



VA-34 Blue Blaster crews prepare A-6 aircraft for a practice bombing mission.

naval aviation news

Sixty-Fourth Year of Publication

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COVERS — AOC Timothy Brosnihan and A-6 driver Lt. Fred Rojek of VA-34 confer prior to a practice bombing mission by the NAS Oceana-based Blue Blasters.

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DID YOU KNOW?

Flying Classroom

This newly-modified model 24 Lear jet owned by Calspan Corporation has been incorporated into the U.S. Naval Test Pilot School's fleet of flying teaching aids. The aircraft is equipped with a flight control system which allows changes in the



PH2 Aubrey Stewart

aircraft's flying qualities to meet instructional needs. Test pilot students can be exposed to handling characteristics ranging from a transport to the F/A-18 *Hornet*. Under contract with the Navy, Calspan will bring the specially-equipped Lear jet to Patuxent River, Md., several times a year.

Fuel-saving Winglets

NASA-developed airfoils designed to increase the fuel efficiency of airplanes are being test-flown aboard a commercial DC-10 leased from Continental Airlines. Winglets, as the airfoils are called, are small, wing-like structures attached to the tips of an airplane wing, almost perpendicular to the wing surface. They cut fuel-consuming drag in aircraft by lessening the effect of wingtip vortices, the turbulent swirls of air that form at the wingtips of all aircraft in flight. Winglets reduce lift-induced drag, which accounts for about 40 percent of the total drag on the aircraft at cruising speed and altitude. Instead of extending an airplane's wingspan, which adds fuel-consuming weight, winglets can reduce drag with much less weight penalty.

The airfoils are part of NASA's aircraft energy efficiency program aimed at developing advanced technology to reduce fuel consumption by 50 percent in new air transports. The test program is being conducted by McDonnell Douglas Corporation under a contract with Langley Research Center.

Stockdale Award

The Vice Admiral James B. Stockdale Leadership Award has been established in honor of the former POW whose naval career symbolizes the highest standards of excellence in personal example and leadership. The annual award is presented to two naval officers below the rank of Captain — one assigned to the Atlantic

Fleet and one assigned to the Pacific Fleet — who are presently serving in command of a single ship, submarine or aviation squadron.

Commander John J. Coonan and Commander Phillip M. Quast are the 1981 selectees. Cdr. Coonan is commanding officer of VA-15, home-based at NAS Cecil Field, Fla. Cdr. Quast served as skipper of *Benjamin Stoddert* (DDG-22) at the time of his nomination. The guided missile destroyer is home-ported in Pearl Harbor, Hawaii.

GE Engine Powers F-14

A Navy F-14 recently made its first flight equipped with General Electric's derivative fighter engine, the F101 DFE. The *Tomcat* took off from Grumman's Calverton facility at Bethpage, N.Y., initiating a 24-flight test program to evaluate the GE engine as a potential alternative power plant.

The engine, in the 26,000 to 29,000-pound thrust class, demonstrated its suitability for F-14 mission performance in two separate preflight tests. One engine was subjected to rigorous altitude testing at the Naval Air Propulsion Center, Trenton, N.J., and proved its operability within the F-14 flight envelope; this test phase was completed in February 1981. In addition, the durability and reliability life of the engine were demonstrated with the early June completion of F-14 accelerated mission testing at GE's Evendale, Ohio facility. This testing was the equivalent of between 1,900 and 2,700 simulated fighter mission hours (depending on specific application) on the same F101 DFE engine hardware.

General Electric was awarded a 30-month contract in March 1979 as part of a cooperative plan between the Air Force and Navy for joint propulsion efforts to develop an alternative engine for advanced fighters.

New Tactical Paint Scheme

A camouflaged F-4S *Phantom* arrived at Marine Fighter Attack Squadron 312, MCAS Beaufort, S.C., on July 23. It was originally flown as an F-4J to the Naval Air Rework Facility at NAS North Island, Calif., where it was modified to the S-model configuration and painted with a scientifically designed counter-shaded gray tactical paint scheme.

"The camouflage addition is a test program approved by the Chief of Naval Operations for the Naval Air Systems Command," said Major James Smeed, VMFA-312 operations officer. "We'll be testing the pattern throughout the



This F-4S Phantom is painted with the new camouflage paint scheme which is designed to blend with the sky and clouds, improving the aircraft's ability to escape visual detection. (See NANA News, May 1981, p. 52.)

year to see how it has improved our ability to escape visual detection."

The new paint scheme and the slats added to the wings for better mobility, smokeless engines for low visibility and a new radar unit are designed to extend the *Phantom's* service life and to increase its combat efficiency.



GRAMPAW PETTIBONE

"Who's On First?"

During landing rollout on his sixth day of carrier-arrested landings, the A-7 Corsair pilot inadvertently retarded the throttle back past idle to the engine cut-off position. Hearing the engine unwind, he realized his mistake and immediately returned the throttle to the idle position. He quickly attempted to transmit to the tower that he had shut the engine down but the generator had dropped off the line, so his transmission was not heard. Another aircraft was turning at full power on the catapult, so he did not realize that his engine had not stopped but, in fact, had returned to idle RPM. (He failed to note the RPM gauge which is the only engine instrument that operates without generator power.) Thinking the engine had quit, the pilot now believed that with the throttle at idle position he was dumping raw fuel into the windmilling engine; so he again pulled the throttle to engine cutoff position. Again he detected the engine unwind, but this time a check of the RPM gauge confirmed that the engine was, in fact, running at idle, so he quickly returned the throttle to idle position. He then reset the generator, restored electrical power and notified the tower of his status. He was finally taxied from the landing area and parked abeam the island structure to realign the IMS prior to launching to the beach.

After a coarse IMS alignment, the pilot determined his aircraft's approximate magnetic heading by adding his aircraft's relative heading on deck to that of the ship's heading which he remembered during landing. He dialed 240 degrees into the HSI course window and slowed the IMS to that heading. He was unaware that the ship had altered its basic recovery course by 45



degrees to port since he had landed.

The pilot then informed the tower that he was ready for launch but did not report his fuel state (1,900 pounds). The A-7 bingo fuel requirement reported by the tower was 1,600 pounds. He did not request, nor was he given, the ship's new heading (190 degrees). He taxied to the catapult, checked 240-degree heading on his HSI, and was given a steer of 015 degrees, 75 nm to home plate.

After launch, he executed a normal Case 1 departure and reported level at 7,500 feet. He acquired a tacan lock-on to home-plate bearing

015 degrees and executed a right turn to proceed directly to the station. His tacan distance-measuring equipment was inoperative. He attempted contact with GCI control for inbound flight following but, after his third try, was told by another pilot to stand by as GCI was busy.³ Proceeding on, with five minutes into the flight, the pilot was startled to see the "low fuel" and "master caution" lights illuminate. The main fuel needle indicated 1,700 pounds with 1,400 pounds showing on the digital totalizer. The pilot reduced throttle to establish maximum range profile. Up to this point, he had been proceeding 015 degrees on his HSI, at 7,500 feet and 330 KIAS. He declared emergency fuel state but still had no direct contact with GCI. Throughout the remainder of the flight, all communications between the A-7 and GCI were relayed by other aircraft.

GCI interrogated his mode III IFF squawk, and informed the low-fuel A-7 pilot that he was "radar contact." This was in error, however, as the radar contact was a second A-7 (#2) who had launched 10 minutes later and was proceeding inbound on the 195 radial. Both aircraft had been assigned the same mode III squawk, as they had been in the same flight to the ship. A third A-7 (#3) had also been launched and was tracking inbound, approximately 15 miles behind #2. GCI vectored aircraft #3 toward #2, thinking that #2 was the low fuel aircraft — not knowing that A-7 #1 was proceeding northwest on a course of 330 degrees, some 40 miles west of #2 and #3.

The pilot of aircraft #1, hearing all the airborne transmissions, assumed that he was in radar contact, and that aircraft #2 was proceeding to join on him from behind. At this point, the

pilot noticed that he was steering 015 degrees magnetic on his HSI but heading 330 degrees on his standby compass, and transmitted that his gyro had failed. He was advised by another aircraft to disregard his gyro and steer 015 on the standby compass. He immediately executed a 50-degree turn to starboard.

For the next five minutes, GCI continued to vector #3 to join on #2. After join-up, the pilots of #2 and #3 realized the mistake and reported their position as 195 degrees/25 nm NPA. The GCI controller correlated this position with the aircraft they had thought to be #1.

Overhearing these transmissions, the #1 A-7 pilot checked his divert chart, and reported that he was now in sight of some islands southwest of Mobile Bay (some 60 miles west of Pensacola). He realized that he did not have sufficient fuel (900 pounds) to reach Pensacola. Twenty minutes had now elapsed since his low fuel light illuminated. He switched to "emergency" IFF and climbed to 19,000 feet to seek a suitable landing field.

The GCI controller expanded his radar range scale and located the aircraft via his emergency IFF squawk at 260 degrees, 50 nm from Pensacola. With the assistance of an alert Pensacola approach controller and the pilot of A-7 #3, the low-fuel Corsair was directed to Brookley Field in the northwest corner of Mobile Bay where he performed an idle, maximum-rate descent from 19,000 feet at 15 nm southeast of the field. Transition to landing configuration was accomplished at 1.5 short of touchdown, crossing the runway threshold at 160-170 KIAS. The pilot felt he would not be able to stop the aircraft safely with that speed and executed a go-around, effecting a very tight pattern to a safe landing.

The engine was secured with 300 pounds of fuel indicated on the main needle and zero on the digital totalizer.



Grampaw Pettibone says:

Holy bungled birdfarm bingo! This is just too close for comfort. And the fact that there have been two similar A-7 bingo incidents within two months is just *too* much! The first incident resulted in the loss of an A-7E when the engine flamed out .9 nm short of the runway. It is sad to see that the important lessons which should have been learned in the first mishap were not.

Specifically, the inexperienced pilot failed miserably in making proper use of available aircraft equipment and facilities and procedures. Additionally, carqual supervisory personnel failed to adequately monitor the CQ evaluation, particularly after viewing this young lad's idle-wild demonstration in the arresting gear.

The mishap board was directed to investigate this near-mishap just as though a class "A" mishap had occurred — as it dang near did. The dif-

ference in this case is that all pertinent materials (aircraft, pilot, supervisors, statements, etc.) were available to analyze lessons learned (of which there was a bunch). Now, let's make some use of them.

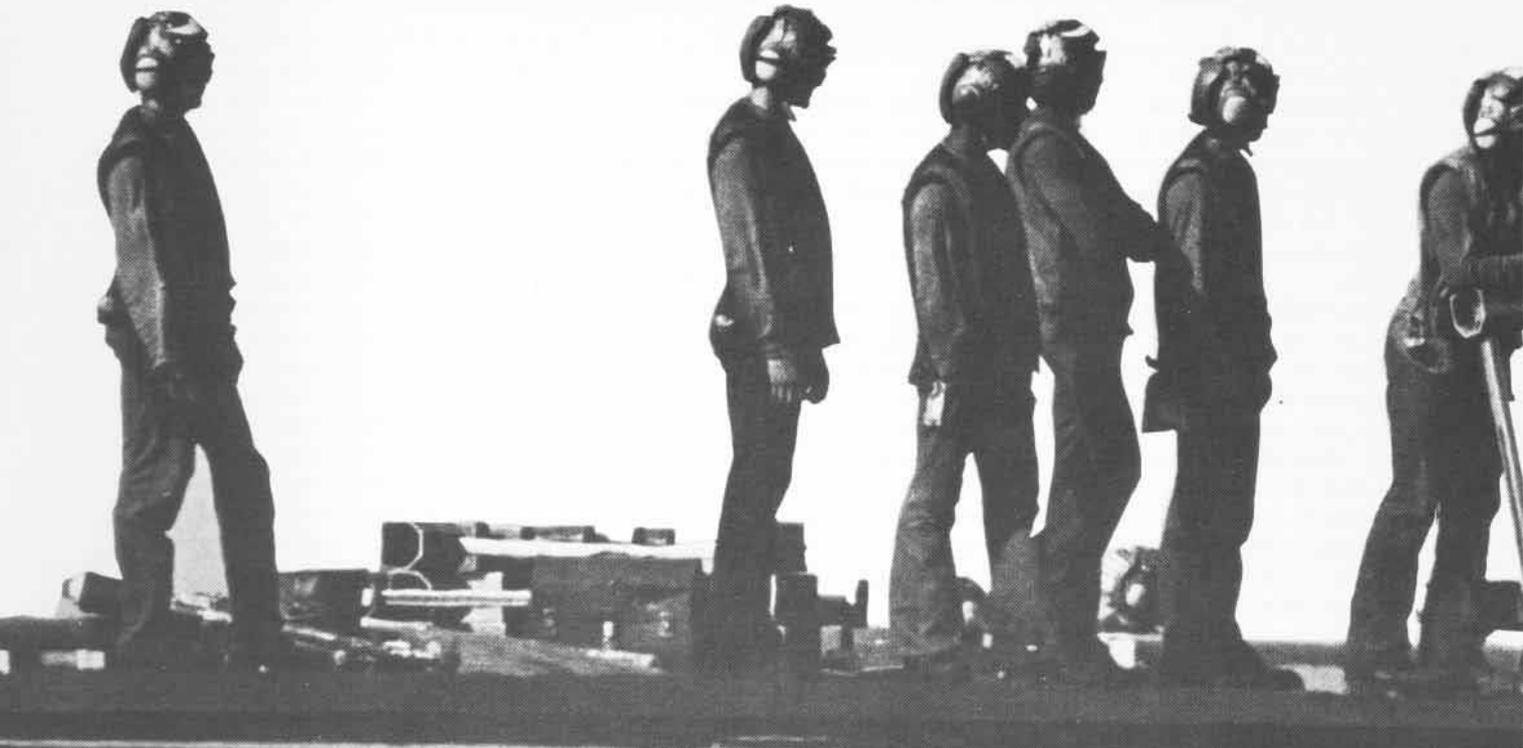
Gents, each year we see three to four CQ bingo calamities make headlines and most of them are copies of each other. You can rest assured that there are many other close calls that didn't make the press and are passed off with an "all's well that ends well."

