

NAVAL AVIATION

NEWS



49th Year of Publication

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Phantom Fudd

You think the ungainly old Willy Fudd (E-1 Tracer) would never frighten anyone? Don't talk to the midwest housewife who spotted one being ferried cross-country and immediately called the Air Force and said, "I just saw a flying saucer steal one of our airplanes." Her alert sparked another UFO investigation. See the photo above. If that's not a WF's ghost, nothing is.

NAVAL AVIATION NEWS

Vice Admiral Thomas F. Connolly
Deputy Chief of Naval Operations (Air)

Rear Admiral David C. Richardson
Assistant Deputy Chief of Naval Operations (Air)

Captain Paul Jayson
Head, Aviation Periodicals and History Office

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Cybernetics in action at the Naval Air Rework Facility at North Island is proving the value of using robots to do intricate jobs. For the thoughtful reader, the article suggests the possibilities and advantages of automation.

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The new automated Individual Flight Activity Reporting System, to be called IFARS (eye-fars), is a way to develop information about each pilot which will be complete, up-to-date, and accurate.

THE STAFF

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■ COVERS

Shot of one of VA-27's Corsair II's, with Sidewinder on pylon, is the work of Arthur L. Schoeni. Photo (above) of E-1B on the USS Bon Homme Richard was taken by Chief Journalist Robert D. Moeser, USN.

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NAVAL AVIATION NEWS

Naval Fliers Win High Honors Annual Awards Ceremony at Corpus

At NAS Corpus Christi, Texas, three Naval Aviators and one Naval Flight Officer were honored at the annual awards ceremony of the Naval Air Training Command.

LCdr. Kenneth A. MacGillivray of VA-44, NAS Cecil Field, Fla., was awarded the coveted David S. Ingalls Award as the Naval Air Training Command's top flight instructor of the year. He was formerly a flight instructor at NAAS Meridian, Miss.

The Ingalls award, sponsored by the Pensacola Council of the Navy League of the United States, is based on the recipient's performance of duty and his officer-like qualities—leadership, character, and personality. William S. White, president of the Pensacola

chapter of the Navy League, made the presentation.

The David S. Ingalls Runner-up Award went to Capt. Duane A. Willis, USMC, attached to VT-22 at NAAS Kingsville. He was adjudged second to LCdr. MacGillivray. Prior to reporting to VT-22, he served with VMF(AW)-212 in Vietnam where he flew 105 combat missions in the F-8.

The Admiral Thurston H. James Memorial Award was given to Ltjg. Harry Lee Piper of Carrier Airborne Early Warning Squadron 13, Detachment 64, aboard the USS *Constellation*. The award, made annually to the outstanding graduate of the Naval Flight Officer program, was presented to Lt. Piper by Admiral Joseph J. Clark, USN (Ret.). The award, sponsored by the Naval Order of the United States and named for the or-

der's late Commander General, is made on the basis of flight officer proficiency, academic achievement and officer-like qualities.

Lt. Piper, an avionics officer, flies in the EKA-3B as an electronics countermeasures operator/navigator.

The fourth officer to be honored was Ltjg. David G. Perkins III who received the Orville Wright Achievement Award. The award, given semi-annually to one outstanding flight student in each military service, is based on flight efficiency, academic achievement, officer-like qualities. Lt. Perkins completed his Navy pilot training in September 1967.

Lt. Perkins' award was presented by Brigadier General James P. Newberry, USAF (Ret.), a representative of the Order of Daedalians who sponsor the award. The award consists of a two-year membership in the Order of Daedalians, a scroll with carrying case, and a gold Daedalian lapel button.

ARTHUR L. SCHGENI



IN THIS PHOTOGRAPH of an A-7D tactical fighter built for the USAF, eight 700-pound ordnance tanks are carried on six wing pylons. The USAF Corsair II is in production at the LTV Aerospace Corporation plant in Dallas. This first released photo of the A-7D was shot from the runway as Chief Experimental Test Pilot Robert Rostine sent the big plane skyward.

Golden Eagles Attend Reunion Meeting is Held at MCAS Cherry Point

The Early and Pioneer Naval Aviators' Association, better known as the Golden Eagles, held its 12th annual reunion at MCAS Cherry Point the third week in June.

The Golden Eagles were formed by a group of early Naval Aviators on a cruise aboard the USS *Forrestal* in September 1956. Its membership includes the first 400 men to become qualified for Naval Aviator wings and aviators who have contributed significantly to the advancement of Naval Aviation.

Hosts for this year's reunion were MCAS Cherry Point and the 2nd Marine Aircraft Wing. The 62 members attending visited facilities at the station and other Marine establishments in the area.

Proposal Request Issued on VFX

Responses Expected from Five Firms

A request for proposals on a new Navy Fighter aircraft, the VFX-1, has been issued by the Naval Air Systems Command in Washington, D.C., the command has announced.

A spokesman for the command said the request was issued June 21, and added that five contractors—Grumman, North American, Ling-Temco-Vought, McDonnell Douglas, and General Dynamics—are expected to respond.

"It is hoped that a contract for engineering development can be awarded by the first of next year," the spokesman said, "with the first flight of the VFX-1 following two years after contract award."

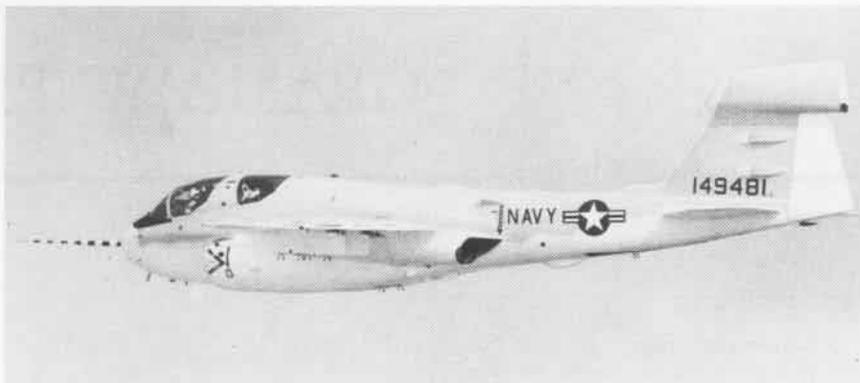
Background on the decision to issue the request, the command said, is as follows:

"In October 1967, Grumman Aircraft submitted an unsolicited proposal for the development of a new Navy fighter which would utilize the TF-30-P-12 engine and AWG-9 Phoenix missile control system. In November 1967, the Chief of Naval Operations directed the Systems Analysis Division (Op-96)... to determine the feasibility, advantages, and disadvantages of the Grumman proposal.

"As a result of the publicity given to Grumman's proposal in the press, the Commander, Naval Air Systems Command, advised other aircraft companies which had been actively working on meeting the VFAX requirements, that similar unsolicited proposals would be given consideration if submitted by December 31, 1967. These companies responded, allowing NavAir to present an evaluation of the composite concept to the Navy Fighter Study for consideration. The study group submitted its report on April 1, finding that the VFX would be a most effective weapon system.

"The generic designation of 'VFX' was assigned to the aircraft concepts being proposed. The VFX-1 would be a two-man, supersonic, carrier-based aircraft, probably incorporating variable sweep wings. A high percentage of titanium will be used to reduce weight and size.

"The TF-30-P-12 engine and AWG-9 weapon control system previously planned for the F-111B will be utilized. The follow-on VFX-2 would employ essentially the same air frame with minimum modifications to accommodate



THE NEWEST Intruder, the four-place EA-6B, completed its first flight in May at the Grumman Aircraft Engineering Corporation's Calverton, Long Island, facility. Don King, a company test pilot who flew the aircraft one hour and 45 minutes, declared the flight a complete success. The EA-6B is a twin turbojet, electronic aircraft for carrier and advanced base operations.

advanced technology avionics and engines.

"Both the VFX-1 and VFX-2 will be capable of carrying Phoenix, Sparrow, and Sidewinder missiles as well as a variety of air-to-ground weapons. A reconnaissance version, 'RFX,' is planned for introduction in the mid-1970's to replace the RF-4B and RA-5C aircraft."

CH-46D Flown Cross Country

Trip Made in Less than 20 Hours

A Navy crew from HC-6, NAS Norfolk, recently ferried a Marine Corps CH-46D from Philadelphia to El Toro, Calif. With four fuel stops, the first-time coast-to-coast flight for the *Sea Knight* was made in 19 hours and 50 minutes. Actual time for the 2,380-mile trip was 18 hours.

The flight demonstrated the ability of the *Sea Knight* to deploy long distances. Two 250-gallon internal tanks installed in the cabin permitted the helo to fly for more than five hours without refueling.

Pilots for the flight were LCDrs. J. W. Hedges and D. E. Blish, and Lt. T. H. Hoivak. ADJ1 James J. Donnelly was crew chief.

Anniversary for the Sixth Fleet

Officially Established 20 Years Ago

On June 1, 1948, the title of Commander, Naval Forces, Mediterranean, was changed to Commander Sixth Fleet.

Today this Fleet consists of 50 ships, two of which are aircraft carriers, and has many significant responsibilities. The present Commander Sixth Fleet, Vice Admiral William I. Martin,

is also Commander Naval Striking and Support Forces, Southern Europe, a NATO force. Over 50 percent of the Fleet's exercise time is spent in NATO and bilateral exercises. Admiral Martin's flagship, the USS *Little Rock*, is home-ported in Gaeta, Italy.

Keel for USS Nimitz is Laid

June Ceremony Held at Newport News

On June 22 at Newport News, Va., ceremonies were held for the laying of the keel of the USS *Chester W. Nimitz* (CVAN-68), the Navy's second nuclear-powered aircraft carrier. The principal address was delivered by Senator Henry M. Jackson of Washington. He authenticated the keel by hammering a die into a 30x32-foot steel commemorative plate.

Host for the occasion was Mr. Don Holden, President and Chairman of the Board of the Newport News Shipbuilding and Dry Dock Company.

A special guest was the son of the late Fleet Admiral Nimitz, Rear Admiral Chester W. Nimitz, Jr., USN (Ret.). The Secretary of the Navy was represented by the Honorable Charles A. Bowsher, Assistant Secretary of the Navy (Financial Management).

Others attending were Admiral E. P. Holmes, CinCLantFlt.; Vice Admiral Thomas F. Connolly, DCNO(Air); Vice Admiral C. T. Booth, ComNavAirLant, and Vice Admiral Hyman G. Rickover, Deputy Commander for Nuclear Propulsion, Naval Ships Systems Command.

The carrier, with a length of 1,092 feet, will have a 95,000-ton, full-load displacement and be powered by two nuclear reactors which will not need refueling for 13 years.



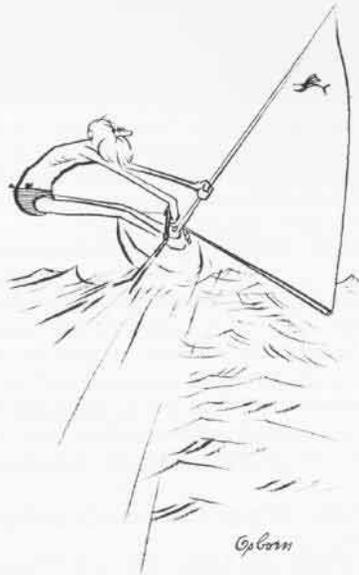
GRAMPAW PETTIBONE

Not Specifically

After completing a routine hour and 45-minute training flight, the *Vigilante* pilot came back to the home field and executed two practice GCA approaches without touching down. Light rain was encountered on the first pass, but it ceased after that.

Final landing clearance was issued after the second pass. The tower reported a wet runway with braking action unknown. The approach was routine and the RA-5C touched down at 135 knots on centerline. At approximately 90 knots, after passing the arresting gear, the pilot carefully applied brakes. Almost immediately the port tire blew and the aircraft began to veer to the left. Nosewheel steering and starboard braking corrections were ineffective. Heavy starboard braking caused the starboard tire to blow as the *Vigilante* continued to angle toward the left edge of the runway and entered the mud at 5,400 feet from touchdown.

As the port gear stopped, the air-



craft pivoted to the left and when the nosewheel entered the mud, it sheared off. The nose impacted the ground and broke the fuselage at the reconnais-

sance attack navigator's (RAN's) cockpit. The starboard main gear remained on the edge of the runway and, as the aircraft came to a stop, the pilot instructed the RAN to "get out."

Not fully aware of the situation, the RAN blew the canopy and, noticing a large crack in the fuselage, immediately started to unstrap in anticipation of fire. Meanwhile the canopy, whose trajectory was near vertical, came back to earth and struck the port engine intake, three feet from the RAN.

Fortunately, there was no fire and the two occupants got out safely.



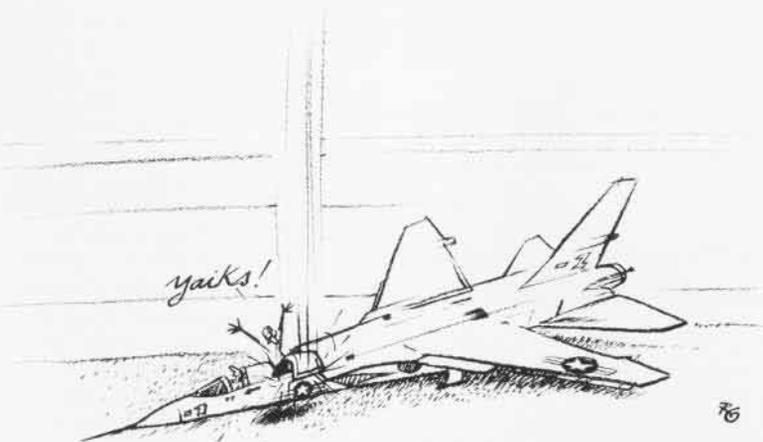
Grampaw Pettibone says:

Great horned toadies! Somebody could'a got hurt here. Although the lad in the rear seat knew better than to eject below 100 knots, I can see where the order to "get out" could be a little confusin'. In a situation like this, the fella up front could'a been a little more specific. He can be doubly thankful that canopy did miss by three feet.

Acrobatic Elephant

The night was VFR; conditions were excellent for night carrier qualifications on the big CVA deck. An EKA-3B received a technique waveoff, followed by an O.K. pass to a #2 wire trap and hot refueling. The same aircraft was launched again and flew a pass which wound up in a hook skip to a bolter. The A-3 flew normally until rolling into the groove for the next pass. The pilot noted the flight controls felt sluggish—as if they were losing hydraulic pressure. The normal response was to over-control, and this pass resulted in a bolter. The driver, upon informing the ship that he was having control problems, was directed to bingo to the beach (divert to shore station).

The *Skywarrior* driver retracted the hook and gear and made a starboard turn with full flaps at 1,000 feet. Flaps were retracted at 1,500 feet, and the climb continued to 3,000 feet at 220 knots. Then the aircraft snap-rolled



360° to the left. The pilot dropped the flaps again, added full right aileron and rudder, throttled back the starboard engine, and advanced the port to 100%. The big bird rolled to the left again. Midway through the second roll, the boost disconnects were pulled, 100% power was added to the starboard engine, and the command to bail out was given over ICS.

The third roll to the left resembled a barrel roll with a scoop out to 600 feet. During this last maneuver, the navigator unstrapped and climbed into the overhead hatch he had blown open. Although the pilot felt he had regained control and countermanded his order to bail out, the navigator already had unplugged his radio cords and exited thru the upper hatch. (This fortunate young man bumped along the upper fuselage, endured a glancing blow from the vertical stabilizer and, suffering no more than minor injury, parachuted safely to the water.)

Meanwhile the pilot managed to restore the big bird to normal flight, established a climb and, passing 5,000 feet, retracted the flaps. He then aimed for the divert field. At 12,000 feet with 2,200 pounds of fuel remaining, he sighted the air station just as he crossed the coastline.

Once oriented over the field, the driver executed a very gentle left turn to the duty runway, dropped his flaps in quarter increments and held the airspeed between 175-185 knots. Touchdown occurred at 165 knots and, when he was firmly on the runway, he deployed the drag chute. He dropped the hook for the midfield arresting gear, but the hook failed to engage the wire. Braking action was good, and the A3 was stopped in ample time to turn off on the taxi strip. The pilot and the second crewman left the aircraft without incident. The aircraft had suffered no more than minor damage.

The navigator meanwhile, using his survival gear, was retrieved by the ship's helo and returned on board with only minor injury.



Grampaw Pettibone says:

Holy mackerel, that was some ride! Inspection of the aircraft showed failure of the bolt in the aileron actuating assembly to be the culprit which caused this fiasco. Old Gramps takes his hat off to this pilot for his cool head, skill, and professionalism. My only criticism is the navigator's exit through the overhead vice the laundry chute (emergency escape chute).



The Wrong Way

The day was essentially a beautiful one. Ceiling and visibility were virtually unrestricted. All in all, the bombing flight was a huge success right up until the final AF-9J of the group of five *Cougars* departed the pattern for home plate.

