

naval aviation news

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Covers — Front, USS Midway launch scene was filmed by JO1 J. R. Giusti. Back, vintage aircraft views were reprinted from Italian post cards submitted by Captain Al Raithel. Clockwise, beginning with top left: Caproni Ca 46, Macchi M 5 (flown by the U.S. Navy at Porto Corsini, Italy, during WW I), Caproni Ca 42, Savoia Marchetti, Macchi L 3 and Macchi M 39. Here LCpl. Brian Freeman photographed HMM-163 CH-46s near MCAS Futenma in April 1979. All 18 squadron Sea Knights were airborne at the time, testimony to the skill and perseverance of the maintenance crew.



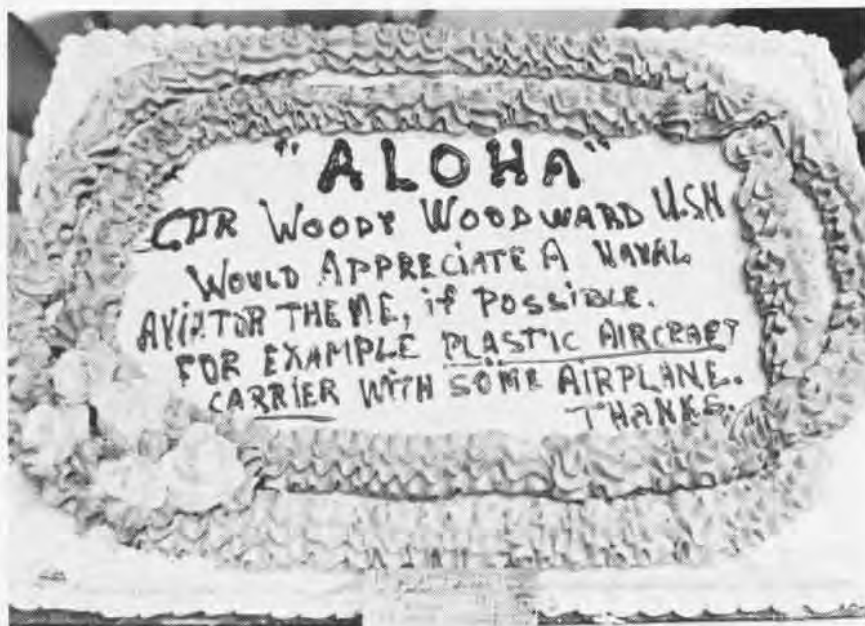
EDITOR'S CORNER

Aid. The Navy Mutual Aid Association, a non-profit organization, has expanded its membership eligibility to include individuals in pay grades E-7 and above, and all career enlisted personnel with 10 years' service. This effort is designed to help satisfy the insurance needs of sea service members by providing them with low-cost death benefits. Navy Mutual also features a personal financial planning service through a special computer program. Additionally, briefings on survivor benefits and financial planning are held when requested by commanders in the field. Individual counseling is offered at the association's Washington, D.C. offices. The death benefit coverage for regular membership was recently increased from \$19,000 to \$20,000, the 18th boost since Navy Mutual Aid began increasing death benefits without increasing premiums.



Historic Names. USS *Coral Sea*, which was named after a critical WW II battle, and USS *Arizona*, which commemorates the battleship sunk at Pearl Harbor on December 7, 1941, were filmed by JO2 Jim Bryant. CV-43 was in the Hawaiian port last November. Ford Island is in the background.

Assault on the Ears. Marine Capt. M. P. Freeman submitted this observation concerning sound as it relates to aircrews at work in the sky: "Engine silence is the loudest noise in the world."



To the Letter. The cooks followed instructions almost to the letter for this ceremonial cake. JO3 Deborah Brown forwarded the story and PH2 Harold J. Gerwien took the picture of the culinary delight. Seems that when Cdr. William J. Woodward, Jr., retired at CinCPacFlt in Hawaii, an order was placed with the bakery for a cake decorated with "a plastic aircraft carrier with some airplanes." The kitchen masters made the decorations but apparently misinterpreted the directions. No one at the ceremony seemed to mind that a view of a flattop was missing from the cake.



It didn't turn
It didn't burn
It was only a jug
That blew out with a thud

So all four walked away
And had a happy holiday
I hope you do too
And continued Smooth Sailing!
In next year's Burning Blue

SEAN P. MILLIGAN

Slide in the Snow. NANews fan Sean Milligan sent us this photo from his personal archives, which he took as a youth near NAS Quonset Point, R.I. Sean typed in a message on the print for holiday distribution. Engine trouble caused the plane to crash-land. Happily, no one was hurt. The tear in the nacelle indicates where the "jug . . . blew out with a thud."

DID YOU KNOW?

Sledge Awards The Chief of Naval Operations has announced 26 recipients of the 1979 Villard C. Sledge Memorial Maintenance Awards for outstanding accomplishment in the repair of aircraft gas turbine engines. The certificates of excellence are official recognition of the contribution to naval aircraft maintenance made by the maintenance and material support echelons of the recipient activities.

Activity	Engine	Degree
NAS Whidbey Island	J52	First
MARHAMRON-13	J52	Second
NAS South Weymouth	J52	Third
NAS Pensacola	J60	First
MARHAMRON-31	J79	First
NAS Dallas	J79	Second
NAS Chase Field	J85	First
NAS Kingsville	J85	Second
NAS Miramar	TF30	First
NAS Point Mugu	TF30	Second
USS <i>Constellation</i>	TF30	Third
NAS North Island	TF34	First
NAS Cecil Field	TF34	Second
NAS Cecil Field	TF41	First
USS <i>Constellation</i>	TF41	Third
MARHAMRON-39	T400	First
NAS Lemoore	T400	Second
NAS Whiting Field	T53	First
NAS Patuxent River	T56	First
NAS Moffett Field	T56	Second
NAS Whidbey Island	T56	Third
MARHAMRON-16	T58	First
NAS Barbers Point	T58	Second
USS <i>Independence</i>	T58	Third
MARHAMRON-16	T64	First
MARHAMRON-32	F402	First

CNO Safety Awards The following are the winners of the 1979 CNO Readiness Through Safety Awards:

NavAirLant: VFs 31 and 43, VAs 15 and 65, VP-11, VS-28, VAW-121, VR-24, HS-15, HSL-34, HM-16, and HC-6 (for the second consecutive year).

NavAirPac: VF-51, VAs 93 and 128, VAQ-131, VS-33, VRC-30, VAW-114, VP-48, HS-12, VA-115, HSL-35 and VX-5. (the last three for the second consecutive year).

NavAirResFor: VF-301, VP-69, VR-55, HS-74, VC-13 and VA-305 (second consecutive year).

CNATra: VTs 4, 21, and 31, HT-8 (second consecutive year) and VT-10 (third consecutive year).

FMFLant: HMM-261, VMAT-203, VMFA-312 and VMA-331 (second consecutive year).

FMFPac: VMFA-212, HMM-463, VMGR-152, VMFA-531 and HMM-265 (the last two for the second year).

4th MAW/MARTC: HML-771 and VMGR-234.

DID YOU KNOW?

Enlisted Award ADC William G. Moore, NAS Whidbey Island, Wash., has been selected as the winner of the 1980 Association of Naval Aviation Enlisted Award, presented by ComNavAirPac. Chief Moore was selected because of his sustained, outstanding contributions to Naval Aviation while he served as assistant manager of the J 52 engine program at Whidbey Island. The AIMD at Whidbey produces more than 50 percent of all J 52 engines repaired Navywide. Moore directed a major repair program that provided 11 J 52 engines to the Indian Ocean fleet ahead of schedule; was instrumental in the AIMD winning its sixth consecutive Villard C. Sledge award; and assists in the control of engine assets destined for the Indian Ocean and WestPac. Moore also presented a proposal, adopted by ComNavAirPac, dealing with intensive management of long-time, awaiting-parts engines. This project is expected to double the number of ready-for-issue J 52 engines available in WestPac.

Flatley Awards The Admiral Flatley Memorial Awards for 1979 have gone to *Dwight D. Eisenhower*, *Tarawa* and *Lexington*.

The awards, presented each year by Rockwell International, recognize superior operational readiness, an outstanding safety record and significant contributions in the field of aviation safety during the previous calendar year.

F-14 with TARPS F-14 is shown here with tactical air reconnaissance pod system (TARPS) suspended from bottom of aircraft between engines. Designed for a low to medium



altitude, clear-air-mass reconnaissance role, the pod contains a KS-87 frame camera, a KA-99 panoramic camera and an AAD-5 infrared line scanner. The

F-14 is modified to accommodate pod operation controls in the NFO's cockpit as well as to provide electrical power and air conditioning in the pod. TARPS will become operational in selected F-14 squadrons this year. Air and ground crew training is under way at NAS Miramar, Calif.

Hornet is Painted



The first F/A-18A *Hornet* to bear an operational paint scheme climbs out in this photo. The three shades of gray and low profile markings make it a difficult aircraft for enemy pilots to see. This is the 11th and last developmental *Hornet*.

Satellite System

The NASA FY 1981 budget provides for funds to develop the National Oceanic Satellite System. This civil-military, ocean-monitoring satellite system will be a joint endeavor of NASA, the National Oceanic and Atmospheric Administration and the Department of Defense.

The new system is proposed as a limited demonstration that polar-orbiting spacecraft can provide, in near real-time and under varying weather conditions, continuous observation of the earth's ocean surface winds, sea state, surface water temperature, wave height, ice and other geophysical measurements.

The Navy expects to use data from the monitoring system for the selection of operating areas, ship routing, strategic operations, antisubmarine warfare, acoustic predictions, and global ocean data forecasting.



GRAMPAW PETTIBONE

Sundown Kid in Flaps-up Fiasco

The A-7B Corsair pilot launched on the third leg of an instrument training flight from NAF High Altitude to arrive 45 minutes later at La Gaso Muni. The pilot entered the overhead 1,500-foot traffic pattern just about sundown. He lowered the landing gear and flaps, and touched down at 1,500 to 2,000 from the approach end of the 11,000-foot runway. Runway density altitude was 7,000 feet, aircraft gross weight was 25,000 pounds with 6,000 pounds of internal fuel. He used aerodynamic braking to 110 kias, then lowered the nose to the runway and commenced wheel braking. The brakes felt spongy, so he increased pedal pressure and felt good deceleration. Further down the runway, the brakes became less effective, so he released and reapplied one second later. At the 2,000-foot-runway-remaining marker, he pulled the emergency brake handle, but felt no additional braking. He maintained pedal pressure while using the emergency lever. At 1,000 feet remaining, he secured the engine. The aircraft departed the runway at an estimated 50 kias and traveled across 1,100 feet of firm sandy ground. The aircraft impacted a railroad track, which severed the right main landing gear and pulled the retracted tailhook and part of the keel from the aircraft. It continued through a six-foot chain-link fence, collided with a civilian pickup truck, and came to rest in the median of a four-lane highway. The pilot exited uninjured while the local La Gaso crash and smash crew extinguished fires in the wheel wells.

*Are we
amateurs
or
Pros?*



To land a max gross weight aircraft on a hot summer day with high density altitude (7,000 feet), for whatever reason, be it normal ops or severe get-there-it-is, requires lots of TLC (tender landing care) throughout the entire approach and landing.

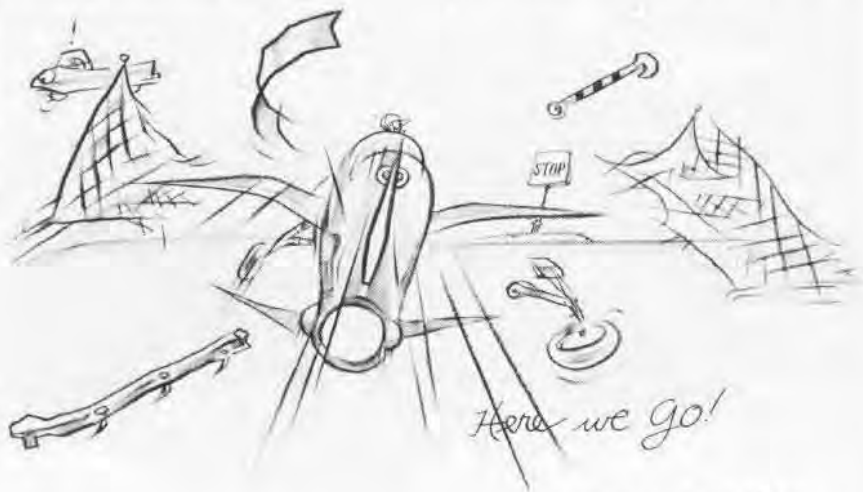
The trailing-edge flaps were found to be fully up but operated normally after the accident. Apparently, this pilot activated the trailing-edge flaps-up micro switch as he put the flap handle down, thus stopping the trailing-edge flaps extension — a somewhat common mistake. However, he failed to check either the trailing-edge flaps indicator, airspeed indicator, or to compare the AOA with airspeed during the approach. Any one of these gauges would have alerted him that something was amiss. The mishap board calculated the approach airspeed was approximately 166 kias with trailing-edge flaps up. Landing 1,500 to 2,000 feet down the runway left only 9,000 feet of runway remaining for a flaps-up-landing-required roll of 11,400 feet. The pilot remembers seeing only the 2,000-foot-remaining marker during the roll-out but does not recall his airspeed at that point. The mishap board judged the aircraft's speed leaving the runway to be 110 kias vice 50 kias, based upon its final resting position as a smoldering freeway median relic.