In view of the frequency of these CQ fiascos, Old Gramps thinks it's time we fall back a step or two and take stock of our procedures, and treat bingos like the bonafide, unplanned, unprogrammed emergencies that most of them turn out to be.

How sad it would have been had this lad flamed out on the go-around after finally finding a field. He landed with tanks so dry that the first 50 gallons soaked into pores of the tanks when refueled.



Crewmen on the flight deck of the carrier Kennedy await the launch of an aircraft.



WHO WILL

***Leadership
and management
are more than
just telling
everyone to
come to work
on time.***

The first thing that strikes you is that the hangar is unusually clean. Especially for a place where helicopters are torn apart and put back together. The second thing is that it is all incredibly neat, not neat in the sense that nothing goes on, but that it is a place where people work who know what they're about.

It is a place where leadership isn't just a carrot or a stick, and managing people isn't done from an ivory tower.

Helicopter Antisubmarine Squadron, Light 30 has more to show than a clean hangar where, as grandma put



LEAD THEM?

it, there is a place for everything and everything in its place. Last year the squadron won the Golden Anchor Award for personnel retention. The squadron also exceeded all previous flight-hour totals, and did it while lowering the cost per flight.

"And we didn't do it by having to work weekends," points out Senior Chief Aviation Machinist's Mate Dennis Lefreniere.

Lefreniere is the aircraft division chief. He and others in the squadron give much of the credit for HSL-30's success and high morale to the efforts

of former commanding officer Captain Earl Rogers, and the continuing leadership of the new skipper, Commander Charles Kiseljack.

Lefreniere and others at the squadron don't claim their COs walk on water, but they give the distinct impression they can walk through it without getting their feet wet.

"Leadership," says Lefreniere, "is knowing how to make people work, make them like it, and never even let them know you did it. Both of them could do that."

Cdr. Kiseljack describes HSL-30 as

Story and Photos by JOC Kirby Harrison

"a super squadron. The leadership at every level is excellent, and it makes my job easier."

It is the kind of leadership and personnel management needed in the Naval Aviation community, an ingredient that is as necessary to readiness as the finest equipment.

This is especially true at the division level of Naval Aviation, where the interface between division officers and their chiefs or leading petty officers demands both leadership abilities and personnel management skills.

It can be difficult. In the aviation community, the division officer is most often a pilot who is dividing his time between flying and the division.

But he cannot neglect his division responsibilities on the grounds that he has other pressing duties. The division officer is the essential link between command policy and those who will make that policy productive. While a division may *seem* to run itself, it is the division officer who is called to account if things go wrong. And he had better have the right answers if they do.

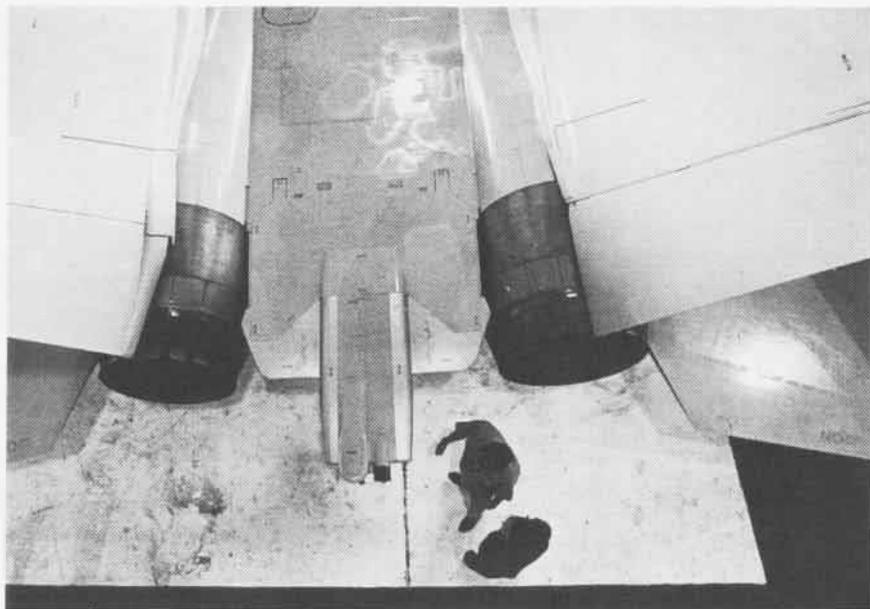
On the positive side, running a division can be very rewarding. A division, after all, is a kind of mini-command, perhaps a junior officer's first. And, to a naval officer, command responsibility is what it's all about.

If the division officer is new and relatively inexperienced, he has to work hard to stay ahead of the problem and maintain credibility as a

bonafide leader. If he is more experienced, he can spend more time sharpening his leadership skills and working on areas where he may feel a little weak. It may require burning some midnight oil or missing happy hour now and then.

In the end, the extra time and effort pays off, not just in terms of a good fitness report or a pat on the back but in personal satisfaction and self-confidence that stands him in good stead the rest of his Navy career.

The ideal division usually exists only on paper. This is where everyone



◀ Looking straight down — AQC Will Maloney and AT3 Linda Hurt discuss her chances of selection for OCS. Chief Maloney is already scheduled for advancement. He will be commissioned as a Limited Duty Officer in late 1982.

AD2 Earl Delfel, line chief with HS-7, finds a moment to relax while deployed aboard the carrier Kennedy.

▶ An RH-53 main rotor head is the subject of examination by (l-r) AD1 James Burnett, ADC Wayne Wexler, AD3 Nan Stahl and AD2 David Succi at HM-12's NAS Norfolk hangar.



is experienced, the manning level is at 100 percent and there is enough time to accomplish everything that needs to be done.

Then there is the reality of gapped billets, extended deployments, material shortages and a myriad of other problems. But as one line division chief put it, "That's what makes it all worthwhile. If everything went according to the book, we could turn it all over to a computer and go home."

Lieutenant Joe Gengo, a line division officer with Helicopter Anti-submarine Squadron Seven, flies the SH-3H *Sea King*. While deployed aboard the carrier, Gengo may go as much as three or four days without

personal contact with the people in his division. "It's an eat, sleep and fly cycle during operations. Having a good chief as leading man while the division officer is gone helps a lot."

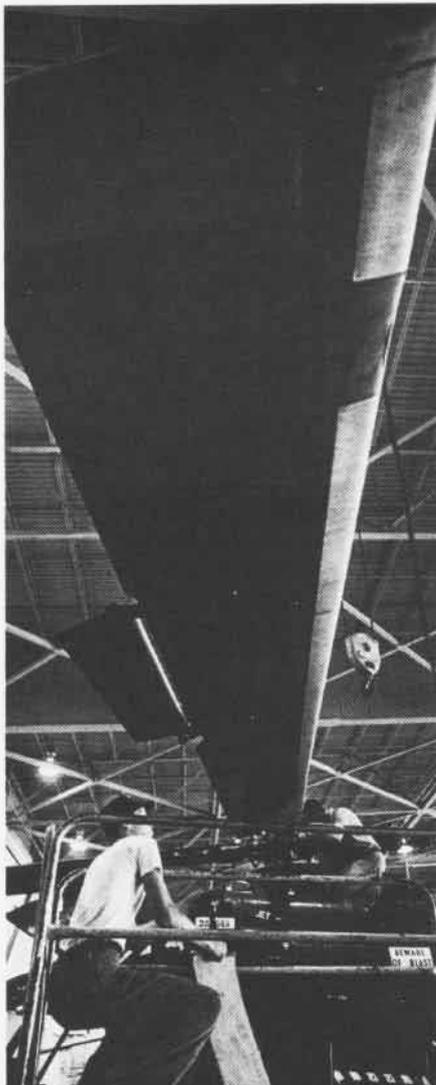
Lieutenant Paul Thompson of Attack Squadron 105 also is a line division officer. He echoes Gengo's opinion. "Aboard ship," he explains, "if you're scheduled to fly twice, you're looking at maybe eight hours of briefings and flight time. You have to depend on the division chief, and a good one is worth his weight in gold."

Finding the time for the division job can be especially difficult in the A-7 community, where there are as many as a third fewer officers, and less chiefs available to take on division responsibilities.

Chief Aviation Electrician's Mate Howard Ruble of Attack Squadron 34's *Blue Blasters* is new to the khaki uniform. He is also a recent graduate of the Leadership and Management Education and Training (LMET) course at Little Creek Amphibious Base. "We were lucky to be able to go through sessions with a group of division officers. There were some cases of misunderstanding and stereotyping. That interplay did a lot to make me more comfortable around the junior officers. We had a chance to see their side of the problem."



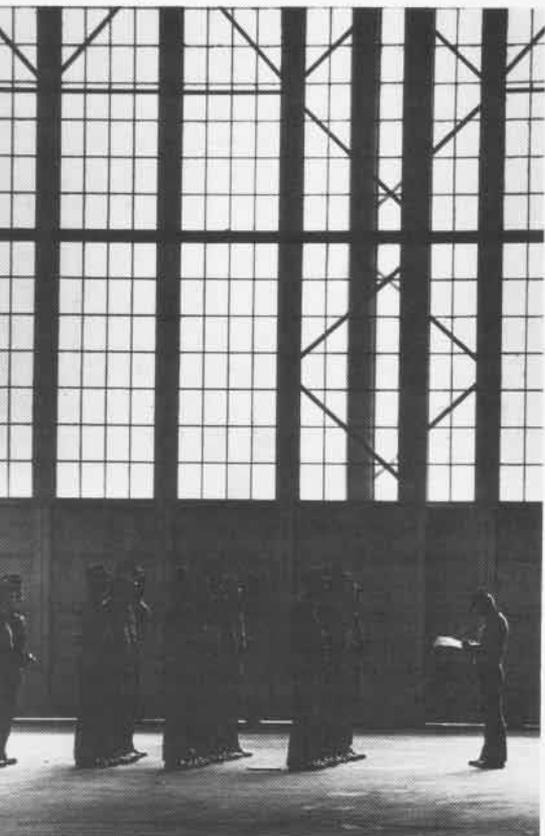
▲ Above, an HS-7 helicopter lands aboard Kennedy during refresher training. Below, Lt. Paul Thompson, line division officer with VA-105, catches up with the endless admin chores.



