, but rather substitution of different weapons and delivery techniques. A major change in tactics was sometimes required which would enable us to deal more effectively with the 'real' world environment of the target and its defense. This meant, then, that our discussions included intelligence, weapons planning, general tactics (which had been formulated previously for various types of targets), strike composition, support missions and, of course, any noteworthy or unusual deck handling or other problems which might affect the ship's participation in the surface operations picture.

"Vital to any discussion of operations is the concern for aircraft availability, unusual maintenance problems, ordnance versus aircraft configuration and, finally, how, for example, does a major strike fit into the over-all

scheme of operations. Once the deliberations were completed, the air operations schedules people (assisted by the wing operations officer) would do the final integrating and dove-tailing of minutiae which are required of any successful operation. These efforts were formalized as a daily flight schedule and published so that the ordnancemen, the electricians, the flight deck crews and others would all know what they had staring them in the face a day and a half away by this time.

"From this point we had to take another good look at the latest intelligence information coming in—to make certain that nothing had changed. If there were no new contingencies, we would continue on with our established schedule."

Comes the day of launch against the target first outlined two days before, Capt. Gerhard gives details:

"Depending on our operating period—whether it was midnight to noon or noon to midnight—and on the type of the strike, we would start our briefing from two to two and one-half hours in advance of launch.

"First would come an IOIC briefing for the aircrews—including pilots, radar intercept officers, bombardier/navigators, reconnaissance attack navigators and enlisted aircrewmembers—then they'd return to their ready rooms with still about an hour and fifteen minutes to go.

"Back in the ready rooms, the pilots would receive their own tactical briefings, including a rehash on the type aircraft involved and standard operating procedure—how each type of aircraft would fit in with the over-all wing attack plan.

"Also during this period, pilots will check their personal equipment and do all that's necessary to make certain they're ready to go. About 30-35 minutes before the first plane is scheduled to go down the catapult, they're on the flight deck checking their aircraft."

The tentative flight schedule issued a day and a half earlier has given flight deck personnel the necessary information needed to "work the deck" properly, but the over-all operation of actually getting the aircraft off the carrier has been established long before—through months or weeks of training and years of experience, plus "head-knocking" sessions already completed.

Even while the pilots are complet-

ing their briefings, the flight deck is alive with activity as aircraft are spotted for launch, fueled, loaded with ordnance and checked again and again for deficiencies. Capt. Gerhard calls it "a myriad of things happening at once, a real ballet;" other have called it "organized chaos."

"About 20 minutes before launch," Capt. Spruit says, "the air boss calls for the final secure of all loose gear and for the stand-by to start engines. The deck begins to clear. Pilots are strapped in; they've completed their preflights and are getting ready to go. Then, as the countdown continues toward launch time, the 'yellow shirts' start removing the tie-down chains.

"The aircraft are taxied out of their spots and moved into position, either over the catapults or into a 'feeding' position where they can be moved on to the cats easily. This normally happens ten minutes before launch.

"The air boss requests the deck from the captain, and gets it by a buzzer system. Then, normally, right on the second, the first aircraft starts down the track.

"After launch, the pilots move out into rendezvous circles and proceed to the target in accordance with the briefings they received earlier.

"This is the general sequence of planning and operations required to put just one strike group in the air. Duplicate this eight or more times per day—for only one carrier—and you get a feeling for the enormity and complexity of attack carrier operations, not only for the Tonkin Gulf operations described here for day and night launches, but also worldwide."

When they are launched from a

CVS like *Kearsarge* on an ASW mission, pilots of planes assigned to such air groups as CVSG-53 operate in a somewhat different manner than their attack counterparts. Capt. Brooks, the former CVSG-53 C.O., describes the action:

"Since it is not uncommon for ASW operations to extend over a five-to-ten day period, the VS squadrons [flying the fixed-wing *Trackers*], consisting of 15 crews each, alternate on a 4½-6 hour launch cycle. Each launch requires four mission-ready aircraft airborne. A typical flight day for a VS squadron will total about 50 hours.

"The HS squadron [in the *Sea King* helicopters], consisting of 24 crews, launches three mission-ready aircraft on a 3-3½ hour cycle. The daily total will reach 84-90 hours depending on any added utility missions.

"The VAW detachment also meets the same launch cycle as the VS squadrons. The detachment's daily total reaches about 28 hours.

"A feature of the CVSG is the ability to integrate the VA detachment into daylight ASW operations. The *Skyhawk* is capable of providing fast, visual daylight sweeps of an ASW search area from dawn to dusk. A typical launch of two A-4's will occur 1½ hours before a scheduled ASW aircraft recovery; thus the jets will total about 12 hours a day."

The kind of intensive, continuing operational capabilities of such units as Capt. Gerhard's CVW-7, Capt. Spruit's CVW-16, Capt. Boyd's CVSG-55 and Capt. Brook's CVSG-53 do not

just happen, of course. They are the product of long, hard hours of practice by air wing/group personnel even while they are stationed at their various shore facilities. They are also the product of many pre-deployment at-sea periods, during which ship's company and air wing/group crewmen learn to work and live with each other.

They do not come without some monumental headaches: Wide dispersal of the squadrons ashore, continuing turnover of personnel, lack of time for all the training required—all these and more make the air wing/group commander's job a difficult one.

But, as the results turned in by attack and ASW aviators flying in and around Vietnam indicate, the job does get done. It gets done because the people doing it learn to function as a team. As Capt. Gerhard says:

"Air wing members soon learn to maximize the other fellow's capabilities. At the same time, each of them seeks to emphasize his own attributes and each learns, and acquires a better appreciation of, how the other fellow has to work and live and operate. It's one of the intangibles that's hard to put your finger on. It comes only with close working relations—developing teamwork to a fine degree. Without it, you won't really cut it when things get tight. You can legislate all you want, but in the end you have to have wholehearted willingness from the men under you. Then you have a cohesive unit that does the job it has to do, the most efficient way it can be done with the resources at hand.

"When you have that *esprit*, you have a successful air wing or group."



AIRCRAFT are launched simultaneously from waist and bow catapults of the nuclear-powered *Enterprise*. The widely varied missions of attack air wings mean that radically different aircraft, such as the Phantom and the Skyhawk, will be included in CVW composition.



STUDENTS CHECK HARNESSES AND POOPY SUITS; FAETUPAC INSTRUCTOR CHECKS STUDENT'S HARNESS



Trained To Survive At Sea

Photos by Deris A. Jeannette

THE PACIFIC Fleet Airborne Electronics Training Unit has again demonstrated its versatility by successfully setting up a condensed one-day water survival course for Pacific Fleet squadrons. It combines classroom lectures, demonstrations and four hours at sea.

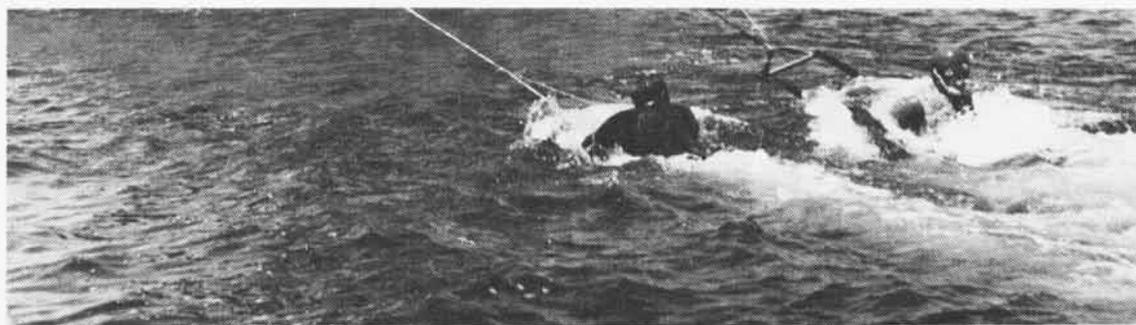
The new course is a natural for FAETUPac which has operated the Survival, Evasion, Resistance and Escape School near San Diego for several years. The water survival course, mandatory for squadrons attached to ComFAir Lemoore and ComFAir Miramar, was inaugurated early this year.

Flight crewmen have been generous in their praise of the training. One enthusiastic graduate said, "If the real survival situation ever comes up, I think I will know what to expect." And this is precisely what the course is designed to teach him.

TWO JUMPS from the stern tower of North Island's 63-foot AVR are required of each student to acquaint him with landing shock and the parachute disengagement procedure.



TWO 'THUNDERBIRDS' KEEP EYE ON STUDENTS AND RETRIEVE EQUIPMENT; STUDENT DIVES OFF TOWER



AFTER disengagement, the student is towed through water (center, above); helo rescue is demonstrated (directly above) and "survivor," having inflated the raft, pumps the bilges.



AFTER SIX MONTHS OF WAR

The program was beginning to roll. Units were being organized, stations were going into operation, war patrols were being flown and the number of qualified aviators was about to be quadrupled. Much remained to be done but actions taken early in the war were producing tangible evidence of steady progress toward expansion.

OCTOBER 1917

1—An Act of Congress transferred control of the Aircraft Production Board from the Council of National Defense to the War and Navy Departments, enlarged its membership for greater service representation and changed its title to the Aircraft Board.

6—The Secretary of War authorized the Navy to use part of the Army field at Anacostia for a seaplane hangar. Terms of use were within those of a revocable license, beginning 1 November 1917, for the duration of the war and six months.