Old Gramps humbly requests that, in the future, all static displays be performed on operational rollers inside the confines of the perimeter and, preferably, on the mat area.



Grampaw Pettibone says:

Holy highway holocaust! This gives old Gramps a severe case of the mid-median miseries.



ILLUSTRATED BY *Osborn*

Misguided Tomcat

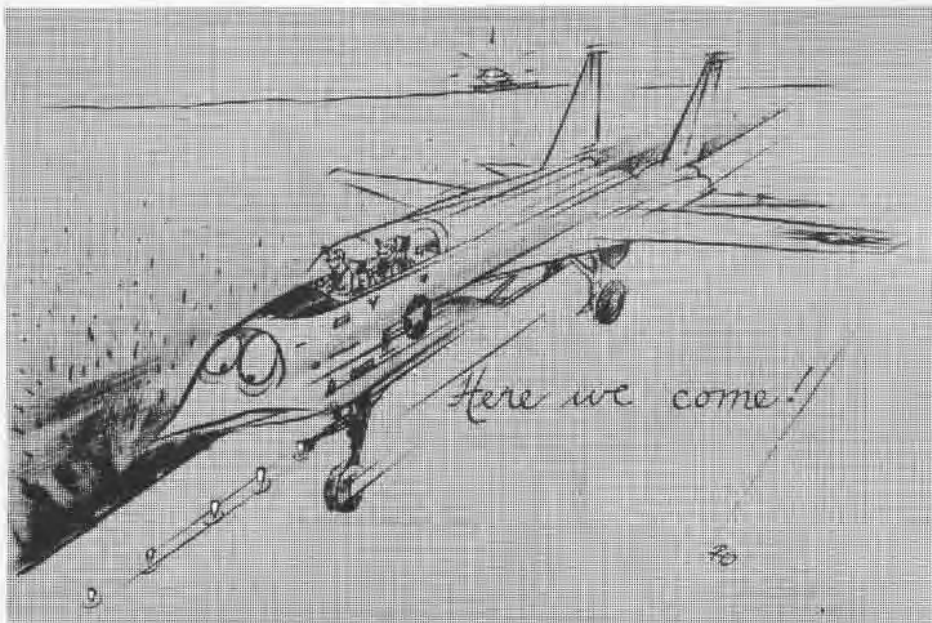
At 7:45 p.m., the crew of an F-14 Tomcat "hot switched" into the aircraft for night field carrier landing practice (FCLP). The crew, a student pilot and experienced FRS instructor RIO, then performed the takeoff checks approaching the hold-short line for runway 24R. Tower advised that the FCLP pattern on runway 24L was full and to expect a 10-minute delay. The pilot acknowledged and raised the flaps to avoid overheating the outboard wing spoiler module (standard F-14 ops).

The LSO requested the tower to clear Tomcat X for takeoff on runway 24R. Tower complied and advised that his interval was on short final on 24L for touch-and-go FCLP. Preparing for takeoff, Tomcat X lowered his flaps, armed his spoilers and taxied ahead, while watching his interval aircraft land.

Lining up on runway 24R, the pilot noticed that the centerline light looked much brighter than normal. He added power, checked engine instruments and commenced takeoff roll. He checked one last time for the interval aircraft lifting on runway 24L.

During takeoff roll, the RIO called out airspeed while also watching the interval aircraft turning downward. At 100 kias, they heard the starboard tire blow. The RIO directed the pilot to continue the takeoff roll since the runway was wet and airspeed was in excess of 100 kias. The pilot selected maximum afterburner and rotated to takeoff altitude.

Once airborne, the crew heard thumping and grinding noises coming from the starboard side. Seeing sparks in his mirror, the RIO informed the tower they were experiencing engine problems, as they turned downwind and climbed to 1,600. More thumps and chugs were heard. The starboard engine rpm and fuel flow decreased while turbine inlet temperature increased. The pilot secured the starboard engine. Numerous caution and advisory lights came on and a complete loss of electrical power followed. The RIO removed his oxygen mask and yelled to the pilot to cycle the



emergency generator. He complied but electrical power was not regained. He then added power and started climbing. The RIO yelled for the pilot to eject but he replied, "Don't eject yet, I've got the aircraft under control." He recycled the left generator several times and, finally, electrical power was restored. The pilot, observing 145 kias and 4,500 feet altitude, selected minimum afterburner on the port engine to gain airspeed. This resulted in a slow right roll which could not be countered with full left stick and full left rudder. The pilot turned off the afterburner and regained control of the aircraft. The generator again dropped off the line. The RIO now noted a large fire in the turtle-back section as the nose of the aircraft pitched up, rolled starboard, and then fell through. The RIO initiated successful command ejection at 150 kias, 4,200 feet altitude. During their nylon letdown, the crew watched the burning aircraft fall to earth and explode.



Grampaw Pettibone says:

Great sufferin' Tomcats! Although cats and Eveready batteries have nine lives, this crew used 'em all up on one flight. They attempted a takeoff while lined up on the runway's starboard edge lights. Tire

marks show that the blown tire resulted from the starboard nose gear striking a 6-inch white runway-edge light and the starboard main wheel impacting the wheels-up/wave-off lights located nine feet right of the runway's starboard edge at 1,200 feet down the runway. The aircraft continued another 600 feet on runway heading when the starboard main landing gear strut impacted the runway arresting gear sheave assembly which extends 18 inches above the runway surface. This collision tore the main landing gear from the aircraft, causing considerable damage to the starboard engine and fuselage as it separated from the aircraft. The crew interpreted this to be compressor stalls and engine failure.

The pilot became preoccupied with ensuring that his aircraft was in the proper configuration for takeoff and failed to pay adequate attention to proper aircraft positioning for takeoff. The RIO, one of the most senior in the FRS, became so preoccupied with taking proper interval, monitoring the LSO/FCLP frequency, becoming angry that the tower had let an S-3 and EA-6B into their pattern, and double-checking aircraft takeoff configuration that he failed to visually check runway lineup. Use of the taxi light would have prevented this mishap.



PERSPECTIVE

Vice Admiral F. S. Petersen was Commander, Naval Air Systems Command when he retired last April after 36 years of service. A month earlier, he gave the following address to The Wardroom Club of Boston at the USS Constitution Museum in Massachusetts.

Today we are facing a severe test of the United States' national will—of our ability to determine our priorities, with conviction. My concern (and it should be yours) is just where will our national security fall within the order of these priorities?

As a nation we have long held that the first order of business for government is the security of its people. Whether we are successful in preserving our security and achieving a semblance of nuclear sanity resides now on that test of national will and our willingness to compete.

It would be imprudent for us to fail to recognize the serious challenge to strategic parity that has been thrown up to us by the Soviet Union. That challenge can be met—it resides solely on our national will, our willingness to meet that competition head-on. I am confident we will rise to the test and insist that we do all that is necessary to maintain strategic equivalence.

A most important part of that challenge resides on the oceans of the world. The issue is maritime supremacy—

naval superiority. The issue is, furthermore, our national attitude about our Navy.

This great country of ours is a maritime nation which depends on free use of the world's seas.

Since the earliest days of our history, the United States Navy has been the key element of national sea power. Call it the muscle.

The nautical muscle has been flexed powerfully and successfully on many occasions, whenever and wherever it was needed, as in the victory at sea in World War II.

Your Navy has two main jobs or functions—sea control and power projection. The two are often inter-related. These functions imply a wide range of duties around the world.

Today your Navy is the best in the world, and it is more capable than it has been in recent years. It is so because of the decisions made by our Navy leaders and the Congress. They consistently supported a strong Navy with wise and ample investment. Because of this we have that maritime



Soviet Bear and Tomcats

superiority — a maritime superiority based upon capability. But this advantage is not based upon numerical advantage or numbers of ships. This capability advantage lies in our carrier battle groups. It lies in our ability to sustain those battle groups for long periods at sea and it lies in our superior naval leadership. These are capabilities unmatched today by the Soviet navy.

Because of our current maritime superiority, many believe there is not a problem. While the duly elected and accountable political leadership of the member nations of NATO understand very well the political utility of naval superiority, there is not a perceived clear and present danger demanding the employment of naval superiority. However, we are in danger of repeating mistakes made a generation ago. Because our forces are adequate today, we are neglecting to build for the future.

Comparing current size to the peak years of the Vietnam War we count: 500 fewer commissioned ships, down to the current force of about 460, which is greater than a 50-

percent reduction; 3,000 fewer active aircraft; and 350,000 fewer sailors and Marines on active duty.

These sharp reductions have been caused largely by money considerations. On the one hand is the effort to trim the overall federal budget while devoting more funds to social and domestic programs. On the other hand is the assault on the Navy dollar due to inflation, as well as to the ever-increasing complexity of weapons systems.

Present trends in the United States have been toward proportionally less of our gross national product spent on defense. However, the Soviet Union's proportion, double ours, does not diminish, and that gives us cause for serious concern.

What does all of this mean to the Navy or our nation? What if in the course of the next decade we lose Allied maritime superiority? What are the consequences of no longer possessing such superiority?

For starters: In considering these consequences within NATO, we are all manufacturing and trading nations. Our



foreign policy commitments remain extensive and America's economy is more dependent than ever before on imports and exports. Many materials critical to American industry must come from abroad. For instance, consider that about half of our petroleum requirements are now met by foreign sources. In turn, we must sell to overseas customers the products of American farms and factories in order to balance the outflow of dollars we pay for raw materials. This two-way process involves a heavy volume of seaborne transport which relies on free use of the world's seas.

The volatile situation in the oil-producing countries of the Middle East; the Soviet-initiated flare-up in North and South Yemen; the invasion of Afghanistan; the constant pressure and build-up of the Soviets in the Persian Gulf and the Red Sea areas; and the encroachment of the Soviets in vital areas of West Africa are factors which should influence the thoughts and actions of all NATO nations.

For the first time, our economic and political rival and our most likely potential adversary, the Soviets, have

developed a capability to threaten our economic lifelines from the Third World in the case of raw materials and to Europe in the case of manufactured products and trade. The southern boundary of NATO is the Tropic of Cancer, and below it are the sea lines of communication between the oil-bearing regions of the Middle East and Europe and the United States. Also below the Tropic of Cancer are the sea lines of communication that bring the raw materials from Africa and South America to the United States and Canada. Many of these raw materials are needed in the manufacturing of the arms, weapons, munitions and other things we need to send across the Atlantic to support our troops in Europe.

At the present time, the only nations that could possibly protect those sea lanes are the United States and France, and possibly Great Britain and Brazil.

If it comes to a showdown, we cannot afford a drawn-out war of attrition where we defend sea lines of communication and the Soviets choose the most advantageous times and places of engagement. We must be offensively capable. We must be able to fight on terms advantageous to us.

This and other photos accompanying VAdm. Petersen's remarks feature some of Naval Aviation's aerial assets flown in the quest of freedom of the seas.



SH-60B

The Soviets are well aware of the potential vulnerabilities of our West African shipping lanes. However, Soviet recognition of our dependence on oil is by no means limited to their efforts in West African waters. We are very much aware of the Soviet presence in the Indian Ocean, highlighted by the presence this past summer of their newest aircraft carrier, *Minsk*, and their newest amphibious ship, *Ivan Rogov*, complete with air cushion amphibious assault vehicles and escorted by several of their most impressive major combatants. The Soviet political leadership is sensitive to the use of naval presence to influence events in their favor and to further the political and diplomatic aims of the Soviet Union. The *Minsk* task group was the most impressive naval presence in the Aden area since departure of the Royal Navy. It is very sobering to reflect that up until now the largest full-time naval presence in the Indian Ocean is not from Western Nations which are dependent on Persian Gulf oil, but from the Soviet Union, which presently has no need for Persian Gulf oil, but is fast approaching the depletion of her own oil reserves.

The interests go deeper. In addition to their naval

presence, Soviet advisors are active in Ethiopia, Aden and several other nations in the area. Most active, however, are the Cubans. In addition to their very large presence in Angola, Cuban units and Cuban advisors are present in great numbers in Ethiopia and somewhat lesser numbers in several other nations in the Persian Gulf/Indian Ocean area. In all, the Cubans have over 30,000 troops or advisors in various countries of Africa and the Middle East. This is a staggering number when you consider the small population of Cuba. This is a huge commitment on the part of the Cubans, and on the part of the Soviets who pay for it.

