NAVAL AVIATION

NEWS

30TH ANNIVERSARY ISSUE

OCTOBER 1949

NavAer 00-75R-3

Congratulations . . .

VADM. J. D. PRICE
V. C. N. O.

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

15 AUG 1949

From: Vice Admiral John D. Price, U.S.N.
Vice Chief of Naval Operations
Navy Department, Washington, D.C.

To: "Naval Aviation News".

1. [illegible]

2. [illegible]

3. [illegible]

J. D. Price

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

12 AUG 1949

From: Vice Admiral [illegible] Durgin, USN
To: Naval Aviation News

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C. T. Durgin
Deputy Chief of Naval Operations (Air)

VADM. C. T. DURGIN
D. C. N. O. (AIR)

RADM. A. M. PRIDE
CHIEF, BU AER

DEPARTMENT OF THE NAVY
BUREAU OF AERONAUTICS
WASHINGTON 25, D. C.

Aer-12

83489
19 AUG 1949

From: Chief, Bureau of Aeronautics
To: Naval Aviation News
Room 4D356, Pentagon Building
Washington 25, D. C.

Subject: 30th Anniversary Naval Aviation News

1. For the past 30 years, the Bureau of Aeronautics has published the Naval Aviation News to bring the word on technical advances to the Navy's air establishment to all squadrons, ships, air stations and other pertinent naval personnel.

2. With this background, the News today is the oldest military aviation publication of general distribution in the Services. Its growth has paralleled that of aviation in the Navy. I wish to congratulate the magazine on its excellent 30-year record of doing its part to assist in this growth.

A. M. Pride
Rear Admiral, USN

NAVAL AVIATION
NEWS

30 YEARS OF NAVY AVIATION

1919'S AVIATOR—LT. MITSCHER TRIES HIS SKILL IN OLD CURTISS AH-1 FOUND AT NAVY YARD

A SECRETARY walked into the engineers' drafting room of the Navy's Aviation Division.

The year was 1919. In her hand she carried a carbon copy of a one-page letter. Laying it on some blueprints of an F-5L seaplane, she said:

"Here's a copy of a news letter we're getting out now. It will come out every day and will tell what is going on in naval aviation."

From this modest beginning 30 years ago came today's NAVAL AVIATION NEWS. Fostered by Cdr. John H. Towers, acting director, "to keep aviation activities advised of what was going on and being planned," the first issue was put out on October 1, 1919 as the *Daily Aviation News Bulletin*. Through the years it has grown with the Navy, recording the doings of its aviators, technical progress of its scientists—the big and little news events so that the aviation branch would be better informed and closer knit. Over the 30-year span, it has mirrored the growth of naval aviation into the world's most powerful. The *News* grew from a carbon-copy letter to a mimeographed news sheet, then was printed by offset and finally blossomed out in 1943 as a full-fledged magazine, as it is today.

Nobody seems to remember who the first editor of the NEWS was. The job was just a part-time duty along with other tasks of the day. It was not until 1922 that the *News Bulletin* acquired a full-time editor in Mrs. Joy Bright Little. Two hundred persons were in the aviation bureau of the Navy then, a year after Bureau of Aeronautics was formed. There were no funds for an editor, so she was attached to the payroll as a messenger for Bureau of Supplies and Accounts. Her second "boss" was Lt. Arthur W. Radford.

In those days the editor was the whole staff. She wrote the stories, interviewed the aviators for articles, and badgered squadrons and ships for news items.

1949'S AVIATOR—LT. COL. CARL IN SKYSTREAK; COMPARE IT TO BALING-WIRE PLANE ABOVE

EARLY ISSUES OF NEWS BULLETIN; FIRST ONE PUT OUT BY CARBON COPY IS SHOWN ON LEFT

NEWS LETTER GREW WITH NAVY

THE NEWS BULLETIN editor of the 20's cut the stencils for the mimeograph, ran them off and mailed out the publication. For a seven-year stretch from 1923 to 1930, she was at Lakehurst. In the interim, the News Letter had many short-term editors. Upon her return—now as Mrs. Hancock—it ran, in 1931, its first cover picture, a stencil drawing of an F3B flying upside down over the Washington Monument. It was seven more years before the first real photograph was reproduced by offset printing, on the cover. The inside pages still were mimeographed until 1942 when they too were printed by offset. In those days, the *News Letter* ran full-page cartoons, mostly by Lt. Crutchfield Adair of the *Lexington*.

'NEWS' EDITOR GOES TO WAR

Came the war and Mrs. Hancock enlisted as a lieutenant in the WAVES and had her picture on the front cover a few months later, the first woman so to appear. The first inkling of the war, as recorded in the pages of the *News Letter*, did not appear until 1 January 1942. Its first page carried a message from RAdm.Towers, then chief of BUAER, saying "The initial blow was struck by the enemy and it was a hard one . . . We know what must be done, and we know how to do it. It is now up to every officer and man to do his part."

A year later a newcomer appeared on the pages of the *News Letter*, an old aviator with a long beard. His name was *Grampaw Pettibone*. Said the magazine in introducing him:

"Gentlemen, meet an old timer, *P.S. (Post Script) Pettibone*, long since retired, but now back in parachute harness. He started flying back in the days when airplanes were built out of cigar boxes and baling wire; when an airplane was considered a success if the pilot could coax it 50 feet in the air; and a successful landing was anything you could walk away from.

GRAMP FOUGHT HUN WITH .45

He used to dog fight in a seaplane in World War I and used a Colt .45 to shoot at the enemy . . . he was called back to occupy the chair of Aircraft Safety Counselor in the Bureau . . . to reminisce and point out boners and offer advice. Capt. S. H. Warner's sage comments were illustrated from the first by a reserve lieutenant, Robert Osborn, who liked to draw. *Grampaw* was to become the best known and most valuable life-saver naval aviation had. Every aviator read his columns. The number of accidents he prevented and lives he saved can only be conjectured.

Soon after *Grampaw* began appearing in the BUAER *News Letter*, additional funds made it possible to increase the size of the magazine, print it on letterpress, the same process used today.

'NEWS' STANDARDIZED ITS FRONT COVER BUT CHANGED NAME SEVERAL TIMES DURING THE WAR

The new magazine carried dozens of photographs. Being published by the Training Literature section of BUAER, headed by Cdr. Harold B. Miller, the *News Letter* naturally began to devote itself to training aviators—telling pilots how to fly their planes better, describing enemy planes and tactics and survival techniques on south Pacific islands where Navy planes were fighting.

The format of the magazine was laid out by Lt. (jg) Horace W. Ervin, the first male editor of record on the NEWS. Another milestone was passed on 15 July 1943 when it dropped the word "Letter" from its title and became BUAER NEWS. Then two months later the Navy split up BUAER and created the Deputy Chief of Naval Operations (Air). BUAER designed and built the airplanes and DCNO (Air) trained the pilots, assigned the airplanes and men to squadrons and directed their use thereafter. Training Literature passed to the newly-created organization and the name changed to NAVAL AVIATION NEWS.

WAR BOOMED SIZE OF STAFF

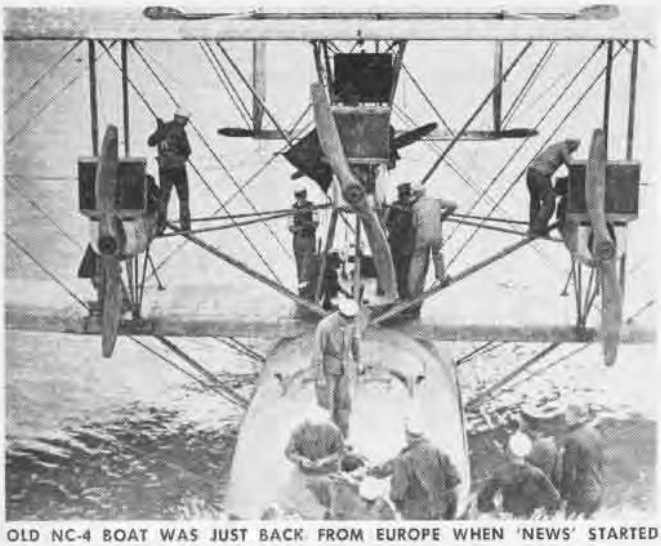
The magazine through the years has always been the official publication of BUAER and after that time jointly with DCNO (Air). During the height of the war, the NEWS' staff numbered 12 writers and 5 artists, under Ervin. Four writers and an artist put out the magazine today.

Following the end of the war, Lt. Cdr. W. R. Richardson, a western newspaperman, served as editor for a time before he left the Navy. LCdr. Arthur L. Schoeni, also a western newspaperman, feature editor on the NEWS from 1943, became editor in 1946. Besides the four editors who served the major part of the NEWS' 30-year history, a number of secretaries and sundry officers acted in that capacity for a few weeks or months.

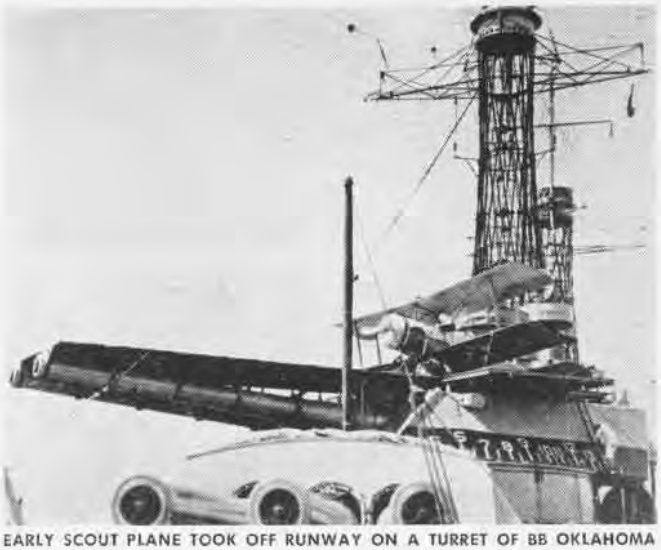
'NEWS' AIMS TO BOOST RESERVE

Now, as throughout its life, the NEWS aims to supply the fleet and Reserves with the latest developments, news on survival and technical advances, of naval aviation. Its mission is to save lives and dollars for the Navy and its pilots by passing on valuable techniques, ideas and data. As a clearing house for accomplishments of squadrons, carriers and air stations, it makes this worthwhile information available to other who can save a few dollars, or their own lives, by adapting it to their own use.

According to VAdm. T. T. Craven (Ret.), the Navy's first director of aviation, the need for the NEWS was felt during World War I when the Navy had seaplane bases on the French coast.



OLD NC-4 BOAT WAS JUST BACK FROM EUROPE WHEN 'NEWS' STARTED



EARLY SCOUT PLANE TOOK OFF RUNWAY ON A TURRET OF BB OKLAHOMA

"Those interested in the creation and operation of centers spread along the Atlantic coast of that country suffered from the lack of information regarding the development of materials as well as of operations," Adm. Craven said.

"On our return to Uncle Sam's domain, some decided that here a systematic plan should be prepared that would indicate the correct path for an infant in the field of transportation.

"The *Daily News Bulletin* helped to lessen confusion and to stabilize effort. NAVAL AVIATION NEWS is a continuation and an amplification of the ideas brought westward in 1919 for the development of an infant. Today your publication is recognized as one that will be widely read and the importance of which will increase constantly."

For 30 years, the NEWS has been publishing the big things that happened in naval aviation. The little things, too, it told about because they were interesting and served as spice for the important but less-readable technical ideas BUAER wanted to put across to its fliers. It was a morale builder as well as a teacher.

During those 30 years, too much has happened in naval aviation to be briefed, even, in these pages. We have selected a few key years since 1919 and gleaned from the bound volumes of the NEWS highlights and "lowlights" reported in its columns. Some of the men mentioned are admirals now but they were junior officers then and did the same exuberant or dangerous things today's aviators do. Men do not change much, deep inside.

Let's open the first volume and see what naval aviation was doing in 1920, as reported in the *News Bulletin*:

The very first item in the first edition of the publication reported this incident: "The following inquiry has been addressed to the Secretary of Navy: 'Can you put me in touch with someone who can give me some information in regard to the balloons formerly used by the Government. I am planning to preach the Gospel from one by use of a megaphone'."

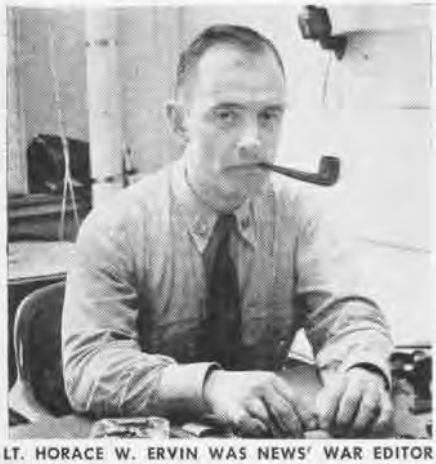
The famous NC-4 was just back in the U. S. from her triumphant first flight across the Atlantic and receiving the plaudits of the country at various cities.

In its third issue, the *Bulletin* ruefully reported the Army had secured three Navy blimps and three from England, giving them 12 total. "With the completion of these transactions, leadership in lighter-than-air in this country passes definitely from the Navy to the Army," it commented. Today's LTA is all Navy.

The Navy was busy selling its HS-2-L flying boats, H-16 boats, Hall Scott motors and other war surplus. It discontinued its traveling recruiting parties "in view of the fact that a very undesirable class of recruits has been picked up."

After 15 days of making carbon copies of the *News Bulletin*, the editor tired of that and mimeographed it.

MRS. HANCOCK, NOW WAVES' HEAD, FIRST ED

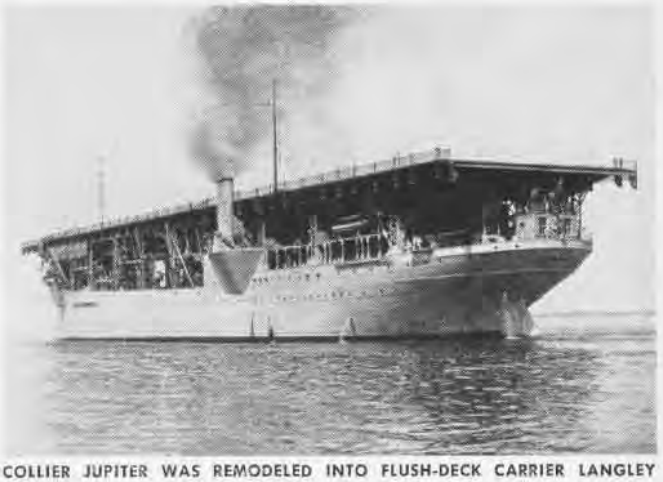


LT. HORACE W. ERVIN WAS NEWS' WAR EDITOR

LCDR. W. R. RICHARDSON TOOK ERVIN'S PLACE

LCDR. SCHOENI, EDITOR OF NEWS SINCE 1946

AEROMARINE WITH HOOKS ON UNDERCARRIAGE LANDS ON LANGLEY DECK



COLLIER JUPITER WAS REMODELED INTO FLUSH-DECK CARRIER LANGLEY

NAVY GETS FIRST CV, LANGLEY

THE SECRETARY of the Navy on 21 October 1919 ordered conversion of the collier *Jupiter* into the Navy's first plane carrier, the *News Bulletin* reported. It was named the *Langley* in 1922. The King of Belgium visited the U.S. and the Navy flew two seaplanes to Annapolis. "It is hoped he will express the desire to ride in a seaplane," the paper said.

The Navy was Congress-minded in those days, too. Said the *Bulletin*: "The attention of the House and Senate Naval Committees has been invited to the propaganda appearing in the press in regard to the United Air Service and to the fact that the Navy's point of view should be heard in this matter before legislation is enacted."

Trying to find peacetime jobs to do, the Navy contacted the Forestry Bureau, Bureau of Fisheries and the Coast and Geodetic Survey "to see in what way naval aviation may assist their activities." The NC-4 averaged 54 knots going from Pensacola to Memphis, taking 9 hours and 33 minutes. The *N. B.* commented "it is believed that the duration of the flight, for the number of passengers carried (12) constitutes a record for seaplane." Today's F2H's could make it in an hour.

LT. AL WILLIAMS SET SPEED RECORD IN 1928

One of naval aviation's worries in 1919 was hydrogen leakage in its dirigibles. Washington Navy Yard tested an "adjustable pitch propeller" on a Hispano Suiza engine and reported it worked satisfactorily.

Maj. A. A. Cunningham, the #1 Marine aviator, laid out a landing field at Parris Island, S. C. The French Minister of the Navy wrote a letter of thanks to U. S. Navy pilots who helped lick the German U-boat menace. Capt. T. T. Craven, Navy's director of aviation, went to Key West to talk the railroad company into giving land for a plane landing field. Railroaders, the *News Bulletin* reported, were "not interested in assisting commercial aviation between Key West and Havana." He found the air station at Key West badly wrecked by a hurricane.

TRIPLANE ENGINE TRICKY

At NAS ROCKAWAY, a Kirkham triplane seaplane was tried out. The *News Bulletin* said its gas supply cut off every time the nose went up during the takeoff run and started again when it dropped. A "reliable source" in Japan told the Navy the Japs had developed a "depot ship for airplanes from which planes can be launched from the deck by using hydraulic power."

Bureau of Steam Engineering was studying the Alexander Graham Bell hydroplane with 71 mph speed. In those postwar days, Navy planes were used at San Diego and Norfolk to spot schools of fish for commercial fishing ships. On one flight, a pilot reported seeing four individual sardines from the air and that "this fact convinced him that the aerial fish patrol will be of the greatest possible value to the fishing interests."

The fact the Navy had no aircraft carriers in its 1920 budget caused BUAER to invite the attention of the Chief of Naval Operations to the oversight. "This matter is serious. The admiral is giving it his attention," the publication reported.