14—The Marine Aeronautic Company at Philadelphia was divided into the First Aviation Squadron under Capt. W. M. McIlvain, USMC, and the First Marine Aeronautic Company under Capt. F. T. Evans, USMC. On the same day, the latter command transferred to Cape May, N.J., for training in seaplanes and flying boats; three days later, the First Aviation Squadron transferred to the Army field at Mineola, Long Island, for training in landplanes.

15—NAS ROCKAWAY BEACH was commissioned with LCdr. Warren G. Child in command. Originally established for seaplane patrol and kite balloon training, facilities for LTA patrol were added before many months.

16—Only 67 days after ground was broken for construction of the Naval Aircraft Factory, its first power-driven machine went into operation.

21—The 12-cylinder Liberty engine was successfully flown for the first time in a Curtiss HS-1 flying boat at Buffalo, N.Y. This and other successful demonstrations led to adoption of both engine and airplane as standard service types.

22—Special courses to train inspectors of aeronautical material were added to the Ground School program at MIT with 14 men enrolled.

24—Instruction began at NAS MOUTCHIC, France, a U.S. training station serving naval air units in Europe, with organized classes in the Ground School and dual instruction in the Flight School.

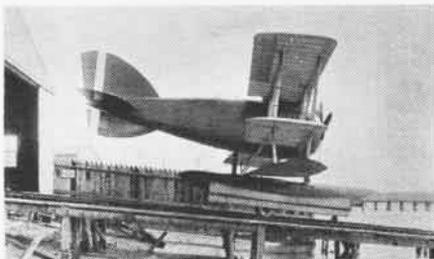
24—United States Naval Aviation Forces, Foreign Service, was established over all Naval Aviation forces abroad under command of Captain H. I. Cone.

NOVEMBER 1917

2—Twelve men who had organized as the Second Yale Unit and had trained at their own expense at Buffalo, N.Y., were commissioned as ensigns and soon after were designated Naval Aviators.

5—To coordinate the aviation program within the Navy Department, Captain N. E. Irwin, Officer in Charge of Aviation, requested that representatives of bureaus having cognizance over some phase of the program meet regularly in his office to discuss and expedite all pertinent matters.

9—Permission was received from the government of Argentina to use three officers of the Argentine Navy, recently qualified as U.S. Naval Aviators, as instructors in the ground school at NAS PENSACOLA. The men were: R. Fitz Simon, Ceferino M. Pouchan and Marcos A. Zar, numbered 95 a, b and c respectively in the precedence list of Naval Aviators.



CURTISS HA initiated the Navy's development of fighter aircraft. The Flying Bomb was an early attempt to develop a guided missile. NAS



Rockaway supported seaplane and blimp patrol of approaches to New York Harbor; was later starting point of NC trans-Atlantic hop.



HS-1 Curtiss patrol plane was test bed for 12-cylinder Liberty. Men at *Le Croisic* upon commissioning, back: C. Wheatley (MC), Paymaster



J. C. Bequette, W. M. Corry (C.O.), R. H. Bush (X.O.), S. S. Walker, R. G. Coombe; front: K. R. Smith, H. H. Landon and interpreter.

10—A Navy "flying bomb," manufactured by the Curtiss Company, was delivered for test to the Sperry Flying Field at Copiague, Long Island. Also called an aerial torpedo and closely related to the guided missile of today, the flying bomb was designed for automatic operation, carrying 1,000 pounds of explosives at a specified range of 50 miles and top speed of 90 miles per hour. In addition to this specially designed aircraft, N-9's were also converted for automatic operation as flying bombs that were closely related to the guided missile of today.

14—A major step in assuring the success of the Navy's WW I aircraft production program was taken when the Secretary of War, Newton D. Baker, approved a recommendation "that priority be given by the War Department to naval needs for aviation material necessary to equip and arm seaplane bases."

15—A Committee on Light Alloys, with Naval Constructor J. C. Hunsaker a member, was established within the NACA (National Advisory Committee for Aeronautics) to intensify the effort to develop light metal alloys for aeronautical use.

21—A demonstration of the Navy N-9 flying bomb at Amityville, Long Island, which was witnessed by Major General George O. Squier, USA, led the Army to establish a parallel project.

22—A Tellier seaplane, piloted by Ens. K. R. Smith with Electrician's Mate Wilkinson and Machinist's Mate Brady on board, was forced down at sea on a flight out of *LeCroisic* to investigate the reported presence of German submarines south of Belle Isle. Two days later they were rescued by a French destroyer and minutes after being taken aboard, their damaged plane sank to the bottom. It was the first armed patrol by a U.S. Naval Aviator in European waters.

24—In discussing the development of aircraft torpedoes, the Chief of Naval Operations pointed out that available aircraft could carry a load of not more than 600 pounds and thus were incapable of delivering by this means an explosive charge large enough to seriously damage a modern warship. This problem, the size of an effective torpedo versus the capabilities of aircraft, retarded torpedo plane development in WW I and continued as an important factor in post war years.

27—NAS *LECROISIC*, France, was commissioned with

Lt. William M. Corry in command. Located just south of the Breton Peninsula, the station provided seaplane patrol over convoys entering the Loire River. It was the first overseas patrol station to go into operation.

DECEMBER 1917

1—NAS *PAULLAC* was commissioned as an assembly and repair and supply station for all U.S. naval air stations in France. Ens. R. F. Nourse was acting commanding officer until Lt. Henry B. Cecil arrived in February.

4—NAS *CAPE MAY*, N.J., was commissioned as a seaplane and LTA patrol station. The First Marine Aeronautic Company trained here from 14 October until it departed for duty in the Azores in January.

5—The policy regarding helicopter development was established by the Secretaries of the War and Navy Departments on the basis of recommendations made by the Joint Technical Board on Aircraft. Basically, need for improvement in power plants and propellers was recognized as necessary, but actual support of development efforts was to be limited to moral encouragement until a vendor had demonstrated a helicopter of military value.

7—The development of fighter type aircraft was initiated with the Secretary's authorization for the Curtiss HA or "Dunkirk Fighter." This single-pontoon seaplane was equipped with dual synchronized machine guns forward and dual flexible machine guns in the rear cockpit.

15—The Marine Aeronautical Detachment, under command of Capt. Roy S. Geiger, was organized at Marine Barracks, Philadelphia Navy Yard.

17—The Naval Aeronautic Station Pensacola was redesignated a Naval Air Station.

18—NAS *KEY WEST* was commissioned. Used chiefly as an elementary flight training station, it was also a base for patrol operations.

22—The addition of an Aerography School to the training program at MIT, in which a major portion of the instruction was carried out at the Blue Hill Observatory at Harvard University, was marked by the start of classes with one student enrolled.

31—The First Aviation Squadron of the Marine Corps, under command of Capt. W. M. McIlvain, transferred from Mineola to another Army facility, Gerstner Field, Lake Charles, La., for advanced training in landplanes.

Forrestal Under Repair

DURING the four days the USS *Forrestal* spent on Yankee Station off North Vietnam, the pilots of embarked CVW-17 flew more than 150 missions without an aircraft being damaged or a pilot killed or injured.

But the tragic fire that struck the flight deck, as aircraft were being readied for the second launch of the fifth day in combat (NANEWS, October 1967, p. 6), took an enormous toll in dead and injured and knocked *Forrestal* completely off the line.

Now, in the aftermath of the fire, the repair effort being expended to get *Forrestal* back in the Fleet is being handled just as efficiently as were launches and recoveries during the carrier's four days in combat.

Just 57 hours after the fire, the

By JO1 Robert G. Caskey, USN

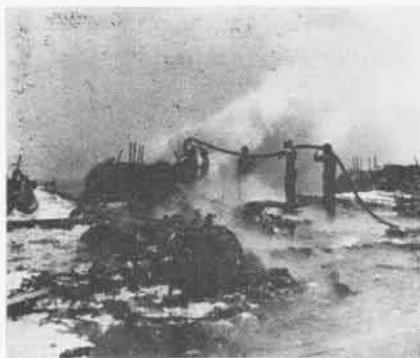
first phase of the repair effort was underway. Estimators and planners from shipyards throughout the U.S., who met the ship when she pulled into Subic Bay, R.P., lost no time determining exactly how much damage had occurred and how much time would be needed to get the ship into condition for the return trip to Norfolk.

In order that *Forrestal* could leave Subic, the Naval Repair Facility there began the second phase of the repair process: Every available worker was put to the task of getting the after portion of the ship cleaned up. Additional civilians were hired to meet the challenge of an eight-day deadline, and they made it with time to spare.

On schedule, *Forrestal* left Subic Bay with her flight deck patched so she could still launch and recover aircraft if the necessity arose. The transit to Norfolk was uneventful.

The third, and most important, phase of the repair work began at the Norfolk Naval Shipyard when the ship's 115-ton, number four elevator was lifted off and was placed on blocks. Soon after, *Forrestal* entered dry dock.

Large sections of the damaged flight deck were removed; some 200 compartments fell to the torches of workmen as they worked on the 02 level, the 01 level, the hangar deck and down to the third deck. Repair of damages to the port steering area and its accesses was facilitated by peeling off portions of the ship's "skin."



TO REPAIR the damage caused by fire and explosions on flight deck of *Forrestal* (above), Norfolk Naval Shipyard employees cut away a huge section of the ship's after portion and begin the tremendous task of rebuilding spaces.

