

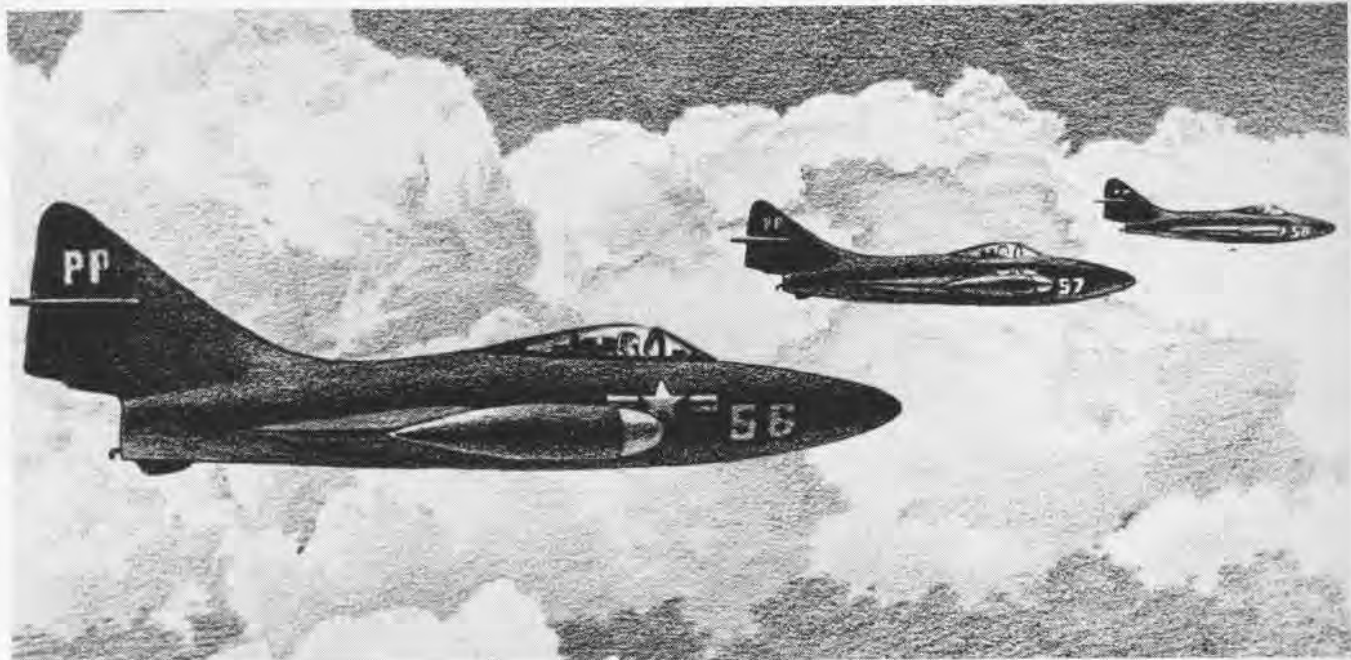
NAVAL AVIATION

NEWS



DECEMBER 1952

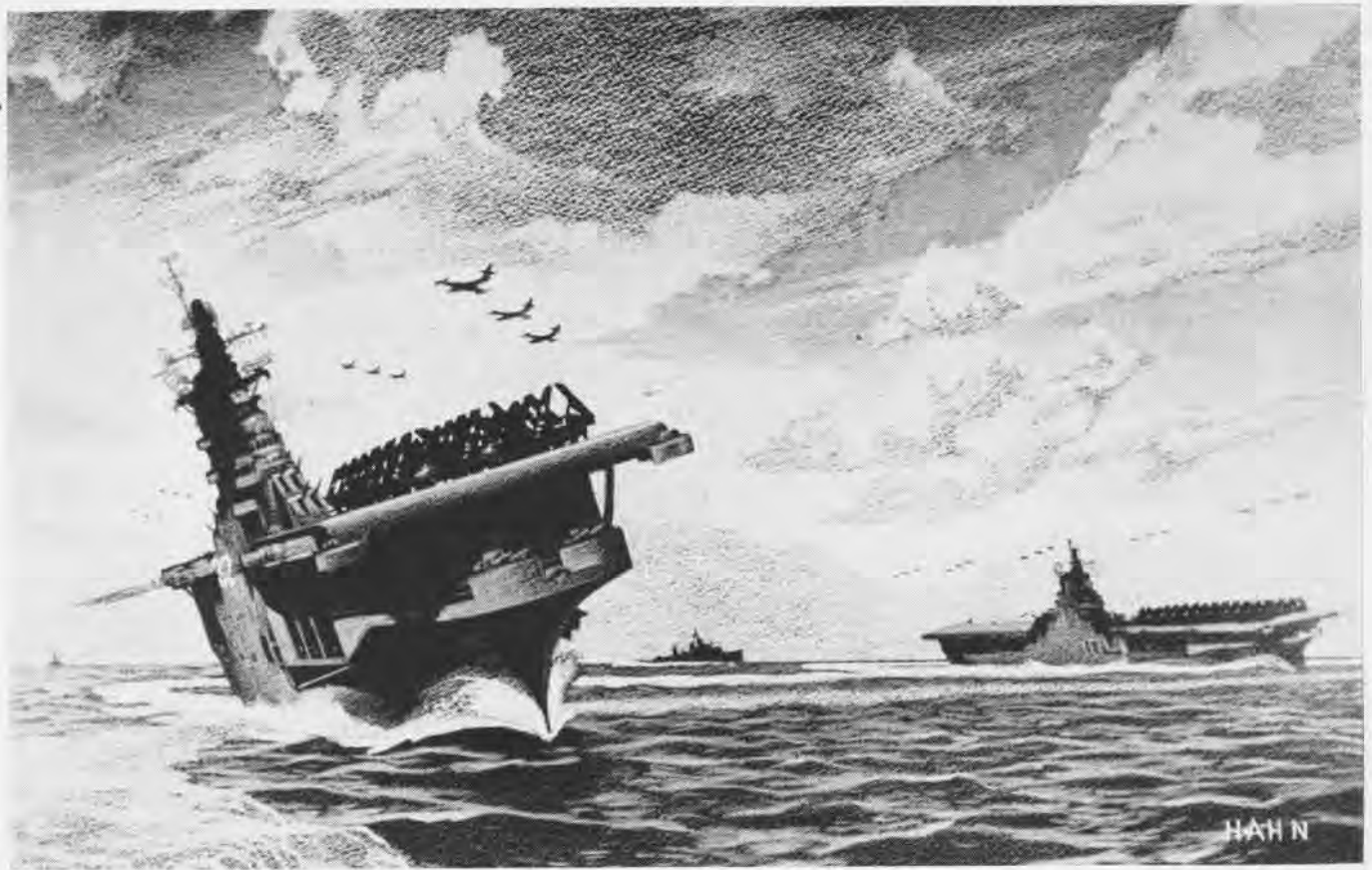




THEY WERE THERE

CARRIER	COMMANDING OFFICER	AIR GROUP	AIR GROUP COMMANDER
CVA-45 USS Valley Forge	CAPT Lester K. Rice CAPT Joseph M. Carson CAPT Oscar Pederson CAPT R. E. Dixon	CVG-5 CVG-2 ATG-1	CDR R. P. Lanham CDR R. W. Rynd CDR J. H. Crabb, Jr.
CVA-47 USS Philippine Sea	CAPT R. R. Waller CAPT W. K. Goodney CAPT I. E. Hobbs CAPT Allen Smith, Jr.	CVG-11 CVG-2 CVG-11	CDR R. W. Vogel (KIA) CDR Ralph Weymouth CDR R. W. Rynd CDR Jacob W. Onstott
CVE-118 USS Sicily	CAPT John S. Thach	VSF-214	LCOL W. E. Lischeld (KIA) MAJ R. P. Keller MAJ W. M. Lundin MAJ C. M. Kunz LCOL G. F. Vaughan
CVE-116 USS Badoeng Strait	CAPT W. A. Shoemaker CAPT A. E. Loomis	VMF-223 VMA-312	MAJ A. A. Lund MAJ S. S. Nicolay LCOL Joseph A. Gray CDR W. N. Pugin
CVA-31 USS Boxer	CAPT A. W. McKechnie CAPT J. C. Alderman CAPT R. L. Johnson CAPT H. L. Ray	VMF-212 VS-931	CDR Don White CDR Wm. W. Brehm CDR Arthur L. Downing
CVA-32 USS Leyte	CAPT Cameron Blake	CVG-2 CVG-101 CVG-2	CDR W. F. Madden
CVA-37 USS Princeton	CAPT Dennis J. Sullivan CAPT Marshall B. Gurney	CVG-3	CDR R. C. Merrick (MIA) CDR Charles R. Stapler (MIA) CDR A. L. Moltby, Jr. (Acting) CDR Donald E. Bruce (Acting) CDR William Denton, Jr.
CVL-29 USS Batasan	CAPT W. R. Hollingsworth CAPT Edgar T. Noale	VMF-212	LCOL R. K. Wyszawski MAJ Donald P. Frame (KIA) MAJ F. H. Presley MAJ E. J. McGee LCOL R. E. Smith, Jr. LCOL G. C. Axtell, Jr.
CVA-31 USS Bon Homme Richard	CAPT Wm. Miller CAPT H. R. Horney	VMA-312	CDR H. W. Funk CDR G. B. Brown
CVE-114 USS Rendova	CAPT Cecil B. Gill CAPT P. W. Watson	CVG-101 CVG-7	LCOL Manuel Brilliant LCOL Joseph A. Gray
CVA-9 USS Essex	CAPT Frank E. Pickling	VMF-212	CDR Marshall U. Beebe
CVA-36 USS Antietam	CAPT Austin W. Wheelock CAPT Walter F. Hodges CAPT E. E. Lovett	CVG-3 ATG-2	CDR R. F. Farrington
CVE-114 USS Bathoko	CAPT George J. Durak CAPT Reynold D. Howie CAPT Leonard T. Morse	CVG-15 VMA-312	LCOL J. H. McGibbon, Jr. LCOL R. E. Smith, Jr.

U. S. CARRIERS AND AIR GROUPS THAT HIT COMMUNISTS IN KOREA



NAVAL AIR WAR

OVER THIRD OF U. S. COMBAT AIR STRIKES IN KOREA BY NAVY

THE KOREANS have a national hero, one Tangeon, of circa 2400 B.C. who, according to legend, has since appeared many times in spirit form to lend wisdom, insight and inspiration to authors. Apparently he was very active in the 14th century during the writing of the book *Chung Kam Rok* or *The Story of the Chung Prophecy*.

This bit of Oriental wisdom forecast foreign rule over Korea beginning in the Christian year 1892. The Japs took over in 1895. It foretold the defeat of these foreign rulers in 1945. In 1945 the Japs were whipped. It described 1946 as a year of flood and epidemic. It was, surprisingly enough.

The amazing *Chung Prophecy* allowed seven years for an occupation by the victors prior to the outbreak of war between North and South Korea. This war has been underway since 1950.

Looking once again into his crystal ball, the 14th century prophet predicted a new and great Korean dynasty to follow the war. Its leader would be Chung

To Rok. In view of the seer's batting average, it might pay to start looking for Mr. Chung.

Since none of NANEW's staff has had the benefit of any of Tangeon's inspiration, it can't make any predictions on this last one, but it can bring you up to date on what has taken place in the Korean fighting.

The U. S. Navy first took a look into Korea in 1853 when Commo. Shufeldt visited the place aboard the *USS Ticonderoga*. The Navy was there again in 1871 when a survey party of Adm. Rogers got involved in an unfortunate shooting scrape. It's back there again now, and it has been for two and a half years.

Two and a half years is a long time when one is fighting. It's also a good time to pause and review the past 30 months of accomplishments by the Navy's striking arm, naval aviation.

Korea, Land of Morning Calm, has enjoyed little calm of any kind since June 25, 1950, when the Kremlin decided the plum was ripe for plucking. The United Nations stood firm against this "harvest."

Illustrations by Herbert C. Hahn, Navy Combat Artist

Defenders Are Hard-Pressed

That control of the sea is vital was again clearly illustrated when the United Nations were able in brief time to build up more power than the enemy whose territories bordered the hapless peninsula. The sea proved once again to be the most efficient means of transport on a ton per mile per day basis, and that he who controls the sea, if he wills it, can control the world.

U. S. naval aviation, Navy and Marine, furnished the basis of U. N. sea power. Month after month it averaged over 35 per cent of the combat sorties flown by all United States aircraft; it dropped as many tons of bombs as it did in World War II, used more rockets, and fired half as much ammunition. This was achieved with a smaller force, first-rate evidence of the intensity of the fighting. In addition, the Navy had sup-

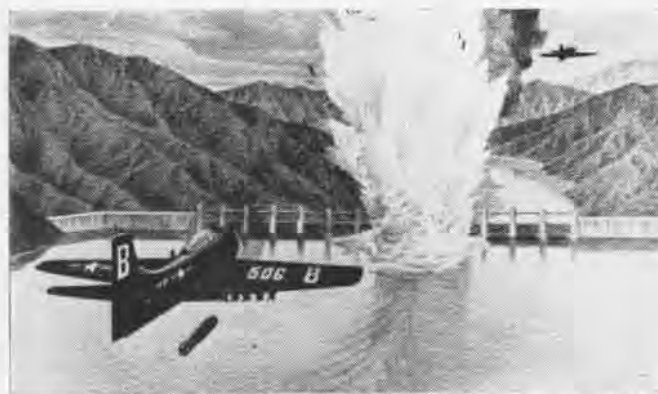
ports began the long flight across the Pacific. While Marine ground troops packed their gear, their supporting air units hastily assembled the equipment needed to operate from CVE's and shore bases. Carrier air groups practiced techniques of war with a new feeling of urgency.

Like the ripples from a stone cast in a pond, the effects of Korea spread in ever wider circles. Navy and Marine units along the Atlantic prepared to change oceans. Farther it went until at the far end of the Mediterranean, it reached the SIXTH FLEET. Early in August came orders to detach a Marine battalion and the carrier *Leyte*. The Marines set out for the Far East by way of Suez; the *Leyte* took the other route, westward across two oceans and through the Panama Canal.

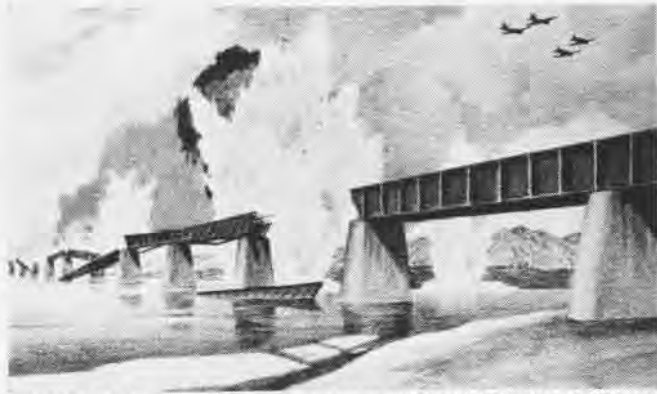
Naval aviation did not wait the coming of these reinforcements to go into ac-

tion. When that amphibious operation was unopposed, the carrier aircraft raided up and down the coast and delivered a devastating strike at the Wonsan oil refinery. From then, until the 29th, the *Valley* continued operations, moving from the east to the west coast of the peninsula and back again as the urgent situation ashore demanded.

While the *Valley* replenished again in Okinawa, another attack carrier, USS *Philippine Sea*, arrived from the States. At the same time the 1ST PROVISIONAL MARINE BRIGADE with units of the 1st Marine Air Wing and the escort carriers USS *Sicily* and USS *Badoeng Strait* were moving into the combat theater. The number of Navy and Marine carrier aircraft had risen to approximately 200. They were none too soon in making their appearance because U. N. ground forces had been pushed back into a narrow perimeter around the port of Pusan.



PRINCETON SKYRAIDERS OPEN GATES OF HWACHON DAM WITH TORPEDOES



NAVY BOMBS TUMBLE HUNDREDS OF NORTH KOREAN BRIDGES, SLOW REDS

ported the Marines and the ships of the Navy around the world, all on less than one-third of the Nation's defense budget, evidence of the efficiency and relative economy of naval power.

Before the situation deteriorated to the point where the U. S. and other members of the U. N. ordered ground troops to the assistance of the hard-pressed South Koreans, the President had assigned the Navy two missions. It was ordered to do what it could to help the defenders of the Republic of Korea, and to play the major role in seeing that the communist Chinese did not seize Formosa. To carry out its share of these assignments naval aviation had little immediately available—in Japan, just two patrol planes and a handful of maintenance personnel; in the Far East generally, elements of two patrol squadrons, one engaged in relieving the other, and a single carrier, USS *Valley Forge*, with accompanying escorts.

As the *Valley* turned north, a seaplane tender set sail for the Pescadores Islands just west of Formosa and patrol squad-

rons. On June 27, 1950, patrol planes took off on their first patrols. On July 3, the *Valley* was joined by the British carrier, HMS *Triumph*. The two launched their planes against airfields and transportation facilities around Pyongyang, the capital of North Korea. For the first time, since August 1945, naval aircraft shot enemy planes from the air, destroyed others on the ground, and wrecked bridges and rail yards. For the first time anywhere naval jet fighters went into action. The following day U. S. and British pilots continued their task of reducing the Pyongyang transportation center.

The *Valley* then hurried to Okinawa from which it could help prevent a landing on Formosa, if necessary. Whatever the intention of the Chinese Reds, the North Korean variety showed no disposition to wait and pushed steadily ahead against the all-too-few defenders. The *Valley*, again joined by the *Triumph*, sortied once more and on July 18 covered the landing of the 1ST CAVALRY DIVISION at Pohang on Korea's east

coast. Marine aviators went into action August 3 flying from the *Sicily*. *Badoeng Strait* followed on August 6 with Marines aboard, one day after naval pilots on the *Phil Sea* began operations. When the 1ST PROVISIONAL BRIGADE went ashore, it took along ground controllers and their communications equipment, an integral part of the most accurate system of close air support known to any service.

Close Air Support Paves the Way

On the morning of August 17, U. N. troops with Marines in the lead, started elimination of an enemy bridgehead across the Naktong River. As the artillery barrage lifted, Marine *Corsairs* from the CVE's hammered the reverse side of a ridge across a narrow valley. Marine ground troops shoved off. An hour later they were within 20 feet of the crest when the communists drove them back with hand grenades. As they reformed, they called again for air support, and again they got it. The Marines made it across the top of the bomb-scarred ridge.