Four Congressmen, including F. A. Britton of Illinois, went for a ride in an airship at NAS HAMPTON ROADS. However, the pilot, because of the extra weight and downdrafts, couldn't get the airship off the ground. He "threw over four sandbags," the *N. B.* said, "but couldn't get at the others as the Congressmen were standing on them." The Navy began experimenting with helium to replace hydrogen in airships.

ONE PLANE MAKES A SHOW

Today's air shows see hundreds of Navy aircraft participating, but back in 1919 things were different. Said the *Bulletin* on 8 April 1920: "The request of NAS SAN DIEGO to send one F-5-L seaplane to the San Francisco Aeronautical Show has been approved." A *Bearcat* today climbs 10,000 feet in 100 seconds. In 1920, Navy Trial Board flew the Aeromarine flying boat to 3,200 feet in 10 minutes. Its speed ranged from 47 to 73 mph. The Shreveport post office refused to accept some steel cylinders containing helium gas for the Navy because they looked like "Bolshevik bombs."

Up at the national capitol, the Senate after two hours hot debate cut out a clause in the Army appropriation bill turning all naval air stations over to the Army.

Apparently the Navy didn't think aviation was here to stay in 1920. The *N. B.* reported SecNav had disapproved a permanent telephone system for NAS SAN DIEGO. Lt. Louis T. Barin (Barin Field) was killed at San Diego when an Army plane landed on top of his plane on the runway, the prop fracturing his skull.

A new system of navigation got a tryout by naval aviation in 1920 and passed

with flying colors. An F-5-L flew 94 miles out to sea, using a radio compass to home on the USS *Ohio*. It returned to Norfolk, navigating by radio compass on signals from that base. "It is considered that this marks an epoch in naval aviation and increases the value of aviation for naval purposes inconceivably," the editor of the *Bulletin* predicted.

That same year, for the first time in the Navy's history, actual setting of the sights of ships guns was controlled by officers of the Airboat Squadron. "That is, spotting by aircraft has been accomplished. This marks the beginning of a new era in our naval gunnery."

1930—

Aircraft Squadrons, Asiatic Fleet, reported it sent a plane out on 1 April 1930 to find a sloop stolen by a Manila civilian. Catching the sloop 20 miles from Corregidor, the plane landed. The thief jumped overboard but could not swim ashore, so was picked up and flown back to jail in the rear cockpit.

In Hawaii that year, NAS PEARL HARBOR complained that "Luke Field, the Army flying field, across the way has 'talkies' three times a week which draws heavily on Air Station personnel and money."

Aircraft Squadrons, Battle Fleet, made a tour of East Coast cities, putting 150 planes in the air, largest single flight ever undertaken in the East. They had trouble getting enough gasoline at private fields where they landed.

Over Anacostia in June, 1930, the dirigible *Los Angeles*, as a feature of Curtiss Marine trophy race, released a glider piloted by Lt. Thomas G. Settle. Lt. Cdr. Charles A. Nicholson gave a demonstration of hooking a plane to a dirigible while in flight.

Up at Valley Stream, Long Island, the Naval Reserve Aviation Base reported the naval aerial fleet which visited a few weeks ago blew up a terrific cloud of dust, ruining several new paint jobs on nearby houses.

On 4 June 1930, Lt. Apollo Soucek climbed to 43,166 feet in the Wright *Apache* plane, establishing a new world's altitude record. NRAB VALLEY STREAM reported "Nature has not only smiled on us but actually laughed out loud. On the field grass is four inches high." Lt. J. J. (Jocko) Clark flew RAdm. W. A. Moffett, chief of BUAER, to Hampton Roads in an 02U-1.

Floyd Bennett field was dedicated by RAdm. Byrd on 28 June but because no planes could land due to seeding operations, a three-plane delegation headed by Lt. R. F. Whitehead came down in a nearby sand lot. The planes later welcomed the famous *Southern Cross* and pilot Kingsford-Smith at Roosevelt field.

MARINES AID QUAKE VICTIMS

Down in Managua, Nicaragua, following the disastrous earthquake, the Second Marine Brigade's planes were doing mosquito dusting with Paris Green. Lt. A. M. Pride went for a ride in a civilian glider at Virginia Beach, the *News Letter* reported. When turned adrift by the tow automobile he felt that he was in a stall. He nosed over quickly and landed.

A couple of lieutenant commanders named Charles E. Rosendahl and Mark Mitscher reported to BUAER planning division. A third, F. D. Wagner, flew an F2B-1 to Chicago to arrange for Navy participation in the National Air Races.

Those acrobats of the air, the *Virginia Beach Sea Gulls*, were going to lash their seven NY's together and do loops and stunts for the Virginia Press Association. They were unable to because someone had used all the cables to moor the ships coming alongside the piers.

LT. SOUCEK SET ALTITUDE RECORD IN APACHE

Weather was bad up at Valley Stream, L. I., forcing Lt. Frederick Priestman, Ens. Harry Sartoris and Hays Browning to stay overnight at Poughkeepsie. Lts. Seligman, Ring and McQuiston got back to base "after a rather pleasant evening in New York, tired but satisfied" and flew their 03U's westward to San Diego. Out in Seattle, the NRAB turned out en masse to wish bon voyage to Lt. Cdr. John Dale Price, the CO, who sailed for Asia duty.

Priestman, Sartoris and Browning welcomed the French trans-Atlantic fliers Coste and Bellonte, diving their trainers to keep up with the *Question Mark*. On landing, the French plane taxied to the Navy hangar while impatient reception committees, clamoring cameramen and 12,000 spectators waited across the field.

That fall, Amelia Earhart flipped her Lockheed *Vega* over on its back at NAS HAMPTON ROADS when she applied brakes too quickly. Lt. Pride flew her back to Washington the next morning in a T4M.

FREE BALLOONS OCCUPIED BIG NICHE IN EARLY AVIATION WITH NAVY


ONCE DIRIGIBLES WERE THE BIG INTEREST AS NAVY TURNED TO AIR

HOOKING SPARROWHAWK ONTO MACON TRAPEZE IN MIDAIR TOOK SKILLFUL FLYING BACK IN 1933

PINWHEELS JOIN THE AIR NAVY

BuAer officials flew the Pitcairn-autogyro at Anacostia "without the slightest difficulty since it is practically impossible to get into trouble," the *News Bulletin* reported "It is rather surprising for pilots accustomed to high speed (?) planes to come in for a landing and have the plane come to a dead stop in midair."

Those Marine "Tumble Boys," Lts. W. O. Brice, A. W. Kreiser and Parmelee went to Trenton for the All-Eastern States Air Races. Out at Pearl Harbor, three Army fighters were to fly from Oahu to Hawaii with two Navy patrol planes for guides. The Army pilots forgot to follow their Navy helpers and got lost over the ocean. The Navy finally found them and guided them to terra firma.

Lt. A. P. Storrs brought a Haitian burro back to U.S. in a Navy plane and caused the Dept. of Agriculture to put out a stern note against importing animals in airplanes.

PILOT CLIPS HANGAR POLE

A certain lieutenant apparently liked to fly low as well as high. NRAB Long Beach reported it had installed a 30' yard arm on the hangar tower "to replace the one recently taken down by Lt. Apollo Soucek. The new one will not be so easy of access for pilots to shoot at, and the first plane that connects with it will have to be gathered up with a hand rake," the *Daily Bulletin* reported sternly.

Gleefully reported was the episode of the R.A.F. mech who rushed out to pull dying men out of a burning plane. Burrowing into the fuselage, only his wriggling posterior was showing. A flight surgeon, armed with hypodermic, thought he was one of the injured and administered a big shot of nerve-quieting dope in his rear end to quiet his struggles. The hospital corpsmen couldn't figure how they had one more survivor in the ambulance than there were crew members.

Today's jet pilots with the gasoline-gulping engines will enjoy the story about the Pensacola student who ran out of gas, landed on a highway and flew home again on three gallons of gas borrowed from a passing truck.

1940 —

Still mimeographed but coming out twice monthly with beautiful formation flight photos on its offset cover, the *BuAer News Letter* in 1940 began reflecting the nearness of war with Germany and Japan. It still found time, however, to talk about the homely little things of wardrooms and hangars.

VF-4's pilots, based at Guantanamo, Cuba, reported the dust situation on runways was so bad they had to make instrument take-offs at times. VMF-3 complained from St. Thomas, Virgin Islands, it had been flying amphibian planes a year and had never made a water landing or take-off.

BuAer spent its time advising pilots, via the *News Letter*, how to avoid bombs dropped while side slipping or how to fill out voluminous reports required from a squadron. Paper work was catching up with the fly boys. *Wasp* pilots hollered for an overcoat suitable for wearing with aviation greens.

VP-53 was intrigued by a collapsible rubber boat powered by an outboard motor that was launched from a visiting XPBS to serve as an "Admiral's Barge" for plane crew. It wondered whether the passengers could stand up to return a salute without falling overboard.

The Navy's newest mystery plane, a giant patrol bomber amphibian (so headlined by Washington, D.C., papers) arrived at Anacostia—it was a PBY-5A with Lt. C. E. Giese as pilot. Dismantling of the dirigible *Los Angeles* was completed at Lakehurst. Wartime "hurry up" was beginning to bother A&R at Pearl Harbor, trying to overhaul PatWing Two's planes, with 60% of its allowance. BuAer recommended using smoke pots instead of wind socks on air stations to indicate wind direction.

VP-14 complained its designation had been changed so often they wanted zippers on their insignia and a roulette wheel for a squadron emblem. They had to throw away a year and a half's supply of stationery—all printed with their old squadron number.

SEC. INGALLS, ADM. TOWERS FLY IN AUTOGYRO

The USS *Marblehead's* aviation unit reported from Asia its ordnancemen used native outrigger canoes to carry targets and target boards for gunnery practice. NAS Norfolk reported triplet seamen second, Abraham, Isaac and Jacob Taylor, aboard and wondered about a three-seater airplane or triple-gun turret for them.

SMALL CONSOLATION FOR MEN

From the *Lexington* came the following sour-grapes item: One of the advantages of going to sea is that you don't meet female guests while you are running around BOQ hallways dripping from a shower, clad only in a towel. VP-33 at Coco Solo acquired honey bears, boa constrictors and monkeys for pets. Fighting Four on the *Ranger*, on North Atlantic sub patrol, wanted to know why it couldn't have neat-appearing winter flight suits like the Air Force.

A VSB on the *Lex* landed so hard it jarred a light bulb out of its socket in ship's service. Reserve Base at Oakland, after seeing students try to land from all direction at once when variable winds wafted smoke pots smoke in several directions, abandoned pots for wind socks.

A Pennsylvania girl, 16, imbued with

LCDR. RADFORD AND CAMERAMEN OF THE 1929 AERIAL SURVEY PARTY

CDR. RODGERS, MATES SAILED THEIR AIRPLANE 450 MILES TO HAWAII

patriotism, wrote Pensacola to see if they would take female aviatrix students. The *News Letter* carried a cartoon of a Reserve pilot looking at his cluttered instrument board, saying: "Flying these jobs ought to be easy. I used to be a meter reader." The Navy was beginning to get a lot of ex-meter readers as war came nearer.

NAS JACKSONVILLE agreed to let a farmer graze his cows on part of the station, in return for the use of the resultant manure for fertilizing lawns.

The June 1940 issue of the *News Letter* contained an item from Oakland about an A. W. Bright, S2C, who was catapulted from the rear cockpit of a trainer from 1,000 feet, caused by forgetfulness in fastening his safety belt. He parachuted to safety, to join the NAVAL AVIATION NEWS staff after the war as Flight Safety editor to write about other guys doing the same thing.

BOAT BOYS GET SNOOTFUL

Highlights of a San Diego-to-Coco Solo hop by six VP-14 P2Y-3's was the Mk 1 stench of dead shrimp at Magdalena Bay, Baja Calif. and the local Mexican health authorities who offered to health-inspect the planes for $25 apiece. The *News Letter* reported NAS QUONSET POINT "is rapidly emerging from a hilly and swampy New England. NRAB MINNEAPOLIS ordered seven sets of skis for N3N winter flying. BUAER looked into a report German aviators were releasing green dye in the water to make it easier for planes overhead to spot them. "The idea sounds practical," it said.

That year the U.S. acquired bases at Bermuda, Bahamas, Jamaica, Antigua, St. Lucia, British Guiana, Newfoundland and Trinidad. Some are still being used by the U.S. VF-2 got some new Brewster F2A fighters and heard bystanders at Salt Lake City say: "Naw, they ain't Army planes. They're too fast. They must be some of them new Navy fighters."

The *News Letter* finished up 1940 with a story about two English planes that became locked together, one atop the other, after a midair collision. The pilots got out of both safely after bringing the "Siamese Twins" in for a landing.

Throughout the war years, the NEWS devoted itself to training of aviators and aircrewmen and carried few items with names. Its aim was to give them all the information possible on survival at sea, on how to avoid the stupid errors that pilots seem to make over and over again. It presented technical items sent in by squadrons, of ideas they found time-saving and dollar conserving.

Those same things are presented in today's NEWS, but the ban on using names has been removed and the magazine today tells the interesting things that squadrons and carriers are doing. In May, 1947, another milestone passed for the NEWS when its first edition aimed for Reserves was published. The NEWS still publishes its "Restricted" edition, but the new issue contains additional news of Reserve activities. For the first time, also, the NEWS was available by subscription to anyone who wanted to keep abreast of what naval aviation was doing. Subscriptions are handled solely by the Government Printing Office, Washington, D.C.

The ensigns and lieutenants whose names appeared in early issues of the NEWS are today's admirals, running the Navy's big aviation branch. Although the early ranks of naval aviators have thinned out, the #3 pilot, Adm. J. H. Towers, is still active in aviation. Retired, he is connected with Pan American World Airways. Many of the other early aviators, too, have been retired from active duty since the war and are engaged in commercial aviation in various capacities. Their places have been taken by others and tomorrow's admirals are flying SNJ's at Pensacola today. Who knows, tomorrow they may take basic training in jets? Naval aviation, as always, is looking ahead.

HELLCAT ON CARRIER DECK TYPIFIED NAVAL AVIATION OF WORLD WAR WHICH LICKED THE JAPS

GRAMPAW PETTIBONE

One For the Books

A pilot with 1550 hours of flight time and more than half of it in *Corsairs*, took off on a cross country flight from NAS NEW ORLEANS to MCAS CHERRY POINT.

Due to a mechanical failure of the landing gear he knew that he would have to make the flight with the wheels in the locked down position.

His first stop was at Maxwell Field, Alabama, after a flight of one and a half hours with a power setting of 2000 rpm and 30".

When the plane was refueled, the mechanic stated that it took only 80 gallons. The pilot watched the mech as he put the gas in, but did not check to make sure the tank was full. He accepted the fuel consumption figure of 80 gallons and planned the remainder of his flight accordingly.

He cleared for MCAS CHERRY POINT estimating 3.2 hours enroute. His departure time from Maxwell Field was at 1810 CST which meant that at least the last half of his flight would be at night. He states that his gas gauge read "over 200 gallons at take-off" but that he believed the tank to be full. He continued to cruise at 30" and 2000 rpm.

About 60 miles northeast of Florence, S.C., the fuel warning light came on, indicating that there was approximately 50 gallons of gasoline left. The pilot realized that this was not enough to enable him to get to Cherry Point and reversed his course for Shaw Field which was nearly as far away. At 2037 CST he was given a steer by Shaw Homing, and 13 minutes later he passed over a town which he identified as Florence, S. C.

Realizing that he would be unable to make Shaw Field he asked to have the runway lights turned on at Florence, so that he could locate the airport. Before this could be accomplished, he ran out of gas and was forced to abandon the plane at an altitude of 1300 feet. He parachuted to safety, while the *Corsair* crashed in a cotton field about two miles from the municipal airport at Florence.

Grampaw Pettibone says:

This is one for the books. It reminds me of the story of the farmer who was trying to tell a stranger in town how to find the post office and after several false starts ended up by saying, "Hell, feller. You can't get to the post office from here."

For with the power settings he chose and the wheels locked down, he simply couldn't get to Cherry Point with a safe margin of fuel.

Although this pilot had permission to fly the *Corsair* back to Cherry Point with the wheels locked down, I doubt very much that the people who authorized this expected him to do it at night.

Surely, he should have known that an F4U would burn more than 80 gallons in the flight from New Orleans to Maxwell Field at power settings of 30" and 2000 rpm. With these settings he should have anticipated a consumption of about 115 gallons in an hour and a half flight.

With 950 hours in the *Corsair* he should have known that higher manifold pressure (34") and lower RPM gives more mileage than the setting he selected for his estimated flight of 3.2 hours to Cherry Point.

When his warning light went on, he still had a couple of good outs, assuming that he knew his approximate position. Since he was just about half way between Shaw AFB and Cherry Point, his estimate that he could not make the latter should have eliminated the former as an alternate. At the time his warning light went on he could have landed at Pope Field or Wilmington, N. C., either of which was within easy range.

It pays to take an occasional look at the handbook, and to do some sensible flight planning, particularly when you plan to operate a plane under conditions that are different from the ones you are accustomed to.

Knock, Knock, Who's There?

Ever hear of an intentional mid-air collision?

Two Marines took off in their F4U's for a scheduled instrument training flight with one pilot assigned as student and the other as instructor. The instructor, who was to fly the chase plane, states that he did not have time to brief the students thoroughly due to the rush of getting out on time. Neither pilot had occasion to use his radio while on the deck, and one of the items that was not covered in the briefing was the possibility of radio failure.

When the pilots got into the air they shifted to channel number four but did not check their radios immediately due to the volume of traffic on that frequency.

When the instructor did call the student for a radio check, he received no answer. He then flew alongside only to discover that his student was already under the hood.

By this time the student was climbing out of the field area on a heading which would take him out over the Atlantic Ocean and directly into the aerial gunnery area. Other planes were in this area preparing to start their firing runs. The instructor pulled ahead of the student and attempted to lay down enough slip stream to get him to come out from under the hood.