After completing his final pass, number five was going to join up with the rest of the flight but, owing to the sun's position, he was unable visually to regain contact. The lead aircraft notified him of the group's position and heading for the return to home plate. During this interlude, number five had some difficulty reading his instruments and selecting the correct heading. As a result, he shortly found himself lost and, having remained at 5,000 feet altitude, became aware he was using his reserve fuel at an alarming rate while aimlessly flying about trying to locate his position.

The wandering *Cougar* flier finally found himself (with the help of the nearest ARTC center) to be approximately 80 miles from his home station. As he was closer to a satellite field in the same training complex, he requested and was given vectors to this field. By the time he arrived at this

alternate, fuel remaining on board was a definite problem. To aggravate things further he found himself, when he received landing clearance, 180 degrees out of phase with the duty runway.

The situation was not improving at all and, encouraged by an extremely low fuel state, the distressed driver elected to land downwind. He dropped the arresting hook and made an uneventful downwind landing until such time as the hook engaged the arresting wire. Needless to say, the arresting gear was rigged for the duty runway and the chain, laid out as it was, had no difficulty at all in pulling the tail section from the *Cougar*. Fortunately, the *Cougar* pilot came through the entire ordeal with no injury, but the *Cougar* suffered overhaul damage.



Grampaw Pettibone says:

Great jumpin' Jehosaphat! If this don't take the booby prize, what will?

It appears to Gramps that when a junior birdman gets this far along in his training, his thoughts should be a little better organized. Secondly, the instructor responsible for the group should show a little more concern over his students' whereabouts.

This mishap proves one thing: *There ain't no substitute for experience.* This accident and whole comedy of errors would never have happened if the instructor had taken charge and expended some of his know-how.



NUMERICAL CONTROL Bridge to the Future

By Elretta Sudsbury



Not all robots hum, whirr, flash red lights and walk stiffly across the room. Part of the work at Naval Air Rework Facility, North Island, is done by robots which silently reach out steel hands holding various tools. Known as numerically controlled machine tools, they drill, grind, cut, and do other jobs in obedience to orders from eight-channel punch tapes of paper or mylar.

The facility at North Island moved into the area of numerical control (NC) in 1964 with the procurement of a Pratt & Whitney single-spindle "Tape-O-Matic" drill. This numerically controlled drill introduced a whole new family of machines which accept symbolic numerical values and translate them into action. NC offers quality, precision, speed, and economy. Almost every type of machine shop operation can now be performed by these tools of modern industrial technology.

The facility is one of the seven depot level rework activities operated by the Navy. Aircraft, engines, and components receive major rework at North Island. By using NC equipment, the rework of weapon systems is expedited without maintaining excessive stocks of high cost spare parts.

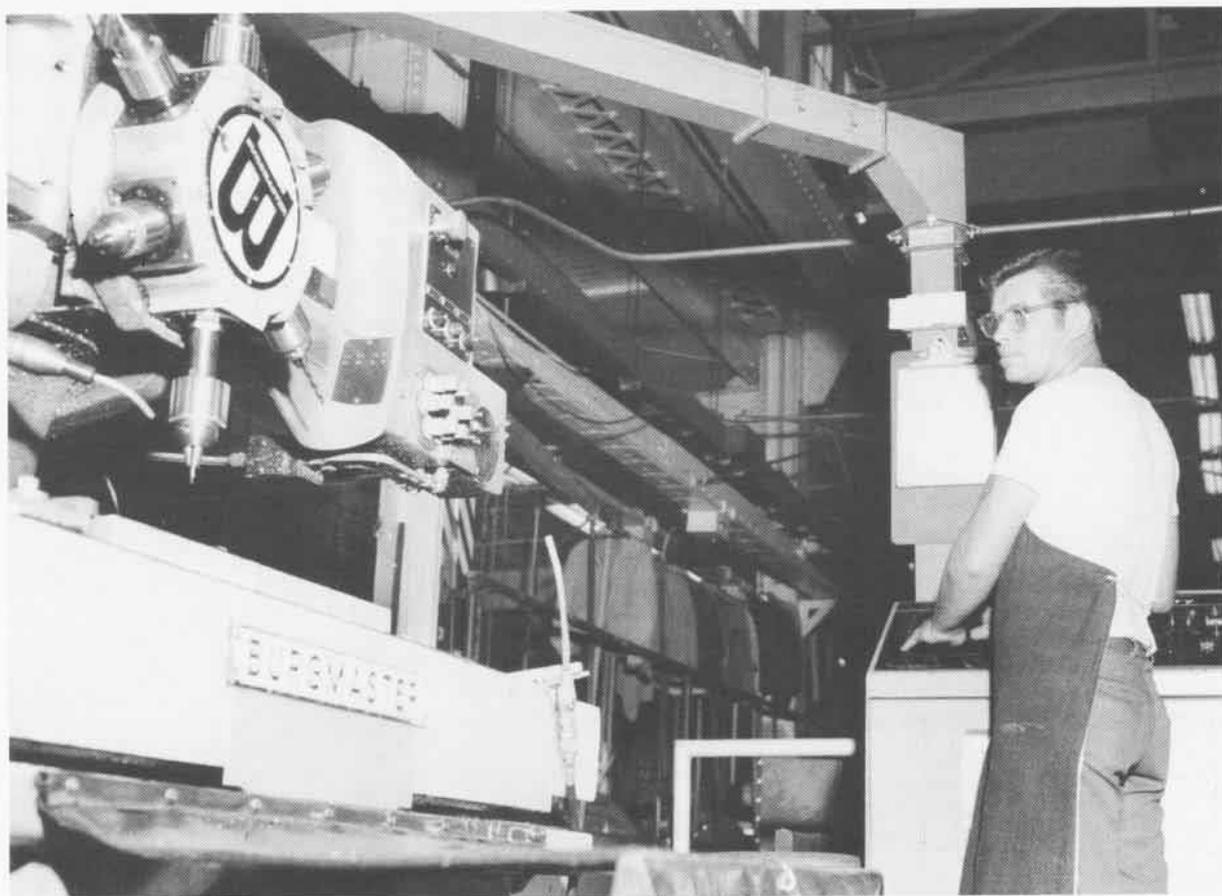
When the first NC machine, the Tape-O-Matic, arrived, both shop and planning personnel were challenged. Mr. James Hill, a former machinist and the first NC programmer on North Island, says, "We were excited over the idea of a tape-controlled drill and were eager to use it."

Many employees upon their own initiative enrolled in NC classes at the local colleges. Since San Diego is a center of the aircraft industry, the schools had kept pace with Rohr, Ryan and Convair by establishing NC indoctrination and programming courses before the Navy moved into NC.

The first part for which Mr. Hill wrote a program was a gear box shim for H-2 helicopters. The parts were



K. W. FIELDER revises tape made on Friden Flexowriter (opposite page). Above, the tape-controlled Milwaukee-matic milling center is shown in action. This highly complex and versatile NC machine can easily change and position cutting tools with lightning speed. Patricia Kerns (left) is operating the Tape-O-Matic single-spindle drill, while (below) G. A. Kuntz runs the Burgmaster six-spindle model turret drill.



successfully manufactured, and NC was on the road.

According to Mr. Wilford Oliphant, a leading machinist, "Our only complaint has been that we want additional machines faster than the plan provides. NC offers great advantages in production so we are anxious to expand the facility."

The second machine procured, a Kearney & Trecker "Milwaukee-matic" Model II milling center with General Electric solid state controls, was placed in operation in October 1965. The K&T's rotary tool magazine holds 30 tools; the spindle holds one. The automatic tool changer will switch tools in eight seconds. The tool selection device recognizes any of 961 different tools by means of code rings on the tool holders. A modification to the machine will expand its tool selection capability to 32,767 codes in the near future. The machine will do any combination of milling, drilling, tapping, reaming, boring and counterboring.

The difference between the Tape-O-Matic and the Milwaukee-matic was like that between kindergarten and college. The Milwaukee-matic was immensely productive: Between October 1965 and January 1968, it manufactured 24,719 parts.

A third machine, a Burgmaster six-spindle model turret drill with a General Electric solid-state, numerical positioning control, went into operation in June 1967. A W.A. Whitney Model 636 "Panelmaster" hydraulic fabricator with Westinghouse solid state controls, which began operating in April 1968, pierces, punches, notches, nibbles, and louvers. The metal fabricator will pierce large panels up to 60" X 120". A second K&T Milwaukee-matic milling center is being placed in operation this month. More NC machines are in prospect. According to Mr. H.F. Thomas, a facilities planner, by the end of 1972, the rework facility expects to have over 30 numerically controlled machine tools in operation.

At the present time, the NC equipment is operating 24 hours a day, six days a week. Each machine is producing at least four times as much material per hour as the comparable conventional machines. During the current peak workload, this increased capacity is vitally important.

Full numerical control requires three types of information: (1) general instructions to the machine as to direction of motion, start, stop, feed, re-

verse, and related orders; (2) numerical value of all operations, such as length of travel, speed, etc.; (3) auxiliary functions such as tool change, coolant "on" and "off," lubrication, etc.

The programmer describes the part and the sequence of operations to be performed in language he uses every day. The document he produces is called the manuscript or program. This is an over-simplification. The programmer, using APT (automatically programmed tooling) language, analyzes the design of the part in simple geometric forms, such as straight lines, circles, planes, cylinders, and ellipses; and describes the parts and motions to be made by the tool.

The program is sent to the data processing department at North Island for key punching, verification, and listing of data. The nearest government-owned computer which has the capacity to process APT language in support of NC at North Island is a Univac 1108 at Naval Weapons Center, China Lake. This computer, with pre-stored NC processor and post-processors, provides the necessary data for the machine tool/controller to produce the defined parts. North Island gets the program back in the form of an eight-channel punch paper tape and print-out.

The programmer checks it carefully, making whatever corrections are necessary by use of a Friden Flexowriter. He then feeds the tape into the NC machine. On the first test, he does not put metal stock on the machine, but simply "cuts air" to see how the program runs and makes further corrections. Then he is ready for a run. Usually the test part is made of aluminum even if the actual one will be steel. Once the validity of the program is established, a mylar duplicate of the paper tape is made and stored in the shop, ready for use when a work order is received.

All NC personnel do more than one job. The programmer not only writes the program but decides what tooling and holding fixtures are needed and designs these. The machine operator runs the machine and also serves as the tool setter for the job.

Savings in some NC jobs have been phenomenal. For example, a sway brace repair fitting for F-4 aircraft was produced in quantity for the Air Force. To manufacture the item with conventional machines would have cost \$575 each. Cost to manufacture one of these with NC equipment at North Island was \$80—and this included the program-

mer's labor.

Not all jobs are high volume. Recently, 12 very complex fittings for F-4's were programmed and produced in three hours each. These would have required 40 man-hours apiece if manufactured by conventional machines. Even with the programmer labor included, 194 man-hours were saved by doing the job with NC. At the same time, highly skilled machinists were available to do jobs which could not be done by NC.

Quality control is not automatic with the NC system. The inspector does not stop when he has checked the test part and found it acceptable. He checks the production runs on a sampling basis.

For the inspectors, the high speed at which items are produced has posed a problem. Their inspection must be fast or the speed of the machines will be wasted by inspection bottlenecks. More advanced measuring devices are needed; conventional tools are not adequate. A planned NC inspection center will enable inspectors to do their jobs quickly and accurately.

An automatic tape-controlled data handling system in support of all seven Naval Air Rework Facilities has been requested for North Island. It will be operated by the data processing department of the naval air station.

This computer would solve a looming side problem—that of tape storage and recovery. A type library, stored on magnetic tape, would meet the problem. Any tape needed could be selected from the memory bank of the computer, converted to punch paper tape and issued to the operator for one-time use.

Centralized use of a computer by the seven rework facilities is just one part of the cooperative plan involving NC equipment. The Naval Air Systems Command is standardizing as far as feasible the types of NC machines bought for the seven depots. At this time, each has a Milwaukee-matic milling center. Each has a very similar drill. Some sharing of tapes has already been done and more is expected.

The computer is not the ultimate. The future promises equipment which will eliminate the need for conventional programming. Even now there is equipment which can scan a sample part and provide input to the NC machine to manufacture duplicates. These and other advances in NC support equipment are in the future of the Naval Air Rework Facilities.

ABOVE AND BEYOND

Lt. John G. Griffith wrote the following article earlier this year. He served with VA-35 as a highly experienced A-6 bombardier/navigator. Trained as an architect, artist and journalist, Lt. Griffith has had his work appear in Naval Aviation News and other publications.

It often happens that when a serviceman finds he has been assigned to duty in Vietnam or in the Tonkin Gulf the first question he asks himself is, "Why me?"

But for 17 combat fliers, nominees for a total of ten Silver Star Medals and 68 DFC's, there was no such question in their minds when they returned to Southeast Asia for a second combat tour aboard the USS *Enterprise*. Rather, there was perplexity regarding the queries directed at them so often during their Stateside respite: "Why Vietnam? . . . Why you, again?" The questions themselves didn't bother them; it was the fact that people had to ask.

The role of the Naval Aviator and the Naval Flight Officer is unusual. Each is undoubtedly often envied by others in combat, because a Navy flier, at his own request, will be relieved of flying duties. Depending on the circumstances, such a decision will not endanger his career or opportunity for promotion. This freedom of choice to remove himself from the dangers of combat makes every flier a volunteer. Each man is flying and fighting because he feels that he should—not because he is forced to do so. So the questions—"Why Vietnam?" and "Why you?"—take on a different significance for Naval Aviators.

The attitude of Commander Glenn E. Kollmann is typical of that of the 17 *Enterprise* aviators. As skipper of the *Black Panther* squadron, he was shocked by friends who make those queries when they learned he was returning to combat. They looked for their own indirect answers, he said, by inquiring into military pay, retirement and fringe benefits and the opportunities of civilian positions which require similar skills. When this line was ultimately exhausted, Cdr. Kollmann said, his friends were compelled to take the tack they had wanted to take all along: "Well, if that's all true, why in hell do you stay in the Navy—just to start your second 100 missions over North Vietnam?"

"The first few times I was asked that question," Cdr. Kollmann said, "I was rather startled because I considered the friends to be well informed; I thought they had an appreciation of world affairs and national commitments.

"But it was such a frequent question, and apparently almost universal among civilians, that I am no longer shocked by it—just dumbfounded and disappointed; dumbfounded by their ignorance and disappointed by the failure of the attempts to educate the American public to the worldwide purposes and methods of Communism.

"The conversation usually ended in a philosophical discussion of morality because I was unable to provide a better explanation of my willingness to remain in a combat squadron."

Cdr. Kollmann described himself as a "pacifist by nature," but added that he never sought an excuse to justify

his presence in combat. "My reasons are simple," he said. "They are my moral obligation and commitment to our nation. I identify myself with the obligations of the United States to honor its commitments with foreign nations all over the world. To me, my duty here is as natural and as normal as accepting the responsibility for caring for my wife and children. It is my job, and I'm going to do it. I wouldn't ask someone else to do my job."

The other second-tour fliers in Cdr. Kollmann's squadron placed more emphasis on the personal aspects of their presence in the combat zone. "National commitments," "Communist aggression" and "political considerations" are phrases that have been mostly lost in the routine of daily combat missions. Missile sightings and flak concentrations now have become more common in the flier's vocabulary.