The level of our deterrent efforts in the Middle East is far less effective than our deterrent forces in Europe. A NATO/Warsaw Pact war is more likely to start in a remote region such as the Mideast or Persian Gulf. Our ability to control such a conflict, limit its spread and deter Soviets from initiating military action elsewhere is most important. Global U.S. Navy forces compound Soviet defensive problems and exert a strong deterrent effect on the enlargement of conflict. The Soviets fear a second front. Unlike the United States, they have no



naval allies. As I indicated earlier, the United States Navy and her Allies have today the maritime superiority required to respond to global contingencies with sufficient force to control decisive naval engagements.

In a crisis where both sides must use the sea, we have had two things going for us: a Soviet lack of confidence, and a Soviet lack of capabilities. They are correcting both deficiencies, outspending us by 20 to 40 percent. The Soviet navy outnumbers the U.S. Navy and the navies of its Allies. Soviet navy ship construction is continuing at an alarming rate. They are building a nuclear submarine every six weeks.

The challenge of the Soviet Union on the seas of the world is a subject of national interest. I should like to review with you the broad approach of sea power that is being pursued by the USSR, and provide some recent and sobering statistics.

As television, magazines, and newspapers have well described it, the Soviet Union — traditionally a land power — has been making a massive seaward surge. We note their many recently-built, well-armed surface warships; their

fleet of over 350 submarines, more than 150 of them nuclear powered; merchant ships displaying the hammer and sickle, operating on worldwide sea lanes; and their naval personnel, dedicated, disciplined and gaining steadily in experience.

The Soviet navy, an impressive global force, clearly rivals the United States Navy in overall strength. Admiral James L. Holloway, III, addressed this subject in the statement to Congress in February 1978. He stated: "The most dramatic development since the early 1960s in overall Soviet strategy has been the evolution of its navy."

The Soviet navy's impact was brought home by a naval event in the spring of 1975 during exercise *Okean*. Here we saw Soviet squadrons exercising from the Sea of Japan to the Caribbean and from Norway's North Cape to the Azores. There was a task force in the Mediterranean, including missile-armed cruisers, conducting what are believed to have been antiaircraft carrier operations. There were four naval task groups in the Western Pacific. A heavy concentration of submarines and surface ships drawn from the Russian navy's Northern, Baltic, and

Black Sea fleets operated in the Atlantic. Soviet naval aircraft also played a role in *Okean*, carrying out a variety of roles over several maritime areas, including the Caribbean. The wide global coverage and the vast number of naval units deployed in *Okean 1975* show that these people mean business. Let's back off for a moment and question what is behind it all. Why are they going to sea?

We see them occupying the largest single landmass in the world. Nearly all needed raw materials are available within their own borders or those of their satellites. All but two of their allies are accessible by land. The Soviets have 26,000 miles of seacoast, but only a few major ports, mainly in the Baltic and Black Sea, that are ice-free all year around. Moreover, they have realized that further expansion of the communist ideology from their great landmass must go by sea.

The extent and seriousness of the Soviet's naval building program unfolded gradually, and to a great extent we did not register a full awareness of the momentum it would achieve.

Today, the Soviets are working as hard with their people as they are with their weapons. The Soviet navyman doesn't go ashore much, and when he does it is an organized group led by a petty officer. Most of the time he stays aboard. Underway, at anchor or in port, the Soviet sailor's time is largely spent in training, study, political indoctrination, and in sharpening his weapons and seamanship skills. As for the Soviet naval officer, military observers the world over have been impressed by the tactical operational competence he shows at sea.

One hard fact that we should never overlook is that in a country of over 260 million people where less than 10 percent are members of the controlling communist party, over 80 percent of all Soviet naval officers are party members.

We credit the Soviet navy with having over 1,600 ships and craft in its active fleet. Within this number are about 350 submarines and 230 major surface combatants. They have a progressive building program, utilizing modern shipyards, which produced this new fleet in a remarkably short time.

We credit them with the capability to build 10 to 15 large combatant surface ships each year in 8 major naval shipyards. Additionally, the Soviet Union has the remarkable capability to build more than 20 nuclear submarines each year if they went to an overtime condition.

If we summarize the naval or military side of Soviet sea power today, we have to say: its size is sufficient to challenge our own, and its quality is very good and steadily improving.

However, the number of ships cannot be the sole criterion for a comparison. One must look at how well the Soviet navy could perform its primary mission of sea denial in the face of Allied efforts to maintain maritime superiority.

The Soviet navy is currently plagued with a number of serious weaknesses:

- Lack of sea-based tactical air forces.
- Vulnerability of their land-based naval air forces.
- Inability to sustain forces at sea for prolonged periods.
- Severe geographical restrictions which inhibit access to the sea lines of communications.
- The lack of naval allies.
- The lack of an historical maritime perspective and the associated sense of confidence in their ability to wage a successful war at sea.

Allied strengths on the other hand include:

- Sea-based tactical air comprised of 12 carrier battle groups.
- The ability to operate at sea for sustained periods of time through our mobile logistics support forces.
- Amphibious forces, including new LHAs like the *Saipan*, which give us the ability to put troops over and on the beach. (This force gives us the added dimension of the psychological advantage which amphibious forces provide by merely steaming off the shore. However, do not fall into the trap of equating ships like *Saipan* or *Minsk* with large deck aircraft carriers. In terms of sea-based tactical air, one is a symbol, the other is strength.)

Other important Allied strengths are:

- Our capacity to exploit advanced technology.
- Our capable NATO allies with competent navies.
- Our vast experience in the employment of naval power in support of political objectives and our brilliant naval commanding officers and their dedicated subordinates.

The Soviets are working hard to overcome their weaknesses. They are, for example, developing a rudimentary sea-based tactical air capability through ships like *Kiev* and *Minsk*. Soviet Vice Admiral Stalbo, in a recent article, devoted many pages to praise of the carrier and concluded that carriers will play a prominent role in naval affairs in the foreseeable future. This is totally opposite to what the Soviets have been saying in past years.

They are improving their sustainability through new logistics support ships like the 40,000-ton oiler *Berezina*.

They are improving their amphibious capability with the *Ivan Rogov* assault landing ship and development of families of air-cushioned vehicles which can transport troops at 40 knots over ground or water. They are expanding the naval infantry and the number and size of their LST force.

They are learning to employ their burgeoning capabilities to influence political events in their favor in far distant reaches of the world. They are building their own maritime history and are developing a sense of confidence in their ability to prevail at sea.

The Soviets are giving equal massive attention to their commercial shipping or merchant marine. They have about

2,500 merchant ships.

Their progress in merchant marine matters has been achieved by a massive building program. During a recent 10-year period Soviet yards produced over 900 new ships. Building of her merchant ships takes place at over a dozen large yards in the USSR, each of them employing at least 2,000 workers.

Soviet merchant ships are good, serviceable vessels, and in the main are designed to relatively simple standards. Generally they have their own cargo-handling equipment and can operate in undeveloped ports with little support from shore except a place to put their cargo down.

This means that almost any harbor constitutes a commercial harbor for a large number of Soviet merchantmen. Few ports of the world have not seen these ships. Accurate statistics show that they visited about 1,000 ports in over 100 different countries within a year's time. A large number of these visits were to third world nations, where political influence is as much a goal as economic penetration.

We have adequate cause for concern in yet another area of the Soviet use of the seas. Their fishing fleet is one of the largest in the world, with over 20,000 motorized vessels. New trawlers are setting new levels of efficiency in an industry that is most important to the Soviet Union. Utilizing large factory ships, which deploy 6 to 10 months with the trawlers, they process the catch delivered to them, then can, label and box it for distribution throughout the world market. As a fishing nation the Soviet Union today ranks second only to Japan, with an annual catch of about 11 million tons. The U.S. by comparison has an annual catch of a little over 3 million tons.

And behind all of the Soviet effort at sea is another important element of sea power. To provide a sound research base for their seaward look is a tightly-controlled, centrally-directed oceanography program. It is of great military and scientific value and, of course, could also be the base for exploiting the natural resources of the sea.

What does all of this mean to us? Why are we concerned about the Soviet move to the sea? Why is the use of the sea critical to us? There are many reasons! Basically, we have only to look at world geography. The United States is in effect an island, almost surrounded by water. We have only two international borders, and we occupy only two percent of the surface of the globe.

The United States is a *have not* nation. We discovered from the recent oil crises that we do not have enough oil. We are now dependent on foreign sources for about half our oil needs. What is not realized by most people is that we are also extremely short of a large number of other strategic and critical raw materials. We must have use of the sea to import materials of all sorts to keep our economy moving forward. Specifically, in the aerospace industry, chromium, cobalt, titanium and platinum are all imported by sea and are all indispensable for us to continue to enjoy our way of life, not to mention meeting our national defense needs.

At present, we have access to most of the world marketplace to gather our needed commodities, but we need sea lanes to do it.

And these sea lanes must be kept open and free. Should any nation, the Soviets or anyone else, come to deny us world sea communications, we could not survive! Control of the sea is the fundamental function of the U.S. Navy. Sea control is achieved by the destruction of hostile forces or by presenting the threat of destruction.

If the Soviets overcome the weaknesses I mentioned earlier, as they are working hard to do, we will lose the margin of maritime superiority, perhaps as early as five years from now. But, as I said earlier, your Navy is not standing still.

Over thirty new *Spruance*-class destroyers have joined or will be joining our Navy soon. These ships are the finest submarine killers in our history. They will be the backbone of our antisubmarine force for years. They will be assisted in their task by the added presence of 50 of a new class of frigate — the *Oliver Hazard Perry*, the first of which joined the fleet last year.

We have the most capable submarines in the world. It's always been that way. It will get better because of a new class of submarine now joining the Pacific and Atlantic fleets.

Naval Aviation, which is my trade, has never been more impressive in peacetime — better in terms of quality, the kinds of equipment, sophistication, and the best fighting confidence that's ever existed.

What's out there in the Atlantic and Pacific, the Medi-



P-3 Orion

terranean and Indian Oceans is a heck of a fine Navy — manned by outstanding men and women who understand who the adversary is, know what the challenge is, and who are prepared to step up to the challenge whatever the consequences. You can take a great deal of satisfaction in that and be very proud of them. I can assure you, I do.

There is only one problem. Our Navy is not nearly large enough. Therein lies the test of national will — our willingness to compete.

We need your understanding, your encouragement, and your desire to help maintain America as the great sea power she needs to be. We face many challenges now and in the next few years. But with your support we will succeed.

We who operate the United States Navy have no illusions as to the meaning of our smaller size, the huge job to be done, and the increasing Soviet threat. To us, it means only one thing: *Do more with less*, but with more capable resources.

Throughout our history, maritime power has been a key element in the growth and strength of America. It is equally important today if we are to maintain free use of the seas in the face of the challenge presented by Soviet sea power in every corner of the globe.

The Soviet Union is not standing still. They are committed to certain objectives, and they are going to achieve them if the United States of America does not wake up to that fact. There is no other single country besides ours that can meet the challenge. Two hundred and twenty million Americans live in freedom and individual liberty as no

other nation on the earth ever has. We have inherited the responsibility to lead the free world, and we must be prepared whatever the price.

When we think of it in naval terms, the situation we will face five or six years from now is not a very happy one, if we continue to do only what we are doing today. The trends are clear, and well established. If we ignore the future of our defense establishment, we are ignoring the future of the United States Navy which faces an ever-growing Russian threat. We have forgotten the ancient Latin proverb whose validity has been written in blood time and again, that he "who would desire peace should be prepared for war."

Which nation has a greater need for maritime superiority — the world's greatest continental power or this nation, whose avenues of commerce, access to Allies and economic livelihood is so heavily dependent on uninhibited use of the seas? What we need is what we call a maritime constituency — thinking citizens and friends who want to be informed, who seek out the facts and evaluate them realistically, and who make their views known. I call upon you to be an active part in the naval constituency, because we need a strong Navy. We have great moral, intellectual, and spiritual resources. The demand for sacrifice has not changed. Men and women of this nation still do things because it is the right thing to do.

We are a free people, and we have sailed the world's oceans for 200 years in freedom. We have sacrificed to preserve that right in the past, and, if required, will do so again.



F/A-18 Hornet fires Sidewinder



AOs and

By Lt. T.D.J. Delucia

Aviation Ordnancemen (AOs) have hazardous and arduous jobs, especially at Fighter Squadron 171, and seldom learn the results of their loading efforts. The NAS Oceana, Va., squadron is tasked with training F-4 *Phantom* replacement aircrews.