When this didn't work, he decided that it would be best to fly up and tap the student's wing tip. After several unsuccessful attempts at hitting the wing tip, the instructor finally came up under the student's right wing and tapped what he thought was a light blow. The student immediately came out from under the hood and both planes returned to base.

The wing tap was somewhat harder than had been anticipated. Both planes required minor repairs.

Grampaw Pettibone says:

Just about the time I think I've heard all the reasons for busting up airplanes along comes something new. Let's see, read what this fellow's Commanding Officer had to say. It's worthwhile remembering:

"Standard Operating Procedure within this squadron governing safety precautions for instrument training flights in F4U type aircraft requires the instructor to make a radio transmission to the student at least once every three minutes. If the student fails to receive a call at the end of this interval, he is required to lift his goggles or hood.

"In the event the instructor cannot contact the student in the face of oncoming danger, the emergency signal is for the instructor to fly in front of the student and give him "prop wash." This is the signal for the student to raise his goggles or hood immediately.

"It is believed that if the instructor had briefed his student properly as to the above procedure, this accident could have been avoided. Having by his failure so to do, permitted his student to get into a potentially dangerous situation, the instructor displayed good judgment and presence of mind in adopting the means of attracting the student's attention which resulted in the accident. Both of the above factors will be taken into consideration in marking Lt. ————'s next report of fitness."

Dear Grampaw Pettibone

You must have written up the weather problems in the August issue before you had your morning coffee. In the first problem you didn't give the height of the lower scattered clouds, and in the second problem you didn't indicate the means by which the ceiling height was obtained.

I notice that a good many pilots have difficulty reading the weather reports as they come off the teletype, so why not run a similar problem each month?

Sincerely,

—— —— Lt., USNR.

Grampaw Pettibone says:

Don't let any one tell you that you can put anything over on the Navy's rain-makers.

Many thanks to you and all the other sharp eyed weather-folk who wrote in about these omissions . . . and for the ONE PILOT who wrote in . . . a great big rousing cheer (I'm still wondering if an aerologist didn't tip him off).

Just to keep the record straight here are the corrected problems and answers. If they're not right this time I've got a Chief Aerographers Mate who checked them for me and he's going to eat all of next months "fan mail."

ORF W5⊕2⊙21/2VR-H 177/75/74-14/
ØØ4/PRESFR VSBY VRBL 2 TO 4

PHL S2 Ø8Ø8E M17⊕⊙1Ø /1Ø/E12Ø⊕ 9-⊙

Answers:

NORFOLK—Ceiling indefinite 500 feet overcast, 200 scattered, visibility 2½ miles variable, light rain, haze, sea-level pressure 1017.7 millibars, temperature 75, dew point 74, wind from the East 14 miles per hour, altimeter setting 30.04, pressure falling rapidly, visibility variable 2 to 4 miles. PHILADELPHIA—Special number two, time 0808 EST, measured 1700 feet broken, with higher overcast, visibility 10 miles, wind from northeast 10 miles per hour. Higher overcast estimated 12,000 feet, thin scattered at 900 feet.

Don't Do This!

The pilot of an FH-1 inspected his plane before his third familiarization flight. He was assisted in this check by the plane captain and both noted that the wheel well doors appeared to be locked down. Neither actually made a manual check to see that the doors were locked down.

Shortly after take-off the pilot noticed that his landing gear indicator remained in the unsafe position and showed that the starboard wheel had not come all the way up. Subsequent events indicate that the wheel well door had not been locked down prior to take-off, and that the slipstream blew it up during the take-off run. The door thus prevented the wheel from fully retracting.

After gaining some altitude and speed the pilot noted that the circuit breaker for the starboard gear had popped out, and assumed that this was the cause of his difficulties. LEAVING THE LANDING GEAR SWITCH IN THE UP POSITION, HE HELD THE CIRCUIT BREAKER IN TO SEE IF THIS WOULD BRING THE WHEELS UP!

This action burnt out the actuating motor for the starboard gear, rendering useless all further efforts to raise or lower that wheel.

The pilot dropped his belly tank and flew around until his fuel was down to approximately 400 lbs. He elected to make a landing with his nose wheel and port wheel extended and made a good approach and landing. The Phantom touched down at about 80 knots, and after a short run on the nose wheel, port wheel, and starboard flaps it began a turn to the right. The pilot held full left aileron and left brake, but the FH-1 turned about 300 degrees as it began to slow down.

Fortunately the damage was limited to the right inboard and outboard flaps, the wheel well door and the burnt out actuating motor.

Grampaw Pettibone says:

Holding in a circuit breaker when it wants to pop out isn't quite as dangerous as lighting a match to look inside a gasoline tank, but it's the sort of thing that can cause plenty of trouble. A circuit breaker is really nothing more than a fuse that can be easily reset.

At home, if your wife burns out a fuse trying to run the washing machine, waffle iron, and vacuum cleaner all on the same circuit, you usually disconnect something before putting in a new fuse. If you don't do this, you're still not in too much trouble because it will just blow out again. Leaning on a circuit breaker in an airplane is a different matter. That's like jamming a penny in the fuse box at home and saying—"to heck with the wiring!"

In this case the smart thing to have done would have been to return the landing gear switch to neutral or down before resetting the circuit breaker in the airplane.

Dear Grampaw Pettibone:

A Navy pilot recently cleared IFR in a single-engine airplane and after becoming airborne and on instruments, found that his gyro horizon had failed and had become completely inoperative. He returned to his base on partial panel and landed. For this he was reprimanded by a senior officer who said he should have continued the flight on the needle and ball. It is requested that information be published as to whether such is now the general policy of the Navy.

It is also requested that information be published as to whether it is now considered proper to proceed through known or anticipated icing conditions with and without de-icing equipment.

LCDR., USN.

Grampaw Pettibone says:

The basic peacetime policy regarding aircraft operations is well stated in a message from the Chief of Naval Operations to all Aviation Activities Ashore and Afloat (4 September 1945) which is quoted below:

"ALL AVIATION COMMANDS ARE REMINDED THAT SAFETY OF PERSONNEL AND CONSERVATION OF EQUIPMENT ARE OF THE UTMOST IMPORTANCE IN THE PLANNING AND EXECUTION OF PEACETIME FLIGHT OPERATIONS. THEY SHALL BE STRESSED ACCORDINGLY."

Although this has been restated and reemphasized in subsequent directives, its substance has not been modified to my knowledge.

As to the decision to return to base following the failure of the gyro-horizon while on an IFR plan, no one is in a better position to make this decision than the pilot involved. Nobody else, for example, is quite so likely to know whether or not the pilot *can* fly safely on needle-ball. A lot of old timers who learned their instrument flying before gyro-horizons were standard equipment, might feel, and might be, competent to continue the flight under the conditions you mentioned. Anyone who makes his living studying aircraft accident reports will tell you that this is not true for all pilots.

As regards your question on flights into known or anticipated icing conditions, the answer is given in ACL 46-49, a portion of which is quoted below:

"2. No flight shall be made through known or anticipated atmospheric icing conditions unless the airplane equipment provides adequate equipment against icing, or the altitudes assigned permit ice level circumvention."

GRAMPAW PETTIBONE SAYS

Your head may be shaped like a hub cap
But that's no sign you're a "WHEEL."

Reserves Checked in FH-1s

Fourteen Pilots Get Word on Jets

VMF-122, CHERRY POINT—Fourteen Reserve Pilots were checked out in FH-1 jet aircraft in a 10-day training period at this fighter squadron. Following a ground indoctrination in the new jet fighter, each pilot clocked in ten hours of flight time.

The syllabus consisted of three familiarity hops, one altitude and ZB homing flight, one section tactics at altitude, one division tactics with dummy gunnery, one division tactic and strafing hop, one instrument run and one instrument chase.

Only one accident involving major damage occurred during the course when one pilot attempted to land with his wheels up.

Twelve Reserve squadron commanders, four Marine air detachment commanders and three MARTCom stag officers were also checked out in the FH-1.

Eagle-Eyed Pilot Scores

VF-112 Competition Produces Marks

VF-112—During recent gunnery practice at El Centro, Lt. (jg) John P. Stecker compiled what is believed to be a record for fighter bombing by establishing a 22′ average error for eight bombing runs.

During the competitive exercises, the squadron with its F8F-2's made a 61′ average error in glide bombing, using Mk 47 miniature bombs, a 40° glide angle and an air speed of about 360 knots.

F2H Reaches 52,000′ Height

Photographs Capital from 48,000′

The second highest photograph taken from a piloted plane anywhere in the world appears on the inside back cover of this month's NEWS. It was taken by Lt. (jg) Hugh J. Tate from NATC PATUXENT RIVER, flying a standard F2H Navy fighter equipped with a new CA-8 cartographic camera over Washington, D. C.

The picture was taken from 48,846 feet altitude, although Tate had his jet up to 52,000 feet. An undercast forced him to descend so he could get a clear sharp picture of the nation's capital. A British *Vampire* jet, in a test flight, went up to 59,000 feet, a world's record for piloted aircraft.

A few days later, Lt. (jg) Frederick C. Turner, also of Patuxent, went up over Washington in an F2H and shot photos of it from 51,089 feet, the highest aerial picture ever taken from a piloted plane.

Tate's photographs covered a 120-square mile area of the capital on a $9\frac{1}{2} \times 9\frac{1}{2}$-inch negative. The cartographic camera, developed by Fairchild Camera and Instrument Corp., is equipped with a Bausch & Lomb f 6.3 lens. During the war, Tate, son of RAdm. Jackson R. Tate, (Ret.), served as a VF pilot on the *Belleau Wood*.

His high altitude flight dispels any doubt that Navy jet fighters can operate at extreme heights against enemy bombers. The cartographic camera was especially developed for the Navy for the making of accurate charts and maps. Since the war it has been used widely for aerial surveys of Alaska, Labrador and various Latin American countries.

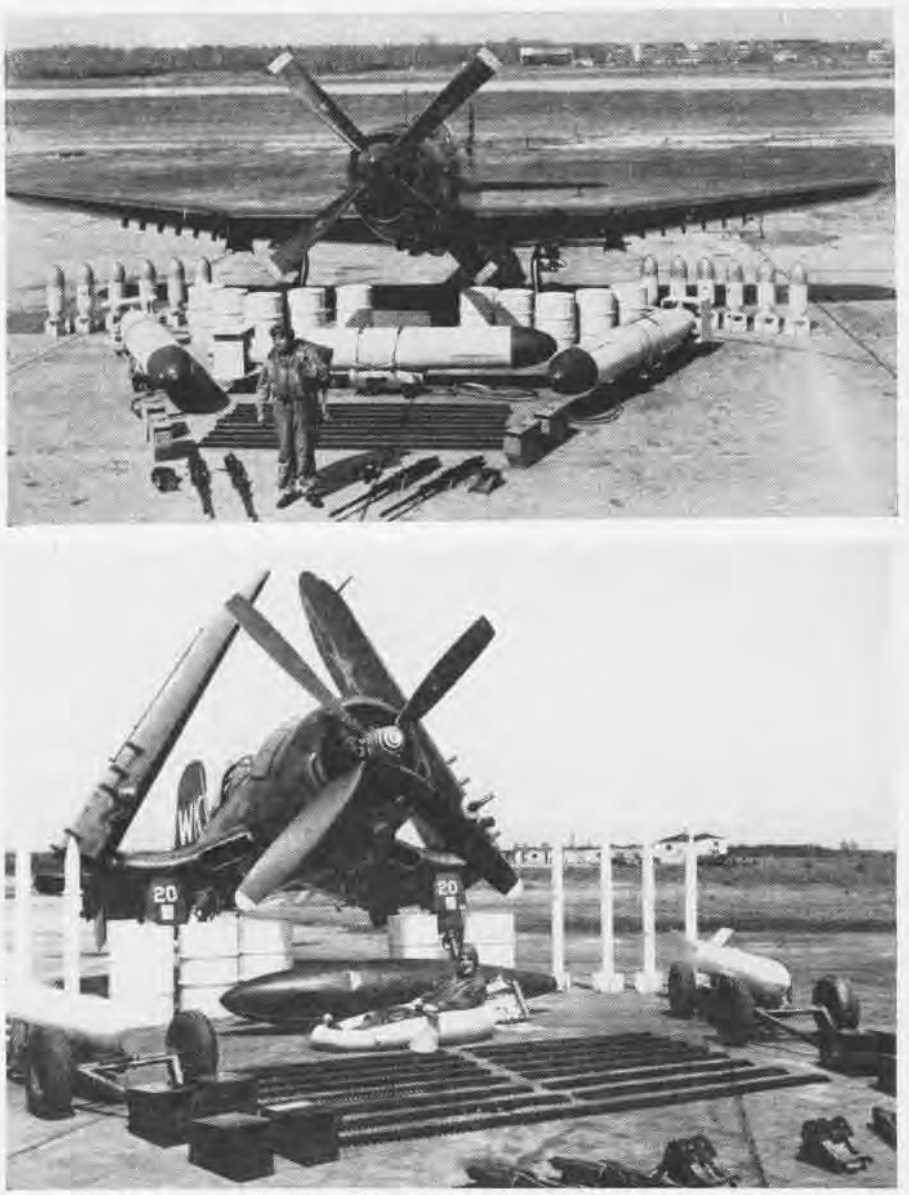
Mariner Gains New Height

Saipan Squadron Climbs 26,200 Ft.

When a PBM, normally considered a low altitude plane, climbs to 26,200 feet with a combat load, that's news.

Patrol 46, based at Saipan, accomplished the feat in PBM BUNO 84648 on July 8 over the island. With a 45,000 lb. gross weight Cdr. R. L. Mastin the skipper took off with a crew of six. When he broke off the climb he was still making 150-200 rpm., IAS 115 K, TAS 180 K.

Squadron pilots now look at the old boats with a new respect now that it has demonstrated its high flying.



Firepower! *Destroyers have nothing on naval aircraft when it comes to throwing a lot of steel toward an enemy these days. Look at the two planes above, the AM-1 Mauler and a standard F4U-5 Corsair. The Able Mable took off recently with a gross of 29,332 pounds, largest load lifted by a single-engine plane. The photograph shows the three torpedoes, 12 bombs, guns, ammunition and gasoline, plus the pilot, which it lifted. Below, the Corsair packed two Tiny Tims, eight HVAR rockets, 20-mm. wing guns, ammunition, gasoline, drop tank, and someone in a life raft and exposure suit, who got himself in the Cherry Point picture also.*

CHAMPION DIVE BOMBING TEAM OF PACIFIC FLEET HAILS FROM VA-115

MAJ. QUILTY SHOWS TWO-POUND PRACTICE BOMB TO JET DIVE BOMBERS

VA-115 Dive-Bombing Champ

THE PACIFIC fleet's dive bombing championship today rested with VA-115 of San Diego, with Ens. E. F. Christiansen of VA-155 holding the individual championship.

Finals of the Fleet's competition were held 3 August at El Centro, Calif., and resulted in VMF(N)-513 winning second place and VA-155 third. Preceding this, eliminations were held at Alameda, El Toro and San Diego to choose finalists.

A sidelight of this competition, although not pitted against the above three teams was VMF-311 doing dive-bombing with their TO-1 jets. The Marines reported the jet plane was a capable dive-bombing platform and gave extremely accurate results.

Ens. Christiansen won his way into the finals by overcoming a handicap during the El Centro competition. When his *Skyraider's* fuel line developed a leak on the first run over the target, he borrowed an alternate plane and went on to score 90 percent of his hits in a 40-foot area.

Contest rules called for each pilot to make 16 dives from 15,000 feet at the circular target. Members of the championship VA-115 team were LCdr. W. H. House, CO of the squadron; Lt. E. W. Gendron, and Ens. D. L. Miller and W. G. Sizemore.

Members of the Marine outfit placing second were Maj. Robert L. Cochrane, Capt. Floyd C. Haxton, Lt. Benjamin A. Fornozini, and M/Sgt. Norman E. Payne, Jr. Besides Christiansen, VA-155's team included LCdr. Don Ely, Lt. Thomas H. Brown and Ens. Ivan R. Campbell.

VA-115 also had the honor of being declared the safest carrier squadron in the Pacific Fleet, flying 5,000 hours without serious accidents and only two minor mishaps. VF-112, commanded by Cdr. J. T. Lawler, placed second in the carrier type and VP-28, under Cdr. F. L. Curtis, won the patrol squadron safety award for the Pacific Fleet.

Lt. Col. Paul J. Fontana is commanding officer of the Marine jet squadron which put on a dive-bombing demonstration at El Centro. The jets used 50° dives, with dive brakes and made high-speed pullouts. Pinpoint accuracy was obtainable because of the lack of torque and vibration with the TO-1's. Bomb racks on the wing tips emphasized any lateral motion in the dive and lessened accuracy.

The dives were entered at 8,000 feet after a high speed approach from above that altitude. Speed at the push-over point was 220 mph and the throttle retarded to 70% rpm. The jet responded to the pull out much better than most conventional aircraft, the Marines reported, and was level in less distance when recovery was started at the same altitude.

ENS. CHRISTIANSEN HOLDS HIS GOLD TROPHY

The TO-1 is an excellent platform, they said, as there are no noticeable changes in trim at any speeds in the dive, except for the increase in pressure on the stick. This could be adjusted easily by elevator tab at the top of the control column, which never required the thumb to be more than half an inch from the releasing pickle. There were no changes in rudder or aileron trim or rudder.

It was only necessary for the pilot to put the plane in the proper dive angle, select the desired lead, and wait for the release altitude which would fix the desired slant range. On the first flights many pilots were completing their drops with an average radius of less than 100 feet. These pilots had done no bombing during the past year in this or any other type of plane.