This went on all through the hot summer day, until by nightfall a large section of the ridge had been cleared of the enemy. Under cover of darkness the Reds counter-attacked and penetrated Marines' position at two places. At daybreak, the *Corsairs* returned and the line was restored. To veterans it was reminiscent of World War II island fighting. It was typical of that August in South Korea. Close cooperation and the flexibility of aircraft in delivering fire power where it was urgently needed saved the Pusan perimeter. The 3,000 sorties of naval and Marine aircraft had made its contribution.

Early in September the carriers withdrew to Japan. The arrival of patrol planes eliminated the need of sending the carriers to Okinawa. Seaplanes from tenders in the Pescadores and land-based VP from Okinawa were present in sufficient numbers to keep Formosa approaches under constant surveillance.

In Tokyo big things were in the wind. Time had come for the U.N. counter-offensive. Flanks of the contending armies were firmly anchored on the sea, and only the power which controlled the sea could possibly outflank the other. The North Koreans had tried just such a maneuver which, if successful, would have given them the port of Pusan. This move was thwarted by the small, U. S.-trained ROK naval forces. The United Nations command was now ready to change the course of war by using its command of the sea to outflank the communists by launching an attack well to their rear. The objective was Seoul, center of the transportation and communications net serving all South Korea. It was to be reached through an amphibious landing at the nearby port of Inchon.



NAVY-MARINE CLOSE AIR SUPPORT HITS COMMUNIST POSITIONS HARD TO COVER U.N. TROOPS

Carriers Cover the Landing at Inchon

The U.N. air plan called for the carriers to furnish the entire support in and near the objective area. For this purpose the Navy had the fast carriers *Valley* and *Phil Sea*, the small *Sicily* and *Badoeng Strait*, and His Majesty's scrappy *Triumph*. Another fast carrier, USS *Boxer*, was enroute and joined, in spite of an encounter with a typhoon on D-day. Since the opening of hostilities, the *Boxer* had run a shuttle service. She helped get the U. S. Air Force into action by leaving San Francisco on July 14 with a cargo of 145 F-51's, 2,000 tons of urgently needed Air Force supplies, and 1,000 military passengers. She had set a record for the Pacific crossing and then proceeded to break it again on the return. Now she was in the Far East once

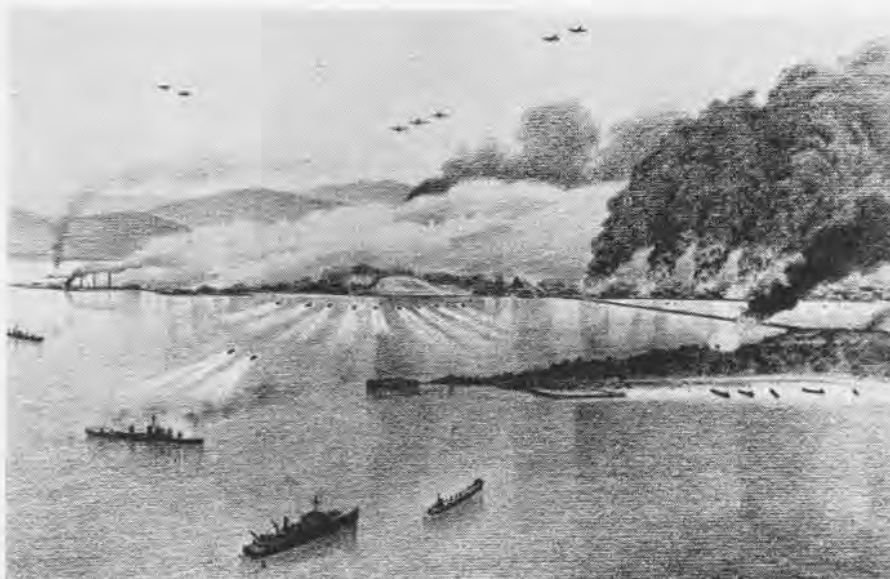
more with her air group aboard and ready for action.

The *Valley* and *Phil Sea* commenced hammering the objective area on September 12. *Sicily* and *Badoeng Strait* sortied from Japan with the amphibious force and commenced air operations on the fourteenth. The *Triumph* maintained combat air patrols over the amphibious and fire support forces. Naval patrol aircraft flew anti-submarine searches.

The 30-ft. tides at Inchon made the operation ticklish. Delicate timing and complete cooperation among the elements involved were required. The combination of air attack and off-shore bombardment paved the way for the landing. The Navy and Marine way for requesting and directing air support of the troops ashore worked as it always had. It worked well.

After Naval and Marine air strikes and bombardment, the Marines went ashore on September 15, first to Wolmi Island, then to the city itself. Under the protective cover of carrier air, the troops pushed forward towards Seoul. Two days later they overran Kimpo Airfield. Marine squadrons from Japan arrived at Kimpo on September 19 and the following day the first operational flights were made. With the capture of Seoul and the linking up of the invading force with Eighth Army elements which had pushed north from the Pusan Perimeter, the amphibious operation came to an end.

In the hope of cutting off Red troops fleeing north the Xth Corps of which the 1st Marine Division formed a part was withdrawn from the Seoul area and sent by sea to the other side of the peninsula for a landing at Wonsan. Again the car-



NAVAL AVIATION CONTROLLED SKIES AT AMPHIBIOUS INCHON LANDING WHEN U.N. FLANKED REDS

Navy's Air Strengthened

riers were to furnish the necessary air support, and for this occasion still another joined.

Leyte had completed its journey more than three quarters around the globe averaging 23 knots. She was ready to prove that a ship and air group assigned to one theater could operate equally effectively in another. From the one fast carrier of July, the number had increased to four in addition to the escort carriers. From the autumn of 1950, the Navy has kept at least three fast carriers and one or more CVE's or CVL's in the Far East. The British have also provided a CVL. VP squadrons in the Korean theater numbered five, and shore-based Marines five, including one VMO equipped with liaison aircraft and choppers.

By rotation of ships and units, the burden of the Korean fighting has been spread to many. A by-product of the war has been testing equipment under combat conditions. One of the major developments has been the use of jets, another occurred in the wide use of the 'copters. The helicopter's greatest impact came as a rescue craft to lift downed pilots from the water and from behind enemy lines. Countless lives have been saved by speedy evacuation of wounded. A landing platform was put on a hospital ship so casualties could be delivered direct by 'copters. These versatile craft have also been used for artillery spotting and other types of observation. On the basis of Korean experience, the Marine Corps has organized assault helicopter squadrons to deliver men and supplies to forward positions from ship or shore.

In addition to the need for high per-

formance jet fighters, the Navy has recognized the necessity for an attack plane capable of going in low to the objective, remaining in the target area for a considerable period, and delivering dive bombing and other low level types of attack. At the present time none but propeller driven aircraft has the proper characteristics for this type of work. The load carrying ability, the accuracy of dive bombing, and the ruggedness of the AD *Skyraider* attack plane employed from carriers and by the Marines has been the most devastating attack factor in the Korean air war.

Heavy Mining Encountered at Wonsan

When the fast carriers returned to action off Wonsan on October 10, 1950, ROK forces were already in the area. The North Korean army rapidly disintegrated after being outflanked at Inchon. Many surrendered in South Korea while others fled northward toward the Manchurian border. At Wonsan, however, they left behind a memento in the form of one of the heaviest concentrations of mines ever encountered anywhere. Here and in other Korean ports naval aircraft assisted the minesweeping forces in removing this menace. Helicopters did excellent work in mine spotting and patrol planes became skilled in destroying them with gun fire.

While the Xth Corps waited to go ashore, carrier aircraft raided targets in the dwindling area under communist control and assisted South Korean units. In October it looked as if the war were approaching its end; then U.N. troops began encountering Chinese Communist units. At first these appeared scattered and not particularly aggressive, but the

increasing number of contacts gave cause for concern. Early in November it was decided to hinder further Chinese reinforcements from reaching the battle area by destroying the bridges across the Yalu River which for a distance of over 200 miles formed the boundary with Manchuria.

Naval aviators had long specialized in the dive bombing type attack which is most effective against small targets requiring the greatest possible accuracy. It was not surprising that they should be called in to try their skill. On November 8 they received their assignment—bridges scattered from Sinuiju completely across the Peninsula, to Hyesanjin 200 miles upstream.

This was a particularly difficult job because the aircraft had strict orders not to cross the Yalu into Chinese territory. This not only prevented them from diving along the axis of the bridges, the natural method of approach, but also exposed the attackers to antiaircraft fire from the Chinese side of the stream. As if to underline the importance of the bridges, the enemy's air force which had virtually disappeared in the early days of hostilities made a dramatic reentry with the Russian built MIG-15's. This time they played it safe. Rather than risk having their planes destroyed on the ground as had happened to the original North Korean air force, they based their aircraft in Manchuria. From this sanctuary, it was easy to make a diving attack across the border, and return quickly to a safe haven when pursued.

Panthers Meet Migs Near Yalu River

Jet-versus-jet in combat was an interesting prospect, but, putting first things first, the Navy was primarily concerned with getting its attack planes safely into the target and out again. To provide escort over distances up to 250 miles when such wide differences existed in the characteristics of jet fighters and attack bombers presented a problem not previously encountered. On the morning of November 9, the attack planes took off alone and flew toward their targets far across Korea. Fifty minutes later the carriers launched the first of three jet flights, followed by the two others at fifteen minute intervals. Well before reaching the objective the first relay of jets overtook the attack planes and accompanied them in; the second flight provided protection over the target; and the third escorted them back out until danger of interception had passed.

The system worked. In spite of repeated attacks by enemy MIG's, in the numerous bridge attacks carried out during the month no escorted aircraft were lost to enemy fighters. Further-



NAVY JET FIGHTERS BESTED MIGS IN ENCOUNTERS WHILE COVERING DIVE BOMBERS AT YALU



CARRIERS SUPPORTED MARINE WITHDRAWAL FROM CHOSIN RESERVOIR



VETERAN CORSAIR IS STILL AN EFFECTIVE PLANE FOR CLOSE SUPPORT

more, in the encounters fought high in the air over North Korea, Navy F9F *Panther* jet pilots shot down three MIG's confirmed and several probable and lost one of their own. Meanwhile the Air Force had shot down one MIG. This was the status of the jet-vs.-jet battle until the summer of 1951 when our Air Force and the MIG's began their present almost daily duels.

While our *Panther* jets were engaging the MIG in the tropopause, far below, the *Skyraiders* and *Corsairs* dove across the bridges, under intense antiaircraft fire which they had no chance to silence. On nine strike days, the bridges were hit repeatedly. In spite of dropped spans, the Chinese continued to pour across the frontier when the river froze into one elongated bridge. By November 26, as the communists launched their counter-attack, Yalu bridge-busting was over for the season. Naval and Marine aircraft had more urgent matters to attend to.

Late in November the bulk of the 1st Marine Division had penetrated the mountainous area north of Hungnam with its advanced units around the Chosin Reservoir. At this point the Chinese struck. The Marines were trapped. Picking up elements of the U. S. 7th Division and some Royal Marines, the force started to fight its way out. Fifth Air Force, forced to abandon many of its Korean airfields, had its hands full supporting the Eighth Army retreating in the west and therefore turned over responsibility for air operations in Xth Corps area to the 1st Marine Air Wing. This proved an ideal arrangement for the naval aircraft of Task Force 77 and Marine aircraft. The full effectiveness of the Navy-Marine system of close support was again demonstrated as it had been at Inchon.

At the beginning of the crisis, the "*Leading*" *Leyte* and the *Phil Sea* were the only fast carriers available. *Princeton* was on her way across the Pacific. She joined the action on December 7. *Ba-*

doeng Strait was on the scene and *Sicily* nearby, exercising an antisubmarine squadron. The light carrier *Bataan* luckily arrived in Japan early in December carrying needed aircraft replacements for both Navy and Air Force.

The carriers for five days allowed neither bad, winter weather nor the need for replenishment to interfere with a schedule of continuous close support for the hard pressed Marines pushing down the single mountain road which led to safety. From December 4 to 7, Navy and Marine aircraft flew over 1,100 close support missions, and after a day when the weather made flights either from shore or ship impossible, came back on the ninth to fly 350 more.

Troop Air Support Provided by Carriers

The carriers kept up their average, but the Marine squadrons ashore were soon caught in the general withdrawal and had to abandon their advanced fields. All but one of the shore-based squadrons would, of necessity, have retired to Japan, had it not been for *Sicily* and *Bataan*. In both cases a Marine squadron left its shore base, landed aboard its carrier, and continued operations against the enemy. This flexibility paid off during the Marine withdrawal.

In November fast carriers contributed 44 per cent of the total naval aviation effort, escort carriers 9 per cent, and shore-based Marines 47 per cent. In December as the enemy forced abandonment of fields in Korea, the percentages changed to fast carriers 67 per cent, escort and light carriers 27 per cent, shore-based Marines 6 per cent. Because of the ability of the Navy to bring up additional carriers and of Marine squadrons to operate from ships as well as from land fields, the troops ashore received a constant volume of close air support.

As the situation became clear in early December, the Navy not only recalled the *Sicily* from ASW exercises and

pressed *Bataan* into service, although her orders had called for return to the States after delivering her cargo in Japan, but also sent for veteran *Valley Forge*. This ship had earned a rest and had returned to the States where she arrived on December 1. No sooner had ship's company departed on leave, than they received orders to report back. They sailed on December 6 with a new air group aboard and arrived in time to participate in the final two days of operations at Hungnam.

The U.N. forces faced a weary task of pounding their way down a narrow mountain road through numerous roadblocks with the enemy holding the heights on either side. In this situation close air support directed by Marine controllers with the troops and coordinated by a flying CIC the Marines had rigged in a transport plane for the occasion was indispensable. It was essential especially along the flanks where it neutralized the enemy's advantage of holding high ground.

Liaison aircraft, transports, and helicopters landed on emergency strips to bring out the wounded. *Skyraiders* and *Corsairs* constantly circled overhead ready to dive on Red strong points. Through snow, ice, sleet and rain the carriers operated, ducking about the Sea of Japan to find areas clear enough for flight operations. An airfield which can move has its advantages on this score.

At last, the Marines fought their way past the one remaining roadblock, convinced they would never have made it but for the Navy and Marine air support. As they approached the shore at Hungnam, a welcome sight awaited them. The Navy had assembled an array of ships. The landing craft, the transports, the fire support vessels, all the panoply of an amphibious landing was there, ready to carry out the operation in reverse. Out of sight, over the horizon, stood the carriers to furnish air cover for the hard-pressed troops ashore.

Marines Evacuated by Sea

The United States Navy prepared to execute one of the time-honored maneuvers of all navies. Readers of history know the tactic which baffled the genius of Napoleon who occasionally could corner British armies but never capture them so long as their backs were upon the sea. Others could cite examples from our war between the states. Those whose knowledge of history was no longer than their memory recalled Dunkirk, but perhaps nowhere else could the rapid development of amphibious techniques be better disclosed.

When the British Expeditionary Force was taken off the beaches of Northern France, it left behind its heavy equipment. The Marines brought theirs with them. Not only were all the military units, some 100,000 troops, complete with equipment and supplies safely evacuated but so were 90,000 Korean civilians who preferred to take their chance of survival in refugee camps of South Korea than to live again under communist rule.

Christmas Day 1950 found the Marines successfully evacuated. Only a few observation and harassing flights were made over the enemy that day. TASK FORCE 77 provided its own Christmas spirit. A USS *Anderson* quarter provided some light entertainment over the TBS followed by a brief singing of carols from *Phil Sea*. Santa Claus visited all the

ships of the Task Force in the *Leyte* helicopter.

On December 28, the *Leyte* and *Phil Sea* left the operating area after 52 consecutive days of operations, the longest since World War II. Pilots and deck crews met the rest of the high, cold winds and snows of winter. They did not falter in the support of our hard pressed forces ashore.

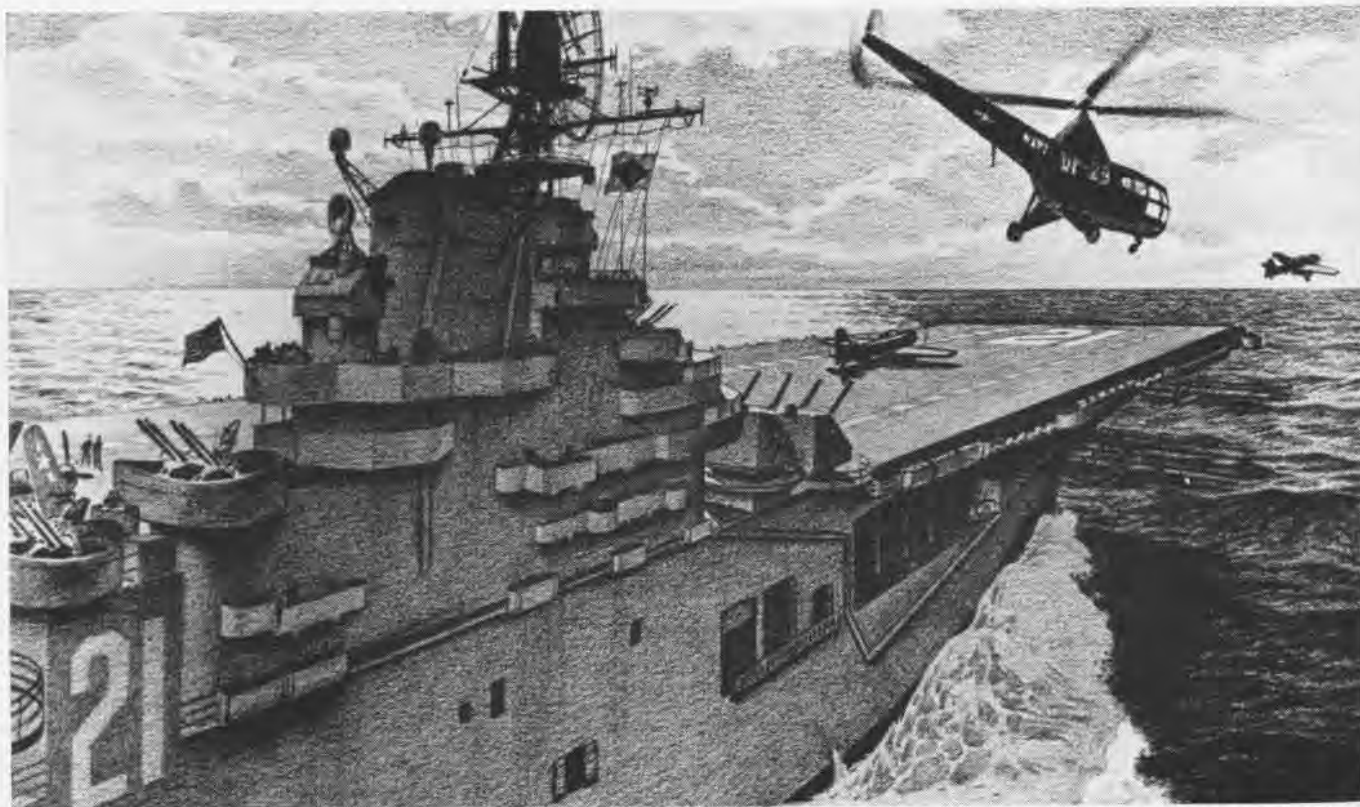
The communists had played their second trump and failed. True, their offensive by sheer momentum rolled on across the 38th parallel again, but the effort fell far short of Peking's boast to drive U.N. forces out of Korea. Many factors contributed to this failure. Important among them was the enemy's lack of the ability to control the sea. Our ability to control the sea in these first hectic six months thrice proved decisive—first in building of the forces to hold Pusan, second at Inchon when the North Koreans were outflanked and again at Hungnam when Xth Corps escaped the trap and moved south by sea in time to take part in the U.N. counter-offensive which began in January. Naval aviation had not only played its part with other naval forces in making sea power effective but also it had fulfilled its collateral function of assisting the other services in carrying out their primary missions.