VF-171 instructor Major Ronald McBride, USAF, made arrangements with Mr. Harry Mann, range control officer of Navy Dare County Bombing Range, N.C., for squadron ordnancemen to visit the facility. AOs were given a brief on flight maneuvers, radio calls and the methods of recording bomb drops. The NAS Oceana SAR crew then flew the group to the range in an H-46.

At the range, Mr. Mann pointed out the three 30-foot spotting towers and various targets, explaining how each target is used and what ordnance can be dropped, i.e., MK 76s, 500-pounders or CBU practice bombs.

As VF-171 *Phantoms* entered the range and set up for bomb runs, the ordnancemen listened on a radio. Having





Mission Success

loaded the aircraft hours before, they were very interested in the accuracy of the hits as they spotted smoke. Using binoculars, they recorded the azimuth and, with this information from the other two towers, computed the accuracy of each hit. An occasional dud would make spotting impossible and give an aircrew an incomplete score. Mann also discussed the future laser spotting system which will be more accurate and faster than the one presently used.

A tour of the target site impressed everyone who viewed how easily a 25-pound practice bomb pierced both sides of an armored personnel carrier. Mr. Mann noted that, over the years, the repeated dropping of practice ordnance has actually lowered the elevation of each target site, creating small ponds.

The trip gave the ordnancemen the opportunity to see the vital role they play in the squadron. It proved effective in enhancing team spirit and furthered motivation for greater mission success.

Scenes from AO visit include practice bombs exploding here and target site, top right.



Photos by Lt. T. D. J. Delucia and
Maj. Ronald McBride



Sea

SeaBat, short for *Sea Battle*, is the nickname of a new electronic warfare exercise which is conducted quarterly by Commander Fighter Wing One in the Virginia Capes operating area.

Current Navy fighter aircrew training is based heavily on experience gained in Southeast Asia. This experience has aimed the main thrust of training toward the fighter versus fighter or air combat maneuvering (ACM) environment. Both the necessity for and the value of this type of training have been well documented on the various ACM ranges.

While this training is excellent and provides the Navy with a definite superiority in the ACM arena, another vast area of the air-to-air scenario — electronic counter countermeasures (ECCM) — has received only moderate attention.

Captain Sam Flynn, ComFitWingOne, voiced his concern that wing aircrews were not receiving adequate training in ECCM. As a result, *SeaBat* was initiated in January 1979 in an effort to provide Atlantic Fleet fighter aircrews with realistic, hands-on training in intercepting simulated hostile aircraft and missiles in an intense electronic warfare situation.

As development of the exercise progressed, interest in *SeaBat* spread to other services and soon the F-15 and F-106 squadrons at Langley AFB became regular participants. Liaison with the Eighth and Ninth Air Force, ComFitAEWWingPac, and Marine Air Groups 31 and 32 resulted in the inclusion of Air Force B-52s to supplement the ECCM capabilities of the



F-14



Navy's Fleet Electronic Warfare Surveillance Group; and participation by several West Coast fighter squadrons including the Naval Fighter Weapons School; and in the employment of Marine F-4s and EA-6A/Bs. Further liaison generated participation by EA-6Bs from NAS Whidbey Island, and has paved the way for future use of Air Force EC-130s, EB-57s and prototype EF-111s.

As concern over the importance of anti-electronic warfare has grown, the list of *SeaBat* participants has expanded to include almost every tactical aircraft in the Air Force, Navy and Marine Corps inventories (F-4, F-14, F-15, F-105, F-106, F-5, FB-111, T-38, A-4, A-6, A-7, S-3, P-3, E-3, NKC-135, ERA-3, NC-121, EA-6A/B, B-52 and RA-5C).

In addition to extensive airborne

assets, many surface units have taken advantage of the intensive training during *SeaBat*. These include *Nimitz*, *Eisenhower*, *South Carolina*, *Mississippi*, *Biddle*, *Briscoe*, *Vreeland*, *Lawrence*, *Silversides* and *R. K. Turner*. Surface participants have been unanimous in their support of *SeaBat* as a superior training opportunity for the entire combat information center staff as well as the air intercept controllers.

Five *SeaBats* have been conducted to date, with a sixth scheduled in August. Results of *SeaBat* have been significant in terms of aircrew and air intercept controller training and of improved tactics developed for both interceptor aircrews and the command and control nets.

Perhaps the most significant accomplishment of *SeaBat* has been the successful incorporation of the Air

Bat

By LCdr. Bill Jarrott



E-3A

Force E-3A (airborne warning and control system) into the anti-air warfare control nets established during the exercise. The successful interface between the E-3A and surface combatants has greatly enhanced the early warning and defensive capabilities of the surface action group.

SeaBat is conducted in two distinct phases over a three-day period. Phase I, the first two days, is highly structured and intended as an introduction for the participants to the effects of ECM on their radar/weapon system. It is the walk-before-you-run stage.

Phase II, the final day, simulates a war-at-sea scenario. The surface units form into a surface action group (SAG) and through command and control of assigned E-2s, E-3s, and Navy/Air Force fighters, protect themselves from attacks by the Orange

Forces. The Orange Forces — in addition to using aircraft to simulate heavier-than-air attack, air-to-surface, surface-to-surface, and subsurface-to-surface simulated attacks on the SAG — employ chaff corridors, noise jamming, deception, comm/link jamming and spoofing to aid the success of their attack.

Generally, the SAG will experience about 70 individual attacks during the seven hours of Phase II. The tactics employed by the Orange Forces during the attack are as typical of those expected from potential hostile forces as possible. A former Atlantic Fleet destroyer squadron commander reported *SeaBat* as "the most intense EW and AAW environment I have ever encountered."

Current exercise efforts are being directed to the actual development

and evaluation of new tactics and doctrine. Items for further testing and evaluation during *SeaBat* include: combat air patrol positioning; rules of engagement; command and control in a communications jamming environment; safe return procedures; reattack philosophy; and jamming asset deficiencies.

Although fighter pilots everywhere may always prefer ACM to ECCM, success in future armed conflicts could depend directly on their ability to counter the electronic warfare capability of their opponent. *SeaBat* and ComFitWingOne are ready to provide the exposure and training necessary for success against that adversary. For more information, interested commands may contact the *SeaBat* coordinator by calling (804) 425-2250; autovon 274-2250.

naval aircraft

Among the often repeated tales that come out of WW II, one concerns the Army Air Force pilot in a P-38 who came upon a Navy fighter over southern California. When the pilot of the Navy fighter wouldn't tangle with him, he shut down one engine, feathered the prop and did barrel rolls around the Navy plane. As he finished and took a flight position alongside, he watched with disbelief as the other pilot shut down his engine, feathered the prop and proceeded to do barrel rolls around the P-38! The Navy plane was the new Ryan *Fireball* with a piston engine in the nose and a jet engine in the aft fuselage. It was an imaginative concept, designed to introduce jet power to Navy carrier-based fighters when the characteristics of the early jets prevented their direct application in this role.

In late 1942, with the first U.S. jet, the Bell XP-59A, having flown on October 2, the Navy was anxious to exploit application of jet propulsion to future carrier fighter aircraft. The limitations of early jet designs were evident: long takeoff runs, poor wave-off characteristics in the approach, and high fuel consumption, giving limited range/endurance. But the appeal of the jet's promise of higher combat thrust at altitude could not be ignored. One attractive compromise evaluated by Bureau of Aeronautics officers and engineers was what came to be known as the composite power airplane. A conventional reciprocating engine and propeller were combined with a jet for augmented power in combat, the piston engine being used for all normal operations. The piston engine was required for takeoff and low-speed flight; the thrust of the jet could be used for greater performance in takeoff and climb, if range/endurance considerations permitted the fuel usage, as well as for augmented combat performance. The jet engine could also be used in the event of piston engine failure.

Following industry response to this proposed approach, a newcomer to the Navy fighter business, Ryan Aeronautical Company of San Diego, was selected to develop a design concept early in 1943. Its design was straightforward: a conventional-appearing, low-wing monoplane fighter with a Wright R-1820 Cyclone engine in the nose, a General Electric 1-16 jet engine in the aft fuselage, four .50 cal. machine guns in the wings and a tricycle landing gear. Designated XFR-1, engineering development and three prototypes were ordered. By late summer, following mock-up evaluations, plans were being made for a production order of 100 FR-1s. The composite design promised a fighter capable of operating from the CVEs, with combat performance equal to prospective designs operating from the large CVs.

Ryan engineers incorporated the latest developments in their design: laminar flow airfoils, all-metal, flush-riveted construction (including control surfaces), a single piece "bubble" canopy and wing leading edge inlets for the jet engine. The task was ambitious and the first XFR-1 flew in June 1944, rather than March as planned, without the

FIREBALL



jet engine installed, and with a considerable increase in gross weight over that projected. By the time of the first flight, wind tunnel tests had shown the need for major modifications to the tail configuration and the new tails were installed after the initial test flights of the first XFR-1.

Flight test development and initial production buildup continued over the rest of 1944, with the unfortunate setback of the loss of the first XFR-1 on a check flight in October. Initial Navy tests started at NATC the same month on the second XFR-1. By this time, a major emphasis was placed on burning gasoline in the 1-16 rather than kerosene. The tests were successful, eliminating the need for two separate fuel systems. NAMC Philadelphia took over the second airplane in preparation for initial carrier tests on USS *Carger* (CVE-30) which were successfully completed in January 1945.

With initial production FR-1s coming off the line in early 1945, testing and development continued. The first fighter squadron to receive *Fireballs*, VF-66, was established in January, and received its first FR-1 in March, following testing of a production airplane at NATC. Many development problems were uncovered in this testing, and NACA (now NASA) Ames at Moffett Field, Calif., added to the flight development effort to expedite solutions and an early introduction of the FR-1s into Pacific combat operations. Large scale production was planned, and a water injection version (72W) of the R-1820 replaced the earlier Cyclone in all production airplanes. During the spring and summer, the *Fireball's* problems were gradually



XFR-1



FR-1

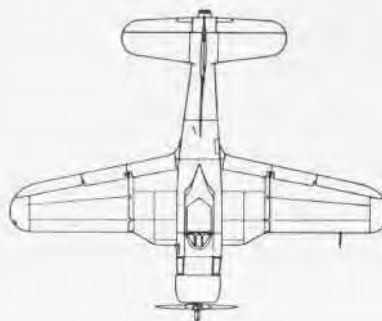


FR-1

Span	40.0'
Length	32.3'
Height	13.2'
Engines	
one Wright R-1820-72W	1,300 hp
one GE I-16 (jet)	1,600 lbs. thrust
Maximum speed	
both engines	404 mph
Service ceiling	
both engines	43,100'
Maximum range	
recip only with external fuel	1,620 nm
Armament	
four .50 machine guns	
two 1,000-lb. bombs	
four 5-inch rockets	

resolved, with combat-ready airplanes scheduled for August delivery, while VF-66 continued working up toward its combat assignment goal. Higher-powered R-1820-74W engines were scheduled for production airplanes after the first hundred as FR-2s. One FR-1 was equipped with a 74W engine for testing. Higher thrust 1-20 jet units were to go into later FR-3s. By August, before VJ Day, the FR-1 and VF-66 were approaching their objectives. However, OpNav planners could already see the limitations of the concept in relation to anticipated needs, and directed a reduction of the total program to 350 aircraft.

After VJ Day, the FR program was further cut back, a total of 66 production airplanes being accepted. VF-66 continued its training and the *Fireball* was publicly introduced in September. In October, VF-66 personnel and equipment became VF-41 which, with its FR-1s, continued as one of the post-war squadrons — becoming VF-1E in the November 1946 redesignations. Carrier qualifications were part of squadron training, resulting in one FR-1 becoming the first aircraft to make a carrier landing powered by a jet engine alone — following a failure of its R-1820 — in November 1945. The XFR-4 was an FR-1 with a Westinghouse 24C in place of the 1-16 and flush jet engine inlets on a longer fuselage, as part of envisioned future applications of the composite power concept. Another received a G.E. XT-31 turboprop engine as the XF2R-1. But the fleet airplanes finally succumbed to concern over their structural integrity in mid-1947 and the FR-1, and the composite power fighter, faded from the Navy scene.





Douglas VC-118 Liftmaster forward; Lockheed VP-3 Orion aft;
Douglas TA-4J Skyhawks on flank



Douglas JD-1



PROFESSIONAL SERVICE TRADITION

In the tradition of "service to the fleet" begun almost 55 years ago by the Navy's first utility squadron, VJ-1B, Fleet Composite Squadron One (VC-1) continues today to offer professional service by service professionals.

Formed at Naval Air Station, San Diego, Calif., on October 5, 1925, VJ-1B was made up of personnel from VS-2B and assigned to Aircraft Squadrons, Battle Fleet. The following years found squadron aircraft flying missions from bases all over the globe. A detachment was sent in 1926 to Dutch Harbor, Alaska, to do aerial mapping of that uncharted area. After extended operations in Panama in 1939, 17 aircraft were deployed to Guantanamo Bay, Cuba.

