

It's a Hawkeye . . . Orion?

Regarding the NP-3D photo on page 9 of the Mar-Apr 99 issue, P-3C Naval Flight Officer Lt. Dan Walford wrote: "While the *Hawkeye* electronics package may be new to the P-3, the *Orion* plus-dome silhouette definitely is not. Drug enforcement agencies have been flying similar aircraft in the Caribbean for years."

Hellcat and Corsair

I am researching two of the Kalamazoo Aviation History Museum's aircraft, the Grumman F6F-5N *Hellcat* (BuNo 79683) and the Goodyear FG-1D *Corsair* (BuNo 92509). If anyone has information on these planes and their assigned air stations, I would like to hear from them.

Gerard Pahl

3101 East Milham Road
Kalamazoo, MI 49002-1700

Grampaw Pettibone

Jan-Feb 99: Regarding the Gramps BZ, Capt. Scott Slater, the Marine flying the F/A-18C *Hornet*, adds a few lessons learned from his experience flying VMFA-314's "Black Knight" 207 into the barricade. "When I initially dropped my gear handle, none of my gear came down. The system then gave me the hydraulic failure indication. The ship's rep helped me make the decision to use my auxiliary power unit accumulator pressure bottle to attempt emergency gear extension overhead the ship. At this point the fuel state was 3.7 and I could have flown a clean bingo profile, then used my emergency extension procedure. At least I would have had several miles of concrete to get stopped on. Hindsight is 20/20 but I think it's a consideration we overlooked.

"Reference is made to having 207's wingman recover aboard the ship (time: 1407). The barricade rigging began after he recovered at 1413. There is six minutes of critical time in which the barricade rigging



An F-4B returns from a strike on 26 April 1967.

Author wishes to hear from F-4 pilots and radar intercept officers in Vietnam, Yankee Station, 1967-1968. Email Bill Berk at JENBRI71@aol.com.

could have already been in process had my wingman been told to bingo. Six minutes worth of gas would have seemed like tons that afternoon!

"Finally, reference is made to my decision to increase airspeed in order to use air flow and G acceleration in an attempt to lower the nose gear. It is also mentioned that this was not a prudent use of my fuel. I submit that if my nose gear would have come down during this process, it would have been WELL worthwhile. At that point we were trying anything that seemed like a potentially good solution. Given the same situation, I would attempt it again.

"These are just a few thoughts I wanted to share. Some poor soul may have to deal with those circumstances again someday, and if I helped him or her with my experience it would make me smile!" (Capt. Slater is now a civilian finishing his first year of graduate business school at Vanderbilt University.)

Mar-Apr 99: Retired Capt. John Heilig wrote regarding the AV-8A

Harrier stall/crash in the landing pattern: "You are correct that the pilot failed to 'keep track of the angle of attack.' Pilots should also recall a fundamental aerodynamics lesson that is still taught in Preflight at NAS Pensacola, Fla.: the relationship between an increase in stall speed vs. increased angle of attack. A handy reminder is that a 60-degree angle of bank (AOB), level flight, requires 2 Gs and increases stall speed by 40 percent. At a 70-degree AOB, stall speed increases by 70 percent. At the *Harrier* pilot's 80-degree AOB, the stall speed graph goes vertical. Guess he missed class that day."

Corrections

Mar-Apr 99

"Rescue at Sea," pp. 26-27: Charles H. Hammann was awarded the Medal of Honor posthumously.

"Once and Future Hero," p. 31: John Glenn rode the space shuttle *Discovery* during the STS-95 mission, which ended on 7 November 1998.

May-Jun 99

"Flightline," caption, p. 1: The first operational launch of the JSOW was conducted by Carrier Air Wing 11 (VFAs 22 and 94) during Operation Southern Watch on 25 January 1999. The ordies are transporting a JSOW to the flight deck.

Reunions

AOC/NAVCAD Class 29-65 planned reunion. POC: Louis Seldon, 8937 NW 3rd Pl., Coral Springs, FL 33071, 954-753-5647; lseldon@worldnet.att.net.

Enterprise (CVAN/CVN 65), 11-15 AUG, Arlington, VA. POC: Charles Folick, 402 Oceanshore Blvd., Ormond Beach, FL 32176-5450, 904-677-1053.

Bon Homme Richard (CV/CVA 31), 13-15 AUG, Niagara Falls, NY. POC: Ralph Pound, PO Box 1531, Tupelo, MS 38802, 601-842-8247.

VA/VFA 125, 19-22 AUG, Reno, NV. POC: Bob Taylor, PO Box 745, Lemoore, CA 93245, 800-322-4665; rtaylor@jps.net.

Lake Champlain (CV/CVA/CVS 39), 23-25 AUG, Pigeon Forge, TN. POC: Phillip E. Nazak, POB 34, Vestal, NY 13851-0034, 607-729-5192.