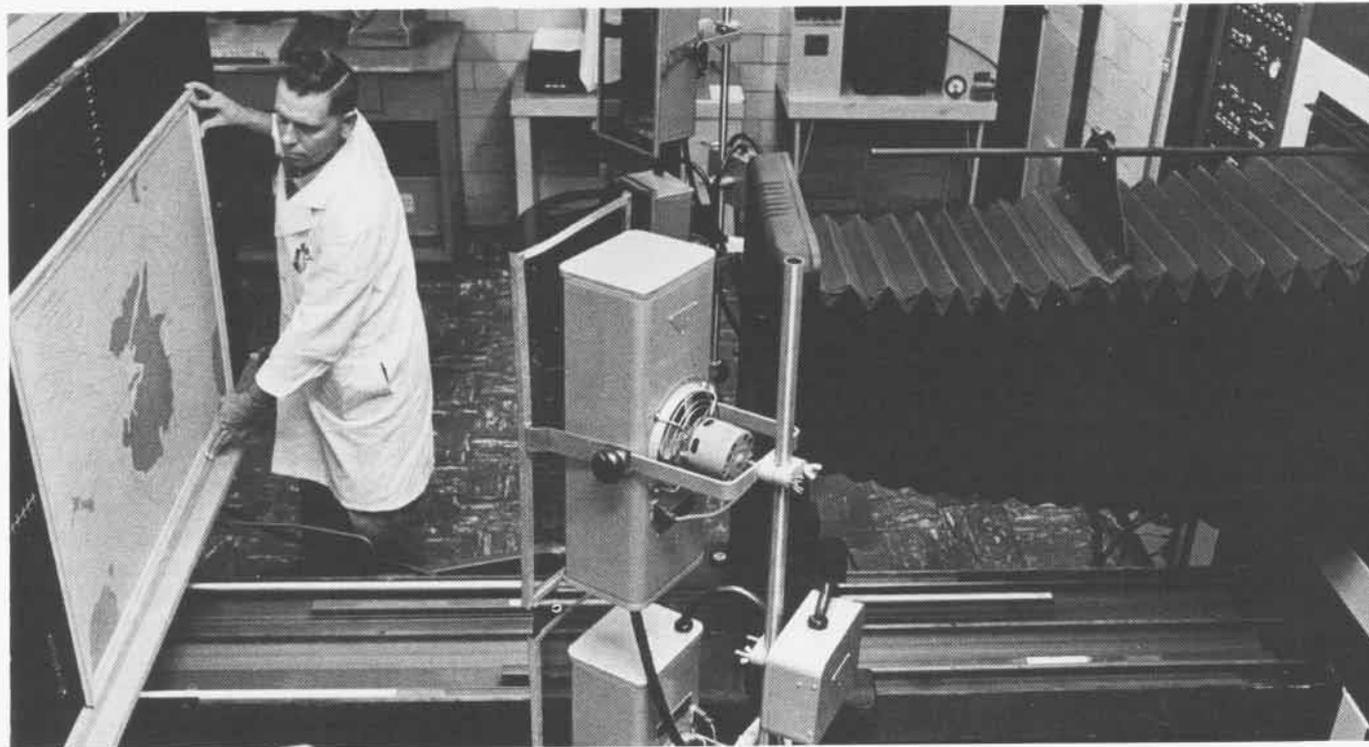
To these men, most of whom have flown more than 100 missions, the war is the immediate consideration. Bombs are dropped, missiles are fired, some aircraft are hit and others are lost. Each day and each flight is a complete event in itself. Few of the men make detailed plans for the distant future. At least one of these men said that he does not expect to return from the war. There probably are more who feel as he does.

A study of combat statistics indicates that three crews will be lost; six of the 40 aviators in the squadron will be captured or killed. They know that the six will not always be "the other fellow," but that is something which is never discussed. These *Intruder* fliers feel that Americans are trained and taught to be winners. In this peculiar kind of war, they are winning and morale is good.

To the 17 second-tour men in this squadron, the end of the combat period will be a personal milestone. Unless official policy is changed, they will become exempt from combat; they will not be ordered back to Vietnam. A Navy flier wins this exemption after two tours in Vietnam, or after he has been wounded twice or has had to eject from his aircraft twice. He also is excused from combat if he becomes an only surviving son because of the death of a brother in Vietnam.

Some have said, "I'm a professional," in speaking of their military service, but that outspoken attitude is normally a cover for their deeper feelings and a guard on their privacy of thought. After all the risks and objections have been considered, after each man has answered his own doubts, there is only one answer to why he is in Vietnam again: "This is my job. I believe in what I am doing. I can do it well. I will."

(Not long after Lt. Griffith wrote this article, the Commander-in-Chief, Pacific Fleet, presided over an awards presentation aboard Enterprise for VA-35. Admiral Hyland concluded his address by offering his condolences for the loss the preceding day of Cdr. Glenn E. Kollmann and his bombardier/navigator, Lt. John G. Griffith. One of the main objectives of the admiral's visit was to have been the awarding of the Navy Cross, the nation's second-highest combat award, to the two aviators.)



THE WORK of the Naval Photographic Center takes on many forms. In top photo, a technician works in the center's fully equipped photo laboratory which is capable of producing all types of copy work, photo mosaics, custom retouching, and high-quality print orders in volume. Shot above is of a motion picture editor cutting a sequence for one of the monthly documentaries NPC's White House branch produces on the activities of the President, and an NPC TV cameraman focuses on his subjects with the Capitol as a backdrop. A mobile TV unit is latest addition to center facilities.

Photo Center Celebrates Its First 25 Years

"For 25 years,
photographer to the Navy."

That, on the occasion of its 25th anniversary in 1968, is how they're billing the Naval Photographic Center in Washington, D.C.

It seems an appropriate description, and one that *Naval Aviation News* is happy to further. We do so because a good many of the photographs that appear in the magazine are processed by the center or may have come from center files, and because personnel assigned to the center are always willing to lend the NANews staff every bit of assistance they can.

The Naval Photographic Center (more commonly called, simply, NPC) also is billed as "the world's largest photographic laboratory," which may stir up all kinds of dissent from such locations as Eastman Kodak in Rochester, N.Y., and a few studios in Hollywood. Even so, the quantity of work accomplished at NPC surely qualifies it for some kind of "first" or "most" or "biggest." (Would you believe the Navy's largest photo lab?)

Composed of a \$5 million building located on the U.S. Naval Station just a short haul from the Capitol and a long stone's throw from the Potomac River, NPC contains all the facilities and personnel necessary for its mission.

Even though its facade hasn't changed markedly since Eastman Kodak supervised its construction in 1943, NPC today contains the latest in equipment designed to make the job of being photographer to the Navy as modern as possible. Inside its walls, it is a maze of plastic piping for chemicals (which, not incidentally, has replaced the copper and steel pipes originally placed in the building), processing facilities, and special-purpose studios.

Like all Navy photo labs, NPC's job is to support the Fleet. But while

other labs have specialized services peculiar to their own ship or shore facility, NPC's mission goes across the board. First (and foremost, at least as far as NANews is concerned), it acts as home base for all still photography; secondly, it is the official film-maker for the naval establishment; and lastly, its personnel conduct a large share of the Navy's photographic research and development.

These three missions mean that, among others, NPC acts as archivist for the Navy's still pictures (half a million negatives on file and more than 65,000 added every year) and turns out thousands of prints of every description, produces about 150 motion pictures annually (and is official cinematographer to the President of the U.S.), and translates the Navy's expanding photographic requirements into operational models (in other words, actual hardware and associated processes).

All these jobs led one NPC official to describe the facility this way: "NPC, as a field agency, is involved in all of its photo missions in a big way—as developer of processing systems for aerial reconnaissance, as distributor of Navy motion pictures, and as custodian of a hundred million feet of historic stock footage. Whether creating new hardware, turning out a huge print order or producing a film for Fleet-wide use, the center acts as a unique, all-purpose photo clearing house. Responsive to exacting Fleet and national needs, NPC is a dynamic, continually-updated laboratory whose objective continues to be custom-tailored services to its number one client: the nation's seagoing forces."

After that, there's not much more NANews can add—except: "All best wishes on your 25th anniversary. And may you have many more."



NPC SKIPPER, Capt. J. J. Crowder, is checked out by Cliff Keating on new photo hardware assigned to the center for test and evaluation.





Recent tests of Navy's powerful new weapon against fire, "Light Water," took place at NAS Miramar. These tests ran for eight days with fires ranging in size from 960 square feet, fed by 300 gallons of fuel, to 25,000 square feet, in which 9,000 gallons of fuel were required.

Using one MB-1 truck to transport the Light Water to the 3,000-gallon fuel test, the fire fighters made a fire-under-control time of 12 seconds. Total extinction of the blaze required only three minutes, 50 seconds, a time which included cooling off an aircraft fuselage with water.

The invention of Light Water is the accomplishment of the Combustion Suppression Research Center, directed by Dr. Richard L. Tuve, at the Naval Research Laboratory, located at Washington, D.C.

To solve the problem of combatting fuel-fed fires, which can be a catastrophe at air stations and on aircraft carriers, the NRL team came up with a liquid foaming concentrate which mixes with water. Except for burning petroleum fuels, water is the fire fighter's most effective extinguisher. Light Water added to water means sudden death to fuel-fed fires.

Light Water is sprayed onto the fire. As it smothers the flames, the foam releases a fast-moving liquid solution which spreads on the fuel in all directions. It adheres to the top surface of the fuel like metal to a magnet and prevents vapors from initiating a flashback and further fires.

FIRE FIGHTERS, having raced to the site of the test fire in an MB-1 truck, carrying Light Water, open up at left. Garbed like space men (opposite page), fire fighters with roll-out hoses leave the truck to go directly into the huge, flaming, fuel-fed inferno.

'Light Water' Tests at Miramar

Story and photos by
PH1 Robert E. Woods





a TIGER in Your Rorschach?



Last month while I was in Miami for the Aerospace Medical Convention, I ran into an old friend of mine named Bill. For a while Bill and I studied the colorful drug displays in the lobby of the convention hall. The latest in aerospace hardware was getting a critical once-over from experts who had come from all over the world. Our final stop was a check ride on the relaxing, multi-positionable, vibrating contour executive chair, which, we sadly agreed, neither of us could afford. Then we saw that somebody was about to present a paper entitled *The Outstanding Jet Naval Aviator*. The paper was written by Captain R. F. Reinhardt, MC, chief of the psychiatry and neurology division, Naval Aviation Medical Institute, Pensacola, and Commander A. J. Adeeb, an aviator flight surgeon from the USS *Oriskany*.

Since my friend Bill is a Naval Aviator and therefore an authority on the subject himself, we decided to listen to the presentation together.

The speaker in his introductory remarks explained that the study was a "phenomenological personality study of 104 outstanding jet aviators," a fair number of whom had been test pilots. My friend, having almost become a test pilot himself, showed avid interest.

"Seventy percent of these outstanding aviators," the speaker was saying, "were first-born children, as opposed to an expected frequency of 45-50 percent." My friend's face fell just a little as the old "sibling rivalry," stemming from his older sister, reared its nagging head.

"Sixty-three percent of the fathers of our study subjects had wartime service in the Navy," the speaker read on, "although less than ten percent as aviators. This would suggest that the pilot's selection of Navy or Air Force service is influenced by hearing, in childhood, the father talk about his military service. Sixteen percent of the group were sons of attorneys or upper level, self-made executives. Identification with fathers in aggressive occupations would seem to make for success in military aviation." Bill was looking less enthusiastic by the minute for we both remembered that his father's

trick knee had stopped him from joining the Navy. "But," Bill reminded me, "Dad flew a Piper Cub when he was younger." That seemed to make us both feel a little better.

"Eighty-four percent of the study group," the speaker continued, "never had a personal injury (fracture or requiring hospitalization) accident, and only three percent gave a history of more than one such accident. There is, then, in this group, no indication of thrill-seeking, death-defying, counterphobic activity." At this point, my friend and I both tried to forget how proud he was of having raced motorcycles in college.

"It was surprising that 17 percent of the wives had career military fathers, most of whom were aviators. These wives may seek husbands in father-related occupations, and they may also be more accepting of the hazards of military aviation." Now Bill gave me a swaggering "thumbs up," because his wife was the daughter of an Air Force blimp pilot. It seemed to matter little that she was actually the stepdaughter.

"Most of the pilots (74 percent) reported having chosen military aviation simply as a matter of expediency, rather than as part of a long term plan." I guess it just wasn't Bill's day. We were both more than a little surprised at this statistic because both of us had always felt kind of good about Bill having built model planes. Also, Bill had spent many hours of his childhood watching airplanes fly over his uncle's gas station every day after school was out. Bill just shrugged his shoulders and whispered aggressively:

A MATTER
OF EXPEDIENCY



"Those study subjects were after that flight pay, eh?"

"Most reported that the sense of mastery they derived was responsible for their choice of jet, as opposed to propeller or helicopter aviation, and for choosing their particular type of aircraft. Many wanted to be alone with their complex man-aircraft unit. As one said, 'No one can take hold of the controls in this aircraft except the pilot.'"

That part seemed to fit a little better into Bill's developmental history. "Now he is talking," Bill said, looking somewhat placated, with some color coming back into his face.

"Only 14 percent of the group (as compared to 30 percent of a group of jet pilot failures) ever had major difficulty (two or more unsatisfactory flights in any single instrument syllabus) with instrument flight training. This reinforces our earlier impressions that performance during instrument training is one of the better predictors for success/failure in jet carrier aviation." Since I had flown with Bill many times, I knew that instrument flying was a subject close to his heart—the kind of flying that puts your heart in your throat, that is. For a moment I thought that Bill had sneaked out of the auditorium, but then I realized that he had merely slid down in his seat, as if anticipating a bail-out situation. He looked real mean and hissed unequivocally: "Nobody can see at night, and all pilots hate instruments."

"Fifteen percent of the group reported having had a major aircraft accident, as compared with 23 percent of a group of failures. The implication might be that better pilots have fewer accidents, or that accidents discourage some from continuing." Now my friend looked cynically amused.

"Clever rascals, those headshrinkers," he said sarcastically. "They can explain anything! Really hedging their bets—aren't they?"

"Only two percent reported more than six sick call visits in the preceding 24 months, whereas 20 percent of the failure group reported more than 48 visits during the same time. Evidently the achiever pilot does not need to send up a medical cry for help and is not searching, either consciously or unconsciously, for medical causes for grounding." At this point Bill looked guilty as merthiolate—and belched from the hangover pills I had had to give him that morning—off the health record, of course. With mincing voice and a berating finger, Bill muttered something from his many All Pilots' Meetings: "If you have a cold—see your friendly flight surgeon. Pshaw!"

"Dreams, when reported by the study group, always carried themes of mastery and happy endings. In one dream, the aviator was a prisoner of war, but managing difficult survival experiences very well, he eventually escaped to join his family. In another dream, an A-7 pilot dreamed that he one day took his *Corsair II* out to have some fun 'just fooling around and flying around and having a good time.' Upon his return, he feared disciplinary action and had to face an initially somber officer. The commanding officer then smiled in friendliness, however, and the dream ended." Bill, who had long ago taken a psychology course in college, looked smug, like somebody who has finally recognized a tune in a medley. "Sigmund Freud learned that kind of stuff from his nutty patients—those dreams sure are wish-fulfillment, right?"

Now the speaker got on the subject of psychological paper and pencil type personality tests. He said: "The scores on the neuroticism scale of the MMPI (Minnesota Multi-phase Personality Inventory) are slightly lower than those of the over-all jet population, but almost 50 percent lower than those of the American college male norms. The study group mean was also far lower than that of any occupational or other type group reported in the literature." Now Bill gave me a positively self-righteous jab in the ribs and said gleefully, "I bet that 'occupational or other type group' business includes doctors, eh?"



I couldn't argue—because, although he didn't know it, he was right. But those are only tests, I figured. "Besides," I hastily explained, "statistics are like a lamp post to a drunk in the morning sun—they give him support, but don't really illuminate the subject."

Now the speaker mentioned another test which described the group as showing "greater need for success, competitive achievement and mastery... less need for introspection and psychological mindedness... less dependence on others for help or support... less need for self blame or guilt when things go wrong... a greater need to stick to any problem until it is solved." Bill had winced occasionally on this leg of the hop, but seemed generally to be flying straight and level again.

In giving the results of another paper-and-pencil test which the group had taken, the speaker read on: "Should an aviator typical of our study group be examined at the Mayo Clinic, which has a computer-based program for automated personality assessment using the MMPI, the printed personality summary would be: 'Few somatic complaints, little



concern about bodily health. Views life with average mixture of optimism and pessimism. Conforms reasonably to social codes and mores. Normal male interest patterns for work, hobbies, etc. Respects opinions of others without undue sensitivity. Has sufficient capacity for organizing work and personal life. Has a combination of practical and theoretical interests. Probably energetic and enthusiastic with varied interests. Socially outgoing and gregarious. Patient views self as well adjusted and self-reliant."

This part gave us the feeling that we had finally broken through the overcast, with the runway in sight—an ideal time for ending this lecture. As we were leaving the auditorium, Bill was discomfited by the realization that tigers had not only stripes, but maybe ink blots, too. He seemed lost in thought—but not for too long.

"What do they wanna do these tests for, anyhow?" he asked.

"Oh," I explained thoughtfully, "maybe if enough knowledge is gained about these things, it can some day be used as a part of the selection procedure for student pilots."

"Naw," my friend didn't seem to hear me. "You can't take these tests too serious," he rambled on, kind of thinking aloud. "They are just tests, that's all. Now take me for example. Here I am, the second-born son of a bookkeeper. I've wanted to fly since I was knee-high to a bar stool. And I used to build model airplanes. Now, I don't like instruments—I hate 'em, but I'm less neurotic than you doctors—even the speaker said that's what the tests showed, and I am a real good pilot."

"Tell me about your dreams," I teased.

Now Bill looked like he had me in his gun sites. "And that's another crock," he said gleefully. "My dreams aren't that 'immature, wish-fulfillment' stuff about sky gazing and flat-hatting. I have just ordinary type dreams."

"Tell me about them," I pressed on.

"I just dream about falling, falling, falling endlessly, then I wake up." He looked suddenly like he had scored a bull's-eye on the bombing range—with his drop tanks.

"Aw, shucks!"—he waved his hand. "Maybe someday I'll go to the airlines. Do they give tests like that?"