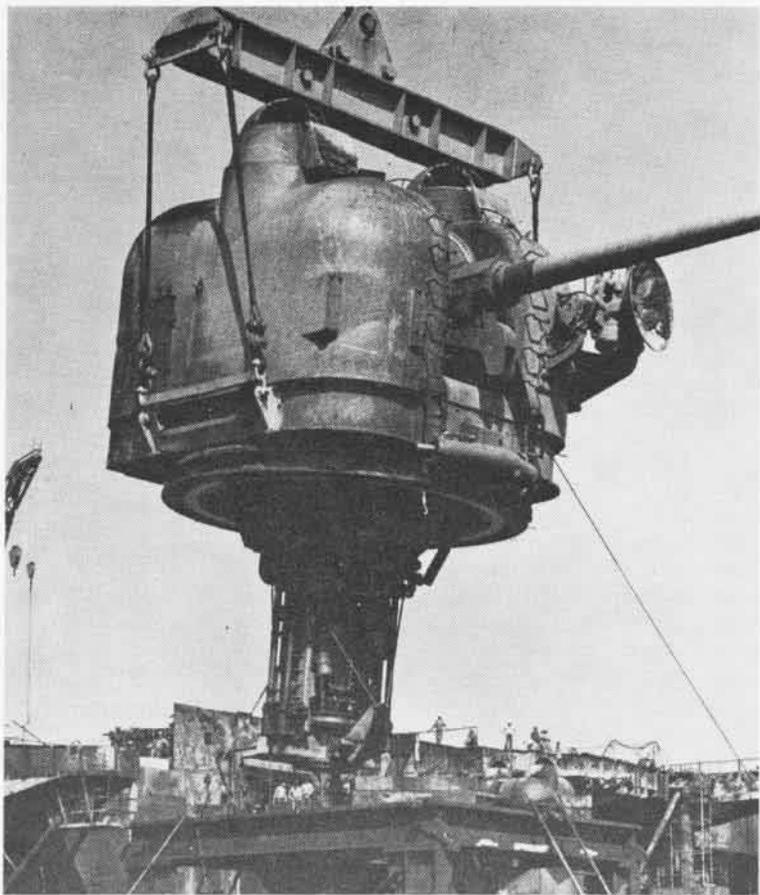


In hangar bay three, 300 12 x 12 timbers were used to shore up portions of the 03 level while work progressed on the flight deck above. An order was issued for 800 tons of 1 $\frac{3}{4}$ " steel to replace the portion of the flight deck that had to be removed. The steel arrived in just 43 days.

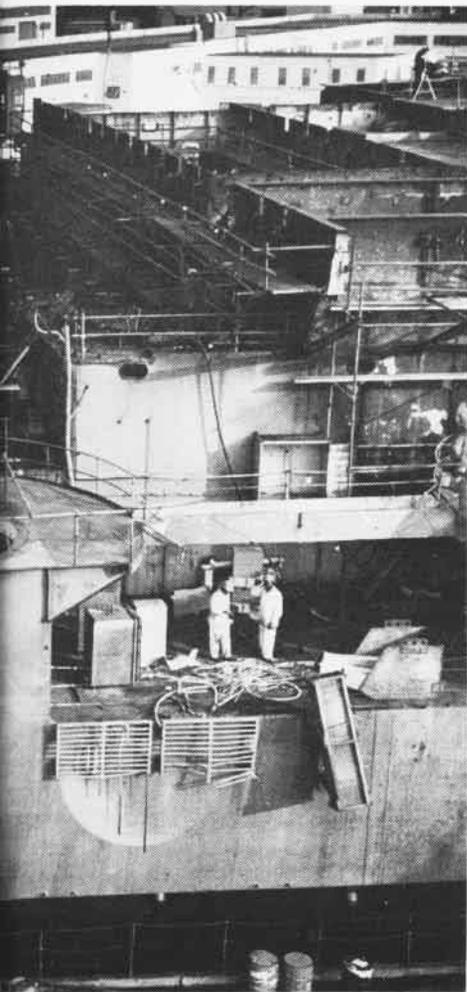
Forrestal's four five-inch gun mounts, each weighing 75 tons, were badly damaged in the fire and were removed. The gun sponsons are undergoing limited modifications for new weapons that will be installed later.

The jet engine repair shop and test stand, as well as the post office, parachute loft and other spaces, are also being rebuilt.

To expedite all these repairs, more than 600 men have been assigned to the *Forrestal* job; they are working three shifts, six days a week. Lt. I. R. McLain, ship's superintendent, had this to say: "The shipyard is turning every wheel in order to meet the schedule."



ONE OF FORRESTAL'S damaged five-inch gun mounts is lifted off the ship while she rests in dry dock at the Norfolk Naval Shipyard (above); gun sponsons will be modified for new weapons to be added at a later date. Ship's number four elevator was also removed. In photo below, steel beams are put in place to support new flight deck. Some 800 tons of 1 $\frac{3}{4}$ " steel were ordered to replace portion of flight deck.





ON PATROL

with the Fleet Air Wings

Chief Receives Air Medal

ATC Michael F. Hannus was congratulated by the *Mad Foxes* of VP-5 when he received the Air Medal recently. While attached to this squadron and his former unit, the Oceanographic Air Survey Unit, he flew a total of 20 missions in the combat zone.

Chief Hannus, who enlisted in the Navy in 1957, has had a wide variety of assignments, including duty aboard USS *Hancock*, the Pacific Missile Range at Point Mugu and the Fleet Airborne Electronics Training Unit, Norfolk.

Commander J. V. Josephson, who leads VP-5, presented the award.

News from VP-24

Led by Commander A. S. Hibbs, Crew One of VP-24 became an operationally ready "Alpha" crew a little over two months after the squadron received its first Lockheed P-3B *Orion*. (Alpha crew qualification is based on successful completion of realistic ASW exercises as well as on a thorough knowledge of the effective use of weapons and equipment available in the aircraft.)

Cdr. Hibbs recently presented VP-24's famous "Batgirl" insignia to the

Patuxent River "O" Club manager who had it placed in the lobby of the club along with other insignia. The squadron's "Batgirl" is believed to be the only authorized naval squadron insignia displaying a member of the fair sex.

VP-24 members get their name of *Batmen* from the fact that, at the close of WW II, the squadron helped in testing and developing the *Bat*, Navy's very first air-to-surface guided missile.

VP-42 Returns to Whidbey

After a six-month deployment to WestPac, Commander Howard L. Beesley, commanding officer of VP-42, led the final group of seven SP-2H *Neptunes* home to NAS WHIDBEY ISLAND.

The squadron departed Whidbey in March to spend six months at NS SANGLEY POINT, R.P., and Tan Son Nhut Air Base near Saigon. Six aircraft were maintained at each location, flying *Market Time* patrols from Tan Son Nhut and ocean surveillance from Sangley Point.

Shortly after operations began, the squadron sent two aircraft to Cam Ranh Bay. These were the first two aircraft to operate from the facility,

which, at that time, consisted only of a runway and parking ramp. At first the big *Neptune* patrol bombers looked out of place, but in the planes came men who began to carve an air base from sand dunes. For two months the *Seademons* flew from and worked at Cam Ranh Bay, where they saw an air base take shape and become large enough to handle more of the big aircraft. Finally, when six aircraft from VP-1 arrived, the *Seademons'* Detachment Bravo rejoined its squadron in Saigon.

During the six months, VP-42 flew a total of 7,811 hours, with 5,280 combat hours. A total of 590 combat missions was flown without the loss of a single aircraft or man.

Command Changed at Whidbey

Rear Admiral Herman J. Trum III has taken over command of Fleet Air Whidbey and Fleet Air Wing Four, relieving Rear Admiral James D. Ramage.

RADM. Trum came to Whidbey from duty as deputy director with the National Military Command Center of the Joint Chiefs of Staff in Washington, D.C. He has commanded the carrier USS *Oriskany* (CVA-34) as well as two squadrons and has held various



MANAGER Richman of the Patuxent River Officers' Club accepts VP-24's "Batgirl" insignia from Cdr. A. S. Hibbs, the squadron's C.O.



RADM. Trum III, FAW-4 commander, greets Cdr. Howard L. Beesley, C.O. of VP-42, on squadron's return from six months in WestPac.



IN CHANGE-of-command ceremonies at NAS Whidbey, Rear Admiral James D. Ramage (left) and Rear Admiral H. J. Trum held a review



of officers and men. Adm. Trum relieved Admiral Ramage in his dual capacities as Commander Fleet Air Whidbey and Commander FAW-4.

jobs in aviation planning, research and design.

RAdm. Ramage, whose tour at Whidbey was cut short because of changes in the Pacific Fleet, went to headquarters in Pearl Harbor of the Commander in Chief, U.S. Pacific Fleet, as deputy chief of staff for operations and plans.

VP-30 Man Saves Girl's Life

AE3 Kurt C. Buer, a member of VP-30 which is based at NAS PATUXENT RIVER, saved the life of Kathy Sledge, 9, when he dived into the murky waters of the Patuxent River and, after five unsuccessful underwater searches, located the unconscious child. After taking her from the water, he revived her with mouth-to-mouth resuscitation.

The young girl had been riding a "minibike." When she lost control, it veered from the road and went down a steep embankment into the river.

