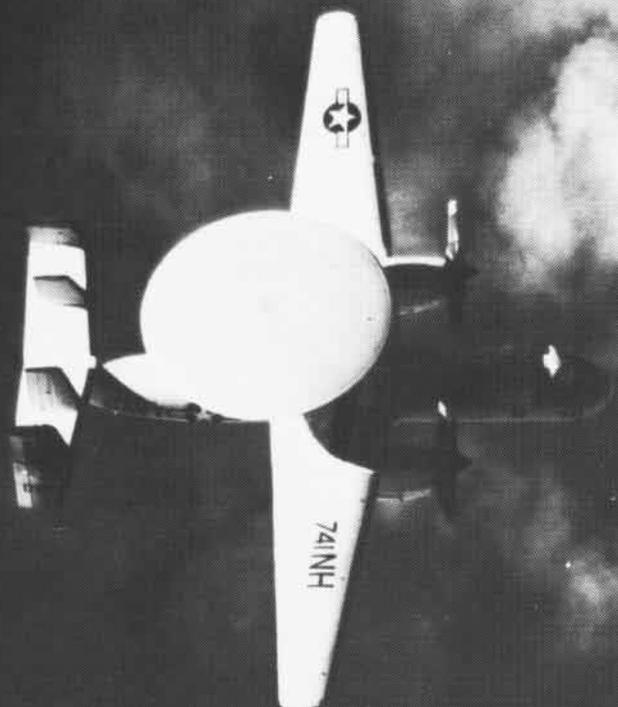


NAVAL AVIATION

NEWS



JUNE 1975





NAVAL AVIATION NEWS

FIFTY-SEVENTH YEAR OF PUBLICATION

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COVERS — *Front, PH1 Harold Phillips CCGLant, photographed the VA-34 Intruders over the Grand Canyon during the Blue Blasters' Yuma, Ariz., weapons deployment last December. On deck in the squadron spaces, Phillips made the film study of flight crew log books on the back cover. VA-34 is featured in this issue. Here, a VAW-114 Hawkeye and a VF-213 Phantom share the sky over Yankee Station during operations in 1968. The Kitty Hawk-based planes were photographed by an RVAH-11 Vigilante.*

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EDITOR'S CORNER

Overheard in the Antarctic. Remember that Navy C-130 with ten aboard which recently made an emergency landing on a high plateau 600 miles from McMurdo Station in the Antarctic? A JATO bottle had exploded on takeoff forcing the pilot to get on deck in a hurry. One passenger, who shivered for several hours waiting for rescue, later said, "Man...it was so cold, I saw a penguin stick up a seal and take his fur coat!"

Drum and what corps? Capt. J. D. Owen, USMC, of VT-25 sent us this one, no malice intended. Monitoring a flight service station frequency while flying a low-level hop in an *Intruder*, he heard the pilot of a Marine C-54 talking to a ground station. Seems that the transport was carrying a Marine drum and bugle corps unit to a city for a parade. Someone had left the group's TAD orders in the snack bar at the departure point. The pilot requested that the base be advised to hold the orders in a safe place until they could be retrieved and processed. Numerous transmissions finally got the message across but the FAA man ultimately had to ask, "You mean they just got on the plane and left all their orders in the snack bar?" A voice from the C-54 boomed strongly in reply, "That's right....That's why we call them the drum and bungle corps."

Doesn't sound right to me. If a pilot describes his ailing engine's symptoms with those words on a yellow sheet, he's more than likely earned himself a scowling confrontation with the maintenance control chief. Maintenance men don't deal in obscurities. But there are exceptions to most rules. AMH3 Alejandro Maldonado, a VT-27 plane captain, watched a T-28C launch from an NAS Corpus Christi runway. "That plane just doesn't sound right," he said to himself. Maldonado immediately alerted the flight duty officer who told the pilot to return and land. Investigation revealed that the valves for the number six cylinder were out of adjustment - a discrepancy which, uncorrected, could lead to engine failure. Maldonado can work on our flight line any time.

Iron Bottom Club. Former *NANews* editor Art Schoeni recently described the Iron Bottom Club in an LTV Aerospace Corporation newspaper. Those of you who have flown single-pilot aircraft may like to apply for membership. In addition to a sturdy posterior, you'd have to match these feats: In WW II Maj. Loren Everton, USMC, led a flight of three F4Us from VMF-113 on a mission covering invasion landings on Eniwetok. The trio remained airborne for nine hours and forty minutes, the longest recorded

sustained combat flight by one-man aircraft. (There might be a *Spad* driver veteran of the Southeast Asia conflict who can come close to that. Ed.)

Perhaps the all-time champion is A. J. Bibee, a first lieutenant in the Marines. In January 1946 he launched from the airstrip at Yokosuka in an F4U *Corsair* and flew over the land of the rising sun for 17 hours and 5 minutes. He had three auxiliary tanks with 737 gallons of fuel aboard.

Captain Charles Fritz, USN, and Maj. Alec Gillespie, USMC, piloted a pair of A-7A *Corsairs* from Patuxent River to Paris in seven hours, a distance of 3,327 miles, without stopping or refueling. That was in 1967. Colonel D. H. (Jack) Frost launched from Edwards AFB in 1970 in an A-7D and flew 5,000 miles in ten hours with several live plugs.

The longest A-7 flight, however, is credited to LCdr. R. D. Pfeifer. In August 1970, he flew from California to Florida *and back* in 12.2 hours, refueling twice in midair. Can anybody top that?

Photo shows a DT-2 releasing a torpedo. Lt. R. L. Fuller set a distance and duration mark in this type aircraft in 1923. He carried a 1,000-kilogram payload 205.2 miles in 2 hours, 45 minutes and 9 seconds, a far cry from the Patuxent to Paris run which came 44 years later.



did you know?

Nimitz Commissioned

USS *Nimitz* (CVAN-68) was commissioned by President Gerald R. Ford at the Norfolk Naval Station on May 3. The Navy's second nuclear powered carrier is named in honor of Fleet Admiral Chester W. Nimitz.

Built by the Newport News Shipbuilding and Drydock Company, Newport News, Va., *Nimitz's* keel was laid June 22, 1968. She was launched on May 13, 1972, by Adm. Nimitz's daughter, Mrs. Catherine Nimitz Lay.

Nimitz is the largest carrier ever built. She has an overall length of 1,092 feet, an extreme breadth of 292 feet and a flight deck area of four and one half acres. She displaces 95,000 tons with a combat load and can accommodate 6,286 persons, including air wing personnel.

CVAN-68 has two reactors, four generators, four propellers, four catapults, four aircraft elevators and room for approximately 100 tactical aircraft. The two reactors provide the equivalent of 11 million barrels of oil, allowing the ship to operate 13 years without refueling. She can steam at a speed in excess of 30 knots. The fact that there is no need for fuel storage facilities for the reactors enables the ship to carry aviation fuel to conduct flight operations for 16 days.

Four hundred thousand gallons of fresh water can be distilled daily by the carrier's four evaporators. *Nimitz* can carry provisions for 90 days and can load 200 tons of supplies an hour. Provisions are geared to produce 18,000 hot meals a day.

Nimitz is protected by extensive use of armor and an improved anti-torpedo hull design and her unprecedented endurance at high speeds. Improved design features in the areas of command and control, intelligence processing, ammunition handling, fire fighting and damage control are also incorporated.

Captain Bryan W. Compton, Jr., is commanding officer of the Navy's newest carrier and Commander James H. Maulding is the executive officer.



TSCs Tactical Support Centers (TSCs) have now been installed at 12 key antisubmarine warfare operational sites worldwide. Installation of five others by early 1976 will complete the global TSC network begun in 1970.

The shore-based computerized systems perform command, direction and support functions in the day-to-day operations of the Navy's ASW squadrons. Data is collected during flights of P-3, S-3 and NATO ASW aircraft, and from external intelligence sources. All data is entered through near real-time data links, established communications networks or magnetic storage media. Events occurring during ASW missions can be rerun, critiqued and reconstructed by processing the information through displays and acoustic analyzers. Correlation of new data with other internally maintained data bases determines required command tactics.

The TSCs will be integrated into the global antisubmarine warfare centers command and control system as a major step toward providing a highly responsive shore-based command and control capability for ASW operations.

System engineering, integration and installation of the centers were accomplished by the Antisubmarine Aircraft Test Directorate, NATC Patuxent River.

Cost Cutter Cutting the price of an electronic unit from \$6,000 to \$150 doesn't happen too often. But Albert B. Evans, Jr., electronics engineer at Test Operations, Pacific Missile Test Center, Point Mugu, Calif., did just that with his invention of a digital antenna pattern generator for radar simulation.

Evans decided that the old system of an oscilloscope beam shooting through a piece of film into a detector that fed an amplifier was too complicated, cumbersome and expensive. He found that storing the patterns on an inexpensive semiconductor and sending the output through a digital-to-analog converter provided the resolution needed to simulate a radar antenna output. He is now working on an idea that will solve the same problem — in three dimensions.

Trump The Navy's Project Trump (Technical Review and Update of Manuals and Publications) is an innovative development in technical manual management and publication. The system essentially converts paper manuals to 16mm microfilm for distribution to the fleet and other activities. When information is required, it is then obtained by the push-button retrieval feature of specially designed film readers. While the Maintenance Information Automated Retrieval System (MIARS) program significantly decreased the large volume of paper manuals through microfilming techniques and lowered costs, it did not fully satisfy the formidable task of updating technical manual pages in a timely manner.

The research and development of this project has led to a new concept in automatic data processing and computer graphic techniques. A system was developed integrating the latest technologies of data entry, file maintenance and photocomposition. Trump reduces the problem of converting documents from their present form to computerized form. It automatically processes illustrations and complex tables as well as running text, and allows updating of the data.

The output media of the Trump system is the 16mm master film; however, other film sizes are available. This film directly interfaces with the MIARS program after it has been duplicated and inserted in cartridges.

Trump provides faster updating, standardization of documentation format, and improvements in appearance and readability.

The first Trump facility will be at Naval Air Rework Facility, Jacksonville, Fla.

New Command On April 25, Rear Admiral John M. Thomas assumed command of the Pacific Missile Test Center, Point Mugu, Calif. The new command, designed for more efficient execution of Navy test, evaluation and range support projects, combines the former Pacific Missile Range and the Naval Missile Center.

Hawkeye Training The first Naval Flight Officer wings to be awarded at RVAW-110, NAS North Island, were presented to Ensigns James R. Neff and Michael L. Maurer in March. The two had completed the first ten weeks of the squadron's 30-week Airborne Tactical Data System course.

Formerly students attended 12 weeks of classroom instruction and practical training in the E-2B tactics trainer at NAS Glynco, Ga. Designated NFOs upon graduation, the students then attend a six-week air intercept control course followed by 20 weeks of E-2B fleet replacement training at RVAW-110. The 38 weeks have now been reduced to 30 weeks of intensive classroom, simulator and flight training, all at the squadron.

After learning to operate the complex multisensor weapons system of the *Hawkeye*, the NFO is also qualified as an Air Intercept Controller.

Cross Decking In March, while a task force participated in a North Atlantic Treaty Organization exercise in the Caribbean Sea off the coast of Florida, HMS *Ark Royal* and USS *Independence* steamed in company and cross-decked planes and personnel. Two F-4J *Phantoms*, one from VF-102 and one from VF-33, two A-6 *Intruders* from VA-65 and two A-7 *Corsairs* from VAs 12 and 66 landed aboard *Ark Royal*. Landing aboard *Independence* were F-4K *Phantoms*, MK-2 *Buccaneers* and MK-3 *Gannets*. In addition several American and British crewmen cross-decked for supporting roles in the operations.

Commander James Flatley III, Commander, Carrier Air Wing Seven, led the *Indy* men aboard *Ark Royal*.

Following completion of the exercise, Captain W. B. Warwick, C.O., headed *Indy* toward the Norfolk Naval Shipyard, Portsmouth, Va., where an extended yard period will prepare her for a scheduled Med deployment in September.





GRAMPAW PETTIBONE

Inattention

An aviator was scheduled for an IFR flight from NAS Midcoast to NAS Southcoast. Following the preliminaries of checking the weather and filing his flight plan, the pilot proceeded to his A-7 Corsair and preflighted the aircraft. Finding everything normal he completed his checklists and departed NAS Midcoast.

The flight to Southcoast was uneventful. The pilot elected to conduct a surveillance approach, circling to land on the duty runway. During the downwind leg, at 2,000 feet, the pilot reported the landing runway in sight. At this time he estimated visibility to be four to five miles and requested a VFR entry to the runway. The tower cleared the A-7 special VFR into the break. However, the pilot had already started the transition to the landing configuration while turning onto the extended runway centerline and therefore requested and received clearance for a straight-in approach.

The pilot was informed that work was in progress on the runway and instructed to land beyond 2,000 feet from the approach end. The A-7 was now on straight-in final approach and



the pilot was attempting to descend and decelerate to an onspeed proper attitude condition. At this point, he made a radio transmission. This was followed by a tower transmission of approximately 25 seconds giving the pilot additional information concerning runway conditions.

With gear and flaps down, the pilot advanced the throttle to an intermediate position "with no apparent engine response." The pilot advanced the throttle to full military power. The

Corsair was now in an excessive rate of descent and, with ground contact imminent, the pilot ejected.

The seat worked as advertised and the pilot was uninjured. The *Corsair* sustained strike damage.

In spite of the ground collision, the A-7 engine and associated material were recoverable and subjected to intensive analysis. The accident board, following a thorough investigation, failed to detect any engine malfunction or other abnormalities.