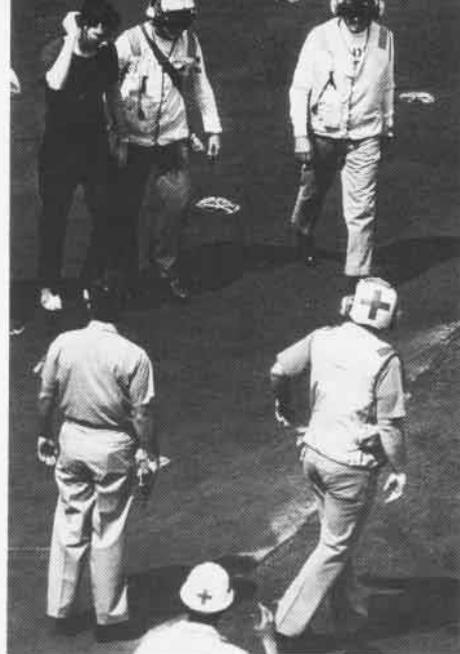
▲ Maintenance is the subject of discussion prior to practice bombing by VA-34.

◀ AD2 David Jones operates the hoist during a blade change at HSL-30 in Norfolk.

The night crew falls in for quarters at HM-12, where emphasis is on leadership and responsibility at all levels of the squadron.



A crewman lost overboard from Kennedy is escorted back aboard. An alert shipmate and a quick lookout were given much credit for the fast rescue.



AQC James Long, line division chief with VA-105, discusses upcoming flight operations with his crew in the line shack aboard Kennedy.



Sometimes it is difficult for a Naval Aviator to come down to earth. "Let's face it," says Lt. Thompson. "From the admiral on down, I think we'd all rather be flying. But we can't fly forever, and we are probably better pilots for the experience outside the cockpit. We owe it to the Navy and to the people coming up to lead and to set an example as leaders."

Lieutenant Commander Frank Pfeiffer has had the experience of not only flying and running a division, but at the same time acting as landing signal officer. He is now the wing LSO with Carrier Air Wing Three, and despite the obvious difficulties of juggling the three jobs he feels it was worthwhile.

"You learn a lot as a division officer, in terms of leadership and personnel management, which is invaluable as you go on to assignments that demand more and more of those skills," he explains.

At Helicopter Mine Countermeasures Squadron 12, they believe strongly in ensuring that the principles of leadership and management are passed down to junior petty officers.

"I believe in giving junior people as much responsibility as they are willing to assume and have the ability to carry," says a lieutenant with the NAS Norfolk-based squadron. "It's important that not every decision comes from above."

"It's more than just sound leadership," he says. Especially with the entire mine countermeasures community below normal manning at the chief petty officer level. It is a viable means of building a core of trained supervisors and filling leadership voids. It apparently works. They point with pride to the fact that every chief in the squadron is a "homegrown" product who made the khaki while at the squadron - HM-12.

"It's an investment in the future," points out the lieutenant.

Lt. Thompson of VA-105's *Gun-*

slingers recalls a recent flight during which he realized he wouldn't be back at the field before a rapidly building storm hit the area.

"I remember worrying about the aircraft, and whether the division had all the planes tied down," he says. "I needn't have worried. The division chief and the other supervisors had seen the storm coming and we had no damage."

"It's important that a division officer encourage that kind of initiative and responsibility."

This attitude toward junior personnel can spell a positive note in readiness. Leadership and good, sound personnel management create an enthusiasm that is contagious.

"If you treat people like they are somebody, they'll be somebody,"



▲ Ltjg. Mark Meredith meets with seat shop leading petty officer AME1 Tim Arme (left) and AMEAN Bill Brazier. Meredith, an NFO, is with VA-75.



▶ An aviation boatswain's mate aboard Kennedy is ready for underway refueling.

asserts Parachute Rigger Second Class Donna Solomon of HSL-30. "Senior people have everything to do with junior people's attitudes, either good or bad."

At the NAS Oceana home of the *Blue Blasters*, they make sure the enthusiasm of leaders and supervisors is physically evident. On signs and on memos, they emphasize, "Look good, feel good, be good."

The same spirit prevails at HM-12. "We don't speak negatively," maintains one chief. "We can outcarry and outfly any helicopter squadron in the world."

At HM-12, they believe it.

It's all part of leadership. And it's part of good personnel management. Definitions are easy. The dictionary says a leader is "a person who by force of example, talents or qualities of leadership plays a directing role, wields commanding influence, or has a following in any sphere of activity or thought."

It describes management as "the

executive function of planning, organizing, coordinating, directing, controlling and supervising any industrial or business project or activity with responsibility for results."

The two often overlap. A good leader will use many of the principles of good personnel management. And a person who learns personnel management will certainly have learned some of the traits of a leader.

Leadership and personnel management are more than simply telling everyone to come to work on time. They involve a personal commitment, especially at the division level, to learn and use the principles of good leadership and management. That commitment will assure the aviation community of the leaders and managers needed for continued strength through readiness.

A number of publications are available for those who already are or expect to be, in positions of leadership and/or personnel management. A partial list is provided below.

To Get the Job Done, edited by Washbuck, John B. and Sherlock, Barbara. Naval Institute Press, second edition 1981. 256 pp. Contains readings in leadership and management for the military. \$12.95. Order 709-7, U.S. Naval Institute Press, Annapolis, Maryland 21402.

Human Behavior and Leadership. NAVEDTRA 10058-B. Official correspondence course for senior petty officers and junior officers.

Management, magazine published quarterly for government managers by the U.S. Office of Personnel Management, Washington, D. C. 20415. Editor, Lee Treese.

FIRE!



Smoke rises from what is left of a burning helicopter, as fire fighters bring the blaze under control.

When leadership counts

Story by JOI John Novotney
Photos by Cdr. Joe Mancias

Naval Reserve Office of Information
Detachment 206



Fire aboard ship. The ultimate disaster. Suddenly leadership counts. It's no longer something you read about in the manual, or an abstract philosophy better left to others.

It was July 19 aboard the amphibious assault ship *Guam*, and flight operations were under way. Like most accidents, it started small. A CH-53 *Sea Stallion* being waved in for a landing swung into another CH-53 already on the deck. Within seconds, the blades had also smashed into an H-1 *Huey*, the *Sea Stallion* had crashed on deck and all three aircraft were in flames. Burning fuel spilled down the deck elevator and fire billowed into the hangar bay. It was the kind of accident everyone trains for and no one expects to happen on his watch.

According to *Guam* Executive Officer Captain L. D. Presnell, fire fighters were moving even as the first CH-53 hit the deck. And he points out that many of those leading the way were junior petty officers and non-rated men. "They were some of our most junior people," he recalls. "They took charge, did the job they were trained to do, and more."

Covered with fire-fighting foam, a *Guam* crewman shows the exhaustion that followed efforts to contain and extinguish the flames.



Fire fighters put out the fire destroying an H-1 Huey.



A swimmer and a flight deck crewman pass fire-fighting foam containers.

An overall view of the flight deck shows coordinated efforts to halt the fire.



Aviation Boatswain's Mate (Fuels) Third Class Jeff Kerry was watching as the CH-53 veered into the parked aircraft. "I saw Leslie (an enlisted LSO) try to wave him off. I saw he wasn't going to make it and I hit the deck."

Kerry, Aviation Boatswain's Mate Second Class Greg Vargo and Airman Jim Lavalle grabbed a hose and used a solid stream of water to push back the flaming fuel until they could get the foam attachment. The three were quickly joined by others and within five minutes the fire was under control on the flight deck. Another five minutes and it was out.

"We were at 54 percent of our manning in the senior petty officer and chief levels when the crash occurred," says Capt. Presnell. "We were dependent on junior petty officers and nonrated personnel stepping into leadership roles. They proved the value of not only having a core of chiefs and senior petty officers, but of training the next generation of leaders."

In the hangar bay, a similar situation occurred. Chief Mess Specialist Norris Carney was among the first to see the fire spread into the bay. He ran to the nearest fire station hose rack and began pulling off the hose. Within seconds he found himself assisted by several Marine reservists and ship's company sailors. With that hose manned, he turned to help another group having difficulty getting a hose loose. Soon there were 60 to 70 men manning three fire hoses in the hangar bay and the burning fuel was being pushed harmlessly over the edge and into the sea.

Capt. Presnell credits the quick action of Chief Carney in those first moments with providing the impetus that caught up other helping hands and stopped what might have escalated into a major fire in the hangar bay.

Carney passes it off as just doing the job he was trained to do. "The people in the hangar bay were terrific. I saw a young fireman grab the end of one fire hose and lead that party with all the confidence of a first class petty officer.

"I'd be damn proud to walk into a fire with any of them, anytime," Carney says.

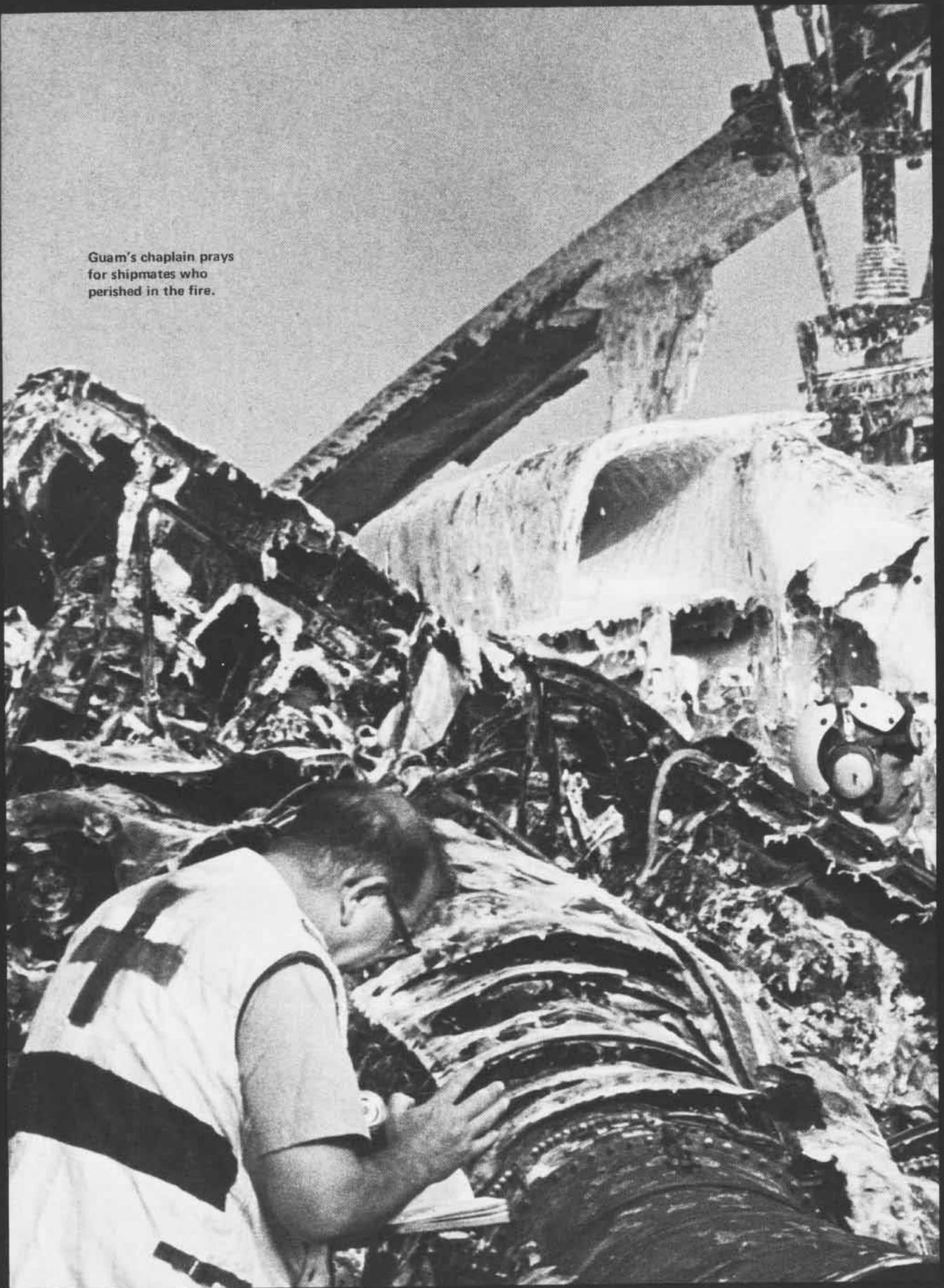
Master Chief Aviation Boatswain's Mate Richard Mozelewski agrees with Carney. "As far as I'm concerned, they were all heroes."