VP-46 Plays Host

VP-46 recently welcomed Crew Eight of 407 Squadron of the Royal Canadian Air Force when it arrived at Moffett Field for a five-day visit. Commander James Mullin, X.O. of VP-46, greeted the Canadians as they stepped from their P-2 *Neptune*.

Commodore H. S. Ainsworth, Fleet Air Wing Eight, also welcomed the Canadians when they toured the FAW-8 operational control room. While at Moffett, the crew also became acquainted with the P-3 *Orion*.

The stay of the Canadian crew concluded with a day in San Francisco followed by an eight-hour tactical ASW patrol.

While the Canadians were at Moffett, VP-46's Crew One spent five days at the home of the 407 Squadron in Canada. The exchange visits provided an interchange of ideas concerning patrol aviation.

Earlier in the year, VP-46 had other guests when VP-872 from Alameda, comprising 100 officers and men and five P-2 *Neptunes*, arrived for two weeks active duty in order to become familiar with the latest electronic gear and ASW tactics.

RAdm. McCormick Visits VP-7

Rear Admiral William M. McCormick, ComFAirWingsLant, spent two days last fall with VP-7 at NAF SIGONELLA. The visit to the squadron was part of a week-long tour designed to familiarize the admiral and his staff with VP operations, logistics and support facilities in the Atlantic and Mediterranean areas.

Following the briefing, Adm. McCormick and his party flew to Naples for a visit with ComFAirMed.

10,000th Student Graduates

Naval Air Maintenance Training Detachment 1012, NAS MOFFETT FIELD, has graduated its 10,000th student, AX2 Robert W. Stokeley, attached to VP-19 at Moffett Field.

Detachment 1012, teaching the fundamentals of the P-3 *Orion*

weapon system, started operations at Moffett Field in August 1963. It is one of the 59 Naval Air Maintenance Training Group detachments located in 28 areas throughout the U.S.

Rear Admiral Donald Gay, Jr., ComFAirWingsPac, presented AX2 Stokeley with a plaque commemorating the occasion.

VP-11 Patrols North Atlantic

Twelve sleek *Orions* of VP-11, the *Pegasus* squadron, have arrived at Keflavik, Iceland. Led by Commander Ronald D. Hartell, the squadron replaced VP-44. Its mission includes wide surveillance operations to gather information about shipping and unidentified submarine activities in North Atlantic waters.

VP-21 Deploys

Commander Edward L. Wilkinson, VP-21's C.O., was at the controls of the lead *Neptune* when the squadron began its deployment in October to Sigonella, Sicily. The advance crew, with LCdr. Roger D. Munson as PPC, acted as coordinator with VP-7, the squadron being relieved. The remainder of the crews, cargo and personnel airlift left NAS BRUNSWICK a week later.

Prior to the deployment, a family services presentation for all VP-21 personnel and their dependents was held at the station theater. An all hands party was held the same evening at the EM club.

The squadron returned from its last deployment in June.



SELECTED

Reservist Flies A-7A Corsair II

Commander Frank A. Liberato, VF-703 C.O., recently became the first Naval Reserve pilot to fly the A-7A, according to an NAS DALLAS release. He made the maiden flight at NAS LEMOORE, Calif., while his squadron was on two-weeks active duty training at MCAS YUMA, Ariz.

Although this was his first flight in the *Corsair II*, the aircraft is no stranger to Cdr. Liberato. As Ling-Temco-Vought's Technical Project Engineer for Safety on the A-7A, he helped to develop and design the plane. He developed all emergency procedures.

The effectiveness of the procedures was amply demonstrated when the A-7A he was flying developed a hydraulic malfunction. He corrected the malfunction by using an emergency procedure he had developed.

During their two weeks at Yuma, VR-703 pilots practiced air-to-air gunnery, missile firing, close air support, navigation and gunnery tactics.

Like Father, Like Son

One weekend each month, three father-and-son teams report aboard



FATHER-and-son Reservist teams arrive at NAS Twin Cities for their weekend training.



CDR. LIBERATO, first Naval Air Reservist to fly the A-7A, poses with the *Corsair II*.

NAS TWIN CITIES for their monthly training.

The three sons, all airman apprentices, graduated from the 85-day Summer Accelerated Training program conducted at the station last summer.

In the photo below, top to bottom, are: PN1 Virgil Corzette, NARS-81, and son, Stephen; HN1 Philip Payne, NARS-81, and son, Sam; AD1 Harold Kosman, NARMU-812, and son, Mike. All are from the Ottumwa-Blakesburg, Iowa, area.

Thirtieth Anniversary

When NAS GLENVIEW was commissioned August 28, 1937, Naval Reserve pilots flew clumsy-looking (by today's standards) bi-planes. Today hundreds of Weekend Warriors fly and maintain 600-mile-an-hour jets, aircraft only dreamed of 30 years ago.

The mission of the station has changed, too. The first years of its existence were devoted to elimination training for students seeking appointments as aviation cadets. In 1941, the mission was expanded to include pri-

mary flight training. During WW II, Glenview trained nearly 9,000 pilots with estimated takeoffs and landings adding up to more than two and one-quarter million.

On June 20, 1944, Rear Admiral Osborne B. Hardison, USN, Chief of the Naval Air Primary Training Command, chose Glenview as his headquarters. Today Glenview is the headquarters of the Naval Air Reserve Training Command.

Captain Robert W. Labyak, USN, is the C.O. of NAS GLENVIEW.

New Counsellor

Commander Melford G. Knouse, who served as training officer and X.O. of NARTU NORFOLK for the past three years, recently received orders to the staff of Chief, Naval Air Reserve Training, NAS GLENVIEW, Ill. As the CNAResTra representative to the staff of Commander, Naval Air Force, Atlantic, his new duties will include heading the NavAirLant Indoctrination Team. In that capacity, he will be responsible for counseling active duty aviation personnel assigned to that command.



COMMANDER M. G. Knouse says farewell to the officers and men of NARTU Norfolk.

AIR RESERVE

Brazilians Attend ASW School

"The coffee is weak, but the training is good," said the 13 officers and men of the Brazilian Navy who recently learned ASW intricacies at the Reserve Antisubmarine Warfare Tactical School, West, NAS Los Alamitos.

Since Brazil is the world's leading coffee producer, the visitors' evaluation of U.S. Navy coffee was considered authoritative.

The trainees were the nucleus of Brazil's first ASW helicopter squadron. They will be attached to the Brazilian aircraft carrier, *Minas Gerais*, homeported at the naval air base, Rio de Janeiro.

The seven enlisted trainees, chosen for aircrewman designation, were experienced sonar operators and instructors in the Brazilian fleet. The officers were veteran helicopter pilots.

During their five-week training course, Chief Sonarman Jose de Alencar Costa translated the instructor's lessons into Portuguese for his fellow countrymen.

When the training was completed, they participated in joint ASW exercises with U.S. forces.

Captain Edward R. Hunt, Jr., is officer in charge of the school.

Air Force to Navy

In a ceremony held at NARTU ALAMEDA recently, Lt. William R.



ADM. William S. Guest, CNAResTra, inspects South Weymouth personnel during the AMPL.

Loewe, a former Air Force test pilot, received his Navy Wings of Gold from Captain J. M. Hestilow, commanding officer of the NARTU.

A graduate of the USAF Institute of Technology, Lt. Loewe spent four years as an experimental test pilot at Edwards AFB. As a Weekend Warrior with VP-876, Lt. Loewe will fly SP-2E patrol bombers. In civilian life he is a United Airlines pilot.

'Raider'

A program designed to increase the efficiency and morale of the men of NARMU-751, NAS LAKEHURST, is really working.

Last year, while the unit was on two-weeks active duty for training at NAS NORFOLK, the commanding officer, Commander Carrol "D." Fox, overheard station personnel ask some of his men who they were. "To my surprise, they answered 'Fox's Raiders,'" said the commander.

"From that time on, the name seemed to stick. But I had to have help in controlling our newest morale builder," Cdr. Fox added, "so I met with the chief petty officers and we decided they would handle the development of the idea."

The chiefs decided that a RAIDER should demonstrate Readiness, Aptitude, Initiative, Determination, Efficiency and Responsibility. It was also decided a pink beret on the head of a fox would be the unofficial patch.

To be entitled to wear this patch on his cap, a man must be completely maintenance-qualified.

Every six-months a RAIDER Award is presented to the man in the unit who best exemplifies the spirit of a RAIDER.

Marine Trophies for FY '67

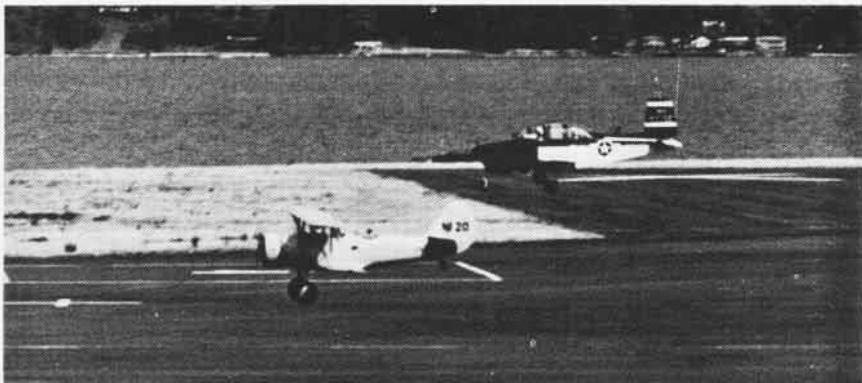
The Marine Air Reserve Training Command has announced the winners of FY '67 Marine Air Reserve Trophies for efficiency and flight time.