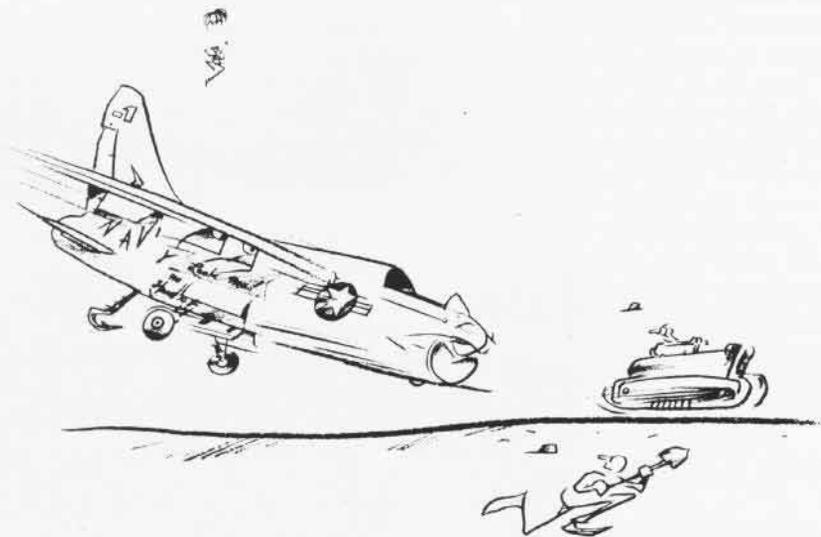
Grampaw Pettibone says:

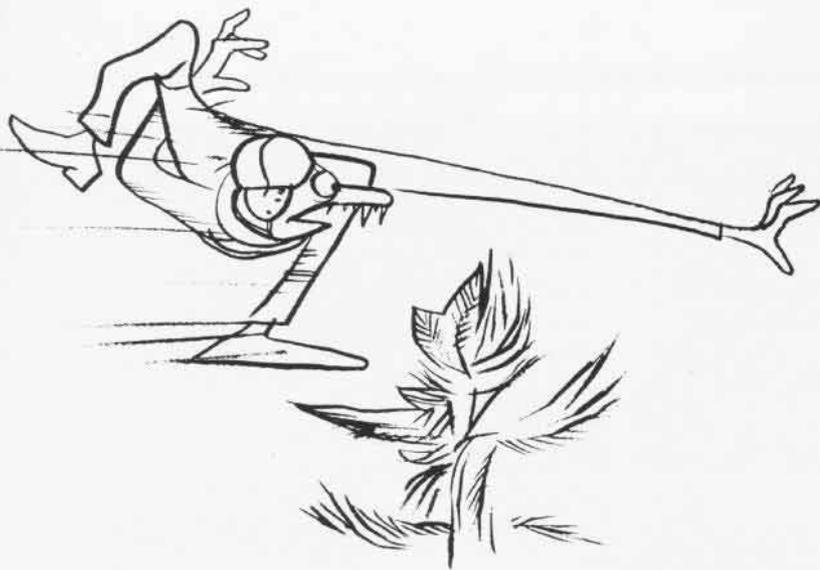
Leapin' lizards! This gent just didn't pay attention to the "store." When a "driver" is in such a hurry to get a machine on the ground that he takes shortcuts — that's the time for "extra vigilance."

Another thing that "teed me off" was the pilot not wearing his oxygen mask as he is supposed to. What do you say about a gent who "selectively" follows Natops?

I'll say the tower didn't help much. Long transmissions on final don't appear to be too smart to me!

All in all, a pretty bad scene!





Tree Topper

An A-1H pilot was on a routine ferry flight between two East Coast air stations when he heard on two occasions a sound similar to backfiring. No vibrations were associated with the noise and, after checking the engine instruments, the pilot decided things looked about normal. The following readings were noted: CHT, 210 degrees C.; CAT, +5 degrees; oil temperature, 72 degrees; and oil pressure, 86 psi.

A few minutes later the backfiring occurred again. The only engine instrument change noted was an increase in the CHT to 220 degrees. The pilot selected rich mixture and the CHT returned to 210 degrees. He then selected alternate air and observed the CAT increase to 32 degrees. Approximately 15 seconds later, direct air was selected and the CAT returned to +5 degrees. The pilot returned the mixture to the normal position and decided to land at a civilian field, approximately 15 miles from his position.

He contacted the tower and received clearance for a precautionary landing. Abeam of the runway, at an altitude of 2,500 feet, the A-1H was cleared number 2 behind a C-130 on a

2 1/2 mile final. The pilot took interval on the C-130 which put him an additional 3/4 mile downwind of the 180-degree position.

As the pilot started his turn to base leg, the engine quit. He immediately declared an emergency and continued the approach. As he passed the 90 degree position, it became apparent that he would not make the runway, so he reversed his turn and headed for the only clear area in sight. On short final to the cleared area, the pilot lowered the flaps at tree-top level and hit the top of the first tree at about 105 knots. One or two seconds after the collision, the engine started firing. The burst of power was sufficient to regain flying speed, so the pilot turned back to the runway, made a normal landing and taxied to the ramp.

The aircraft sustained substantial damage on the impact with the tree top but the pilot was uninjured.



Grampaw Pettibone says:

Egads, lad! Somebody could've got hurt! Just what does it take for a gent to get the message that he just might have a load of carb ice? Conditions were ideal for this sort of thing. After going to rich mixture and alternate air, engine operations

smoothed out. So why return to a setup that caused the trouble in the first place?

A CAT of 32 degrees C. is well within max operating limits for this engine, but it's pretty evident the pilot just didn't know too much about his machine. Even after decidin' to land and have a look-see, our boy fails to declare an emergency and lets himself get sucked way out of position for even a precautionary landing.

This whole embarrassin' bit is a result of the pilot's not knowin' his bird and then usin' poor headwork in an emergency. (August 1965)

Single Engine Emergency

The right engine suddenly failed when a PBJ was ten miles from the field at 1,000 feet altitude. The pilot advanced power on the port engine but, having allowed the airspeed to drop below that required for efficient single engine operation, he was unable to maintain altitude. The propeller was not feathered. Slow speed made necessary an exaggerated amount of rudder and rudder trim for the power being used. Hatches were open preparatory to abandoning ship.

All of these errors resulted in excessive drag. The plane just barely made it back to the field where it crashed due to a hurried and poorly executed landing.



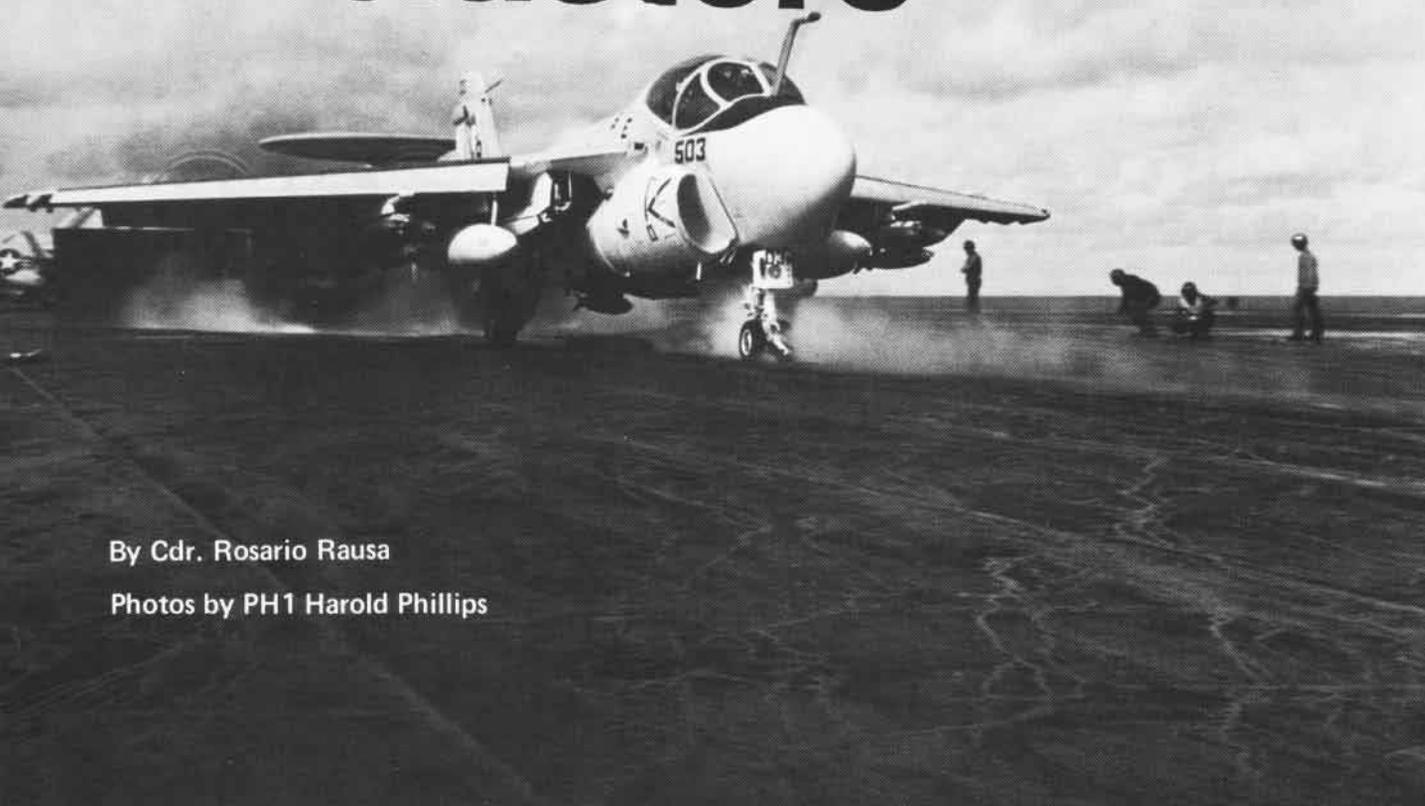
Grampaw Pettibone says:

The winning jockey in a horse race is usually the one who knows how to get the most out of his mount. It's the same in aviation; the winning pilot is the one who knows how to get the most out of his plane because he knows *all* its flight characteristics.

Despite the engine failure in this case, there would have been no crash if the pilot had known his business. Merely knowing how to take off and land isn't enough; you've got to know how to handle your airplane under all circumstances.

Single engine operating technique is a *must* for all twin-engine pilots. Squadron COs should ensure that their pilots are proficient in this technique. (May 1945)

the blue blasters



By Cdr. Rosario Rausa

Photos by PH1 Harold Phillips

Teamwork - joint action by a group of people in which individual interests are subordinated to group unity and efficiency. Webster's New International Dictionary



Teamwork, like training, is an over-worked word. Coaches demand it in spurring their charges to victory. Sales managers exhort subordinates to use it for the good of the company. Movie directors seek it from actors, stage hands — the entire production company.

Members of a Navy flying squadron also recognize the indispensability of teamwork. Like their counterparts ashore and afloat, the men of VA-34 thrive on it.

"Everyone has to do his share," says Commander Bill Westerman, skipper of the *Blue Blasters*. "We have tremendous assets in our people and in our hardware, but without teamwork we can't effectively complete our mission. In the A-6 community

especially, whether the teamwork is between pilots and BNs, or maintenance control and the airframes shop, the entire crew must click together. We're like a timepiece — if *all* the parts aren't functioning simultaneously, it won't work."

VA-34 is doing a lot with its people and its A-6 *Intruders*. In recent months the unit has deployed to LeMoore for electronic warfare exercises; Yuma, Ariz., for weapons work; and Guantanamo Bay, Cuba, for combined air wing/ship operations. Part of Carrier Air Wing One, VA-34 is assigned to USS *Kennedy* and is home-based at NAS Oceana, Va.

As Cdr. Westerman sees it, "Pilots and BNs are only as good as the men who maintain the aircraft. We have

more than 300 men who support flying operations. If the AQs don't groom the weapons gear, the bombs won't hit the target. The mechs make the engines go, plane captains keep the aircraft fueled, and so on it goes — from the C.O. down through the ranks to the most junior enlisted man."

The men of VA-34 have a measure of fun but mostly they work, and work hard. In the end they derive satisfaction from being part of a "going outfit," one that does the job with dedication, professionalism and — teamwork.

In the following pages, PH1 Harold Phillips of Combat Camera Group, Atlantic, chronicles the *Blue Blasters* during their Yuma weapons deployment, spelling teamwork with pictures.





VA-34 crews use brains as well as muscle in readying Intruders for weapons training sorties. Cdr. Westerman asserts that teamwork is the key element in a unit's success and that teamwork must involve everyone "from the C.O. down through the ranks to the most junior enlisted man."