Grumman J2F Duck



Martin PM-2



During September of that year, a detachment arrived at Ford Island, and by June 1940 the entire squadron was based in Hawaii.

During the 1941 attack on Pearl Harbor, a squadron J2F amphibian aircraft, armed with a Springfield rifle, was in the air minutes after the first strike. Squadron aircraft provided much of the Hawaiian area search and patrol missions during the first few weeks of the war, and many of its pilots were subsequently awarded the Navy Cross.

VJ-1 was decommissioned April 30, 1949. Two years later, on July 20, 1951, VU-1 was commissioned at Naval Air Station, Barbers Point, Hawaii. It retained the VU-1 designation until July 1965 when it was redesignated VC-1. Throughout five decades of service, these squadrons have flown numerous Navy aircraft. In 1925 they flew DH-9 spruce and linen biplanes. Today, VC-1 flies TA-4J jet-powered *Skyhawks*, a VC-118 reciprocating engine *Lift-master*, and a VP-3 turboprop *Orion*.

Douglas AD-5 Skyraider





Grumman F9F Cougar



Sikorsky JRS-1



Curtiss CS-1

The services provided by the *Skyhawk* include the launching and towing of targets for air-to-air or surface-to-air gunnery and missile exercises; air intercept and refueling missions; radar calibration and ship combat information center exercises; simulated missile profiles; and aerial photography. The *Liftmaster* and *Orion* provide transportation for the Commander in Chief, U.S. Pacific Fleet and other flag and general officers.

The squadron provides photographic support for reconnaissance, research, test and evaluation, historical projects and public affairs to Pacific Fleet units.

During the past decade, VC-1 has provided services to various federal activities and military commands in the Hawaiian area and has participated in numerous exercises with allied nations including Great Britain, New Zealand, Australia, Canada, France, Italy, Portugal, Japan and Turkey.

In the international exercise RIMPAC '80, VC-1's *Orion* led the squadron's *Skyhawks* to the Australian-New Zealand task force, escorted by HMAS *Melbourne*. Upon intercepting the Anzac force, VC-1 aircraft were involved in electronic warfare, ship attack and refueling exercises.

Fleet Composite Squadron One, under Commander Robert E. Curtis, continues today in the tradition started by the first utility squadron 55 years ago, to provide professional service by service professionals.



Squadron Orion and Skyhawks on their way to intercept Anzac task force.

VC-1 pilot's view of air to air refueling with Australian A-4G.

Photos by PHAN Robert P. Wilcox



VC-1 Skyhawk pilot's view of simulated attack on HMAS Supply.



Australian and VC-1 Skyhawks conduct aerial refueling.

PEOPLE · PLANES · PLACES

Records

Whidbey Island received its first H-46 in October 1971. Its SAR unit has flown over 15,000 accident-free hours, with 1,200 flights involving military aircraft emergencies, military and civilian medevacs and SAR missions. The unit's primary mission is providing 24-hour overwater rescue capabili-



ty for military aircraft operating out of Whidbey Island, close to snow-covered mountains and the 50-degree Puget Sound waters, which can be fatal to downed aviators. The Whidbey Angels are known throughout the Pacific Northwest for their rescue expertise. They received their nickname after a 12-year-old boy told his friends about the gray and orange angel that hovered over him and picked him up after he was injured in the mountains.

The MCAS Iwakuni aircraft recovery team achieved a significant milestone by suc-



cessfully arresting its 10,000th aircraft on the M-21 expeditionary arresting gear. The F-4 *Phantom*, piloted by Capt. Norman Schlaich, with RIO Capt. Lawrence Staak, both of VMFA-212, weighed in at 36,000 pounds, with a speed of 120 knots. The arrestment stopped the plane within 650 feet in five seconds. The M-21, which was designed for expeditionary rapid-cycle recovery operations, was combat tested in Vietnam.

Anniversaries

Several squadrons celebrated birthdays recently: VAW-123, 13 years, April 1; VF-213, 25, June 22; and VMA-513, 36, February 15.

Rescue

A C-9B *Skytrain II* attached to VR-55, Alameda, transported a seriously ill Chinese seaman from Midway Island to Barbers Point last April 3. The aircraft was returning after a WestPac deployment and had stopped at the island for fuel. When the crew was informed that a crewman from the Liberian freighter *Unique Venture*, suffering from appendicitis, required transportation to Honolulu, it agreed to perform the medevac. Capt. Bob Riordan, VR-55's flight surgeon, was aboard the C-9 and, along with HM3 Hinson from Midway, attended the patient en route. Riordan diagnosed the ailment as a ruptured ulcer rather than appendicitis and his diagnosis was found to be correct when the seaman was examined at Queen's Hospital in Honolulu. Chu Chang Chi was in the hospital undergoing surgery four and a half hours after being taken off his ship.

Honing the Edge

Two KC-130s from VMGR-152 acted as airborne gas stations 25,000 feet above Korea's icy terrain during *MAGEx 80*, a Marine air/ground exercise. The tankers refueled *Phantoms* from VMFA-212 and VMA-211 *Skyhawks* for their scheduled time on the bombing range in support of the infantry. "They really can't perform effectively without us," said 1st Lt. Jesse L. Bennett, KC-130 pilot, commenting on the demanding pace of the exercise. "There's not enough time for them to complete their bombing runs when refueling on the ground."

Originally based in Hawaii, VMFA-212 is temporarily assigned to Iwakuni. "Our squadron is here to provide close air support for the ground units," explained Maj. William L. Nyland, a RIO. "This was training for our air crews and ground commanders on how an F-4S can be employed in their scheme of maneuvers," he added. This was the first time the F-4S had been stationed in the Far East exposed to cold weather which didn't affect its flying although runway ice created some problems.

Et cetera

To many people, the number 13 signifies bad luck. But it will always remind Marine Air Reservist Capt. James F. Walsh of the luckiest day in his life. February 13, 1973, was the day he was released from captivity in North Vietnam. After several months of convalescent leave, Walsh returned to service in the Marine Corps for five years. When released from active duty, he joined the Marine Air Reserve and presently flies A-4 *Skyhawks* out of El Toro.

It was a special homecoming last February when VAs 22 and 94 returned to Lemoore from a deployment aboard *Kitty Hawk* in the Indian Ocean — which was extended because of the Iranian



crisis. Instead of the usual six months, theirs was a nine-month deployment, causing family separations over the Christmas holidays. On hand to greet the carrier were representatives of the American Legion and Veterans of Foreign Wars, as well as families and friends of the 500 squadron personnel. The *Shrikes* of VA-94 flew over the awaiting crowd in diamond formation.

Beneath the flags of eight nations that fly or will fly the P-3 *Orion*, Cdr. Ralph Stowell, Jr., C.O. of VP-26, accepted the 500th production P-3 last December in a ceremony at the Lockheed plant in Burbank, Calif. Delivery of the *Orion*, named for the ancient god of the hunt, began in 1961. Today, defense forces of the U.S., Australia, Norway, New Zealand and Spain fly versions of the aircraft. Japan and the Netherlands have ordered P-3Cs for future delivery.



PEOPLE · PLANES · PLACES

A Naval Reservist represented the District of Columbia in carrying the XIII Olympic Winter Games torch from the Lincoln Memorial to the Capitol on February 1, 1980. Capt. Tony Diamond, C.O. of Naval Air Systems Program Unit 0166 at NAF Washington, on Andrews AFB, was one of



52 torchbearers on the Olympic torch relay team. The runners carried the torch from Yorktown, Va., to Lake Placid, N.Y., to officially open the winter games, a distance of over 1,000 miles.

During the Iranian crisis, Canada gave the U.S. its support in a very graphic way when its embassy provided a haven and safe conduct for some American diplomatic personnel, preventing their being taken hostage. Marines at Beaufort felt it only appropriate to recognize that support last Valentine's Day when the Canadian destroyer HMCS *Skeena* needed JP-5 fuel for her helicopter. "It was not only an opportunity to assist an ally, but to recognize that ally's support to American citizens," said LCol. Pete Scaglione, air station X.O. Along with providing the aviation fuel, Beaufort personnel sent a letter of appreciation to the destroyer and also an air station plaque and a cake decorated with the Canadian flag as expressions of appreciation for Canada's help.

On the morning of January 9, 1980, *Nimitz*, with VA-82 on board, was steaming on the high seas. As the sun rose, most of her crew were busy preparing for the day's activities. They were putting their pants on inside out and backwards, lacing their left shoes on their right feet and vice versa. Mess cooks were making the breakfast of the day: green scrambled eggs, green pancakes and green toast. It's part of an old Navy tradition. That afternoon, *Nimitz* would cross the equator, the moment when all hands must pay their respects to King Neptune. All those who present themselves before Neptune are decreed shellbacks — the others are pollywogs. To become a shellback, each pollywog must go through the initiation rites.

Change of Command

ComLAtWingPac: RAdm. Glen W. Lenox relieved RAdm. Robert C. Mandeville.

CVW-1: Cdr. James B. Best relieved Cdr. Daniel P. March.

HC-3: Cdr. John C. Cook, Jr., relieved Cdr. Stephen T. Milliken.

VA-97: Cdr. David L. Carroll relieved Cdr. J. Michael McGrath.

VA-122: Cdr. Lawrence H. Price relieved Cdr. John A. Moriarty.

VAQ-134: Cdr. James W. Dickson relieved Cdr. James R. Bellis.

VAW-78: Cdr. Dale L. McPherson relieved Cdr. William M. Mathews, Jr.

VAW-112: Cdr. T. E. Morgan relieved Cdr. W. T. T. Hood, Jr.

VF-43: Cdr. Albert M. Van Pelt relieved Cdr. E. Thomas Smith.

VP-47: Cdr. Daniel T. Twomey relieved Cdr. Robert L. Testwuide.

VP-48: Cdr. Edward J. Crowley relieved Cdr. Duval S. Woodford.

VR-56: Cdr. Melvin G. Burkart relieved Cdr. George D. Burridge.

VS-24: Cdr. James Roy relieved Cdr. Russell Gill.

VT-31: Cdr. Torrence B. Wilson III relieved Cdr. Edward J. Schneider.

100 DAYS

By JO1 Ken Cronk

Nimitz

100 days. . . 13½ weeks. . . 300-plus meals

There are many ways to count off 100 days at sea. Perhaps as many ways as there are men aboard *Nimitz*, who completed her one-hundredth straight day at sea on April 12.

The carrier departed her Norfolk home port in September for a cruise in the Mediterranean Sea with the Sixth Fleet. After three months, *Nimitz* was sent to the Arabian Sea to become part of the U.S. Navy presence being maintained there. The ship departed Naples, its last port, on January 4 and joined Task Force 70 on January 23 on station in the Indian Ocean.

The significance of 100 days is multifaceted. It is believed to be longer than any Navy ship has stayed at sea since WW II. For *Nimitz*' commanding officer, Captain John R. Batzler, the unusually long at-sea period has proved something he says he's known all along. "I'm always amazed at what a sailor can do if he needs to. I think the crew's reaction has been superb."

Comments from the crew support the captain's feelings.

Airman Willie McLaurin: "The extended period at sea has been a chance to learn to be patient — not just with other people, but with myself, too."

Mess Specialist Seaman Tim Moore: "People have time to learn a lot about each other. There's a lot of different races and cultures here and people are finding time to get along with each other. It's really great to see."

But there's a great deal more to an extended period at sea than just going to sea and staying there. Airplanes burn great amounts of fuel; machines need to be maintained and repaired; and people get hungry.

It's impossible to carry enough food to feed them all for very long, so someone has to go shopping. The problem is that the store is more than 4,000 miles away in Subic Bay. The gas station is right next door to the grocery, as are the clothing store, drug store, the hardware and the parts place.

Replenishment ships bring needed supplies to the operating area and pass them over while steaming beside the floating airfield. They are lifted across by helicopter and pulled over on ropes and cables between the moving ships. In this way, the carrier manages to get enough of everything for more than 5,000 men and 80-plus aircraft.

"Actually," explains Capt. Batzler, "all our ships could do it with the same supply support we have. Of course, being nuclear powered, we don't have to take on fuel for the ship and our material condition is superb. Those are advantages that we have."

Another thing that makes this 100 days different is no liberty. In the Mediterranean there was a port call scheduled at least every 20 days or so, and those aboard *Nimitz* had looked forward to sight-seeing, foreign foods, music, dancing and relaxation. Every so often there is time to relax but that relaxation isn't quite the same afloat as it is ashore. However, the sailors make do with what they have in the way of diversion and pastimes.

Much activity, official and unofficial, centers around the 4.5-acre flight deck. There's plenty of fresh air and room for jogging, band practice, football and frisbee. The serious business of flight operations always has priorities, however, and the men work their individual schedules around the approximately 90 aircraft launches and recoveries aboard *Nimitz* in a routine flying day.