VMF-351 and MACS-15, both of MARTD ATLANTA, were named winners of the Herman Ridder Trophy. The Helicopter Trophy goes to HMM-777, MARTD DALLAS, and MARTD OLATHE received the Detachment Proficiency Trophy.

Aid for Flood Victims

Members of NAS SEATTLE's VR-894, on two weeks active duty at NAS DALLAS, flew two emergency airlifts of badly needed food, clothing and medical supplies to areas of Texas hit by Hurricane Beulah.

The first load of supplies, 12,000 pounds donated by Dallas residents, was delivered to Harlingen, in the southernmost tip of the state, in a C-54 flown by Commander Jack E. Everhart. His copilot was LCdr. Oscar W. Hanson. A second C-54, piloted by Commander Louis A. Fortin with LCdr. Garland Williams as copilot, delivered supplies to Beeville, Texas.



AN N3N-3 Yellow Peril paces a T-34B Mentor over the runway at NAS Seattle, Wash. Both aircraft participated in the 25th anniversary air show held at NAS Whidbey Island recently.



at Sea With the Carriers

PACIFIC FLEET

Kearsarge (CVS-33)

With their carrier bound for West-Pac and a deployment with the Seventh Fleet, *Kearsarge* crewmen were quick to respond to a request for aid from the Liberian freighter *Arcturus* when that ship's captain sent a blinked message to *Kay* requesting fuel and water. Two of CVS-33's helicopters carried 100 gallons of gasoline and 25 gallons of potable water to *Arcturus* before another ship, the SS *Elizabeth*, arrived to further assist the freighter. Her aid mission completed, *Kearsarge* continued on her way.

PO1 Morris E. Carlson has been named *Kay's* Bluejacket of the Year, and has received a certificate of commendation from his C.O., Captain Ben Tate.

Bennington (CVS-20)

Carrier flight decks are often the scene of ceremonies, but there was a ceremony on *Bennington's* flight deck

recently that was out of the ordinary. It was a graduation exercise for more than 70 seventh and eighth grade students from the greater Los Angeles area who had participated in a special academic science course, "Science of Flight." The course was started eight years ago to interest motivated youngsters in the fields of flying, space and astronautics.

After the ceremony, the students were given a tour of the ASW carrier.

Almost 23 years after a *Hellcat* made the first arrested landing aboard *Benn*, arrestment number 100,000 was logged by LCdr. H. J. Strasler, OinC of VAW-111's Det. 20, in a *Tracer*.

Oriskany (CVA-34)

Oriskany pilots continued to be launched on strikes against targets in North Vietnam as the carrier operated in the Gulf of Tonkin, and they continued to bring back such "mission accomplished" reports as that made after a strike against a storage area north of Thanh Hoa.

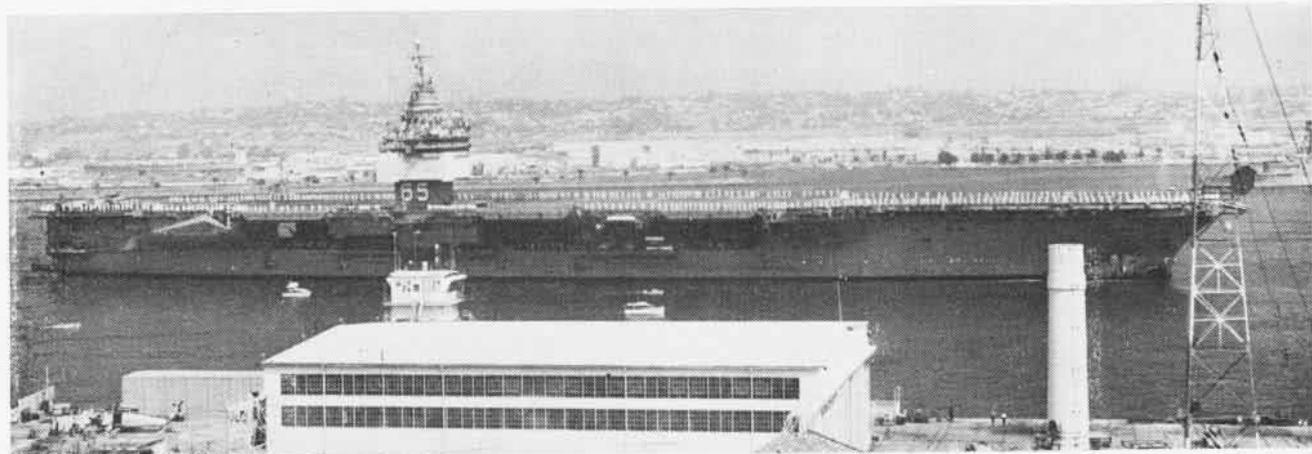
Returning from this mission, two pilots of VA-163 reported they had

set off a "towering" secondary explosion after dropping 500-pound bombs.

Two Air Force pilots paid a surprise visit to *Oriskany* after a suspected fuel system malfunction forced them to eject from their F-4 *Phantom II* about three miles from the CVA. They were pulled from the water by crewmen of an *Oriskany* "angel" helicopter moments after they bailed out. The helo crewmen included Lt. David Clement, Ens. Richard Gerrodette, AM2 Terrell Wheelock and AM2 Leonard Teigland.

A 10,000-mile sea cruise to visit a brother—that, in essence, is the gist of *Oriskany's* "Brother-to-Brother" program, which allows crewmen to be reunited with members of their immediate families who are in Vietnam.

Designed as a "morale-booster," *Oriskany's* program allows kin of ship's crewmen to obtain a brief, but needed, rest from combat as well as providing an opportunity for a reunion aboard the carrier. The relatives of *Oriskany* men are generally flown to the ship on scheduled COD-type runs, and they spend their time aboard touring the CVA, watching movies,



ENTERPRISE, paying her first visit to San Diego, Calif., steams toward NAS North Island quay where she will be moored. The nuclear-powered carrier departed San Diego after the in-port period, bound for two weeks of refresher training off the coast of California.

eating in the galley, watching day and night air operations and underway replenishments and even receiving haircuts in the *Big O's* barber shop.

Altogether, requests have been approved for more than 20 *Oriskany* men to have relatives aboard.

Ranger (CVA-61)

Ranger was one of many First Fleet ships participating in an exercise named *Moon Festival* that was held off the coast of California. The eight-day exercise was designed to provide First Fleet units with advanced training for WestPac duty.

More than 3,000 dependents and friends of CVA-61 crewmen boarded the carrier for a "family-day cruise" out of the ship's home port, Alameda.

Bon Homme Richard (CVA-31)

The Master Chief Petty Officer of the Navy, GMCMM Delbert D. Black, made a brief visit to *Bonnie Dick* while the carrier was in the Long Beach Naval Shipyard. Black had lunch in the CPO mess, then held a question-and-answer period for enlisted crewmen serving aboard the carrier.

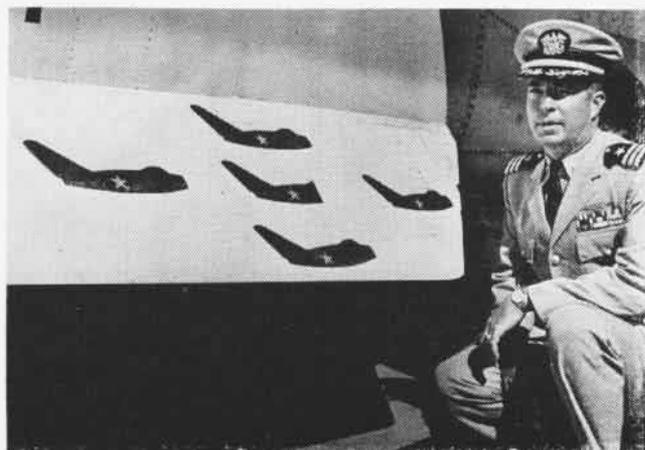
The "new style" for displaying a squadron's box score of MiG kills in the Vietnam conflict is being used by one of the squadrons assigned to *Bonnie Dick* during her latest cruise to the combat zone. Pilots of the squadron, VF-24, bagged four of the Communist fighters and accounted for a probable kill, and they have painted MiG silhouettes on the ventral fins of their F-8's to mark the accomplishment.



HANCOCK, shown here passing under the Golden Gate Bridge, has returned to home port, Alameda, from a deployment to the Vietnam combat zone. Her pilots flew some 9,000 strikes.



CONFERENCE between the Master Chief Petty Officer of the Navy, GMCMM Delbert Black, and Bonnie Dick crewmen is held aboard CVA.



NEW style of displaying squadron's box score of MiG kills is shown by Cdr. M. H. Isaacks, X.O. of VF-24, who shot down one of the planes.

Intrepid (CVS-11)

It's "Twenty Questions" time aboard *Intrepid* as the CVS operates as a light attack carrier off Vietnam.

Some of the questions include: What Naval Aviation squadron deployed five days after it was commissioned? What antisubmarine aviation squadron delivered more than a million pounds of ordnance against enemy targets in

less than a month? What aviation fighter squadron has been in active combat for several months and has never launched a fighter mission? What aviation squadron robbed the Naval Air Reserve of enough planes to become one of the most effective attack squadrons flying in the Gulf of Tonkin?