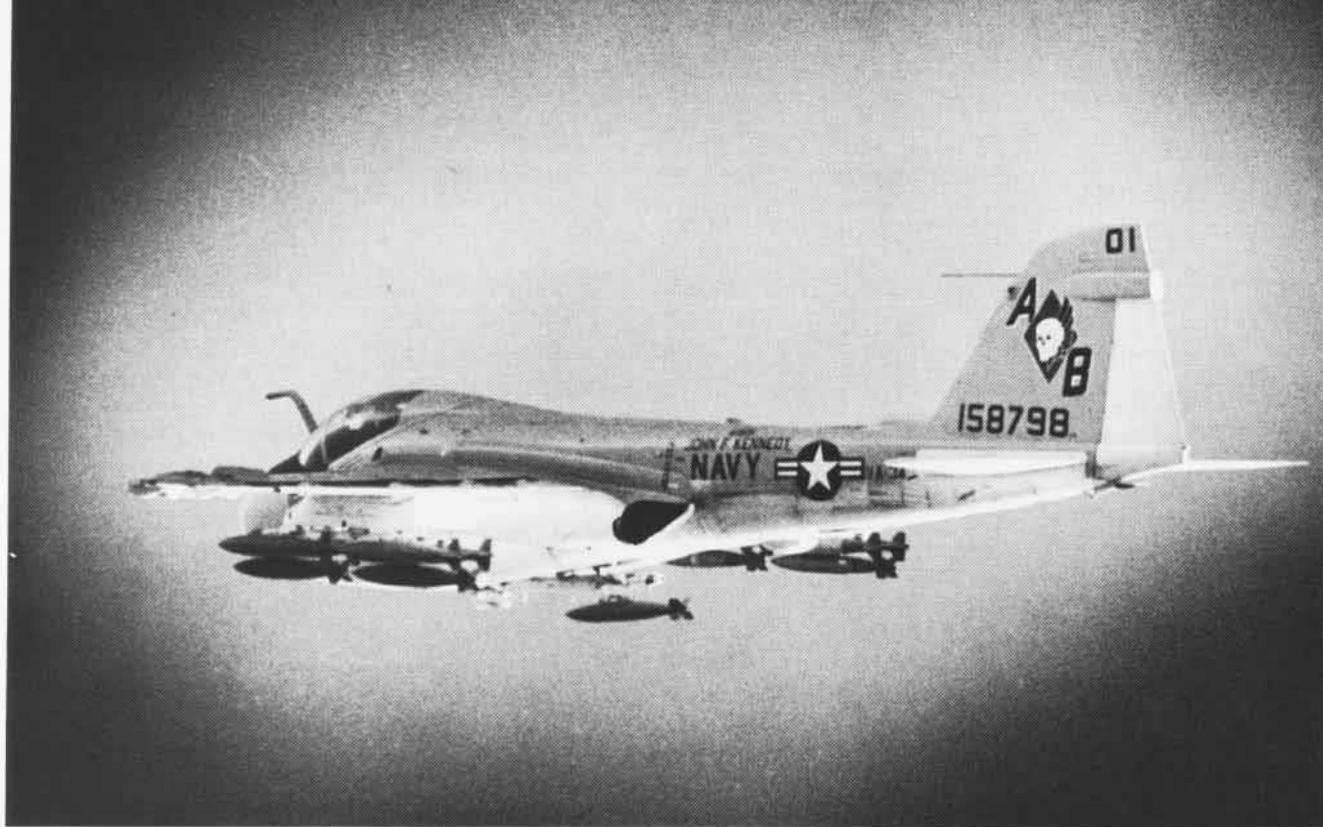
Right, VA-34 insignia on vertical stabilizer scowls at viewer. Below, rocket pod is hoisted onto wing rack.





Left, supervisor and ground crewmen leave aircraft line following safety check on aircraft prior to launch. Photos below show line personnel signaling to aircrews as planes taxi to runway. Sequence could be entitled "The Dance of the Plane Captains."





Tiedeman



Top, during level run, bomb is released on practice target. Like "weird gaping mouths" the wing tip speed brakes help stabilize A-6 on approach to carrier deck, above. Opposite page, left, Intruder has compact but comfortable cockpit and provides good visibility. A-6s pass over cloud deck en route to USS Kennedy.

Climbing into an A-6 is a little like scaling a precarious stepladder to a second-story window. Indeed, the cockpit measures nine feet from the deck. The top of the closed canopy is nearly 12½ feet above ground level.

But once strapped inside, aircrews enjoy a comfortable cockpit with an imposing array of gauges, electronic equipment and switches at their disposal. The huge canopy bubble permits excellent visibility and, overall, the *Intruder* provides a sturdy, superbly constructed environment in which to operate the aircraft to its fullest capabilities.

The pilot's horizontal display, situated on his panel slightly below eye level, is like a jumbo-size attitude gyro. Extending outward from the BN's panel is a cylindrical shield through which he monitors a radar screen unimpaired by outside light. As one flyer puts it, "The radar represents the eyes of the computer."

In one sense the BN's half of the cockpit resembles the main control station of a computer center. There are typewriter-like keys for programming a broad spectrum of data and a complex of screens and digital readout windows. Labels read "Target One,"



Rausa



"Offset Aim Point One," "Nav Check Point," and sundry other titles.

Says VA-34's Lt. George Tiedeman with hardly a trace of a smile: "The computer in the A-6 is so good it could almost complete your income tax form. All the systems are very well interfaced. They're redundant, perhaps, but that's good. This enhances reliability."

Both crewmen share preflight chores but the BN is responsible for warming up and aligning the electronic equipment, a critical step which assures transmission of accurate data once airborne. As numbers flick through readout windows during this evolution, weird sounds are emitted — like those in a futuristic science fiction laboratory.

Phantom pilot following intercept of a section of F-4s by an A-6: "There's an Intruder in our midst."

Once in the air the medium attack plane becomes a bit more than that. Its nifty maneuverability and powerful engines make it a match for the skills of many a dog fighter. One veteran *Intruder* driver asserted that the A-6 could handle just about any fighter in the sky — except the F-14 *Tomcat*.

Primarily, though, the Grumman machine is an all-weather attack bomber designed to put conventional or nuclear weapons on target with pinpoint accuracy, day or night regardless of environmental conditions.

The A-6 also functions as a refueling aircraft, does reconnaissance work and has a mining mission. In fact, its excellent weapons systems, with which the BN can program a wide variety of delivery modes, make the *Intruder* especially effective in mine warfare.

Operating from the flattops, A-6s can carry 22 five-hundred pound bombs on a mission. Normally the planes have a 450-mile radius of action. Hops usually last two or so hours due to carrier cycles but on low-level navigation flights, the *Intruder* can remain aloft for considerably longer.

VA-34 pilots log an average of 40 percent of their flight time at night or in instrument flying conditions. During the Southeast Asian conflict it was common knowledge, to friend and foe, that when the weather deteriorated badly, the A-6s went to work. Single *Intruders*, heavily armed, would penetrate enemy territory and attack some of the most strongly defended targets in the history of modern warfare.

VA-34's inventory includes nine A-6Es and four KA-6Ds. A detachment of A-6Bs is left behind at Oceana during carrier deployments.

Although the A-6 can operate in excess of 40,000 feet of altitude, it is at home skimming low over the terrain avoiding radar detection. Its two P&W J-52 P-8 engines can propel the fully loaded 30-ton plane at more than 450 knots in level flight. On attack and dive-bombing runs, speeds in excess of 500 knots are reached.

VA-34 *Intruders*, as well as those from other units, have a good reputation when it comes to carrier landings. The A-6 is a very stable bird and, more often than not, makes coming aboard look comparatively easy.

Purists might describe the A-6 as less than beautiful. Said one observer when the *Intruder* arrived on the scene years ago, "The front end resembles a Greyhound bus which shrunk in the rain. The refueling probe looks like a cross between a question mark and an exclamation point. And when she comes aboard, the wing tip speed brakes look like weird gaping mouths from *The Twilight Zone*."

To those who operate it, however, the A-6 is the only way to travel.



"If I see that island go by one more time, you're on your own."

The words may or may not have been uttered at a precarious moment in the challenging evolution of getting aboard the ship in the dark. Do BNs and their pilots get along with each other in the air and on the ground? For the most part they have to and, if VA-34 is any indication, they not only do but also become very close friends. And there is no record of a BN vacating an A-6, leaving a pilot on his own to settle the matter of snagging a flight deck wire.

"Mutual trust and confidence have to exist," says Tiedeman.

Another *Blue Blaster* BN, Lt. Bill Griffin, puts it this way. "The pilot and BN must have pride in what they can do together in the air. It's not the best BN or the best pilot but rather the best team that's important."

"Two men are obviously better than one, especially in emergency situations," says Griffin, "not to mention driving down the glide slope on a night CCA. In fact, if the pilot gets an 'OK, number 3 wire,' from the LSO, I feel a part of it. If the bomb hits the ball's-eye, I share the credit."

In emergencies, BNs function as a sounding board. If immediate corrective action isn't required, the two can talk things over before executing corrective procedures. It is also true that BNs sometimes are held equally responsible in the event things really turn to worms, such as in an unintentional wheels-up landing.

Senior BNs may be designated as mission commanders and will brief and lead flights accordingly. Many have become squadron C.O.s.

"I feel directly involved in things," asserts Griffin, "perhaps more so than does the radar intercept officer in a *Phantom*, who sits in tandem with the pilot. In the A-6 we're side by side. A BN is like a copilot, albeit without flight controls. In a way having a BN aboard is like incorporating the wingman concept in a single aircraft. We represent another set of eyes, so to speak, and we have to know the aircraft and all its systems."

'We are the two halves of a pair of scissors, when apart, Pecksniff, but together we are something.'

Charles Dickens

Put the scissors together in an A-6 *Intruder*, embellish them with a measure of experience and you do indeed have something. For when a pilot and bombardier/navigator join their talents with those of a magnificent flying machine, the results are something to behold.

The Grumman *Intruder* is a combat-tested all-weather weapons system which boasts — and has proved — capabilities too numerous to itemize here. Computerized, fitted with super electronic equipment and fortified by fighter-like handling characteristics, it represents a key element in the Navy's flying inventory of the 1970s.

But without a pair of highly trained homo sapiens to make it go and do its thing — not to mention a solid force of maintenance men on the ground — it's merely another airplane.

The coordination between a pilot and his BN must be as smooth and anticipatory as that between a center and his quarterback or a pitcher and his receiver behind the plate. Much of

what happens between the two transpires in silence or with minute gestures. Sometimes a head nod or a flick of the wrist says all that's needed. The pair learn to react to each other not unlike a well versed doubles team in tennis.

Lt. George Tiedeman flies in the right seat of VA-34's *Intruders*. Formerly an A-7 pilot, he now wears NFO wings and likes it. "There may be some snob appeal to being a single-seat pilot," admits Tiedeman, "but I like the idea of two people operating an aircraft to the fullest. And that's what we do in the *Intruder*."

"You work with a pilot for awhile," adds Tiedeman, "and you learn his techniques, just as he learns yours. If we remain consistent we can really put the bombs on target."

Normally there are 16 pilots and 16 BNs in VA-34. Crews are matched by personal preference as much as practicable. A seasoned pilot will be matched with a comparatively inexperienced BN and vice versa.



Left, Lt. George Tiedeman, VA-34 BN, foreground, enscribes route line on map for low-level flight. Aircrews review nav profile, below. Bottom left, route checkpoint is carefully studied and marked. Like Superman in a telephone booth, Blue Blaster BN, Lt. Bill Griffin, dons flight gear for hop.



Attack Squadron Thirty-Four was commissioned in the middle of World War II and has held several different designations since that time. Through the years, the *Blue Blasters* have provided the Navy air arm with a formidable attacking punch. Its pilots have flown nine different types of aircraft and, at one time or another, operated from the decks of 23 carriers.

Upon commissioning as VF-20, it was assigned as a unit of Air Group 20 at NAS San Diego. Flyers qualified aboard USS *Kitkun Bay* and USS *Essex* in F6F *Hellcats* before transferring to USS *Lexington* for action in the Pacific. In November 1944, 13 months after commissioning, the squadron flew missions against Manila, Luzon and Clark airfields and supported the Mindoro landings. In December, continuous strikes were conducted on Luzon and Formosa, while in January, in the South China Sea, it supported the Lingayen Gulf landings, struck the Indo-China coast as far south as Saigon and raided Hong Kong.

For these and other actions, VF-20 received the Presidential Unit Citation. In this period, operating from USS *Enterprise*, the squadron earned the Navy Unit Citation.

In April 1946 the squadron transitioned to F8F *Bearcats* and seven months later was renamed VF-9A. A Mediterranean cruise aboard USS *Philippine Sea* followed and in midsum-

mer 1948 the squadron was redesignated as VF-91.

The unit participated in the experimental carrier controlled approach program aboard *Philippine Sea* and through 1949 operated from USS *Midway* and USS *Kearsarge*.

In 1950 the squadron was redesignated VF-34, transitioned to its first jets, F9F *Panthers*, and deployed aboard USS *Tarawa* and USS *Leyte* through 1951. In early 1952 the pilots transitioned to F2H *Banshees* and cruised aboard *Leyte* in the Mediterranean. A year later VF-34 was relocated at NAS Cecil Field, Fla., where its aircrews subsequently helped evaluate the newly installed angled deck aboard USS *Antietam*. In the next two years the squadron flew from the carriers *Hornet*, *Midway*, *Bennington*, *Tarawa* and *Randolph*.

The unit then became VA-34 in October 1956. F7U *Cutlass* jets were its new aircraft until A4D-1s replaced them in March 1957. The *Blue Blasters* became the first *Skyhawk* squadron to earn the Battle Efficiency Award as well as the first to deploy to the Mediterranean with the A-4.

The *Blue Blasters* received the CNO Safety Award after returning to the U.S. from that cruise and in late 1958 it transitioned to the -2 model *Skyhawk*. In the summer of 1959 the *Blue Blasters* logged a milestone when the first operational *Bullpup* missile was launched from one of its aircraft.

The squadron made six Sixth Fleet deployments through 1966, all but one aboard USS *Saratoga* as part of Air Group Three. USS *Essex* was home base for the squadron on the other cruise. Various detachments from the unit also deployed to ASW carriers *Randolph* and *Intrepid*.