Another diversion on the flight deck is the monthly cookout, with lots of steaks, hot dogs, burgers and sodas. It's not the same as Saturday in the park. There are no trees, for one thing, or sand, kids, birds, and no getting in the car and going home when it's over.

Recreation is the exception for the 100-day-at-sea sailor. More often he passes 12 to 16 hours of his day on the job. Sometimes it's a 12-hour work day plus four hours' watch.

All this probably seems like one heck of a way to spend a cruise. It's sometimes hard, tiring, frustrating, boring, lonely and seemingly endless. But it's also exciting, sometimes dangerous, rewarding, educational and challenging. It's one more thing, too. It's necessary. No matter how many other adjectives apply at a given time, "necessary" applies all the time.

The men are determined to do whatever needs doing. They take a break when they can and put the days behind them with as little fuss as possible.

The crew's performance has not gone unnoticed. In recognition of their contribution, the Secretary of the Navy has authorized the entire crew to be awarded the Navy Expeditionary Medal (or Marine Corps Expeditionary Medal, as appropriate).

Nimitz returned to Norfolk May 26, ending an under-way period of 144 consecutive days.

Coral Sea

With her arrival in Subic Bay on May 9, *Coral Sea* also passed the 100-day mark. She concluded 102 consecutive days at sea. During that period, she operated in the Indian Ocean-Arabian Sea region, conducting flight operations and training exercises with other ships.

The carrier departed her Alameda home port on November 13. After operating in the Philippine Sea, East and South China Seas, and making port calls in Korea, Philippines, Thailand and at Singapore, *Coral Sea* entered the Indian Ocean on February 1.

Pilots and aircrews of Carrier Air Wing 14 averaged 75 flights daily during that at-sea period, with more than 4,800 catapult launches and arrested landings. Engineering personnel manned additional firerooms to generate enough steam so that she could continue flight operations in the hot Arabian Sea. Underway replenishments — 54 in all — brought food, fuel and other supplies to *Coral Sea* to enable her to continue her mission uninterrupted.

The 102-day, at-sea period for *Coral Sea* more than doubled her previous time at sea, which was a 50-day period when the carrier operated on Yankee Station off Vietnam during the spring of 1972.

Coral Sea's air wing consists of the following squadrons: VMFAs 323 and 531; VAs 196, 27 and 97; VAW-113; VFP-63 Det 2; and HC-1 Det 3.

Photo Derby

By LCdr. Peter B. Mersky, USNR-R

Most people don't think of photoreconnaissance as being part of tactical military aviation. However, at NAF Washington, D.C., aboard Andrews AFB, its role is better understood — perhaps because of the presence of tenant reserve squadrons such as VFPs 206 and 306, which fly RF-8G photoreconnaissance aircraft.

Commander Doug Simpson, program manager for VFP-6366, the augmentation unit for VFPs 206 and 306, began to think about the differences between Air Force and Navy procedures, training and equipment uses. He wondered who the best units in each service were and whether a competition could be set up for the various units to demonstrate their skills. There have been fighter competition and bombing derbies but rarely, if ever, has the stage been set solely for competition between reconnaissance units.

Several obstacles had to be overcome, not the least of which was getting would-be participants to come to the Washington area at the same time. Invitations went to some 20 recon outfits in North America to take part in the meet, which was to be sponsored by NAF Washington and hosted by VFP-6366. Even with tight money considerations and prior commitments, seven squadrons accepted, including units from as far away as California, Idaho and Canada.

With planning completed for billeting, messing and transportation, the necessary routes to be used in the derby had to be determined. Cdr. Simpson photographed possible targets along various flight training routes. With the help of the squadrons' intelligence departments, he came up with five different routes, and a scoring system for evaluating the daily results and determining the winner of the meet. Lieutenant Commander Chris Haakon, Lieutenant Ken Parr and Canadian Warrant Officer Barry Toomer made up the grading team.

The first crews arrived on Monday, April 7 — the Idaho Air National Guard Tactical Reconnaissance Group 124 from Boise, with three RF-4C *Phantoms*; VFP-63, fleet photo squadron from NAS Miramar, Calif., flying two RF-8Gs; and the Canadian Armed Forces' 434th Tactical Fighter Squadron from Cold Lake, 600 miles north of Montana, with two F-5As. The Canadian unit has a multi-mission role, using its aircraft with a special camera-equipped nose for attack, fighter and reconnaissance. Miramar's VF-124 arrived later in the week, flying the F-14 TARPS (tactical air reconnaissance pod system).

After being welcomed by Captain Joe Muka, C.O. of NAF, Commander Bud Flagg, C.O. of VFP-6366, and Commander Simpson, the crews were given the rules and the first targets to plan.

Although the weather had deteriorated and was not conducive to high-speed, low-level flying, the crews managed to take off and fly some of the first missions. The targets were the types usually found on a regular photo



mission: saw mills, power plants, dams and bridges. Providing as realistic a route as possible meant flying at 1,000 feet at 500 knots, twisting and turning through Virginia's Shenandoah National Park and the mountainous terrain of the Adirondacks in New York and the Alleghenies in Pennsylvania.

When possible, entry to and exit from the target areas were controlled with the help of VAW-78, an Oceana reserve E-2B squadron. The flying radar stations closely followed the progress of individual missions, while maintaining a link with the Federal Aviation Administration regarding civilian air traffic.

The skies had cleared by Friday which was the busiest day of the meet since it included regular and make-up hops. The Canadians, who had some mechanical problems with their F-5s, flew nearly half their total amount of missions that day. Major Carl Stef and Lieutenant Tony Hirst completed the requirements for competition, in spite of having to plan for extra refueling landings, and then flew the remainder of their routes.

The F-14 TARPS had arrived on Thursday with Lieutenants Ed James and J. W. Morrison. Essentially a standard F-14A with a specially configured camera pod (the next step in airborne reconnaissance for the fleet), this *Tomcat* of VF-124 flew for the last two days of the meet, demonstrating its new equipment.

The schedule called for a photo symposium to follow the competition. It was held at the Washington Navy Yard O Club on Saturday afternoon to discuss and exchange ideas on individual training and the photo derby itself.

At the dinner that followed, Lt. R. Rivers of VFP-206 was awarded first place, while second and third places went to two Boise air guard crews, Major D. Hudlett and Captain C. Sayer, and Major W. Miller and Captain T. Stuart, respectively.

The first annual open class photo derby is now history but the enthusiasm and professional conduct of this year's participants may make the photo derby a regular event.

39 YEARS

Charles R. Beatty's retirement on December 14, 1979, brought to a close more than 39 years of civilian and military service to the U.S. Navy, most of it in Naval Aviation. His career was notable not only for the number of years it spanned, but for the dedication that characterized it. It included military duty with the Pacific Fleet during WW II and in the active Naval Reserve; also civilian service at the Naval Air Rework Facility, Quonset Point, R.I., and in the Naval Air Systems Command, Washington, D.C.

During Beatty's military career he was a combat aircrewman, an aircraft

mechanic and a maintenance senior chief petty officer. His first assignment was aerial bombardier and gunner with VT-3, aboard *Saratoga*, from November 1939 through 1940. During his next tour, with VT-6 attached to *Enterprise*, he was temporarily assigned to the overhaul and repair facility at NAS Ford Island, Hawaii, when the Japanese attacked Pearl Harbor. With his squadron, he saw action in many major naval battles in the Pacific and was severely wounded in November 1943 during an air strike on a Japanese installation in the Rabaul area. After he recovered, Beatty was assigned to *Wasp* in aircraft maintenance until the end of the war, when he returned to civilian life.

He joined the Naval Reserve in 1959 and served with VA-912, VF-661 and VFP-6366 until he retired in 1977 as a senior chief petty officer. As a reservist he performed and supervised maintenance on the engines, airframes and avionics systems of A-4s and F-8s.

Beatty began his civilian career in January 1947 and for over 30 years participated in the evolution of Naval Air. He started as an aircraft mechanic at NARF Quonset Point. During his 20 years there, he was a journeyman and senior planner and estimator. His work at the NARF enhanced its capability to rework such aircraft as the A-4, A-6, A-1, S-2 and H-3.

Beatty transferred to NavAirSysCom in April 1967. He was logistics manager for the F-4 until January 1970 when he became a senior maintenance engineer on the F-4 and F-8. He was also senior maintenance engineer on the A-6, A-4, A-7, A-5, A-1, F-14 and F/A-18 in the areas of maintenance and logistic support management and execution; technical design and analysis; and maintenance engineering management. Beatty's recent work, particularly in support of the F-14, helped to increase fleet readiness.

In recognition of his contributions, NavAirSysCom presented him with the Navy Meritorious Civilian Service Award, the second highest honorary

award granted at the command level.

In a retirement letter, Rear Admiral L. R. Sarosdy, Assistant Commander for Logistics/Fleet Support, stated: "You have, during your career, been a part of the evolution and success of Naval Aviation. Your career is an outstanding example of the capability and integrity of naval personnel that made, and continue to make, Naval Aviation the finest service in the world. You have promoted, during both your military and civilian career, the application and support of Naval Aviation. Well done."

Some of the aircraft that Beatty was involved with are pictured here.



PB-1Y



H-3



SBD



F-14



S-2



A-4

LTA Reunion

By JO1 Rich Yanku

They came from all over the United States, and one arrived from Canada. They saw friends and reminisced, with fond memories of days gone by.

Three hundred and seventy-five strong were the lighter-than-air (LTA) enthusiasts who gathered at Naval Air Station, Pensacola April 11-13 for the 1980 LTA Reunion.

The three-day event sponsored by the Naval Aviation Museum Foundation, Inc., marked the inauguration of the museum's LTA exhibit and the culmination of a 10-year effort to establish a memorial honoring lighter-than-air technology.

The Goodyear airship *Enterprise* flew in from Gainesville, Fla., 36 hours before the official reunion opening, to help promote the lighter-than-air activities on the base. Early reunion arrivals and media representatives received 30-minute rides on a day that seemed to be meant for blimp flying. But *Enterprise* spent most of the weekend moored at Chevalier Field because of bad weather.

The men who attended the convention are a rare breed. Some flew blimps above Navy convoys to help ward off enemy submarines during WW II. Not a single ship, of the more than 89,000 ships escorted, was sunk by an enemy submarine while a blimp flew overhead as lookout.

Ironically, one blimp was attacked and downed by a German U-boat during the war. During an afternoon forum at the museum, retired Commander Nelson R. Grills, the airship's

commander, recaptured the events of the July 18, 1943 submarine-blimp duel. Cdr. Grills said his K-74 spotted a U-boat on its radar and surprised the sub on the surface. Grills described the interchange of bombs and machine gun fire. The latter brought down the flying "battleship" when her weapons failed to release. Eventually, the U-boat was sunk by surface forces and all but one of the airship's crew were rescued the following day.

Although not completed, the museum's LTA section, which is located in the East Room, will tell the story of lighter-than-air travel — past, present and future. The 3,700-square-foot gallery will also house the rotary wing aircraft display.

Joe Cason of Exhibit Group of Cincinnati was commissioned by the museum to design a storyboard depicting LTA activities from the first craft erected in 1783 to the present and into its future. Cason also did all of the other storyboards on display in the Naval Aviation Museum.

With Cason's rough draft positioned along a wall for reviewing, the LTA enthusiasts were asked to critique the detailed picture story and to offer any suggestions that might benefit the designers when they put together the final draft.

Fueled by the weekend gathering, the air was full of tales of airship adventures, some being exchanged for the first time in over 25 years.

Captain Ray Pettigrew, retired, relived the day in 1955 when a couple of jay-gees decided to have an air show with three airships. According to Pettigrew, who was a flight instructor at Glynco and one of the



officers involved, the *Blue Angels* were in town and the feeling was, "if the *Blues* can do it, we can, too."

"We had put red and blue-colored water in the ballasts and the intent was to let the stuff go as the two craft broke off on 45-degree angles, while the lead airship (Pettigrew's) ascended straight up. Well, the air show began and we were the first act. Everything went as planned. It looked beautiful, except when we opened up the ballasts. We were upwind of the spectators. They got drenched."

After several minutes of laughter, the storytelling took different paths. There were the stories about "what happened to" and "what if," about accomplishments, failures and comradery.

Eighty-seven-year-old J. P. Torrey traveled over 1,200 miles just to be



PHAN Steve Briggs

among the hundreds of LTA reunioners. While his hearing and sight are no longer what they were when the first LTA class at Akron, Ohio, graduated in 1917, his sense of recall was in good shape. Torrey pointed to a picture printed in a special edition of *Naval Aviation News* (*Naval Aviation in World War I*, 1969). He recalled each of the "boys" he helped as one of the original LTA instructors.