Marine land-based operations did not return to normal until February when the squadrons evacuated during Decem-

ber returned to Korea. The carriers meanwhile continued to take up the slack. In the early months of 1951, except for an emphasis on close support during periods of heavy action at the front, generally ending with the breaking of the communist offensive in May, the nature of air activity began to change. From the beginning of hostilities, naval and Marine aircraft had flown a number of interdiction sorties to interrupt enemy movement of men and supplies toward the front. Except perhaps for the Yalu bridge campaign, the effort had been secondary. The change of emphasis coincided with a new concept of operations on the part of the U.N. command. Destruction of enemy personnel and material became the principal objective rather than the acquisition of territory. The share of aviation in this phase was to destroy enemy lines of communication by attacks on rail yards, bridges, and other transportation facilities and equipment.

Dive Bombers Excel at Interdiction

With U.N. naval forces in command of the sea not only were both flanks of our ground forces secure, but also the carriers could operate from positions to the rear of the enemy. This proved particularly important to the interdiction campaign in northeast Korea because land-based fighters from South Korean fields could not penetrate this area. The Air Force, therefore, requested the as-



CARRIER-BASED HELICOPTERS ARE PILOT LIFE INSURANCE AS WELL AS NAVAL GUNFIRE SPOTTERS, MINE HUNTERS AND FLEET MESSAGERS

sistance of the fast carriers whose aircraft could cover the Northeast Korea and also were able to fly completely across to the mouth of the Yalu if required.

Once their aid had been solicited, the carriers went about their task with enthusiasm. The tried tactic of dive bombing appeared particularly suited to the pin point attacks required to destroy bridges, cut rail tracks, blow up locomotives, demolish supply dumps, and generally do those things needed for interdiction. Naval planners studied the problem carefully.

The first concerted, extended effort was carried out from February 25 to April 2, 1951. Bridges were the main target and each one to be attacked was selected because of its vulnerability and the extent to which its destruction would effectively block operation of the entire transportation net. Aircraft and surface vessels struck at coastal routes from Wonsan north to Chongjin and aircraft roamed inland concentrating particularly on east-west lines of communication between Wonsan and Pyongyang.

In the late spring of 1951, carrier aircraft continued to devote some, although a diminishing percentage of, effort to close air support. As U.N. troops pushed their slow way northward, they met stiff local resistance and, on two occasions, the communists launched full scale counter-offensives. Wherever and whenever requested the naval and Marine aircraft went to the assistance of the ground troops and added another contribution to the destruction of enemy men and material which had become the objective of all United Nations forces.

Naval aircraft had an opportunity to use torpedoes, although not exactly in the way designers of that potent weapon had contemplated. During the communists' spring offensive which began in late April, 1951, U.N. forces entrenched themselves behind the Pukhan River, an advantage which the enemy sought to overcome by closing the gates of Hwach'on Reservoir so as to lower the river to fordable depth. *Skyraiders* from the *Princeton* scored five direct torpedo hits and the gates were opened—permanently.

Increasingly, however, the campaign settled down to a steady pounding largely at enemy supplies and supply lines. During the first six months of 1951, naval and Marine aircraft flew 36.8 per cent of the combat sorties flown by all United States aircraft. Since, when ashore, the 1st Marine Air Wing operated under the operational control of the Fifth Air Force, the exact extent of the damage it inflicted upon the enemy can-



HELICOPTER BASE CAMPS CLOSE TO FRONT LINES HELP SPEED EVACUATION OF WOUNDED TROOPS

not well be separated from the total for the force as a whole. When June 27, 1951, rolled around, the carriers added up their score for the year to show the destruction of 83 enemy aircraft, 313 bridges, 12,789 military buildings, 262 hostile junks and other enemy craft, 22 locomotives, 1,421 railroad cars, 163 tanks, and 2,999 other support vehicles.

Persistence Against Red Perseverance

With the defeat of the communist spring offensive in 1951 and the initiation of truce talks early in July the front became stabilized and ground action was largely limited to patrol activity. Close support missions, unfortunately, became increasingly infrequent until for the fast carriers they ceased altogether in December. Although the shore-based Marine squadrons throughout the second year furnished some support to front line troops, the majority of their flights too were concerned with interdiction. Patrol squadrons continued their surveillance of coastal waters alert to detect enemy ship movements and watching for signs of possible submarine activity. Farther south other patrol planes from land bases in Okinawa and from tenders in the Pescadores did not relax their vigil over the Formosa Straits and adjacent waters.

In the situation existing during the second year of the war, naval aviation continued to exercise its primary as well as secondary missions. Control of the sea, because of the very presence of strong naval forces built around carriers, was not contested. No amphibious landings requiring large scale air support were carried out. Ashore the 1st Marine Air Wing was relatively little used to support the 1st Marine Division. Naval and Marine aviation devoted its major

effort, however, to a collateral function—participation in the overall air campaign which in this instance became almost exclusively interdiction. The directive which restricted carrier aircraft to the northeast corner of Korea separated them from the scene of enemy air operations and prevented carrier aircraft from engaging in successful counter-air operations as earlier in the war.

Commander Task Force 77 characterized the situation in the following words. "Operations resolve themselves into a day to day routine where stamina replaces glamor and persistence is pitted against oriental perseverance."

On June 23 and 24, 1952, the carriers and the shore-based Marines went all out in a joint operation with elements of the Fifth Air Force to destroy Red power plants near and along the Yalu River. On the first day approximately 223 carrier and 77 Marine Corps *Skyraider* attack planes and *Corsair* piston and *Panther* jet fighter bombers dropped explosives on the plants. *Sabre* jets flew high cover. The next day, in a similar attack, carriers with some 323 aircraft and shore-based Marines with 60, again supplied the major part of the striking power. Naval aviation returned to the Yalu with a vengeance, strike photographs revealing that 90 per cent of the power potential of North Korea was no more. When delivered, these raids were the largest since World War II.

They were a harbinger of the future, a pledge that United States naval air power could strike and strike hard anywhere around the world. They were witnesses to the fact that in naval aviation the armed services had a potent weapon ready to carry out all assignments in achieving our common goal of victory.



GRAMPAW PETTIBONE

High and Dry

When a jeep found the going too rough in the mountains of the Dominican Republic, a helicopter was dispatched to take over the job of transporting some equipment from the spot where the jeep had bogged down.

On the first trip one passenger, familiar with the location of the equipment, was flown in to accomplish some necessary re-packaging. The pilot of the HTL-4 made a successful landing in the mountains and idled his engine at 2200 RPM, while the passenger disembarked. In an effort to speed things up, the passenger tossed a hammer in the direction of the equipment. Evidently, he should have had one less bowl of Wheaties, or have been briefed on the proximity of the rotor blades. The hammer traveled in a neat arc and hit a main rotor blade,



splitting it along almost its entire length.

This had the unfortunate effect of stranding the pilot, passenger, and helicopter along with the equipment which had initially been off-loaded from the jeep. For a while the prospects of getting the helicopter out looked a little grim . . . particularly since some of the parts needed for repairs were a few thousand miles away.

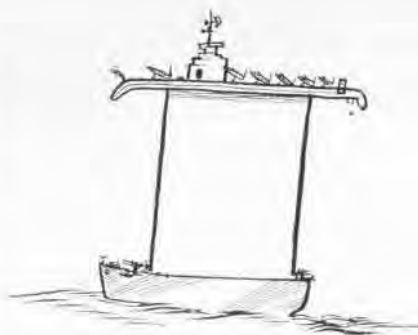


Gram paw Pettibone Says:

By the time they got this beast of burden out of the mountains under its own power, everybody seemed to feel that it would be a good idea to require the heavy-handed-hammer-heaver to swim back to the States with one hand tied behind his back—and no shark repellent.



Although this accident was a little different than most, the fact remains that a good many helicopter accidents occur on the ground when personnel unfamiliar with their peculiarities become involved in some phase of loading, unloading, tying down,



High dive platform

or fueling. Anyone who is going to ride in a helicopter or assist in handling it on the ground should be carefully briefed on the proximity of the rotors and other safety precautions to be observed.

Those Flares Again

Everybody and his brother wrote in about the Mk-13 day and night distress signal after the critical letter which appeared a couple of months ago—including some who credit the flare with their existence on this earth and some who agreed that it would be nice to have one that was easier to use under the difficult conditions which usually follow a ditching or bailout.

Word has been received that a stock of approximately 50,000 of these signals has been restricted from service use, but is available for demonstration purposes. These restricted signals are available upon request to the Chief of the Bureau of Ordnance and no limit is placed upon their issuance and/or expenditure.

Looks like there is no excuse for not getting some practice, since this stock is in addition to the annual training allowance of two flares per pilot per year.

Scratch Two

Two ensigns, each with about 500 hours of total flight time, and valid instrument ratings took off from Robins Air Force Base, Macon, Georgia, on a night cross country flight direct to Tampa and direct to Key West, Florida. After they had been airborne for a few minutes each noticed that his left main fuel gauge was reading "Empty," so they returned to Robins AFB.

The left main fuel tanks were found to be empty, and after the refueling was completed, the ensigns filed a two-plane VFR clearance over the same route.

The correct track from Macon to Key West is 167 degrees magnetic—a fact which the flight leader apparently didn't bother to check. He reported later that he wanted to make good a course of about 185 degrees and since a south-southeast wind of 5 to 10 knots had been reported that he planned to hold a heading of about 180.

The second takeoff was made at 2110 and little difficulty was encountered for the next hour although the flight was drifting considerably to the right of the correct track.

The coast of Florida was crossed between Apalachee Bay and Cedar Key. When it was apparent that the heading used was taking them out into the Gulf, a turn was made to a heading of about 120 until the west coast of Florida was sighted. Course was then altered to 160 magnetic. Excessive radio static caused considerable interference on the ARC-5 receiver, and the flight leader noticed that his remote indicating compass was fluctuating between 20 and 30 degrees. Numerous changes of course and altitude were required during the next few minutes as the flight encountered increasing cloudiness.

At 2245 the flight leader lost his wingman while in a climbing turn to port to avoid a large cloud formation. After circling a short time, the flight leader contacted the wingman on VHF and informed him that they would rendezvous over Tampa.

From then on the troubles of the two ensigns began to multiply. The flight leader's range receiver went out, and he adjusted his radar to racon and flew headings of 060, 090, and 120 for 10 minute periods in an unsuccessful attempt to receive an identification signal. Shortly after midnight his instrument lights went out and he used his flashlight to see the instruments for the next hour. At 0100 he started broadcasting "MAYDAY" signals. A total of 14 Mayday signals were heard by Cross City Radio, Navy Jacksonville Tower, Tampa Approach Control, and MacDill tower, but no VHF/DF bearing was established.

At 0125 the pilot bailed out. The aircraft was last seen by the pilot to go into a gentle right bank and crash into the water.

Here's the pilot's description of the

events of the next 52 hours:

"When I could see the water pretty close, I unbuckled my chest strap. I hit the water and unfastened my leg straps and pulled out raft to inflate. It inflated and I hooked my chute to it and climbed aboard. I kept the chute hooked to the raft for about five hours. The water was rough and the chute was causing raft to take water. I then unbuckled chute and let it go. It seemed to me I was drifting north all day Monday and Monday night.

"Tuesday it was calm and no apparent drift, Monday at about 1515 to 1525 I sighted an airliner and tried to signal him with mirror, flares and dye maker. He passed on, then at 2100 I sighted another plane which I signaled with light. He turned on his bright lights and I shot off two night flares. He banked over me and went on. I then made some drinking water figuring he would call my position.

"The next day I saw two ships and tried to signal them with flares and mirror, they passed me by and about 0300 Wednesday morning I saw this ship coming. I signaled him with light and whistle. He saw me and pulled along side and took me aboard. They stated the only reason they investigated was because they heard the whistle.

"The crew of the ship and everyone I met were very interested in my welfare and did everything possible to make me comfortable."

The other ensign fared somewhat better, although he too did not arrive at Key West. He climbed to 10,000 feet and stayed on a course of about 160 for the next hour or so after becoming separated from the flight leader. He had circumnavigated some large cloud formations to the west and decided to change course to about 135 to get back on his track. He encountered considerable static on his range receiver and his radar was out of commission before takeoff. When he felt that he was in the vicinity of Key West, he started a square search which he continued for about 40 minutes. Then he commenced to let-down on a westerly heading and broke out 25 minutes later at an altitude of 300 feet. He spotted a light which turned out to be a ship. Here's the way his flight ended:

"I decided to ditch the plane so I circled the ship twice at mast level, locking the canopy open and tightening shoulder straps and safety belt. I then leveled out on the ship's course on the starboard side at which time the engine quit. The ship's course was approximately downwind at the time of landing. I then lowered the tail hook and pulled the prop into high pitch and slowed

down to 80 knots. The water was extremely rough so my depth perception was fair when my belly lights reflected off the water. When I felt the tail hook drag the water, I started easing the plane's nose up, holding the wings level by the gyro horizon. When the airspeed started dropping off to 70 knots, I jerked the nose up rapidly and hit the water tail first.

"The plane hit very hard and then skipped and hit again, and the nose dug in and it stopped and settled back into the water. The waves were then washing over the canopy, so I unhooked my safety belt and got out on the starboard wing and jumped into the water over the leading edge and swam about 25 yards away from the plane. I then inflated Mae West, but the chute was so buoyant that it forced my head under the water, so I pulled it under me and sat on it. I then reached down and pulled the CO₂ bottle of the life raft and it partially inflated. I pulled it the rest of the way out of the packet and pulled the toggle again and it inflated fully. I then took the parachute off and hooked it to the raft and climbed aboard.

"During this time I lost sight of the ship having landed about two miles forward and due to the deep troughs in the water. I lit a flare and finally saw the ship streaming straight toward me. I lit my flashlight and attempted to stay in the ship's path by paddling with my hands. I paddled up to the side of the ship and they lowered a rope and Jacob's ladder. I secured the raft and chute to the rope and then climbed aboard the ship."



Grampaw Pettibone Says:

Some folks would be better off in bed—all the time.

Lack of flight planning got these lads into trouble right from the start, and lack of satisfactory in-flight checks kept them from knowing about their mistake for quite a while. The type of checks that they were using told them how fast they were going, but not where they were going.

According to the weather reports for the night in question, the flight could have been made VFR at any altitude below 12,000 feet if they had just stayed over Florida instead of wandering over the Gulf.

Each plane had over three hours of fuel, and the pilots became separated after only an hour and 35 minutes of flight. There were a lot of ways out at this time. One of the nice things about Florida is that it is flat—no mountains to worry about—so why not head over land at relatively low altitude and get a fix. Florida also is noted for the number of available airfields. In short, if you have to get lost, there are few better places to be.

The trouble with these fellows was that they wouldn't admit they were in serious trouble until it was too late to do much about it, except rely on their survival gear.



Down the Drain

This P2V with a broken back wasn't damaged in flight, or while taxiing, or while being towed. The \$1,000,000 loss occurred while it was parked.

Shortly after the pilot started the starboard engine, the main landing gear retracted. Pilot, co-pilot, and plane captain state that the landing gear handle was in the "down" position. However, the landing gear locking pins—stiff knees—had been removed before full hydraulic pressure had been obtained.

Since it is impossible to remove the stiff knees if the system pressure is applied to the "up" side of the landing gear actuating cylinder, they should be removed only after full hydraulic pressure has been obtained.



Grampaw Pettibone Says:

This accident happened some time ago, but it's not the first of its kind. I ran a picture of another broken-backed P2V several years ago. It too was the victim of premature removal of the stiff knees. In that instance, the gear collapsed while the plane was being towed.

In the case of the plane pictured above, the main oleo seals had been replaced by the local FASRon detachment with the help of two members of the flight crew. To facilitate this operation, the landing gear selector valve was manually held in the "up" position for over thirty minutes while the oleo seals were being replaced. When the work was completed, the gear was locked in the down position by gravity alone. Hydraulic pressure was not used.

Inspection after the accident indicated that the landing gear selector valve seals were swollen and torn and a deposit of soft foreign matter was found in the unit. Considering the above, it is probable that the selector valve stuck in the "up" position, even though the gear handle was in the "down" position.

Had the landing gear been drop checked after the work was completed, these discrepancies probably would have been discovered, but this was not done.

Finally, had the stiff knees been left in position until after full hydraulic pressure was obtained, it would have been impossible to remove them with the selector valve stuck in the "up" position.

Follow the rules and give the poor taxpayer an even break.

● NAAS CABANISS FIELD—Pilots of ATU-4 breezed through 331 hours of flight time in one day, setting a new record for single-engine aircraft in the Training Command.