Mozelewski was in charge of flight deck control when the accident occurred. "I saw the training pay off. One of the first men on the scene was a young airman. And the two senior men on the scene were second class petty officers."

Ironically, only a short time before the accident, *Guam* had been going through refresher training and the flight deck crews had scored extremely high in accident prevention drills. So well in fact that afterward the refresher training team returned to conduct the drill again. The crew promptly responded by breaking its own record.

"They were trained by leaders to be leaders, and that's the way they responded," says Master Chief Mozelewski.

Guam's chaplain prays
for shipmates who
perished in the fire.



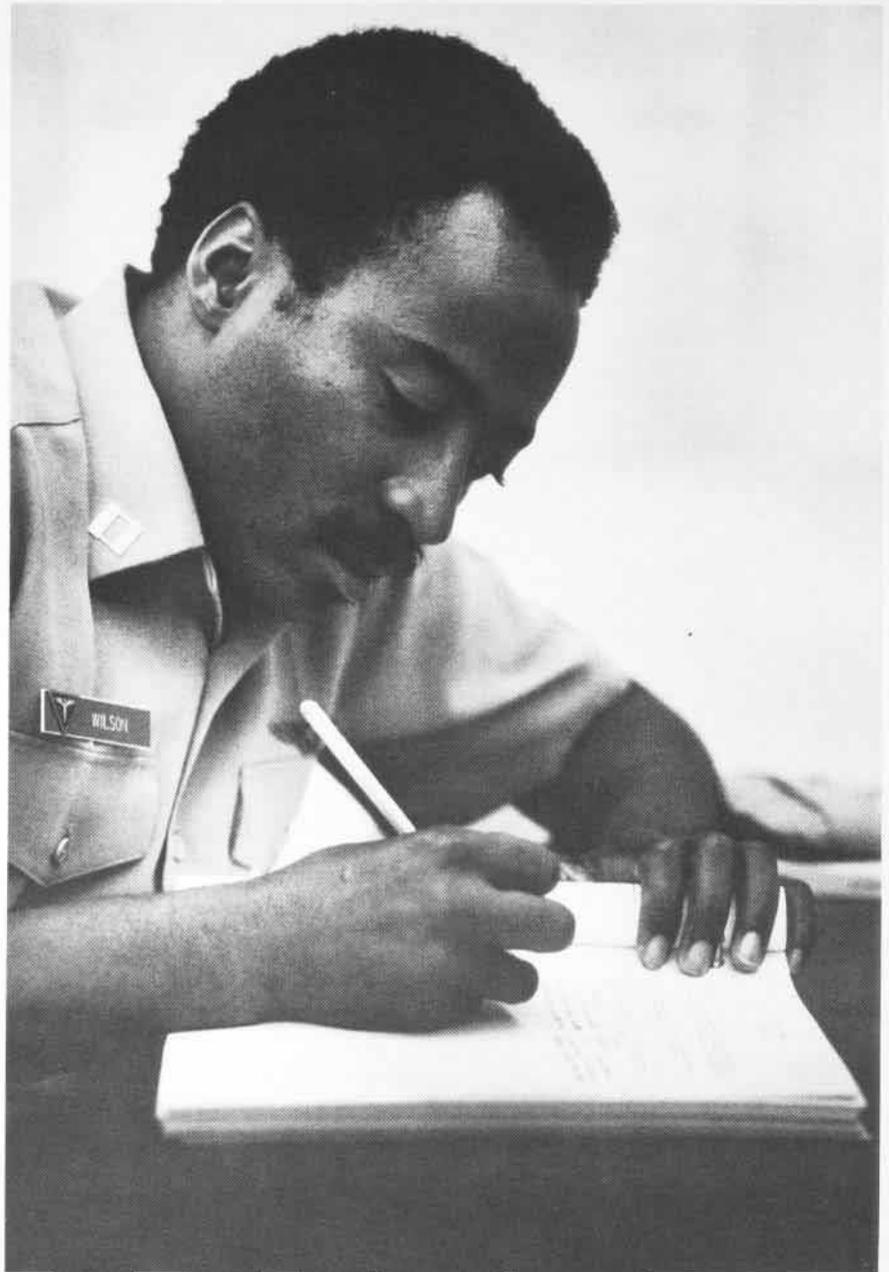
Lt. Ronald Wilson of Naval Aviation Schools Command goes over his LMET workbook. Wilson will soon be assigned to the LMET staff as an instructor.

Story by ETC(SS) John Carroll

Human Resources and Management Office
CNET

Photos by PH2 T. P. McAuliffe

The best run school in the Navy



LMET

"It's the best run school in the Navy," says Lieutenant Commander Mike Uebelherr, aircraft division officer at Attack Squadron 34, NAS Oceana, Va. "Anyone planning a career in the Navy, officer or enlisted, should take the course."

More and more junior officers and senior petty officers are coming to the same conclusion. The course offered by the Navy's Leadership and Management Education and Training

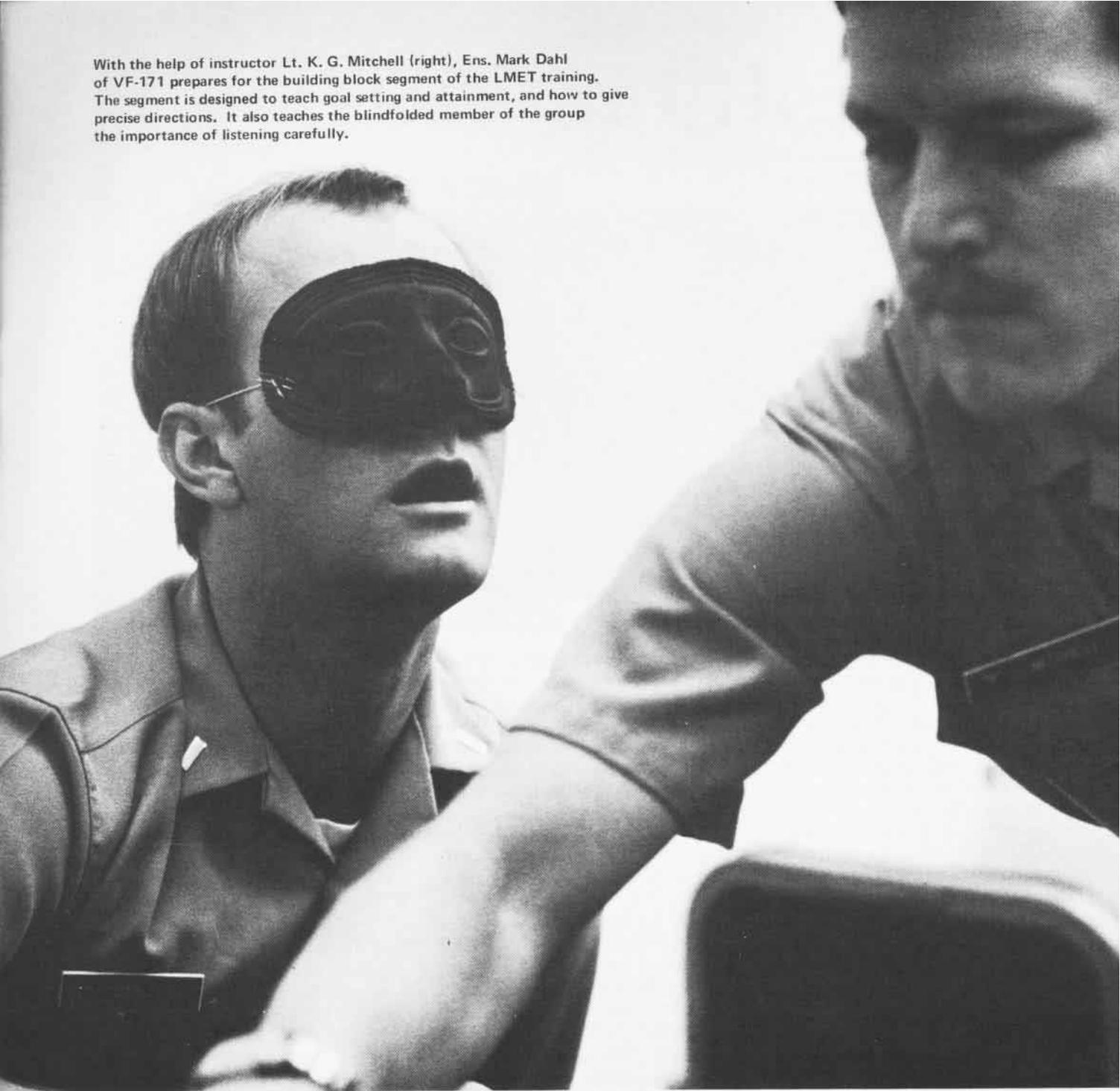
(LMET) program provides the means to acquire skills to cope with leadership and personnel management demands.

Until recently, no systematic education or training program was available to provide Navy people with specific leadership and management skills keyed to diverse Navy requirements. Various programs had been developed in the early 1970s, and some were beneficial. However, the majority of

these were not standardized. They were primarily concerned with theory and difficult to adapt to actual Navy requirements.

Lieutenant Commander Gary Walters, training programs officer at the Human Resources Management Office of Naval Education and Training in Pensacola, is not hesitant to confirm the shortcomings of earlier programs. He prefers not even to discuss one of these, however, which he describes as

With the help of instructor Lt. K. G. Mitchell (right), Ens. Mark Dahl of VF-171 prepares for the building block segment of the LMET training. The segment is designed to teach goal setting and attainment, and how to give precise directions. It also teaches the blindfolded member of the group the importance of listening carefully.



"a talkie, feelie, sit around and call everybody by their first name course."

The present LMET course was born of studies conducted in 1976-77 to determine specific leadership and management skills, characteristics and behavior that reliably distinguished between superior and average performers in Navy warfare specialties and enlisted ratings. The new LMET program was put into effect in 1979. It was designed to increase awareness

and build the skills in supervisory competencies which will make better leaders and managers.

"We're taking people slated for supervisory positions and giving them the skills required by leaders and managers, based on case studies of what does work," explains Walters.

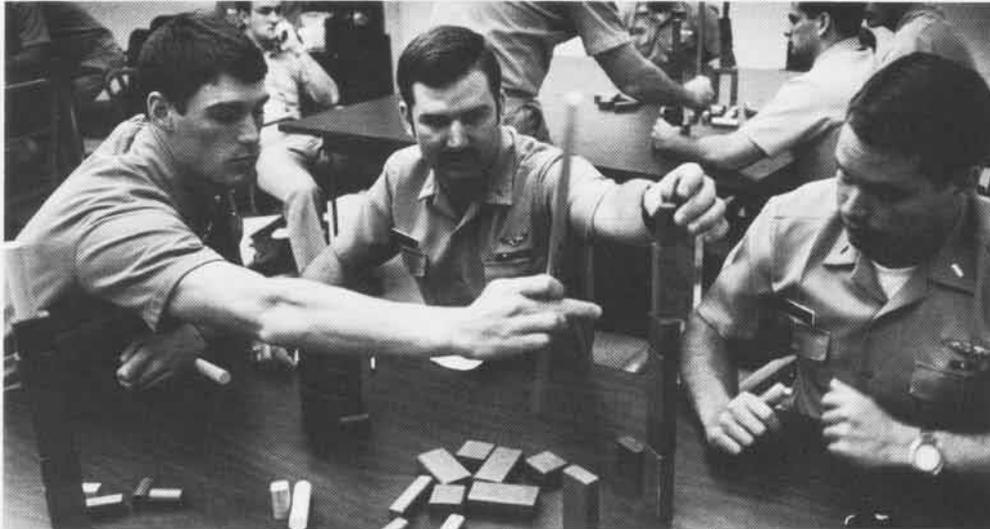
An increasing number of aviation officer and enlisted personnel are going through the LMET courses, not all of which are aviation-specific. At

this point, officer and department head courses are designed specifically for those in Naval Aviation, but the leading petty officer and leading chief curriculum covers all the warfare communities.

"It would be better if the enlisted LMET courses were also aviation-specific," says Chief Aviation Electrician's Mate Howard Ruble of VA-34. "Too many of the problem-solving situations don't relate to

(l-r) Ensigns Anthony Hankins of Naval Station Keflavik in Iceland, Scott Gartrell of HS-6 and Miles Hale of HS-10 set goals for the blindfolded building block segment.