After most of the stories were relived, the LTA reunion reached a critical stage, planning of the exhibit. Back in 1971, at the 50th anniversary of NAS Lakehurst, N.J., where the Navy airship blossomed, the reunion committee originated a plan to build an LTA museum, from scratch.

Much of the effort to begin this project came from Vice Admiral Charles E. Rosendahl (deceased), one of the world's foremost authorities on

LTA travel. A 1914 graduate of the Naval Academy, VAdm. Rosendahl was a key figure in the development of the U.S. airship program.

VAdm. Rosendahl collected thousands of pieces of memorabilia from this special era. He wanted to preserve the airship's role in aviation history, for the museum project. After years of struggling to get the land and necessary funds for the huge undertaking, VAdm. Rosendahl died, and with his passing plans for the Lakehurst LTA museum fell through.

Rear Admiral Carl J. Seiberlich, one of the few pilots who had qualified in fixed wing, rotary wing and LTA craft, recommended to the Naval Aviation Museum Foundation that an LTA section be included in the Pensacola-based museum.

"We've now reached the critical stage," said Seiberlich, addressing

retired Captains M. Henry Eppes and H. B. Van Gorder, chairman and vice chairman, respectively, for the 1980 LTA reunion committee. "The wing is more than adequate for our needs and it is already being maintained by the Navy," said Seiberlich, who until his retirement in January was the senior active duty LTA pilot. "What we have to do now is fill the wing up. We also need to get the necessary supportive funds from our people."

Seiberlich said he believes that just a section of a museum for LTA is preferable because of the overall savings in man-hours and money. He praised the LTAers for "hanging in there" during the years spent in limbo. He said he expects LTA buffs to come through and start sending their mementos to the museum.

Museum Foundation and reunion committee officials appealed to those in attendance to search for artifacts when they returned home. Allowing for delivery of the "stowed-in-the-attic" material (photographs, souvenirs, etc.), the officials set a six-week deadline, at which time the exhibit for the museum will be assembled.

Several mementos were donated at the reunion dinner, including a propeller and a navigator's chair from the *Shenandoah*. These came from the Rosendahl collection at the University of Texas at Dallas. Mr. G. Edward Rice, Curator, History of Aviation Collection, at the university, made the presentation on behalf of Mrs. Jean Rosendahl, widow of the late admiral.

In addition, Captain E. J. Bock, C.O. of Naval Air Technical Training Center, Lakehurst, gave the exhibit a scrapbook and plaque marking the 50th anniversary of *Graf Zeppelin*.

In three years, according to Seiberlich, another reunion will take place in Pensacola, and LTAers will be able to see just how well they did in building and supporting the wing.

Another thing the LTA enthusiasts did was to get an LTA branch of the Museum Foundation established. This organization will help keep the movement active and healthy for the upcoming years.

Flying down to Guantanamo



By Raymond L. Atwood, NA #29

During WW I, Naval Aviation's mission included:

- training as many pilots as possible, as quickly as possible. (My own total time under instruction at Pensacola was less than five hours, and that was about par for the course.) The eight-week ground school at MIT consisted mostly of military drill and calisthenics, as I recall.

- antisubmarine patrols from coastal stations in the U.S. and later in Europe, where contact with surface vessels was infrequent and, in fact, most often with British or Italian units rather than American ones.

- and convoy escort.

All Naval Aviation was "waterborne." I do not recall that I ever saw a land-based airplane or a landing strip other than the rivers, harbors and lakes where we operated. I have to qualify that a little. I was sent to a Canadian gunnery school at Fort Worth, Texas, and I was horrified to see that fatal accidents occurred almost every day. At Pensacola, we all sat on the beach and laughed at crash landings where the pilot got "dunked" but seldom hurt. As novice pilots, we were rough on the equipment but not too hard on ourselves. I recall asking Bill Alexander, an instructor at Pensacola, why he had chosen the Navy rather than the Army Air Corps, as he had been a pre-war barnstorming pilot. He shifted his cud of chewing tobacco from one side of his mouth to the other, spit, and replied, "Son, you can stick your finger into water but not into dirt." Another of Bill's bits of wisdom for

fledgling pilots was, "Son, don't get any big head about how difficult it is to learn to fly. It's about as hard as learning to ride a bicycle, but it will hurt you a damn sight more if you fall off."

Of course, in those days our instruments consisted of a compass, a bubble and the seat of our pants. We had to climb the old N-9 to 6,000 feet, cut the gun and land within a reasonable distance of a buoy. We carried a glass-enclosed aneroid barometer so that we could at least approximate what 6,000 feet looked like. And, confidentially, it looked mighty high and lonesome up there.

I remember the first time I flew after sunset. Not after dark as we never did that, just after sunset. I was admiring the beautiful pink clouds and the deep blue of the bay when suddenly I looked at the exhaust ports from the OXX Curtiss engine up front. Flame was coming out of each port, and I was sure that the whole airplane was on fire! But it wasn't, of course.

In those days at Pensacola, the first routine in the early morning after an hour of drill and calisthenics was for an instructor to "test the air." After a 10-minute flight around the bay, we either flew or were grounded until conditions improved. When I see what aviation cadets at Pensacola are put through today, I can only shudder to see what we escaped!

I should like to put in a word of praise and thankfulness for those old Navy "chiefs" who took the raw putty and molded it into a semblance of

naval officers and pilots. Such men as Tom Murphy (still living), Pat Byrne and so many others I shall never forget. Tom, retired as a lieutenant commander, is Naval Aviator #51 — the lowest number of our clan. The last time I saw him, he told me that he had asked the Navy Department to reactivate him to go down to Antarctica to try to rescue a couple of abandoned airplanes lying there on the ice. He is a specialist in this kind of work and is sure that he can do it (at only 90 years of age).

In early 1921, we were at stateside stations, many of us planning to ask for retirement or inactive duty. The Atlantic Fleet was at Guantanamo for winter exercises and the Navy, in its wisdom, decided to experiment by sending a few planes down to operate with the fleet. Our skipper was Captain George W. Steele and our exec for aviation was Commander Bruce Leighton, who had also been our X.O. at Killingholme, England.

I was at NAS Norfolk, bored to death with inactivity and just about ready to ask for inactive duty, when Cdr. Leighton gathered a few of his old pilots for a meeting at Norfolk. He outlined what the Navy had in mind and asked for volunteers to make the trip to Cuba. Actually, three H-16s from Norfolk and three from Pensacola were to join up in Miami. I still have my orders detaching me from NAS Norfolk to report to the commanding officer Atlantic Fleet for duty with the Fleet Air Detachment. I am sure that that was the first time the



words Fleet Air were ever used in official orders.

USS *Shawmut* was assigned as mother ship for the operation. During the war she had been a minelayer operating out of Scotland. Originally built for Eastern Steamship Company to make the overnight run between Boston and New York before the Cape Cod Canal was built, she had to be fast and, as I recall, could steam at about 18 knots. (There were two sister ships, named *Massachusetts* and *Bunker Hill* by Eastern. The Navy took both of them during the war and renamed them *Shawmut* and *Aroostook*.) *Shawmut* was sunk at Pearl Harbor in 1941.

On February 6, 1921, our three H-16s took off from Norfolk for the great adventure. My second pilot was Ens. Campbell Keene. (He later went regular, was captured by the Japanese and spent over three years as a POW. He retired as a rear admiral.)

Our first-day destination was Morehead City, N.C., where the Navy had a satellite operation. We made it safely in 4 hours and 10 minutes. On February 7 we flew from there to Brunswick, Ga. My log says: 5 hours, 10 minutes. I had to make a forced landing to refill the port radiator. On February 8 we made it to St. Augustine, Fla., in only 2 hours and 20 minutes.

In those days, the sight of a big twin-engine flying boat was something to talk about. Apparently, the local newspaper had advance notice of our arrival and the old Spanish fort was crowded with people waiting to see

the planes land. The wind was mostly from the west (offshore), which was directly across the narrow bay. I think that I led the squadron in. After circling, I could see that the bay was not wide enough to make a comfortable landing into the wind. I came in very low over the outside Key, almost scraped the keel on the sand, and headed directly for the old fort. Even then I had to use full rudder and power on the starboard engine to "slew" the plane into a turn down the length of the bay. I got down safely and we sat there in the water watching the other two planes land.

Ken Hodges, pilot of the next plane to land, came in over the outer Key too high. The people on the ramparts scrambled for safety. He gave his starboard engine full power and barely missed the old fort. But he almost pulled the step off the bottom of the hull. We had to keep pumps going all night to keep her afloat. And the next day we managed to limp into Miami where we stayed for four days while the hull was rebuilt. St. Augustine to Miami — 4 hours and 50 minutes. (Later I drove that same trip in an automobile in just about the same time.)

The three boats from Pensacola joined us and, on February 13, we began the grand adventure. We flew four hours and 10 minutes to Sagua La Grande, a small sugar port on the north shore of Cuba. We slept aboard and refueled from a revenue cutter which had been assigned to us. (Guantanamo was almost directly across the island, but in those days flying boats stayed strictly over water.) On February 14 we flew around the shoreline to RON (remain overnight) at Neuvas after a flight of 4 hours, 35 minutes. There we refueled from a Navy DD and went ashore for the evening.

All the pilots gathered in a bar which was run by a man named Johnson. He told us that he had come to Cuba in 1895 with the 10th Cavalry, U.S. Army, and had stayed there ever since. He had not seen an American uniform from that day to this and, beginning right now, he was our official host. Everything was on the

house. Well, eventually, we got back aboard the DD. I promptly stretched out on the deck on a spot where the deck-plate rivets ran a neat row right up and down the middle of my back. For some time, I carried a row of black and blue spots along my backbone.

February 15 we made it to Guantanamo Bay and *Shawmut*. I shall never forget the sight as we circled the bay. There were a dozen BBs headed by the flagship *Pennsylvania*. *New York*, *Texas*, *Utah*, *Mississippi*, *Nevada* and a few others were there — an inspiring sight.

We had one casualty on this last day of the trip. One plane had engine failure and made a forced landing near a lighthouse off a rocky coast. The lighthouse keepers rescued the crew. The plane went to the bottom. The five remaining H-16s reported safely for duty.

I shall always remember the absolute horror on Bruce Leighton's face as we reported aboard *Pennsylvania* with our orders. Everything was strictly "spit and polish." We came alongside the starboard gangway in the motor sailer from *Shawmut* and climbed up to the deck. The duty officer, in whites with a spyglass tucked under his arm, awaited us. On the bridge were at least a dozen captains and admirals. One of our number, who I shall leave unnamed, led the parade. As he stepped aboard, he stuck out his hand and said to the duty officer, "My name's XXXX. Glad to see you." That night we received a "vigorous" lesson in Navy etiquette.

We stayed with the fleet until April 7, then flew back to Key West where we left the H-16s for use at that station.

It was really a memorable winter. We did many things for the very first time. And I am sure the trip was considered well worthwhile by both air and surface officers. My log shows I "spotted" for *Utah*, *Oklahoma*, *Mississippi*, *Nevada* and *Texas*. *Texas* was my favorite. She had 12-inch weapons whereas the newer BBs had 14-inch guns. While they could throw more weight, they were not as accurate. When *Texas* fired a broadside, you



could almost cover the hit with a hat. Some of the newer ships scattered 14-inch shells over a mile of ocean and then asked for a correction.

Once I was spotting for *Texas*. She was firing at extreme elevation at a towed target actually over the horizon. I was at about 4,000 feet, directly between the ship and the target. Suddenly I saw the broadside coming right at me. Some of the shells went on either side of the plane and the vacuum they created sucked the plane into a 90-degree turn. We literally "followed the shells" toward the target. *Texas* was a joy to work with. Her first salvo would be over by a couple of hundred yards, the second, short by maybe a hundred, and the third, bang, no more towed target!

I was a popular man aboard ship and was invited there frequently. In fact, I went aboard for target practice off the Isle of Pines and watched from the old basket mast of the ship. The cordite smoke from the broadsides drifted over my perch and, for a few weeks, I had a rather unusual tan.

During the winter, the fleet took off for a visit to various South American ports. While it was gone, we took a tour of our own. On March 18, we

flew from Guantanamo to Port-au-Prince, Haiti, where the U.S. Marines welcomed us with open arms. They were chasing bandits in the mountains and thought it would be a fine idea to arm one of the H-16s with homemade bombs and throw them off the plane. Bombsights were a little beyond our ability and I suspect that the bombs landed a mile or two away from the targets. But I shall always remember flying at low altitude in among those mountain peaks in very rough air. Frankly, an H-16, has very slow response to its controls and is not the ideal plane for that sort of work.