SANTA'S SUIT IS NAVY BLUE



LITTLE Janet Champion, six-year-old acrobatic roller skater who performed at the San Diego party, gets a big hug and a personal "Merry Christmas" from Santa Claus following her act

THE SPIRIT of Christmas is personified for children in the figure of Santa Claus. Probably no group of people has done more to keep this spirit alive than the men and women in the Navy.

Christmas 1951 found Santa wearing Navy blue, spreading the traditions of Yuletide not only across the width and breadth of America but throughout the four corners of the world as well. Wherever unfortunate children were in need, they were given the full Navy treatment.

December 25th found the USS *Tarawa* at Cannes on the French Riviera with the crew scattered from Monte Carlo to Paris. Only the duty section remained aboard but they had little time to feel homesick or sorry for themselves. They were preparing to receive a throng of 300 French boys and girls the next day.

The children came aboard shortly before noon and were greeted by crew members who took them on a tour of the ship. Next stop was the mess deck for a Christmas dinner topped off with chocolate ice cream and pie.

Following a series of cartoon movies on the hangar deck, the little guests watched a helicopter skim across the water, moving rapidly toward the forward end of the flight deck. It hovered over the ship momentarily and then touched down lightly to permit a passenger to step out. Amid delighted cries of "Pere Noel, Pere Noel" a red-garbed, white-bearded gent stepped to the deck from his modern sleigh.

Every child received gifts from the jolly old man. Wide-eyed tots staggered away, bearing brightly tied bundles, boxes and Christmas stockings. The crew was enjoying the day too. They gathered their charges in their arms, teasing, coddling, sometimes scolding and often wiping damp noses.

Up in England a detachment of VR-24 found itself in the role of Father Christmas also. With the cooperation of the Mayor of Hendon, Middlesex, the squadron distributed packages to 26 needy families in the area. Each package contained a frozen chicken, candy, a fruit cake, a dozen assorted cans of fruit and vegetables and other items. In addition,

the men distributed fruit, candy and toys to 216 children in the Mill Hill Orphanage. The children ranged in age from infancy to 11 years. To defray the expense of these two Christmas projects, 90 personnel contributed \$530.

Across the world at Yokosuka, Japan, the *Bairoko* dropped anchor a few days before Christmas, beginning a second tour of duty in the far east. Plans were immediately begun to entertain 140 Japanese orphans and underprivileged tots.

THE CREW wanted to serve a special Japanese dinner, but when some of the children were consulted, the vote was for American food, particularly hot dogs. The day's festivities began with turkey dinner and hot dogs.

Santa arrived on the *Bairoko* in style in his Navy helicopter. The children mirrored varied expressions of wonderment and glee when Santa stepped out in his red suit, shouldering his bag of gifts. Every tyke left the ship loaded with his share of clothes and toys.

Santa shared the spotlight at NAS SAN DIEGO where a party was in progress for 150 youngsters of deceased naval aviation personnel, their mothers and guests. While the strains of "Here Comes Santa Claus" played over the public address system, Santa rode into view on the model carrier, *North Island*.

Almost immediately a large, two-motored plane taxied up to the stage and a hush fell on the wide-eyed youngsters. A tall figure emerged from the door of the plane, dressed in familiar black cowboy suit, hat, jangling spurs and six-shooters strapped to his side.



THE WONDER and the joy in children's eyes are part of the miracle of Christmas at NAS W'bidbey Island. Seattle orphan boys show their appreciation with their smiles



WILLING hands help these French youngsters eating in crew's cove line during Christmas party aboard the *Tarawa* at Cannes



SANTA visits the little girls at the Colorado State Home for Dependent Children. His helpers were just back from Korea

Before the white-haired man was completely out of the plane, cries and yells of "There's Hoppy" and "Hi, Hoppy," made it clear that Hopalong Cassidy was there in the flesh.

As Hoppy called up each child to receive his present, he gave him a big hug, some "Hoppy money" and an autographed picture. Santa took over then, presenting red stockings filled with fruits, nuts and candy. The Christmas dinner at the station mess hall was anti-climaxed after the thrill of Hoppy's presence.

This was the first party of its kind at NAS SAN DIEGO. Funds were donated by officers and men of the station, ships and air groups stationed there. The Coronado Chapter of Gold Star Wives of America assisted the Navy hosts in preparing for the big occasion by wrapping the children's packages including Hoppy suits complete with belt and tie for the smaller children and windbreaker jackets, blue jeans and cowboy shirts for the older children.

MEN OF FAETU at NAS WHIDBEY ISLAND made sure that the 30 Seattle orphans they entertained would get exactly the presents they wanted on Christmas Day. They wrote the Seattle Children's Home and the Briscoe Home for Boys weeks before the great day and passed the requests on to Santa.

The boys' visit began with an inspection of Navy fighter planes and a cruise in Puget Sound aboard an amphibious "duck." There were movies and more ice cream, cake and cookies than the boys could eat.

When the kids headed for Seattle, they carried two large crates filled with sports and play equipment bought by the sailors for other children at the orphanages. Best of all, the orphans had found some big brothers they admired.

Happy airmen of CAG-102 aboard the *Bon Homme Richard* were enroute home as Christmas preparations began. They divided their off-duty time between breaking out and brushing blues and wrapping toys for orphan children. They were bringing 1,000 toys home from Japan.

Purchased with contributions from every member of the group, half were earmarked for orphans in Denver, Colorado and half for youngsters in Topeka, Kansas who were victims of the flood.

Two enlisted men from CAG-102 and a Santa from NAS DENVER visited the Colorado State Home for Dependent Children in Denver and distributed all their toys in the various buildings. As Santa passed from building to building, the youngsters serenaded him with Christmas carols and laughter.

About 200 children from the Pensacola area were escorted by Waves, sailors, and Marines to the chow hall for a Christmas dinner of turkey and

all the trimmings. Later old Saint Nick arrived by 'chopper for the presentation of gifts in the station auditorium.

Each child received a full suit of clothing from scivvies on out to a coat. In addition, the older boys received baseballs and bats and the older girls got warches. The smaller fry received either cowboy guns and holsters or big dolls. All received stockings stuffed with goodies of candy and fruit.

Funds for this party were raised at a gigantic Fourth of July Fair. There was a record attendance of thousands of people and the profits were put into a fund for the party. With this fund the Navy was able to spend several thousand dollars and give a bigger and bet-



IF A SMILE could repay them, this little girl says thanks for dinner at Pensacola



HE CAN brag to all his friends that he did shake hands with Hoppy at Christmas party

ter party than usual. This was only part of the picture in 1951. Hundreds of other naval air activities planned similar parties with an equal amount of enthusiasm and loving care. This year will be no exception. With plans already underway, kids who face a drab Christmas will learn the spirit of the season from a Santa Claus who will be dressed in Navy blue.

T H E W A R



MARINE ingenuity in Korea is befuddling Red Artillerymen; helicopters fly in rocket launchers, which fire their lethal loads, then are flown out by helicopter before Chinese spot their positions

Ole Sarge Papa-san

"Papa-san" is the honorary title bestowed upon the airborne intercept operators of the First Marine Aircraft Wing's *Flying Nightmare* squadron who are being retired from combat flying upon completion of their quota of missions.

Recently qualified to receive the venerable title—it means "retired farmer" in Korea—is MSgt. Robert I. Ward, until recently a back-seat driver of the squadron's F7F *Tigercats*.

Papa-san Ward has completed all his night missions and is the oldest radar operator in the Marine Corps. Holder of nine Air Medals and three Distinguished Flying Crosses, Ward took up his calling back in January, 1943. He joined the Marine Corps five days after Pearl Harbor and has flown 123 mis-

sions in two wars.

Col. Frank H. Schwable, known as the father of Marine night fighters, was Ward's pilot in the South Pacific during World War II. They were credited with destroying four and a half enemy aircraft.

As a Papa-san, Ward is entitled to wear the Korean hi-hat or bird cage, and to smoke the extra-long reed pipes used by the old men of Korea, so that Ward is almost in a class with *Grampaw Pettibone*. He is also permitted to offer sage advice to newly-arrived intercept operators on how to use the radar gear in the back seat of the F7F.

Leading Mig Killer

Number One *Mig*-killer in the Marine Corps or Navy, as of the middle of October was Maj. Alexander J. (Rocky) Gillis.

During a 90-day tour with the Air Force as a *Sabrejet* pilot, he destroyed three Communist *Migs*, one probable, and damaged three others. On the last day of his Air Force tour, he got two of those three, was shot down himself and picked out of the sea after four hours of floating around.

Gillis got his first *Mig* on that final day when he and his wingman cut one out of a formation near Sinanju. They stayed on his tail until the *Mig* went out of control and crashed.

Later in the day, his flight saw four *Mig's* and chased them down to 19,000 before losing them. Then Gillis saw another *Mig* all alone below him.

"I rolled over and came down behind him," Gillis reported. "He didn't see me until I started shooting. I let go with five bursts and hit both wings and then my buddies warned me on the



PAPA-SAN Ward of *Flying Nightmares* is oldest radio operator in Marines, is claim



RED AA fire knocked this big hole in Lt. (jg) Robert Notz' AD prop over North Korea



MIG-BAGGER Gillis, with three Red jets to his credit, holds model of the enemy plane

radio that there were other *Migs* behind me.

"I looked in my rearview mirror and saw two on my tail. They opened fire and hit my left wing just as the pilot of a *Mig* in front of me ejected and went flying past my wingtip. I rolled over on my back but the two behind me followed, guns blazing. Several cannon shells struck my fuselage and engine, and broke my throttle.

Gillis started gliding for the China Sea 50 miles away. The *Migs* pulled up alongside him about 150 feet off and stayed there briefly, then turned away.

"They must have been out of ammunition or thought I was dead," the major said, "because they took off without firing again."

The enemy fire had hit his radio wires, but he held them together long enough to report his position. He ejected from his cockpit over water at 4,000 feet. He wrenched his shoulder getting out.

Including a Sink

The aircraft carrier *Princeton*, commanded by Capt. W. R. Hollingsworth, now can boast it has dropped everything "including the kirchen sink" on the North Korean capital of Pyongyang.

VA-195 unleashed its "secret weapon" by attaching a hard-to-find real kitchen sink to a 1,000 pound bomb, hitching them on a bomb rack and flying over Pyongyang. Pilot of the plane was Lt. (jg) Carl B. Austin.

The whole idea came from a chance remark by LCDr. M. K. Dennis after an attack on North Korean power plants. He said, "We dropped everything on them but the kirchen sink." R. B. Deland, ADC, standing nearby, overheard the remark. "Why not that?" he said.

Deland and H. J. Burdett, ADC, put their heads together with the maintenance crew and came up with a fix on how to hang the bulky piece of metal to a bomb which would be on a plane flying 300 mph.

Despite some predictions the plane would not get off the deck with the apparition on its rack, Austin took it up along with a full load of other bombs.

When he got over the Red capital, the sky was so full of AA bursts, he began to wonder if he could get in with the thing. The expected trouble during the pushover and dive failed to materialize.

"I couldn't see what happened after the drop," Austin said, "but if any Reds saw the thing coming down they probably are still running."



LT. AUSTIN of the *Princeton* inspects kitchen sink he dropped with bombs on *Commiss*



STANDING in the hole through his wing, put there by AA, is Lt. Everling of *Princeton*



'PRINCETON University' aboard flattop convenes classes to improve learning of men



31 SETS OF brothers aboard *Princeton* pose on deck; four *Gilmores* in apex of the 'V'



CAPT. RAY asks question of ex-Jap Captain Watanabe as Capt. Stroop, Takada listen in

Grateful Pilot

When Lt. (jg) Jack Everling came back from a strike over North Korea, he had a hole in the left elevator of his AD *Skyraider* big enough for him to crawl through.

Flying from the *Princeton*, he didn't notice any aircraft fire as he neared the target at Kowan. Then he heard a loud "pop" and thought his engine was running rough. Just as he reached for the throttle to adjust the engine, something hit the plane hard enough to jerk the stick out of his hand. The glass cover on the clock shattered, throwing glass around the inside of the cockpit.

He leveled off and climbed to about 4,000 feet. His wingman was with him and radioed that he had a big hole in his left elevator. The plane was hard to fly, but by holding back on the stick and putting a few more degrees on the trim tab, he managed to keep the plane straight and level and headed back to the carrier.

He landed safely and found that a rivet from the armor plating behind his seat had blown out and shattered the clock. The concussion from the explosion had buckled the heavy plating. After examining the plane and counting 200 holes, he changed to counting his blessings.

'Princeton Afloat'

Without ivy-covered bell towers or any other traditional marks of erudition and culture, the Navy's "Princeton University" located somewhere in Pacific waters is dispensing the same thing as its famous namesake—education.

In acreage and attendance, it doesn't quite measure up to Princeton University in New Jersey, but it does afford personnel aboard the TF-77 carrier a chance to acquire high school and college credit. Courses are offered through USAFI. Tuition is only two dollars, and this initial payment entitles the individual to enroll in as many courses as he desires.

The professor of "Princeton University Afloat" is Ens. John D. Scull. The program enjoys the full support of the skipper, Capt. W. R. Hollingsworth.

"Professor" Scull supervises all examinations and send the papers to Madison, Wisc., for correction. General Educational Development tests, which enable personnel to acquire high school diplomas, are corrected aboard ship and the results are sent to USAFI headquarters. The *Princeton* is one of only eight ships qualified to give these tests.

Since Ens. Scull has reported to the carrier, enrollments have increased 50 percent. "We are giving an average of 20 examinations a night," says Scull.



ACE PARKER with Capt. Hollingsworth, Cdr. Denton Hill CAG-19 aboard the *Princeton*

100 Combat Missions

A hundred combat missions over North Korea and 300 hours of combat flying, without ever sustaining so much as a small bullet hole in his plane, is the record racked up by Cdr. E. A. "Ace" Parker, CO of VF-192. A direct descendant of Ethan Allen of Fort Ticonderoga fame, Parker also holds the distinction of having made the 18,000th arrested landing aboard the *Princeton* since her recommissioning in August 1950.

As exec of VF-192 in 1950, Parker flew his first combat mission in close air support of Marines cut off from UN forces at Chosen Reservoir. On one such mission—when almost everything that would fly was directed in an all-out effort to help the Marines—Parker led his flight over a 10,000-ft. overcast, came down on instruments to the attack area, and found only a few hundred feet clear of fog in which to attack. At this altitude, small-arms fire and flak was rough, but the flight stayed and fought with the Marines as long as it could, contributing substantially to their breakout.

Later, Parker gave up a rest period in Japan to go ashore in Korea to act as observer on the Naval air program for the Joint Operations Center. The weather was bitterly cold, but Parker spent considerable time at the front and made several hops in Army observation planes.

Parker's squadron has been the first in Korea to fly consistently with regular carrier-based night-fighter units on night combat missions. It has spearheaded CAG-19's attacks on such heavily defended targets as Pyongyang, Hamhung, and the "lights-out" attacks on North Korean power plants.

Admitting there are times when low

flying is necessary, Parker still censures any pilot who risks his life flying too low. His theory: "The lower you fly, the more accurate the enemy fire." Only one pilot in his squadron has lost his life since leaving the United States in March, 1952.

Good Samaritan

Off in one corner of a room in a South Korean orphanage stood a little Korean girl, watching the others play. She fell as she tried to move toward TSgt. Louis E. Hendricks, a Marine electronics technician with the *Flying Nightmares* squadron, to get a piece of candy he offered her. She had only one leg.



SGT. HENDRICKS helps Korean girl use the crutches he got to replace her lost leg

The little girl's leg was mangled by a bomb which hit her home in North Korea two years before. UN troops found her frost-bitten body three days later and took her to a field hospital where a doctor amputated the leg.

"All the way back to the base I thought about the little girl," Hendricks said after he saw her at the orphanage. "I have a son who is her age. I couldn't help seeing him in her place. I had to try to do something to help her and others who had no shoes or clothing."

He wrote to his wife back in Livermore, Cal., to send him some crutches and clothes. It took two months for them to arrive, but when they did the girl, Lee Kyong Ho, was the envy of every kid in the place.

Refight the War

The battle of the Coral Sea raged recently—aboard the carrier *Essex* anchored in Yokosuka, Japan, harbor.

The opponents were the same as in 1942, only this time ex-Jap Admiral

Yourgi Takada and ex-Captain Toshi-rane Watanabe were in civilian clothes. Capt. Paul D. Stroop, commanding officer of the *Essex*, was a lieutenant commander and served as tactical officer for RAdm. Aubrey S. Fitch, commanding the American carrier force during the 1942 battle.

Takada and Watanabe were luncheon guests of Capt. Stroop. Watanabe was aboard the battleship *Yamato* and Takada was masterminding the show back in Tokyo. The three got together in the captain's cabin on the *Essex* and settled some questions which had been baffling them for years.

Watanabe explained one reason for the terrific toll of Japanese lives taken was the fact the Jap ships were still operating on Tokyo time, hence rising an hour later than the Americans who were using the correct zone time for the Coral Sea.

"You caught many men getting up," Takada explained, "We were not yet as ready as you were, hence our losses were higher than they might have been had we been using the correct time."

The battle ended with both carrier forces suffering heavy losses. The Japs lost the light carrier *Shoho* and the U. S. lost the *Lexington* aboard which Capt. Stroop was serving. It was the first naval battle ever fought in which the opposing ships never met each other, all fighting being done by their planes.



MAJ. SLAPPEY of VMO-6 hands over his flak vest to relief, LCol. Dew, at forward base

Also attending the Yokosuka "reunion" were RAdm. Frederick W. McMahon, Chief of Staff, ComNavFE, and Capt. C. C. Ray, communications officer, who was on the *Yorktown* at the Coral Sea fray.

"Big Happy Family"

Thirty-one sets of brothers are serv-

ing aboard the *Princeton*, fast carrier of TF-77 in Korean waters. This includes one set of four brothers and three sets of twins. *Princeton* skipper, Capt. W. R. Hollingsworth, says, "We're just one big happy family."

The twins, being identical, look so much alike one of them has had to grow a mustache so their shipmates can tell them apart.

The brothers—who hail from all sections of the country—work together in some cases, but their battle stations are in separate sections of the ship.

Arrival of Harold Gilmore, SA, who had three brothers aboard, is believed to have smashed the record for number of brothers from one family serving together in any unit of the Armed Forces since the famous five Sullivans of World War II.