The zooming ability of the TO-1 made it possible for six planes to make a total of 10 drops in a very short time. Fewer planes can drop the same number of bombs in the same time, since excessive time is not lost in climbing back. This was accomplished by raising the dive brakes over the target, turning the engine up to 96% upon completion of which the plane was in position for another 180° turn into the target. Marines in the picture above are Major Joseph F. Quilty, Jr., exec of VMF-311, Capt. William N. Case, Lt. Ray F. Connelly and Capt. John E. Hays. The second-place VMF(N)-513 team flew F6F's.

AND THERE I WAS ....

Plugging Along

AT THE Pensacola dispensary, a midshipman (NROTC) on a summer cruise, complained of persistent deafness of the left ear, present for more than a month. The duty flight surgeon asked him about the right ear. "No trouble at all," said the midshipman.

"Been flying?" asked the doctor.

"Yes sir, about six weeks ago I had a hop," the future officer replied.

"Hmmm—unilateral aero-otitis, subacute," thought the flight surgeon. "That's a bit unusual. Let's have a look at the ear."

Then the puzzle was solved.

"Guess you had 'cotton otitis'," the doctor chuckled as he removed a large plug of cotton covered with ear secretions.

"Gee, I remember putting cotton in when I flew! . . . Things sure sound louder now," said the middie, sheepishly, as he left.

Moral: Fouled plugs should be removed.

LCDR. PHILIP B. PHILLIPS, MC.
SCHOOL OF AVIATION MEDICINE
NAS PENSACOLA

Feet, Do Yo Duty!

IT WAS during the war and the composite squadron was stationed at Pasco, Washington.

The torpedo planes usually made their glide bombing runs on an old circular primary field some distance from main base.

In the center of the pitted field was a circle and a bullseye.

The actual size of the bullseye evoked a good deal of speculation from the TBF pilots.

There was no doubt it looked small from the air.

The guessing went on for several weeks. One slack day the SDO and a couple of idle pilots decided to meander out and settle the problem once and for all.

They arrived at the dusty site in mid-afternoon and, after picking their way through barbed wire and old N3N wingtips, arrived at the field and began pacing off the white circle.

"Hey," one of them said, stopping his pacing. "That's a funny noise."

"What noise?" asked the others.

"Listen!" the first one said.

They all stopped to listen, then slowly their agonized eyes were drawn magnetically to the clear blue skies overhead where a long string of TBF's were gracefully peeling off to drop their 100-pound waterfills.

There was some discussion later and it was generally conceded that if there had been a stopwatch handy, the four-minute mile would have been clocked there and then. As it turned out they would have been safer in the bullseye.

LT. (JG) BOB REILLY.
SUN VALLEY NEWS BUREAU
SUN VALLEY, IDAHO

Wha Hoppen?

VR-31 REPORTS it nearly was in for a lot of paper work.

Paper was stacked in the corridors, in the galley, in the engineering office, the storeroom and even outside the building. It all happened this way:

Ens. T. C. Waller, the supply officer, ordered 120 rolls of toilet paper for the squadron. Somewhere along the line a typographic error was made. Later that day a slightly confused and wondering detail of men driving trucks pulled up to the back door and dumped off 120 *cases* (one gross to the case) of the stuff.

It looked for a few hours like the squadron ferry pilots would be assigned additional duties selling toilet paper as they made their way across country.

Just What I Need!

IT ALL happened at the Ellensburg, Wash., Air Breakfast Show. Lt. (jg) G. L. Kearsey flew VR-3's hospital plane over for the 20,000 visitors to inspect.

At intervals throughout the day prizes were given to holders of lucky numbered programs—watches, radios, washing machines. Suddenly Kearsey's number was called to receive the feature prize of the day.

Breathlessly anticipating a gold-plated Cadillac or perhaps a key to Fort Knox, he strode to the announcer's stand to accept the top award. It was donated by one of the local flying schools. You're right. It was Lesson #1 on How to Fly—a 30 minute ride in a *Taylorcraft*.

The Quick Answer

DURING an inspection at NAS TRINIDAD, Capt. Jackson of the medical corps stopped before a colored mess boy.

"Do you have any dysentery here?" he asked.

Apparently thinking the doctor meant disinfectant, the steward replied: "Yassuh, we puts it in the watah once a week."

CDR. E. STERNLIEB.
NAVY DEPT.
WASHINGTON, D. C.

She's Nice, Too

A VR-8 PLANE commander operating from Rhein-Main, Germany, is having no end of trouble trying to explain to his wife back in the states just how it happened.

The weary airlift pilot was enjoying a few days of well-earned rest and relaxation in Paris when he sent his spouse a cablegram. With no consideration for future domestic harmony, the cable office casually dropped a letter from the text, so that the message to the stateside missus read: "HAVING A WONDERFUL TIME. WISH YOU WERE HER."

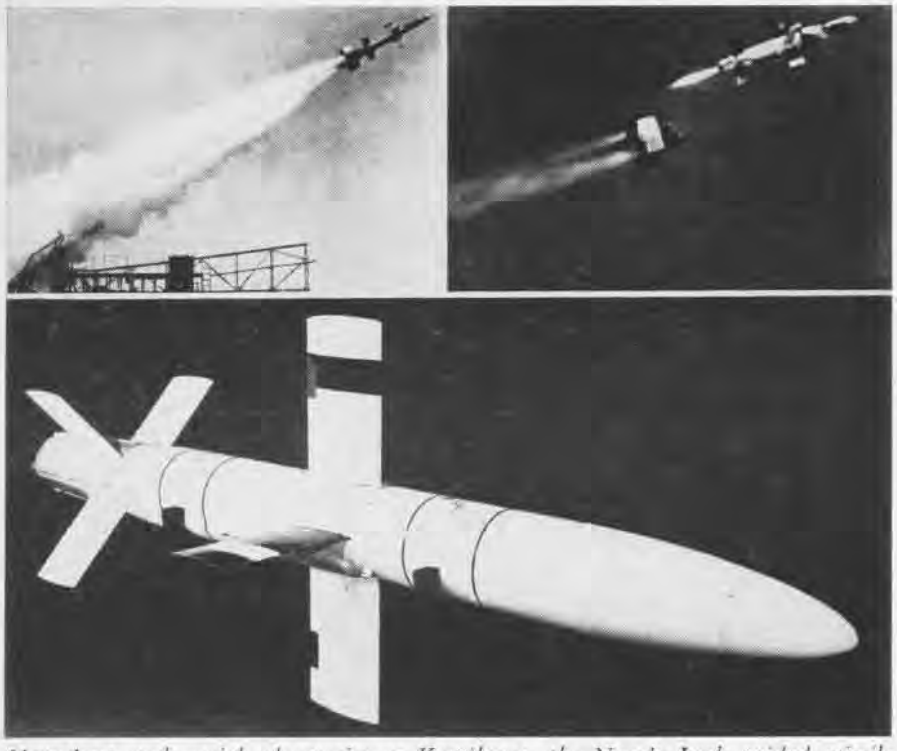
Going My Way?

RELATIONS between the Army and Navy Transport Service in the North Pacific area has always been on a cooperative basis. When one organization developed a back-log which could not be taken care of in a reasonable length of time, aid was requested from the other service.

One day an Army pilot stepped into the VR-5 Kodiak Detachment office and asked if there were any personnel going to Adak. The ATO was somewhat embarrassed to know that the Army knew about his immediate need for additional lift, but he lost no time in putting aboard his 31 sailor backlog.

The final embarrassment, however, was on the part of the Army. It seems they had neglected to brief the pilot on the fact that he was scheduled to pick up a load of Army Graves Registration personnel at Adak. Now they were still in Kodiak while the plane plus the Navy passengers was in Adak. Worse yet, although NATS was anxious to return the favor, for which it was deeply grateful, no NATS plane was due to leave Kodiak that day. So Army operations had to send another plane to accomplish the original task.

Unification—here we are.



Aimed at *such aerial adversaries as Kamikazes, the Navy's Lark guided missile shows itself in three phases in these newly-released photographs. Officially called the XSAM-N-4, the Lark is designed to intercept and destroy enemy aircraft before ship or shore targets can be attacked. It is liquid rocket fuel powered and has a twin-rocket booster assembly which separates in early flight, (upper right photo). The Consolidated Vultee missile has remote automatic control during flight.*

AIRPLANE BAILOUT TAKES TIME

OTHER squadrons may profit from the experience of VC-11 at San Diego in checking out its TBM-3W crewmen in bailing out of a plane in simulated emergency conditions.

The coverage of pilot bail-out problems in NAVAL AVIATION NEWS for November, 1948, prompted the squadron to make a small scale study of the problems of getting out of the "guppy." They found it was harder to do because of the cramped positions inside the plane, worse than other multi-place aircraft.

In addition to the pilot, the crew consists of a CIC-trained pilot radar operator and an electronics technician. These two sit side by side in the rear of the TBM-3W and have only one hatch through which to escape.

Beyond that, the picture is complicated even more by the technician's having to leave his seat to go forward in the plane to adjust the radar and associated equipment. If the technician is too large to wear the back pack and move around in the restricted space, he must remove his back pack while working on the radar.

He may use the quick attachable chest type chute and avoid this difficulty. Another problem introduced is communication. In event that the technician leaves his seat he must disconnect his headphones. To call him, the CIC officer must crawl forward and tell him to bail out. This of course is time consuming, but there is no other recourse no matter how urgent the bail-out may be.

LT. WADDELL TAKES DIVE FROM GUPPY'S EXIT

For this drill, a TBM-3W was checked in the hangar and had the tail jacked up to about the in-flight attitude. To catch personnel as they dived out of the plane, a trampoline, borrowed from the station gym, was placed under the hatch. While it is true that the lack of slipstream and personnel being prepared to get out as rapidly as possible introduced artificialities, the drill brought out some highly pertinent facts. The exercise accomplished, at least, the awakening of the crews to the fact that bail-out from the TBM-3W can be a time-consuming and critical maneuver.

Twenty-six separate bail-outs were made and were varied to cover the possible situations for the TBM-3W crews and the use of the back pack and the QAC chutes. Since the technician sits next to the door, his time out of the plane is normally shortest. In the event that the CIC officer has to move into the radar compartment to call the technician, the CIC officer must of necessity leave the plane first so the technician can get back to his chute to put it on.

The bail-out practices were timed with a stopwatch. Some interesting figures on how long it took them to get out were obtained. With both men in their seats and ready, wearing back packs, it took the technician 5½ seconds to get out and the CIC officer 8. If they used QAC chutes it took 13 and 17 seconds respectively. The time went way up in a situation where the CIC officer was in his seat, wearing a back pack, and the technician working on the radar without his back pack. It took the latter 28 seconds to get out, to 10 for the officer.

Tests showed it was better because of the cramped quarters to use the back pack, even though it is hard to move around with it on. To take time to put on the QAC probably would be undesirable.

Fastest time in any exit was by J. Dunn, AL1, who got out in three seconds. Lt. C. W. Sims, squadron safety officer, conducted and timed the trials. In the photo, D. A. Kerr, AT2, is shown clear of the plane, with Lt. S. A. Waddell caught in the midst of a modified swan dive onto the trampoline.

Squadrons May Get Awards

Navy Reopens War Records Review

During the war and in immediate postwar years, many letters recommending Presidential Unit Citations or Navy Unit Commendations for Navy aircraft squadrons were initiated. But owing to demobilization, or other delay, many never were acted upon.

The Navy has appointed a committee headed by Capt. Paul Foley to consider such letters as apply to aircraft patrol, land-based carrier-type and inshore patrol squadrons. The period covered is from the start of the neutrality patrol in 1939 to the close of World War II.

The committee requests that persons cognizant of official letters dealing with these dormant recommendations forward them through official channels to: Committee of Review Performance of Patrol Squadrons, LCdr. H. P. Kooy, Recorder, Op-501-D Navy Department, Washington 25, D. C.

CREW FINALLY HAD TO ABANDON U-1229 BEFORE IT WAS SUNK BY VC-42.

CAPT. C. W. McCLUSKY PINS COMMENDATION RIBBON ON LT. W. A. TOWLE

COMPOSITE SQUADRON 42

ONE AFTERNOON in mid-April 1943, five pilots were shooting the breeze outside Hangar No. 22 at NAS ALAMEDA when a newcomer came to the door, removed the ragged cigar from his mouth and asked, "Is this VC-42?" "Yes sir, all of it!"

Then to the five men—Lt. Wilburt A. Lyons, Lt. (jg) John B. Watson, Lt. (jg) Quentin O. Kienholz, Ens. T. E. Dunnam and C.A.P. Chute—Lt. Cdr. Stuart Stephens introduced himself as the new skipper and Composite Squadron 42 was in commission.

By June 1, the squadron was a closely knit and well organized unit in training, and by the end of June, those aboard included 26 officers, 5 chiefs, and 168 enlisted men. VT and VF pilots were being drilled in all the tactics appropriate to the aircraft they manned.

Accelerated training had its price—three fatal accidents between 10 May and 31 July. In the one on 16 July, Lt. Cdr. Stephens and his two crewmen, A. D. Gilder, Jr. and A. C. DeWeber, were killed as their plane, struck by Stephens' wingman, went out of control and plunged into Monterey Bay.

On 31 July, VC-42 moved to NAAS HOLLISTER under their new skipper, Lt. Cdr. Joseph T. Yavorsky, to continue training. It was there that VC-42 first had an inkling that the squadron was going to the Atlantic on anti-submarine duty. This scuttlebutt was confirmed when torpedo tactics were replaced by depth bombing practice.

Training continued at NAAS HOLTVILLE and NAAS OTAY MESA. On 24, October, the pilots and combat crews went aboard the USS *Mission Bay* to pass carrier qualification tests during a three-day cruise. Then on 31 October, the entire squadron boarded the USS *Guadalcanal* for an eight-day cruise.

Shortly after their return, VC-42 pilots enjoyed its most gala social event. Lt. Phil J. Berg, ACI officer and a Hollywood agent of fame and influence, arranged a 60-hour program at the film capital for 50 squadron officers. The program included studio tours, parties studded with famous stars, and a round of gaiety which was never to be forgotten—nor was it neglected in the official annals of the squadron—by VC-42.

On 15 November, VC-42 headed for Norfolk aboard the USS *Guadalcanal*, and shortly after its arrival moved on to Quonset for training in anti-submarine warfare. In February the squadron was transferred to Manteo, N. C. and on 25 March went aboard the USS *Croatan* at Norfolk for its first operational cruise against the enemy. The *Croatan*, a *Bogue*-class ship and flagship of its Task Group, was commanded by Capt. J. P. W. Vest and known affectionately as "Ole Crow." It was on the *Croatan* that VC-42 was to justify its eleven months of varied and intensive training.

The *Croatan* and five destroyer escorts (U.S.S. *Huse, Frost, Barber, Snowden* and *Inch*) comprised the task group. On 7 April, this task group and two units of another task group were patrolling near Halifax. At 0325, Lt. Lyons and Lt. (jg) George C. Mabry were launched in their TBM-1C's on a routine night search. At 0359, Lt. Lyons made his initial contact report.

THE TARGET was picked up on radar at a distance of four and one-half miles, and the pilot was homed in by his radioman, F. C. McKee. When the plane arrived over the expected position of the target, there were gun flashes below them and tracer bullets coming up on their tail. Since there was no moon, the submarine itself was not visible. Despite AA fire, the pilot managed to drop a sonobuoy pattern and later a dye marker. In his attempt to drop a flare, however, the pilot released vital equipment in his bomb bay and was unable to make an attack. Because of the failure of the flare to release, Lyons could not sight the U-boat visually and was unable to utilize rockets, his only remaining ASW ordnance.

At 0430, Lt. (jg) Mabry, who had been vectored to the contact at 0359, arrived at the scene of action. The two planes circled, listened to the sonobuoys, but heard no submarine sounds. At 0600, a four-plane killer unit from the task group was launched. By searching in a scouting line, they discovered Lyons' dye marker, then proceeded to circle and listen for sound indications, but they had no success. This was the beginning of the all day hold-down instituted by ships of the task groups in the area.

Late in the day, the *Huse*, one of the *Croatan* escorts, and the *Champlin* gained contact, engaged the U-boat in

battle, and after an effective, coordinated attack sank it at 2137.

The next successful U-boat attack in which the squadron participated was one that took place off the Cape Verde Islands between the 25th and 28th of April. For 13 days both planes and destroyer escorts had been conducting search operations without success, and then at 2038 on 25 April, Lt. (jg) Alex Brokas made a radar contact which indicated an enemy submarine four and a half miles away. H. A. Ermer, the radioman, homed in the pilot to the position of the U-boat. As the plane passed over the spot of contact, the sub was seen in the moonlight just as it was submerging. The U-boat disappeared before an attack could be made.

MEANWHILE, Lt. Cdr. Yavorsky was vectored to the scene of the contact. Both pilots then laid sonobuoy patterns and when no results were obtained, they began an expanding square search.

By 2200, the DE's had arrived to begin a hold-down. Early the next morning, the USS *Inch* obtained a sound contact and fired a hedgehog pattern which produced two explosions. The contact was lost before further damage could be effected, so the ships resumed the hold-down and maintained it all day. At 1800, Lt. Kienholz sighted an oil slick and laid a sonobuoy pattern.

The hold-down continued the next day and the only new development was the increasing size of the slick. On the afternoon of the 28th, Lt. (jg) L. J. Besse reported that the oil slick was approximately 10 miles in diameter.

At 0600 28 April, the DE's again contacted the elusive U-boat at the edge of the slick. More depth charges—another hedgehog pattern—another explosion.

At 1145, the USS *Snowden, Barber* and *Frost* contacted the submarine. They made an all-out attack, but the U-boat

★ THIS IS the twenty-second of a series of short sketches of squadrons in World War II. It is based on reports filed with Aviation History and Research in DCNO (Air).

did not surface. Oil samples and the reports of three explosions and numerous depth charges led Cominch to list the sub as "probably sunk."

