

Hwachon Dambusters

In the May–Jun 01 issue, as part of the “Naval Aviation in the Korean War Series,” we plan to publish an article on the Attack Squadron 195 *Dambusters* at Hwachon. The author wishes to contact any veterans from VA-195 who are willing to relate their experiences in May 1951. Please contact Mark Evans in the Aviation History Branch of the Naval Historical Center at 202-433-2321 or email evans.mark@nhc.navy.mil before 15 March.

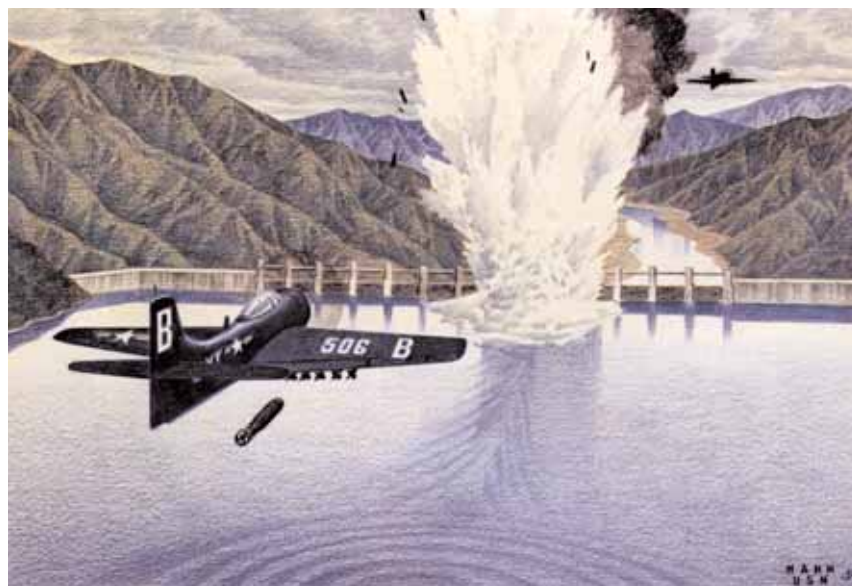
To Grampaw Pettibone

I respectfully disagree with your implication in the article “Refueling Fiasco” (Nov–Dec 00) that the cause of the F/A-18 *Hornet* midair collision was the result of a confusing call from the flight lead. Even if the wingman somehow interpreted the call “Match me on the left” to mean he should assume combat spread on the left, there was no excuse for him to run into his flight lead on a clear morning. The cause of the mishap was poor basic airmanship by the wingman, who was visual the entire evolution. Turning into a wingman in combat spread is a standard procedure in fighter aviation and should have been something the wingman could handle. A simple climb or descent by the wingman would have prevented this collision and loss of an aircraft. While the flight lead is ultimately responsible for everything that happens during his flight, we learn in primary flight training that each pilot in a section is responsible for collision avoidance.

Lt. Col. Mike Manuche
CO, VMFT-401
MCAS Yuma, AZ 85369

Grampaw Pettibone says:

I respect your comments and don't disagree with them. But my inputs to the column are based



Herbert Hahn depicts AD-4s of Attack Squadron 195 blasting the Hwachon Dam with MK 21 aerial torpedoes in May 1951.

Courtesy Navy Art Collection

entirely on the official mishap reports. The aircraft mishap board endorsement read, “Cause Factor of the Mishap: Supervisory, flight leader failure of aircrew coordination. Concur with the cause factor; however, failure of aircrew coordination is an aircrew factor. Change cause factor to read ‘aircrew factor, mishap flight lead failed to give effective instructions to wingman during the rendezvous.’”

Naval Historical Foundation Celebrates 75 Years

On 13 March the Naval Historical Foundation (NHF) celebrates its 75th anniversary as a custodian of America’s naval heritage. Located in the Washington Navy Yard, D.C., the foundation was created in 1926 to preserve the material culture of the Navy. By 1949 it had developed into a nonprofit educational organization concerned with a broad range of naval history.

In addition to publishing monographs dealing with historic naval topics, the foundation has a

Naval Heritage Speakers Forum made up of member volunteers. Periodic public symposiums are produced on significant events, such as WW II and Korean War naval battles. In 1996 a comprehensive oral history program was begun to capture the experiences of Navy veterans from WW II through the Cold War., with interview transcriptions placed in publicly accessible U.S. Navy archives and libraries.

In addition, the foundation’s Historical Services Division offers reproductions of historical photography, books and documents in the Navy’s historical collections, and its fund-raising efforts provide direct support for the Navy Museum.