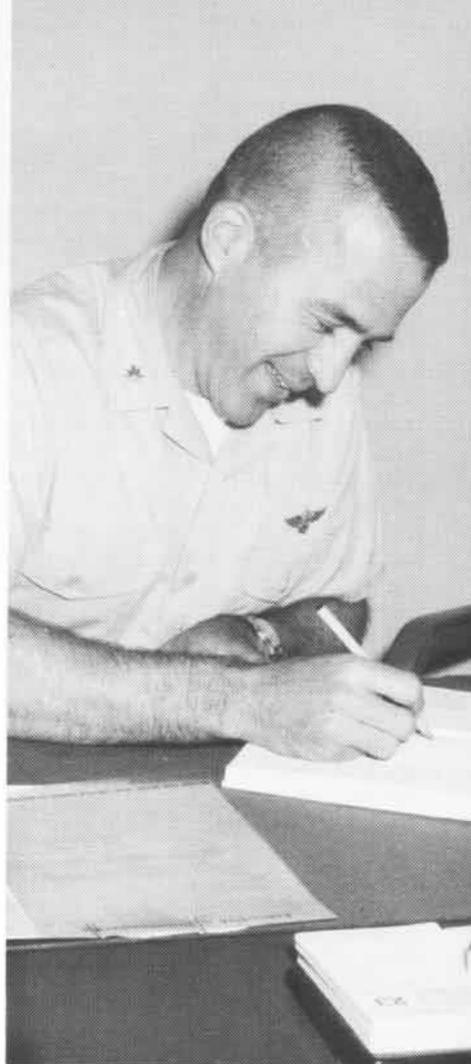


On Target

One of VS-38's Trackers from the USS Bennington finds and attacks an "enemy submarine" during an operational training exercise held near Hawaii a short time ago.

Orion Fires a Bullpup

At Patuxent River, Md., with Lt. J. M. Crisafulli at the controls, Lt. R. L. Murray made one of many direct hits scored by VP-49 as squadron trained in launching Bullpups.



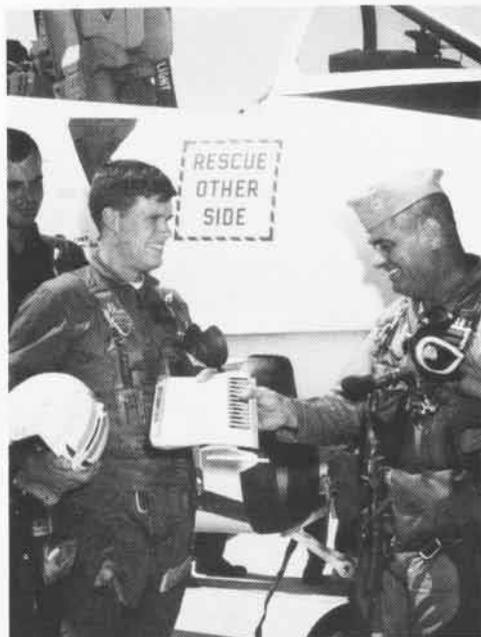


'No Man Walks Alone'

LCdr. Frank K. Ellis, holder of the DFC for heroism that cost him his legs, autographs his autobiography (title above) for his secretary. LCdr. Ellis, his wife, and four children are living in Orange Park, Florida.

New Trainer for VT-9

LCdr. Billy B. Berry (R), oldest aviator in VT-9, NAAS Meridian, Miss., presents flight manual for newly arrived T-2B to Ens. T. M. Neibauer. It has a service ceiling well in excess of 40,000 feet.



Training the LSE

To show Mark Peterson, training to be a landing signal enlisted man (LSE), the correct way to signal, Dennis Boren, an old hand at parking helicopters, stands behind him as they practice the launching and landing of whirllybirds on the deck of USS Iwo Jima.

Pilot with a Magic Hat

Photographed by
PHC V. McColley
and PH1 R.E. Woods

LCdr. William D. Martin, OinC of HA(L)-3's Detachment Seven, is a man who leads two lives.

Most of the time, he serves as a *Sea-wolf* in Vietnam, flying a heavily-armed UH-1B *Iroquois* (*Huey*) in support of Navy river patrol boats (PBR's) in the Mekong Delta. His job has been to prevent the movement of enemy troops and supplies along the 6,000 waterways and canals that crisscross the delta. He also makes reconnaissance and surveillance flights.

But LCdr. Martin also wears another hat: the tall, black topper usually associated with magicians.

Often, after completing a mission against the Vietcong, the amiable Navy pilot teams up with PBR crewman on the river to give a magic show. The PBR's pull into a river outpost or village and mark the spot for LCdr. Martin's *Huey* to land. Then they stand by to cover the helicopter while it is on the ground.

The Det. Seven OinC climbs out of his aerial gunship to face his audience. He starts his show by setting up a small stand and placing his black hat on his head. Then he performs magic tricks as children gather round to marvel. Each of his shows lasts about 20 minutes.

The kids, it seems, quickly fall in love with LCdr. Martin and his magic. He takes every opportunity to involve them in his act, and the willing "stooges" earn the envy of the other children.

After a show, LCdr. Martin's crewmen pass out clothing, candy and medicine to villagers. Of their work, the pilot-magician says, "All the men in my detachment are interested in civic action. I try to take as many men as I can to create a friendly relationship between the Vietnamese people and the sailors. By getting the sailors out on civic action missions and having them meet the people, they get a different outlook on the war instead of just the shooting."



PILOT-MAGICIAN LCdr. William D. Martin is an amazing man. That, at least, is the opinion of many Vietnamese children who have watched him perform his magic act. In photo at left, above, he removes his armored vest before a performance; at right, above, he offers a piece of candy to a little girl; below, he receives assistance from another small youngster who enjoys participating.





SERIES of photos on this page highlight the mission of HA(L)-3's Det. 7 and the Navy's PBR's. At top, a setting sun silhouettes helos as they head for home base in the Mekong Delta, while photo in center shows river patrol boats trying to draw enemy fire as they cruise by Bassac Island. Huey firepower—both from a door gunner and rocket fire—is shown in the photographs above and right.



TWO VA-93 pilots, Cdr. T.W. Schaaf (L) and Lt. Jack Waeltz (R) show Cdr. Reid location of a target in South Vietnam.

Riding the circuit is nothing new for ministers of the Gospel. Circuit riders of the cloth rode horseback in the pioneering days and later switched to motorcars. Today the circuit rider in the Fleet travels from ship to ship in a helicopter.

One such circuit rider is Commander James D. Reid, a Protestant chaplain, whose parish in residence is the USS *Bon Homme Richard* with its

officers and men. Reid and his assistant, a Catholic chaplain, also conduct services on supporting ships.

Like his counterpart ashore, the chaplain's busiest day is Sunday as he seeks to bring men to God and God to men.

The chaplain's day begins early and ends late every day. In the morning he handles mail that requires his action. Some Red Cross messages bring good

Circuit Rider

Story and photos by



news; more often it's bad. After the chaplain conveys bad news to a man, he helps him to arrange emergency leave if warranted.

In the afternoon, he visits people where they are—on the hangar deck, in the ready rooms, or in sick bay.

"The multi-faceted conflict in Vietnam," Reid says, "confronts men with problems which normally they would not have to meet. Real counseling

requires compassion as one seeks to share the burdens of these young warriors."

The evenings are devoted to personal appointments with the men either to talk over their personal problems or provide religious training.

At ten o'clock every night, one of the two chaplains aboard *Bon Homme Richard* conducts evening prayer over the carrier's loudspeaker system.



CDR. REID (below) is lowered to the deck of a destroyer for a service. He says, "Getting there is really half the fun."

in the Fleet

PH1 Donald Grantham





SANGLEY POINT'S BUSY BASE

The F-4 *Phantom* sweeps in low and fast over the water to make a perfect landing. It is quickly spotted in a line of *Phantoms* and *Skyhawks*.

Flight deck of a carrier at the end of a strike on Yankee Station? No, just one more attack plane finding a temporary home at Sangley Point Naval Station near Manila.

While Sangley doesn't usually handle large numbers of high-performance planes, it does serve as a backup for NAS Cubi Point, some 50 miles north.

When Cubi's runway was closed to jet traffic because of repairs during the early months of this year, Sangley accommodated the bulk of Navy jets coming and going from the Philippines.

"No offensive missions are flown from the Philippines. Sangley Point's mission is material support to Seventh Fleet aviation units deployed in West-Pac," Captain John W. Shong, Sangley's commanding officer, says.

Among the tenant facilities are: Commander U.S. Naval Forces Philippines; Fleet Weather Facility; a communications center, a U.S. Coast Guard unit, Commander Fleet Air Wing Eight, and Marine barracks.

The three squadrons deployed at Sangley operate P-3 *Orions* and P-2 *Neptunes* which patrol the vast area of the South China Sea.

Sangley's airplanes carry 300,000 pounds of cargo a month to naval aviation activities in Southeast Asia.

Story and Photos by
PHC William M. Powers



EXHAUST FLAMES roar from its afterburner as an F-8 *Crusader* jet rolls down the runway (upper left) at Sangley Point. Above, two U.S. Navy mechanics work in front of a row of A-4 *Skyhawks* as two more of the light attack aircraft taxi through a shimmering haze of heat in background. Below, a Filipino mechanic's welding rod outshines the sun as he works on bow of a U.S. Navy landing craft converted to ferry use.



They Can Too Automate the Individual Flying Time Reports!

By JOC John D. Burlage

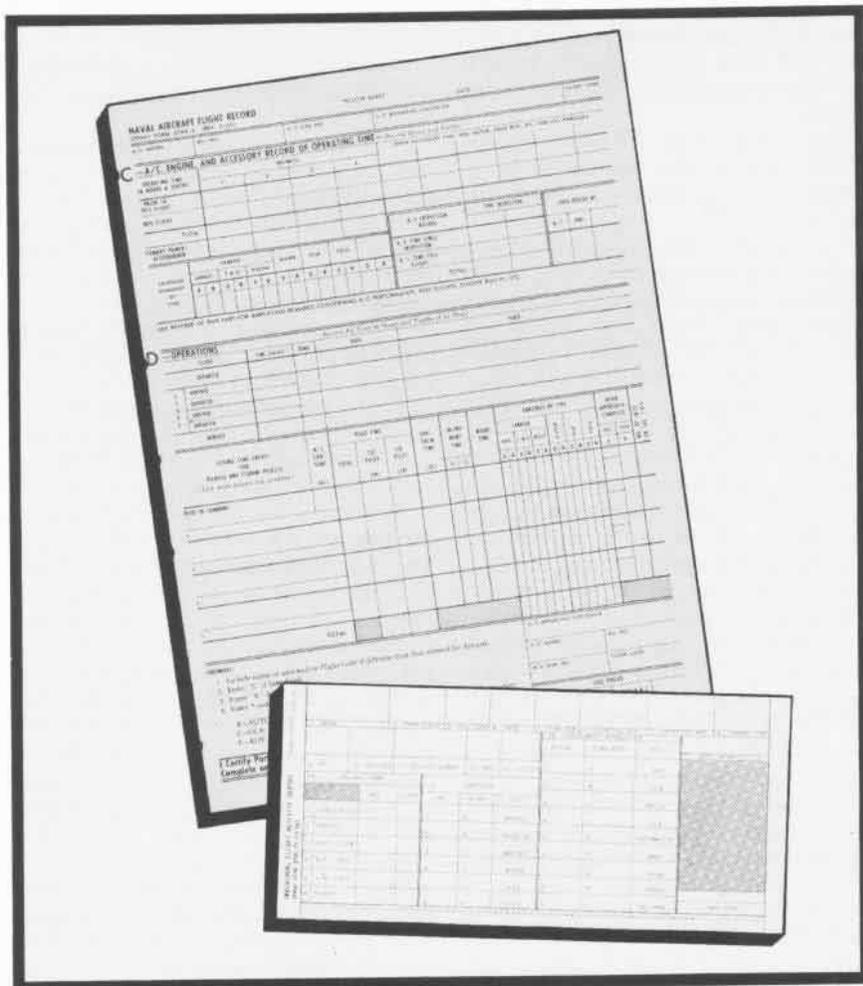
In the April 1968 issue, *Naval Aviation News* carried a short story detailing methods employed by NAF Washington, D.C., to "automate" certain portions of the *Naval Aircraft Flight Record*, more commonly known as the Yellow Sheet.

By utilizing special "scanning sheets," a device called an optical scanner, and the NAF's computerized data processing equipment, the facility came up with a way to turn out a variety of acceptable substitutes for certain flight time records and reports as well as special administrative compilations of flight data. Before the new method was created, the basic information needed for records and reports had to be transcribed by hand from Yellow Sheets filled out by flight crews—a time-consuming and laborious process.

In that same story, the following statements were made: "About the only important report that can't be pumped out of the computer now is the *Individual Flying Time Report* (OpNav Form 3760-4), which is the Navy's primary source of flying data on its Naval Aviators. . . . This particular report is extremely difficult to compute, but the effort is being made to get it on the system some time in 1968."

Soon after the April issue was distributed, a cry was heard from the general direction of the Naval Safety Center (formerly the Naval Aviation Safety Center) in Norfolk, Va.: "Now, *belay* that word on Individual Flying Time Reports!"

It seems the outwardly harmless



IFARS DATA CARD (BOTTOM) USES INFORMATION FROM YELLOW SHEET

little sentence in our story on NAF Washington's local program, concerning the facility's plans to "automate" the report in question, had caused a bit of a problem.

There was absolutely nothing wrong

with the comment made by NANEWS—at the time it was written. But time and the course of events had combined forces to cause some consternation for the Safety Center and for certain Naval Aviation commands, too.

The trouble was that, at almost exactly the same time the NANews story on the NAF Washington program was being published, the Safety Center was in the throes of passing the word to the field about a new program which eliminates any need to worry about "automating" the Individual Flying Time Report. The program accomplishes this by the simple expedient of eliminating the report altogether.

"Eliminating the report" may not be exactly the best term. "Replacing the report" is probably much better because, as of July 1, 1968, there was no longer an Individual Flying Time Report System (IFTRS). There was instead the new *Individual Flight Activity Reporting System*, which hopefully will soon become better known by its more easily handled acronym IFARS.

Not only does IFARS replace IFTRS, but it also has all kinds of potential for automation. More on that later.

The cry from the Safety Center was forthcoming because the timing of the NANews story and the release of details about IFARS had caused the "big picture" to become somewhat muddled. First, the article implied that work was being done at NAF Washington to include the IFTR on its own system (which is exactly what was happening at the time). Secondly, the story caused a few commands to confuse the local NAF operation with the new, Navy-wide system.

Now, to clear the air, we herewith present the story of IFARS.

Basically, all needed information about the program is included in a change to the general NATOPS Manual (OpNav Instruction 3710.7D) which describes IFARS as "a data collection system which is designed to be the . . . primary source of flight data [for both the Navy and Marine Corps] on the individual aviator, naval flight officer and flight surgeon."

Key to the new system is a data bank that will be maintained by the Safety Center. Individual flight information provided by Naval Aviators after each flight will be funnelled to the Center for incorporation into the data bank.

The data bank, according to the 3710.7D change, will meet all reporting requirements of the system IFARS replaces. It will also "provide valuable exposure data for flight safety analy-

sis, and . . . for such other uses as budget justification, past and future flight program evaluation, and pilot compliance with established minimum [proficiency requirements]. . . . This system also provides the source data for updating each aviator's flying record, which is contained in the electronic data processing system [maintained by the Bureau of Naval Personnel]."

In discussing IFARS with NANews, two of its creators—Captain C. C. Thomas, Center assistant deputy chief of staff, and LCdr. Thomas J. Maguire, of the Center's maintenance and material department—provided some specific questions the system should help to answer:

- What is the carrier qualification landing accident rate, by ship and by aircraft type?

- What is the relationship between the tempo of operations and the aircraft accident rate?

- What effect does the output quota levied on the Training Command have on the Fleet aircraft accident rate in later years?

- Are certain individual pilots accident-prone, or do they simply do a lot more hazardous flying?

- Do the hazards of simulated instrument approaches, autorotations, and low altitude emergencies compare favorably with the proficiency gained?

- What is the relationship between the aircraft accident rate and: (a) the length of in-port periods? (b) the length of a deployment? (c) the presence or absence of, and the extent of, refresher carrier qualifications after in-port periods? (d) the frequency of transition flying, by model aircraft? (e) the total number of aircraft (especially high-performance types) that a pilot is qualified to fly?

- What is the difference in the day and night accident rates among the major aviation commands?

- What is the effect on the accident rate if the number of flight hours per pilot per month is reduced in the Reserve Training Command?

Active work on the conversion to the system that will give the information needed to answer these and other questions—information which was never properly available before—has been going on at the Safety Center for about 18 months. The groundwork for IFARS was laid back in September

1965, however, when the Chief of Naval Operations directed the Center to manage the old IFTR data bank. It was after the required computer complex was installed for IFTRS that the Center determined there was a need for a better method of obtaining individual flight data. Work began on IFARS.