Interesting questions. The answers, according to those assigned to Anti-

submarine Fighter Squadron Three, are encompassed in just one designation: VSF-3. That is, not incidentally, the official abbreviation for Antisubmarine Fighter Squadron Three.

Formerly a detachment of VSF-1, VSF-3 was enlarged and made a full-fledged squadron April 1, 1967, under command of Commander Leslie C. Hefto. Five days later, the new aviation unit departed Norfolk, Va., aboard *Intrepid* for a three-week training cruise to prepare for a WestPac deployment that began May 11.

Now, as *Intrepid* men launch aircraft of all-attack CVW-10 against the enemy in North Vietnam, VSF-3 pilots help the ship fulfill her light attack duties. So the squadron's primary attack mission means its planes have never been launched on a fighter sortie. The million pounds of ordnance squadron pilots have dropped have been loaded aboard the unit's A-4B *Skyhawks*, many of which were brought out of retirement or procured from the Naval Air Reserve.

Intrepid has been "doing the people-to-people bit" in a big way, at least in the Philippines. During in-port periods at Subic Bay, R.P., she contributed several hundred textbooks to an elementary school in Olongapo and her show band, the *Oceanaires*, has held concerts for both Filipinos and American personnel. During one of the concerts, the *Oceanaires* became the first American band to perform in the new, \$4 million Rizal Park in nearby Manila, where a crowd of 40,000 was on hand.

Ticonderoga (CVA-14)

A new model of the versatile A-4 *Skyhawk* made what was called its first operational carrier landing aboard *Tico* when Commander Phil Craven, CAW-19, brought an A-4F aboard during training exercises off California. Improvements incorporated in the "F" model include a more powerful engine, wing spoilers, nose-wheel steering aids and improved navigation equipment. Additionally, the new version of the *Skyhawk* comes equipped with a zero-zero ejection seat.

VIETNAM operations are shown in these two photos by JO1 Byron Whitehead, Jr. At left, a *Skyhawk* lands aboard *Intrepid* after a mission; at right, *Constellation* is framed in Gulf of Tonkin by a destroyer's lifelines.



Hornet (CVS-12)

A *Hornet* air group pilot lost the distinction of making the carrier's 102,000th landing when an A-1H *Skyraider* from *Coral Sea* "snagged" the honors. The *Spad*, piloted by Ltjg. C. F. Thom, was on a mission off Vietnam when an indicator light in the cockpit warned of possible engine trouble. Unable to return aboard *Coral Sea* because the ship's flight deck was spotted for launch, Ltjg. Thom was vectored to *Hornet*.

The C.O. and X.O. of VS-35, Commander E. J. Klapka and Commander E. R. Callahan respectively, logged their 500th arrested landing aboard *Hornet* on the same day.

Princeton (LPH-5)

Vice Admiral Francis J. Blouin, commander of amphibious forces in the Pacific, presented the Admiral

James H. Flatley Memorial Award for aviation safety to *Princeton's* C.O., Captain Frank H. O'Brien, who accepted it on behalf of his crew. The presentation was made during a ceremony aboard the ship while she was in Long Beach.

Yorktown (CVS-10)

Sea trials occupied much of the time of *Yorktown* crewmen as the ship was readied to leave the Long Beach Naval Shipyard after a lengthy overhaul. Ammunition loading at Seal Beach and refresher training were next on the ship's schedule.

Coral Sea (CVA-43)

Personnel of VAH-2's Det. 43 have captured the first prisoner taken aboard *Coral Sea* during the ship's current combat cruise—and there was a lot of fuss and feathers before he

was safely in custody. The prisoner is a scrappy screech owl, discovered in the wheel well of the detachment's A-3 *Skywarrior* and retrieved by AMH3 T. J. Morgan who, in the face of fierce resistance, donned headgear and gloves to capture the fast-flying, feathered intruder.

How the feathery felon got into the wheel well and aboard *Coral Sea* is still a mystery, and the prisoner has answered intensive interrogation by the detachment's air intelligence officer, Ltjg. Jerry Agee, with nothing more than an owl-like stare.

Constellation (CVA-64)

As their carrier operated off the coast, *Constellation* pilots were launched on a variety of strikes over North Vietnam—including missions against a major POL storage area in Haiphong, the nearby Cat Bi airfield and the Thi Long railroad bridge.



ATLANTIC FLEET

Essex (CVS-9)

BR3 William A. Wolff III received the Navy Commendation Medal, in a ceremony held aboard *Essex*, for heroic action in which he helped rescue at least 50 persons during a fire in a private building in Boston.

Wolff's C.O., Captain John A. Harkins, pinned the medal on the petty officer during the ceremony held at morning quarters. The action for which Wolff received the medal occurred January 28, 1966, when he rushed to the building after hearing an explosion, assisted in leading numerous victims to safety from crushed automobiles, buildings and a basement engulfed in flames, and rendered first aid until firemen arrived. Finally overcome by smoke, he required hospitalization for treatment.

F. D. Roosevelt (CVA-42)

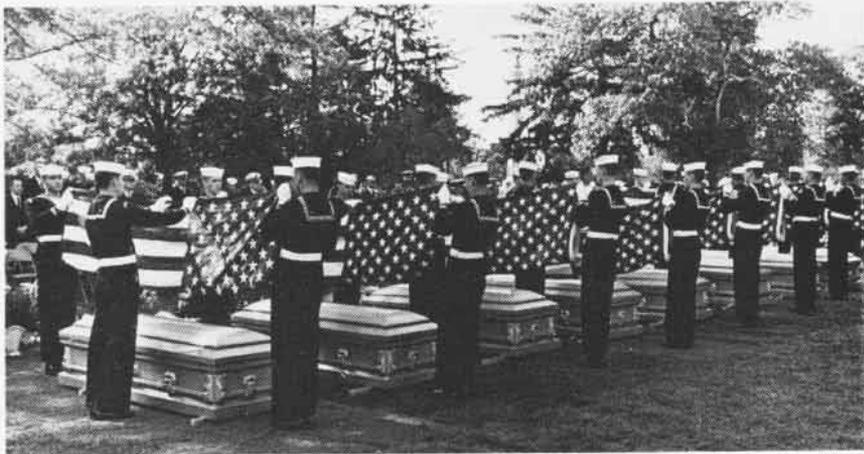
FDR pulled into Naples, Italy, for a five-day stay, during which she relieved the carrier *America* to officially start her "duty time" with the Sixth Fleet in the Mediterranean.

Both Vice Admiral Charles T. Booth II, ComNavAirLant, and Vice Admiral W. I. Martin, ComSixthFlt, visited the carrier after she arrived in the Med.

VF-14, one of the squadrons assigned to CVW-1 aboard *FDR*, has laid claim to three of five awards presented to air wing squadrons and personnel as part of an established competitive program. VF-14's awards include the Air Wing "E," presented to the squadron demonstrating the highest degree of readiness and performance; the "OK-3," given for outstanding performance in carrier operations; and the individual "OK-3," given to Lt. Fred Hinchliffe III for having the best landing record of the entire wing.

Independence (CVA-62)

Eight years and eight months after he reported aboard *Independence* as an FN, MM1 Harold Moore walked across the after brow for the last time—bound for some well-earned shore duty at NAS Glynco, Ga. Moore was the last member of the



FORRESTAL crewmen, killed in the fire and explosions that struck the ship off Vietnam, are interred at Arlington National Cemetery. Families, shipmates and officials attended services.

original *Independence* crew to leave the carrier, and now there are no "plank owners" aboard.

Forrestal (CVA-59)

Col. Harlan Sanders, founder and president of the Kentucky Fried Chicken Co., presented a check for \$500 to Captain R. B. Baldwin, C.O., to include in a memorial fund.

The memorial fund, which was started by *Forrestal* men, will provide money for the education of the children of crew members who died in the fire and explosions that struck the ship while she was off Vietnam.

Col. Sanders' contribution brought the total in the fund to \$25,773.89.

Although most of the men killed in the fire were covered by a government life insurance policy, *Forrestal* men felt any financial assistance would lighten the burden on wives and children who lost husbands and fathers. Donations to the fund may be sent to: *Forrestal* Memorial Trust, Box 3000, Norfolk, Va., 23514.



'OK-3' award is presented to Cdr. J. H. Koach, VF-14 C.O., by RAdm. V. G. Lambert.

Randolph (CVS-15)

Red, yellow and green balloons bounced across the deck. In the passageway, a *WAVE*, obviously not up on her nautical terminology, collared a *Randolph* crewman and asked, impatiently, "Where's the ladies' restroom?" Indicating the crying little girl she held in her arms, she added quickly: "For her, not me." She and the child were escorted to the medical department and the proper space.

In one of the ship's ready rooms, in seats normally occupied by pilots, children watched an Indian creep stealthily across a movie screen. In another ready room, baby cribs contained the usual contents found in baby cribs—and many of the contents were not happy with the situation and were letting hospital corpsmen in attendance know they were not happy.

Elsewhere, a gruff-looking master-at-arms was having his problems. He was trying to order—albeit gently—a small boy to stop crying. The child, not being a sailor, ignored the commands and went right on crying.