The *Princeton* brothers are:

Roy, Delmar, Harold, and George Gilmore; Billy T. and Bobby T. Springle; E. W. and R. H. Tolman; V. D. and R. S. Garrison; John and Joe Kalends; H. A. and H. F. Schaffran; L. P. and Felix Hernandez; H. M. and D. N. Gambin; C. L. and F. H. McGinnis; L. P. and E. A. Dixon; H. E. and J. R. Hayward; L. F. and M. F. Herbert; C. M. and T. M. Bragg; B. J. and H. H. Claypool; J. M. and H. J. Kizslah.

R. J. and A. S. Maniscalco; L. C. and L. L. Smith; C. L. and F. E. Foley; H. J. and E. E. McCollum; D. E. and G. A. Manning; C. D. and F. J. Conroy; J. W. and D. E. Batterton; R. L. and D. R. Hatter; K. D. and W. P. Givens; Fritz and J. D. Fink; W. S. and L. S. Federico; W. T. and L. V. Mauldin; LeRoy and L. I. Charters; W. A. and J. L. King, Jr.; R. R. and C. F. Slagay; F. D. and S. N. Tyler.



GEN. MARK Clark on *Kearsarge* control post with RAdm. Hickey view air launch on *Reds*

Adventurous Day

With his jet engines already cut, the Marine photo pilot still was traveling 185 mph. His left aileron was almost shot away and his hydraulic system knocked out. His speed brakes and flaps wouldn't drop. The landing gear wouldn't go down.

Capt. Robert E. Benton a MAG-33

photo pilot, was making a low, long approach with his flak-battered jet on a Korean crash strip.

He hit the strip hard, bounced. Fire broke out in the rear of the fuselage. He hit the ground again, skidded 800 feet into a two-ton grain spreader, tearing off the left tip tank and several feet of the wing. Then a whip-like spin pitched his jet into a seven-foot ditch, the impact sending Capt. Benton's crash helmet out of the cockpit. There was a small explosion under the instrument panel.

Untangling himself from his harness straps, the Marine pilot plunged out of the burning aircraft, stumbled behind an embankment and waited for the ex-



MARINE 'copter salvages wrecked AD which crash-landed in mined area behind lines

pected fuel explosion. It never came. The crash crew was on the job to put out what was left of the battered jet. Capt. Benton, in prayerful relief, patted the solid ground.

Although the nose of the jet was smashed and battered, the valuable cameras and film that had taken important pictures of enemy installations were intact.

Benton's jet was hit by flak on a mission near the Yalu river. He had been escorted home by a *Sabre* jet which had shielded him against an attack by a flight of *Mig's*.

The whole hectic mission—the flak, the *Mig's*, the crash landing—left Capt. Benton with only a bruised knee, a cut hand, and a sprained back.

When he came back and looked at the battered jet all he could say was: "I still can't believe I came out of it alive!"

Right the First Time

When it comes to bailing out, it's an old axiom that you have to do it right the first time. Here's a story about two



HANGING head down from falling plane was hair-raising experience for Major Colleen

Marine Corps combat pilots in Korea both of whom did it wrong—and lived to tell about it.

Col. Robert Galer, trying to make a quick departure downward from his disabled airplane, got his foot tangled in the shoulder harness. He dangled head downward in midair for a while as he thought the situation over. Then he hauled himself back into the airplane, disentangled himself, and tried again. This time, he made it. Col. Galer landed behind enemy lines, where he was picked up by a rescue helicopter.

Well, not long afterward, the same thing happened again. Maj. Frank R. Colleen, flying with the First Marine Aircraft Wing, finding himself hanging from the straps after an attempted bailout, climbed back into the cockpit, and crash landed his plane in friendly territory.

He said later that he had intended to ditch the plane in the water after regaining his balance. But he couldn't get his shoulder straps fastened properly and apparently decided a crash landing would be safer.

Maj. Colleen was flown back to his home base from the ditching site and, without stopping for lunch, led another strike against enemy positions.

His comment at the end of the day: "I'll leave the aerial acrobatics to those that like them. I don't."

They'll Get By

A Marine combat photographer, MSgt. Forrest H. Hale, walked into a Korean orphanage. Two seven-year-old girls spotted him, sang out "PIO" and hastily straightened their dresses and combed their hair.

● NAS PENSACOLA—The USS *Monterey* has assumed duties as training carrier for the Air Training Command, relieving the *Cabot*.

Plane Recco Data Put Out

New British, Russian Planes Illustrated

The third supplement to the *Aircraft Recognition Manual*, issued in 1950 by the Navy, Army and Air Force, has just come off the press and is available through distribution centers.

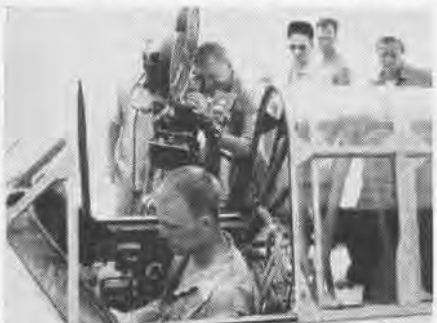
Many new British, Russian and American operational and experimental planes are illustrated in the supplement, including the Russian twin-jet fighter, the Lavochkin jet fighter (sometimes mistakenly called a high-wing *Mig*), the de Havilland 110, Gloster GA-5 *Javelin*, Supermarine *Swift* and Hawker *Hunter*.

The 100-page supplement can be inserted in the Manual, which carries an OPNAV 32P-1200 order number.

New Flight Movies 'Shot'

SNJ Films Replace Taylor and the N2S

NAAS WHITING FIELD — Movie Actor Robert Taylor flying an obsolete N2S no longer will train Navy student pilots via movies; a new series of training films is being "shot" here to replace the old *Flight Series* which NavCads



CAMERAMAN FOCUSES ON HASKELL IN COCKPIT

have been watching for nearly 10 years.

Seven training movies will be shot, five of them being taken at Whiting Field, with an all-Whiting cast of instructor, student and plane captain. Cast in the role of instructor is Lt. Charles D. Garrison, who also is technical advisor. Garrison has been a flight instructor for Basic Training Unit One-South for 12 months.

The student in the new series is NavCad James W. Haskell, an ex-Marine, with R. E. Hull, AN, also of BTU-18 as plane captain of the familiar SNJ. Other films of the series will be shot at Saufley Field.

Big Carriers Rib Sisters

Coral Sea Turns Over Job to F.D.R.

USS CORAL SEA—"Our captain can lick your captain." With a huge sign bearing those words, a launch from the *Coral Sea* welcomed the *Franklin D. Roosevelt* to the Mediterranean to relieve it after six months duty.

Whenever the three *Midway*-class car-



WELCOME SIGNS GREET FDR ARRIVAL IN 'MED'

riers relieve each other on the Med "beat", it has been customary for a greeting ceremony to take place. The *Coral Sea* sent a group of officers and men to the *FDR* depicting the rigors and pleasures of Mediterranean duty.

The *Roosevelt* reciprocated by presenting a show on the *Coral Sea* ribbing the ship in general and making light of the *Coral Sea's* accomplishments. Small boats shuttled between the carriers displaying such signs as "You Speak Joe", "Now Ain't That Cozy. Here's Shipyard Rosie" and "We Have Reserves Aboard, What's Your Excuse?"

Skipper of the *Coral Sea* is Capt. Robert B. Pirie, with RADM. Charles R. Brown, ComCarDiv Six, aboard while it was in the European area.

CV's Now Are Called CVA's

Navy Changes Big Flattop Designation

The Navy has changed designation on 30 of its largest aircraft carriers, abolishing the old CV and CVB titles and labeling all from the *Forrestal* on down CVA.

The new designation stands for "Aircraft Carrier, Attack". Affected will be the *Forrestal* and *Saratoga*, the CVB *Midway*-class carriers, 24 *Essex*-class CV's and the *Enterprise* (CV-6). Weights range from 19,800 tons on the latter to 59,900 for the new *Forrestal*, now being built at Newport News.

At one time the Navy had a CVA in the works, the 65,000-ton *United States* (CVA-58), although it was classed as an "Aircraft Carrier, Heavy". Construction was cancelled in April, 1949, on orders from then SecDef Johnson.

Ships which will bear the new CVA designations are:

Enterprise, CVA-6; Essex, CVA-9; Yorktown, CVA-10; Intrepid, CVA-11; Hornet, CVA-12; Franklin, CVA-13; Ticonderoga, CVA-14; Randolph, CVA-15; Lexington, CVA-16; Bunker Hill, CVA-17; Wasp, CVA-18; Hancock, CVA-19; Bennington, CVA-20; Boxer, CVA-21; Bon Homme Richard, CVA-31; Leyte, CVA-32.

Kearsage, CVA-33; Oriskany, CVA-34; Antietam, CVA-36; Princeton, CVA-37; Shangri-La, CVA-38; Lake Champlain, CVA-39; Tarawa, CVA-40; Midway, CVA-41; Franklin D. Roosevelt, CVA-42; Coral Sea, CVA-43; Valley Forge, CVA-45; Philippine Sea, CVA-47; Forrestal, CVA-59; Saratoga, CVA-60

KOREAN HONOR ROLL

(Continued from inside front cover)

1ST MARINE AIRCRAFT WING

Commanding General

BGEN T. J. Cushman
MGEN Field Harris
MGEN Christian F. Schilt
MGEN C. C. Jerome

MARINE AIRCRAFT GROUP 33

Commanding Officer

COL A. C. Koonce
LCOL R. C. West
COL F. G. Dailey
LCOL R. C. West
LCOL P. J. Fontana
LCOL R. A. Beard, Jr.
COL G. M. Morrow
COL A. C. Roberts
COL A. F. Binney
COL M. A. Severson
LCOL Graham H. Benson
COL John P. Condon
COL Herbert H. Williamson

MARINE AIRCRAFT GROUP 12

Commanding Officer

COL B. C. Batterton
COL Standley W. Trachta
COL R. C. Mangrum
COL L. S. Moore
COL E. T. Dorsey
COL Robert E. Galer
COL John P. Condon



PATRON	COMMANDING OFFICER
VP-46	LCDR Maurice F. Weisner CDR Robert L. Donley
VP-47	CDR Joe Henry Arnold CDR William T. Hardaker
VP-6	CDR A. F. Farwell CDR Guy Howard
VP-28	CDR C. F. Skuzinski CDR C. S. Minter, Jr. LCDR C. B. McAfee
VP-42	CDR G. F. Smalle CDR J. L. Skinner
VP-1	CDR J. B. Honan CDR W. M. Ringness CDR I. D. Quillin
VP-22	CDR R. J. Davis CDR Wm. Godwin
VP-892	LCDR E. R. Swanson CDR W. H. Chester
VP-731	LCDR H. S. Wilson CDR W. T. O'Dowd
VP-772	CDR D. D. Nittinger
VP-40	CDR V. V. Utgoff CDR M. S. Whitener
VP-2	CDR Renfro Turner, Jr. CDR Mervin J. Berg
VP-871	CDR F. H. Holt
VP-9	CDR James B. Filson
VP-29	CDR L. B. Smith



JOSEPH Richards and John Bennett, both Anacostia ADC's, work in aircraft maintenance and repair when not out flying



CONTROL tower operation occupy Walter E. Coupe, AC1, and Joseph Baszak, ACC; both were officer-pilots during World War II

AVIATION PILOTS KEEP 'EM FLYING

ENLISTED pilots long have been famous in naval aviation, from the time "Fighting Two" flew off the *Lexington*. Today 700 enlisted men fly Navy planes.

The "Up and At 'ems", as VF-2 was called, were outstanding among Navy squadrons for their proficiency and excellent flying record, year after year. Most of its pilots were AP's.

The men are primarily specialists in technical fields, such as aerology, electronics, air control, parachute rigging and engine maintenance. Their duties in the air consist of varying jobs—ferrying all types of planes to flying helicopters and blimps. The latter duty requires a special training in LTA.

More than 100 of the aviation pilots recently were recommissioned in officer-pilot status, which they had held during the past war. Some of the highest-time pilots in the Navy today are aviation pilots. Their lack of rank is no bar to their amassing many thousands of flight hours in all types of Navy planes.



FERRYING planes is one of jobs for enlisted pilots; here five AP's selected to do some ferrying from a distant air station study map they will follow on the return to Anacostia



ENLISTED pilots relax in ready room prior to taking off on hop by playing acey deucey



THREE Navy AP's are Ted Rivenburg, AE1; Joseph Richards, ADC, and W. E. Coupe, AC1



AEROLOGY occupies time of Vincent Law, AGC, when not flying; Gadaw, Rossoy assist



SOMETHING different from the usual cake-cutting ceremony came off on the Valley Forge when Lt. Wallace C. Moessmer brought his F9F in for the 41,000th landing. He presented a rare Manilableni El Ropo to his plane captain, James S. Webb, AD3

White Hat Guides a Robot Enlisted Man Flies with Boxer Group

A white hat pilot added to the history of enlisted pilots while serving aboard the *Boxer*. James W. Patterson, AT1, took part in the first use of drone planes in Korean combat and is one of the first enlisted Navy pilots to fly a plane in Korean combat.

Patterson flew five combat missions during his tour. The last flight found him "flying" two planes at once. While piloting the "mother" plane, he controlled the robot plane in its dive on a target, getting a direct hit according to reports.

His tour aboard the carrier also lends an interesting human touch to two Navy careers. In 1943, Capt. M. B. Gurney presented him with the DFC for action in the Battle of Midway. As the Captain was congratulating Patterson, he asked him if there was anything he could do for him. Patterson replied that he'd like to go to flight school. Capt. Gurney recommended him for flight school and it was approved.

The Captain and the white hat met once more aboard the *Boxer* which was under Capt. Gurney's command.



THIS BANSHEE flew back to NAS JACKSONVILLE with a good bunk of its horizontal stabilizer chewed off. The pilot from VF-172 shot away the cable on a tow target and the target flew back and tore off his tail surfaces. He landed without difficulty and two days later the plane was once again flying high

African Runway Is Opened Lyautey Officials Attend Ceremonies

NAF PORT LYAUTEY—High-ranking French, British and American officials attended ceremonies opening the Navy's new all-weather runway, first of several major operational projects being developed at the U. S. Naval Activities here.

Designed to handle the heaviest planes in use, the 8,000-foot runway is 200 feet wide with 1,000 feet over-runs at



U. S., FRENCH OFFICIALS AT RUNWAY OPENING

each end. Construction started in May and was completed in September at a cost of \$3,000,000 by American contractors using local and European products and mostly Moroccan and European laborers.

Guests at the facility and thousands off the base saw the Navy's jets and prop planes roar around the sky in review from the carrier *Leyte* and make a carrier break-up and landing.

Among those attending the ceremonies were Capt. T. B. Clark, Commander, U. S. Naval Activities; General of the Army Guillaume, Resident General of French Morocco. First pilot to land on the new runway was Assistant Secretary of the Navy for Air John F. Floberg, who happened to be in the area a few days after it was completed, with Capt. Clark as his co-pilot.

In the accompanying photo are, left to right: Capt. W. G. Dawson, skipper of the facility; Capt. Clark, Capitaine de Vaisseau Scirivaux, Commandant French Naval Air Base; General of the Army Guillaume and Col. Olie, adjutant.

FairWing One Arrives Home Flew Constant Air Patrol for Two Years

After two years of directing a continuous 24-hour-a-day air-sea surveillance of the Communist China Coastline and the Formosa Strait, FAIRWING ONE came home to NAS SAN DIEGO.

When the Seventh Fleet was directed to protect the Nationalist China stronghold on Formosa and perform a neutrality patrol in the Formosa Strait, FAIRWING ONE was handed the gigantic "fence riding" job. It was assigned destroyers, seaplane tenders and numer-



EIGHT months tour of duty on the seaplane tender *Pine Island* brought Arthur B. Petters, HMI, this warm welcome from his daughter, Mary, 19, and wife at San Diego. Mary was given a large absentee ballot by the *Pine Island's* crew when she ran for Queen of a Lemon Grove, Calif., rodeo in recent months

ous supporting ships, as well as the normal complement of land and seaplane patrol squadrons. Later the Wing was designated TF-72.

While destroyers prowled the sea lanes, planes operating from land bases and seaplane tenders in Okinawa, the Philippines and the Pescadores Islands off Formosa maintained a constant air vigil on regular 14-hour patrols.

In addition, the Wing cooperated whole-heartedly with the U. S. Military Aid and Assistance Group on station in Formosa, making various ships and crews available as classrooms and instructors to the Nationalist Government Navy personnel whenever the opportunity was available for such shipboard training.

Typhoons were FAIRWING ONE's biggest enemy. The winds and mountainous seas came roaring out of the South China Sea many times each season, forcing all ships and planes to take evasive action and yet not neglect their responsibility for a moment. While enemy action was not as formidable as is currently being experienced by naval units in Korea, many "armed incidents" occurred to try the patience and battle-worthiness of TF-72.



THEIR FIRST look at a ship was a big thrill for 26 Cub and Boy Scouts from Pomona and Chino, Calif. As guests of Capt. Walter F. Rodeo of the *Essex*, they toured the carrier from engine room to flight deck and had some chow at noon in the mess hall

GREENLAND RUN TESTS VR-6 PILOT METTLE



HARRINGTON, BOWEN, CRIST, PLANE CREW, CHECK WESTOVER AEROLOGY



ALLOWAY, ROGUE, STEPHENSON, DIVET LEAVE WELL-BUILT BARRACKS

(Two PIO men from VR-6 recently flew from Westover AFB, Mass., to Thule, Greenland, to report on what naval aviation was doing in Operation Bluejay. They were C. H. Nelson, Jr., JO3, and H. D. Yunker, AF3. Excerpts from their experiences on the Arctic flight follow.)

AFTER a long flight above thick, billowy clouds, the plane made its first landing at Goose Bay, Labrador, at 2250. It is cold outside, quite a bit colder than it was at Westover. It is now 34° above zero.

At 0300 we board the VR-6 R5D, picking up a new crew consisting of LCDr. Webster, plane commander; Lt. Kiel, co-pilot, and Lt. Hilton, navigator. We head for Blue West 8, now called Sondrestrom Air Force Base, located on the southern coast of Greenland, just north of the Arctic circle. The trip takes five hours and most of us slept all the way.

At 0800 we circle the small landing strip at BW-8. It is beginning to snow a little. In a few minutes we are on the ground. Sondrestrom is famous for the great numbers of gray foxes which seem to make their home on the landing strip.