Ensign Charles Edmondson of VF-171 awaits instructions in an attempt to build the proper block design.



aviation and to what we experience in real, day-to-day life at the squadron."

There is also praise for the LMET program. "Everybody should go to the course," says Chief Aviation Antisubmarine Warfare Technician Don Graves. And he adds, "We should probably all go back once in a while for a refresher course, if for no other reason than to remind us what a rut we get into."

Others look forward to attending LMET. "I think it would make my job easier," points out Chief Aviation Fire Control Technician James Long, a line division chief with Attack Squadron 105. "If nothing else, it might help me understand why I'm doing what I'm doing."

According to Walters, the number of aviation people going through LMET is small in comparison with those from other warfare communities. He feels this reflects a high tempo of operational requirements, especially since orders to LMET have previously been part of shore-to-sea duty permanent change of station assignments only.

"Sometimes operational requirements make it necessary to bypass the LMET course," explains a master chief with Carrier Air Wing Three. "But if an individual gets around LMET for no good reason, he's only hurting himself, the squadron and, in the long run, the Navy."

Walters expects a substantial increase in the number of aviation personnel attending LMET in FY 82, at least partly due to a change that will include LMET on all permanent change of station (PCS) orders, no matter what the rotation.

According to Master Chief Electronics Technician John Carroll, at LMET offices in Pensacola, some 70 percent of Navy people receiving PCS orders, since the fiscal year began on October 1, have had orders to LMET included.

Lieutenant Joe Gengo, a line division officer with HS-7, feels orders to LMET are more than just a luxury for the junior aviation officer. He points out that while junior officers in the surface community received LMET as part of the Surface Warfare Officers School prior to assignment as division officers, the young aviation officer has no such advantage. "The closest thing we had to management training at school was handing out the flight schedule," he recalls. "The best

thing they could do is make LMET required prior to the first duty station after flight training."

"Aviation department head LMET" is taught at Coronado and Little Creek Amphibious Bases and the Fleet Training Center, Mayport. "Aviation division officer LMET" is given at the same locations, and at Pensacola and Treasure Island.

"Enlisted leading chief and leading petty officer LMET" is taught at Coronado, Calif.; Little Creek, Va.; Bangor, Wash.; Pearl Harbor, Hawaii; Treasure Island, Calif.; Charleston, S.C.; and Mayport and Pensacola, Fla. A leading petty officer course is available at San Diego, Calif.

"Anyone who doesn't have LMET included in a set of PCS orders should contact his detailer," says Carroll. "And those commands that want to get a TAD quota for LMET should contact their training office or the nearest LMET school."

Reserves at Glenview



A VR-51 C-118 taking off.



VP-60's P-3 over downtown Chicago.

By Lieutenant A. Scott Hults, USNR

Naval Air Station, Glenview, Ill., is the home of Patrol Squadron Sixty (VP-60) and Fleet Logistics Support Squadron Fifty-one (VR-51) — two recent winners of the Noel Davis Trophy. The award goes to Naval Reserve squadrons, in each type, which achieve the highest level of mobilization readiness. It is presented as a memorial to Lieutenant Commander Noel Davis, a pioneer Naval Aviator who was active in advancing the interests of Naval and Naval Reserve Aviation. Davis was killed in 1927 when his plane crashed at Langley Field, Va., where it was being tested prior to attempting a nonstop New York to Paris flight. VP-60 and VR-51 also received Battle Es in 1980.

Captain Gary L. Engel, VP-60's skipper, commented on his squadron's being chosen as the best reserve patrol squadron. "Good people make this program work," he said. "That's why we insist on accepting and retaining only the best." The squadron's retention rate is consistently between 90 and 95 percent. "We have 28 Chiefs in the squadron," he went on. "If a junior airman comes to us, it isn't very long before he is promoted and moves

right up the line."

VP-60 fully mans 15 flight crews. Altogether, the squadron has nearly 450 people attached, 20 percent of whom are active duty TARs (training and administration of reserves), the remainder being SARs (selected air reservists) who come from all over the Midwest to drill at NAS Glenview.

Since 1970, the squadron has cruised in Spain, Hawaii, Puerto Rico, the Azores, Guam and Okinawa, and operated in support of Commander Task Force 72 in the Western Pacific. It was a VP-60 P-3B *Orion* which conducted a five-hour search and rescue mission in bad weather, trying to locate two seamen missing in a collision between a Japanese freighter and the American submarine *George Washington* in the East China Sea last April.

"VP-60 has a dual mission," says Capt. Engel. "Primarily, we are here to locate enemy submarines and destroy them. We train for this constantly. Secondly, we're tasked to go out on long patrols and locate hostile surface forces. In both of these roles, the ASW community has proven to be a very efficient and cost-effective means of ocean sur-

veillance and ocean control."

Capt. Engel's biggest problem is getting his crews and support personnel to the air station from points throughout the Midwest. This is where VR-51, the other Noel Davis Trophy winner stationed at Glenview, offers support.

VR-51's C-118 *Liftmasters* fly both VP-60 and VP-90 crews into Glenview on Friday evenings. The squadron is then used throughout the weekend to transport crews to training facilities all over the country, finally returning them home on Sunday night. The squadron operates with eight of the vintage, four-engine propeller-driven aircraft. Four are stationed at Glenview and four at NAS Whidbey Island, Wash. These planes are all nearing 30 years of service to the Navy.

According to C.O. Capt. Wayne S. Salmon, the squadron's motto is: "Nothing like us ever was." And it must be true, as VR-51 topped four C-9 jet transport and three other C-118 squadrons for the Noel Davis Trophy honors.

Half of VR-51's total complement of 500 members drills at Glenview, commuting from as far away as Ohio, Minnesota, Missouri, Michigan, Wisconsin and Indiana. The rest of the squadron personnel drills at Whidbey Island.

VP-60's sister squadron at NAS Glenview is VP-90, under the leadership of Commander Stanley Huff. For the past few months, Cdr. Huff's squadron has led VP-60 in overall readiness and performance.

Capt. John B. Eskew, NAS Glenview's C.O. when this article was written, liked this kind of competition. "With VR-51 and VP-60 now holding Battle Es, and VP-90 challenging for this year's award, we have three of the best Reserve Force squadrons in the country at this air station," he said. "It's difficult to tell the difference between our TARs and SARs at Glenview. We work together seven days a week toward improving our expertise and operational readiness. We aren't just 'weekend warriors' anymore."

By Harold Andrews

Over most of its years in business, Grumman has been identified with carrier-based fighters and other Navy tactical and ASW aircraft. Frequently forgotten is the fact that Grumman's first business for the Navy was designing and building amphibious floats for Vought *Corsairs*. From these beginnings, a line of amphibians followed, many of them for the Navy. However, these were never built in the same quantities as the combat aircraft.

During WW II, the *Widgeon* joined the *Goose* and *Duck* amphibians in Navy use, but the larger Consolidated PB5Y-5A amphibians were increasingly used for utility and rescue duties that required greater payload and/or range. In mid-1944, a Grumman proposal for a larger, new amphibian was submitted to the Navy's Bureau of Aeronautics. Based on this proposal, a contract was awarded for two XJR2F-1 prototypes powered by Wright R-1820 engines and incorporating 10 years of advances in aeronautics and hydrodynamics over the *Catalinas* then in service. While work got under way towards first flight in 1946, higher priorities and war-end adjustments led to many delays, and the first XJR2F-1 did not make its initial flight until October 1947. Water operations were under way in November, the same month that an ASW version was being studied. By January 1948, the Air Force was evincing interest for search and rescue operations, leading to a mock-up in the spring. Air Force procurement of SA-16As and Navy procurement of ASW PF-1As were both initiated while the second airplane was being prepared for its first flight which took place in mid-May. By late summer, with BIS trials under way, the ASW version had been dropped and production was set for the initial six UF-1s as utility aircraft and for a much larger number (52) of Air Force SA-16As.

As production of the *Albatross* began, additional UF-1s were ordered, five becoming UF-1Ts which were used for midshipmen indoctrination and two UF-1Ls for potential Arctic/Antarctic operations. The Coast Guard also acquired UF-1Gs, and some *Albatrosses* went to foreign countries; however, the Air Force received the largest number.

With nose-mounted radar and other weight increases adversely affecting performance, the Air Force sponsored a major modification in the mid-fifties, increasing the wing span and tail size, and obtaining improved range, ceiling and payload. Navy and Coast Guard aircraft underwent the same modifications, becoming UF-2/2Gs. In the 1961 redesignations, the Navy's UFs became HU-16Cs and Ds, with the remaining operational aircraft gradually becoming exclusively D models. One interesting sidelight of the sixties was the installation of ASW systems in a number of *Albatross* aircraft as ASW vehicles for foreign use; two of these were evaluated by OPTEVFOR/VP-31.

Many of the Air Force *Albatrosses* were transferred to the Coast Guard. Meanwhile, the Navy inventory steadily decreased until the last Navy *Albatross* made its final flight to Pensacola for static display at the Naval Aviation Museum in 1976. This aircraft was subsequently loaned to the Smithsonian Institution for reef research (see *NA News*, March 1981) and is still in service. Although Grumman amphibians no longer fly for the Navy, a few are still in use by the Coast Guard, and Grumman is remanufacturing surplus *Albatrosses* for commercial use.



HU-160



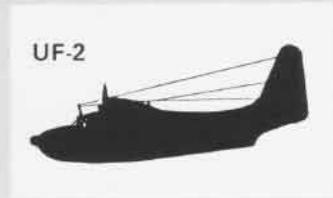
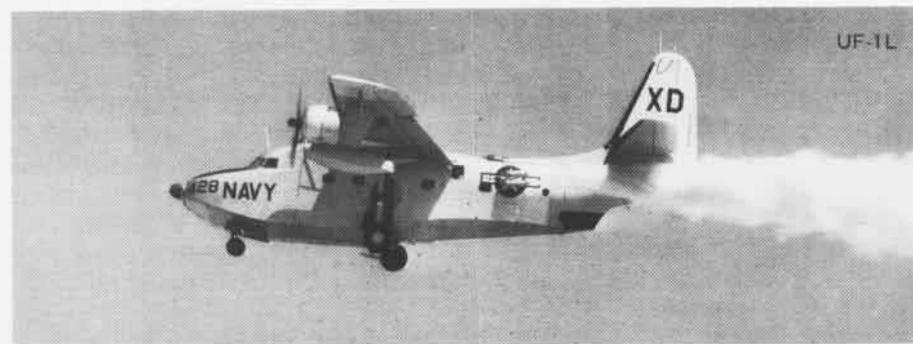
XJR2F-1



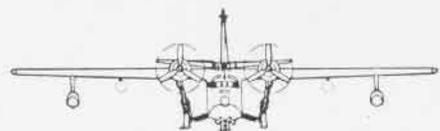
Harry Gann

"SHU 168"

Albatross



Span	96'8"
Length	61'3"
Height	25'10"
Engines	
Two 1,425 hp Wright R-1820-76As or Bs.	
Maximum speed	236 mph
Service ceiling	21,500'
Maximum range	approx. 2,850 nm



I WAS THERE...

The Americans killed 40 years ago on Oahu, December 7, 1941, numbered 2,008 Navymen, 218 Army personnel and 109 Marines. The wounded came to 710 Navy, 364 Army and 69 Marines. Out of nearly 400 aircraft, more than half the Navy and Army planes were completely destroyed or seriously damaged. Four U.S. battleships were sunk, four heavily damaged. Three cruisers and as many destroyers were crippled and other Navy ships were gutted.

The men and women who lived through that attack and the nearly four years of war which followed founded the Pearl Harbor Survivors Association, Inc., in 1958. This year, the 40th anniversary reunion is to be held in Hawaii, December 5-12. Local chapter members will also meet throughout the States to share past experiences and take part in memorial services.

By Louis Petersen, Chief Pilot, Marine Systems Laboratory, Smithsonian Institution

As told to Clarke Van Vleet, Historian, Office of DCNO(Air Warfare)

Honolulu Star-Bulletin 1st EXTRA

Honolulu, Territory of Hawaii, U. S. A., Sunday, December 7, 1941

HONOLULU, TERRITORY OF HAWAII, U. S. A., SUNDAY, DECEMBER 7, 1941

PRICE FIVE CENTS

WAR!