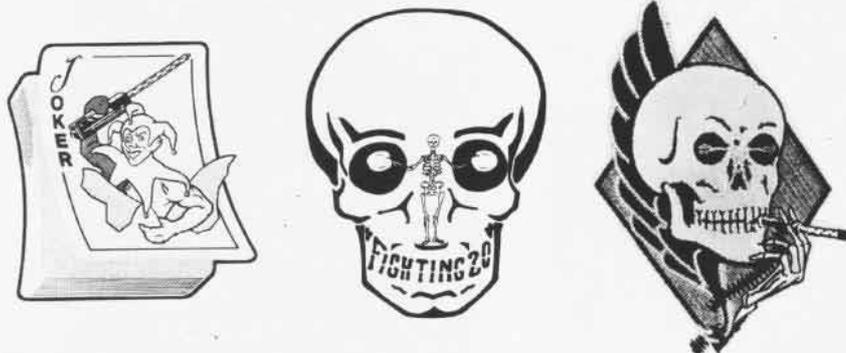
After a nine-month cruise aboard USS *Forrestal*, VA-34 was decommissioned on May 29, 1969. On January 1, 1970, by CNO direction, the *Blue Blasters* were recommissioned as an Atlantic Fleet A-6A squadron.

In the fall of that year, the unit joined USS *Kennedy* as part of Air Wing One. The squadron earned the Meritorious Unit Commendation in 1971 following a Med deployment and by the end of the year was awarded another Battle E. Based at NAS Oceana, its present home station, VA-34 operated the A, B, C and KA-6D versions of the *Intruder*.

The *Blue Blasters* recorded a milestone when one of its A-6s became the first *Intruder* to make an arrested landing and catapult launch from a British aircraft carrier.

Although scheduled for a 1973 deployment to Southeast Asia, VA-34 returned to the Med instead with *Kennedy*. Upon its December return to Oceana, the squadron began receiving -E models of the A-6.

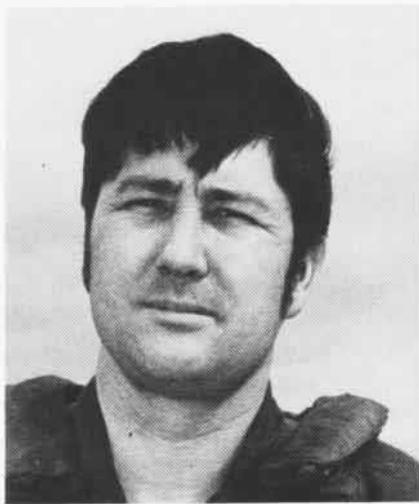
VA-34 is now part of Air Wing One aboard *Kennedy*, preparing for a Sixth Fleet deployment.



Attack Squadron 34 has had several insignias since its beginning in WW II. (Left and middle designs are of 1940 vintage.) Its current emblem was designed by Roy Crane who originated the *Buzz Sawyer* comic strip. The noted cartoonist created the patch by superimposing a bleached skull upon a light blue background and a red eagle's wing. Inset in the eye cavities are landing signal paddles in the hands of a gruesome LSO. This "roger ball" signal represents a smooth, professional approach to and landing aboard the carrier. A cigarette-like machine-gun barrel extends from the mouth area. A loaded gun belt passes through the "cigarette."

**'We twain shall share, forever blest,
A complex built for two.'** Keith Preston

above and beyond



Commander Bill Westerman has a profound and abiding interest in the pilot/BN relationship. In 1966, as a lieutenant in Attack Squadron 85, he and Ltjg. Brian Westin were making a bombing run on a target in North Vietnam. Ground fire struck their *Intruder*. A rifle bullet penetrated the cockpit's port side, struck one of Westerman's parachute riser straps and imploded into his chest. The jacket of the bullet burst apart.

Westerman was not immediately aware he'd been wounded. "It wasn't until I saw blood that I knew I was hit," he says. "We headed for water and, before long, my left hand was immobile."

They reached the sanctuary of the

sea but for all practical purposes, Westerman had passed out. Somehow the canopy was jettisoned and Westerman ejected from the A-6. Westin managed to steer the *Intruder* another four miles seaward. He then ejected himself and landed uninjured in the Gulf of Tonkin.

"The bracing effect of the water made me fully conscious," remembers Westerman. "I managed to actuate my flotation gear and figured I was about five miles from the beach. Search and rescue efforts began immediately. As I recall there were about 30 aircraft involved in trying to save us. Nevertheless I was in shock — and very scared.

"I saw a helo pick up Brian. Meantime I was doing a lot of swearing and a lot of praying as I flailed about in the water."

Westin's helo was flown to Westerman's position and, as the aircraft began its hover, a crewman saw sharks in the water. Westin convinced the crew that *he* should go into the sea to get his pilot. He rode the hoist downward and entered the water.

Westin hooked Westerman to the rescue hoist and signaled to the helo. The injured flyer was quickly hauled to safety. Westin then waved the chopper away so that his pilot could get immediate medical help. Having shed most of his gear before going after Westerman, he helped himself stay afloat by inflating his G-suit. A few

minutes later another helicopter arrived and pulled the exhausted BN to safety.

Westerman passed out in the helo but, because of rapid medical action, his life was saved. He spent long months recuperating and is back behind the controls of an A-6 today, thanks largely to his courageous BN.

LCdr. Westin, now a member of VAQ-129, was awarded the Navy Cross.



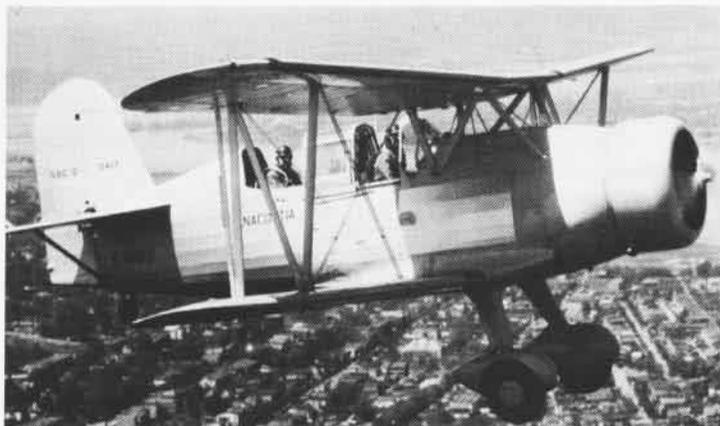
NAVAL AIRCRAFT

Few airplanes have the distinction of replacing their successors. The Curtiss SOC *Seagull* was one. When the later SO3Cs proved unsuitable as ship-launched scout/observation aircraft during WW II, the prewar SOC biplanes were returned to service on some cruisers.

The SOC had its beginnings in June 1933. A Curtiss XO3C-1 prototype was ordered to compete with the Vought XO5U-1 and Douglas XO2D-1 as replacements for the Vought O3U *Corsairs*. At that time, amphibious landing gear was the favored approach to versatility for shipboard observation type aircraft, allowing them to be operated from battleship and cruiser catapults as well as from carriers. All three prototypes were equipped with amphibious float gear, as well as arresting hooks. The Curtiss XO3C-1 differed from the others initially, having an open cockpit. In addition to flaps, the upper wing also featured retractable leading edge slats since minimum stall speed was a major objective in the competition. All three designs featured all-metal construction, mostly fabric covered.

The winner, the Curtiss SOC, went into production after redesign to include enclosed cockpits and replacement of the amphibious gear with interchangeable wheel or float landing gear. The SOC designation indicated a change in mission to serve both as cruiser scouts and battleship observation aircraft. Ultimately, 135 SOC-1s, 40 SOC-2s, 83 SOC-3s and 44 SON-1s (same as the SOC-3, built by the Naval Aircraft Factory) were built as production models for the Navy, the later models having detailed improvements. In addition, three SOC-4s were built for the Coast Guard, being turned over to the Navy during WW II. One XS02C-1 prototype was tested which incorporated further improvements but did not reach production.

The SOC/SONs served widely on all battleships and cruisers in the late 1930s, their place on the battleships being taken by Vought OS2U-1 monoplanes just prior to WW II. During this period some SOC/SONs were modified to carrier configuration to operate as scouts from escort carriers. Redesignated with an A suffix, they were equipped with wheel gear and arresting hooks. They served in this role for two years, being replaced by *Avengers* as the escort carrier role expanded in the ASW mission. As stated, the *Seagulls* finished out their fleet combat service when they reverted to their original mission as cruiser scouts during the mid-WW II period.

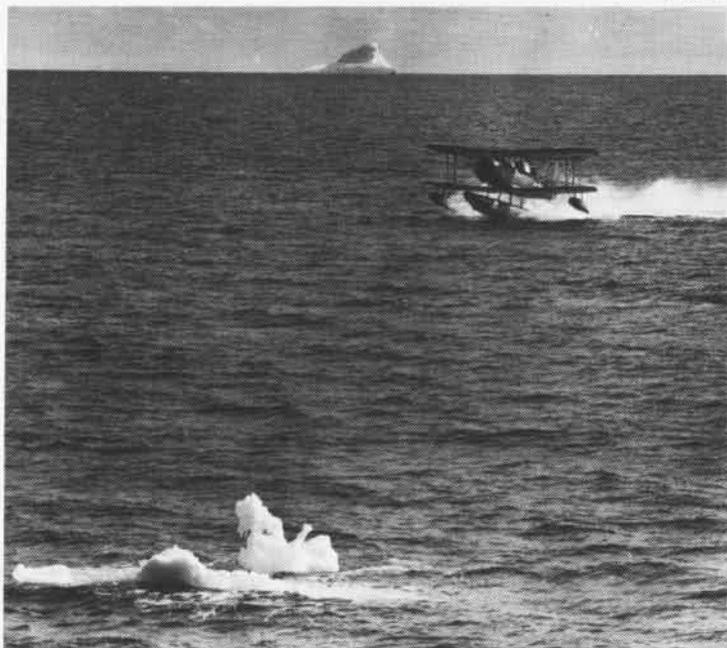


SOC-2



SOC-3A

SOC-3



GULL



XO3C-1

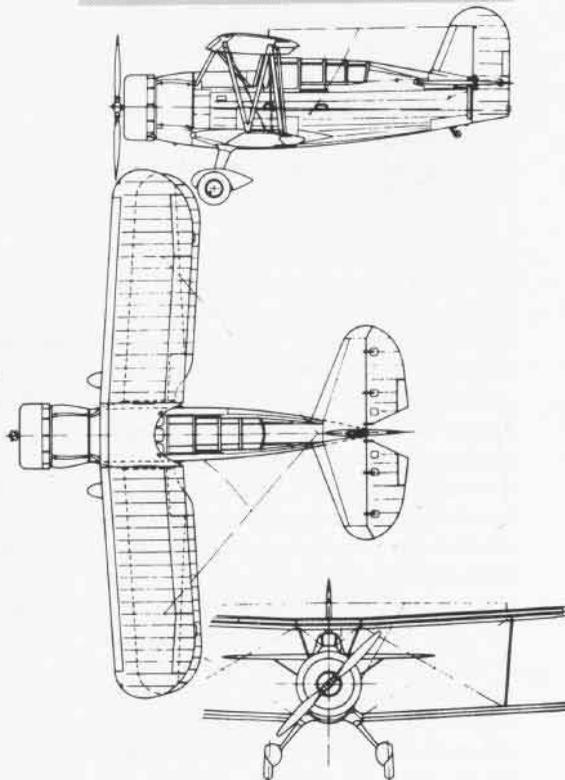


SOC-1

SON-1



Span		36'
Length (SOC/SON)		31'9"
Seaplane		26'10"
Landplane		26'10"
Height (SOC/SON)		14'1"
Seaplane		13'2"
Landplane		13'2"
Power plant		
XO3C-1	P&W R-1340-12	550 hp.
SOC-1	-18	550 hp.
SOC-2,3,SON-1	-22	550 hp.
Maximum speed (SOC-3, typical)		
Seaplane		157.5 mph
Landplane		162 mph
Service ceiling (SOC-3, typical)		
Seaplane		14,600'
Landplane		15,600'
Range (normal load, SOC-3, typical)		
Seaplane		815 sm
Landplane		860 sm
Armament		
SOC/SON		
	one .30 machine gun, synchronized	
	one .30 machine gun, flexible	
	two 100-lb. bombs	
	-2A,-3A, SON-1A	
	one .30 machine gun, flexible	
	one 325-lb. depth charge	





On a frigid morning, the sun shines bright over the Navy Yard at Bayonne, N.J. Its rays glint sharply off ice patches on the flight deck of USS *Yorktown*, illuminating the cold, deserted superstructure. From the navigator's seat, looking across a bank of eyeless dials and gauges, there's a picture postcard view of the Statue of Liberty and the twin towers of the New York World Trade Center.

About *Yorktown* there's a not so pretty picture of rust, corrosion, peeling paint and general neglect. The once proud *Fighting Lady* of WW II is like a house which has been abandoned for years.

Below decks, the beam cast by EM1 James Dardy's flashlight throws eerie shadows over the empty officers' state-rooms, the crew's quarters, the chairless ready rooms, the dormant engines, the laundry, the bakery, the kitchens.

When she was taken out of active service in 1970, *Fighting Lady* was stripped of virtually everything that could be moved. Much of her gear is now part of other, active ships. Some of it has ended up as souvenirs among the men who served aboard her during World War II, and the Korean and

Vietnamese Conflicts.