Our flight from BW-8 to Thule, 900 miles from the North Pole, is a constant battle of wits between the weather and our pilot. Our flight plan calls for us to fly at 9500 feet, but clouds and the chance of icing forced us to 10,500. We still were not completely above the clouds. The coastline of Greenland is invisible to us, but we can follow it on the radar screen.

A little more than four hours of flying time finds us over Thule. Our first view of the area is the great ice cap which ends close to the base. As we circle over the mountains we can see *Old Flat Top*, Dundas mountain. There are quite a few icebergs in the harbor

and a lot of snow on the surrounding mountains. It does not snow much at Thule, most all of the snow blowing in from the ice cap.

There is only one ship in the harbor, the icebreaker *Atka*. She will be the last ship to leave Thule. With the ice closing in fast, there will be no more ships to enter Thule for 10 months.

Our wheels touch down on the northernmost Air Force base, here "on top of the world." This is the base which for a year and a half defied the usual construction methods, and has caused some amazing new innovations in the building business.

If you can imagine living inside an icebox, you will have a faint idea of what it is like to live in a Thule barracks. These buildings are built in the same manner as an icebox. The en-

trances are similar to hatches on a ship. They are "dogged down", and are about four to six inches thick.

The barracks are built off the ground on concrete and wooden pilings. Walls are of separate panels put together with special adhesive. They are several inches thick, with heavy insulation between the inner and outer panels.

Thule itself has the notorious "permafrost" which means that the ground is frozen as deep as 1600 feet beneath the surface. There is no vegetation here at Thule, and trees are just a remembrance of something you saw in the states.

ARCTIC gear, a necessity on Thule run, caused crews to be alerted an hour or so ahead of the normal alert time. The more layers you put on, the harder the rest of them go on. But with temperatures down to 70° below zero, it would be impossible for flight crews to do their jobs without the heavy clothing.

VR-6 has set a fine example for operations in this northern area. VR-6 planes fly payloads of supplies into Thule, and on the return trip fly personnel of the Army Transportation Corps. These men will return next summer when convoys of ships get through the ice. Hundreds of civilian workers are also being flown back to the states on Navy aircraft to await the spring, and the start of the 24-hour day construction period.

VR-6 entered its 21st month of flying the *Arctic Airlift* in December, an experience which stands alongside the famous *Berlin Airlift* when it vied with VR-8 to lead all military transport squadrons in accomplishments each month.



VR-6'S DIVET UNLOADS CARGO AT THULE BASE

'GROUND RULES' FOR SQUADRON INSIGNIA

THE DAYS of *Mickey Mouse* and *Alice the Goon* on Navy squadron insignia are numbered as the Navy moves to standardize and improve the caliber of its emblems.

During World War II squadrons came up with all manner of shoulder patches on their flight jackets and painted insignia on their planes. Some were pretty juvenile, many poorly drawn and obsolete because the squadron changed its area of fighting or was given newer-type planes.

Out of the many hundreds of insignia used during the war, a few Navy and Marine squadrons still keep the old-time emblems of past glory and carry on the traditions. Two appear to be the oldest still in use today—VMF-231's *Ace of Spades* insignia and VF-31's *Felix the Cat*. Both were conceived in 1921. VMF-231 is an Akron Reserve outfit and VF-31 is aboard the *Leyte*.

Running neck and neck for second place are two of the most famous Navy squadrons—VF-11's *Red Rippers* with the boar's head and lightning flash, and VF-14's *High Hatters*, featuring a tall silk hat. Both emblems date back to 1927.

During the war, the Walt Disney studios drew many dozens at the request of Navy squadrons who had no artists. These featured ducks, mice, dogs and other caricatured animals. As squadron missions changed since the war or the units got new types of planes, these insignia gradually have been replaced.

In the old days, the sky was the limit on what could be included in insignia. Almost anything was approved but for lack of more definite "ground rules," the line outside the Chief of Naval Operations' door was filled with "repeaters." A squadron frequently had several different designs over a period of years. Many poorly-conceived ones got through the mill, mainly because they were what the outfit wanted at the time.

To bring some order out of the confusion, *OpNav Instruction 5030.4* was issued this spring by CNO setting out



BEFORE—This cluttered-up insigne was submitted by one unit; would be hard to use

AFTER—The Army heraldic section redrew the insigne; CNO sent to unit for approval

some "do's and don'ts" when it came to drawing up squadron insignia. Most insignia today are the result of intra-squadron contests, the winner of which is submitted to CNO for approval. Frequently the artist has a good idea but poor drawing technique, and the amateurish insignia result is turned down by CNO.

To help such squadrons, CNO now enlists the aid of the Army's heraldic section to redraw some of the insignia so that something a little more appropriate and lasting would result. The squadron can accept or reject the new drawing.

Not everybody knows it but the insignia idea dates back to the days when knights began wearing armor. They couldn't tell friend or foe when all were encased in steel suits. So, a surcoat usually was worn with the heraldic emblems, commemorating some valorous incident or ferocious beast, like a dragon. Not everybody could write in those days, so deeds and transactions often were sealed with their owner's armorial bearings. Those squadron insignia already approved and in use will stay in effect until the squadron wants to change them. Then the new rules apply.

Here, in brief, are some of the "ground rules" set forth by CNO for squadrons and other aviation commands or units to use in drawing up *new* insignia:

1. Heraldic portrayal of beasts, fowl, devices, instruments and weapons typical of the sea and air is preferred.
2. Badges of qualifications, decorations, medals, campaign ribbons, national or state insignia, cap devices and the like shall not be used in the insigne. Neither shall naval aviator's wings, except in cases of Fleet Air Commands, naval air stations and the like.
3. Place of commissioning, areas of operation, battle actions may be used, such as stars, terrain, flowers, trees.
4. Missions may be portrayed by use of devices, instruments, weapons typical of sea and air warfare.
5. Units, activities and commands may not use their number or designation in their insignia. Navy squadrons frequently change numbers, making their insigne obsolete.
6. Identifiable naval planes or ships should not be used since the outfit may get new ones and the insigne would have to be changed.
7. Commands above the squadron

VMF-231

Ace of Spades



VF-14

High Hatters



VF-11

Red Rippers



VMS-3

Devilbirds



VF-31

Felix the Cat





Langley, CV-1 Enterprise, CV-6 Lexington, CV-2 Saratoga, CV-3 Ranger, CV-4 Yorktown, CV-5

level shall have insignia of irregular design contained within the boundaries of a triangle 6" on the side.

8. Unit insignia and only unit insignia will be incorporated within a circle of 5 1/4" diameter. Wings, torpedoes or like parts of the design shall not project outside the circle.

9. Units can put below their insignia the campaign area and service ribbons, unit citations and the like earned by them.

10. Insigne should be designed so that it faces the observer's left and towards the enemy. If put on a fuselage, it should be on the side so the action, animal, pirate or the like faces forward.

11. Morbid insignia should be avoided, those featuring skeletons, death's heads and the like.

Scenes, landscapes, photographs and caricatures are not suitable, nor are symbols denoting games of chance. Lettering or numbering should not be used, except mottoes may be used, such as VC-4's *Nox Mea Auxiliatrix Est*, which means *Night is my ally*.

Just as an example of why the new rules had to be drawn up so squadrons would have insignia which would be suitable, no matter how their missions and designations changed, take a look at the famous *High Hatters*, now VF-14.

That squadron started out in 1919 as the Air Detachment, Pacific Fleet. Naval aviation was that small. It then became VT-5, Patrol Squadron 4-1, Combat Squadron 4, VF-1 in 1922 and VF-1B in 1927, at which time the high hat symbol was adopted. Following that it successively was changed to VB-2B, VB-3, VB-4, VS-41, VB-41, VA-1A, VA-14 and finally VF-14 in December, 1949. Only such a general symbol as a high hat



EARLY VC-27 INSIGNE WAS CRUDE PEN DRAWING

could have stood up as an insignie through all those type changes—fighter, scout, bomber, patrol, torpedo.

One day in June, 1927, a pilot showed up wearing a battered top hat. The squadron adopted it as a motif, "just because it seemed like a good idea at the time." Its skippers during its long history included such well-known admirals as Forest P. Sherman, Gerald Bogan and Arthur W. Radford.

One report says the squadron had a diving eagle insignie before that. The story goes the emblem was abandoned because other squadrons likened it to the Ghirardelli chocolate can's parrot.



THIS IS EARLIEST KNOWN INSIGNE, FROM MIAMI

RAdm. Thomas S. Combs, Chief of BUAER, who once was a member of the *High Hatters*, however, recalls no such insignie.

The *Red Rippers* started out as VF-5B on 3 January 1927. Their highly-colorful insignie was modified several times. Today it features a boar's head—reputedly from the Gordon's Dry gin label, over a length of braid (some claim it is a string of bologna). Below, a blue shield contains a red lightning flash and two red balls.

Available historic data on just what Navy or Marine squadron had the first insignia is a bit hazy. Files of Naval Photographic Center, Anacostia, contain a "squadron insignia" photographed in 1918 at Miami, Fla., then a Marine air training station. No data was available on what the crudely-drawn penguin or dodo bird (*see photo*) stood for nor to what outfit the emblem belonged.

One of the two real leaders appears to be the *Ace of Spades* squadron in the Marine Corps. Its insignie, a black playing card, was designed by Lt. Hayne D. Boyden early in 1921. It won out over 350 other designs in a contest to choose a motif for the First Air Squadron, then in Dominican Republic.

That squadron was the Marines' first air unit and one of its members, Maj. Ross E. Rowell, developed dive bombing tactics. It flew the insignie all the way from Santo Domingo in 1921 to the Battle of Midway, although the squadron number changed many times.

As VMSB-231, the *Ace of Spades* squadron was one of the first two bombing squadrons on Guadalcanal. Today the designation and insignie is assigned to VMF-231, a Reserve outfit at Akron, to

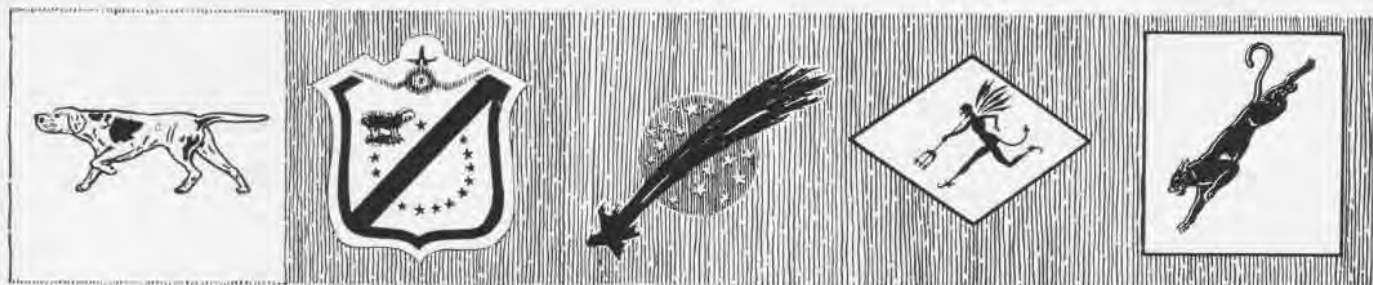
VS-2B

VMF-214

VF-6

VB-4M

VB-3



carry on its colorful traditions.

Another old squadron insignie in the Marine Corps belongs to a now-decommissioned outfit, VMS-3, the *Devilbirds* squadron. Its black shield with a devil on it is symbolic of the Black Republic, Haiti, with red and gold across the top for the Marine Corps' colors.

The Haitians called the Marine planes "devil birds", hence the nickname. VO-9M, a former designation of VMS-3, adopted the insignie in 1936. By coincidence, the designer was the same Lt. Boyden who drew the *Ace of Spades*. He then was attached to VO-9M.

Although the *Felix the Cat* insignie of VF-31 appears to be the oldest Navy squadron insignie still in use, another old one existed for a short time. Back in 1924 VOS-3 was serving aboard the cruiser *Concord*. Lts. (jg) Clyde W. Smith and Fred Roberts got the idea for an insignie from the label on a jug of Bacardi rum. They took the circular label and superimposed a bat on it.

History of the *Felix* emblem is somewhat jumbled in the files of CNO. Back in 1921 Combat Squadron Four was formed and *Felix* was adopted at that time. The next year it was disbanded and men put on battleship spotting planes. In 1923 *Felix* bobbed up again with VF-2 which had Four's men reorganized under LCdr. R. P. Molten and flying VE-7's. It changed its name to VF-6 in 1927, VB-2 in 1928, VF-3 in 1937, VF-6 in 1943 and after more shuffling wound up as VF-31.

In all that time some famous naval aviators were its skippers, including M. B. Gardner, R. A. Ofstie, F. D. Wagner, Dixie Ketcham, Frank Boone, A. K. Doyle and John S. Thach. Another illustrious "alumnus" was Lt. Burch O'Hare. In the battles of Coral Sea and Midway, its pilots shot down 54 Japs.

Another old insignie was owned by VF-2, the old enlisted pilots' squadron, commissioned in 1927. It had the chief's chevron with the word *Adorimini* which means approximately "Up and at 'em!", the battle cry of Caesar's legions.

On page 21 the NEWS also presents some other famous squadron insignia, such as the diving panther of VB-3 which served in 1934 on the *Ranger*, the shooting star of VF-6, which got mixed up with *Felix the Cat* in the quick shifts of squadron personnel in World War II; Pappy Boyington's *Black Sheep* insignie from VMF-214; and the *Red Devil* of VB-3M, adopted by the Marine outfit in 1930.

Another emblem dating back to the same year belonged to VS-2B, the hunting pointer dog. "This seemed a fitting insignia for a scouting squadron," the squadron history report said, "And definitely stopped the propaganda of certain



LT. M. L. LILLEBOE SPORTS VP-45'S PELICAN

Saratoga officers that the VS-2B insignia should be the monkey group, symbolic of see nothing, hear nothing and say nothing."

At the top of pg. 21 are presented six ship insignia, used by the older carriers. They were painted on the ship's own utility planes and not on the vessel. First one was the old *Langley*, CV-1. Because it was nicknamed the *Covered Wagon* after a flight deck was put on the collier *Jupiter* to make it into an aircraft carrier, the insignie naturally featured a covered wagon atop a ship's hull. The red and blue stripes are from the famed Lafayette Escadrille of World War I.

The old *Lexington* had a Minuteman statue for its insignie, the *Saratoga* a crowing rooster perched on a spar and the *Yorktown* a spread-wing eagle, representing aviation, on an old cannon such as was used at the Battle of Yorktown. The famed *Enterprise* had a sailing ship emblem and the *Ranger* the head of John Paul Jones, who commanded the first *Ranger* in 1777.

The *Sara's* crowing cock harks back to the original *Saratoga* during the battle of Lake Champlain. A chicken pen was hit by gunfire and a rooster escaped and flew to the rigging where it crowed lustily. At just this time the tide of battle turned and the cock has since that time been held as a symbol of good luck to the *Saratoga*.

Device Gives Landing Data Sinking Speed Gauged by Light Beams

The Navy has procured several "sinking speed indicators" which will give instant data on how fast a plane hits the carrier deck—data valuable in analyzing experimental planes or to aid student pilots learning how to land aboard.

In the past, sinking speeds were recorded by cameras, but the film had to be developed and painstakingly analyzed to get the information. The new

device, developed by North American Aviation, makes the data available to pilots as soon as they land.

To get its descent data, the device sends out two parallel beams of light, thin vertically and wide horizontally, one foot apart. A mirror system on the incoming plane's oleo strut reflects the light back to a photo-electric cell which



LIGHT BOX ON DECK SENDS OUT DOUBLE BEAMS

starts an electrical charge into a condenser.

The descending plane then cuts the second and lower beam, reflects it, and stops the charge going into the indicator. This electrical charge is translated by the instrument from voltage to rate of descent in feet per second.

Mayport Docks CVA Tarawa Deeper Basin, Longer Runway in Works

COMFAIR, Jacksonville—Naval carrier warfare took a forward step on 27 October when the USS *Tarawa* (CVA-40) steamed into Mayport basin and tied up to the newly-completed carrier berthing pier.

It was the first time in history a heavy carrier of that size had tied up in the Jacksonville area; previously they had to anchor at sea. With completion of the 600-foot carrier pier and dredging of the channel and turning basin, Mayport auxiliary landing field became the only area south of Norfolk for berthing heavy carriers.

Planes from NAS JACKSONVILLE and CECIL FIELD now can fly to Mayport and be hoisted aboard ship from the dock. To accommodate big carriers, the basin was dredged to 42 feet and made 3,000 feet long by 2,000 feet wide. The program calls for three jet fuel tanks of 5,000-barrel capacity, plus another carrier berthing pier and an escort pier for smaller ships.

An 8,000-foot runway for jets is under construction at the field. Three 4,000-foot runways were retained.

AD CRASH IN FOG CAUSES WOES

DANISH and American Navy men wrote a postscript to *Operation Main Brace* by "rescuing" a crash-landed *Skyraider* from a Danish potato field to an airfield 105 miles away, all amid a heavy rainstorm.

Ens. P. S. Gallegos picked up a bird in his air scoop while flying the AD off the *Roosevelt*. Heading for an emergency landing, the only place he could find was the potato field.

With a mushy "sploosh", the plane settled into the mud and Gallegos crawled out to assess damage—one bent prop. Sloshing to the nearest farmhouse, the ensign was given a ride by the obliging Dane to Karup airfield where he contacted U. S. headquarters in London.

Four days later a seven-man salvage crew from the *Roosevelt* under LCdr. H. R. Fehr arrived in the rain to see what could be done to salvage the dive bomber. Rather than dismantle the plane, Fehr came up with another idea. He bought some 2x12's at a nearby lumber yard for \$20 and made two wooden tracks across the field.

The bomber was inched out of the field. Several small gullies and uneven lumps of ground provided ticklish moments, but the wounded airplane finally was on the road.

Cranes provided by the Danes hooked on and the trek to Karup airfield began. Once on the road it was discovered the plane was so wide it had to be "snaked" between telephone poles, which slowed progress considerably.

The passage of the rescue party was accompanied by a most attentive audi-

ence. Inhabitants of numerous small villages turned out *en masse* to watch proceedings. The plane itself, by this time one of the most slandered and cursed-at planes in the Navy, entered into the spirit of the occasion by providing new problems at every opportunity. It had to be lifted over obstructions, steered around immovable objects and proved downright obstinate.