CVWR-30, 26-29 AUG, New Orleans, LA. POC: M. L. Roberts, 3138 Stevely Ave., Long Beach, CA 90808-4439, 562-420-9514.

Attu (CVE 102), 7-12 SEP, Peabody, MA. POC: Marie Moore, 286 Moore Rd., Hackberry, LA 70645, 318-762-4656.

Curtiss (AV 4), 8-12 SEP, San Antonio, TX. POC: John Ekstadt, 17390 Greenview Cir., Lakeville, MN 55044-9559, 612-891-5954.

Marine Air Traffic Control Assn., 9-12 SEP, Indianapolis, IN. POC: Jim Dargan, 6 Running Branch Dr., Havelock, NC 28532, 252-447-

8253; 13@connect.net.

VC-35/VA(AW)-35, 12-15 SEP, Las Vegas, NV. POC: Ruben Escajeda, 7664 Le Conte Dr., El Paso, TX 79912, 915-585-3468; REscajeda@aol.com.

Sangamon (CVE 25), 13-15 SEP, Las Vegas, NV. POC: Hank Millan, 165 W. 20th St., Bayonne, NJ 07002, 201-823-3560; hankjm1@prodigy.net.

Lexington (CV 16), 14-19 SEP, Peoria, IL. POC: Dick Battershell, 1509 Union St., Streator, IL 61364;

blueghost@usslexingtoncv16.org.

Nassau (CVE 16), 15-18 SEP, Colorado Springs, CO. POC: Sam Moore, 10320 Calimesa Blvd. Sp.



This Crusader will bring back memories at the reunions of both the VF-53 Iron Angels in September and Bon Homme Richard in August.

221, Calimesa, CA 92320, 909-795-6070.

Admiralty Islands NAB 3205, 15-19 SEP, Baltimore, MD. POC: Leon Link, 844 Wickam Rd., Chetek, WI 54768-9176, 715-924-4268; bllink@chibardun.net.

Salisbury Sound (AV 13), 16-18 SEP, Tulsa OK. POC: Marian Bruce, 813 Branding Iron SE, Albuquerque, NM 87123.

Constellation (CVA/CV 64), 17-19 SEP, Baltimore, MD. POC: Rich Romeo, 215-969-3786; fax 215-357-6858.

Navy/Marine Utility Squadrons, 20-22 SEP, Reno, NV. POC: Bryant Fleming, 7560-1 Cathedral Oaks Rd., Goleta, CA 93117, 805-968-7994; vj-1@webtv.net.

Forrestal (CVA/CV/AVT 59), 21-26 SEP, Bensalem, PA. POC: Hugh McCabe, 300 Cassady Ave., Virginia Beach, VA 23452-4228, 937-340-1105.

Kula Gulf (CVE 108), 22-25 SEP, San Antonio, TX. POC: A. Dotson, 620 Duckcreek Rd., Washington, NC 27889, 252-923-4040.

Sicily (CVE 118), 22-25 SEP, New Orleans, LA. POC: James Padgett, 1716 Green Valley Dr., Kingsport, TN 37664, 423-247-7983; kelane@usit.net.

Navy Aviation Repair Overhaul Units, 23-26 SEP, Kissimmee, FL. POC: Rhesa Shaw, 7300 20th St. #90, Vero Beach, FL 32966-8812, 561-770-0117.

VT-10, 23-26 SEP, Branson, MO. POC: Jim Robertson, 1305 Barker St., Arlington, TX 76012-4604, 817-261-2174.

VPB-208, 28-30 SEP, New London, CT. POC: Don Schoer, 55 Vernon St., Hamden, CT 06518, 203-288-4715.

Navy Nuclear Weapons Assn., 28 SEP-2 OCT, Las Vegas, NV. POC: Eldon Irby, 107 Brian Dr., Henderson, NV 89014, 702-898-3608.

Independence (CVA/CV 62), 29 SEP-3 OCT, Pensacola, FL. POC: Denis Bagley, 12 Trenton Ave., Edison, NJ 08817, 732-819-0359; www.ussindependencecv-62.org.

Marcus Island (CVE 77), 29 SEP-3 OCT, San Diego, CA. POC: Lu Adams, 5450 Grape St., San Diego, CA 92105-5524, 619-264-3575.

PBY Catalina Intl. Assn., 29 SEP-3 OCT, Ottawa, Ontario. POC: James Thompson, 1510 Kabel Dr., New Orleans, LA 70131-3632, 504-392-1227.

Rudyard Bay (CVE 81), 30 SEP-3 OCT, St. Louis, MO. POC: Earl Ewoldt, Box 175, Kandiyohi, MN 66251, 320-382-6292.

VF-53, 30 SEP-3 OCT, San Diego, CA. POC: Charles Darrow, 1455 Rice Rd., Fallon, NV 89406-9449, 775-423-6137.