When the *Block Island* arrived to relieve the *Croatan* the afternoon of the 28th, the skipper sent Capt. Vest a message: "If you don't have a sub, you've struck oil. Stake your claim!"

The *Croatan* returned to Norfolk as part of a convoy, and after another short period of training, VC-42 boarded the *Bogue* which was under the command of Capt. A. B. Vosseller. From the 5th to the 13th of August, planes and surface vessels of the task group reported seven radar and sonar contacts but no success. Then on the 19th, Lt. C. E. Lair caught a surfaced submarine off guard and attacked it with depth charges, but before he could make a second run, the U-boat had disappeared. This marked the first time in the war that a carrier-based plane equipped with a searchlight had attacked an enemy sub.

At 1227 the next day, Ermer, Brokas' radioman, picked up a radar blip at a distance of five miles. Thirty seconds later, Alex spotted a fully surfaced submarine and went in firing rockets in salvos. Then he dropped bombs which hit close to the port side of the target and plumes of the explosions completely enveloped the U-boat. Later, prisoners of war stated that an AA gun and several crewmen were blown overboard by the blast. The submarine tried zigzaging sharply before submerging.

The attack was followed up by other planes of VC-42 coming in. By 1421, the U-boat was again sighted, and at 1434, the crew abandoned ship. Six minutes later, the sub was rocked by internal explosion and sank. Forty-two survivors were picked up by the USS *Janssen*.

This kill was of great importance for U-1229 was the first U-boat equipped with schnorkel to be seen at close range by the Allies. Excellent photographs gave our side valuable information.

On 24 August, the task group tied up at Argentia, and Admiral R. J. Ingersoll came aboard to congratulate and decorate Lt. Lair, Lt. Brokas, and all the crews participating in the recent success.

During the rest of its operational cruise, VC-42 continued its battle against the U-boats. Then on 25 September, the schnorkel experts—for VC-42 had made the only kill of a U-boat in August and had battled schnorkel-equipped subs—were interviewed by three flag officers and went over all the details of battle. It was a great homecoming.

AFTER A short training period, VC-42 headed for the Pacific Theater via the Panama Canal and San Diego, arriving at Pearl Harbor 9 December. Two days later they exchanged 12 TBM-3's for TBM-1C's, and the complement of FM-2's was reduced from 16 to 14. On 2 January 1945, VC-42 sailed aboard the USS *Corregidor* for Eniwetok.

But the anti-submarine warriors were to be plagued with frustration. There were no sightings or contacts on their ASW patrols in the Pacific. All the patrols were conducted so close to land that shore-based aircraft could have done the job. Added to this, VC-42 had to operate in areas east of Eniwetok where the probabilities of tangling with the enemy were slight, if not non-existent.

In May it was decided that VC-42 should be dissolved, its units to be reassigned. And so it was that on 24 May 1945, the squadron arrived at the Golden Gate, little dreaming that for them the war was over. They had played their part valiantly in the Atlantic, and although in the Pacific, they had been forced to stand in the wings awaiting action, they had served there too.

LCDR. YAVORSKY AND LT. LYONS WITH AIR MEDAL WINNER FOCH McKEE

IT WASN'T ALL RUGGED FOR VC-42; THERE WERE PARTIES—AND CAKE

WORLD'S AIR TRANSPORT

TUDOR 8, A DISTANT RELATIVE OF LANCASTER, IS WORLD'S FIRST 4 JET-ENGINED TRANSPORT

IN THE last issue some of the more current types of light twin-engined transports were reviewed. This compilation, the second part of a series on transport types, considers the world's heavy transports of four engines or more. Before the outbreak of World War II airline companies had plans for non-stop transcontinental services utilizing newly designed four-engined transports.

Consequently, when the U. S. found itself at war, the first Boeing *Stratoliners*, forerunner of the *Stratocruiser*, had been delivered, the first series of Douglas R5D's (DC-4's) were under construction and Lockheed had just started building the prototype of its *Constellation*. When hostilities ceased the military operations of bombers and transports over long distances had already revealed the superiority of this type of aircraft compared with the pre-war equipment and proved that overseas services as well as transcontinental routes could be flown with land planes.

Thus the heavy transport of today, in its present standardized form, is either derived from those types designed just before the war or developed from converted or refitted bombers.

Brabazon—The type 167 Bristol *Brabazon* is the world's largest commercial passenger type plane and its 290,000 lb. gross weight is topped only in current land planes by the B-36. Designed as a fully-pressurized passenger monoplane for operating the direct London-New York service without having to refuel enroute, the *Brabazon* will carry 100 passengers with an approximate cruising speed of 215 knots at 25,000 feet. The equivalent still air range required for all-the-year-round operation on this route is 4,780 nautical miles. Four of the type have been ordered, the first to be powered by reciprocating engines and the others by turbo-props. The first type has eight 2,500 hp, 18-cylinder, radial, *Centaurus-20* engines which work in pairs to drive four contra-rotating three-bladed propellers. An outstanding feature of the engine installation is the reduction gear box linking the engines to the propellers, enabling one engine to drive the forward propeller and another to drive the rear propeller. The *Brabazon's* 230-foot span equals that of the C-99 and B-36, but its length is 5.5 feet less than the C-99's and 15 feet more than the B-36. The English giant made its first flight recently.

Breda - Zappata 308 — The Breda works' latest four-engined product is the B. Z. 308 designed by Filippo Zappata and intended for trans-Atlantic runs. Several versions of the B.Z. 308 have been planned, as the fuselage can be arranged in three different forms. The passenger version is equipped with 55 seats divided between the forward and rear cabins. Power is provided by four 1750 hp Bristol *Centaurus 568* radial engines giving the B.Z. 308 an estimated cruising speed of 175 knots at 8,200 feet. In general configuration the B. Z. 308 bears a resemblance to the Lockheed *Constellation*. The span of the B.Z. 308 is 138.1 feet and the length is 110 feet.

UPSWEPT TAIL GIVES BREDA 308 CONNIE LOOK

EIGHT PROP BRABAZON LARGEST OF AIRLINERS

TUDOR—The Avro *Tudor* family is a long one and tends to become rather confusing as new versions are developed. The original *Tudor 1* was conceived in 1943 as a commercial conversion of the *Lancaster* for use over the North Atlantic as a quick replacement for the bomber transports. A prototype made its initial flight in June 1945. The first prototype subsequently was converted by the installation of four *Nene* turbojets into the present *Tudor 8*, the world's first four-jet airliner. It was the *Tudor 4* version "Star Aerial", that disappeared at sea on 17 January 1949. A special modification, *Tudor 3*, came into being as a V.I.P. transport.

THE TUDOR 2 is a development of the *Tudor 1* and differs from it mainly by having a longer fuselage and a slightly larger tail area. Two *Tudor 2* prototypes and a number of production models were constructed. One crashed, killing Avro's chief designer. One production model was modified by incorporating *Hercules* engines instead of *Merlins* and became the *Tudor 7*. Six production models were completed in the seating arrangement desired by BSAA and were designated *Tudor 5*'s. The *Tudor 6* is a modification equipped to meet requirements of the Flota Aerea Mercante, Argentina (F.A.M.A.). Five additional production model 2's are being completed but with four *Nenes* instead of the *Merlins*, and probably with tricycle undercarriages. This modification is designated the *Tudor 9*.

The *Tudor 8* as illustrated is powered by four Rolls-Royce *Nene* jet engines mounted on a 120-foot wing giving a cruising speed of 300 knots at 25,000 feet. A retractable two-wheel landing gear is employed, but future jet versions may be equipped with a tricycle gear. There are accommodations for 24 day or 12-day-and-night passengers.

Of interest is Avro's Canadian subsidiary which recently designed, built and flew their first all-jet transport the C-102 Jetliner. There is a marked resemblance between the Canadian *Jetliner* and its English relative the *Tudor 8*. Both have twin-jet units on each wing.

APOLLO IS RUGGED MEDIUM RANGE TRANSPORT

TU-70 TRANSPORTS ARE SOVIET MODIFICATIONS OF LIBERATED B-29'S

DEHAVILLAND COMET FASTEST JET TRANSPORT CRUISES AT 435 KNOTS

The *Jetliner* differs from the *Tudor* in that its stabilizer is elevated and fixed midway on the rudder.

Apollo—On 10 April 1949 the first *Apollo* prototype, built by Armstrong-Whitworth Aircraft, Ltd., to the *Brabazon IIB* specifications made a satisfactory initial flight from a grass-covered field. Designed as a general purpose transport aircraft for use throughout the world on short and medium stages, the *Apollo* is a low-wing monoplane, 92 feet in span with accommodation for 31 passengers in a 70.9-foot pressurized fuselage. Power is provided by four Armstrong-Siddeley *Mamba* 2 gas turbines driving fully feathering reversible pitch propellers. A cruising speed of 260 knots at 20,000 feet is estimated.

TU-70—The TU-70 is a four-engined, low-wing transport that resembles the B-29 bomber. Several B-29's are known to have fallen into Soviet hands, including some which force-landed in Manchuria in 1945. One paramount difference is that the TU-70 has a longer fuselage which is mounted higher on the wing, and incorporates a step-down pilot's windscreen. In spite of its similarity to the B-29, the side windows and the form of the cockpit lead to the conclusion that the TU-70 is not equipped with a pressurized cabin. The redesign of the B-29 was produced by the versatile Andrei Tupolev, the co-founder of the U. S. S. R. aviation industry, and provides for a seating capacity of 72 passengers. Four ASH radials of about 2,200 hp each, probably Soviet-built Wright Duplex *Cyclones* give the TU-70 a speed of approximately 260 knots at sea level.

SE 2010 Armagnac—The 170,000 lb four-engined *Armagnac* has been compared with Douglas *Globemaster*. Both aircraft are somewhat similar with the same type of Pratt & Whitney *Wasp-Major* engines and both have high

TWO-DECK C-99 CIVIL COUNTERPLANE OF B-36

single tails. The SE 2010 has a 160.5 foot wing span and carries 84 to 89 passengers at an estimated cruising speed of 240 knots. SNCA du Sud-Est is at present building 15 *Armagnacs* for Air France and it is planned that the first two will be delivered in 1950. They will be used as passenger and freight transports over major intercontinental routes.

C-99—The C-99 is the transport counterpart of the B-36 and uses the same wings, power-plant, landing-gear and tail-unit. The double deck C-99 thick beam fuselage can accommodate a maximum of 400 fully-armed troops or 250 stretcher patients. An electrically-operated cargo hatch in the floor of the lower deck may be opened in flight for dropping cargo and supplies. Four electric hoists operating on overhead rails extend the length of both cargo areas. A crew of five is carried together with a relief crew of five. The prototype first flew at San Diego on 23 November 1947. Six 3,000 hp Pratt & Whitney RV4320-25 twenty-four cylinder radial engines are mounted on a 230-foot wing. The maximum speed is approximately 260 knots at 30,000 feet which is well over 300 mph true airspeed.

Comet—On the 27th of July 1949, within three years of the main design, the de Havilland D. H. 106 *Comet* made its debut and first flight. Contrary to popular speculation the *Comet* has appeared not as a daring innovation but as a logical step in design refinement of current large airliners and in appearance somewhat resembles the Republic *Rainbow*.

Because the design formula was worked out around the experimental D. H. 108 *Swallow*, tailless research plane, many people thought that the *Comet* would prove to be similar to the *Swallow*. Actually, the *Comet* is a low-wing monoplane with thin moderate sweptback wings of 106-foot span and is about the size of the *Constellation*. The tail surfaces are conventional with dihedral in the horizontal stabilizer. Power is in the form of four D. H. *Ghost* gas turbines in semi-buried installations adjacent to the wing roots. Each engine develops 5,000 lbs. thrust giving an estimated cruising speed of 435 knots at 40,000 feet.

A flight crew of four and up to 36 passengers may be carried in an 85-foot pressurized air-conditioned fuselage. Production of sixteen *Comets* has been planned with the first two for the Ministry of Supply and the balance for air line corporations. Plans are for the *Comet* to be in commission on B.O.A.C. trunk routes in 1952.

Viscount—The Vickers-Armstrong *Viscount*, progressive development of the *Viking*, is the first civil transport powered exclusively by propeller-turbines. Initially flown on 18 July 1948, the *Viscount* was designed as a medium-sized civil transport. The 74.5-foot fuselage accommodates 32 passengers in a pressurized cabin with a crew of four. The four Rolls-Royce *Dart* propeller-turbine engines are mounted on an 89-foot wing. Cruising speed is estimated to be 240 knots at 20,000 feet. A tricycle landing gear with twin-wheels is fitted. From a safety viewpoint the combination of low-volatility kerosene and crash-tanks carried in the wings reduces fire risk to a degree unobtainable with gasoline and reciprocating engines.

ARMAGNAC'S P & W ENGINES AND HIGH TAIL COMMON TO GLOBEMASTER

VICKER'S VISCOUNT FIRST CIVIL PLANE POWERED BY PROP-TURBINES

TINKER-TOY AIR SHOWS

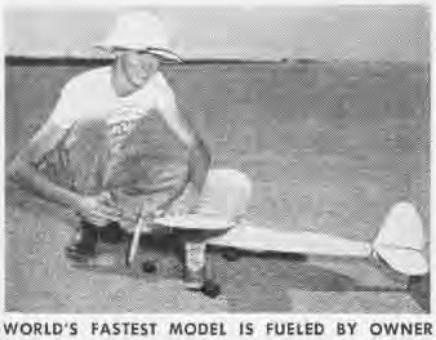
NAVAL officers and men from every part of the United States and as far off as the Canal Zone arrived under orders for the National Air Meet held the last week in July at NAS OLATHE, Kansas. What made the meet unusual was that all planes were piloted from the ground and no plane in the meet had cockpit space for even a Lilliputian.

In accordance with the Secretary of the Navy's letter encouraging interest in model aircraft, Naval personnel were prominent among the 1180 contestants, 42% more than 1948, in the 18th National Model Airplane Meet. A crowd of 80,000, 60% over last year's attendance, jammed the airfield to see more than 10,000 entries in the six-day contest. Model builders came from all 48 states, as well as Canada, Mexico and Newfoundland, to demonstrate miniatures powered by everything from jets to rubber-bands.

NAS OLATHE converted Kinnick Hall to house the record number of modelers. Navy men acted as timers and judges while a Marine detachment was sent on retrieving duty as the models headed skyward. Although the engine-driven craft were the most avid distance gainers, one model traveled one and one-half miles by rubber-band.

Following the competition a Victory Banquet was held at which awards were presented for the best planes in each class. The Navy's top acrobatic team, the *Blue Angels,* in their first mid-west appearance, gave two performances in their blue and yellow *Bearcats.*

Further model aircraft history was made recently when a 17-year-old



WORLD'S FASTEST MODEL IS FUELED BY OWNER

ground pilot flying a tiny, two-pound model airplane, broke the world's straight-line speed record at Naval Air Station, Alameda, in a qualifying meet for an international model plane contest held in Detroit.

The youth, Eugene Stiles of Alameda, flew his model twice over a 160-meter course at NAS ALAMEDA to set a record of 81.587 miles per hour, taking the world's record away from Russia, which had been 66.536 mph. The flight brought a world model plane record to the United States for the first time in history.

MODELERS FROM PENSACOLA AND CHANUTE FIELD POSE WITH ENTRIES BEFORE OLATHE AIR MEET

The racer, 39 inches from wing-tip to wing-tip, weighed two pounds, three and one-quarter ounces and was powered by a .51 cubic inch gasoline engine. The flight was made at NAS ALAMEDA because of favorable atmospheric conditions.

The Navy cooperated with the young model flyer by providing ground crews and supervising technical details required for proper timing of an international speed record.

Representatives of the Academy of Model Aeronautics, governing body of all U. S. model flying, attended to insure that all official requirements for a record attempt were observed. AMA officials will submit a report of the flight for examination and official recognition to the contest board of the National Aeronautical Association and the Federation Aernautique Internationale at Paris, the international governing body for all sporting aviation.

In establishing this model aircraft

JET BUILDERS DEMONSTRATE PROPER INSIGNIA

record the same sporting code is followed and the measuring instrument used is identical to that required for full scale aircraft. This instrument, the only electric chronograph in the United States, is the same instrument that was used earlier this year at the annual Cleveland Speed Races.

NAAS CORRY FIELD, Pensacola, sponsored the first Dixie Regional Model Air Show, inviting contestants from the seven southeastern states. The meet was held at the Admiral Mullinnix Model Air Station, a field built to Academy of Model Aeronautics specifications by the personnel of Corry Field.

The model airfield consists of two rolled, oiled clay circles enclosed by a 10-foot hurricane fence with a secondary fence separating the two circles. Each circle is equipped with removable telescopic speed pylons.

In spite of adverse flying weather both days of the meet, attendance was the greatest of any U-control meet held in the southeast. All facilities of the station, including berthing and messing, were made available to the contestants. Preparations for a 1950 Dixie Regional Model Air Show have begun with the probable sponsorship of the Civic Roundtable of Pensacola.

Many contestants from NAS PENSACOLA, at the Olathe meet are included in the group photo above, along with men from AFB CHANUTE FIELD. They are, kneeling: Cpl. Stanley Kivet, Lt. H. A. Vogler, Lt. (jg) E. W. Oliphant, W. H. Weiler, AN; E. Giacommoni AD2, Pfc. J. J. Chisholm. Kneeling,second row: Pfc. Larry Lasko and Ed Colton. Back row: Pfc. Roger L. Grigsby; Pfc. Clyde L. Zarkos, Ens. E. C. Rice, Midn. T. D. Lewis, Midn. L. Z. Taylor, Midn. H. V. Scarsheim, Midn. Sarterr, Midn. A. B. Wilson, Lt. (jg) M. L. Trammel, E. A. Heggen, AD1, Midn. R. H. Belter, T/Sgt. H. C. Palmer, Pfc. R. G. Palmatier.