All the children were dependents of *Randolph* men whose wives are members of the ship's Enlisted Wives Club. The wives were holding their monthly meeting in the crew's lounge, so *Randolph* sailors were happy (it says here) to baby-sit. The youngsters munched on cookies, cried, played catch with balloons, cried, made numerous trips to the head—and cried.

Finally, shortly after noon, the meeting broke up. Weary *Randolph* sailors surrendered the children to their mothers and hung their tear-soaked uniforms out to dry.

200,000

Arrested Landings



By Ens. Bruce M. Hass, USN



THE NAVY'S "landingest" aircraft carrier has reached a new high in her career of bringing more aircraft aboard than any other CV in the Fleet.

Arrestment number 200,000 has been logged by the USS *Lexington*.

Piloting the ship's own C-1A *Trader*, her C.O., Captain Edward W. Gendron, set the new mark with an arrested landing made while the ship operated off the coast of northwest Florida. LCdr. Charles M. Brune, the ship's CIC officer, was copilot.

To accomplish the record, *Lex* crewmen have been landing pilots at a phenomenal rate as their ship fulfills her mission as the Navy's primary training carrier.

Basic Naval Aviation students are "carqualed" aboard the ship one week a month, advanced pilots from Corpus Christi land during another week and Fleet pilots are "trapped" the next.

LEXINGTON'S C.O., Capt. E. W. Gendron (right, above), LCdr. C. M. Brune (left) and aircrewman AE2 G. D. Johnson mark ship's 200,000th arrested landing, made in C-1A *Trader* as the CVS operated off Florida coast. In photo below, *Lex* crewmen spell out magic number on the flight deck after hearing their Captain honor them for feat (right). *Lex* X.O., Cdr. F. H. Brown, congratulates skipper (below, right).



ICING

MOST OCCURRENCES OF AIRCRAFT ICING ARE THE RESULT OF ENCOUNTERING SUPERCOOLED WATER DROPLETS. IN THIS LIQUID STATE, THE TEMPERATURE OF THE DROPLETS MAY BE AS COLD AS MINUS FORTY DEGREES FAHRENHEIT.



SUPERCOOLED WATER DROPLETS VARY IN SIZE, BUT ALL CONSIST OF NEARLY PURE WATER. IF THE DROPLET IS DISTURBED OR AGITATED, SUCH AS BY IMPACT ON AN AIRPLANE, THE TEMPERATURE BALANCE IS UPSET, AND THE WATER DROPLET IMMEDIATELY TURNS TO ICE.



THERE ARE TWO BASIC TYPES OF ICE: CLEAR ICE AND RIME ICE. CLEAR ICE FORMS AT TEMPERATURES NEAR ZERO DEGREES CENTIGRADE. IF THE WATER DROPLETS ARE VERY LARGE, THE FREEZING PROCESS MAY BE SUFFICIENTLY SLOWED TO ALLOW THE DROPLETS TO EXTEND OVER A LARGE AREA BEFORE FREEZING.

AT VERY COLD TEMPERATURES, MOST DROPLETS ARE TINY, AND WILL FREEZE ON IMPACT. BECAUSE OF THIS QUICK-FREEZE PROCESS, AIR BECOMES TRAPPED AND CAUSES RIME ICE TO HAVE THE CHARACTERISTICALLY WHITISH-OPAQUE APPEARANCE.



ICE WILL FORM MORE READILY ON PARTS OF THE AIRCRAFT HAVING A SMALL RADIUS OF CURVATURE, SUCH AS THE LEADING EDGE OF A WING OR TAIL, AIR-INTAKE EDGES AND ENTRY GUIDE VANES OF JET ENGINES.



HEAVY ACCUMULATIONS OF ICE ON THE ENTRY GUIDE VANES OF A JET CAN, BY BLOCKING, RESULT IN EXCESSIVE TURBINE TEMPERATURES AND MORE THAN LIKELY CAUSE TURBINE FAILURE.



CarDiv 9 JO Wins Award Wood is 'Journalist of the Year'

His outstanding work as the only enlisted Navy reporter covering the tragic fire aboard the USS *Oriskany* and his all-around capabilities in Navy public affairs have earned for JOC Richard W. Wood, ComCarDiv Nine staff, the honor of being named "Journalist of the Year" in the third annual Silver Anchor Awards.

The Silver Anchor Awards are sponsored annually by the Sea Services Editorial Association and the Armed Forces Writers League. The program is designed to provide recognition for

deserving editorial and public affairs personnel in the Navy, Marine Corps and Coast Guard.

At the same time they announced the selection of Wood as "Journalist of the Year," Silver Anchor officials also released the names of winners in the "Individual Writing" category.

In this phase of the competition, entries that were originally printed in *Naval Aviation News* placed in six positions, including one first place in the contest's Pictorial category. Several other Naval Aviation-oriented stories and/or photographs, appearing in other publications, also were cited by the judges for the competition.

JOC Wood and the rest of the CarDiv Nine staff were embarked in *Oriskany* when fire broke out in the hangar deck October 26, 1966, as the ship operated off Vietnam. When he learned that all members of *Oriskany's* enlisted public affairs staff had been killed, Wood took on the duties of reporting all phases of the accident, and provided assistance to the ship until she returned to the U.S. for overhaul. He was nominated for "Journalist of the Year" by Ltjg. Melvin W. Klein, assistant public affairs officer for Carrier Task Force 77.

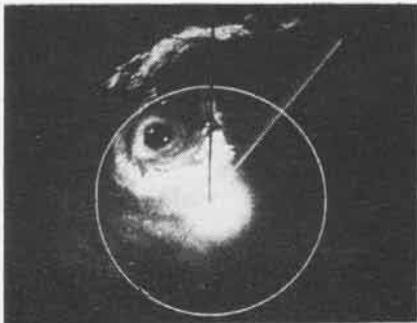
Wood's assignment to the CarDiv Nine staff was his first since leaving a TAR billet at NAS TWIN CITIES, Minneapolis, Minn., to return to the regular Navy. A veteran Navy man, he first enlisted in WW II.

In addition to naming Wood for top honors, the Silver Anchor judges also selected several runners-up for "Journalist of the Year." One of them was JOC John D. Burlage, NANews.

Besides being selected as "Journalist of the Year," Wood won in two categories of the "Individual Writing" segment of the competition. His story, "Last *Oriskany* Man Rescued Tells of 5½-Hour Nightmare," won in the News (General) category. The story appeared in *Navy Times*, December 7, 1966. Still another of Wood's stories on the fire, "Those Kids Have Guts," won first place in the Military Life (Combat) category. It ran in *Our Navy*. Wood's winning entries won him a portable typewriter and a special plaque, presented by *Navy Times* and the Leatherneck Association.

NANews authors whose stories and/or photographs in the magazine placed in this portion of the contest included JO1 Rick Williamson, fifth place, Military Life (Non-Combat); PHC William M. Powers, second place, Pictorial (Photo-Features); JOC Robert D. Moeser, fifth place, Pictorial (Photo-Features); Scot MacDonald, tie for a sixth place, Features (Technical); JOC Burlage and JO1 Jim Teague, second place, Features (General Interest); PH1 Jean C. Cote, first place, Pictorial (Single Photo); and AN J. H. Perkins, fourth place Pictorial (Single Photo).

Other authors whose stories on some aspect of Naval Aviation placed in the competition included JO1 Don Rhamy, JO3 John Bates, PH3 Thomas M. Putnam and SN David K. Sturges.



PERSONAL GLIMPSES

Editor's Corner

HURRICANE BEULAH EYE BY VW-4

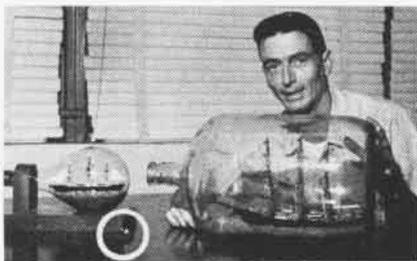
Guess Who? A combat-hardened veteran of many missions over North Vietnam, "Whiskers" is the oldest A-4C aboard the USS *Intrepid*. Now teamed up with VA-34 aboard the *Fighting 1* after completing a tour aboard the *Bon Homme Richard*, "Whiskers" has been through months of combat, often flying three missions a day in all kinds of weather. On the fuselage, the name "Whiskers" is lettered over a drawing of a bearded character who somehow seems familiar.



THE ICEMAN COMETH. Emerging from a year's tour with VX-6 at remote McMurdo Station on the vast reaches of the ice-covered continent of Antarctica, beard-bedecked ET2 David Northrup greeted his parents at New Zealand's Christchurch airport. For Mr. and Mrs. Ralph T. Northrup, Royal Oak, Mich., seeing their son again was the highlight of a trip that began when they sailed from Los Angeles on a South Seas cruise. What did David miss most during his year at McMurdo? Green grass, trees and, oh, yes . . . girls.



Chief Bottler. Ten years ago, curiosity led CEC Terry L. Smith of NAS ATLANTA to find out how people put model ships inside bottles. Without any special research or advice, he developed tools and instruments. To solve the toughest trick, getting large objects through small bottle-necks, he developed a method of splitting the hulls for assembly in the containers. In ten years, Chief Smith has built ships in glass containers ranging in size from a flashlight bulb (circle) to a five-gallon jar.