(Associated Press by Transpacific Telephone)
SAN FRANCISCO, Dec. 7.—President Roosevelt announced this morning that Japanese planes had attacked Manila and Pearl Harbor.

OAHU BOMBED BY JAPANESE PLANES

and remember Pearl Harbor December 7, 1941



"The 'fish' slammed right into the side of the ship... It was no drill!"

The man standing in that picture is Louis Petersen, then a Seaman First Class, now Chief Pilot for the Smithsonian Institution. Here is his story and the description of events depicted in that classic photo.

I was on duty at Ford Island the morning of December 7, 1941, waiting for two mail planes to arrive at the hangar shown in the photo. I heard airplanes pulling out of dives and thought it was a drill. Then, I heard a 'crump' and figured one of them had failed to pull out of its dive, so I went outside the hangar to take a look. There were two planes coming right down the Pearl Harbor channel. I stood there transfixed and watched them drop torpedoes, one heading straight for USS *Oglala*, the wooden

minesweeper berthed across the channel from us. The 'fish' slammed right into the side of the ship, eventually capsizing her. It was no drill!

We started moving the planes out of the hangar immediately, which accounts for the haphazard mix of aircraft shown in the photo. I remember helping to get out the SOC *Seagull*, parked to the right in the background (just left of the American flag flying in the distance). We finished moving the planes just in time, because a Japanese bomb hit the hangar, the



blast and shrapnel tearing up the fabric on the elevator of the PBY *Catalina* flying boat in the picture and rudders on the two OS2U *Kingfisher* float planes to the right. Only the tail of the extreme right one can be seen in the photo.

I was watching the destroyer *Shaw*, across the channel, going up in fire and smoke. The battleship *Nevada* was the only one to get underway, although she too was hit and had to be beached. Her superstructure can be seen through the smoke.

At the time the photo was taken, we were separating the undamaged planes from the damaged ones and getting any burning ones out of the way. To my right, on the ground, lay the charred wing of another PBY. There was so much noise and confusion at the time, I cannot recall the name of the man sitting at my feet. We were all still in a state of shock. I believe he must have come up from the seaplane ramp, located just out of view. I may have even helped him up the ramp for he was probably exhausted and covered with oil. I never saw him again. The man walking in front of me in his skivvies also probably came up the ramp, having stripped off his oil-soaked clothes.

By about noon, we had taken machine guns from the PBYs and set them up facing the channel. We were sure the Japanese would be coming into the harbor with their ships and our unit, a VO/VB battleship/cruiser scouting outfit, faced the entrance to the harbor. Occasionally, someone in our group would shoot, and then everybody would shoot. We were all on edge.

I cannot recall anything that happened from noon on. I can only recollect things that occurred again that night. I draw a complete blank for the afternoon of December 7th. The next day, Monday, December 8th, I flew patrol in a JRS Sikorsky amphibian transport from our VJ-1 squadron. We carried two Springfield rifles as armament, but we didn't see any trace of the enemy. In thinking back over that whole experience, and looking at the state of world affairs today, I say this—IT COULD HAPPEN AGAIN!



Louis Petersen stands on the wing of the Smithsonian's Albatross at the Washington Navy Yard, October 1981.

1000 TRAPS

The following is a list of those Naval Aviators who have made 1,000 or more carrier arrested landings. Ranks may have changed. If we have missed listing you or someone else who is qualified for membership on this exclusive roster, please let us know.

Lt. Robert John Abel
 Capt. H. D. Alexander
 Capt. Robert B. Arnold
 Capt. Stanley R. Arthur
 Cdr. Ronald N. Artim
 Cdr. Fred Baldwin
 RAdm. Joseph J. Barth, Jr.
 Cdr. W. D. Bradshaw
 Capt. John S. Brickner
 Capt. Edward F. Bronson
 Cdr. Emory Worth Brown, Jr.
 Cdr. Dan Bunting
 Capt. Norman D. Campbell
 Capt. Guy Cane
 Cdr. Roy Cash, Jr.
 Capt. W. Lewis Chatham
 Capt. Douglas L. Clarke
 RAdm. Bryan W. Compton, Jr.
 Cdr. Lewis W. Dunton III
 Capt. Bud Edney
 Capt. David R. Edwards
 Cdr. L. L. Elmore
 Capt. John L. Finley
 Capt. James H. Flatley III
 Cdr. Roger P. Flower
 Capt. S. C. Flynn, Jr.
 Cdr. J. P. Gay
 Cdr. George Gedney
 Cdr. Robert W. Geeding

Cdr. Franklin H. Gerwe, Jr.
 Lt. George F. Ghio, Jr.
 Cdr. R. W. Hamon
 Cdr. Robert W. Hepworth
 Cdr. Marshall A. Howard
 Capt. Richard L. Kiehl
 Cdr. J. E. Killian
 Capt. H. P. Kober, Jr.
 Cdr. James A. Lair
 Cdr. Thomas V. LaMay
 Capt. Bobby C. Lee
 Capt. P. H. "Bud" Lineberger
 Capt. R. E. Loux
 Cdr. Robert A. Maier
 Capt. Roger A. Massey
 Cdr. James T. Matheny
 Cdr. Hugh "Tony" Merrill
 Cdr. Frederick P. Meyers
 Capt. Thomas G. Moore
 Cdr. J. A. Moriarty
 Capt. Melvin D. Munsinger
 Capt. "Moose" Meyers
 Cdr. W. R. "Buzz" Needham
 Capt. A. J. Nemoff
 Cdr. Jerry Palmer
 Cdr. J. P. Park
 Cdr. J. W. Partington
 Cdr. Richard K. Pottratz
 Capt. W. V. Roeser

Capt. David N. Rogers
 Cdr. Philip J. Rooney
 Cdr. Raymond C. Schroeder, Jr.
 Capt. James M. Seely
 RAdm. William G. Sizemore
 Capt. Leighton W. "Snuffy" Smith
 Cdr. Robert E. Smith
 Capt. William F. Sparr
 Cdr. Gary L. Starbird
 Cdr. Raymond F. Sullivan
 Cdr. T. R. Swartz
 Capt. Jeremy "Bear" Taylor
 Capt. Robert C. Taylor, Jr.
 Capt. Bert D. Terry
 Cdr. Frank Lee "Raider" Tillotson
 Capt. Dwight D. Timm
 Capt. Charles L. Tinker
 RAdm. Ernest Eugene Tissot
 Cdr. R. E. "Gene" Tucker, Jr.
 RAdm. Jerry O. Tuttle
 Capt. John M. Waples
 Capt. George Watkins
 Cdr. George E. Webb
 Capt. D. R. Weichman
 Cdr. William W. West
 Capt. W. R. Westerman
 Capt. Gary F. Wheatley
 Capt. John R. Wilson, Jr.
 Cdr. T. W. Wright





NAVAL AVIATION HALL OF HONOR
*This is the twelfth in a series of articles on
the first twelve men to be enshrined in the
Naval Aviation Hall of Honor.*



Floyd Bennett

By Helen Collins

When Floyd Bennett Municipal Airport in New York was dedicated on May 23, 1931, by Rear Admiral Richard E. Byrd, he turned to Bennett's widow during the ceremonies and said, "I could experience no greater pleasure than being an instrument in this dedication to the memory of a man whose nobility was known to everyone but himself. We faced many dangers together but he never lost that calm courage and loyalty which made him a great gentleman and the greatest man I have known." It was a tribute to Warrant Machinist Floyd Bennett, USN, who had risked and lost his life in an unselfish attempt to rescue three flyers whom he had never seen.

Floyd Bennett was born near Lake George, N.Y., on October 25, 1890, exactly two years after the birth of Richard Byrd, with whom he was to be so closely associated in the quest for far horizons.

With the United States involved in WW I, Bennett enlisted in the Navy on

December 15, 1917, for aviation duty. Five months later he was at NAS Hampton Roads, Va., where in February 1919 he was made Chief Aviation Machinist Mate. Flight training for enlisted pilots followed, at Pensacola, Fla., after which Bennett returned to Hampton Roads for duty as a test pilot. There, he was seriously hurt in April 1921 in a test flight accident.

Bennett's next assignment took him to sea in the cruiser *Richmond*. He was one of the pilots who conducted aerial landing site reconnaissance for the Army's around-the-world pilots in 1924. While making exploration flights over Greenland, Bennett demonstrated that he was a good pilot, and that he was knowledgeable and practical in handling an airplane's temperamental mechanisms.

In April 1925, Bennett was transferred to NAS Anacostia, Washington,

D.C., for duty in the Naval Air Detachment of the MacMillan Arctic Expedition. Byrd was in charge of the air detachment whose mission was to survey designated areas, test equipment and develop experience in navigation in the northern latitudes. That summer Bennett accompanied Byrd on the expedition that explored the great expanses of Greenland. Bennett was commended by the Secretary of the Navy for his "efficiency, indefatigable energy and courage" while on duty with the air unit on the expedition.

The Byrd Arctic Expedition set out the following spring, 1926, and Bennett was Byrd's copilot in the trimotor Fokker that carried Byrd on his historic flight on May 9. They were the first men to fly over the North Pole. Bennett received the Distinguished Service Medal for his "courage and ability which contributed largely to the success of the first heavier-than-air craft flight to the North Pole and return." He was also promoted to

officer rank, Warrant Machinist, by an Act of Congress dated January 5, 1927. The following month, the two men were awarded the Congressional Medal of Honor for the milestone they had achieved in aviation history.

By this time, the two flyers were already making plans for a second such flight in 1928, this time over the South Pole. Bennett was to be second in command of the Antarctic Expedition. However, as it turned out, Bennett did not live to make the flight.

Before they returned from the North Pole, Byrd and Bennett had begun to plan still another flight — across the Atlantic. Their plane, the *America*, was larger than their previous one and was equipped with some new devices, including a switch that had been designed by Bennett for cutting out all three engines simultaneously. On her first test flight over New Jersey in April 1927, the *America* proved to be nose-heavy and crashed on landing. Bennett's switch probably prevented a major tragedy, but he was

seriously injured and was unable to participate in the transatlantic flight. However, Byrd saw to it that the public knew how much Bennett had contributed to the exploit. Bennett's pride in his chief and devotion to him was matched by Byrd's admiration for Bennett.

Recovering from his injuries, Bennett took over as second in command of Byrd's planned Antarctic expedition. He was in charge of all details relating to transportation, when death cut short his career.

In April 1928, Bennett and Bernt Balchen (one of the pilots who had served under Byrd) flew from Detroit to Greenly Island, Quebec, Canada, to take urgently needed supplies to three flyers, the Irish-German crew of the aircraft *Bremen* which had been forced down in an attempted non-stop flight from Europe. He was suffering from a heavy cold and fever when he started. Although he was stricken with influenza during the flight, he refused to turn back from his attempt to bring help to fellow

flyers and explorers in need of aid.

Halfway across Canada, Bennett contracted pneumonia. Too ill to proceed, he was hospitalized in Quebec. In an attempt to save Bennett's life, Byrd flew serum from New York to Quebec and was at his bedside when he died.

Mourned everywhere in America, Floyd Bennett was buried in Arlington National Cemetery. He was regarded by the aviation community as one of the most skillful and courageous of American pilots and his personal qualities made him a popular hero.

Although Bennett never reached Antarctica, his presence was felt there when, out of deep regard for his copilot, Byrd flew over the South Pole in 1929 in a Ford trimotor named *Floyd Bennett*. As he flew over the Pole he dropped an American flag weighted with a stone from Bennett's grave.

Floyd Bennett is remembered as a man for whom dedication to the Service and to his Country was an unchanging way of life.



Fokker trimotor flown in North Pole flight, 1926.



PEOPLE · PLANES · PLACES

Awards

The 1981 Admiral Elmo R. Zumwalt Awards were announced recently. The award program provides recognition for those commands which excel in the management of unaccompanied enlisted personnel housing. NAS Patuxent River won first place.

Ranger has won the 24th annual Captain Edward F. Ney Memorial Award for outstanding food service. The award was presented by VAdm Edward P. Travers, Vice Chief of Naval Material.