Air Boots Join Navy Team

IN AUGUST, 2100 Reserve recruits, drawn mostly from high schools throughout the country, polished off eight action-packed weeks of training aboard naval air stations from coast to coast. Following a daily schedule, jammed with practical indoctrination in all phases of Navy life and naval aviation and generously interlarded with athletics, the recruits learned how it felt to be Naval Air Reservists and liked it.

Object of "Operation Air Boots" was to build up Organized Reserve squadron strength with interested, well-trained recruits. Developed by the Naval Air Reserve Training Command, last summer's intensive course was the first of its kind to be undertaken by any of the armed services either in this country or abroad and is expected to set the pattern for future training of new Reservists.

Both the seaman recruits and the 20 stations and units in the Reserve chain, which conducted the training, were equally enthusiastic about the program.

At NARTU ANACOSTIA, for example, 85 out of the 100 air boots aboard there signed up with Anacostia Organized Reserve squadrons, while nine others plan to join squadrons at other stations near the colleges they attend. On the West Coast, more than 185 recruits out of the 200 at NAS LOS ALAMITOS will drill with Organized squadrons at that station. NAS ST. LOUIS reports that 88% of its air boots have signed up.

Since practically all of the recruits completed the professional requirements for advancement to the next pay grade during the course, these new Organized Reservists are well on their way toward a worthwhile, part-time career in the Naval Air Reserve. Just as soon as they attend eight drills with their squadrons (or come out for two weekends of training), they will be able to become airman apprentices.

Many of those who cannot take part in Organized Reserve activities because they are attending colleges in other localities also have their eyes on a Navy career and are gearing their efforts toward becoming NavCads or Naval Reserve officers. Meanwhile they are keeping up their membership in the inactive V-6 component of the Naval Air Reserve.

FIRST RECRUITS REPORT TO WILLOW GROVE

NARTU ANACOSTIA'S AIR BOOTS LINE UP FOR INSPECTION DURING WEEK'S CRUISE ABOARD FDR

HAND-PICKED on the basis of personal interviews and aptitude tests, with at least 200 young men competing for each 100 vacancies, the Reserve air boots represented the cream of the 1949 high school crop. They came in all sizes and with assorted backgrounds.

At NAS DALLAS, for example, among the group were a former colonel in the high school ROTC, a valedictorian from one of Dallas' largest high schools, two boys with scholarships to Yale University, a former Golden Gloves boxer, a baseball pitcher headed for a large state university, an accomplished pianist and a boy headed for the ministry.

Six boots at NAS MIAMI from Edison, Senior, Technical and Ponce de Leon high schools similarly had scholastic or athletic scholarships at nearby universities, while Los Alamitos claimed two former high school ROTC colonels.

The admiral's son at NARTU ANACOSTIA, the son of the former CO at NAS SQUANTUM, the boy who was sworn in on the day he was naturalized, and the negro lad who stood highest scholastically in the group at NAS MINNEAPOLIS were typical of the new recruits who shared and shared alike in the program.

Once aboard the 20 naval air stations throughout the country, the air boots were caught up in a round of activities, tailored after the best Navy tradition.

Quickly they learned to salute, fall in, march to and from their duties in smart formation, and speak the Navy language. Lining up for the good Navy chow three times a day proved no chore and lining up for their $75.00 seaman recruit pay each month was even easier.

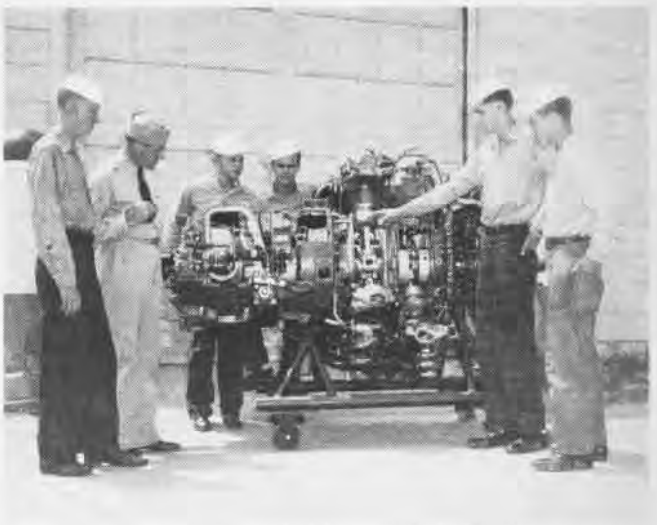
All along the line, the air boots followed a rigid schedule of instruction. Starting with a cramming of naval organization and customs, they next zoomed through the fundamentals of seamanship course given to all Navy novices. Then they plunged into the strictly aviation phase of their training.

Aided by mock-ups and special training devices, which made theory come alive, they studied basic maintenance of aircraft, aircraft engines, aircraft structures, propellers, weights and balances, ordnance, wheels and brakes, oil and fuel systems, ignition systems, electronics and jet propulsion.

About halfway through the course, the air recruits were given special classification tests to determine just what type of naval aviation work they would be most suited to undertake. To further insure that no square pegs would be fitted into round holes, the tests were followed by individual interviews in which the boots were told what the tests showed and were given a chance to indicate their particular interests and preferences.

During the course, the neophytes got plenty of practical training and experience working on the Reserve aircraft and in the various shops. They learned to handle, fuel, start, spot and secure the planes. At NAS DALLAS, typically, each recruit was given a plane captain

NAS NORFOLK RECRUITS ADJUST CHUTE STRAPS BEFORE PV-2 FLIGHT



HERE THEY STUDY ACTION OF THE PV-2 ENGINE VIA CUTAWAY MODEL

check-out and was assigned to the line for training in aircraft maintenance. Similarly at Anacostia, the boots spent 75% of their last three weeks getting actual in-service training on the line.

EACH DAY, the air boots trooped out to the athletic fields for an equally streamlined sports and physical education program. At Los Alamitos, for example, this program included swimming and life saving, boxing, touch football, basketball, handball, volleyball and softball.

Swimming was featured at most of the stations. AT NAS MINNEAPOLIS, when it was discovered that 50% of the recruits could not swim, a special course was set up. By the end of the first five weeks all but two had passed their preliminary test and those two were well on their way toward proficiency. Since all boots at Minneapolis were required at regular intervals to jump from a three meter board into 12' of water for abandon ship drill, this training came none too soon.

At Dallas, a swimming meet was held every day toward the end of the eight weeks, during which every single boot demonstrated his ability to stay afloat for five minutes.

Much of the success of the air boot program was due to the fact that the Naval Air Reserve recalled experienced teachers and athletic directors from nearby schools and colleges for extended training duty as instructors. At NAS SQUANTUM, some 31 Reservists on two weeks active duty cruises, who were specialists at local institutions in such fields as electronics also assisted in the training, while at Los Alamitos six former V-5 athletic instructors, who were on cruises, served as coaches.

Highlighting the regular training were the various tours which the stations arranged to give their air boots a close-up view of Navy operations.

Tops in this line was the week's cruise, which the 100 recruits from NARTU ANACOSTIA took aboard the big Navy carrier, *Franklin D. Roosevelt*. In addition to the scheduled inspection tours which took them from the bridge to the engine room, the boots gained actual experience in shipboard routine, working alongside regular personnel of the ship's air division and participating in the many ship drills.

They got time off to watch Anacostia's Reserve carrier air group, CVEG-65, complete a carrier refresher mission which included take-offs, landings, group launchings, recoveries, gunnery practice and dive bombing attacks. They even shared in the air group's celebration of the 22,000th landing to be made aboard the *FDR*, which was racked up by one of the Reserve pilots, and were introduced to Captain E. C. Eckstrom, skipper of the *FDR*.

The sea-going trainees were airlifted by Anacostia's VR-71 and VP-ML-71 to NAS NORFOLK enroute to the *FDR* and were returned via airlift from NAS NEW YORK, after they had disembarked at Fort Hamilton.

RECRUITS at NAS SQUANTUM were flown to NAS QUONSET for a tour of the carrier *Leyte*, while those at Los Alamitos were taken aboard the cruisers, *Helena* and *Toledo*. Dallas boots were flown to Pensacola to inspect the *Cabot* and the recruits at NAS MIAMI also visited the *Cabot*, when it touched at Miami.

At Seattle, the NARTU took its boots aboard the Organized Surface Reserve Unit's minesweeper for a trip, via Lake Washington, Lake Union and the government locks, to the Puget Sound Naval Shipyard at Bremerton, where they inspected the yards.

Flights to give them a real airman's enthusiasm for aviation were arranged for most of the recruits. NAS MINNEAPOLIS, for example, scheduled weekly flights in station R4D's so that their boots could see Minnesota's vacation areas by air. Seattle granted air tours to recruits who presented the smartest appearance at weekly inspections. NAS ST. LOUIS rewarded boot squadrons, which had taken honors in conduct, drill and athletics, with a one-day cross-country flight.

At NAS GROSSE ILE, the entire recruit company was taken for a short hop on the Navy's giant *Constitution*.

HUP-TWO-THREE-FOUR—NEW ORLEANS BOOTS SWING INTO ACTION DURING FIRST WEEK DRILLING

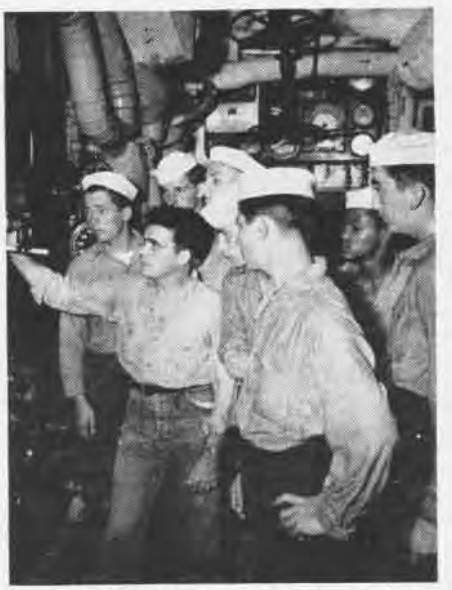
Anacostia Air Boots Aboard The FDR

During their cruise aboard the *FDR*, Anacostia air boots get first-hand look at operations; here they study 40mm guns

Most exciting part is watching the Reserve pilots of CVEG-65 at Anacostia make 4.0 take-offs and landings aboard *FDR*

They carefully observe ordnanceman load ammunition into wing gun of F6F

Stacked up in their sacks they bat the breeze while waiting for 'lights out'



Down in the fire room they learn about controls from Machinist's Mate Gentile

Up on deck once more, they crowd around LSO platform where Lt. (jg) Stallings demonstrates carrier landing signals

They manage to 'invade' the *FDR's* ready room where they listen in on pilot briefing before CVEG-65's next mission

ST. LOUIS BOOTS GET WORD FROM FORMER ALL-AMERICAN MCCAULEY

MINNEAPOLIS NOVICES PRACTICE FUNDAMENTALS UNDER LCDR. PALM

while the boots at NAS OAKLAND received the thrill of riding in the world's largest seaplane, the Navy's mighty *Philippine Mars*.

TYPICAL of other extra-curricular activities was the tour that the St. Louis recruits took through the McDonnell Aircraft Corporation's plant, where they saw the Navy's sleek twin-jet *Banshee* in all stages of assembly, as well as their one-day cruise down the Mississippi in a Surface Reserve LCI.

Parents proved to be ardent rooters for the whole program. They came aboard to see what their sons were doing and they wrote numerous letters expressing their approval. At NAS ATLANTA they were particularly impressed with the plan of the day that called for "Scrub and Wash Clothes." Most stations, in turn, such as Willow Grove and Miami, kept them informed of their boys' professional progress.

Practically all of the stations held open houses and parents' days. Atlanta welcomed parents and friends of the recruits on the last Saturday with a program that included competitive drills and an exhibition by the crack air boot fusilliers. NARTU ANACOSTIA held a reception and dance for the recruits and their friends on the evening before they took off for their FDR cruise.

More than 600 relatives and friends of the trainees at Los Alamitos, who came from more than 60 communities in Southern California, were present at "Seaman Recruit Day" at that station. After attending church services in the Navy chapel, they went to the regular mess hall for "chow" with the boots. They then proudly watched their recruits line up for inspection by the Captain and then pass in review. Finally they were entertained by a huge aquacade, which was provided in honor of the occasion by the Los Angeles Athletic Club.

MIAMI RECRUITS GET SET FOR CABOT VISIT

Climax of the training at some stations were regular "graduation exercises." At NARTU JACKSONVILLE, Rear Admiral John H. Cassady, ComFairJax, and the mayor of Jacksonville were the principal speakers at the mass graduation exercise which was attended by many civic dignitaries. More than 300 parents and friends were welcomed at the exercises at NAS DALLAS, which featured inspection of the recruit battalion and an address by a prominent Dallas school superintendent, and then attended a reception held in the Flag Room of the enlisted men's club.

DALLAS BOOT COLLECTS HIS REWARD FOR BACKING STATION'S TEAM

NORFOLK RECRUITS GET SOME POINTERS FROM COACH LCDR. SAUNDERS

Air Recruits Go Navy at Los Alamitos

Where do we go?—Airmen recruits coming aboard NAS Los Alamitos are separated in platoons and assigned quarters

'Haircut on the house'—Each of the 200 new boots at Los Alamitos is given the 'once over easy' by the station barber

Right shoulder?—Bosun's mate 2C Hunt dispels any doubt his platoon might have about the proper position for a rifle

On the firing line—Reservist George, assistant line coach at USC, instructs airman recruits in proper use of M-1 rifles

Gotta have a mascot—New boots make friends with King who takes his mascotting duties at the air station seriously

Look over there—Aboard the *Helena*, air recruit scans Long Beach harbor while his buddies point out spots of interest

NARTU Norfolk Takes Honors

Air Group CO Harper (c) briefs VF-62-E's Covington, Lex, Sellers, Kindell, CO Gunnells, Muse, Armstrong, Edwards and Butler prior to cruise aboard the Saipan

CLIMAXING a year of intensive competition among the 27 stations and units under the Naval Air Reserve Training Command, the Naval Air Reserve Training Unit at NAS NORFOLK walked off with top honors at the end of fiscal 1949.

Not only did the NARTU win the Edwin Francis Conway Memorial Trophy, awarded annually to that station or unit in the Reserve chain which shows the greatest overall efficiency, but three Norfolk squadrons took first place in the competition for the Noel Davis Trophy. And all of the other Norfolk Reserve squadrons placed either second, third, or fourth.

The Noel Davis Trophy is given each year to Reserve squadrons of each type that have the best record in all phases of training. Winners of the trophy in fiscal 1949, together with Norfolk's Fighting Squadron-62-E, Attack Squadron 62-E and Fleet Aircraft Service Squadron-65, were Patrol Squadron-56 from NARTU JACKSONVILLE and Transport Squadron-73 from NAS COLUMBUS.

Placing second, third and fourth in their respective types were the following squadrons: VF-79-A NAS WILLOW GROVE, VF-60-E NARTU NORFOLK, VF-51-A NARTU ANACOSTIA; VA-60-E NARTU NORFOLK, VA-58-E NAS WILLOW GROVE and VA-52-A NARTU ANACOSTIA; VP-ML-64 NARTU NORFOLK, VP-ML-62 NARTU SEATTLE and VP-ML-70 NAS WILLOW GROVE; VR-55 NARTU SEATTLE, VR-71 NARTU ANACOSTIA, and VR-58 NAS WILLOW GROVE; FASRON-172 NAS WILLOW GROVE, FASRON-51 NARTU ANACOSTIA and FASRON-165 NARTU NORFOLK.

CO Sheek, Anderson check FASRON-65's Ayers, Edmundson, Crosley, Kraemer

CO Brakefield, Cheatham and Diehl (kneeling front) plot course for VA-62-E's Evans, Algranti, Blackwell, Barsell, Hester, Rudy, Patterson, Hunt and Winquist

In the competition for the Conway trophy the runners-up were NARTU JACKSONVILLE, NARTU SEATTLE, NAS WILLOW GROVE and NARTU ANACOSTIA—in that order.

Fiscal 1949 was a banner year for the Naval Air Reserve all along the line.

The number of flight hours chalked up by Naval and Marine Reserve pilots showed a sharp increase with 816,944 hours being flown in contrast to the 597,551 recorded in fiscal 1948.

Organized Naval and Marine Reserve on board strength rose during the 12-month period from 8,300 to 9,461 officers and from 22,686 to 27,061 enlisted men. Some 4,701 Associated Volunteer officers and 2,032 enlisted personnel also participated in the program as opposed to 1,179 officers and 340 enlisted Associated Volunteers in the previous year.

Highlighting the training for Reserve

ORGANIZED RESERVE ACI OFFICERS LINE UP BEFORE ONE OF NAVY'S NEWEST AIRCRAFT, THE F3D DURING THEIR TRIP TO NATC PATUXENT

squadrons were the carrier requalification cruises which were inaugurated in fiscal 1949 and the Reserve participation in the Pacific Fleet maneuvers off the West coast.

O. R.'S GET BASIC ACI COURSE

The first Air Combat Intelligence basic training course for Organized Reserve officers was held 17-30 July 1949 at NARTU ANACOSTIA. Authorized by the Chief of Naval Operations, it was sponsored by the Naval Air Reserve Training Command at Glenview.

The course was particularly designed for officers now holding ACI billets in the Organized Reserve in an in-training status who have no previous ACI training. Twenty-eight officers from 15 stations and units in the Reserve chain, who attended the course, were flown to and from Anacostia in Reserve aircraft.

At the initial meeting officers were welcomed by Vice Admiral C. T. Durgin, Deputy Chief of Naval Operations (Air), and Rear Admiral I. M. McQuiston, Advisor to DCNO(Air) for the Naval Air Reserve.

Highlights of the course were the trips to the Naval Air Test Center at Patuxent and to the Photographic Interpretation Center at Anacostia.