Captain Thomas and LCdr. Maguire point out that the new system has been designed around existing documentation procedures employed for the Navy Maintenance and Material Management (3-M) System. This was done so conversion to IFARS would be as painless as possible, a benefit obtained by using existing source documents, procedures, and terminology.

For the time being, the primary source of IFARS-type data is still Part D (the operation section) of the Yellow Sheet. Pilots who fill out Yellow Sheets after their flights are now required to include a bit of additional information to Part D, including their service numbers (very important, since this is how the individual is identified in the data bank) and branch of service.

Once the Yellow Sheet is filled out and turned in, the data required by IFARS must be transcribed onto a "hard card" (OpNav Data Form 3760/70) from Part D.

Completed hard cards must be sent to the local data processing facilities for key-punching. Key-punched cards then go to the Safety Center for inclusion in the data bank, after they are verified by the originating activity from a "read-out" issued by the data processing units every day. This is, generally, very similar to 3-M's data processing methods.

The IFARS data flow to the Safety Center is not limited to inputs from Naval Aviators. Once a year, in July, the Center will provide each pilot with a computer listing of his personal flight data for verification and retention. During the first year of operation, more frequent feedback reports may be sent to pilots for "howgozit" checks on the new system.

The method now employed to get raw data to the Safety Center may not sound as though it's the most convenient in the world—and it isn't. Transcribing information from Yellow Sheets to hard cards is going to cause unit log yeomen to come down with some cases of writer's cramp. (The April NANews story on NAF Washing-

ton's new method for obtaining its records and reports made a big thing out of the time and trouble its program will save by avoiding hand-transcribing.)

But Capt. Thomas and LCdr. Maguire told NANews that work will soon be under way to eliminate the need for hand-transcribing. Late this fall, a study will be conducted to design a form that will replace not only the present hard card, but Part D of the Yellow Sheet as well. What's envisioned is a two-copy card (hard-back and flimsy) which will be filled out by the individual in place of the present Yellow Sheet section.

The flimsy will remain with the aircraft reporting custodian, and the hard-back will serve the same purpose as the card now in use: It will be sent to a data processing activity for key-punching.

Safety Center personnel plan to have the new IFARS data form ready for use in Fiscal Year 1970. Once it is incorporated into the system, it will also be used by the data processing activity to provide daily read-outs for the aircraft reporting custodian. These read-outs will be verified and certified correct before they become part of a unit's master flight log. A monthly read-out will also be provided for each pilot by the data processing activity; it may serve as his personal flight log.

When they told NANews about IFARS, Captain Thomas and LCdr. Maguire pointed out that one of the pleasant possibilities of the post-FY 1970 system may be that the data it generates will also satisfy requirements for some other reports. There is even a phase to IFARS implementation, beginning July 1, 1969, that calls for termination of any unnecessary reports.

This welcome prospect, coupled with the fact that IFARS will enable the Navy to make much better use of the data generated by individual flight reporting than was possible with its predecessor, should help make the system a welcome addition to the reporting/recording ranks.

Incidentally, it should perhaps be pointed out that IFARS in no way replaces any part of the program initiated at NAF Washington, D.C.—or any place else—for "automating" recording/reporting procedures, *except* for the IFTRS. For that matter, the system will probably enhance such local methods when it enters its post-FY 1970 operating stage.



30 May 1968

FM: CNO

TO: AirAntiSubRon Three Five

Accident-Free Aircraft Operations

- 1. Your outstanding achievement of 50,000 flight hours and 12,238 carrier landings (all accident-free) is noted with pleasure and pride.*
- 2. This outstanding example which you have set for other squadrons is indicative of sound leadership, an excellent accident prevention program and professionalism on the part of all hands.*
- 3. Congratulations and best wishes for your continued success.*

Admiral T. H. Moorer, USN

Rescue Gear to be Dyed Blue

Pilot's Equipment Gets a New Look

Naval Aviators who take to the water in Vietnam will have a better chance of survival because of a change in the color of their inflatable life-saving equipment.

The old bright yellow or orange colors were a handicap to the downed pilot who sought concealment from an enemy while waiting for rescue. To alleviate the problem, the Navy has adopted a tested and approved blue-marking ink to dye the equipment. The ink and appropriate instructions have been sent to the combat area.

The color change inhibits enemy detection but does not compromise the downed aviator's chances of rescue. He still has other location devices.

Marine Corps Orders AH-1J's

Bell Helicopter is Awarded Contract

The Marine Corps has ordered 49 AH-1J's, according to a Bell Helicopter Company release. The AH-1J is the Marine configuration of the Army's AH-1G Huey *Cobra* gunship.

The Army Aviation Materiel Command, St. Louis, Mo., will administer the new letter contract.

JULY, AUGUST, SEPTEMBER, 1918

The growth and expansion of Naval Aviation was in full stride. More stations were placed in commission and, as patrols were extended and intensified, U-boat commanders found the going progressively more difficult. Marine air units reached France; the Northern Bombing Group offensive began. The 1,000th Naval Aviator won his wings and many others neared that goal while training continued to expand. Although still too early to predict when the war would end, there was no doubt about the winning, and there was much to show that the end nearly was in sight.

JULY

1—NAS Lough Foyle, Ireland, was commissioned to provide seaplane patrol over the North Channel entrance to the Irish Sea. Commander H. D. Cooke, in command at commissioning, was relieved by Lt. Carl T. Hull later.

1—Ground school classes began at the University of Washington, Seattle, in a program similar to that established one year earlier at MIT.

4—NAS Whiddy Island, located on Bantry Bay, Ireland, was placed in commission. Westernmost of our seaplane stations, its planes met Atlantic convoys as they approached the British Isles.

5—Seaplanes piloted by Ens. Harold J. Rowen and QM1C C. J. Boylan left NAS Ile Tudy in answer to an "allo" off Point L'Ervilly. Both attacked what was assumed to be a submarine, but there was no evidence of damage.

7—The Naval Aircraft Factory completed its first contract for 50 H-16 flying boats.

9—Ens. J. J. Schieffelin, on a flight out of Killingholme, attacked a U-boat which surfaced after he left the scene and was sunk by gunfire from British destroyers.

14—NAS St. Trojan, France, near the mouth of the Gironde River, was commissioned, Lt. V. C. Griffin commanding.

15—The first F5L completed at the Naval Aircraft Factory made its maiden flight with FltCdr. MacGill, pilot, and LCol. Porte, Maj. Partridge and Maj. Wadsworth on board. It was an all-British crew except for Wadsworth who was a U.S. Army major on duty at the factory.

19—Pilots of two planes on patrol out of NAS Montauk sighted the USS *San Diego* after she had struck a mine off Fire Island and sent the first reports of her sinking.

19—Ens. J. J. Schieffelin, on a flight out of Killingholme, sighted a surfaced submarine off Whitby and attacked. His bomb kicked the stern clear of the water and the sub disappeared at a steep angle. The assessment, as on his earlier attack, was "probably seriously damaged."

20—The RAF station, Killingholme, England, from which U.S. pilots had been flying since February, was turned over to American forces and placed in commission as a naval air station. LCdr. Kenneth Whiting in command.

21—A surfaced U-boat, firing on a tugboat and three barges in full view of bathers on Nauset Beach, Cape Cod,



NAS ST. TROJAN NEAR GIRONDE RIVER IN FRANCE

was attacked by two seaplanes from NAS Chatham which dropped bombs that failed to explode. After firing on both aircraft, the submarine submerged and escaped.

23—The RAF facility at Eastleigh, England, was commissioned as an NAS for use as a supply, assembly and repair station supporting the Northern Bombing Group.

24—NAS Porto Corsini, Italy, was placed in commission with Lt. Willis B. Haviland in command.

25—The Secretary of War approved a recommendation of the Joint Army and Navy Airship Board, thus completing an inter-service agreement assigning responsibility for the development of rigid airships to the Navy.

27—The N-1, first experimental aircraft built at the Naval Aircraft Factory, made its first test of the Davis recoilless gun for which it had been designed. Lt. Victor Vernon piloted and Lt. Sheppard operated the gun which gave "a very satisfactory performance" against a target moored in the Delaware River near the factory.

30—Headquarters Company and Squadrons A, B, and C of the First Marine Aviation Force, arrived at Brest, France, on board the USS *DeKalb*. Upon disembarking, the squadrons were redesignated 7, 8, and 9 respectively, and the force proceeded to airdromes between Calais and Dunkirk for operations as the Day Wing, Northern Bombing Group.

31—A naval air detachment was established at Dunwoody Institute, Minneapolis, to conduct a ground school similar to those at MIT and the University of Washington.

AUGUST

5—A flying boat, piloted by Ens. A. W. Hawkins with Ltjg. G. F. Lawrence as second pilot, took off from NAS Killingholme in rain and poor visibility at 10:30 p.m. to patrol a course intercepting a reported Zeppelin raid. The patrol was made above the clouds without sighting the enemy and came down through heavy weather at South Shields, England, at 5:30 a.m., almost out of fuel. It was the first U.S. night patrol out of Killingholme and may have been the first of the war by a U.S. Naval Aviator.

11—Ens. J. B. Taylor made the initial flight in the Loening M-2 *Kitten* landplane at Mineola, L.I. It was the

first monoplane developed under Navy contract, one of the smallest planes ever built for the Navy (empty weight under 300 pounds) and, although initially equipped with a British ABC motor, was designed for the Lawrance 2-cylinder, 30-hp engine that was the forerunner of the American air-cooled radial engine.

13—Ens. Frank E. Wade was designated Naval Aviator No. 1,000 at NAS Pensacola. Because of fractional numbers assigned to many who preceded him, however, he was not the 1,000th Naval Aviator.

13—Ens. Julian F. Carson on patrol out of Dunkirk, sighted a surfaced submarine which when challenged opened fire with its deck gun. Carson's plane was hit by shrapnel in several places, but he returned fire and moved into bombing position. His bombs hit as the submarine was submerging, forcing it to the surface at a sharp angle. It stayed there briefly, then slid stern first underwater. Carson was credited with a sinking by the French government and awarded the Croix de Guerre.

15—Independent offensive operations of the Northern Bombing Group began as Ens. Leslie R. Taber of Air Squadron One piloted a Caproni bomber on a night raid on the submarine repair docks at Ostend. On the flight, Ens. Charles Fahy was copilot; D. C. Hale rear gunner.

17—While on a tour of overseas facilities, Assistant SecNav Franklin D. Roosevelt visited NAS Paimboeuf and was taken up as a passenger in the AT-1 blimp.

19—Naval Air Station Halifax, Nova Scotia, was placed in commission, Lt. Richard E. Byrd commanding.

19—In trial runs observed by Naval Constructors H. C. Richardson and C. N. Lique, the Kirkham 18-T experimental triplane fighter, built by the Curtiss Company, achieved speeds of over 160 mph on a measured course.

21—A flight of bombers and fighters from NAS Porto Corsini was intercepted by a superior force of Austrian planes over the naval base at Pola. During the fight, Ens. George H. Ludlow was hit and forced down off the harbor entrance. Ens. Charles H. Hammann, whose fighter was also damaged, evaded his pursuers, landed alongside the downed pilot, took him aboard, and flew back to base. For his extraordinary heroism, Hammann was awarded the Medal of Honor—the first Naval Aviator to be so honored.

27—After having been in operation for almost a year, the NAS Hampton Roads was placed in commission with LCdr. P.N.L. Bellinger in command.

27—The Secretary of the Navy signed General Order No.

418 directing that "Applicable alike to regulars and reservists, the uniform of any given rank or rating in the Navy shall hereafter be identical in every respect throughout except for the necessary distinguishing corps devices and every officer of the Navy shall be designated and addressed by the title of his rank without discrimination whatever."

31—NAS North Sydney, a seaplane station on Cape Breton Island, Nova Scotia, was commissioned with Lt. Robert Donahue, USCG, in command.

In August, the Navy Department moved from the State, War, and Navy Building to quarters in a temporary structure on Constitution Avenue, now known as "Main Navy."

SEPTEMBER

1—The Commander U.S. Naval Aviation Forces, Foreign Service, assumed duty as Aid for Aviation to Admiral Sims, and new commands were set up for France, England, Ireland, Italy, and the Northern Bombing Group to control and direct operations in their respective areas.

3—An inspection and test department was established at NAS Pauillac, France, under command of Lt. C. P. Mason.

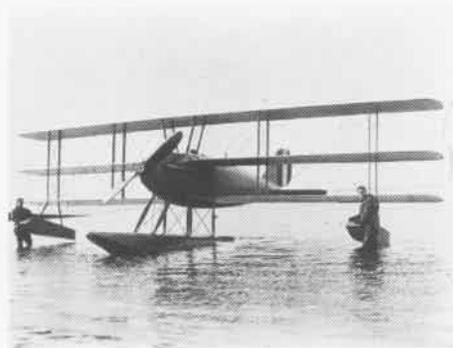
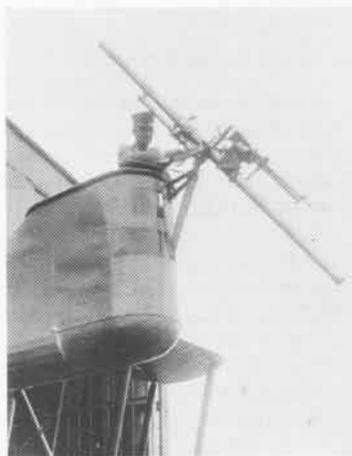
3—The first F5L assigned to service was delivered to NAS Hampton Roads. This twin-engine flying boat, built from a British design by the Naval Aircraft Factory and other manufacturers, was produced too late for use in the war, but saw extensive service in post-war years.

24—Ltjg. David S. Ingalls, while on a test flight in a Sopwith *Camel*, sighted an enemy two-seat *Rumpler* over Nieupoort. He attacked and scored his fifth aerial victory in six weeks to become the Navy's first Ace.

25—Chief Machinist Mate Francis E. Ormsbee went to the rescue of two men in a plane which had crashed in Pensacola Bay, pulled out the gunner, and held him above water until help arrived, then made repeated dives into the wreckage in an unsuccessful attempt to rescue the pilot. For his heroism, Ormsbee received the Medal of Honor.

27—Ens. Edwin S. Pou and QM2C F. H. Tittle, piloting two seaplanes from NAS Ile Tudy on convoy patrol near Point Penmarch, sighted a possible submarine and dropped bombs which set off violent underwater turbulence. The assessment was "probably damaged."

28—Lt. Everett Brewer and Sgt. Harry Wershiner, flying with RAF Squadron 218, shot down a Fokker, scoring the first Marine Corps victory in aerial combat.



DAVIS GUN (left), here mounted on the N-1, fired a charge of birdshot or sand rearward to compensate for the projectile and eliminate recoil. Lewis machine gun zeroed in on target. Pilot of the Loening Kitten (center) is not a giant; the plane is a midget. Kirkham 18-T, a two-seat experimental fighter (right) adaptable to sea or land and built by the Curtiss Company, made better than 160 mph on tests.



ON PATROL

with the Fleet Air Wings

Problems Solved

When a patrol squadron discovers a need for something, it can't always get it at the nearest supply station. It may not even exist, so the squadron designs and builds it.

A case in point is VP-6, NAS Barber's Point, which has designed and built what it believes to be "the best approach plate holder" for the *Orion*. Utilizing the red floodlight of the pilot's plotter plus, if necessary, the white instrument floods, the holder is installed in front of the pilot's tactical plotter. A foldaway feature is incorporated. A diagram and recommendation have been submitted to NATOPS for evaluation.

At VP-4, also stationed at Barber's Point, LCdr. Duane Cox, safety officer, had stressed a "campaign for a better way to stow survival and associated flight gear." AD Ronald Thaut, a flight engineer, came up with an idea for an improved holder for QD2 equipment (or "poopy suit" as it is better known), and PRC William Cutler designed it. LCdr. Cox explained that squadrons could easily fabricate the holder.

First Re-enlistment after 17 Years

It was AX2 Kenneth W. Lindley's first re-enlistment (while his squadron, VP-6 of Barber's Point, was deployed to NAF Naha). But he had served in the Armed Forces of the U.S. for a total of 17 years! This is how it came about: Lindley had served one enlistment each with the Army, Air Force, and National Guard. After each period of service, he had received an honorable discharge and then, after a short period in civilian life, returned to military duty. Evidently he liked the Navy best, since his first re-up was with that service.

Lindley, an ASW technician with the *Blue Sharks*, re-enlisted on board one of the squadron's *Orions* during a flight to Danang. Commander Raymond L. Miller, VP-6's C.O., was at

the controls while Rear Admiral Damon W. Cooper, ComPatForSeventh-Flt, administered the re-enlistment oath.

VP-28 Crew Visits Lockheed

Crew One of VP-28, home-ported at Barber's Point, Hawaii, recently visited the Lockheed California Company at Burbank, where the P-3 *Orion* is manufactured. The *Hawaiian Warrior* crew showed officials of the company a 20-minute color slide presentation describing VP-28's organization, mission, and operations. The show played to a packed house as the officials were anxious to see how their product is being utilized.