For AB1 Nelson C. Tabinga, success means dedication to work and family. Taking pride in his work has earned Tabinga numerous



PH3 Steven Colagiovanni

awards. His most recent success was being selected ComNavAirPac Sailor of the Year, Afloat. The *Midway* sailor is supervisor for the catapult and arresting gear division. One of the most important parts of his job comes four hours prior to launching an aircraft when certain equipment inspections must be accomplished. Explained Tabinga, "If one piece of equipment fails, we could lose a plane or a pilot."

Records

Two squadrons marked accident-free flight-hour milestones: VP-49, 140,000 hours and HMM-361, 20,000. Two squadrons marked accident-free flight time in years: VP-26, 19 years and HS-10, 5.

Anniversaries

One day following the 50th anniversary of his first aircraft carrier landing Louis Paul, 75, a retired naval warrant officer, made his second landing on *Lexington* (AVT-16) to commemorate his long service to his country. His first landing on May 4, 1931, was aboard *Lexington* (CV-2) — subsequently sunk in the Battle of Coral Sea. During Mr. Paul's visit to the carrier, Capt. William Greene, commanding officer, presented him with a *Lexington* plaque. Paul joined the Navy in 1927 and fell in love with aviation when Lindbergh made the historic flight to Paris.

Mark Twain and many others have tried to explain the meaning of reputation and character. It's difficult to do but according to Capt. Foster S. Teague, C.O. of *Kitty Hawk* his ship doesn't have that problem. "This ship knows she has a reputation and character, and the men in the ship know that." Maybe that's the reason why so many *Kitty Hawk* men shared a common pride recently on the carrier's 20th birthday. Her crew has been the most significant factor in building her reputation. The captain explained that it is the crew who makes up the soul of a good ship. "Without the care of those men, the ship is just a

mass of steel and wire." Over the past 20 years, *Kitty Hawk* has made 12 successful WestPac cruises and has begun her 13th. Of these, she has recorded six combat cruises.

Rescues

Two A-7 crews from VA-113 recently participated in a dramatic at-sea rescue of an Air Force F-106 pilot who was forced to eject from his crippled aircraft off the coast of California. They vectored in an RH-53 to pick up the downed pilot and take him to Tyndall AFB for medical treatment. He sustained only minor injuries. The helicopter, from the Naval Coastal Systems Center, was on a routine training mission in the area when it received the call for assistance. Crew members were Lt. B. E. Dewey (pilot), Lt. R. D. Colenda (copilot), and AMS2 S. A. Sooy.

A routine replenishment at sea became a near tragedy recently when two men assigned to *America*, SR Doug Owens and BM3 Britt Bowers, were washed overboard by high seas. HS-12 took the matter in hand and executed its fifth rescue at sea since deploying to the Indian Ocean aboard *America*. A *Sea King* helicopter, commanded by Lt. Michael R. Brunskill and copiloted by Ltjg. David W. Bohannon, made the rescue. The hoist operator was AW2 Herman B. Anderson. Jumping into the water, AW3 Gabriel A. Hernandez helped both men to don the "horse collar," a rescue device used to lift a person from the water and into the helicopter. The rescued men were checked for injuries and released. HS-12 is home-based at NAS North Island.

Honing the Edge

When the Navy was invited to send one of its new F/A-18 *Hornets* to the Paris Air Show this summer, Naval Air Reservists from Aerial Refueling Squadron 208 helped them get there. LCdr. George Brown and Lt. Craig Gorby, flying a KA-3B *Skywarrior*, affectionately known as a "Whale," provided long-range communications and extra fuel endurance to see the *Hornet* across the Atlantic and back. A Marine Corps KC-130

from VMGR-252 also provided support for the trip. The NAS Alameda-based reserve squadron has in the past had other occasions to provide a drink for thirsty *Hornets* flying out of NAS Patuxent River.

A Navy F-5 from Top Gun school at NAS Miramar, Calif., and an F-4J from VMFA-333 prepare to taxi out onto the runway for a training mission. A Top Gun course is given in a four-and-a-half week period to train Marine and Navy aircrews in Soviet air tactics.



HMH-464 pressed into service its first CH-53E *Super Stallion* this summer, with an unveiling ceremony of the huge helicopter at MCAS New River. The *Super Stallion* is



SSgt. Jim Gladkowski

designed to carry twice the payload of the present CH-53D *Sea Stallion*. Other features of the helicopter include a third engine, in-



creasing its lifting capacity and its inflight refueling capability. The helicopter has reached a maximum speed of 206 knots and can carry 56 troops instead of 37 carried by the older model. The photo shows a CH-53E lifting an S-3 during trials.

HC-1's Det 6 recorded a first during training exercises this summer, landing the first U.S. helicopter aboard the newly



PHAN D. H. McGrath

commissioned Japanese Self-Defense Fleet destroyer *Shirane*. The detachment's aircraft "Blackbeard 01" made two passenger transfers and 12 landings aboard *Shirane*, flying from the amphibious command ship *Blue Ridge*. *Shirane's* helicopter made the same number of landings and transfers on *Blue Ridge*. In photo "Blackbeard 01," flown by LCdr. W. Fuller and Lts. P. K. Miller and D. Fandey, lands aboard *Shirane*.

HML-167 recently conducted a familiarization flight in one of its UH-1N *Hueys* armed for the first time with an MTU 51A/52A rocket assembly on each side. The flight determined there were no adverse effects in the aircraft's handling or its speed. The pods can carry seven 2.75-inch rockets each and are fairly easy to attach to the *Hueys*. "Under normal circumstances we can have them ready to fire in one hour," said Sgt. Scott Maxfield of the squadron's ordnance section. "Arming the UH-1N is extremely important because of the scarcity of attack helicopters (*Cobra* gunships) in the Marine Corps. The arming of the UH-1N would allow it to perform some *Cobra* missions, releasing the gunships to higher priority missions."

Change of Command

ComResTacSuppWing: Capt. Roland K. Huisman relieved Capt. Horst A. Petrich.

H&HS-38: Maj. William R. Wyser relieved Maj. Joseph R. Horton.

HSL-30: Capt. Elmer Rogers relieved Cdr. Charles Kiseljack.

MAG-42, Det B: Maj. R. W. Coop relieved Lt. Col. J. T. Cline.

MASS-3: Lt. Col. Harold J. Phelan relieved Lt. Col. John F. Keene, Jr.

MATSS-901: Maj. William J. Horne relieved Maj. Japer V. Simpson.

NARU Jacksonville: Cdr. John P. McMahon relieved Capt. James E. Bonner.

NAS Brunswick: Capt. William L. Rice relieved Capt. Norman E. Koehler III.

NAS Meridian: Capt. Elton C. Parker, Jr., relieved Capt. Robert R. Morton.

Constellation (CV-64): Cdr. John L. McWhinney relieved Capt. William E. Newman.

Kitty Hawk (CV-63): Capt. Robert C. Taylor relieved Capt. Foster S. Teague.

Saratoga (CV-60): Capt. Leonard G. Perry relieved Capt. James H. Flatley III.

VA-15: Cdr. Mike Nordeen relieved Cdr. J. J. Coonan, Jr.

VA-65: Cdr. Dickey P. Davis relieved Cdr. Joseph W. Prueher.

VA-192: Cdr. John J. Zerr relieved Cdr. Thomas B. Latendresse.

VAQ-132: Cdr. David L. McConagha relieved Cdr. Donald T. Bradbury.

VC-6: Cdr. Kenton W. Van Lue relieved Cdr. David A. Lefavour.

VF-102: Cdr. Ron Schneider relieved Cdr. Dan Bunting.

VF-142: Cdr. John R. Wood, Jr., relieved Cdr. Thomas S. Slater.

VMAQ-2: Lt. Col. John D. Weber relieved Lt. Col. Christopher B. Salmon.

VP-22: Cdr. Edward R. Enterline relieved Cdr. Ray M. White.

VP-93: Cdr. James T. Hendricks relieved Cdr. Robert Bender.

VP-21: Cdr. Ralph R. Davis relieved Cdr. Joseph C. Thompson.

VT-24: Cdr. John M. Taylor IV relieved Cdr. William M. Ransom.



Martin Marietta

The Seamaster Remembered

By Commander William L. Murphy, USN(Ret.)

"C omes now into the Domain of Poseidon a new winged Navy vehicle with unsurpassed dash, elusiveness and lethal power. . . ." So read the certificate presented to those Naval Aviators who have qualified in the P6M *Seamaster*, the world's first multijet flying boat. I was the fifteenth to have done so. With Bob Turner, chief experimental test pilot of the Martin Company, as pilot I had flown copilot on four test flights in

this rather spectacular aircraft.

That was back in 1959 but my recollections of the *Seamaster* are still vivid. Powered by four J71 Allison turbojet engines equipped with afterburners, the 166,000-pound, 134-foot-long P6M was one of the largest seaplanes ever built. With wings swept back at a 40-degree angle, wing tip floats and high "T" tail, the *Seamaster* was a trim-looking airplane. The long slim fuselage was a new de-

parture in seaplane hulls, designed to give the P6M better rough water handling characteristics than previous seaplanes.

Conceived as a high-speed mine-layer, the *Seamaster* carried 30,000 pounds of droppable stores which were dispensed through a special rotating mine door. This weapons delivery capability had been of more than just academic interest to me at the time, for I had just been assigned

to help Lieutenant Jim Campbell (Armament Test P6M Project Officer) on the P6M project when the *Seamaster* arrived at the Naval Air Test Center, Patuxent River, Md., for Navy acceptance trials. Jim's job was to determine whether the P6M was capable of doing its job; whether the elaborate navigation equipment was accurate; whether all of the various mines and bombs could be carried and successfully dropped from the rotating mine door. In short, he was to determine that all of the armament was suitable for fleet use.

In order to be better prepared for the P6M on its scheduled arrival at the Naval Air Test Center later that year, several Navy test pilots participated in the Martin Company's test program. As Jim's assistant on the project at Armament Test, I went to Martin's Strawberry Point test facility near Baltimore for a week to fly the *Seamaster*.

Walking out to the airplane for my first flight, I was impressed by the size of the bird. The *Seamaster* sat on its specially designed beaching vehicle, its tail 37 feet high, its cockpit about 16 feet above the ground. Since I had just spent several weeks flying the Navy's smallest operational jet, the Douglas A4D *Skyhawk*, the 102-foot-wingspan *Seamaster* loomed monstrous by comparison. Entering the hatch on the port side of the fuselage, I noticed the folding anchor secured to the bulkhead, something I had not seen in an airplane for quite a while. Immediately aft were the two crew stations, and forward was the cockpit.

Back in my patrol squadron day, I had thought that the PB4Y-2 *Privateer* was a big airplane at 65,000 pounds, but this *Seamaster* was bigger in every respect. Well, almost. The crew of the *Seamaster* was made up of only four men — normally a pilot, copilot, radio operator and navigator — while in *Privateers* we had a crew of 10. The navigator performed double duty as navigator-bombardier. For test work, however, a flight test engineer rode the navigator's position. The airplane was highly instrumented and telemetering equipment would transmit information to the ground station for immediate evaluation as we flew.

After starting the J71s we left the parking line and taxied toward the seaplane ramp. For ground operation the

P6M employed a unique beaching cradle which made taxiing very similar to that experienced in an airplane with conventional landing gear. Hydraulic hoses connected the brakes of the beaching vehicle to the aircraft controls. After power was added to start rolling, idle RPM was sufficient to keep the big plane moving.

Once over the ramp and into the water of Middle River, the beaching vehicle was released, and the *Seamaster* became a true seaplane. The combination speed brakes used in flight and hydro flaps for use at slow speeds in water made directional control while waterborne much simpler than in seaplanes I had flown before. The hydro flaps could be used simultaneously to slow the airplane or individually for directional control.

In contrast to the high position of the cockpit when on the ramp, I felt like we were submerged when we were on the water, although the cockpit was still about six feet above the surface.

The crash boats had swept the area and we were cleared for takeoff. The afterburner circuits were armed, the airplane turned into the wind, and Bob pushed on all four throttles. My job was to monitor the power and put the flaps down at about 80 knots.

As power was applied, the P6M was an impressive sight to see. The jet blast threw up a cloud of spray that completely hid the huge "T" tail, the nose of the airplane rose, and the wing tip floats cut through the water. However, none of this was visible from the cockpit — it happened about 65 feet behind us. As "hump" speed was reached, about 80 knots, the nose came back over, and I put the flaps down. At 145 knots we broke free of the water.