Lectures on all phases of ACI work were given by representatives of CNO, the Naval Intelligence School, ONI and the Hydrographic Office.

Officers shown in the picture taken at Patuxent are: *front row*, Ens. J. B. McKay, Lt. (jg) R. C. Rasmussen, Ens. D. C. Evans, Ens. A. Dal Sasso; Lt. V. W. Kebker; Ens. W. R. Munger; Lt. L. A. Conter; Lt. (jg) P. N. Pavkov; *back row*, LCdr. R. S. Lyle; Lt. A. B. Bleakley; LCdr. F. N. Wright; Lt. (jg) M. F. Wieczorek; LCdr. H. Hopkinson; Lt. (jg) F. V. Bryan; Lt. (jg) E. W. Tapert; Lt. (jg) C. D. Hinds; Lt. (jg) J. A. Moro; Lt. A. B. Boswell; LCdr. A. B. Howe; Lt. (jg) W. J. Oetting; LCdr. J. M. Griffith; Ens. E. L. Crosthwaite; Lt. (jg) W. F. Swiger; Lt. (jg) F. L. Ahern, Jr.; Lt. M. B. Runyon; Lt. (jg) F. P. Kroeger; Ens. S. M. Arkin; Lt. W. B. Lewis; LCdr. B. Evans.

NAR SHOW GOES HOLLYWOOD

The new Naval Air Reserve Show, transcribed in Hollywood, is slated to hit the nation's air waves about 1 October. Approximately 900 radio stations will carry the current series of 26 shows.

Paul Weston and the *Starlighters*, both of Chesterfield Supper Club fame, take on duties as musical director and vocal group respectively.

The guest star list looks like today's edition of Who's Who from *Variety*. Through the cooperation of the Hollywood Coordinating Committee, such personalities as Jo Stafford, Gordon McCrea, Margaret Whiting, Johnny Mercer, Clark Dennis, Buddy Clark, Martha Tilton, Connie Haines, Dorothy Shay, Andy Russell, Curt Massey and Dinah Shore each appear on two shows.

LCdr. Walt Kimmel, writer, producer and director of the two previous Naval Air Reserve series, which were so well received throughout the country, is the producer of the present show.

The current series features the guest as Naval Air Reserve's "Star of the Week" and the show is built around the guest star, instead of merely having a guest spot as in the two previous series.

Purpose of the show, of course, is to aid Naval Reserve recruiting.

Naval Air Reserve radio show's 'Star of the Week,' Jo Stafford, reviews script with director Packham, producer Kimmel and announcer Reddy before rehearsal

Gasoline Comes Hard Now

Carry Your Stubs For Cross Countries

For as long as any Naval Aviator can remember he has gone on cross country flights and on arrival simply said, "Fill her up," and signed a form.

Those days are at an end. Now every station is required to account for its funds expended for gas and oil. A new system went into effect 1 July.

Instructions for this new system are contained in Bureau of Aeronautics fiscal letter 3-49. It is a joint letter of BuAer and Bureau of Supplies and Accounts.

Procedures are set up so that clearance can be made between stations of charges in the naval stock account for all issues to transient aircraft so that the parent station allotment can be charged. The procedures refer to other than fleet aircraft, MATS squadrons and ferry squadrons.

Every pilot will carry a flight packet with him which contains a supply of stub requisitions pretyped with the squadron or station designation, the appropriation, and allotment number and the address of the supply officer concerned. All supplies are to be obtained by this pretyped stub.

The pilot has to fill out the stub with the aircraft model, bureau number, and sign for receipt of the material with his rank and serial number. He must then deliver a copy to the operations officer of his home station on return.

Stations furnishing supplies invoice the station supply officer supporting the aircraft.

Don't grumble if your operations officer insists on this procedure. The letter tells him what he is to do and he's following the instructions.

Wrecks Cost Navy Huge Sum

Today's Prices, Damage 33 Million

The wheels-up-landing boys, the check-off-list-forgetters and the *Dilberts* of naval aviation are costing the Navy a staggering sum, according to figures released by the Naval Air Training Command.

For the six-month period ended 31 March 1949, aircraft strike accidents in the command cost an estimated 7½ million dollars. That is based on original cost of planes and spares, but based on today's prices those bonehead plays would have cost 33 million dollars!

During the same period, the cost of repairing damage resulting from accidents not serious enough to cause a strike amounted to another 4 million dollars. So, the pilots who have been complaining about the lack of money to buy gas for flight time the closing months of last fiscal year now know where the budget has been going.

Waves' *seventh birthday celebration at Pensacola—Here NATC Waves snap to attention as honor guard delivers 50 lb. cake on behalf of Vice Adm. J. W. Reeves, Jr., Chief of Naval Air Training*

Corsairs Attack AF B-29's

Feature Mock Combat with Cameras

VMF-218, Pacific—The Navy attacked the Air Force in mock combat recently when F4U-4's of this squadron engaged *Superfortresses* in aerial battle, with cameras.

Four *Corsairs* exhibited their best in opposite, overhead and high side gunnery runs at 20,000 feet against three bombers. As camera guns ticked off footage in the *Corsairs*, gunners of the Air Force swung their turret cameras to beat off the attackers.

At the same time, Marine pilots, riding as observers in the B-29's, made notes on the techniques demonstrated by both parties. Two days later, a critique was held with all participating personnel present to criticize the camera film.

Airlift Squadrons Shifted

VR-6 at Westover, VR-8 to Hawaii

Begrimed with coal and flour dust but covered with glory in having led all other squadrons in the airlift, VR-6 and VR-8 have gone to new stations.

VR-6 is now at Westover AFB, Mass., where it will operate with MATS between Westover and Rhein-Main, Germany.

VR-8 has returned to its old bailiwick, Honolulu. Its run will take it across the Pacific to Tokyo. Planes of both squadrons were reconditioned at Moffett field.

Dunker Training Saves Man

Coast Guard Lt. Gets Out of PBM

NAS Pensacola—*Dilbert Dunker* training received here probably saved the life of Lt. (jg) Maher, USCG. The Naval Air Training Command received the following letter from him:

"This letter is to express my sincere appreciation of one phase of ground school training to which I feel I owe my life, namely the *Dilbert Dunker* training. Two days ago I was a member of the crew of a Coast Guard PBM-5 which crashed and sank in an attempted offshore landing in the Pacific.

"I was in the radar operator's position, well padded with chute harnesses when the plane struck the water in a steep dive attitude. After two bounces, the flight deck and cockpit broke off and sank rapidly.

"I believe the training in the *Dunker* was in a large measure responsible for saving my life. I hope this account may convince some student aviators that the Dunker is not in vain."

Movie Tells Carrier Story

'Task Force' Traces Flattops' Growth

Carrier aviation and the vital part it plays in our national defense are strongly pointed out in "Task Force," a newly-released movie by Warner Brothers.

Filmed on various carriers during the war and on the CV *Boxer* since then, the movie stars Gary Cooper in the role of a naval aviator, tracing his rise in the ranks from a lieutenant aboard the first CV *Langley* to admiral.

The picture, partly in technicolor, contains many actual battle scenes filmed by Navy cameramen during the war on the *Saratoga, Lexington* and *Enterprise*, not to mention other carriers. Other actors featured in the picture are Jane Wyatt, Wayne Morris, a former Navy fighter pilot himself, and Walter Brennan.

Technical advisors for the picture were Capts. S. G. Mitchell and James Dyer. Mitchell served on the carriers *Langley, Saratoga, Wright, Hornet, Victorious, Princeton, Lexington, Wolverine, Corrigedor* and *Mission Bay* during his career and knows his carriers.

Jets To Get Rugged Tests

Diet to be Frigid Wind, High Altitude

Jet engines will be tested under conditions simulating those that will be encountered in service in the new Naval Aeronautical Turbine Laboratory.

Located at Trenton, N. J., the $22,750,000 lab will house equipment which will simulate altitudes up to 65,000 feet, air speeds up to 700 miles per hour and temperatures as low as —57 degrees F.

Contracts for construction of the lab were awarded in August.

First TO-1's at Pensacola

Jets to Train Pilots for F9F Panther

NAS PENSACOLA—How many flight students at Pensacola during the 1930's, as they soared around the Florida marshes in their *Yellow Perils*, would have imagined their 1949 counterparts would fly 600-mile-an-hour jets?

That is what is happening at Pensacola today. To start the program out, eight TO-1 *Shooting Stars* arrived at Whiting Field to join the facilities of the Naval Air Basic Training Command. They will be used for transitional training for pilots who step from SNJ to F9F's.

Led by LCdr. V. P. O'Neil, the two-seater jets were to start operations in September, with additional planes slated to arrive later. The TO-1's will give instruction to a few selected students who have completed advanced training in fighter-type aircraft at Corpus and then qualified aboard the CVL *Cabot* at Pensacola. They will get 45 hours of ground training and 20 hours in the air.

Photo Unit Flies Long Hops

VP-61 Maps 30,000 Sq. Mi. Alaska

VP-61 ALASKA—Chairborne pilots who have trouble getting in their four-hour flight time should join this squadron, which is making a photographic survey of Alaska.

During July, VP-16's six Liberators and four photo Beechcrafts photographed 30,000 square miles and compiled 1,216 flight hours. This time was shared by 10 flight crews and includes the squadron commander and all department heads. Each of the latter flew more than 100 hours during July, besides carrying the usual overload of paper work required by a squadron of this type.

Stateside Duty for VMF-211

Eight Years Old—First Time in States

Although it is now eight years old, Marine Fighter Squadron 211 is getting its first stateside duty at Edenton, N. C.

The squadron was formed overseas. Its postwar scene of operations was China, at Tsan Kou airfield, Tsingtao.

VP-84, HEAR THIS

Our first request for pictures of your squadron to be run with a short history of the unit did not net us the required number of pictures. Unless we have pictures, we cannot run the story.

It is a good one, so send us in pictures which we will keep carefully and return to you after cuts have been made. Your cooperation will be appreciated. Mail to Squadron Editor, Naval Aviation News, Op. 501D, Navy Department, Washington 25, D. C.

Navy "E" Pennants Given

Battle Efficient Squadrons Honored

After huffing and puffing through fiscal '49, Navy's ships and squadrons now know who came out on top in Battle Efficiency awards.

Adm. L. E. Denfeld, CNO, awarded the pennants to ships ranging from carriers and cruisers to cargo and repair vessels and to 13 squadrons in both Atlantic and Pacific fleets.

The battle efficiency emblem is a red triangular pennant on which is centered a black ball. It is displayed by each ship and squadron which receives the award.

Carrier, tender and squadron winners were:

F. D. Roosevelt, CVB-42; VA-65, Valley Forge, CV-45; VA-55, Rendova, CVE-114; VA-175, Mindoro, CVE-120; VC-23, Pine Island, AV-12; VF-32, VF-91, VF-41, VF-152, VMF-542, VMF-223, VP-28, VP-23, VP-49.

VF-63, ATLANTIC—During *Operation Blackjack*, giving an operational test to the Atlantic radar net, four *Bearcats* were in the air 20 seconds after receiving the "scramble order," considered a record.

VA-15, ATLANTIC—This squadron flew 13 months without a pilot-caused accident. Through June, 1949, it flew 6,030 hours and made 693 carrier landings. The only accident during the period was a 100% mechanical failure due to breakage of throttle linkage.

VA-134 — During rocket training, this squadron's overall average miss was 68'. Best individual average, by Ens. Fred Zeier, was 19'. He shot five consecutive bullseyes to attain his low score.

AUSTRALIANS GET FIRST CARRIER

HMAS SYDNEY, FIRST CARRIER TO JOIN AUSTRALIAN NAVY, APPROACHES SYDNEY HARBOR DOCK

AVIATION in the Royal Australian Navy recently got off to a flying start when the 19,000-ton aircraft carrier HMAS *Sydney* joined the fleet.

Formerly the wartime-built HMS *Terrible* of the Royal Navy, the carrier is now the flagship of the RAN, based in Sydney harbor.

At present she is the only aircraft carrier with the down-under fleet, but present plans are for an additional one to join the fleet next year.

Acquisition of the ship marks the real beginning of naval aviation for the Australians. She will carry 25 aircraft comprising two squadrons. One squadron will operate Hawker *Sea Furies* while the other will have Fairey *Fireflies*. This is the peacetime air group.

Skipper of the *Sydney* is Capt. Roy Russell Dowling, RAN. His Executive Officer is Cdr. Humphrey Beecher, RAN, while air group commander is LCdr. Paul Whitfield, R,N, a veteran of the European and Pacific theaters in World War II.

This the third Australian ship to bear the name *Sydney*. Number one operated in World War I. A light cruiser, she sank the German raider *Emden* off Cocos island in the Indian Ocean. Number two in the past war sank the Italian cruiser *Bartolomeo Colleoni* in the Mediterranean. She was lost later in an engagement with the German raider *Kormoran* in the Indian Ocean.

Marine Reserves Set Record

RESERVE CORSAIRS BORE IN AT TREETOP LEVEL TO FURNISH CLOSE AIR SUPPORT TO GROUND MARINES AT EL TORO, CAL., SUMMER TRAINING

THREE times Marine Air Reserves have held their two-weeks summer maneuvers at Cherry Point and El Toro and each year the training cruise has eclipsed the previous year in manpower and flight time.

Flying Leathernecks this year did it again to set new records. Twenty-seven Marine Reserve fighting squadrons and four Marine ground control intercept squadrons (radar) went to the two Marine Corps air stations. At Cherry Point they flew 10,694 hours, a sharp increase over 1948's total of 7,756 and 5,235 hours in 1947's maneuvers.

When the squadrons west of the Mississippi gathered at El Toro they flew 12,493 hours, compared to 9,764 hours for last year. A total of 1246 officers and 3112 enlisted Reservists took part in the battle problems.

A new thing was added in this year's maneuvers. For the first time pilots from each Reserve squadron, selected on the basis of their year-long record, were given checkouts in the famed Marine jet fighter planes and received training with regular Marine jet squadrons. Those at Cherry Point flew Marine *Phantoms* while those at El Toro checked out in TO-1 *Shooting Stars*.

Experienced jet pilots from VMF-122, commanded by Maj. L. D. Everton at Cherry Point, and VMF-311, commanded by LCol. Paul J. Fontana at El Toro served as instructors. Pilots logged about 12 hours in the jets and another 40 hours of classroom training. These men now are primed to pass along the word on jet flying to their mates against the day when they will fly jets.

The photograph at the bottom of the next page shows the first 14 Marine Reservists to check out in *Phantoms* at Cherry Point. They were, left to right, kneeling:

Lt. E. J. Cieszko, VMF-233, Norfolk; Lt. E. A. Zeager, Jr., VMF-451, Willow Grove; Lt. G. H. Bradley, VMF-235, Squantum; Lt. J. P. Murnane, VMF-321, Anacostia; Lt. J. W. Robinson, VMF-144, Jacksonville; Lt. A. A. Paulis, VMF-232, New York. Second row: Capt. F. M. Keenan, VMF-351, Atlanta; Capt. R. J. Kiernan, VMF-132, New York; Lt. W. E. Briggs, VMF-217, Squantum; Lt. J. J. Dinner, VMF-244, Columbus; Lt. D. G. Lynch, VMF-121, Glenview; Lt. J. W. Ver Plinck, VMF-142, Miami; Lt. W. F. Moore, VMF-217, Squantum; Lt. J. W. Rogalski, VMF-231, Akron.

Climax of the Cherry Point maneuvers was a spectacular two-day joint air-ground assault mission undertaken with units of the 2nd Marine division.

MINNEAPOLIS' KNOTT, NELSON AND JORGENSON AT EL TORO MANEUVERS

GEN. BRICE GREETS PFC RAWLINSON OF DALLAS, TEXAS, AT EL TORO

PALE MINNEAPOLIS MEN ROMP WITH BRONZED CALIFORNIA GALS IN SEA

MCDONALD, WHITLEY, STOVAL OF MEMPHIS VMF-124 HEAD UP ROCKETS

from Camp Lejeune. Flying Leathernecks were assigned the job of furnishing close air support to ground Marines annihilating an "enemy force" established along the coast 25 miles east of Cherry Point.

Flying their *Corsairs* so low they practically parted the infantrymen's hair with their props, the Reserves bombed and rocketed the enemy positions. By evening of the second day, the "enemy" collapsed and the island was declared secure.

Air Reservists at El Toro successfully staged similar close air support battle problems with Marines from Camp Pendleton. Skill displayed at both maneuvers by the Reserve pilots and ground crewmen were praised by Brig. Gen. William O. Brice, Commander of Marine Air Reserve Training. An interested spectator at the maneuvers was Gen. Clifton B. Cates, Commandant of the Marine Corps.

Another highlight of the maneuvers this year were the activities of the ground control intercept squadrons which utilized their mobile radar units to track and plot approaching "enemy" planes and vector Reserves to meet them.

When the final score was added up, Cherry Point's maneuvers drew 2,241 men and 232 aircraft, an increase in personnel of 16.2% over 1948. El Toro's mark was 2,117 men, a slight increase over last year.

LT. DAVIS EXPLAINS TO-1 TO THONE, LEAPER

MARINE AIR RESERVES

CHERRY POINT

VMF-121, Glenview—Maj. Robert J. Bryson
VMF-132, New York—Maj. John C. Misselman, Jr.
VMF-232, New York—Capt. Thomas S. Ferdinand
VMF-142, Miami—LCol. Roland F. Smith
VMF-144, Jacksonville—Maj. Thomas S. Mobley, Jr.
VMF-217, Squantum—Maj. Edward J. McGee
VMF-235, Squantum—Maj. Edward F. Cameron
VMF-281, Akron—Maj. Frank S. Hoffecker, Jr.
VMF-283, Norfolk—Maj. Robert W. Johannesen
VMF-244, Columbus—Capt. Jack B. Gifford
VMF-251, Grosse Ile—Maj. William A. Carlton
VMF-321, Anacostia—Maj. Robert T. Kinsbury
VMF-351, Atlanta—Capt. Richard J. Webster
VMF-451, Willow Grove—Maj. Henry S. Miller
MGCIS-22, Glenview—Capt. Lester C. Pertle
MGCIS-21, Squantum—Maj. Frank A. Metz, Jr.

