

## Operation Allied Force

We have received several calls from participating units in Operation Allied Force regarding our article "Triumph in Kosovo: Naval Aviation Keys Allied Success,"

Sep-Oct 99, pp. 2-11. The callers were concerned that their unit/mission did

not receive appropriate coverage. We encourage our readers to let us know their viewpoints, because it helps keep the magazine on target.

In each issue, we strive to give a balanced account of Naval Aviation's people, policy, technology and history—and to herald the

contributions of ALL aircraft communities. As stated in the acknowledgments on page 11, the article was not intended to be an in-depth account; in the available

space, we could highlight only some of the personnel involved. Those shown were the units

that responded to our media request for information from all participants in Allied Force.

Public Affairs Officers: We can't blow your horn if we don't hear about your squadron's achievements.

—Ed.

**We can't blow your horn if we don't hear about your squadron's achievements.**

## Flight Instrument Training

The unfortunate crash of John F. Kennedy Jr.'s aircraft was apparently due to inadequate training in the use of flight instruments. I believe that the Navy training we received in the early 1950s was the best available anywhere. We spent hours in the Link Trainer, which simulated instrument flying, and "under the hood" in the aircraft. This helped the student develop a good "scan" of the instruments, and become familiar with flying without the benefit of looking outside the cockpit to see where he was in relation to the ground. With the trainee "under the hood," the instructor would put the aircraft into an unusual attitude and tell the student to recover. The gyros could "tumble" in the artificial horizon, making it useless, but the student had been thoroughly drilled in the use of three basic indicators: needle, ball and airspeed. If the unusual attitude included stall or spin, these instruments would facilitate recovery.

Navy training focused on vertigo, or loss of spatial orientation. The need to believe the flight instruments was instilled. Training films and textbooks described the so-called dead man's

spiral and how to avoid it. The training command knew that pilots would be flying over water, in bad weather, at night, and would likely experience vertigo occasionally. This made strict indoctrination in the use of flight instruments paramount.

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## Korean War Vets Sought

In preparation for ceremonies being held to commemorate the 50th anniversary of the Korean War, veterans are encouraged to register with the U.S.-Korea 2000 Foundation. Specifically, the foundation is looking for anyone who served in the armed forces, including the Coast Guard and Merchant Marine, for at least one day during the period 25 June 1950 to 27 July 1953. Actual service in the Korean theater is not a requirement. Family members of deceased Korean War veterans may also participate.

For information, contact: U.S.-Korea 2000 Foundation, Inc., 4600 Duke St., Suite 416, Alexandria, VA 22304-2517; Phone 703-212-8128; Fax 703-684-0193; email

Info@USKorea2000.org; web site www.uskorea2000.org.

## Corrections to Jul-Aug 99

Pages 18-19: The stunning photo of VP-91's P3C-U111 *Orion*, BuNo 163295, was taken by PHCM(NAC) Jeffrey P. Ignatovich, who wrote: "I was a proud member of the *Black Cats* from June 1984 until July 1991. The squadron and my shipmates there were some of the happiest days of my naval career." The face in the aft observer's window belongs to AWCS(NAC) Randy Scofield.

"Year in Review," p. 20: 17 T-39Ns were accepted; bureau numbers were issued to 28 F/A-18D/E/Fs.

Page 28: VAdm. Engen was Director of the National Air and Space Museum, Smithsonian Institution, Washington, D.C.

## VXE-6 Bird

AMS1(NAC) Joe Hawkins wrote: I liked the Antarctic Development Squadron 6 article [Jul-Aug 99, p. 6] and have only one bone to pick: the TC-130Q was MUCH MUCH more than a "trainer" bird!

I have over 400 hours in it as a loadmaster going to and from Christchurch, New Zealand, to either the seasonal Ice Runway or permanent blue ice Pegasus Runway at McMurdo, Antarctica, from 1992 to 1995. TC-130Q BuNo 159348 has more time on the ice than many "visitors" do! It now sits as a historic display in front of the Commander Strategic Wing 1 building at Tinker AFB, Okla.

## Naval Aviation Online

Escort Carrier Sailors & Airmen Assoc.: <http://www.escortcarriers.org>

Tactical Electronics Warfare Squadron 34: <http://www.vaq34.com>

Antarctic Development Squadron 6: <http://www.vaq34.com/vxe6webp.htm>