Membership in the NHF is open to all interested individuals and organizations. Benefits include invitations to foundation special events, discounts on Navy Museum Gift Shop and Historical Services Division products, and the foundation’s newsletter containing articles on naval history.

The foundation’s latest outreach initiatives bring the U.S. Navy’s

proud heritage to its honored veterans, as well as a new generation of Americans. For more information on the NHF, call 202-678-4333 or log on to www.mil.org/navyhist/.

Wanted

Dutch aviation enthusiast seeks a copy of *Vought: Six Decades of Aviation History*, by Arthur L. Schoeni, originally published by Aviation Quarterly Publishers in 1978. Write Frans van Antwerpen, Wittebrug 1-S17, 2685ES Poeldyk, The Netherlands.

Volunteers are wanted for a New Orleans, La.-based project to restore English Electric *Lightning* T5 XS422. The British interceptor was

used for training at the United Kingdom's Empire Test Pilot School. Write Andrew Brodie, 51 the Grove, London N3 1QT, UK, or email XS422@hotmail.com.

Corrections to

Nov-Dec 00 Page 9: Only

four of the six HM-15 crew members were killed in an MH-53E *Sea Dragon* crash last August. We're glad to report that AD3 Jeremy J. Yaklin and AN Shawn R. Palyo survived.

Page 31: The F/A-18 *Hornets* in the photo are from VFA-97.

Page 32: VFA-113 marked 112,500 hours of safe flying time, not VAW-113.

Reunions, Symposiums, etc.

HSL-94 Deactivation, 24 MAR, NAS JRB Willow Grove, PA. POC: Cdr. Greg Adams, 215-443-6803; thelasttitans@hotmail.com.

U.S. Naval Test Pilot School symposium, 20-21 APR, Patuxent River, MD. POC: Rich Greenleaf, 301-757-5018; greenleaf@navair.navy.mil; www.usntps.navy.mil.

Tarawa (CV 40/LHA 1) reunion, 26-29 APR, Jacksonville, FL. POC Frank Grosey, 14430 Amethyst Rd., Victorville, CA 92392, 760-241-7472.

VP Reunion, 26-27 APR, Andrews AFB, Md. POC LCdr. Gary Burkholder, 703-693-9372, DSN 223-9372; burkholder.gary@hq.navy.mil.

CLARA

In response to our question "Can you CLARA-fy this?" in the Jan-Feb 01 issue, we received the following dialog from Cdr. Reggie Carpenter of the Carrier Air Wing (CVW) 17 staff:

During our Med/Gulf deployment last year, the CVW-17 staff asked the best and brightest landing signal officers (LSO) in the air wing if they knew the origin of the "CLARA" call. The question was originally posed after a late night of grueling, redundant staff work that typically ends by asking life's-mystery-type queries. The email trail below, in chronological order, is the result.

The original question posed by Assistant Ops Officer LCdr. Tyler Frautschi: A recently formulated question has been successfully parried and passed to you by our less-than-all-knowing air wing LSOs (since you did the LSO school thing): What is the story behind, or historical significance of, the term CLARA. Please enlighten us if you can.

The response from former LSO School Officer in Charge LCdr. Gary Herbert: You are wise to consult the oracle on important LSOingdom questions. But, alas, on this issue my magic eight ball remains silent. Even among old timers (flat-paddles, straight-deck and starboard-side-mirror-type LSOs) who gave history lectures at the LSO school, no one knew its origins.

My thoughts are that simply screaming, "PADDLES, 402, FOR THE LOVE OF GOD AND ALL THAT IS HOLY, WHERE THE HELL AM I, HOW DID I GET HERE, AND JUST WHAT DO YOU PROPOSE I DO TO SAVE MYSELF?!" was just too difficult to spit out on the radio. As every comment in LSO grading is an acronym, I propose the following:

For Low:

Crap, Looking At Rounddown Again
Committed to Land Aft of Ramp Anyway
Choose to Land Atop Ready-8 Again

For High:

Chop power, Lower nose And then Reef Aft
Check LOX At this Ridiculous Altitude?
Cockeyed LSOs Adjusted Roll Angle

Just Because:

Can't Land—Application Ready for Airlines
Can LSOs Actually Read Anything?

Finally:

"Paddles, 402, I'm, uh, duh, CLARA'n an emergency!"

The final response by LCdr. (sel) Howie Wanamaker, the staff airborne early warning Naval Flight Officer, offered his logical view: OK, enough! A simple explanation from an NFO (as always!): CLARA = clarification of my position.