EL TORO

VMF-111, Dallas—Maj. John A. Reeder
VMF-112, Dallas—LCol. James A. Embry
VMF-123, Los Alamitos—Maj. Donald L. Clark
VMF-241, Los Alamitos—LCol. Edward J. Moore
VMF-124, Memphis—LCol. Horace A. Pehl
VMF-141, Oakland—Maj. Grant W. Metzger
VMF-143, New Orleans—Maj. Frank C. Drury
VMF-213, Minneapolis—Maj. Jacob A. O. Stub
VMF-234, Minneapolis—Maj. Thaddeus P. Wojcik
VMF-215, Olathe—Maj. Clyde W. Masheter
VMF-216, Seattle—Maj. Eystein J. Nelson
VMF-221, St. Louis—Capt. J. H. Wehmer
VMF-236, Denver—Capt. Leslie C. Reed
MGCIS-18, Los Alamitos—Maj. Sam A. Gardner
MGCIS-16, Minneapolis—Maj. C. G. Gordon

MOORE, WINFIELD, TUTT OF MEMPHIS FILL AMMUNITION CANS ON F4U

THESE EAST COAST RESERVES CHECKED OUT IN FH-1 AT CHERRY POINT

NOW WHEN I WAS AN ENSIGN...

CREIGHTONS, FATHER AND SON, NOTE PROGRESS

WHEN both father and son are naval aviators, it isn't surprising if they talk airplanes when they get together. Cdr. Bert H. Creighton, USNR, who is on the staff of the Commandant, 13th Naval District, and Ens. Bert H. Creighton, Jr., USN, form one of the comparatively rare father and son combinations in naval aviation. The latter's leave visit with his parents in Seattle recently was a natural set-up for comparing how things were more than 30 years ago with the present time.

For Cdr. Creighton, back in 1917, was one of the first graduates and instructors at NAS PENSACOLA, now the Navy's number one aviation training center. And Ens. Creighton, in 1945, more than a quarter of a century after his father, also was graduated from there. Their contrasting experiences point up the fact that the pioneer stage is only a generation behind.

Speed, of course, was the subject of the first comments from father and son. "We used an N-9 seaplane, powered with a Curtiss OX-5 engine, then," the commander explained, "and we did all of 65 to 70 miles an hour."

"Compare that with our TO (trainer) Lockheeds today, a jet job," observed Creighton, Jr. "They make up to 600 miles an hour."

"And compare the 120 horsepower of our old planes with the 4000 pounds thrust of the jets," chimed in Creighton, Sr.

"It took us one hour to make 10,000 feet in the old days, and son here says he can get up to 10,000 feet in two and a half minutes," he added.

"Our planes were made with spruce from the Pacific Northwest as framework, and an airplane 'dope' fabric, while today's planes are aluminum."

"The jets can really take off . . ." broke in Creighton, Jr.

"Ha!" ejaculated his father. "Sometimes we had to taxi 10 miles in Pensacola bay to wind up the necessary 45 miles an hour to get in the air. Then we had to 'jockey' or roll our planes to get the leading edge of the pontoons up so that the plane could take off.

"Then at other times a plane would get in front of us, kick up a slipstream, and the wind velocity would enable us to take off. Those were the days!" he added nostalgically.

"Target practice was really something. We didn't have tow targets, guided robots or such gear. For practice we fired on the shadows cast by our plane or by the planes in our group. We didn't have parachutes either.

"Our armament consisted of two 50-pound bombs and a 30 caliber machine gun. Compare that with the jet fighters of today and their six 50 caliber guns."

Today's course of instruction takes 450 hours, but back in 1917 Cdr. Creighton was teaching other pilots when he had but 45 hours of instruction himself.

The instrument panels of the old planes looked like the dashboard of today's automobile, with a compass, oil pressure gauge and water temperature included. "We judged our speed by the sound of the wind whistling through the struts and guy wires, the more shrill the whistle the faster the speed."

Cdr. Creighton, naval aviation pioneer, still flies for the Navy, in addition to his staff duties, piloting twin-engine jobs. "I'll leave the jets to this generation," he says.

Ens. Creighton, after carrier duty, was assigned as an instructor of Air Group 5, San Diego, and has just been ordered to Corpus Christi to help organize a training squadron there.

Alaska Fliers Defy Arctic

Squadron Camps Out on Kodiak Is.

VP-29, KODIAK — The best way to learn to do is by doing, so this squadron sends its plane crews out to live 48 to 72 hours on bleak Kodiak island using only the survival gear present on patrol aircraft.

With a graduate of the cold weather school at Nome as leader of the party, a complete flight crew is sent to a previously undesignated locality and told to live as though they had been forced down there. Results have been encouraging.

Weather on Kodiak is frequently inclement and difficult to forecast. Deep snow prevails in May and over most of the island. Bears are still asleep but stirring restlessly. Ptarmigan and rabbits are plentiful. A limited supply of C rations goes with the party and some 5-in-1's, but living off the land is encouraged and practiced.

When near streams or salt water, a bountiful supply of crabs, trout and salmon may be had with little effort. Shelters are absolutely necessary and are constructed in rigid conformance to the laws of the desolate north.

VF-12—With an average error of 58' with 450 rockets, this squadron won first place in the June rocket-firing competition over 14 other squadrons.

VF-151—F8F engines operated a long time at low settings and lean mixture develop a "wolfing" noise. A lead deposit from the gas builds up on the intake valves. Cure: Enrich the mixture and increase the power settings. The deposits will be burned out.

First Photograph *released of the production model of the Martin P4M four-engine patrol bomber is presented above. The long, sleek lines of the Mercator resemble slightly those of the PB4Y–2, with a touch of the P2V. Two jet J–33 engines are nestled in the same nacelles as the P&W Wasp Majors which give the P4M a top speed of more than 300 mph. Take-off weight is 80,000 pounds and range more than 2,000 miles. Wing span is 114 feet, length 85. Armament of mines and guns weighs 14,000 lbs. Nine men are in its crew. Navy is buying 19 P4M's*

Wright Aide's Grandson Joins Navy

W. T. TATE, E. MCLAUGHLIN, SKC, RECRUIT TATE, J. A. FORBES, QMC, AND THE SEWING MACHINE

LEWIS James Tate, Jr., 19, of Great Bridge, Va., who recently became an Airman Recruit in the Navy, has the family background for aviation. His grandfather helped the Wright brothers make their first flight. His grandmother sewed the fabric for the wings of the first plane.

Young Tate's grandfather is Capt. William J. Tate, 79, of Coinjock, N. C. His first contact with the Wright brothers was when they wrote and asked him if Kill Devil Hill at Kitty Hawk, N. C., had air currents favorable for a heavier-than-air craft.

Capt. Tate described the place, and soon afterwards Wilbur Wright appeared at the Tate residence and asked to be given lodging until the arrival of his brother from Dayton, Ohio.

Both men lived with Capt. Tate for several months before moving to a tent set up on the beach. Each year until the final flight they came to Kitty Hawk to experiment with air currents, gliders and weather conditions.

When the Wright brothers arrived with the plane, Capt. Tate's wife pitched in and helped them assemble the machine by sewing the fabric for the wing surfaces. Capt. Tate still has this sewing machine in his possession and it still works. *(See photo)*

The Wright's first glider was assembled in the Tate front yard at Kitty Hawk where Capt. Tate was serving in a Coast Guard lifeboat station at this time. Together with his brother, they helped launch the glider as many as 100 times in one day.

Then on December 17, 1903, the Wrights flew their motor-driven plane for the first time. Capt. Tate admits that at first he was rather skeptical of the "flying machine," and on the day of the first flight he wasn't present.

"The cold wintry weather and 30-knot northeasterly wind convinced me no flight would be attempted that day," he says, "and I never checked to see how the brothers were progressing; much to my regret!"

Capt. Tate, since that day, has always shown a great interest in flying and seldom misses a chance to get in a little "flight time." He says, "Aviation is the greatest science ever bestowed on the human family."

His grandson, on the other hand, is just starting his travels. He was enlisted at the Norfolk Navy Recruiting Substation by Chief Quartermaster J. A. Forbes, a longtime friend of the Tate family.

SAM'S EYES MUST BE TROUBLING HIM AGAIN!

First officer *to complete basic training under the direct procurement ensign naval aviation training program started last summer is Ens. Eugene R. Christie. The program enlisted men with four-years of college and commissions them ensigns on entering service. They get full pay, allowances while in flight training.*

LCDR. HERB MARTIN CHECKS ST. LOUIS INDEX

Cross Country File Useful

St. Louis System Files Airport Data

NAS ST. LOUIS—A handy system of filing NOTAM's has been developed by Lt. (jg) Milton Poole, operations officer, making use of Kardex-style drawers and Kardex card holders to list airports alphabetically.

Before leaving on a cross-country, the pilot can check the list and find all naval air stations and commercial fields having Navy units in the U.S., all military fields within 500 miles of St. Louis, all fields of any kind within 300 miles, and all military and commercial fields used by any type of aircraft on the established ferry routes from St. Louis to anywhere in the U.S.

Permanent names of all the above listed fields are installed in the transparent guide on the cards. The NOTAM's are filed above the name card immediately as they are torn from the teletype.

LETTERS

SIRS:

After reading the article, "St. Loo Saves Air Force Men" in the May issue, I thought it might be well to tell you a story which illustrates that GCA honors don't all go to the Navy.

On Saturday, 23 April, 1949 I made an administrative flight from NAS MEMPHIS to Corpus Christi via Dallas. The plane was an SNB fully qualified for instruments. On the return night flight I stopped at Bergstrom AFB at Austin. I departed there for Dallas at midnight with an ETA of 0100. Weather forecasts had indicated VFR but as I approached Dallas the weather became IFR. I changed my flight plan and by the time I had passed the low cone at Dallas the conditions were zero/zero. Rather than chance going to other nearby fields where temperature and dewpoint were close together I decided to try GCA at Carswell AFB at Ft. Worth.

After holding on the Ft. Worth range for two hours I finally talked approach control into letting me have a try at Carswell GCA after a PBY had missed two of his approaches. I made the letdown and came down to 60 feet and was still on the gages. Later I was brought in with the weather as near zero/zero as I have ever seen it. There was a slight drizzle and upon landing it was found that I could see absolutely nothing. We were finally located by the GCA jeep which had gone in search of the "Follow Me" jeep which had managed to get lost.

Both runs were entirely satisfactory and the coolness with which I was handled on the radio was very reassuring and contributed considerably to the success of the approach. Incidentally, my white card was valid, and it's not easy to keep it when attending the University as a five-term student. My hat is off to the GCA unit at Carswell.

WILLIAM A. WARDE, LT. (JG),USNR
NROTC, UNIVERSITY OF MISSISSIPPI

¶ What became of that poor PBY?

SIRS:

This squadron, based ashore at NAS ALAMEDA and attached to the CV *Boxer*, believes it has one of the finest of recreation rooms. It includes a new television set, phonograph-radio combination, and ping-pong table.

The men enjoy a set of 12 rods and reels for deep sea fishing, their outboard motor, athletic equipment and nearing completion is a fishing boat seating eight men. Their motto is "enjoy the best while you rest in the west."

It was all purchased with their own money, too!

W. R. HARLOW, CDR.
VF-191

SIRS:

The enclosed picture of my three-year-old son might be entitled: "How Young Can an Aviator Be." Although he is only three, his knowledge of airplanes far exceeds his age, as the photo will indicate. He is cranking up the family plane for a spin in the air over Rio de Janeiro.

LT. G. W. BECK, JR.
NAVAL MISSION TO BRAZIL

SIRS:

In your May, 1949, issue on the squadron insignia page you have the insignia of NAS ALAMEDA and the statement about the Golden Gate Bridge.

I believe and also several thousand Navy men will agree that the view shown could be seen from Coit tower or the Top of the Mark. Yerba Buena (Goat) Island shows also, which is the central anchor point of the main span of the Oakland bay bridge and *not* the Golden Gate bridge. Bet you I am right.

CLAUDE W. ELMORE, EM1c
NAS OROTE, GUAM.

¶ Our squadron insignia editor, a University of California graduate, looked at the insigne and thought he saw both bridges. We will leave it up to the artist who drew Alameda's insigne as to what he was trying to show.

SIRS:

It is noted that the improvised torque wrench and jack modification shown on page 39 of the June issue of NANEWS is credited to MCAS EL TORO instead of VMF-311. This squadron sent in a report covering those items on 10 March, 1949, and the items under discussion were designed and made by men attached to this squadron. To T/Sgt. Faurice H. Cameron goes the credit for the torque wrench, and to S/Sgt. Leo E. Nordman full credit for the jack modification.

JOHN P. CONDON
CO, VMF-311

CONTENTS

● THE COVER

Working on the pigtail of a 2.25" SCAR rocket on the wing of an F6F is R. H. Boda, formerly with the Reserve CVEG-71 at Glenview and now at Pensacola.

● THE COVER

Only in the photographer's world of montage could this month's cover picture come true—the historic NC-4, first plane to fly across the Atlantic ocean, in 1919, flying wing on the newest F7U jet. The two planes cover the span of *Naval Aviation News*' life, from 1919 to 1949. The cover is symbolic of this 30th Anniversary issue of the *News*.

● THE STAFF

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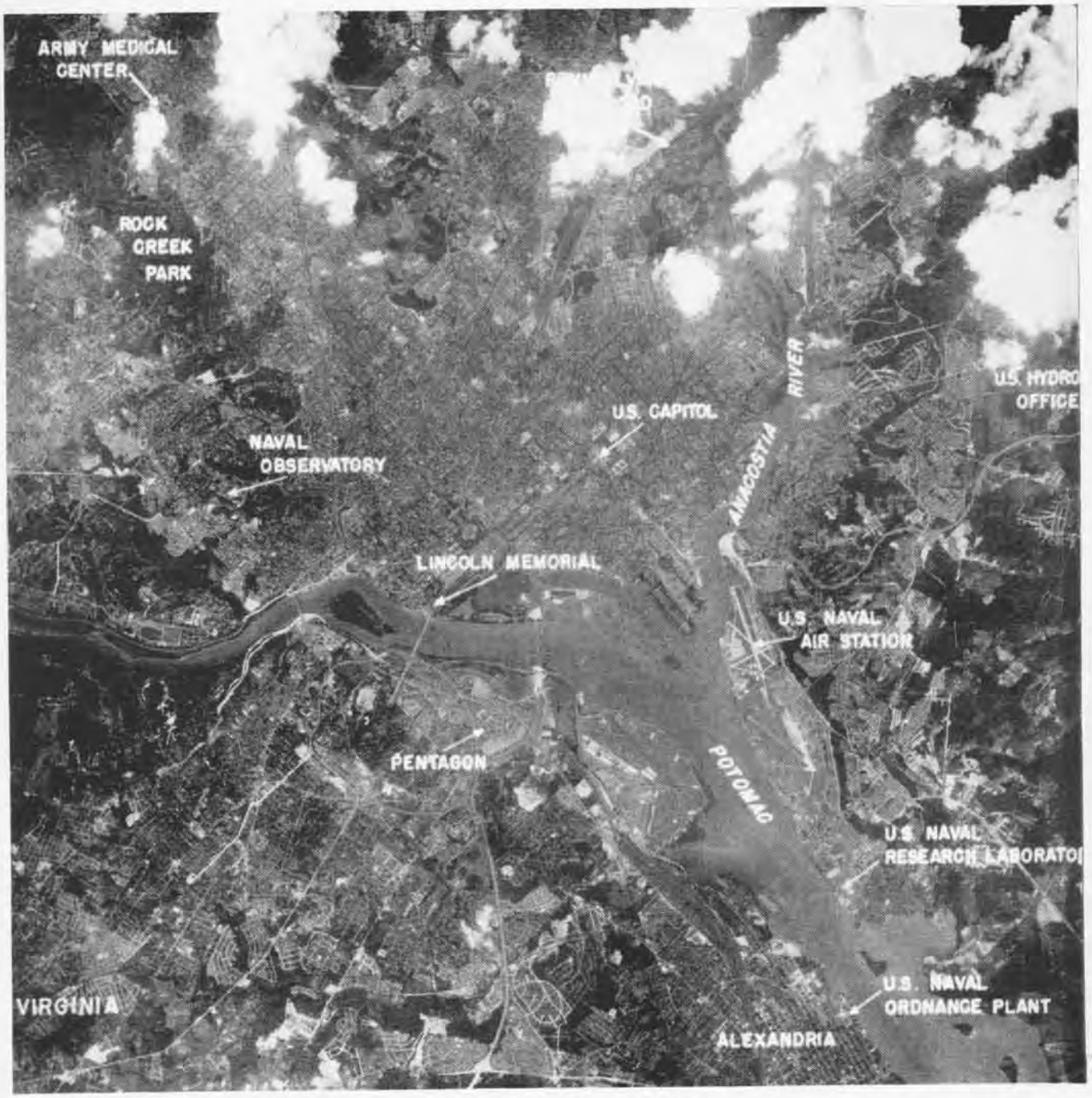

F2H SHOOTS PHOTO FROM 48,846 FEET

THE PHOTO above is believed to be the second highest picture taken from a piloted aircraft. It was shot from 48,846 feet above Washington, D.C., by a Navy *Banshee* piloted by Lt. (jg) Hugh J. Tate using a new CA-8 cartographic camera. Tate actually flew his jet to 52,000 feet, but owing to an overcast had to descend to shoot his photos. The world's altitude record for a piloted plane is held by a British *Vampire* which bettered 59,000 feet. More facts on Tate appear on Pg. 10.


n. a. news
30th
Birthday !!!