Captain John R. Trautmann, ComFAirWing Two, accompanied the VP-28 crew.

Around the World 500 Times

The 68,000th accident-free hour recently was logged for VP-1, NAS Whidbey Island, by Ltjgs. Richard C. Heaman and Walter D. Sharpe. This safety record reaches back to March 1961 and covers squadron deployments to Kodiak, Iwakuni, and Sangley Point, as well as detachments serving in Adak, Naha, Tan Son Nhut, Danang, and Cam Ranh Bay.

In those 68,000 hours, VP-1 aircraft flew a distance of more than 12 million miles, enough to circle the earth nearly 500 times.

VP-7 Enjoys New Home

The *Black Falcons* of VP-7 (first patrol squadron to move into the completed portion of the new complex at NAS Jax (see NANews, July 1968, p. 30), have begun to really appreciate the advantages built into their new spaces.

With additional office space, the squadron was able to assign private offices for three extremely important functions: career counseling, training, and educational testing.

In the hangar bay below the offices, banks of mercury vapor lights, generating 72,000 watts, guarantee maintenance crews "constant daylight." A backup incandescent lighting system, equipped with photoelectric sensors, comes on automatically whenever the candlepower drops below pre-set levels.

In the first change-of-command ceremony to be held in the new complex, Commander R. F. Wenzel, former squadron X.O., relieved Commander J. R. Swadener as commanding officer of VP-7.

VP-40 Keeps Old Patch

Among the new officers checking into VP-40 recently was Lt. David B. Heald, who had previously served with the squadron from 1960 to 1962. During that period, he had designed the squadron patch.

Last year when VP-40 transitioned from the P-5 *Marlin* to the P-3 *Orion*, it was decided to update the patch to reflect the changeover from seaplanes to land-based aircraft. Accordingly, a contest was held and a new design selected; whereupon a great many hands in the squadron petitioned that the old patch be retained. So Lt. Heald's design was still the official patch when he returned, saved by the men who were proud of their old patch.

Environmental Science at VP-30

Lt. Anders Hokanson and his assistants, Lts. Frank Stranick and Lee Henderson, are directing a new two-week course that has been added at VP-30, NAS Patuxent River, Md. Its name is somewhat cumbersome: "Applied Environmental Sciences in Patrol Antisubmarine Warfare Systems" or AESPAWS. But what it boils down to is this: The crews using sophisticated hardware in their patrol aircraft have to have a sophisticated comprehension of the environment in which it is used. This involves studying such things as

marine geology, oceanography and aerology.

LCdr. L. R. Roberts, a former C.O. of VP-30, conceived the idea for the course; and Commander John V. Josephson, the present C.O., officiated at the ceremonies that introduced it.

VP-56 Changes Home Port

Led by Commander Ralph J. Touch, VP-56 has joined the other squadrons of Fleet Air Wing Five at NAS Patuxent River, Md. This marks the culmination of a long-time effort to group all Fleet Air Wing Five squadrons at a single air station instead of dividing them between Pax River and NAS Norfolk.

When VP-56 completes transitioning from the *Neptune* to the *Orion*, Fleet Air Wing Five will be the first "all P-3 wing" in FAirWingsLant.

VP-47 Thanks 'Ham' Radio Man

During a recent deployment of VP-47 to Southeast Asia, 400 Navy men felt closer to home because of a "ham" radio operator in McFarland, Calif. Don Largent was on the air seven hours a day, seven days a week for six months, relaying over 1,000 "phone patches" from squadron personnel to their families in the States. Mr. Largent is an electronics technician.

To allow each man in his squadron a chance to thank Don personally, the C.O., Commander D. B. Quigley, arranged to have Don fly to Moffett Field aboard a P-3 *Orion*. At a personnel inspection and open house for the men and their families, he was presented a certificate honoring him for giving of his time, talent, and facilities.

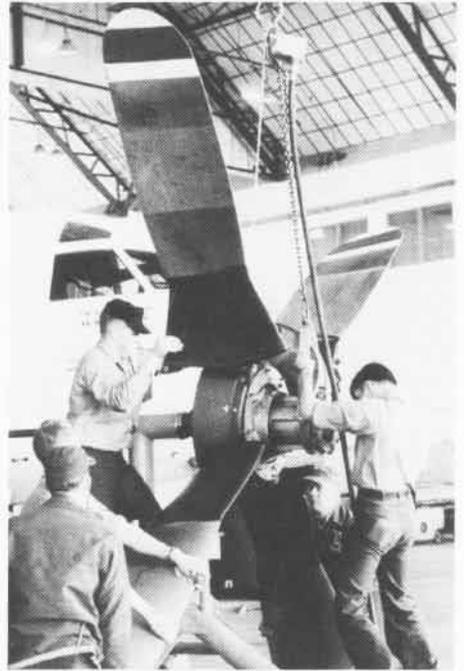
Aircraft Maintenance up North

At NS Keflavik, Iceland, where VP-24 flies the P-3, the squadron's maintenance department is assigned about 260 maintenance specialists and flight crew members. This force works round the clock in three shifts to meet the heavy demands of the Keflavik flight schedule.

Every 28 days, each *Orion* undergoes an extensive "physical" or major check; the check crew experts strip it down for inspection, then follow a stem-to-boom checklist. When the cycle is completed, the aircraft is ready for another month of strenuous North Atlantic patrols.



A PHYSICAL for a P-3 (above) takes place every 28 days at VP-24, NS Keflavik, Iceland, to ensure everything being in perfect order from the 70 million candlepower searchlight to the gyros and computers of the navigational system. At right, the squadron's maintenance personnel prepare to install a new propeller. Maintaining the *Orions* is work which requires skilled and highly trained technicians. Below, AX1 R. T. Mack services a P-3 radar unit.





Grosse Ile Move Underway

The long planned move of NAS Grosse Ile, Mich., is now underway. New facilities are being constructed on the west side of Selfridge AFB, 55 miles northeast of Grosse Ile.

Construction will include a two-story barracks housing 300 men and a two-story aviation technical training building. In addition, eight existing buildings will be remodeled, comprising four nose-dock hangars, a warehouse, Link trainer building, an underground "mole hole" operations facility, and administration offices.

Upon disestablishment of NAS Grosse Ile, the Navy's Weekend Warriors from Ohio, Indiana, Pennsylvania, New York, and Michigan will assume a "tenant status" at Selfridge. The new station will be named Naval Air Facility Detroit.

Dallas Reservists at Miramar

The first elements of a Dallas Naval Air Reserve squadron, recalled to active duty in January by President Lyndon Johnson at the time of the *Pueblo* incident have reported to NAS Miramar. Since the recall, the pilots and crewmen have received refresher training at Dallas.

Ten F-8 pilots of VF-703, led by

SELECTED

their shipper, Commander Frank A. Liberato, flew into the West Coast station from NAS Dallas.

About 25 officers and 150 enlisted men and their families were involved in the squadron's transfer.

When asked why he thought his F-8 squadron had been selected for activation, Cdr. Liberato replied that he felt it was because "it was the most highly qualified." He pointed out that six of the pilots were engineers at Ling-Temco-Vought Aerospace, six have served in Vietnam, 12 are commercial pilots, and eight have over 1,000 hours in the F-8 *Crusader*.

Top man in the squadron is LCdr. Bruce Morehouse who has almost 3,000 hours in the F-8. Another officer, LCdr. Wayne Williams, has almost 2,000.

Marine Exercises

One of the largest Marine Corps Reserve air-ground exercises ever held on the East Coast is being conducted this month at Camp Lejeune, N.C., with Provisional Marine Aircraft Group 43 providing air support. The entire exercise involves approximately 5,000 Reservists from all over the country.

Marine Corps Base, Camp Pendleton, Calif., was the site of the West Coast Reserve operation last month.

Provisional MAG-46 served as the air arm for the exercise.

Willow Grove's Anniversary

On June 29 and 30, NAS Willow Grove marked its passage of a quarter of a century in style, with a two-day spectacular air show the chief attraction.

Captain Nicholas Brango, a former *Hurricane Hunter*, is the station's commanding officer. He supervises the activities of 16 squadrons of fighters, patrol bombers, submarine hunters and helicopters, plus nine supporting units. Willow Grove is the training center for more than 5,000 air Reservists in Navy, Air Force, Marine Corps and National Guard units.

Squadron personnel from the station have served in Berlin in 1946, Korea from 1950 to 1953, Berlin again in 1960, Cuba in 1962, and now in Vietnam.

Reservists 'on Target'

During a recent week-long, anti-submarine exercise at NAS South Weymouth, Reservists from six stations flew two-plane patrols 24 hours a day. Those joining in the training were from NAS South Weymouth, NAS Willow Grove, NAS Olathe, NAS Twin



AT SOUTH WEYMOUTH, Naval Reservists from six stations move toward their planes to participate in antisubmarine warfare training. At right, the target has been located and a sonar buoy has been released by the crew in preparation for setting up "the enemy" for a kill.



AIR RESERVE

Cities, NAS Glenview and NARTU Washington, D.C.

Flying about eight hours per patrol, the planes spent seven hours over the exercise area, leaving only when relieved by other planes and crews.

The defensive and elusive submarine tried all its tricks to avoid detection. Time after time, she dived, ran silent, went deep—and time after time, she found the Weekend Warriors' airplanes "on target."

Squadron Shuffle

In a recent reorganization of the Fourth Marine Aircraft Wing, a new helicopter squadron was added to the wing and two other units were relocated.

The new squadron, HMM-773, was commissioned at NAS Los Alamitos, Calif., because of the recruiting potential and helicopter pilot population in that area. The unit's quota of about 250 officers and enlisted men will be partially filled by a reapportionment of Reservists now assigned to other units at the station.

Los Al gained another squadron in the reorganization when VMA-611 came aboard from NAS Glenview. It will be manned by pilots and personnel now in other Los Al VMA squadrons. Former members of VMA-611 have been absorbed by other units at Glenview. According to Major General Arthur H. Adams, Commanding General of the wing, Los Alamitos can accommodate the squadron without additional recruiting.

The greater potential of helicopter related MOS's in the Atlanta, Ga., area was the reason HMM-765 was moved to that station from Jacksonville, Fla. Jacksonville squadron members will be airlifted to Atlanta for training.

Medal for Rescuing Pilot

Lt. Ivan W. Williams, a pilot attached to VP-702 at NAS Dallas, has received the Navy Commendation Medal. He is credited with saving the



AFTER LUNCH aboard the USS Intrepid (CVS-11), members of the Reserve Officers' Association at Raleigh, N.C., who were visiting NARTU Norfolk, toured the USS Requin (SS-482). Here, Mr. Gordon Young peers out of the forward hatch before going below.

life of a downed pilot during action off the coast of Vietnam July 28, 1967.

At the time, Lt. Williams was attached to VP-1 as plane commander of a P-2 Neptune patrol bomber.

On a routine surveillance flight, he spotted a flare released from the water. Circling the spot, Lt. Williams discovered a man afloat. He was aware that a rescue party was searching some 100 miles to the north for three Navy



LCDR. SCHULTZ has become a full-fledged helo pilot after ten years in Navy's fastest jets.

men who were aboard an A-3 shot down by enemy fire the night before.

Since Lt. Williams was en route to check on an American merchant ship ten miles ahead, he dropped sonobuoys and smoke flares to mark the spot and flew on to summon aid. Unable to contact the ship by radio, Lt. Williams resorted to signals.

"I flew close to the ship's bow," he said later, "and rocked the plane's wings to attract attention. Then I flew back to the man in the water and shot off a flare."

Those aboard the ship got the idea and proceeded in the direction of the flare. While awaiting the ship's arrival, Lt. Williams dropped a life raft to the victim. The pilot easily swam to the raft and boarded it, and, shortly thereafter, was picked up by the ship.

The other two men missing from the same A-3 Skywarrior were never found.

From Jets to Whirlybirds

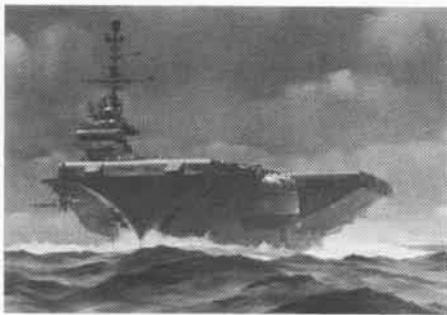
After two weeks of ground school and four weeks of flight training, LCDR. Alwin L. Schultz recently became a Reserve helicopter pilot at NARTU Alameda. He declares, "It's a whole new world for me."

For the past ten years, LCDR. Schultz has flown one of the Navy's swift attack jets, the Skyhawk. Why did he change?

"Primarily out of necessity—and curiosity," he answers. "When I was released from active duty at NAS Lemoore last January, I reported to Alameda as a Weekend Warrior jet pilot, but there were no billets available."

One of the officers suggested that Schultz shift to the Sikorsky SH-34J. At first, the idea didn't appeal to Schultz, but he decided to give it a try.

"Certainly, it's not like flying an A-4C Skyhawk," he says, "but, I'll say this, the helicopter produces thrills of its own. I'm not at all unhappy with the decision I made to become a helicopter pilot."



at Sea with the Carriers

PACIFIC FLEET

America (CVA-66)

An Atlantic Fleet carrier joined the Pacific Fleet in May when *America* steamed to the Gulf of Tonkin to begin her first line period and her first combat duty. Her crew had a brief rest in Subic Bay after cruising from the Atlantic.

Constellation (CVA-64)

Captain William R. Flanagan, C.O. of *Connie*, recently presented a memorial sundial to the city of San Diego on behalf of the officers and men of the ship.

The sundial represents the first span of a bridge of friendship *Connie* is building between San Diego and her "sister city," Yokohama, Japan. Later in the year, *Constellation* will present a similar sundial to the city of Yokohama. Mayor Frank E. Curran accepted the sundial for the city of San Diego.

When LCdr. R. V. Christopher, VA-97, came aboard *Connie* in an A-7A, he discovered he had made arrested landing No. 76,000. The landing was made while CVW-14 was aboard for three weeks of training.

Enterprise (CVAN-65)

Commander Paul Peck, CAW-9, recently presented "Tonkin Gulf Torero" trophies to *Intruder* pilot Lt. Nick Carpenter and his bombardier/navigator, Ltjg. Joseph S. Mobley. The air wing trophies are not for killing bulls, but rather for demonstrating special skills and techniques against enemy targets. Cdr. Peck plans to designate a Tonkin Gulf Torero each month his air wing operates from USS *Enterprise* in the Tonkin Gulf.

Vice Admiral A. M. Shinn, Com-

mander Naval Air Force, U.S. Pacific Fleet, and several staff officers were welcomed aboard *Enterprise* by Rear Admiral H. H. Epes, Jr., Commander Carrier Division One. Adm. Shinn and his party visited the carrier on Yankee Station during an orientation visit to naval air units deployed in WestPac.

In June, RAdm. Epes was relieved as ComCarDivOne by Rear Admiral Malcolm Cagle. RAdm. Epes reported to the Office of the Joint Chiefs of Staff.

Two *Enterprise* aviators, Lt. Bruce B. Bremner and Lt. John T. Fardy, both of VA-35, will long remember one particular half hour of this deployment. It began when the two were flying a night mission in an A-6A, Bremner as pilot and Fardy as B/N. They were hit just after they released their bombs.

"We took a direct hit by some kind of detonating shell and part of the instrument panel exploded in the cockpit with a loud thud," said Bremner. "I continued to break toward the sea and started to climb.

"About this time I saw a bright light in the mirror and turned to see what it was. The left wing had burst into flames. We were about ten miles inland so our first objective was to cross the beach and get out over water. I also wanted to get as high as possible and perhaps starve the fire of oxygen and put it out."

Between 120 and 130 miles from *Enterprise* when they were hit, they flew out over the water and passed a search and rescue destroyer. Then they were joined by another *Intruder* whose pilot confirmed that the wing was burning badly.

"We climbed and leveled off at 35,000 feet," continued Bremner, "but the fire kept burning. At that altitude, it burned with a blue glow and a smaller flame, but it kept burning. As we came down near the ship, the flames got bigger. The lower I went,

the bigger the fire. It was so bright around the airplane that my night vision was ruined."

They passed over the ship at about 7,000 feet, and observers reported the plane was just one large ball of flames. Trying to get in position to land, they slowed at 2,000 feet and put the flaps down. About this time, the LSO advised them to eject. They did and were quickly taken from the water and returned to the ship, approximately 30 minutes after being hit.

Because the tempo of operations on the combat line makes it dangerous to handle the hundreds of tons of ammunition used daily, Captain K. L. Lee, skipper of *Enterprise*, decided to form a Weapons Handling/Safety Training Group aboard his ship. Formal classroom sessions twice a week are scheduled to instruct the men in proper ordnance handling and safety precautions for each type of weapon used aboard *Enterprise*. The effectiveness of the course is evident by the steady decrease in the number of safety violations. According to *Enterprise*, the group was the first of its kind on carriers. Similar groups have been formed throughout the Navy.