There's still some heavy machinery anchored down in the machine shops, some cutlery and dishes strewn about the crew's mess. The heavy padded chair still waits for patients in the dental clinic.

Fighting Lady has the doomed air of a ghost ship preparing to sail off on one last, unhappy journey to the scrap yard.

That was her destination until 1974. Then the State of South Carolina bought the ship from the Navy for \$1 and gave her a new duty assignment: *Yorktown* would become the nucleus of the new Patriots Point American Naval and Maritime Museum in Charleston harbor.

Early this summer *Yorktown* will be towed out of Bayonne for the 800-mile voyage to Charleston where she will accept her new assignment. Her official rededication has been scheduled for October 13, the 200th

USS YORKTOWN

By Bill Schemmel

anniversary of the United States Navy.

By that time, she will be wearing a brand new coat of paint. Her superstructure and many of the below-decks living and working compartments will be refurbished and ready to meet the thousands of visitors expected.

Propeller-driven and jet-powered combat planes and helicopters of the type that flew from the ship during her active duty life will be displayed on the flight deck. Part of the hangar deck will be converted into a theater which will show films relating to the long, illustrious history of the Navy. One of the featured films will be "The Fighting Lady," much of which was shot aboard *Yorktown* as she pursued the Japanese across the Pacific from 1943 to 1945.

Models of Navy and merchant ships, dating back to the American Revolution, will occupy another area of the cavernous hangar deck. *Yorktown's* ready rooms will recreate



Left, *Yorktown* steams under Golden Gate in 1964; above, CV-10 wears full battle dress in 1944.



Plan of Patriots Point where *Yorktown* will be permanently moored and converted to a museum.

actual briefings and debriefings for flight missions.

Patriots Point, which is being developed by South Carolina, will also include a large naval and maritime museum. Along with hundreds of relics dating back to the Revolution, the museum will include lectures, films, slide presentations and a variety of visual displays designed to give visitors a true feeling for this important segment of American history.

A library will house an extensive collection of naval and maritime documents, private papers and artifacts that will be of particular interest to students, historians, researchers and others fascinated by the sea and ships.

Rear Admiral Herman J. Kossler, USN (Ret.), former commandant of the Sixth Naval District in Charleston, is executive director of the Patriots Point Authority.

For the time being the Authority is devoting most of its energies to *York-*

town. Under an engineering plan approved by the Navy Department, the carrier will be moored to the harbor floor in such a way that she will appear to be at sea.

"They'll bring her to the site at high tide," RAdm. Kossler explains. "At low tide, she'll sit on the bottom of the channel. Then her tanks will be flooded with several thousand tons of fresh water and she'll be banked all around with sand. She will be so secure that not even a strong earthquake or tidal wave can budge her."

The present *Yorktown* (CV-10) is the fourth naval vessel to bear that name. The first was a 17-gun sloop launched in 1839; the second was a gunboat launched in 1888 which helped protect Americans during the 1900 Boxer Rebellion.

The first carrier *Yorktown* was sunk at the Battle of Midway Island on June 7, 1942. At that time, the present *Yorktown*, then named *Bon*

Homme Richard, was being built at Newport News, Va. After the Battle of Midway, her name was changed.

At her launching on January 21, 1943, she was so anxious to get to the war that she slid down the ways seven minutes ahead of schedule. Mrs. Franklin D. Roosevelt had to hurry to crack the ceremonial bottle of champagne across her prow.

She was dubbed the "eager ship," and so eagerly did she pursue the Japanese across the Pacific that she earned another title, *Fighting Lady*. Captain Joseph James (Jocko) Clark was CV-10's first C.O., taking charge at the commissioning on April 4, 1943.

Yorktown made her presence felt all across the Pacific in such key battles as Marcus Island, Wake Island, Kwajalein, the Marianas, the Marshalls, the Philippines and Okinawa.

Her next combat duty was during the Korean War, after which she was modernized with an angled flight deck, enclosed bow and improved crew living quarters. In 1956, she was outfitted as an antisubmarine vessel. Her last wartime service was in the Gulf of Tonkin.

One group that is especially excited about *Yorktown's* new lease on life is the *Yorktown* Association. Made up of thousands of men who served in her, the association is currently headed by Vice Admiral B. M. (Smoke) Streaan, who was a flight commander aboard in 1944.

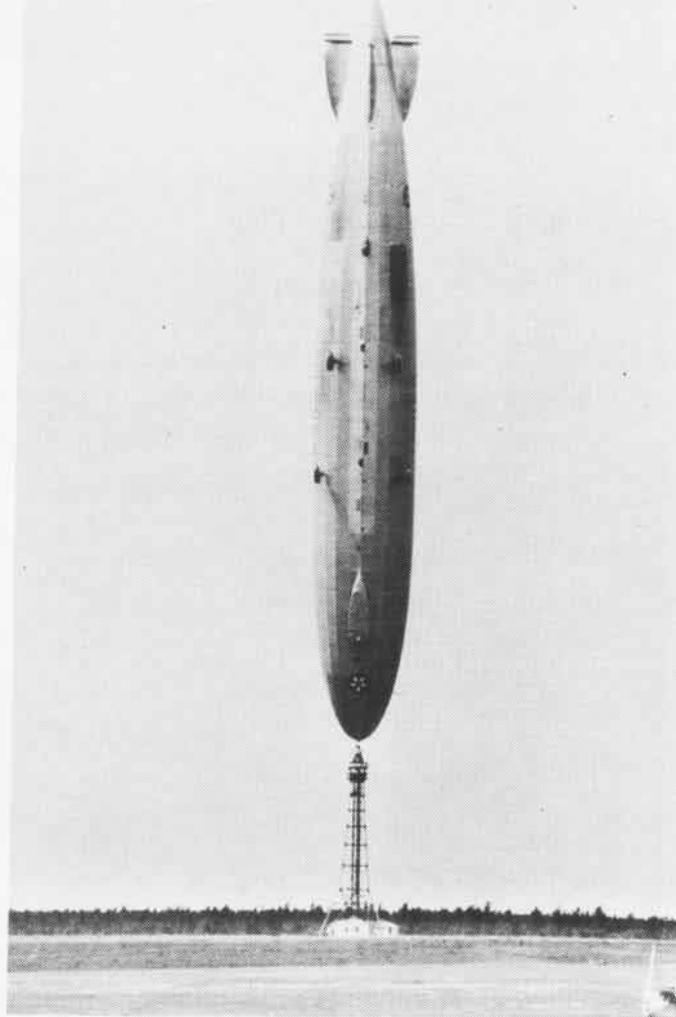
"We're, of course, very excited about the Patriots Point development and are looking forward to the rededication of the ship in the fall. We've scheduled our annual convention for Charleston during the rededication weekend," VAdm. Streaan says.

"...Our main concern was preserving the ship as a shrine to the men who served aboard and to all Navy men. This is a unique opportunity because I doubt that any other carriers will ever be opened as museums. The cost is too great."

The *Yorktown* Association is raising money for the theater on the hangar deck and is trying to retrieve some of the ship's equipment taken off when she went inactive.

Hang In There

A CH-53D from Santa Ana's HMH-363 hauls a Crusader across San Francisco Bay to Larsen Park where it will be installed for recreational use by children. The F-8 fighter was a gift from USS Coral Sea and the Navy League of San Francisco.

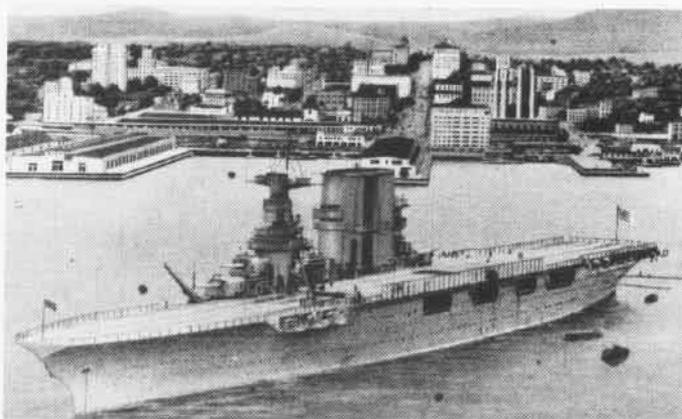


Whoa!

The dirigible Los Angeles formed a neat 90-degree angle with mother earth one day in the summer of 1926. Although the ship and 20 men aboard, led by Lt. (later Vice Admiral) T.G.W. Settle, survived the near loop, it was a precarious venture. NAS Lakehurst, N.J., was the scene and a quick rising east wind was the villain.

Vintage View

USS Saratoga (CV-3) lies at anchor adjacent to Broadway Street in San Diego in this 1930ish postcard. Saratoga entered the harbor in November 1931. Black stripe on stack distinguished CV-3 from sister ship, Lexington (CV-2).



Monkeys Maybe, Mice No

There'll be no Mickey Mouse in space when these Russian and American cosmo/astro-nauts unite during the Apollo Soyuz Test Project scheduled for this summer. Mickey met the men at Disney World.



Wall to Wall Airplanes

Hundreds of aircraft have a desert home at Davis-Monthan AFB in Tucson, Ariz. Effects of the elements are minimal on these inactive planes as they wait disposition at Military Aircraft Storage and Disposition Center.

PEP

**British
Style**

By Lt. William K. Rodgers

PEP sounds like the beginning of a vitamin advertisement but it's the Navy's acronym for Personnel Exchange Program. I had heard of it but knew very little about it, so it was a surprise to be advised by the detailee that I was to be assigned a tour of duty with the Royal Navy.

The orders arrived and after a frenzied period, my family and I arrived in London the end of April 1974.

Assigned to the Royal Navy Survival Equipment School (R.N.S.E.S.), Seafield Park, Hill Head, near Fareham, Hampshire, England, I was soon in a world of new terms and procedures.

Seafield Park, although compact, encompasses a number of vital Royal Navy commands. In addition to R.N.S.E.S., the Naval Aircraft and Marine Examination Board, Royal Naval Air Medical School, Central Air Medical Board and Aircrew Advisory Board are located at Seafield Park. The wardroom is well known to aviators and is referred to as the County Club by virtue of the fact that it lies within the Hampshire countryside, very close to Southampton waters and Spithead.

R.N.S.E.S. consists of six specialized sections and provides most of the survival training for Royal Navy aircrews:

- The survival staff trains aircrews in theoretical and practical survival in temperate conditions.
- The trials section deals with the evaluation and modification of aircrew



equipment and maintains liaison with manufacturers of survival aids.

- The training office staff is responsible for the survival equipment branch specialization training and all other forms of survival training in the Royal Navy.

- The ejection seat unit trains maintenance personnel and aircrews in ejection seats and flight safety.

- The underwater escape training unit, using equipment similar to the Dilbert Dunker, provides instruction for rotary and fixed-wing aircrews on the escape procedures from any underwater situation.

- The naval inflatable lifesaving equipment department (where I am assigned) carries out ship's inspections and provides instruction to personnel on the maintenance and operation of shipboard lifesaving equipment.

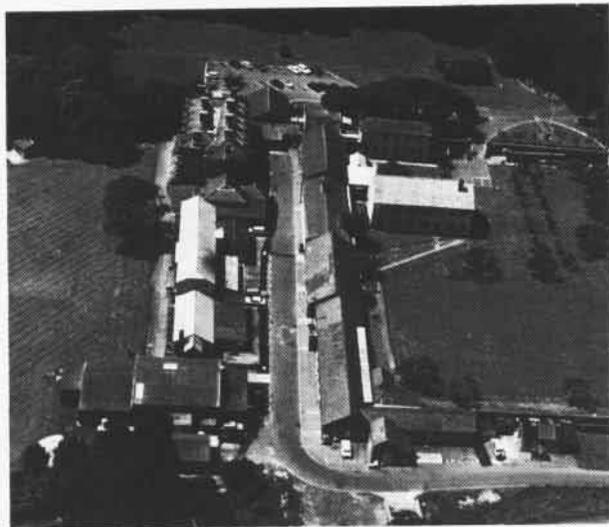
When I reported to R.N.S.E.S., I was assigned to attend all courses as a student in order to learn what each course includes and the differences in procedure and terminology between the Royal Navy and the U.S. Navy.

The main purpose was to qualify me as a survival equipment officer prior to assuming my new duties.

After I completed the courses, and one at the Royal Naval Air Medical School on aircrew basic first aid procedures, I was assigned as the inflatable lifesaving equipment officer. The instruction provided by my department covers the entire spectrum of shipboard lifesaving equipment used throughout the Royal Navy. Individual survival aids provided, whose maintenance and/or operation are taught, include the 20 and 25-man life rafts together with installed rations and equipment, all naval life jackets except those designed for aircrews, radio, solar stills, once only survival suits, helicopter rescue strap and other associated equipment.

In addition to instructional duties, the staff is also responsible for submitting proposed changes to shipboard lifesaving equipment as well as the necessary changes to technical manuals; participating in trials of new or modified lifesaving equipment; per-

Lt. Rodgers checks log cards of inflatable lifesaving equipment on board HMS Curzon, left. Below, Lt. Rodgers and students model once only survival suits. Right, aerial view of Seafield Park. Below right, personnel are briefed on inflation system of the 20-man life raft.



forming periodic inspections of ship's lifesaving equipment; sitting as members of various naval lifesaving committees and boards dealing with all aspects of survival at sea; and co-ordination with other government departments and liaison with civilian firms manufacturing survival aids. The duties also involve lectures and demonstrations to professional, student and leisure groups on various aspects of survival at sea.