After staying several days at Port-au-Prince, we flew over to Kingston, Jamaica (3 hours, 40 minutes), where we were welcomed by the British garrison. As these were, literally, the first planes ever to visit the island, we were really social lions. I probably should not tell this story but, the morning that we flew over from Haiti, we had to wait in the planes for an hour or two for ground fog to lift before we could take off. We did not have any breakfast and, having been entertained the night before by the Marines, our stomachs were not too well equipped to handle the welcome

that awaited us at Kingston. *Shawmut* had left the night before and had not arrived at Kingston when we got there. We anchored the planes in the harbor and were taken ashore to the Myrtlebank Hotel where everybody wanted to buy us a drink. I was introduced that day to Planter's Punch. (It was deadly.) Very shortly the hotel manager gathered up all the pilots and put them to bed. When *Shawmut* finally arrived, the skipper sent a boat ashore to pick us up. He was not pleased at the condition in which he found us. We did have a wonderful time, however.

A week later, when we left to return to Guantanamo, *Shawmut* had to leave the evening before our departure and we were given some definite instructions by Captain Steele. *Mercy* (a hospital ship) was in the harbor and we were ordered to be aboard her by 2200 "or else." Well, the British officers had planned a farewell party for us and it really did not seem quite courteous not to be there, so we went to the party which was at a beautiful residence up in the mountains. At daylight, we simply went aboard the planes. We had promised to make a farewell circle of the house where the party had been held, so we took off and headed up into the mountains. As we were circling, one of the aileron cables locked, but we managed to glide back to the bay and fix it.

I remember the long rough "drag" back to Cuba, a head wind and very rough air — and a hangover.

We made it, however, and the strenuous journey was nothing compared to the lecture we got from the skipper when he found out about it. I really wonder now how we stayed out of the brig. I guess we were the only pilots available and he had to put up with us. Believe me, those were the days to be a "bird man"!

Our total flying time from Norfolk to Guantanamo was 29 hours, 55 minutes. Total flying time at Guantanamo was nearly 100 hours. And it was fun!

LETTERS

An Illusion

With reference to your December 1979 issue, page 17, I hope this is trick photography with a zoom lens or some other natural phenomena. If not, maneuvers that I recall in the syllabus have been significantly modified over the years. I remember cross-unders, underruns - but passovers?

Our missions here in WestPac include DACM adversary services to enhance the combat readiness of USN, USMC and USAF TacAir crews. The situation illustrated would call for an immediate "Knock-it-off" in our scenarios. Perhaps it's another illusion by my tired old eyes, yet it appears that the pilot being passed over (no pun intended) doesn't even have a tally-ho!

Keep up the good work!

Cdr. Mike Boston
Commanding Officer

VC-5
FPO San Francisco 96654

Ed's Note: Blame the 100mm lens. The planes were well clear of each other, although it does look otherwise.

Junior League

I am 13 years old and hope to be a Navy pilot some day. Right now, I am trying to start a collection of squadron patches, etc. Anything that anyone could send me would be greatly appreciated. Congratulations on a fine magazine.

Kirk Mitchell
RD #5, Box 407
Altoona, Pa. 16601

SNJs

I am writing a book on the Navy's use of the SNJ aircraft, and would appreciate hearing from readers who participated in the early Anacostia tests of the SNJ-1 and SNJ-2. I would also like to hear from anyone involved in the early SNJ carrier trials, carqual training in SNJs on USS *Sable*, training of rear seat gunners or advanced flight training in SNJs in WW II.

Thank you, and I wish you continued success with a great magazine.

Capt. Walt Ohlrich, Jr., USN(Ret.)
787 Suffolk Lane
Virginia Beach, Va. 23452

NAS Glenview

In the March issue of *NA News*, Cdr. J. DeFrancesco's article relates the history of NAS Glenview. Since my earliest exposure to Naval Aviation occurred at Glenview, I'd like to offer the following additional items of historical nature:

In addition to training Naval Aviators during WW II, the air station served as a major assembly and repair site for aircraft, engines, instruments and parachutes. Aircraft undergoing rework included the Beechcraft GB-2, Boeing N2S and the Naval Air Factory N3N.

Field carrier landing practice was flown at ALF Half Day, northwest of Glenview. The field was equipped with a wooden simulated flight deck, including arresting gear and catapult systems.

The P2V-1 *Truculent Turtle* arrived at NAS Glenview for Navy Day 1946 shortly after establishing a world's distance record for nonstop, unrefueled flight. The *Turtle*, flown by Cdr. T. D. Davies, covered the 11,235 miles between Perth, Australia, and Columbus, Ohio, in 55 hours and 17 minutes. This record stood for three decades until broken by a USAF Boeing B-52 bomber.

The National Model Airplane meet was hosted by NAS Glenview for several additional years not listed in the article, including 1949 and 1952.

The true purpose and effectiveness of the Naval Air Reserve Force was vividly demonstrated during the Korean War. Glenview squadrons were mobilized to become an integral part of Naval Air power, operating from the decks of Task Force 77 carriers.

Hopefully, this feature tracing naval air station histories, past and present, will be a regular section of the magazine.

Cdr. Dick Schram
USS Independence (CV-62)
FPO New York 09501

B-25 Mitchell

I am an aviation author seeking contact with former members of Marine Corps patrol squadrons VMB-413, 423, 433, 443, 611, 612 and 613, all of which I believe flew the PBJ-1 Mitchell in WW II. Sketchy published reference to these units mentions

Marine Air Group 32, to which each squadron was probably assigned from March 15, 1945, when VMB-413 began combat operations with the type. Personal recollections and photographs are urgently needed to form sections of the commissioned book, *B-25 Mitchell at War* (part of a series published by Ian Allan, Ltd., of Shepperton, England). Taped or written material would be welcomed on all facets of PBJ operations, especially on the many special modifications made to these B-25B, C, D, H and J equivalents.

J. C. Scutts
10, Hopedale Road
Charlton, London, SE7 7JJ, England

SAR

Although our deployed detachments continue to provide the combat support and SAR services in WestPac that the *Fleet Angels* were long respected for, I think our shore component, with primary missions of SAR and weapons/drone recovery, may have set some sort of record recently.

Under the guidance of ADI James C. McDonald, on loan to us from our sea duty counterpart, we now have four fully qualified SAR first crewmen assigned to our shore component. These young tigers are AT3 Mark W. Pivaler, age 21; AMSAN Wayne C. Stewart, 20; ADAN Robert Robillard, 19; and AEAN Matthew W. McWilliams, 21. I'd be interested in knowing if any other command can claim such a young group of first crew. Whether this is a record or not, these men should take pride in their accomplishments. We take pride in their eagerness to assume the tremendous responsibility that goes with being a SAR first crewman.

To our deployed detachments, (2, 3 and 6), please accept a well-done from your peers at home for your incredible string of successful rescues. We're sure all those jet jocks and your shipmates are sleeping a lot better, knowing there is a group of proven professionals ready to return them to a dry place should an unexpected and unwanted WestPac swim take place. Bring 'em home safe. We're keeping the coffee hot and your lockers empty.

LCdr. S. M. Lind
HC-1
NAS North Island
San Diego, Calif. 92135

LETTERS

Photos Needed

Photos of Navy and Marine Corps aircraft are sought for a book on the naval air war in Vietnam, scheduled for publication in 1981. Contributions will be acknowledged and returned. Please send photos to: Nautical and Aviation Publishing Co. of America, 8 Randall St., Annapolis, Md. 21402.

Squadron Histories

I am the unit historian for VMFA-333, based at MCAS Beaufort, S.C. My current endeavor is to compile a complete history of the squadron from its beginning on August 1, 1943, to the present.

One drawback has been the lack of photographs of the squadron. I am looking for articles about the squadron and any pictures of squadron aircraft or personnel. All will be returned. If anyone can help, please contact Commanding Officer, VMFA-333, MAG-31, 2nd MAW, FMFLant, MCAS Beaufort, S.C. 29902. Autovon 530-1500, ext. 7983, or commercial (803) 846-7983.

1st Lt. Thomas V. Demars, Jr.
VMFA-333

VF-213, NAS Miramar, Calif., celebrated its 25th anniversary as a fighting unit on June 22. Historical data is being sought, particularly photographs and articles concerning aircraft flown and ships on which the squadron deployed. We would also like to hear from former members who would be interested in a reunion. Autovon 959-3337/2249 or commercial (714) 271-3337/2249.

Ltjg. R. B. McClung, PAO
VF-213
FPO San Francisco 96601

Seasprite Colors

In my spare time I am a scale model builder and am currently working on the Kaman SH-2F *Seasprite*. I understand that this aircraft flew with the traditional Navy white and gull gray color scheme. To date I haven't been able to find any photographs or color pictures of this paint scheme. I'd appreciate any help from your readers.

Edward G. Ireland III
114 Woodland Drive
Churchville, Pa. 18966

Nostalgia

I hope this letter will be of interest to the thousands of Navy people who have served at NAS Oceana, and will be a tribute to an outstanding Naval Aviator. On April 15, 1980, my skipper, Captain Danny Michaels, was visited by Commander Jesse A. Fairley, USN(Ret.), Naval Aviator No. 3031 and the first (1943) commanding officer of NAS Oceana. It was a rare privilege to host this pioneer Naval Aviator who built this air station from little more than a barren tract of farmland in the 1940s. He not only told us some unique historical facts but impressed us with his knowledge of what Oceana has accomplished and how important the future development of this master jet base will be to Naval Aviation and the nation's defense.

Cdr. Fairley won his wings in 1929 as an enlisted man, flew over 110 different military aircraft, logged over 6,000 flight hours and once flew 17 sorties in nine different aircraft — in one day!

I sincerely wish that every young pilot who thinks commercial aviation is better and that our young sailors who believe "CivLant" is the way to go, could have shared our day with Cdr. Fairley. I can think of nothing that our Navy needs more than naval officers of the stature and worth of this outstanding American. Think about it, Tigers!

Capt. J. G. Knutson
Executive Officer
NAS Oceana
Virginia Beach, Va. 23460

F4F History

I am an aviation historian and am researching my sixth aircraft history, an operational study of the Grumman F4F/Eastern FM *Wildcat* series. I would like to hear from Navy or Marine aviators who flew the *Wildcat* in combat, particularly in the Atlantic. Recollections of maintenance or staff personnel are also solicited. Documents will be photocopied and returned, with safe handling guaranteed.

Barrett Tillman
P.O. Box 8
Athena, Ore. 97813

Reunions

USS *Eberle* (DD-430) reunion in Charlotte, N.C., July 25-27. Contact Bill Keith, P.O. Box 155, Sanford, N.C. 27330, (919) 776-5924.

James E. Craig (DE-201) reunion, August 8-10, in Providence, R.I. Contact Abbie Ise or Dewey Duason, 83 Sherwood Street, Providence, R.I. 02908, (401) 521-2081.

The *Diamondbacks* of VF-102 will celebrate their silver anniversary August 22-23. All former *Diamondbacks* please write or call VF-102 admin for details. VF-102, FPO New York 09501, autovon 274-3126 or commercial (804) 425-3126.

The Ninth Annual National Stearman Fly-in will be held at the Municipal Airport in Galesburg, Ill., September 3-7. For information, please contact Ted McCullough, 821 S. Whitesboro Street, Galesburg, Ill. 61401, (309) 342-2298. Happy flying!

VP-4 (1954-1968) reunion at Las Vegas, September 4-6. Contact Bob Zafran, 140 Acalanes Drive, Apt. 123, Sunnyvale, Calif. 94087, (415) 965-2729.

Reunion of the 1950's Jacksonville Aviator Air Groups 4-10 and FAWTU-LANT, September 5-7, in Las Vegas. Contact Mick Robillard, 4411 NE 27th Avenue, Lighthouse Pt., Fla. 33064.

I am trying to arrange a reunion of former members of VBs 103, 105 and 110 (1942-45) who were stationed in Dunkeswell, England. Anyone interested in a 1981 reunion in Minneapolis, please contact either LCdr. Donald Schierenbeck, 3710 No. Abbott, Minneapolis, Minn. 55422, or LCdr. Owen Windall, 877 Westfield Road, Scotch Plains, N.J. 07071.

I am very interested in contacting members of VT-20, which was Torpedo Squadron 20 aboard *Enterprise* during WW II (1944-45). Any former members who are interested please contact Al Kropp, 1531 Capitol, Lincoln Park, Mich. 48146, (313) 382-5010.

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SQUADRON INSIGNIA



Air Anti-Submarine Squadron 29 was established on April 1, 1960, and assigned to Bennington (CVS-20) with 11 S2F Trackers. The squadron transitioned to the S-3A and received its first Viking in January 1975. In recognition of outstanding performance, VS-29 was awarded CNO Safety Awards in 1961, 1973 and 1978 and the Arnold Jay Isbell Trophy for ASW excellence in 1965, 1967, 1971, 1973 and 1976. The squadron has also won three Battle Es. Home-based at NAS North Island, VS-29 provides ASW support to the fleet under the leadership of Commander Brian J. Havey.