The strange troupe came to the small town of Hurning at midnight and spent four and a half hours wriggling and squirming through the village. "We had the most unusually-dressed first night audience I've ever seen," said Cdr. Fehr. "People got out of bed in their night clothes and watched the performance with all the verve of a circus crowd."

After 44 hours the fast-wilting crew pushed and pulled the recalcitrant plane onto the field at Karup. "I know you're all tired, but we still have work to do," Fehr told his sagging company.

Unpacking a new propeller, the be-draggled crew began to overhaul the engine and prepare the balky *Skyraider* for the return flight. Patches of metal were welded onto the ruptured holes in her fuselage made by equipment shaken loose by the landing. Structural parts of the plane were checked and rechecked. The prop was slipped on.

Four days after struggling to the airfield, Fehr stepped into the cockpit, and the plane lifted her wheels on a test flight. The next day, 16 days after the potato field landing, Lt P. W. Bodd from the *Roosevelt*, flew it back to an air base in the Mediterranean.

FAdm. King Biography Out Navy Career of War II CNO Chronicle

The 44-year naval career of FAdm. E. J. King is covered in a new four-volume series by the Admiral himself and Cdr. W. M. Whitehill. This career study, *Fleet Admiral King, A Naval Record*, was published in mid-November by the W. W. Norton Co., Inc. It reports on a man "who knew what he wanted and took all legitimate steps to obtain it."

FAdm. King points out that he was guided by the following principles: "Do the best you can with what you have. Do not worry about water that has gone over the dam. Difficulties exist to be overcome."



THE LINE forms on the right, boys! Iris Anne Fitch, 19, Miss Washington of 1952, gives NavCad Recruiting at NARTU Anacostia a plug as she poses for the boys. Miss Fitch was a semi-finalist in the beauty contest at Atlantic City and won the talent division contest through her singing.

New Saratoga Keel Is Laid Sixth Vessel by Name to be Carrier

The second *Forrestal*-class aircraft carrier will be named the USS *Saratoga* (CVA-60), the sixth ship of that name to sail the seas under the American flag.

Keel of the 60,000-ton flush deck carrier will be laid this month at New York Naval Shipyard. It will cost \$209,700,000. Ships of the same name participated in the Revolutionary War, sailed to Japan with Commodore Perry, fought in the war against Spain and wrote a heroic chapter in the history of World War II.

The last previous *Saratoga* was launched in 1925, the first U. S. vessel to be launched as an aircraft carrier. She was sunk in 1946 in Bikini's shallow lagoon during the atom bomb tests.



SOMETIMES jet pilots have found themselves unable to jettison their canopies so they can operate their ejection seats. Bureau of Aeronautics conducted tests at NAMC Philadelphia to see if it were feasible to fire the seat and pilot right through the plexiglas canopy. The picture above shows the dummy emerging through the shattered canopy, painted white.

THE 'BLUE CHIPS' OFFER A HELPFUL HAND



FAWN meets Jan. Adm. Radford stops on his busy tour of MAW-1 facilities in Korea to say hello to Squeaky, Marines' pet fawn



AS COL. J. A. Smoak acts as witness, RAdm. Moebus swears in NavCads at NARTU Seattle, one of his last duties as CNAREsTra

THE NAVAL Air Reserve Advisory Council (NARAC), a comparatively unknown but highly important Reserve organization, held its fourth annual meeting in Washington, D. C.

Informally known as the "Blue Chips," the men who attended the meeting were, for the most part, business executives and professional men, most of whom held important key positions on active duty during World War II and now hold positions of importance in civilian life. The group is an unusual one since it is composed of volunteers who, although busy with their own business affairs, unselfishly offer their services to the Navy. They attend the annual meetings at their own expense.

During the conversion from peacetime to wartime production prior to and subsequent to Pearl Harbor, one of the biggest problems confronting BUAER was the staffing of the Production Division with qualified personnel. One who came to duty and helped put the division in operating order was Mr. James Mooney, Vice President of General Motors in charge of all overseas operations. He recruited people he knew, scattered throughout industry, who had the know-how to carry out the program.

Some of the early arrivals were Mr. Lewis K. Marshall, now manager of the Gas Turbine Plant of Mercury Division, Ford Motor Company; T. B. Focke, now Vice President of National Radiator Company; and Mr. Geoffrey Smith, now President of Girard Trust and Corn Exchange Bank of Philadelphia. With the talent these men and many others brought in, the production record speaks for itself.

After the war, BUAER attempted to

hold the organization together in a loose fashion. The Bureau and CNO arranged for annual meetings composed of a group of inactive Naval Reserve Officers from BUAER's Production and Procurement class and a similar group from CNO.

Prompted by the interest of VAdm. H. B. Sallada and RAdm. I. M. McQuis-ton in preserving mutual interests between the Bureau, the key Reserve officers and the civilians who worked in BUAER during the war, an informal meeting composed of approximately 60 Reserve officers who had offered their services to the Navy in an advisory capacity was held in Washington in 1946. An informal organization of inactive Reserve officers to be known as NARAC was proposed.

Adm. Sallada pointed out that a group was necessary in order to establish and assure the means whereby the high-grade talents found so essential during the war would be on tap for consultation with DCNO (Air) and BUAER; to assist in procurement, for future availability, of officers capable of filling important key positions in the event of mobilization; to provide a sounding board against which, as occasion required, naval aviation could test some of its plans and ideas; and to provide a channel to expedite the flow of facts, news and information to inactive aviation Reserve officers and the public.

FORMAL recognition of the "Blue Chips" was approved by SecNav in March 1948. The first official meeting of the Council took place in 1949.

At their fourth annual meeting, NARAC, which is quite similar to a

civilian Board of Directors, listened to the Navy's problems and offered advice gained through years of production experience. On the first day the group was addressed by Secretary John F. Floberg, VAdm. M. B. Gardner, RAdm. T. S. Combs, Lt. Gen. L. C. Craigie of the Air Force, RAdm. R. W. Ruble, Capt. G. F. Beardsley and Capt. F. W. Priestman.

The next day the group departed for a day of aerial displays at NAS PATUXENT. During the morning they saw a demonstration of catapulted take-offs and the refueling at low altitude of a fighter in flight by an AJ-1 tanker. The group then moved to an arrested landing area where the catapulted planes were landed by arresting gear wires. They had an opportunity to inspect all the planes and talk with pilots and crews.

Following the luncheon, the members saw demonstrations of machine gun and rocket firing in the Armament Test area. On exhibit were a photographic airplane and a tow-target installation in an AJ. Their last stop at the station was at Electronics Test where airborne radar and other electronic installations were explained and demonstrated.

Air Reserve Gets New Leaders

RAdm. Lucian A. Moebus, CNAREsTRA, retired on 1 November, ending over 35 years of active service to the Navy. His naval aviation career was a brilliant progression through fleet assignments and World War II, leading to his last duties as Chief of the nation's largest functional command.

His request for retirement was submitted for personal family reasons. He and Mrs. Moebus expect to raise cattle

in Southern Alabama on an estate which has been in the family for over 40 years.

NARESTRACOM is now headed by RAdm. Dan Gallery, former commander of Hunter Killer Forces, Atlantic Fleet.

Marine Air Reserve Training has also had a change of command. BGen. V. J. McCaul was transferred to Washington, D. C. and BGen. Frank H. Lamson-Scribner has assumed command. Gen. Lamson-Scribner was former Assistant Commander of the First Marine Aircraft Wing in Korea.

Adm. Radford Speaks

The following statement was released by Adm. Arthur Radford in recognition of the contribution being made to the Korean conflict by the officers and men of the Naval Air Reserve:

"The Naval Air Reserve has established a remarkable record of achievement during the present Korean conflict. Their performance has emphasized more fully the fact that the Naval Air Reserve is one of the Navy's greatest assets.

"Characteristic of the spirit and patriotism of the men in the Naval Air Reserve was the spontaneous response to the call for volunteers. Shortly after the outbreak of hostilities the list of volunteers reached an all-time high. These fine men who responded so quickly to serve their country left behind their families, their businesses and their occupations to take their place as part of the United Nations Forces.

"The magnitude of their contribution can be measured by the daily battle reports from Korea which have recorded the round-the-clock activities of the Naval Reservist in both air and surface activities. During June of 1951 more



WOW, WHAT sideboys! Six beautiful Correale models greet NavCad drill team at Columbus

than 70 per cent of the combat sorties flown by the Naval Air Arm were conducted by Naval Reservists.

"Pilots of four all-Reserve squadrons aboard an aircraft carrier flew a total of 7,989 missions against the enemy in six months and together with other units of the Naval Air Reserve have contributed a great part of the Navy's success in Korea.

"The manner in which the Naval Air Reserve has demonstrated its capacity for rapid mobilization, the proficiency with which they have dealt destruction to the enemy and the effectiveness of their participation are all valid proof that the Navy's assets have increased considerably by the wise investment in the Naval Air Reserve Program. The future security of our country demands that the Reserve program continue to attract young men of the same high

caliber exemplified by the present Naval Air Reserve."

VP-812 Reformed

One of the Navy's top Reserve Air Squadrons has brought its designation and its members back into the Naval Air Reserve.

VP-812 from NAS MINNEAPOLIS was recalled to active duty in July 1950. Flying P2V Neptune bombers, the squadron saw Asiatic service in patrolling the sea approaches to Korea in search of



OLATHE'S Queen, Jeanne Briscoe, poses beside an FJ-1 Fury at anniversary celebration

enemy naval forces and duty with the fleet in the Aleutians area.

Upon being notified that the squadron was to be deactivated, squadron personnel immediately requested that VP-812 be reaffiliated with NARESTRACOM and allowed to retain its personnel who were also being released to inactive duty. The squadron was also granted permission to retain its designation number at Minneapolis along with the squadron insignie.

Station Roundup

● **NARTU SEATTLE**—VP-891 is the first Reserve squadron to be checked out on four-engine P4Y2 which are replacing PBY Catalina aircraft in the Reserve Command. Pictured at left are, back row: F. L. Jones, V. P. Vick, V. M. Fisher, J. A. Myers and W. T. Walker. Front row: M. A. Mendoza, LCdr. E. W. Cox and Lt. W. F. McCool.

● **NAS OLATHE**—This station's 10th Anniversary was celebrated in fashion. The fabulous Blue Angels were the feature attraction in the giant air exposition. An Organized Reservist from Kansas City, Missouri, Miss Jeanne Briscoe, was selected as Olathe's Queen.

● **NAS COLUMBUS**—Six beautiful Correale models welcomed the NavCad drill team on landing at Columbus. It was the logistic station for the precision drill team when they appeared at the Pitt-Iowa football game.



PILOTS and enlisted men of VP-891 think the new four-engine planes are going to be a pleasure to fly after the PBY's. Picture was taken during their two-day checkout

'SKYHOOKS' USED IN COSMIC RESEARCH

THREE P4Y2 aircraft from VP-23 took part in recent experiments which may reveal more about the atom and the mystery of the universe. They followed radio beacons towed by giant *Skyhook* balloons while they were in the air over Greenland and located the impact spots where the equipment descended.

The *Skyhooks* are large constant-level plastic balloons which lifted rockets up through most of the earth's atmosphere to an altitude where the rocket could be fired almost vertically. Launched at balloon altitudes, the rockets proceeded up to altitudes of almost 40 miles.

These rocket launchings were part of a series of high altitude cosmic ray investigations carried out in the vicinity of the geomagnetic pole in northern Greenland by the Office of Naval Research. At the geomagnetic pole, the earth's magnetic field has a minimum of influence on the incoming cosmic ray particles. Investigations conducted at the edge of the earth's atmosphere at this location come closest to the condition of the primary cosmic radiation as it exists in the solar system that can be measured from any place on earth.

The launchings were made from the deck of the USCGC *Eastwind* while cruising in Baffin Bay, only 442 nautical miles from the North Pole. This is the most northerly latitude ever accomplished by a ship under its own power. Three types of experiments were made: balloon-rocket tests and tests using balloon-borne scientific instruments (neutron counters and nuclear emulsions) in which the instruments are parachuted to earth.

The balloon-rocket experiments, under direction of Dr. James A. Van Allen of State University of Iowa, measured the primary cosmic radiation above the earth's atmosphere. Navy *Deacon* rockets



FULLY-INFLATED BALLOON WAITS FOR ROCKET

were launched suspended beneath the high altitude balloons and reached the greatest height known to have been reached in these latitudes.

Each rocket carried either a Geiger counter or an ionization chamber which measured the cosmic radiation. The data from the rocket was telemetered back to the *Eastwind* where it was recorded and analyzed, making recovery of the rockets after flight unnecessary.

The *Deacon* rocket was developed for BUAER for high altitude meteorological research. It is under eight inches in diameter and over 10 feet in length. A special nose cone for cosmic ray research was developed by Dr. Van Allen and substituted for the usual nose cone.

THE NEUTRON counter experiments, under direction of Dr. Martin J. Swernick of New York University, measured the intensity of the neutron component of the cosmic radiation as a function of altitude. These measurements are a continuation of experiments carried out at lower latitudes with the same type equipment.

Nuclear emulsion plates which record the passage of the cosmic radiation through the photographic material were also flown and reached altitudes of about 90,000 feet, about 17 miles. One set of equipment landed on Ellesmere Island, another on the Greenland icecap within 10 miles of the geomagnetic pole. Snow storms prevented Navy helicopters from recovering the equipment.

Of the 14 flights scheduled, all of the balloons were launched and eight were successful in that the balloons and scientific equipment performed satisfactorily. The scientific instruments were lowered from the balloons by parachute.

Skyhooks are made of polyethylene material 1/1000th of an inch thick and

are from 55 to over 100 feet in diameter when fully inflated. Launching the balloons from the postage-sized flight deck of the small icebreaker required skillful handling and special techniques, since the balloons measure up to 180 feet long when stretched out before being filled with gas. Crowded conditions on the flight deck were increased also because of two Coast Guard helicopters, assigned to the *Eastwind*.

ANOTHER handicapping factor in the launchings was the weather. Since the balloons are about as high as a ten-story building, they must be launched with a no-wind condition. The *Eastwind* made this possible by steaming downwind at speeds equal to the wind blowing in the bay.

The photograph at lower left shows civilian technicians putting helium into one of the balloons before launching. The metal cans are filled with water and weigh as much as the scientific load to be lifted. When the balloon lifts the cans, the helium flow is stopped and the hose removed. Once the balloon is launched with its full load of scientific equipment, the entire flight train will measure about 850 feet long, resembling a giant tail on a kite.

These experiments are part of the cosmic ray investigations carried out under ONR and the Atomic Energy Commission. This program includes a systematic investigation at many locations over the face of the earth of all properties of the cosmic radiation at sea level, and at mountain, balloon and rocket altitudes. General Mills and New York University and State University of Iowa scientists hold ONR contracts for these investigations.



TECHNICIANS FINISH 'WEIGHING OFF' BALLOON



SKYHOOK BEGINS RISE INTO UPPER ATMOSPHERE

NAVY USES AFT-FACING SEATS

PASSENGERS in Navy transport planes have ten-fold better chances of coming out of crashes alive, thanks to backward-facing seats which are being installed in all new planes. All older-type R5D's also are having them installed when the planes are overhauled and modernized.

Douglas Aircraft Co., has already delivered a number of R6D *Liftmasters* to FlogWingPac for trans-Pacific flights utilizing these new, stronger seats. The seats were tested in the R4D-8 and found highly satisfactory.

The Navy version of the Lockheed *Super Constellation* (R7V) and the Convair R3Y turboprop flying boat transport both will have the backward-facing seats.

The Navy has decided to install the seats after five years of development and testing showed they gave passengers much more protection for the entire back, neck, head and parts of the arms and legs in sudden stoppages.

The human body can absorb more shock by the back than by the chest and abdomen, flight surgeons say. A person's head resting against the seat back is not subject to the violent snap which occurs when facing forward. Instead of only a small seat belt holding him, the passenger has the whole seat supporting his body against forward motion.

Two Royal Air Force accidents have been cited as proving value of backward-facing seats. A four-engine *Hastings* plane was equipped with high-strength rear-facing seats. The plane, flying near Bonina, Libya, crashed in an inverted position, and skidded for a considerable distance before stopping. During the skidding, the top of the fuselage was torn down to the top of the seat backs. Only six of the 25 passengers aboard were hurt and none seriously.

The RAF credited the seats with saving them from worse.

The second crash occurred near Stockholm, Sweden, when a two-engine *Valletta*, with rearward-facing seats, made an emergency landing under poor visibility conditions. The plane overshot and crashed into a wooded hill. Except for minor bruises caused by flying packages and luggage, 14 of the 19 passengers were uninjured in the 100-knot crash. The rearward-facing seats were credited by the RAF medical officer with reducing the injuries to relatively minor ones.

Aft-facing seats are not new, having been used by the British and U. S. as early as 1945, but it took time to prove



AFT-FACING SEATS PROTECT NAVY PASSENGERS

their advantages justifying the added cost of converting the seats. The entire plane floor structure as well as the seat itself must be redesigned to change the facing of the seats.

The new seats are removable. They can be detached quickly, folded and stowed, to provide additional cargo or hospital litter case. They are covered with an inch-thick foam rubber cushion with half-inch rubber on the arm rests. A wing-type cushion head rest is being tried out for more head comfort.

Navy passengers seem to like the rearward-facing seats. BUAER distributed questionnaires to passengers during first months of experimentation with them. More than 500 were questioned after a flight, with only a few voting against them and none advancing a convincing reason for their opinions.

Then too, the new rearward facing seats are sounding the death knell for the old bucket seats. Nobody who has ridden in the latter on a trans-Pacific hop will object to going to the funeral.

Adm. Gallery Inspects VS-22 Kivette Praises Aircraft Maintenance

At an inspection of Air Antisubmarine Squadron 22 held at NAS NORFOLK, RAdm. Daniel V. Gallery, Commander, Hunter-Killer Forces, U. S. Atlantic Fleet, awarded aircrewmen wings to 22 outstanding men. In addition, 15 more aircrewmen received letters of commendation.

"The anti-submarine squadrons in the Navy are the 'big leaguers' of Naval aviation, and the 'backbone' of antisubmarine operations," Adm. Gallery said. He declared that the enlisted personnel have earned their wings just as much as the pilots. Capt. F. N. Kivette, ComCarDiv-16, praised them for "the finest performance in maintenance of aircraft I have ever seen." He told airmen and their families that he cruised with VS-22 during the *Convex* exercise last spring. "You never missed a sched-

ule. The squadron has done an outstanding job, and I haven't seen its equal . . . My hat is off to you men in the maintenance department."