Although it would seem at first glance that the assignment is a full and varied one for the exchange officer, there remains ample time to visit and view places previously only read about — Winchester Cathedral, Stratford-on-Avon, the Isle of Wight, Bath with its

pump room and Roman baths, Charles Dickens' birthplace, Westminster Abbey and Buckingham Palace. In addition to the famous places, the PEP man and his family are able to visit areas the average tourist would never see — places such as Wookey Hole with its beautiful underground caverns, the Church of Saint Michael and the Angels in Lyndhurst where Mrs. Reginald Hargreaves (who was the model for the feature character in Lewis Carroll's *Alice's Adventures in Wonderland*) is buried. There is also Yeovilton Village where we spent a marvelous one-week vacation living in a 450-year-old, thatched, English country cottage.

The PEP program also provides a

chance to work for a different military service, the opportunity to learn its views and procedures while at the same time imparting the methods and procedures of the U.S. Navy. Hopefully, this is an ultimate benefit for both services.

PEP enables U.S. Navy men to live among the people of a foreign country for an extended period. The family lives in an environment and meets people whose culture and heritage are different from its own.

This is a richly rewarding experience for my family and me — one that we will always remember. We will not forget the time we spent in Merry Olde England, making new friends, while serving in Her Majesty's Royal Navy.



You wonder what the petite young woman is doing behind the flight surgeon's desk and then you see the medical corps insignia above the lieutenant stripes — and the gold wings. Dr. Jane McWilliams is one of three women flight surgeons in the Navy today. She has been stationed at NS Keflavik, Iceland, for more than a year.

Lt. McWilliams also serves on the aircraft accident investigation board where her knowledge of medicine and aircraft opera-

tions helps to establish accident cause and prevention measures. While her primary responsibility is aviation medicine, she flies with the Air Force search and rescue helos at this NATO base. The paramedics are well qualified to treat emergencies, she says, but sometimes a doctor is needed, and she goes. Last winter, the doctor attended the cold weather survival school at NAS Brunswick because cold weather survival and operations are major factors in her work in Iceland.

When she reported to VP-24, the squadron was quick to make her the squadron mascot since it was authorized to display a female figure in its official insignia and she was the first woman assigned — a well intentioned but dubious honor. Lt. McWilliams has earned a reputation among the pilots and aircrews as a tough, competent physician who keeps them in strict physical condition.

Flying a routine COD flight to *Independence* at sea, LCdr. Frank A. Miley, VRC-40, made the carrier's 177,000th arrested landing during flight operations. Before the landing could be properly hailed, LCdr. Miley had unloaded his cargo, reloaded and departed.

The executive officer of HSL-30, Cdr. William R. Lang, recently surpassed 6,000 accident-free flight hours. Cdr. Lang accumulated over 5,800 of these hours in helicopters and has made more than 2,500 shipboard landings.

Two tailhook awards were presented recently aboard Norfolk-based USS *Independence*. Air Operations received the Silver Tailhook Award for providing the best support to Air Wing Seven during training exercises. The Golden Tailhook Safety Award went to VF-33 for the best safety record in the air wing.

LCdr. Wayne Backman, VA-46 operations officer, flew the squadron's 23,000th accident-free hour on March 24. This milestone was achieved during 47 consecutive months of flight operations. On the same flight LCdr. Backman made his 300th arrested carrier landing aboard *Kennedy*, which placed him in the triple centurion club. The *Clansmen* are skippered by Cdr. Ron Boyle.



Cdr. Russell V. Mowery, formerly executive officer, has relieved Cdr. Edward E. Anderson as commanding officer of VP-8. The squadron is based at NAS Brunswick. Cdr. Anderson has been assigned to the staff of ComNavAirLant in Norfolk.

By July 1, VC-12, a reserve squadron, will be based at NAS Oceana. The squadron is moving from NAF Detroit to Oceana so that it may more readily provide airborne services to East Coast/Fleet air and surface components with its A-4Ls. While a majority of the active duty squadron members will make the move, only about 50 percent of the SAR pilots and practically none of the SAR enlisted men will transition. This means that the squadron will be actively recruiting reservists in the Oceana area.

The primary mission of VC-12 includes providing radar targets for shipboard air defense systems, banner towing for air-to-air gunnery and tanker services for air refueling. C.O. of the unit is Cdr. Donald A. Gregg who relieved Cdr. Donald L. Korn.

With a freezing blast of wind the hatch is thrown open and 10 or 11 reservists scramble aboard the C-118. Overnight bags and suitcases accompany the people and a good bit of rain, sleet or snow is blown into the plane before the aircrewman slams the hatch. The pilot taxis out to the main runway and the plane quickly lifts off, headed for NAF Detroit.

JO2 Tyler Robbins reports that this scene is a monthly occurrence at Cleveland, Akron and Columbus when the airlift wings down from Detroit to pick up 38 reservists who fly up once a month to drill. At 4:30 Sunday afternoon, the same reservists reboard the plane for the return trip. The airlift allows those Navy men who could not otherwise afford the trip to affiliate with an air wing. It also gives the pilots and crew additional flight training.

To some unaccustomed to narrow seats, the hour-long flight is an hour to be endured. But to those who spent the better part of their active duty around the big birds, it's a different story. As one aircrewman said when he secured the door for the return trip to Ohio, "I've heard that hatch slam in Italy, Sicily, Greece and Spain. It's an echo you never forget."

An article in a publication several years

ago set a Pacific Missile Test Center engineer to work on a new concept in escape systems. Learning that the Navy was looking for a way to incorporate lift-generation and self-propulsion capabilities, Ray Morton designed the powered Aercab escape system, on which he has obtained a patent.

The system uses the current ejection seat mode for escape from a disabled plane and provides the pilot with 50 nautical miles, or one hour, of sustained powered flight, hopefully to a safe area.

The Aercab consists of a rotor assembly in the back of the ejection seat with a power unit, probably a very lightweight turbine, beneath the seat. Upon ejection, the telescoping blade assembly automatically deploys. The turbine engine provides thrust, and compressed air from one of the turbine stages powers the rotor jets. Part of the jet blast acts on a controllable tab, giving directional control to the pilot. If the latter were disabled or unconscious, the Aercab would act automatically, losing altitude slowly.

The pilot can decide not to use the Aercab. He can disengage himself from the seat and utilize his chute.

VS-72 has received its third Reserve ASW Excellency Award. It won the CinCLantFit honor for having the highest readiness posture among reserve squadrons in the Atlantic Fleet during the competitive period January 1973 through June 1974. The squadron, skippered by Cdr. H. W. Chelf, is home-based at NAS Norfolk and is attached to CVSGR-70. LCdr C. R. Bourbonnais is officer in charge.

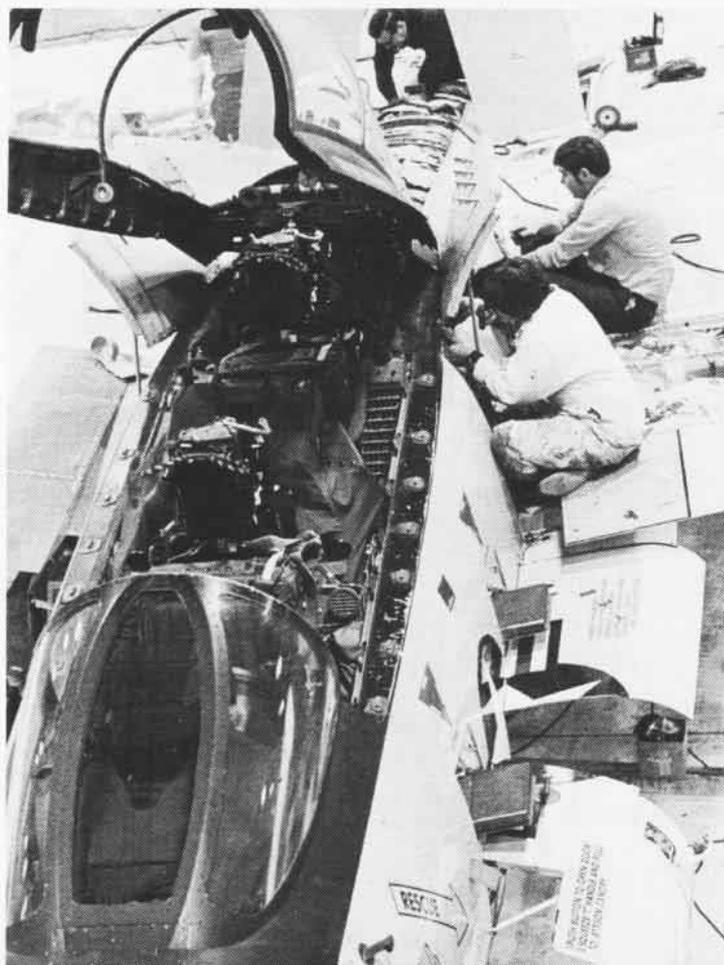
For the highest degree of battle readiness and support of the Pacific Fleet, North Island-based VS-81 and NALF Imperial Beach's HS-84 have won Reserve ASW Excellency Awards for the 18-month period. Led by Cdr. James M. Strickland, VS-81 has won the award three times for the last four years, and earlier this year received the Noel Davis Trophy. Cdr. Michael E. Malone is commanding officer of HS-84.

SM1 Walter T. Chesser has been named *Enterprise* Sailor of the Year. This makes him eligible for Commander in Chief, Pacific Fleet, Man of the Year competition. PO Chesser has served aboard *Enterprise* since August 1973.



At the Naval Air Rework Facility, Norfolk, the program manager concept has proven a big boon in saving time and money. Four men plan, organize, direct and control the development of aircraft workload programs for the facility. The program managers are Murry Cox for the F-8 *Crusader*, Don King for the F-14 *Tomcat*, Jimmie Roberts for the A-6 *Intruder*, and Lee Parker who handles miscellaneous aircraft. Whenever anyone has a question about a particular aircraft, he needs to know only one phone number. The program manager at the other end strives to ensure that everything happens when and how it should.

In the rework business, if the aircraft can't come to you, you go to it. And that is what NARF's F-14 field team is doing. Between January and June of this year, the 18-man team completed approximately 15 changes and resealed 18 access covers on each of 24 *Tomcats* belonging to VFs 14 and 32, stationed at NAS Oceana and assigned to USS *Kennedy*. The team worked on two aircraft at a time at the naval air station, spending about 400 man-hours on each and completing each pair in seven days.



Riding in the back seat of a training jet is hardly a treat for an experienced aviator. But RAdm. Thomas B. Russell, Jr., Deputy Chief of Naval Reserve (Air), beamed with pride as the TA-4J *Skyhawk* he was riding in taxied onto the runway. His son, Ens. Thomas B. Russell III, was piloting the aircraft. The young ensign, a recent graduate of VT-21, had just been designated a Naval Aviator in a ceremony at NAS Kingsville.



South Weymouth's HS-74 does not conform to the Weekend Warrior label. It's a rare day when one of its eight *Sea Kings* isn't aloft on a training sortie or on an actual mission — sometimes involving rescue operations. C. O. Cdr. Robert W. Womble says, "Most of us spend three or four weekends a month here as well as a lot of weekdays." All of this has earned HS-74 nine of the ten awards for safety and excellence for which it has been eligible in its five years of existence. The air crews have flown more than 17,000 accident-free hours and have made some 3,200 landings aboard aircraft carriers and other ships. Cdr. Womble says that they try never to miss a chance to work with the fleet. "It's a bonus."

NARU North Island contributed to international goodwill in March by handling a shipment of 3,500 pounds of supplies for Project Concern, a worldwide health care organization. The shipment was in two increments. The first consisted of 140 cases of a food supplement donated by Doyle Pharmaceutical Co. The second was 600 pounds of medical supplies delivered to NAS Memphis for distribution in Tennessee.



VFs 142 and 143 have left NAS Miramar to relocate at NAS Oceana. The two squadrons returned to Miramar almost a year ago from a seven-month deployment aboard *America*. Back at their home base, they began the transition from the F-4J *Phantom* to the F-14A *Tomcat*, which they will fly at Oceana. VF-142 is commanded by Cdr. T. L. Sanders and VF-143 by Cdr. J. S. Paul.

The Silver Pallet Award was presented to Capt. R. D. Donnelly, Jr., commanding officer of NS Mayport, at a VR-1 33rd anniversary awards ball on March 5. The award is given by the Norfolk squadron annually to the naval station which has provided the most outstanding service and support to VR-1 flight operations during the year.

After five months in Antarctica supporting National Science Foundation projects, VXE-6 continues to help scientific endeavors in the earth's polar regions. This time the squadron's unique ski-equipped aircraft winged north from Point Mugu to Alaska. The unit flew two 5,000-mile round-trip training missions to the Naval Arctic Research Laboratory at Point Barrow. These flights delivered over 30 tons of equipment to the research facility and at the same time provided training for new personnel in the squadron who have had little experience operating in polar regions.

Oriskany returned to NAS Alameda in mid-April after an eight-month repair period at the Long Beach Naval Support Activity. On her return trip, the ship carried approximately 200 dependents in addition to the normal complement of officers and men. The carrier is preparing for her fifteenth deployment to WestPac this fall. Capt. Huntington Hardisty skips CVA-34.