Ranger (CVA-61)

Ranger recently returned to her home port, Alameda, after six months in WestPac. She spent most of this deployment on Yankee Station except for a month in the Sea of Japan in response to the North Korean seizure of the USS *Pueblo*. While on Yankee Station, CVW-2 aircraft flew over 6,000 combat missions.

About 400 dependents of crewmen of CVA-61 took a free, round-trip cruise this summer from Alameda to Bremerton, Wash., and back. *Ranger* departed Alameda June 1 and will return this month.

Because of a full house at the Hunter's Point Naval Shipyard, *Ranger* is taking her two-month yard

period for repairs at the Puget Sound Naval Shipyard in Bremerton. In order to cut moving costs for married men, the Navy Department authorized *Ranger* crewmen to bring their families, cars, and household effects aboard the carrier for transit.

Yorktown (CVS-10)

A recent visitor aboard the *Fighting Lady* was Commander Daniel O'Connell, an international law advisor to the Royal Australian Navy. He was preparing a report on "rules of engagement in the Tonkin Gulf" and spent a day observing *Yorktown's* CVS operations.

Bon Homme Richard (CVA-31)

When CVA-31 completed the second line period of her fourth combat tour, she headed for Sasebo, Japan, and a period of rest, relaxation, and ship's upkeep.

Bonnie Dick has traveled almost 33,000 miles since she left San Diego in January. She spent 48 days on the line, launching 7,653 aircraft which hit enemy supply targets and provided close tactical air support for troops in South Vietnam. Pilots of embarked CVW-5 reported destroying or damaging 27 barges, 14 supply trucks, 15



CAPTAIN Bill Bennett, skipper of *Yorktown*, receives personal pennant, a gift from officers of the wardroom. LCdr. Neil O'Connor, who designed the flag (left), is the artist whose "Weathergram" is a regular *NANews* feature.

rocket positions, 21 enemy bunkers, three mortar positions, two 37mm gun sites, 26 meters of trenchlines, three automatic weapon sites, one bulldozer, and two supply storage areas.

LCdrs. Richard L. Grant and John M. Schulze chalked up arrested landings No. 147,000 and 148,000, respectively.

Captain Theodore P. Dankworth was awarded the Navy Legion of

Merit in ceremonies on the flight deck of his own ship. The award, presented by Rear Admiral Ralph W. Cousins, Commander Task Force 77, was made for Capt. Dankworth's work as Director, Analysis and Reports Directorate of Joint Task Force Two.

In another ceremony held at sea, Commander Marvin M. Quaid, C.O. of VA-212, was awarded the Silver Star for leading a major strike against the Hanoi thermal power plant last year.

Kitty Hawk (CVA-63)

As *Kitty Hawk* continued operations in the Gulf of Tonkin, LCdr. Jerome Fink, VA-75, lowered the tail hook of his A-6A and snagged the cable to make arrested landing No. 81,000. Lt. Fred Hewitt was bombardier/navigator on the flight which had been on a strike mission over North Vietnam.

Ticonderoga (CVS-14)

After 18 days of launching strikes against the panhandle of North Vietnam in an effort to reduce the flow of supplies to the South, *Tico* and her embarked CVW-19 departed Yankee Station for a short rest period.



THREE ALERT photo analysis experts recently discovered three previously undetected Vietcong installations. Above left, Ltjg. Edward Haffey and PT3 Eugene Young, VFP-63, on board *Bon Homme Richard*, inspect photo-recon transparencies on which Young located a SAM site and Haffey found a petroleum storage complex, both near Vinh. PT3 Covey (above right) discovered petroleum storage area at Xom Trung Hoa. Results of strikes on that area are at right.



ANTICIPATING ITS DEPLOYMENT TO WESTPAC ABOARD HANCOCK, VA-55 FLEW OVER CARRIER AT SAN FRANCISCO

The most significant strike of the last line period was a petroleum storage complex at the old Xom Trung Hoa army barracks, 13 miles northwest of Vinh. PT3 Marvin Covey was credited with discovery of the target while analyzing aerial recon photos. Veteran pilots who pounded the area for three straight days called the secondary explosions the most spectacular they had ever witnessed.

Iwo Jima (LPH-2)

"Bridge... Primary, this is Helicopter Direction Control. Just received word we'll have an emergency helo haven tonight... unknown number. Can expect any time between 1800 and midnight, so stand by."

With these words, a new mission began for *Iwo Jima*: "helo haven" for Vietnam-based helicopters whose airfields were under enemy night attack. Helo pilots rested their aircraft for the night on *Iwo's* flight deck.

"We're usually patronized by helicopters based in Danang, Phu Bai, and Quang Tri," said LCdr. Elmer

Haupt, air operations officer. "Once they land on the flight deck, our sailors maneuver the helos to assigned parking spots. This is much like driving up to a hotel and letting the doorman park your car."

And the pilots and crew get the red carpet treatment. A letter from the management begins, "Dear Helo Haven Pilot, Welcome to the USS *Iwo Jima*, luxury-plush-hotel. Your room number is..." The print shop hands out cards which read, "Captain Shepherd's Short Haul Airline. USS *Iwo Jima* Airport. Open seven days a week. You call—we haul. Low summer rates."

One pilot was heard to ask, "Do you think we can talk our skipper into letting us stay another day?" "Not a chance," was the reply, and by midmorning the men were flying combat missions in-country.

Oriskany (CVA-34)

The Secretary of the Navy recently awarded the Navy Unit Commendation to *Oriskany* and CVW-16 for their

joint combat operations in Southeast Asia from July 14, 1967, to January 12, 1968.

The *Mighty O* and her embarked air wing were commended for their "professionally conducted air strikes against heavily defended enemy military and logistic installations and line of communications while serving as a member of Task Force 77 and the Seventh Fleet."

The veteran carrier is currently undergoing an overhaul at San Francisco Bay Naval Shipyard.

ATLANTIC FLEET

Essex (CVS-9)

In a ceremony aboard *Essex*, AM2 Lorn L. Carlstrom, SN Dean A. Winterton and SN Lewis E. Marcotte received letters of commendation from Captain J. A. Harkins, the ship's commanding officer, for their timely action while the carrier was refueling alongside the fleet oiler, USS *Neosho*

(AO-143) on April 8, 1968.

As bridge helmsman, Petty Officer Carlstrom saw the rudder angle indicator swing inexplicably to a reading which indicated the rudder was jammed at right 35 degrees. He correctly recognized the failure and reported it.

Rudder control was immediately shifted to the after steering station where Winterton and Marcotte promptly took steering control and held the ship on the proper course, thus averting a possible collision with the oiler.

Another man was honored for quick action when Capt. Harkins presented a letter of commendation to AB3 Richard J. Larkin. While proceeding to an aviation fuel pumping station on April 1, Larkin heard a flooding valve open and realized that water was travelling toward one of the magazines where ammunition was stored. He informed the armory instantly, an action which saved the ship's armament from possible serious damage.

A Marine corporal aboard CVS-9 entertains his shipmates with magic wizardry and hypnotism. His repertoire includes a whole "suitcase full of tricks," including the old Chinese linking rings trick in which eight metal rings come together and separate at his command. Cpl. Carl F. Wolfe's deftness with playing cards astonishes his buddies as he performs one cunning trick after another.

Wolfe's interest in magic began on his ninth birthday when he received a magic set. He decided to study the subject thoroughly.

He was taught hypnotism by a professional hypnotist, but he did not completely understand the process until he watched a hypnotist in action at Camp Lejeune in 1967. He put the theory to practical use when he hypnotized his sergeant at the barracks, a trick which nearly cost him a couple of weeks restriction.

In June, *Essex* returned to Quonset Point after a four-month deployment to the Med and northern Europe. On the good will and training cruise, she traveled nearly 23,000 nautical miles.

Randolph (CVS-15)

A surprise reunion took place on the deck of *Randolph* when LCdr. Mario SaBaretto of the Brazilian Navy and four of his fellow officers



CPL. WOLFE, USMC, on *Essex* always comes up with an ace when he shows off card tricks.

boarded the carrier in St. Thomas, Virgin Islands, to observe operations.

The Brazilian flier, who is now aircraft handling officer aboard the Brazilian carrier *Minas Gerais*, found himself face-to-face with the man who first taught him to fly, Commander Bert Shrine, now C.O. of VS-24 at NAS Norfolk.

At the time the two officers first met in 1960, Cdr. Shrine was an instructor at Saufley Field, Pensacola, and LCdr. SaBaretto was a student in the flight training program of the Naval Air Training Command.

During the four days LCdr. SaBaretto was aboard *Randolph*, he and Cdr. Shrine relived some of the experiences they shared at Pensacola, including the occasional linguistic difficulties. Each officer confessed it



LCDR. SABARETTO, Brazilian Navy, meets the man who taught him to fly, Cdr. Shrine.

was easier to use his own mother tongue when involved in such maneuvers as a tailspin and barrel roll. But there was no difficulty in communications when the two pilots reminisced about LCdr. SaBaretto's first solo in the T-34 aircraft or compared notes on their families.

Shangri La (CVA-38)

In a special ceremony in the squadron's ready room, Fighter Squadron 62 promoted 39 enlisted men. Commander D. L. Whitman, VF-62 C.O., announced the advancement of four men to petty officer first class, 19 men to petty officer second class and 16 to petty officer third class. On the same occasion, ADJ3 Jerry C. Sawey was announced the winner of the Plane Captain of the Month award.

F. D. Roosevelt (CVA-42)

FDR, with embarked CVW-1, has returned to her home port, Mayport, Fla., after a nine-month cruise in the Med. She was relieved on station in Pollensa Bay, Majorca, by USS *Independence*. While deployed CVA-42 steamed 52,000 nautical miles and racked up her 175,000th arrested landing.

Shortly after she pulled into Mayport, *Roosevelt* was the scene of a change-of-command ceremony as Rear Admiral P. N. Charbonnet, Jr., relieved Rear Admiral V. G. Lambert as ComCarDivSix. RAdm. Lambert has assumed new duties as Commander Naval Base, Subic Bay.

Before they left the Med, 35 officers and men of the OE division decided they would like to participate in the Foster Parents Plan through which, for \$15 a month, they provide medical care, clothing, and education for a needy child. Given a preference, the men decided they wanted to adopt an eight-year-old Vietnamese girl.

She is Dam Thi Loan. Born in North Vietnam, she escaped to the south with her parents several years ago. Shortly after the family arrived in Saigon, her father and sister died of tuberculosis. Her mother, four sisters, two brothers, a brother-in-law and his two children all live in one room. Dam Thi's mother makes her living selling baskets. With the help of the 35 *Roosevelt* men, things are a little easier for the Loans.



IT'S TOUGH to be a referee when the playing area is four acres and the players change every 30 seconds, but that is the job of CWO Bobby D. Legg on the flight deck of USS Ranger during flight operations. In flight deck control, Legg (C) jots down position of planes spotted for launch (top left). On the flight deck, air boatswain Legg maintains a steady pace, directing and supervising aircraft movement (top right and above), and occasionally just standing back.



Photographs by
PH2 Frank T. Peak

Kossler Award is Presented

Pax River Pilot Named the Winner

LCdr. William A. Rockwell, maintenance officer in the Flight Test Division, NATC Patuxent River, Md., has been named the Navy winner of the 1967 Captain William J. Kossler Award.

The award is presented annually by the American Helicopter Society to a representative from each of the major services.

While serving in Vietnam from July 1966 to June 1967 as commanding officer of the Navy's first attack helicopter unit, HC-1 Det 29, LCdr. Rockwell developed attack tactics in support of Operation *Game Warden* and helped to design combined attack helicopter/river patrol boat tactics.

His detachment worked out new operational procedures for locating and identifying enemy forces at night. *Lightning Bug* and *Starlite Scope* tactics are two of the better known night-search-and-attack techniques.

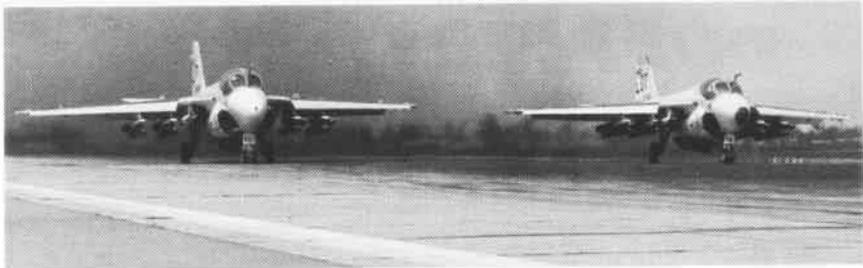
Under the direction of LCdr. Rockwell, the detachment produced a tactics manual based on experiences gained on 300 helo missions and 15 river patrol boat combat patrols in the Mekong Delta and Rung Sat zone.

VR-1 Departs Patuxent River Moves Back to Norfolk after 25 Years

A quarter of a century ago in July 1943, the Navy's first air transport squadron flew out of Norfolk and took a fix on its new home at Patuxent River, Md. It had been commissioned in March 1942 at Norfolk. Last June, 13 aircraft and nearly 400 personnel of Fleet Tactical Support Squadron One (VR-1) moved back to Norfolk.

One of the squadron's components remained at Pax River and was commissioned as Fleet Air Reconnaissance Squadron Four (VQ-4). Also separated from the parent unit were its two VIP aircraft that provide transportation for high-ranking military and civilian officials. These planes, with their crews of approximately 12 officers and 53 enlisted men, were transferred to NAF Washington, D.C.

VR-1, which flies the C-118 *Liftmaster*, the C-131 *Convair*, and the C-130 *Hercules*, is commanded by Captain F. G. Koenig.



TWO A-6A INTRUDERS ARE PREPARED TO TAKE OFF WITH BOMBS ON PYLONS

MARINES PRAISE A-6A INTRUDER

"The Marine airplane that can do it all" is the way members of the 1st Marine Aircraft Wing praise the A-6A *Intruder*. During one particular month, the two *Intruder* squadrons of the wing set four records.

VMA(AW)-242, stationed at Danang, set the pace in systems availability and the number of systems flights. With all "black boxes" functioning, the A-6A is awesome, able to attack accurately in the darkness and through heavy clouds and rain. It can detect trucks, boats, trains, or other "movers" and attack them with pinpoint accuracy. Its computers, radars and black boxes make it possible to identify pillboxes, bunkers, trench lines, tanks, and roads. No target is safe from the *Intruder* operating with full systems.

VMA(AW)-533 at Chu Lai also set a pace. The *Night Hawks* of 533 logged records for the number of flight hours and weight of ordnance delivered.

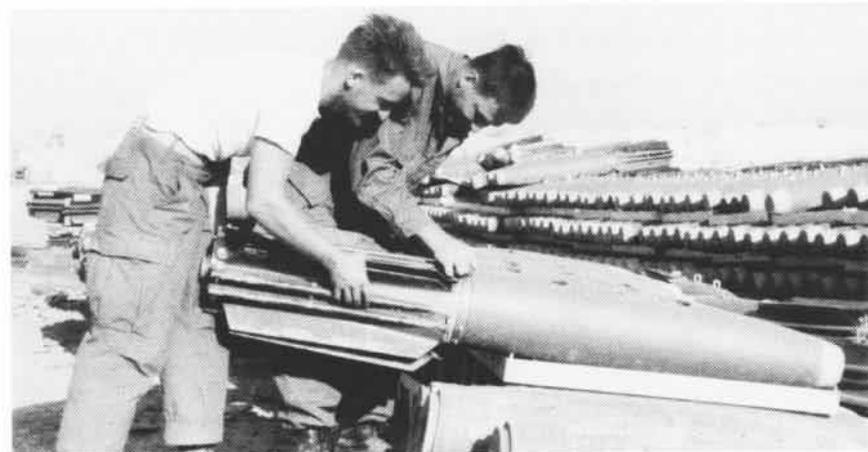
The Marines didn't get the *Intruder* because it is a terribly complex airplane. They got it because the *Intruder* can see when others cannot.

But setting availability records, flight time records, and ordnance records doesn't come easy for an *Intruder* squadron. The A-6A Marines calculate that it takes about 55 man-hours of ground maintenance to keep the plane flying one hour.

According to 1st Lt. John J. Causin, maintenance control officer of VMA(AW)-242, "Readiness requires a concerted effort on the part of many departments and people. The avionics men have the task of maintaining all the electronic gear. Maintenance Marines keep the engines and hydraulic systems in peak condition. Supply people have to stay right on top of the situation and keep the necessary parts flowing in."