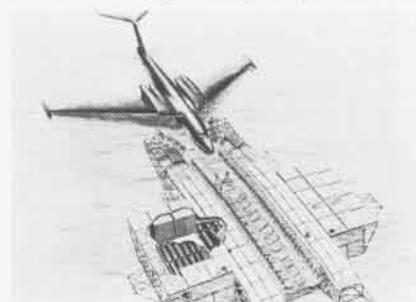
Although I later had several opportunities to control the airplane on the water at these speeds, I never ceased to be impressed. Doing 145 knots on a nice smooth concrete runway is one thing — 145 knots on choppy water is another.

As we headed out towards the test area, the Atlantic off Assateague Island, I had an opportunity to get the feel of the *Seamaster*. The hydraulically powered controls, while not as light as a fighter, were not unduly heavy. Control response was remarkably quick for such a big airplane.

The instrument panel was conveniently laid out, with engine instru-

ments grouped together between the pilot's and copilot's flight instruments. On the overhead, the fuel control panel switches were so arranged that white lines showed the path of fuel from the tanks to the engines. Lights, radios, air conditioning, and similar switches were distributed between the pilot's and copilot's console panels. The ejection seat was comfortable, and there was plenty of leg room for even a tall person like me.

The one big discrepancy that I



Drawing shows one means by which P6M aircraft could be dispersed to operate from remote locations. This support platform idea envisioned a relatively inexpensive floating base which could be towed from one location to another.

noticed was the poor visibility during turns. Although better than most transport airplanes, the P6M-1 *Seamaster* was a little shy on windshield area for a tactical airplane. This discrepancy was recognized by the Martin Company and the P6M-2 version of the *Seamaster* had large plexiglass areas overhead, giving visibility similar to jet fighters.

Once in the test area, a Martin test pilot in a Grumman F11F chase plane joined on us. His job would be to observe the rotation of the mine bay door, and watch the dropping of the 30,000 pounds of mines. Contact was made with "Adrift Base," Armament Test Base Radio, and clearance to drop the stores was received.

A high-speed, low-level pass over the area showed that it was clear to drop the mines. Actually they were inert stores, but with the exact weight, shape, size and center of gravity of the actual weapons that they simulated. At a speed of about 500 miles per hour the mine bay door was rotated. A slight vibration could be felt throughout the airplane but not any more than expected.

"Mines away!"

The door rotated shut. It was a good drop. All of the mines fell cleanly



Beaching cradle could be engaged or disengaged without assistance from beaching crew. The P6M could taxi into or out of water when locked in cradle.



Martin Marietta

away just as they were supposed to fall. High airspeeds at low levels can give disturbing airflow patterns around airplanes, which cause trouble in the separation of droppable stores. This successful drop was quite a milestone.

Another successful flight, which checked an important data point off the long list that any new airplane must complete, started out very unpretentiously, and ended undramatically.

Although the sky was clear, the surface visibility as we taxied out was about three miles. When we arrived in the seaplane area it was obvious that we would have to wait for an increase in visibility to comply with the stringent weather restrictions that the test operations were under. In order to conserve fuel, Bob Turner secured the engines. An auxiliary power unit in the after end of the airplane was remotely turned on to provide power for the radios. As we sat, weather cocked into the wind, gently bobbing up and down, one of Martin's crash boats came alongside to offer us some coffee and doughnuts. Now this is the way to live! A coffee break in the middle of the Chesapeake Bay. I could learn to like it.

The visibility finally came up to the necessary five miles. Bob fired up the

J71s and within minutes we were airborne. A quick turnaround and we were in a position for an approach for an overload high-gross-weight landing at 165,000 pounds. This could put a lot of strain on important structural members. Seconds later, we were coming to a stop on the water as uneventfully as a duck returning to a mill pond.

The visibility had gone back down and Bob decided to return to the hangar. After almost four hours in the airplane we taxied back up the ramp at Strawberry Point.

On another flight, while on a high-speed taxi run, to get the feel of the water-handling characteristics, I suddenly realized that looming up almost directly ahead of me were two large poles. We had been in the same area of the bay only a few days before and it had been clear. Some fisherman had apparently stuck two poles into the bottom, about 50 feet apart, to mark his traps. Extending about 10 feet out of the water, they were probably a little too high to go under the wings. I shoved in on the rudder to try to turn but, at 130 knots on the water, we veered only a few degrees. To cut back on the power would have been unwise, because we could not have stopped before reaching the poles, and we would have only settled lower in

the water and hit both poles for sure.

Right between the poles! Apparently we had missed them — or so I thought at the time. Later, on the ramp, the evidence was plain. A long scratch from the leading to the trailing edge of the right wing about 30 feet outboard of the fuselage. There was a small hole in the leading edge of the wing.

I remembered other days in other seaplanes — hours spent circling or tied to a buoy, waiting to be pulled up the ramp by a beaching crew with their heavy equipment. By comparison, the process of getting the *Seamaster* out of the water onto the parking apron when a flight was over was simple. Although the *Seamaster* was designed to "live" on the water, and not require beaching for long periods, the test airplanes were normally taken out of the water each day. As the ramp area was approached, the pilot spotted his beaching vehicle, moored nearby so he could taxi right into it. A hook on the underside of the airplane tripped a cable, and the vehicle clamped onto the airplane. A flight crew member attached the hydraulic lines and the *Seamaster* taxied up the ramp under its own power.

Although it was the latest and the best of a long line of Navy seaplanes, the P6M *Seamaster* lost out to advancing technology—*Polaris* missiles and nuclear-powered submarines, *A3J Vigilantes* and *F4H Phantom IIs*—and to budgetary constraints. Modern weapons are expensive and the funding level demanded hard decisions. Something had to go. There are a lot of people who are sorry that it was the P6M *Seamaster*.

JAN. TO DEC. INCLUSIVE 1981

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R-Z



LETTERS

Naval Air War in Vietnam

In regard to your article "Naval Air War in Vietnam" in the July 1981 issue of *Naval Aviation News*, you overlooked a project just as important as the ones mentioned. I am referring to *Project Trim*, later designated Heavy Attack Squadron Twenty-One. The aircraft involved were SP-2Hs modified for heavy attack (designated AP-2H).

We had the only P-2s left in the fleet with the Aero-11/A tail turret, which was outfitted with the M-3 20mm gun (twins). The MK-8 rocket/gunsight and the infrared starlight scope gave the gunner the option, dependent upon weather conditions and type of mission. The aircraft was equipped with eight 40mm Honeywell grenade launchers in the bomb bay, each offset to cause a "walking" effect when fired. At the waist windows we depended on the M-60 machine gun, which aided in the return of small arms ground fire. The wings incorporated the 7.62mm minigun mounted in a pod and firing 6,000 rounds per minute. The pylons from which the minis were suspended were angled approximately 30 degrees down and boresighted to converge roughly 500 feet in front of the aircraft. Also carried on the wings on the outboard stations were either two low-drag general purpose MK-82 500-pound bombs and one MK-81 250-pound bomb, or two MK-77 napalm bombs on each wing. To aid in getting this warship off the runway, fiberglass props were added to the Wright R-3350 engines. Flying at night, the aircraft were totally darkened, including all exhausts from both the reciprocating and jets.

Home-based in Sangley Point, R.P., we detached to Camranh Bay and did most of our tactical flying in the Mekong Delta region of South Vietnam. Until December 1968, the unit was known as *Project Trim*, and was designated VAH-21 at the end of December. Continuous flights, both training and tactical, were an everyday occasion with no one resting easy until all aircraft were safely accounted for.

We who were part of VAH-21 consider ourselves truly honored to have served in such an outstanding unit.

AO1(AC) Rick Gadomski
VAH-21 Tail Gunner, Crew 6

Ed's note: Many thanks for your informative letter on VAH-21. *Naval Aviation News* salutes all who were involved in these important night operations.

VF-51 History

I am gathering information on Fighter Squadron Fifty-One in preparation for a

history of the *Screaming Eagles*. I would greatly appreciate hearing from any former members who would care to write me with anecdotes or information on aircraft and carriers that VF-51 was involved with.

Color schemes used, squadron code signs and numbers are needed for illustrations. Predecessors of VF-51 carrying the *Screaming Eagle* emblem, such as VF-5A, will also be included.

AT1 John E. Dreher, USNR
514 McMurray
Richland, WA 99352

Reunions, Conferences, etc.

VPB-203 (PBM) WW II former members sought for reunion. Contact Capt. David M. Burns, USN(Ret.), 340-A Pine Ridge Drive, Whispering Pines, NC 28327.

PROFESSIONAL READING

By Lieutenant Commander Peter Mersky, USNR

Stillwell, Paul. *Air Raid Pearl Harbor*. Naval Institute Press, Annapolis. 1981. 299 pp. Illustrated, indexed. \$19.95.

The editor has put together an impressive collection of the personal experiences of a large number of participants on both sides of the conflict. Taken together, the articles represent perhaps the best firsthand account of what happened before, during and immediately after that fateful day in December 1941. The book includes articles on the events leading to war, a description of the air attack by the man who led it and the vivid recollections of those who survived the attack.

Y'Blood, William T. *Red Sun Setting*. Naval Institute Press, Annapolis. 1981. 257 pp. Illustrated, maps, indexed. \$18.95.

This book is a model of good research and careful presentation. It covers the events leading up to the Battle of the Philippine Sea as well as an excellent description of the engagements which then ensued. The series of strikes and counterstrikes which made up the battle also include the well-known "Marianas Turkey Shoot" wherein the Japanese lost much of their post-Midway carrier strike capability, including 294 badly needed aircraft. Making heavy use of American and Japanese action reports and war diaries, *Red Sun Setting* is easy to read, with several detailed, well-drawn maps. It also contains several useful tables showing the organization of opposing forces. The tactics and decisions of task force commanders are critically analyzed. The narrative

is fast-paced with good descriptions of the air combat. *Red Sun Setting* is a must for Pacific War buffs.

Mikesh, Robert C. *Zero Fighter*. Illustrated by Watanabe, Rikyu. Crown Publishers, New York. 56 pp. Illustrated with photographs and drawings. \$15.95.

This volume is the latest in this publisher's series of books dealing with fighter aircraft of WW II. This large-size book contains concise, well-researched text and includes cut-away drawings as well as some excellent airbrush color art. *Zero Fighter* provides an interesting look at Japanese carrier fighter design prior to and through the end of WW II. The author is Curator of Aircraft for the Smithsonian Institution's National Air and Space Museum. The artist served in WW II as a pilot in the Imperial Japanese Army Air Force.

Okumiya, Masatake and Horikoshi, Jiro. *Zero! Zenger Publishing Company, Washington, D.C.* 424 pp. No photographs; seven maps. Indexed. \$12.95.

Zero is written by the designer of the premier Japanese fighter plane used in most of the Pacific war. It gives valuable insight into the period which preceded the Japanese attack on Pearl Harbor, beginning with the 1937 events in China and continuing through the devastating B-29 raids and carrier strikes against the home islands in 1945. This is a Japanese view of the conflict which offers a different perspective to students of the Pacific war. It is a book which belongs on any WW-II bookshelf.

SQUADRON INSIGNIA



VMA(AW)-533 was first commissioned on October 1, 1943, at MCAS Cherry Point, N.C., as VMF(N)-533 flying the Grumman F6F-3N *Hellcat*. Subsequent aircraft were *Tigercats*, *Banshees*, *Cougars* and *Skyhawks*. In 1965 the squadron received the A-6A *Intruder* and an all-weather designation. The *Hawks* saw extensive combat action throughout the Vietnam conflict, were awarded the Commandant's Aviation Efficiency Trophy in 1969, and returned to the States in November of 1975 after eight years of continuous overseas service. Commanded by Lieutenant Colonel W. D. "Charlie" Carr, the *Hawks* completed an initial six-month unit deployment to WestPac in 1980 and began a second deployment in the fall of 1981. VMA(AW)-533 was named Attack Squadron of the Year by the Marine Corps Aviation Association for two consecutive years (1980-1981) and received both the CNO and FMFLant Aviation Safety Awards for 1980. The white hawk superimposed on a blue and white checkerboard rests under the Latin phrase *In Hoc Signo Vinctes* which translates, "Under this sign, conquer!"