The Navy gained 17 flight surgeons, one aviation medical examiner and three aerospace physiologists when Student Flight

Surgeon Class 75-1 graduated from the Naval Aerospace Medical Institute, Pensacola, this spring. RAdm. Richard D. Nauman, Commanding Officer, Naval Aerospace and Regional Medical Center, presented the Surgeon General's Award to Lt. Kenneth R. Koskella. In welcoming the graduates to the Naval Aviation community, RAdm. Wesley L. McDonald, Chief of Naval Air Training, said, "Flight surgeons, psychologists, naval flight officers and aviators form a unique community, a viable part in the defense of our country." The class included four medical officers from the Chilean, French, Federal German and Royal Australian navies.

A reserve helicopter squadron at NAS Alameda, HS-85, was able to provide a happy ending to an emergency situation last March. Responding to a call from a local rescue center, HS-85's helo found five men about a half-mile offshore at Pt. Ano Nuevo near Santa Cruz, struggling in turbulent water churned up by high winds. The men had been checking on the seal population, which is closely guarded in California, when their motorized raft overturned. The helicopter rescued the men.

Mighty warrior No. 745, better known as an E-2C *Hawkeye*, belonging to Norfolk's VAW-124, prepares to depart on a routine flight. Mini warrior No. 740, otherwise known as the Saab, is owned by squadron skipper, Cdr. C. J. King, Jr. The dish-shaped rotodome on top is presumably used to detect errant drivers along Interstate 64 as the C.O. commutes to and from work.





THE AVIATION SUPPORT EQUIPMENT TECHNICIAN

In the earliest days of Naval Aviation, aircraft were simple and so was support equipment. All you needed were a box of hand tools and a shop in the hangar.

Wood, wire and fabric didn't need much corrosion control and tires were solid rubber. You simply changed spark plugs every ten hours and, if your plane started, it was up. If not, it was down.

But when the aircraft carrier became a reliable weapons system in the 1930s, things began to get more complicated and support equipment used ashore wouldn't always work at sea.

Since WW II, high-speed, high-altitude aircraft have had advanced structural metallurgy, hydraulic control systems, built-in pressurization and oxygen. The old Mark I machine gun has given way to electronic fire control systems and missiles. Avionics systems for communication and navigation have advanced just as rapidly and are often obsolete by the time they reach the fleet.

All these systems needed new sup-



PHAN Jim St. John

Sheriff of the Jacksonville Ramp Patrol, ASH2 Dabrowski, checks license of AN Anderson.

port and test equipment. In the more recent history of Naval Aviation, this equipment has meant "yellow gear"—all those yellow-painted, wheeled things that move around the flight line and carrier deck to service aircraft.

This sophistication of ground support equipment (GSE) also forced the establishment of yellow gear technical specialists. In October 1965, the Aviation Support Equipment Technician (AS) was created to maintain the yellow gear and all its related components and systems—work which had been farmed out in bits and pieces to repairmen in ten other ratings.

In September 1966, 1,500 AS volunteers were selected for conversion. Then in early 1967, an A School was established at NATTC Memphis, Tenn.

Today, Naval Aviation has the finest aircraft in the world. But it takes 2,000 Aviation Support Equipment Technicians and a billion dollars worth of yellow gear to keep 'em flying.

The AS maintains slings and trailers, tow tractors and bars, chocks and

tie downs, steam cleaners and honing machines, mobile electric power plants and hydraulic test stands and spotting dollies. He keeps up mobile preheaters, forklifts, bomb hoists, fire trucks and mobile crash cranes.

He services, tests and repairs gasoline and diesel engines, hydraulic and pneumatic systems, gas turbine compressor units, automotive electrical systems, air-conditioning systems, liquid and gaseous oxygen and nitrogen servicing equipment and any other power units which drive the systems or move the equipment.

He may replace a clutch, service a cooling system and repair a transmission or differential. The AS must know it all—from major tuneups and complete overhauls to chassis repairs by welding, brazing or soldering.

ASHs handle the hydraulics and structural repair while ASMs are the mechanical experts. ASEs are the electrical specialists.

This yellow gear gang provides periodic inspections of hundreds of different types of support equipment. These

technicians also provide training for their operation.

Aviation Support Equipment Technicians initiate the procurement of all their equipment, provide corrosion control on each unit, and repair all components.

Aboard an aircraft carrier, a squadron AS may be assigned to augment a ship's shop force. Or he could be sent to the flight deck as a trouble shooter to decide whether the support equipment needs quick on-the-spot repair or must go down to the hangar deck for more thorough shop work.

The AS will work with all common types of yellow gear, like the electrical generating units used by other ratings, to check their special systems.

The most common mobile electrical power plant aboard ship is the NC-2A. It has built-in fault circuits that trip off when improper voltage or frequency endanger the aircraft component or the power unit. Other power sources are the gas turbine compressor, which supplies a.c. or d.c. current, and the spotting dolly, which furnishes

28-volt d.c. and is also used for towing aircraft.

Weight handling machinery is another ground support equipment item that comes in many forms. Fork lifts are used to move ship's stores and other palletized items. Many types of ordnance equipment fall into this category and there is a crane called Tilly which is usually parked near the carrier island to lift a disabled or damaged 50,000-pound plane from the flight deck with ease. Jacks can be modified to meet the lifting requirements of several aircraft. They are inspected and maintained by ASHs who test them on a special stand. Like the aircraft, all yellow gear must be checked on a regular cycle.

Some planes require air condition-

ing during maintenance, and avionic equipment must also be cooled by units maintained by ASEs and ASMs.

Many aircraft are started by gas turbine compressors. Nine-pound air starters use external air to wind up jet power plants to their starting rotations. With a pneumatic hose hooked to his aircraft and the proper air ratio selected, a pilot can control the start or leave it to the man at the yellow gear.

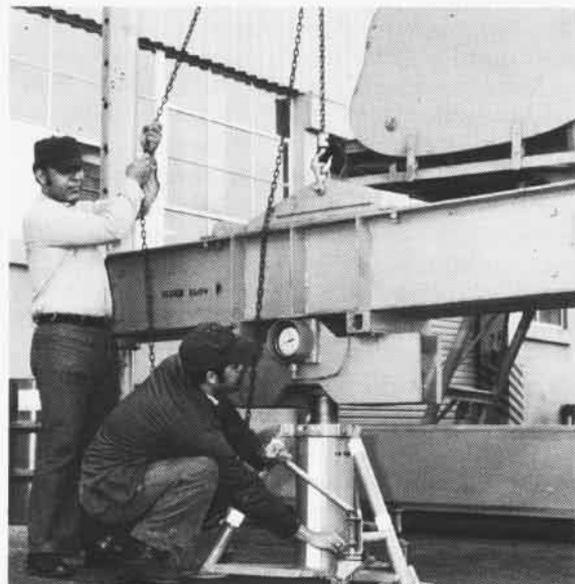
All these basic AS tasks are still taught at the Memphis A school. But specific equipment training is now the responsibility of Naval Air Maintenance Training Detachments at NAS North Island, Calif., and NAS Jacksonville, Fla.

If a mechanical repair inspection is

needed on equipment too new for the NAMTDs, on-sight training can be requested by Naval Aviation Engineering Service Unit military and civilian engineers. A NAESU representative is usually available at most major naval air stations today.

Air stations also have an individual material readiness list which contains hundreds of ground support items worth millions of dollars. A single unit may cost over \$75,000.

Each ASE shop has a licensing instructor to train operators in the proper use and daily inspection of the various pieces of common gear to eliminate misuse or abuse of these expensive items. The program is supervised by the Ground Support Equipment Sheriff of the Ramp Patrol.



The AS himself must observe all the appropriate safety precautions while using the proper tools, materials, fuels and equipment. He knows the principles of pneumatics and the effects of temperature and pressure. He understands the laws of physics and the characteristics of electricity, fuel, lubricants and hydraulic fluids. He works hard, and he often works dirty, on a hectic hangar deck or in a noisy air station shop.

The Aviation Support Equipment Technician is a handy, self-sufficient man. He follows in the footsteps of Orville and Wilbur Wright who marched across the sands of Kill Devil Hills on the Carolina Outer Banks, with a horse and support wagon, carrying gas and a tattered old bag of tools.

By Bob Moore



Far left, AS controls corrosion on a Kitty Hawk fork lift. Left, NAESU engineer helps ASE2 Garletts with NC-8A maintenance. Lower left, AN Luna and ASH3 Weyland weight-test a ten-ton jack. Below, ASM3 Borrell checks a 47 weapons loader for hydraulic leaks. Right, AS overhauls Tilly's engine. Lower right, ASMAN Bowen and ASM2 Bowers inspect yellow gear at ComFairWestPac Det, Misawa, Japan.



HOME OF THE DRONE

By Ens. Billie Crawford
and J. Michael Gibson, RCA

The pilot of the Marine F-4 *Phantom* looked down at the Caribbean four miles below. Two miles ahead, the enemy was traveling at a ground speed of 500 miles an hour.

He saw the wingtip of the small orange jet erupt in a ball of flame but knew it was only a flare to decoy his heat-seeking missiles.

His weapons system lock-on was complete, so he keyed the microphone to turn the drone. The target ahead banked sharply left, pulling 5 Gs. With clearance to fire, he pressed his pickle switch and watched his *Sidewinder* streak after the drone — cleanly nipping the lit flare from its wingtip.

A hundred miles to the north, a Navy cruiser prepared to launch a missile at an approaching intruder 80 miles away. Radar and weapons systems verified the track at 60,000 feet, traveling at Mach 1.5, and evaluated it as a medium-sized bomber. The countdown progressed as the electronics countermeasures emitted by the intruder were analyzed by shipboard computers.

"Ten, nine, eight," went the count. "Three, two, one. Bird away."

High above, the electronics scoring system in the target drone tracked the missile as it approached and passed on

by, continually radioing information to ground-site recorders via a telemetry link.

Such space-age events are commonplace at the Atlantic Fleet Weapons Training Facility with its remotely-controlled, jet-powered drones.

Headquartered at Naval Station, Roosevelt Roads, under the command of Captain R. B. Robinson, the facility sprawls over 100,000 square miles and encompasses St. Thomas and St. Croix in the Virgin Islands.

The activity operates, maintains and develops facilities to support fleet training. Its sophisticated targets may be modified to simulate the most modern aircraft or missile threats, at speeds up to Mach 1.7 and to altitudes of 60,000 feet.

These drones may be augmented by passive and active radar, towed targets, infrared flares and chaff dispensers. An electronic countermeasures and scoring package in the drone foresection may be outfitted to simulate any

desired operational effect.

Launch can be from the ground, a DP-2E *Neptune*, or a Mark 35 *Septar* surface boat. Direction, altitude, speed and threat profile are all remotely controlled.

Scoring equipment inside the drone measures the miss-distance of the attacking missile and relays it via a P-2H with an airborne data link to the Fleet Missile Systems Analysis and Evaluation Group. Feedback information is relayed to the Atlantic Fleet or NATO customer.

After the exercise, the target parachutes to a designated water recovery site, where it can float for miles or months and still be found. Its battery-operated locator beacon broadcasts continuously for a VC-8 helicopter pickup.

After the helicopter recovers the target, it is carried back to an oversized waterbed where it is flushed, baked, refitted, recalibrated and made ready for another flight in 2½ hours.



DP-2E launches 2,500th BQM 34A, top. Above, turnaround begins. Average life of drone is ten missions. Safety tests are required to qualify the drone, left.

Safety Awards Program

Had a good safety idea lately? Thinking about a change or improvement to an aircraft, its power plant or any of its components that will mean increased reliability or safety? Know a better maintenance or inspection procedure?

If so, then you will be interested in the 1975 Annual Aviation Mechanic Safety Awards Program. The program is sponsored by the Federal Aviation Administration, The Flight Safety Foundation and the aviation community in general to "give recognition to the aviation mechanics making outstanding contributions to air safety by maintenance practices."

Don't let the term "aviation mechanic" discourage you. Just about every aviation rating is eligible. For the purpose of the program, aviation mechanic is defined as "an individual who is skilled in the methods, techniques and practices necessary for the performance of maintenance, inspection or alteration of aircraft as a whole, or any of the major aircraft subdivisions such as engines, propellers, airframes and appliances. He uses such skills either as the artisan who works with his hands or directly supervises others who work with their hands."

Included are such occupations as repairmen, authorized inspectors, designated mechanic examiners, parachute riggers, electricians, electronic technicians and all others in which the individual is actively engaged in performing flight line duties.

Not eligible to enter are professional engineers, janitorial service personnel and employees of the Federal Aviation Administration and The

Flight Safety Foundation.

Separate awards are made in general aviation and air carrier categories. Military personnel qualify under the general aviation heading, so only that portion of the program will be referred to.

Entries may be submitted under any of the following classifications:

- For the suggestion of a design change or improvement to an aircraft or power plant or any of its components that led to or resulted in increased reliability or safety in aviation.
- For the suggestion or development of a maintenance or inspection procedure that contributed significantly to safety in aviation.
- For the consistent demonstration of a high level of professionalism and excellence in the performance of duties as an aviation mechanic that led to or resulted in increased reliability or safety in aviation.

The contribution to aviation safety must have been made during calendar year 1975. It must be original and significant, and should have relatively broad application. A military development should be one that could be applied to civil aviation.

Safety contributions patented by the originator are eligible, as are suggestions or developments which previously have received awards from employers (such as a Benny Sugg). Duplicate awards are granted for winning contributions developed by the cooperative efforts of more than one person; however, a team effort shall not exceed more than two individuals.

Fifty awards are made at the state level. If a winner is located in Puerto

Rico or the Virgin Islands, additional awards are made. State winners become eligible for one of the 24 regional awards, and these winners compete for the national award.