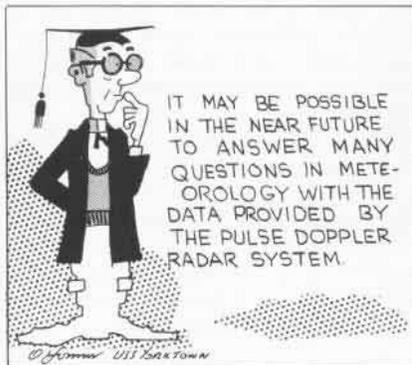
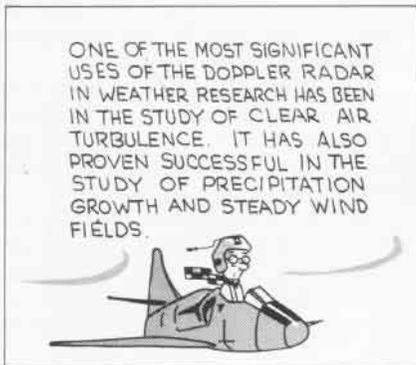
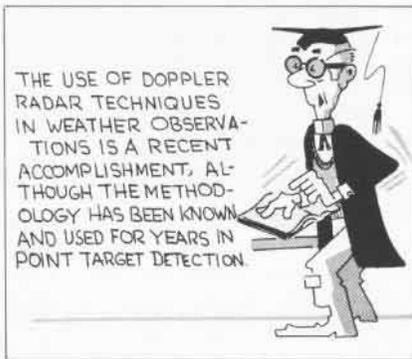
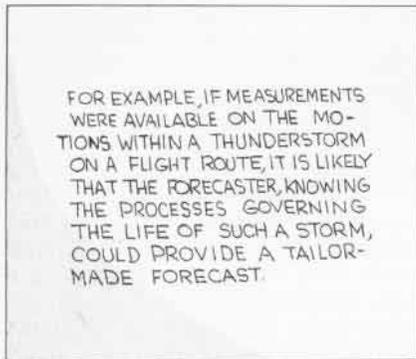
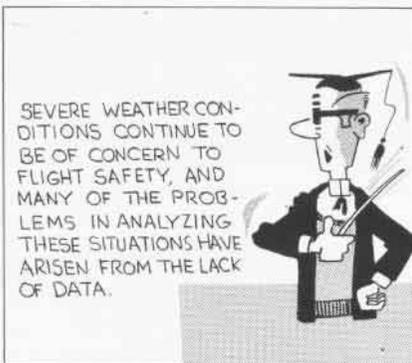
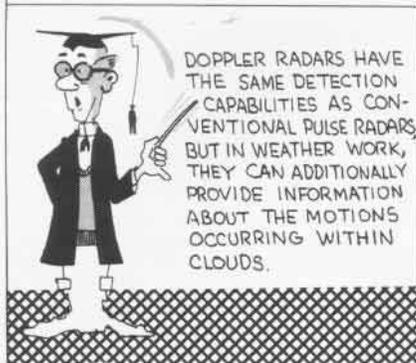
The squadrons receive expert help from headquarters and maintenance squadrons. Marine air base squadrons also make a large contribution to the total effort.

The A-6's at Danang and Chu Lai are not flying off carrier decks, and they are not supporting bad-weather amphibious landings. But they are doing things only the *Intruder* can do.



LEATHERNECKS OF TWO MARINE AIR BASE UNITS PLACE TAIL FIN ON BOMBS

DOPPLER RADAR



A Further Improvement of T&E New Office at Pax River to Expand

The Naval Air Test Center, Patuxent River, Md., will soon coordinate testing of aircraft and weapon systems being done at 13 Navy activities. Captain Nick J. Smith heads the new test and evaluation (T&E) office. From its present staff of 16, the T&E office expects to expand to 100 within the year.

Working under Capt. Smith will be project coordinators in the areas of fighter and attack aircraft, patrol and support aircraft, air-to-air and air-to-surface weapons, rotary and V/STOL

aircraft, and support equipment. It will be their responsibility to set priorities, plan tests and evaluations for their particular specialities, and monitor progress of the testing.

Device Records Hurricane Data Used on VW-4 Super Constellations

The *Hurricane Hunters* of Weather Reconnaissance Squadron Four, NAS Jacksonville, Fla., have a new electronic aid to help them collect detailed information on tropical storms. Dubbed Data Acquisition (Logging) System (DALs), the device allows meteorology officers to read and re-

cord precisely over 25 particular traits of a hurricane as they fly through it in one of the squadron's *Super Constellations*.

DALS instantly records on a computer taping device such information as wind velocity, sea water temperature, aircraft position, air pressure, etc., and transmits the data via radio to Jacksonville's Fleet Weather Facility.

Tailored specifically for the *Super Connie*, DALS was developed and installed in VW-4 aircraft by the Naval Weapons Center, China Lake, Calif.

Marine Wins Award for Heroism Rescued Three Besieged Americans

Maj. Stephen W. Pless, USMC, has received the Avco-AWA Helicopter Heroism Award for 1967. Sponsored by the Aviation/Space Writers Association and the Avco Corporation, the award is given for an act of outstanding heroism involving use of a helicopter. Maj. Pless was selected from a total of 85 nominees.

On August 19, 1967, in Vietnam, while piloting a UH-1E *Huey* as escort for a medevac helo, Maj. Pless learned via radio that four men from a downed aircraft were under VC attack. Maj. Pless went to their aid.

He spied the four men on the beach being beaten and bayoneted by 30-40 enemy troops. After a low pass over the VC to drive them away, he made a series of treetop-level strafing runs, often through the debris of his own exploding shells. Despite intense enemy fire, he landed his helo between the enemy and the Americans and took aboard the three men surviving. Because the VC had closed to within ten feet, they had to be repelled by small arms fire. Escaping over the sea, the helo was so overloaded it hit the water four times before it became airborne.

Major General Keith B. McCutcheon, Deputy Chief of Staff (Air), Marine Corps Headquarters, in nominating Maj. Pless for the award, wrote: "[Maj.] Pless, by his willingness to expose himself to almost certain death in order to help his comrades-in-arms, was able to thwart a determined enemy effort to kill three of four American soldiers. . . . His actions were those of a man of uncommon bravery and superior aeronautical ability."

Maj. Pless is currently assigned to the Naval Aviation Schools Command, NAS Pensacola, Fla.

PERSONAL GLIMPSES

Editor's Corner

CAN YOU TOP THIS? From time to time, *Naval Aviation News* receives claims from field organizations—squadrons, ships, or whatever—for various “firsts” or “mosts.” It may surprise some of our readers to learn that there is no member of the staff who spends his day recording and verifying such claims. None of us has the time. What we generally do is ask around the office to see if any old-timer (i.e., anybody who has been around more than a year) recalls an earlier claim similar to the latest we’ve received. If not, we publish it—but we *always* try to qualify it with such a phrase as “claims to be,” “contends it is,” etc.

Even so, we often get spirited replies from the field renouncing a given claim—and that, we figure, is just as it should be. Records, the old saw goes, are made to be broken. At the other end of the spectrum, the business of toppling old records can be pretty difficult for the youngsters nowadays. Recently, we heard of a pilot who had qualified in 70 models of 38 different aircraft. That’s an impressive feat. But then we considered the record of LCDr. P. J. (“Pappy”) Bryne. In May 1958, *NANews* reported that, upon his retirement, Pappy had accumulated 23,000 hours in more than 140 different types of aircraft.

But here’s a potential record we’d like to put up for grabs: Captain George Watkins, who was the first Naval Aviator to make more than 1,000 carrier landings, recently celebrated the tenth anniversary of another feat: the time he flew an F-11 *Super Tiger* to a world altitude record of 76,939 feet. He celebrated the event by driving a C-1 aboard *Lexington* for his 1,103rd landing. That’s a set of records that will be hard to beat.

Anyway, if you think you have a record, send in your claim. We’ll be happy to publish it—if for no other reason than to see if anybody else shoots it down.

Hiding in the Tall Grass. By now, the elephant jokes that were so popular a short time ago have, hopefully, just about run their course. And also by this time most everybody has heard of Operation *Bah-room* in Vietnam. You know, that’s the one in which elephants—quieted with a drug that caused such a toxic effect that personnel around them had to wear gas masks—were carried by CH-53A *Sea*

Stallion helicopters to Vietnamese villagers who need them to transport lumber.

At the risk of resurrecting all the tired old elephant jokes and some snide remarks about *Bah-room*, we present the story of Marine Capt. Al Barr. He’s the one who swears he killed a pink elephant in Vietnam. That’s right, a pink elephant.

Before you start to snicker, take into consideration the fact that Capt. Barr is a very sober *Huey* gunship pilot who was flying over Vietnam’s “Elephant Valley” in broad daylight when he saw the pink elephant—or, more specifically, *three* pink elephants. Just to make sure he wasn’t seeing things, he made an identification run on the pachyderms. They were loaded with Vietcong ammunition and supplies. So he clobbered one of them.

To his unbelieving compatriots, Capt. Barr reported the very real elephants had probably attained their pink hue by rolling in the dust of Vietnam’s light-red clay.

HAPPY LANDINGS. JO1 Ron Nelson reported in *NAS Pensacola’s Gosport* that the most unusual traffic violation of Florida State Trooper Jim Powell’s career involved two Navy pilots and a T-28 *Trojan* aircraft.

The trooper, responding to a call from his dispatcher, found the T-28 parked on the right-hand side of Inter-

state Highway 10 near Pensacola, facing the wrong way. With the plane were two very relieved pilots, Lt. Richard Wilson (a VT-3 instructor) and student pilot McCormick.

Seems the pair had taken off on a training hop from Whiting Field, only to experience engine trouble that forced them to make an emergency landing on the newly constructed Highway 10, which had not yet been opened to traffic.

Powell admitted he could have gotten the aviators for many violations (improper parking near an entrance ramp, heading the wrong way in a one-way lane and operating a motor vehicle without a license, etc.), but he let them off. Even so, he was heard to mutter as a crash crew began to remove the aircraft from the scene: “Let’s see, that’s towing without a permit....”

Bottles Up. Petty Officer Robert D. Yoachum is the latest in a lengthening list of Navy men to receive surprising responses from notes they’ve enclosed in bottles and tossed over the side. He dropped his in the water as his ship, the USS *Intrepid*, was nearing Cape Horn and promptly forgot it—until he got a reply from a Frenchman who was fishing off the coast of Venezuela when he found the bottle. Yoachum’s message traveled more than 5,000 miles (no record claim intended).



LETTERS

Double Check

Sirs: The VA-55 write-up on page 37 in the June 1968 issue of *Naval Aviation News* isn't quite correct. Research will show that VT-5 was commissioned in 1937 with TBD's and was assigned to Air Group Five in *Yorktown* (CV-5).

When *Yorktown* was sunk in June 1942, VT-5 personnel (those who survived!) were dispersed and a "new" VT-5 was re-commissioned—as your article stated—in 1943 and joined the "new" *Yorktown* (CV-10).

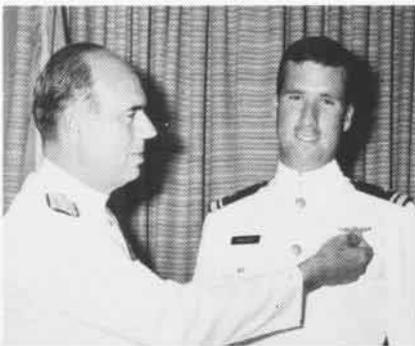
J. K. Pegues, Cdr., USN
Naval Ship Engineering Center
NAS Norfolk, Va. 23511

P.S. I was in VS-6 in *Enterprise* (CV-6) at the time.

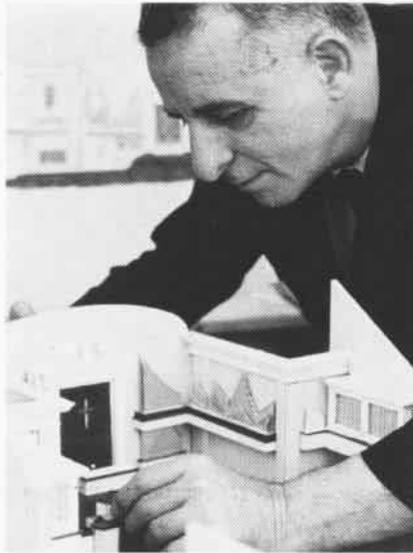
¶Editor's Note: Adrian O. Van Wyen, DCNO(Air) historian, says, "*Naval Aviation News* is correct. The present VA-55 was commissioned as VT-5 on February 15, 1943. No re-commissioning was involved. Except for the similarity in number, it had no relation to the VT-5 of the old *Yorktown* or any of the others that preceded it.

"The old *Yorktown* torpedo squadron was commissioned as VT-7B on April 1, 1937, was redesignated VT-5 on July 1, 1937 and decommissioned on July 2, 1942. Two other 5's preceded it. One came into being as VT-20 in 1923, acquired its 5 in 1927, and went out of existence in 1931. The other, which existed only briefly in the 1920-21 period, was an ancestor of the present VF-14.

"Are all VT-5's the same squadron? Hardly. Popular belief to the contrary, the Navy does not re-commission squadrons."



ANAVAL AVIATOR, Rear Admiral Thomas J. Walker, Deputy Commander for Plans and Programs and Comptroller, NavAirSysCom, pins Navy Wings of Gold on his son, Ltjg. D. R. Walker. Lt. Walker, who completed his flight training with VT-25 at Chase Field, has been assigned to VA-122 at NAS Lemoore.



DR. J. T. Vernettozzi, master organist, looks over a model of the NAS Pensacola Memorial Chapel's proposed pipe organ. Donations for the organ are to be mailed to the Chapel's Memorial Fund, NAS Pensacola, Fla., 32508.

Training Center Open at Orlando Was Originally an Air Force Base

On July 1, the Navy officially opened its third Naval Training Center at Orlando, Fla. The Navy operates two other recruit training centers at Great Lakes and San Diego.

Its modern brick structures are complete with air-conditioning and closed circuit TV to aid instructors.

In addition to the Recruit Training Command, the center will host the following tenant activities: Naval Training Device Center, Naval Hospital, Navy Finance Office, Advanced Undersea Weapons School, a branch office of the District Printing and Publications Office, an Air Force photo squadron and special communications unit, and a branch office of the Defense Contract Agency.

The center was an Army Air Force Base in 1940, later a USAF base, until it was recently acquired by Navy.

Oceana Marks 25th Anniversary Wasteland Now a Master Jet Complex

What was once a swampy wasteland is today NAS Oceana. Originally commissioned as an auxiliary air station August 17, 1943, it received its present designation April 1, 1952.

The master jet complex at Virginia Beach, Va., today has over seven miles

of runway, the longest in the Tidewater area, and the latest equipment with which to serve military air traffic on the East Coast.

It is manned by a crew of nearly a thousand station personnel and is the home of 20 fighter and attack squadrons, flying such aircraft as A-6 *Intruders*, F-4B and F-4J *Phantom II's*, F-8A *Crusaders*, A-4 *Skyhawks*, TF-9J *Cougars* and TA-4F jet trainers.

Air Traffic Center Sets Record 250,000 Radar Approaches at Miramar

On returning from a missile shoot, Lt. Dave West, VF-121, heard the Radar Air Traffic Control Center (RATCC) controller say: "You have just completed the 250,000th radar approach at NAS Miramar."

Lt. West thought at first "someone was playing games." However, his doubts were dispelled when he and his RIO, Ens. Bernard Zacharias, were feted at a cake ceremony.

Since its commissioning on July 15, 1958, the RATCC unit at Miramar has worked round the clock, averaging 2,100 approaches per month, many of them under instrument weather conditions.

Medal Given for S-2 Crew Rescue Timely First Aid at the Scene Praised

At Point Mugu in June, Raymond E. Swift, an Oxnard resident, received the Navy Meritorious Public Service Citation, signed by the Secretary of the Navy, for his part in the rescue of the four-man crew of an S-2 *Tracker* that crashed in a nearby field on January 18, 1968. The presentation was made by Rear Admiral Marshall W. White, Pacific Missile Range commander.

The four crew members, two of whom had been seriously injured in the crash, were present at the ceremony.

When the S-2 crashed, Mr. Swift, who was driving his radio-equipped farm truck, alerted the Navy's control tower, calling for a rescue helicopter. Approaching the aircraft and seeing the fuel tanks dripping, he managed to extricate the men. The citation said, "As a result of his knowledge of first aid, injuries were kept to a minimum. In recognition of Mr. Swift's prompt and courageous action... this award is approved."



SQUADRON INSIGNIA

Attack Squadron 147, the first Fleet operational A-7A squadron on the West Coast and the first unit to deploy to Southeast Asia with the Navy's newest attack bomber, was commissioned February 1, 1967. Commander James C. Hill leads the outfit. It recently returned to its home port at NAS Lemoore, California, from a six-month tour in the Tonkin Gulf and Sea of Japan. As part of Carrier Air Wing Two aboard the USS Ranger (CVA-61), the 'Argonauts' evaluated the Corsair II in combat.



NAVAL AVIATION

NEWS



TAKE ME TO YOUR HEATER . . .

. . . and I will show you how an earthbound fire fighter uses his new weapon against this enemy. My ammunition is 'Light Water' which I spray on the fire. Its effectiveness is clearly demonstrated in tests described on pages 12 and 13.