R.F.D. AT SEA. For submariners, who are sometimes away for extended periods, hankering for newspapers and periodicals, VP-24 now regularly performs what is popularly called "the Orphan Annie Run" for men of the silent service. A watertight canister, packed by the *Batmen*, is dropped from VP-24's land-based, multi-engine, turboprop *Orions* to submarines far out at sea. It is reassuring to know that everyone everywhere, including submariners, can read current editions of NANews.



Great Expectations. At the time fledgling Ens. Russell G. Gilmore joined VF-19, the first FSF *Bearcat* squadron, he also became the father of a baby boy. Now, 20 years later, Ray D. Gilmore II follows in his father's steps. Recently, Commander Gilmore, operations officer, ComFAir Quonset, swore his son into the Naval Aviation Officer Program, appropriately enough, aboard a Grumman *Bearcat*. Ray is now attending school at the University of Rhode Island, but he looks ahead to starting flight training next summer and in 20 years, who knows . . . ?



Subject	Issue	Page	Subject	Issue	Page
Safety	Oct	2	Weapons training complex (Puerto Rico)	Apr	24
VT-28 (safety)	Apr	2	Weather (monsoons)	Oct	14
S-2 record	Dec	13	Weather awards, 1966	Sep	2
VW-4			Weathergrams		
Hurricane Hunters	Jun	26	Atmosphere	May	38
New designation	May	2	CAT	Aug	38
VX-6			Coriolis effect	Sep	38
Antarctic fly-in	Aug	18	Dew point	Oct	38
Assists expedition	Mar	6	Hail	Nov	38
Parachute record	Mar	6	Icing	Jun	38
VX-8 (established)	Sep	2	Lightning	Dec	36
Squadrons, Marine			Mountain wave	Jul	38
Headquarters Squadron, FMFLant (safety)	Aug	37	Subsidence	Mar	38
HMH-461 (gets CH-53A)	Feb	17	Subsidence inversion	Feb	38
HMMT-302 (commissioned)	Jan	24	World WX center	Apr	38
MHTG-30 (one year old)	Mar	25	Weather service command established	Jan	38
VMA(AW)-533 (to Vietnam)	Jun	3	Weather station (Constellation)	Sep	38
VMCJ-1 (SecNav commendation)	Mar	2	Weather unit cited (Midway unit)	Oct	16
VMFA-122 (record)	Feb	23	Weather watchers on Hancock	Aug	3
VMFA-513 (record)	Jan	40	Weather, western Pacific	Jun	36
VMGR-252 (safety)	Oct	26	Wide Eye (new camera)	Oct	14
VMO-5 (activated)	Feb	16	Wings (new)	Jan	22
Strike motion pictures	May	10	WW I Naval Aviation (see Naval Aviation in WW I)	Jun	2
Supply, computer system	May	25	X-ray stand	Apr	14
Supporting arms control center	Oct	37			
Survival at sea	Dec	20			

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Tailhook reunion	Dec	3
Target site (McMullen County)	Jul	24
Television, airborne in Vietnam	Apr	15
Three generations of Naval Aviators	Nov	40
Towers, Adm. John H.	Jan	6
Training		
2B21 trainer	Mar	24
A-6A (Whidbey)	Jun	11
Advanced study program	Apr	16
Aeronautical sciences	Jun	3
AEW course at Glyco	Apr	3
Aviation support equipment technician	Mar	6
Corair II	Apr	14
F-4B trainer	Nov	2
P-3A weapons trainer	Sep	37
Radio (airborne)	Feb	2
Redeye (Marines)	Jan	23
SAR	Mar	23
SAR pilot	Jun	17
Sea survival	Jun	20
Student response monitor	Dec	20
Summer reserve program	Apr	27
TC-4C (used as A-6A trainer)	Nov	33
TC-4C (used as A-6A trainer)	Feb	17
VR-21 Alaska flights	Nov	38
Weapons training complex	Apr	24
Transponder, IFF	Jan	3
Turbulence study (Johnsville)	Apr	37
TV (closed circuit in aircraft testing)	May	38
In Vietnam	Apr	15

U-Z

Vanadium alloy (new)	May	9
Vietnam		
ACV's on coastal patrol	Jan	27
Airlift, MAC channel	Jan	18
Bombs in Tonkin Gulf	Feb	12
Cap Chao bombings	Jan	25
HC-1 flies UH-1B's	Jan	26
Marines	Oct	20
Receive NUC	Jul	3
Strike motion pictures	May	10
Three-carrier strikes	May	12
Warner, Capt. Spencer H. (Seth)	Mar	7
Waves		
Completes survival training	Jul	37
Joins VF-126	May	2
Naval Reconnaissance and Technical Support Center	Jul	10
25th anniversary	Jul	5
VP of Aerospace Medical Association	Jul	40

Joint Service Provisioning Spare Parts Conference is Held

The Aviation Supply Office, Philadelphia, Pa., which provides spare parts and component support for Navy and Marine aircraft, recently took part in a tri-service provisioning conference.

The conference, first of its kind, was held to determine the needs of the services in support of a receiver-transmitter.

In the past, the same spare part or component needed by the Navy, Army and Air Force would be the subject of three separate provisioning conferences. By holding only one conference, substantial savings both in time and money will be realized.

NAVAL AVIATION FILMS

The following motion picture films are among the latest released by the Film Distribution Division, U.S. Naval Photographic Center. They should be of particular interest to personnel in Naval Aviation.

MN-10127B (unclassified): *Basic Aerodynamics—Total Drag and Drag Equation*. Drag component of aerodynamic force and co-efficient of drag (23 minutes).

MN-10289 (unclassified): *Pilot Familiarization—Approach Power Compensator*. How the system operates on carrier approaches (15 minutes).

MN-10354 (unclassified): *Recognition of the F-4 Phantom Aircraft* (10 minutes).

MN-10467 (confidential): *SUU-40/A Ejector Set, Flares, Aircraft (U)*. Handling, loading, maintenance and safety precautions (U) (23 minutes).

MN-10296A (unclassified): *T-2 Formation Flying—Parade Formation*. Basic techniques for flying parade formation (15 minutes).

MN-10296B (unclassified): *T-2 Formation*

Flying—Four-Plane and Cruise Formation. Basic techniques for flying in formation with four planes and flying a cruise formation position with two planes (18 minutes).

MN-10300A (unclassified): *Survival and Evasion in Southeast Asia—Short Term Evasion*. How to assess the situation, plan and carry out evasion tactics after ejection over enemy territory when rescue by helicopter is likely in a short time (16 minutes).

MV-10453 (unclassified): *The HC-130 Recovery System—Surface to Air*. How the system, in flight, can pick up downed pilots through special equipment air-dropped to them prior to rescue. Explains the system's components, assembly and preparation procedures. Role of rescue crew in making the pick-up and reeling the towline. Also demonstrates the two-man pickups and operations at night and over water (27 minutes).

MC-10456 (unclassified): *Big, Tough and Fast*. How the CH-53A helicopter is utilized for transporting vehicles, artillery, troops, damaged planes and 'copters, and the wounded; also, how it is stored aboard a carrier (10 minutes).

Instructions for obtaining prints of newly released films are contained in OPNAV Instruction 1151.1D.

LETTERS

Aircraft Designation Charts

Sirs: Some time ago, *Naval Aviation News* made available a wall chart entitled "U.S. Aircraft Designations." I found this compilation tremendously useful, but the sheet is dated October 1965. Is there any chance that NANews will bring this up to date?

E. M. MILLER

4819 Ninth Street North
Arlington, Va., 22203

† The answer is Yes. Hot off the press is the up-to-the-minute listing of "U.S. Naval Aircraft Designations," dated September 1967. This is the second revision of the popular feature which had its first run in NANews in the December 1962 issue. The charts are available, in quantity, upon request.

Forrestal PAO Staff

Sirs: Your article in NANews, concerning the fire aboard USS *Forrestal*, was well-written and the most accurate thus far. I would like to point out, however, that the members of my staff—whom you did not name—consisted of JO1 Bob Caskey, JOSN Jim Tobler and JOSN Ted Beitchman. All of them did an outstanding job during and after the fire.

Also, we were augmented—thankfully—by the CTF 77 mobile feature team. Their assistance was tremendous. The team consisted of Lt. Doug Strole, JO1 Jim Lea and JOSN Marion Fleet. In addition, we had on board Lt. Gary Phillips of the CTF 77 staff, who was to assist us in our initial PAO output. Once we arrived at Subic Bay, PAO's and JO's throughout the area rallied and provided us with valuable aid at a time when our shop was swamped with newsmen. A total of 49 media representatives was aboard within three days after the fire.

DAVID A. ROSOW, LTJG., USNR
Public Affairs Officer

USS *Forrestal*
FPO New York, 09501



**SQUADRON
INSIGNIA**

Heavy Attack Squadron Eight returns this month to NAS Whidbey Island from a combat cruise aboard USS Constellation. VAH-8 claims a new refueling record: the transfer of over one million gallons of jet fuel to combat aircraft of Carrier Air Wing 14. The 'Fireballers,' led by Commander T. P. Stewart, fly the KA-3B Skywarrior.





NAVAL AVIATION

NEWS

BORN FREE . . .

. . . to fly the oceans of the world. And so it is with Naval Aviators. Today these dedicated men regularly place their lives on the line so that we may all enjoy the continuing benefits of the freedom that is our birthright. Throughout this troubled world, Navy pilots are launched on missions so that, hopefully, all mankind will find peace in the year ahead.