State winners receive an FAA certificate inscribed with the Department of Transportation seal and a citation signed by the FAA administrator. Regional winners receive a metal plaque engraved with the agency seal and a citation signed by the FAA administrator and appropriate regional director. The national winner will receive a cast medallion, created for the agency, mounted in a presentation and exhibition frame.

Aviation industry organizations each year have contributed other awards in the form of cash or such items as tools. These awards usually increase in value at the upper levels of competition and can amount to an attractive sum for the national winner.

Additionally, all winners will be offered a free resident or correspondence maintenance training course of their choice originating at the FAA Academy in Oklahoma City. Winners will be permitted to make their selection from a training course list available at each FAA office.

An eligible person may submit his own entry or a supervisor may submit an entry for him. Use the entry form accompanying this article or get additional forms from the local FAA office. A reasonable facsimile is also acceptable. Entries should be submitted no later than December 31 to the FAA district office having jurisdiction over the geographic area in which you are employed.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION ENTRY FOR AVIATION MECHANIC SAFETY AWARD			INSTRUCTIONS: Use a separate form for each entry. Print or type entries. Submit to the nearest civil maintenance facility or FAA office.		
1. NAME <i>(If team effort, list names and addresses on reverse side)</i>			2. FAA MECHANIC (A & P) CERTIFICATE NO. <i>(If any)</i>		
3. PRESENT MAILING ADDRESS					
4. PRESENT EMPLOYER		NAME		ADDRESS	
5. EMPLOYMENT LAST CALENDAR YEAR					
6. OUTSTANDING CONTRIBUTION MADE <i>(Give brief but factual description. Drawings, photographs, or other representations may be included to assist the judging committee. REFERENCE: See FAA Advisory Circular, AC 60-2K for further details.)</i>					
<i>(If additional space is required, use the reverse side or attach additional sheets)</i>					
7. CONTRIBUTION MADE		<input type="checkbox"/> TO GENERAL AVIATION <input type="checkbox"/> TO AIR CARRIER		DURING <i>(Specify calendar year)</i>	
ENTRY SUBMITTED BY: <i>(If other than entrant)</i>					
NAME			ADDRESS		
EMPLOYED BY <i>(Name and address)</i>				POSITION HELD	
DATE		SIGNATURE			
FOR FAA USE ONLY			FOR FLIGHT SAFETY FOUNDATION USE ONLY		
INSPECTOR'S COMMENTS					
VERIFIED BY <i>(Inspector's signature)</i>		OFFICE IDENT.			
RECOMMENDATION					
<input type="checkbox"/> STATE AWARD	<input type="checkbox"/> REGIONAL AWARD	<input type="checkbox"/> GRAND NATIONAL AWARD			

Letters

Aviation Ratings

I would like to commend you on your excellent article on the Aviation Ordnanceman (*NANews*, April 1975, p. 11). I am a recruiter and many times I have looked for articles to use as a recruiting tool for Naval Aviation. This article and its pictures portray a group of hard working sailors — not smiling with a beautiful girl in some exotic land, but working hard as a highly skilled professional team. In my opinion articles and pictures of this nature really help tremendously to impress today's prospective Navy man.

Robert W. Fowler, PC2
Navy Recruiting Station
Box 1023 Court Square
Andalusia, Ala. 36420

Thanks

On behalf of the officers and men of HS-85, it is my pleasure to convey our thanks and appreciation for publishing our aircraft on the cover of your magazine and for including our change of command.

As a result of your publication, that photograph has been designated "the official squadron photo." You can be assured that our men are very proud when they say to their shipmates, "Have you seen the February issue of *Naval Aviation News*?"

M. J. Stasica, Lt., USNR-R
PAO, HS-85
NAS Alameda, Calif. 94501

Airdevil

I think you deserve special commendation for the excellent article and outstanding photos on my good friend Frank Tallman. Frank is truly a perfectionist and well deserving of Captain Ted Wilbur's title "King of the Movie Airdevils."

Gene Kropf
Public Affairs Officer
Western Region, FAA
P.O. Box 92007
Los Angeles, Calif. 90009

Reunions

VXE-6 will hold a reunion July 11-13 at Oxnard, Calif., near the squadron's home base, Point Mugu.

Those attending will have the opportunity to become charter members of the Puckered Penguin Association.

All military and civilian personnel and their families who have served with the squadron during the past 20 years are welcome. For more information contact: Chairman, Reunion Committee, VXE-6, FPO San Francisco 96601. Telephone: 805-892-8660/8540/7679 or autovon 873-8660/8540/7679.

Antique Airmen, Inc., is sponsoring the first reunion of NAS Ottumwa, Iowa, personnel. More than 60,000 Naval Aviation cadets took part of their training at Ottumwa during WW II and we hope to reach as many as possible. For further information please write to Pat Friedman, 609 Hill Street, Highland Park, Ill. 60035.

The Eighth Annual Reunion of the Gamewardens of Vietnam Association, Inc. (River Patrol Force (TF-116)) will be held at the Naval Amphibious Base, Little Creek CPO picnic grounds at noon, August 16, 1975. YNCS John C. Williams, P.O. Box 5523, Virginia Beach, Va. 23455, may be contacted for details. Phone: Home (804) 464-2312, Office (804) 444-6611.

Sling

Great gallopin' ghosts! An unsafe ordnance handling operation is clearly visible in the page 1 photograph of the April 1975 issue. Sling leg has a twist in it; hooks have no safety keepers; hook on forward bomb lug incorrectly attached (should be reversed). Where in the name of great jumpin' Jehosaphat did this sling assembly come from?

Charlie McBride
Naval Weapons Handling Lab
Naval Ammunition Depot Earle
Colts Neck, N.J. 07722

Ed's Note: *NANews* certainly doesn't advocate unsafe maintenance practices but we felt the picture's esthetic value warranted publication.

Centerfold

I can't recall how the habit started, but over the past few years I somehow have picked up the peculiar trait of going right to the centerfold of the magazine first and foremost. I will do the same with *NANews* from now on if you can come up with more outstanding color photos like the centerfold in the March 1975 issue of the F4B-1.

I'm sure all your readers would enjoy color photos as a centerfold by which you could recreate the history of Naval Aviation. Old photos in color may be hard to come by, but maybe your readers could help you out.

J. B. Morin, RAdm.
ComNav AirLant

Ed's Note: We hope so and solicit any contributions with a promise to return them when we are through with them.

Wheelbarrows?

I am trying to contact all past and present enlisted aircrewmembers and pilots, especially those that have flown in combat since WW II; the purpose being to form a fraternal organization, the tentative name of which will be the *Wheelbarrow Club*.

I would appreciate hearing from any one interested.

Guy H. Kennedy, Jr., CWO
VP-50
FPO San Francisco, Calif. 96601

HAL and VAL

As members of the American Aviation Historical Society, we are presently compiling a history of two of the most unique aviation units to serve with the Navy, HAL-3 *Seawolves* and VAL-4 *Black Ponies*. We are interested in hearing from any of your readers who might be willing to share their experiences in these two units.

James D. Sprinkle, HAL-3
5338 N. Lakes Drive
Roanoke, Va. 24019

Ralph B. Young, VAL-4
25 W. 68th St.
New York, N.Y. 10023

Ed's Note: On page 4 of the May 1975 issue we inadvertently credited Clay Johnson for the photo of John Glenn's aircraft. Our apologies. Mr. Clay Jansson took the picture.

Subscription Red Tape

After seven unsuccessful months of trying to enter a subscription to *Naval Aviation News* through the Government Printing Office, I have decided to contact your office in hopes of receiving the magazine before I finish my overseas tour and can, once again, read it for free in the ready room. Actually, the whole affair is rather comical (if bureaucratic inefficiency can be called comical) and a brief chronology may be enlightening. Apparently subscription rates are going up faster than paper work can be processed. At any rate, my original letter of request has crossed the Atlantic Ocean four times — each time after a delay of two or three months and covered with official stamps and signatures. Here is the saga, beginning last September: 1974

Sep. 5 I sent a two-line letter requesting *NA News*, accompanied by a check for \$6.25. The amount was taken from a then-recent issue.

Sep. 20 My check for \$6.25 was accepted by GPO.

Oct. 21 "Insufficient remittance — Please reorder @\$10.90" was stamped on my letter.

Oct. 31 Refund check for \$6.25 was issued.

Nov. 20 Original letter and refund mailed to me.

Dec. 5 I received my original letter with refund.

Dec. 6 As requested I returned my original letter, with a check for \$10.90 (and with a few sarcastic remarks which may be the real source of my trouble!).

Dec. 15 My check for \$10.90 was accepted.

1975

Jan. 23 "Subscription entered @\$12.85, amount short — \$5.20" stamped on my letter, along with the attachment of a couple of forms stating the reasons for the increase in price.

Mar. ? Original letter once again mailed to me with the addition of more official stamps, signatures and appendices.

Apr. 7 Received the whole mess once again.

Apr. 12 I am writing to you.

In the past seven months I have sent several letters of inquiry, none of which have been answered. Even though the "subscription entered" stamp was an encouraging sign, I have yet to receive my first issue. My original intention was not to create tons of paper work or to keep 50 GS-1 clerks employed, it was merely to receive your publication which I have been reading for years. If you can see to it that I start to receive *NA News* I won't even question the above arithmetic (\$12.85 - \$10.90 = \$5.20!!!). There is one small consolation. I can continue to hope that...U.S. Government...servants will remain in the U.S. Government Printing Office and will never be called upon to launch me from the deck of an aircraft carrier.

Thank you for any assistance you can provide in this matter. Since I am in Geneva studying under an Olmsted Scholarship I am just about cut off from Naval Aviation. If there is any way that I could receive the past five or six issues I would appreciate it greatly. Send me a bill if you must, but please don't return this letter with an official U.S. Government stamp.

Michael F. O'Brien, Lt.
Route de Tannay
1296 Coppet
Vaud, Switzerland

Ed's Note: We've sent Lt. O'Brien some back issues to, hopefully, pacify his understandable furor. We figure the \$5.20 charge this way:

	\$12.85	subscription price
minus	10.90	O'Brien's check
	\$ 1.95	
plus	3.25	for foreign mailing
equals	\$ 5.20	

EOD Team

The first of your series on Enlisted Aviation Ratings, in the April 1975 issue of *Naval Aviation News*, was very well done. Having personally spent many months on flight decks in several oceans, I can vividly relate to the narrative describing the pure toil of the carrier and squadron ordnance-man.

However, there are two points that I would like the opportunity to comment on. First, let's not forget all of the hundreds of non-ordnancemen

who augmented the AOs as bomb loaders on both Yankee and Dixie Station. My crew and I could not possibly have made the strike turn-arounds on Yankee without the willing assistance of the non-ordnance members of the squadron, providing most of the muscle under the guidance of a qualified AO.

The second point, and the primary reason for this letter, is the sentence stating, "On the Explosive Ordnance Demolition Team, AOs handle hang-fires and misfires on returning planes." This is true in part, but please do not leave the reader with the impression that the Explosive Ordnance Disposal Team is composed of AOs only.

The typical Navy EOD team is made up of one officer and three enlisted men. The enlisted members can be from just about any rating in the Navy. All are graduates of the U.S. Naval School, Explosive Ordnance Disposal, Indian Head, Md. Officers and enlisted men attend the same 38-week course.

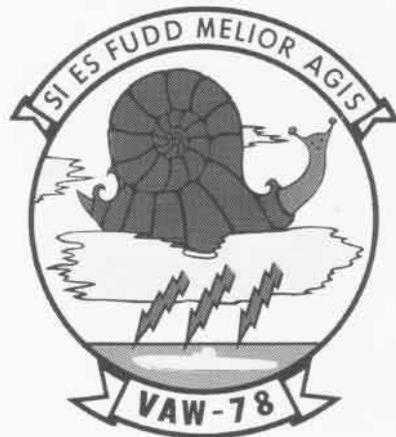
During the course, the Navy man becomes a qualified EOD diver, becomes proficient in the best methods to safely identify, render safe and dispose of all the world's ordnance from a Civil War cannonball to the newest most sophisticated nuclear weapon. His future duty can take him from Haiphong Harbor to the Suez Canal and any point between. He is paid \$110 extra a month (enlisted man) and has excellent advancement opportunities in his own rating even though he will not be working in that rating. Upon graduation from basic EOD training, he is awarded the Armed Forces EOD badge and a new primary NEC of 5332 (EOD diver). He is eligible for 26 credits from the local junior college for completed training.

I can sincerely recommend a career for any Navy man in explosive ordnance disposal, that is, if he can "cut it." The training is very demanding, both academically and physically.

If any reader would like more information about the program, contact your detailer, the nearest Navy EOD team, or call me direct at Auto-von 364-4335. We will be glad to discuss the qualifications required for this training.

C. L. Pittenger, AOCS(DV)
U.S. Naval School, EOD
NOS Indian Head, Md. 20640

These insignia belong to Naval Air Reserve Units. Attack Squadron 305 is based at NAS Point Mugu and flies A-7A Corsairs. Point Mugu is also home for Patrol Squadron 65 and its P-3A Orions. Carrier Airborne Early Warning Squadron 78 flies its E-1B Tracers out of NAS Norfolk. NAS South Weymouth's Helicopter Antisubmarine Squadron 74 operates SH-3G Sea Kings. NAS Dallas is home base for Fighter Squadron 201 and its F-8H Crusaders. Fleet Tactical Support Squadron 53 flies C-118 Liftmasters from NASs Memphis and Dallas.





NAVAL AVIATION
NEWS