When first commissioned, the squadron used the Grumman *Avengers*. Now they fly the *Guardians* which were designed and built for ASW operations.

Those receiving wings were: R. S. Hughes, ATC; S. Duran, AO1; J. T. Andrews, ATAN; J. E. Eslinger, AL2; T. F. Drake, AD1; H. B. Clayton, AO1; E. K. Peterson, AL2; G. M. Bailey, AL1; C. H. Schwandt, AL3; C. D. Thompson, ALAN; C. Prescott, AL1; C. W. Lamb, AL2; H. L. Horne, AL2; J. Hammon-tree, AD1; G. E. Riddle, AL1; T. S. Jacks,



ATAN; F. O. Ryan, AT3; V. B. Watkins, AD1; F. A. Board, AD1; J. E. Pate, AN; S. N. Brown, AL2, and R. H. Lohneyer, AN.

Men receiving letters of commendation from Capt. Kivette were: D. Canale, AD1; C. O. Lester, AD1; B. N. Zettler, ADC; C. W. Abraham, AD3; W. Miesse, AT1; G. R. Martin, AT1; D. Marlowe, AEC; F. H. Booth, ADC; J. E. Kightlinger, AM2; N. K. Johnson, AM2; E. R. Hutchins, AMC; C. Kreiser, AD3; C. L. Wells, AN; L. A. Hickman, YN3, and D. R. Leslie, AM1.

Skyraider Scares Watchers Hairy Midway Landing in Main Brace

USS MIDWAY—A Douglas *Skyraider* piloted by Lt. Roy T. Janiec came in for a landing on this CVB during *Operation Main Brace* exercises, but was waved off because his arresting hook was not lowered.

Janiec, in charge of a VC-33 detachment on the *Midway*, circled the ship while other planes in the flight landed aboard. Emergency landing preparations then were launched, crash crews and fire party readied for the crash landing. Rain began to fall and three tractors were parked across deck in case the plane went through barriers.

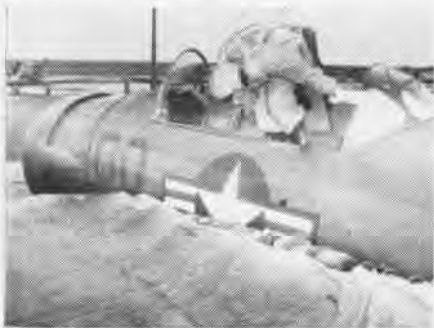
The *Skyraider* began another landing attempt and once more was waved off. On the third attempt it happened suddenly. As the plane hit the flight deck, the stubborn landing hook was jarred and fell into a normal landing position. Catching one of the arresting wires, it stopped without damage.

The outburst of applause and cheers probably was heard on the sister carrier *Franklin D. Roosevelt* half a mile away as the pilot himself prepared for a jarring crash into the barriers, flashed a big grin and let out a whoop heard over the roar of his *Skyraider's* engine.

Wave Makes Practice Jumps Crewmen Learn To Meet Emergencies

There's at least one Wave who figures that life in service is getting rougher. She's Dorothy L. Pennell, AC2, who was the first Wave at NAAS WHITING FIELD to go "over the side" of the SNJ training plane which is used to instruct NavCads and crew members in the proper way to abandon a stricken plane.

Dressed in a flight suit, helmet and



HEAD DOWN, DOTTIE BAILS OUT OF THE TRAINER

parachute, Dottie sat in the rear cockpit of the plane while the engine was turned up to full power, then loosened her safety belt and plunged head-long into the padded canvas attached to the side of the trainer. Oops! Her jump was good but she kicked her foot against the side of the plane. Lt. James O. Eckert, her instructor, wouldn't let her get away with it and gave her the signal to try again. She smiled, crawled back into the plane and made a satisfactory jump.

While the bail-out trainer is old stuff to NavCads, each enlisted man and woman who flies as a crew member is being given an intensive course that will enable them to cope with aircraft emergencies. The instruction includes servicing and fueling of aircraft, survival at sea, water landings, safety precautions, aircraft recognition and fire fighting.

Coral Sea Sets Med Mark Flight Time Includes Night Landings

USS CORAL SEA, NORFOLK—Back in the U. S. after five months duty in the Mediterranean, Air Group Four flew a total of 21,436 hours and made 8,005 landings, both all-time records for Med operations.

Aircraft damage amounted to only one cracked tail wheel and two barrier crashes. The few planes lost were engine failures in flight and not a single pilot was lost.

The ship's state of combat readiness was greatly increased by the 1,131 night hours flown and 448 night landings made by the all-weather specialists and the 432 night landings by the so-called "day" squadrons. Commander of the group on the cruise was Cdr. Larry Geis.



TITO, CASSADY WATCH AIR SHOW FROM BRIDGE

Marshal Tito on Coral Sea Giant Air Show for Yugoslav Leader

A dramatic show of U. S. Naval air power was demonstrated to Marshal Tito in the waters off Split, Yugoslavia, this fall. The Marshal, accompanied by his high-ranking naval commanders, went to sea aboard the USS *Coral Sea* as guests of VAdm. John H. Cassady, Commander of the U. S. Sixth Fleet. It was the Marshal's first visit to an aircraft carrier.

Shortly after he boarded the carrier, which was under the command of Capt. R. B. Pirie, the *Coral Sea* proceeded to sea to launch aircraft. Jets and conventional "prop" planes took off the flight deck at the rate of more than six per minute.

VAdm. Cassady and RAdm. Charles R. Brown then led the Yugoslav group to the rear of the flight deck where they watched *Banshees* and *Corsairs* strafe the target. Next came 500 and 1,000-lb. bombs dropped by versatile *Skyriders* in a demonstration of dive bombing. Following this was an attack using 5-inch and 11-inch "Tiny Tim" rockets, and an assault on the target by U. S. Marines flying *Corsairs* and dropping napalm bombs.

The demonstration was climaxed with an air parade over the ship, the air squadron spelling out "TITO" as they passed overhead.

Navy to Use AF Plane Name Munitions Board Tries Out New Plan

When the Navy buys a plane designed and produced for the Air Force it may use the same plane designation as the Air Force, and vice versa.

As a starter in this direction, the Navy, which is buying a quantity of T-28B training planes from North American, will call it by that name rather than assign a Navy designation to it. An interim directive by the Munitions Board aviation committee has set out the policy on the T-28B only, but it may be followed as one service buys planes from the other's contractors. If evaluation shows the system is acceptable, it will be extended to cover other cross-procurement of planes.

Such a simplification would do away with two numbering systems where the Air Force calls a plane an F-80 and the Navy calls it a TV-1. The B-25 was called a PBJ by the Navy and the JRF-5 *Albatross* rescue plane became the SA-16A when the Air Force bought some. The Air Force has C-45's, C-54's and C-47's and the Navy JRB's, R5D's and R4D's—yet they are essentially the same planes.

The Munitions Board has been working several years to effect a compromise system which both flying services will use jointly. Until such time as it comes out with a final answer, the interim system of taking the parent service's designation for a plane will be given a tryout.

Sub, Pinwheel Books Out Training Manuals Go to Aviation Units

Two new training publications of interest to naval aviation have been issued the past few weeks, the *Submarine Recognition Manual* and the *Helicopter Training Manual*.

The 32-page submarine recognition book, OPNAV-P31-102, has been distributed to various aviation squadrons and training commands. It is profusely illustrated with photos of submarines, whales, wrecks, slicks and other recognition points for pilots to know about.

The helicopter publication contains 134 pages and is Restricted, NAVAER 00-80T-41. All aviation activities will receive at least one copy with training and helicopter units receiving larger quantities. The book is full of helicopter history, maintenance and operational dope and is also well illustrated.

ATU-12 Moves to Kansas Planes, Trucks, Rails Carry Up Gear

NAS CORPUS CHRISTI—The Navy's mobility was demonstrated recently when Advanced Training Unit 12 packed up its P4Y-2's and moved to NAS HUTCHINSON, Kansas, with a minimum disruption of training.

About 250 tons of equipment had to be transported during the movement. Several moving vans shuttled between Corpus and Hutchinson carrying bulky items. Ten railroad cars were used to transport automobiles and large items needed for plane maintenance.

Priority equipment urgently needed at Hutchinson was airlifted in R4D's and R5D's. The training *Privateers* then were ferried north to Kansas with a minimum of equipment, mainly tools, records and electronic equipment.

Training of pilots continued even en route to their new home, the fliers being given experience flying across country on the civil airways. ATU-12 resumed full operations the last of September.

DANGER—TRANSPORTING AIRCRAFT



JET SNUBBED DOWN, LASHED WITH WINGS OFF

WHEN a transient F9F Panther was forced down on an abandoned Air Force landing field near Abilene, Texas, only minor damages were sustained by the plane in its wheels-up emergency landing. However, there had to be an on-the-spot, short-notice solution for returning it to NAS DALLAS in one piece for repairs. This meant a trip over 200 miles of Texas highways, some of which are not the smoothest in the country.

Lt. C. N. Jackson, salvage officer, and Chiefs P. B. Davis and W. A. Seby were dispatched with a salvage crew, a lowboy and hoist to retrieve the plane. Loading an F9F on a lowboy two feet narrower than the span between the landing wheels in such a manner as to prevent the mechanism from being dislocated by road vibration called for some original thinking.

Lt. Jackson and his crew came up with the idea of a "cradle" for transporting the disabled jet. They went to a machine shop in Abilene and in a few hours had their plan in the form of a piece of steel plate 10' x 26" x 3/4". At either end, a steel box 14" deep, 14" wide and 26" long was welded. The rig was bolted to the bed of the lowboy in the proper position to receive the landing wheels.

The nose wheel was stabilized by being secured with two pieces of angle iron about three feet long. They were bolted to the bed of the lowboy, one on either side of the wheel. The struts were snubbed down with chains. Enough slack was allowed to permit the struts to operate in absorbing road shock.

Now came the job of loading the jet. It was hoisted in the usual manner and lowered to the position it would normally assume if resting on the runway. Each wheel fell into its predetermined position and the plane rested snugly in its cradle.

When the wings were removed, the loss of weight put too much tension on the struts, so they were deflated enough

to compensate. The Texas Highway Department furnished a patrol car to accompany the crew back to NAS DALLAS and the jet made the long haul without any additional damage.

First All-Jet Seaplane Set Martin Wins Contest for New Design

The Navy's first all-jet seaplane will be built by Glenn L. Martin Co., it was announced following a design competition among major aircraft companies.

Designed by Martin as the Model 275 *SeaMaster*, the proposed seaplane will be radically different in its concept and design. The Navy already has a high speed seaplane powered by turboprop engines, the XP5Y-1, but it has been delayed for many months by engine troubles.

Martin is currently producing P5M-1 *Marlin* ASW seaplanes for the Navy and the B-57 *Canberra* jet bomber for the Air Force. The Navy is still using PBM seaplanes and P4M prop-jet landplanes.

The Navy also is buying more than 150 North American T-28B's for training planes. Under the new Munitions Board directive, the Navy also will call the planes T-28B's instead of giving them a Navy designation. The plane is an outgrowth of the SN2J of several years back.

The T-28B has a 1425 hp engine compared to 800 in the T-28A. It will do 343 mph, has a ceiling of 37,700 feet and climb 3,460 feet a minute. It cruises at 310 at 30,000 feet. Since it is a training plane and will not do much gunnery, armament will be carried externally when needed in packages or on bomb racks. It will not replace the SNJ's in the training command but will supplement them, going first to All Weather Flight School to replace SNB's.

Complete flight controls and instruments are in each cockpit. Infrared and ultraviolet lighting illuminates the flight panels for all weather flying.



YOU BEEN FOOLIN' WITH THE AUTO PILOT AGAIN

First AJ's Fly to Hawaii Three Savages Make Trans-Pac Flight



HAWAIIAN OFFICIALS GREET VC-6'S AJ PILOTS

NAS BARBER'S POINT—Three AJ-1 heavy attack bombers completed the first trans-Pacific flight for this type aircraft when they landed here 22 September.

The planes, which make up Detachment One of VC-6, were commanded by Marine LCol. George E. Dooley. They were greeted at Barber's Point by Capt. R. K. Gaines, ComFairHawaii, and Capt. M. F. Leslie, CO of the air station. Cdr. Fred L. Bates, skipper of VC-6, accompanied the flight.

The detachment, including one P2V, was in Hawaii a short time taking part in operational exercises. In the accompanying photo, left to right, are: Capt. Gaines, LCol. Dooley, Cdr. Bates, LCdr. Frank Timmes, maintenance officer of the squadron, and Capt. Leslie.

Pinwheel in Hoist Pickup Battleship 'Chopper' Perfects System

A helicopter unit aboard the battleship *Wisconsin* tested for the first time a method of picking up stretcher patients from destroyers and other ships whose deck space does not permit the pinwheel to land.

Previously it had been necessary to make the ship-to-ship transfer by means of a time-consuming and sometimes dangerous high line rig stretched over some 100 feet of water.

In the new method the stretcher is suspended from the helicopter hydraulic hoist wire at a slight angle with a specially-built sling. This permitted the helicopter crewman, E. O. Luchtenberg, to pull the patient in head first through the small hatch.

Lt. Maurice W. Perreault, pilot for the tests, and enlisted pilot Gregory J. Privitelli, crew chief for the HU-2 detachment, said the rig was the result of combined planning by the helicopter unit and the *Wisconsin's* deck and medical force. After the stretcher was tested with a dead weight, Cdr. Dante R. Marzetta, gunnery officer, volunteered as the first live patient.

The tests took place in mid-Atlantic as the battleship was heading for Europe to participate in *Main Brace*.



KUHN (KNEELING) AND TEAM READY TO 'SHOOT'

Chief Rolls Up Film Mark Cameraman Shows Marines in Action

With more than 5,000,000 feet of film to his credit, Chief Petty Officer Russell W. Kuhn is probably the most experienced motion picture man in the Navy.

A former Marine and civilian employe for the Army Signal Corps, Kuhn has filmed a quarter of a million feet during his 17 months in Korea, including many productions for Marine First Aircraft Wing.

His Navy combat camera crew recently finished a Marine picture, "Air Strike," a 27-minute movie showing the combat life of an air controller. It is believed the first movie ever to be filmed in combat from a prepared script.

Many of Kuhn's shots were used in the recent commercial movies, "Sands of Iwo Jima" and "To the Shores of Iwo Jima."

"The roughest I've seen it was at Iwo where one of my five-man camera crew was killed and two others had a ship blown out from under them," Kuhn said. While in the Marines from 1926-34, Kuhn worked in the same office with Capt. Lemuel C. Shepherd, then athletic officer at Quantico, now Commandant of the Marine Corps.

Cuts Way out of AD Cockpit Pilot Takes 14 Seconds to Chop Hole

USS MIDWAY—In a demonstration before other pilots of CAG-6, Lt. C. J. Kline of VA-25 cut his way out of a Douglas Skyraider with his Bowie knife.

Having a plastic canopy that was damaged and about to be junked, Cdr. Raymond Tylutki, skipper of the squadron that won the battle efficiency pennant for 1952, decided it would be a good time to find out how long it would

take a pilot, fully clothed with parachute, Mae West, and other flight gear, to get out of his plane in event of a forced landing with canopy slammed shut and not operable normally.

With a crowd of other pilots cheering him on, Kline, the squadron flight officer, jammed the point of his knife into the quarter-inch plastic bubble and hacked it for 14 seconds. Having cut a big enough hole in that time, he dove through to prove a successful escape could be made after a forced water landing if the plane stayed afloat long enough.



THE ANSWER to the problem of dropping survival gear after the pilot is down or having him carry all the things he will need with him has been solved by Lt. H. W. Westervelt of VF-192 on the Princeton. Here, dressed as a combination boy scout, explorer and commando, he's prepared for anything

LSO on Truck Aids Blimp ZP-4 Works out Training in Landings

ZP-4, WEEKSVILLE—To get more realism into field carrier landing practice, this airship squadron came up with an idea for a "mobile" LSO riding in a truck down the practice runway.

FCLP lacks something because the LSO stays in one spot and the relative motion problem involved in actual carrier landings is non-existent. The system used by ZP-4 involves using a truck to carry the LSO and a man to handle a hand anemometer. Communications between the LSO and pilot are handled by radio jeep.

Optimum wind condition for carrier landings by blimp is 25 knots across the deck, with the airship coming in at 30-32 knots. The hand anemometer enables the truck-borne LSO to know the "wind over the deck"—truck speed plus available wind. The idea worked out well.



LSO GUIDES BLIMP TO LANDING FOR PRACTICE

The LSO takes control during the approach and brings the airship to within 50-100 yards astern of the platform at an altitude of four to six feet above short line length. Airspeed is then reduced by LSO signals to that of relative wind and the airship maintains position until waved off. The blimp should be not more than 300 pounds statically heavy and trimmed one to two degrees tail heavy.



MOST SHIP homecoming pictures show wives and husbands in clinches on the docks, but here is a new view. This mountain of bags and packages was stacked on the Coral Sea's bangar deck when it got back to Norfolk from the Mediterranean with Air Group 4 aboard. MSgt. Alley guards his squadron's gear as he waits for unloading to begin



WHEN VF-781 was preparing for deployment to the forward area, the enlisted men decided to dispose of their 20-inch television set by donating it to the San Diego Crippled Children's Society. Judging from the pleased expression on the kids' faces as Puras, Sargent and Biel make the presentation, the set should get a workout



CARDIN, JOHNS, CARLSEN HOIST HEATING UNIT

Hot Prop Shop Is Given Boot

High temperatures that closed down VP-23's propeller shop while boots were being put on props didn't appeal to Chiefs R. C. Cardin, D. L. Johns and C. R. Carlsen, so the trio sweated out a solution to the problem. They built a portable propeller boot heating unit which would warm the prop but not the man. At the same time it speeded and eased the whole prop booting operation.

The unit is made of plywood, is insulated, and is light enough for three men to carry. Two Herman Nelson heaters are attached by ducts to the unit. One is lighted off. Before it runs out of fuel the other is started to maintain constant temperature at all times.

Training Aid Clears Bearings

The ASW Department at FAIRBETUPac needed something to clearly demonstrate various related bearings, azimuths and target positions used in sub hunting. They've got the gadget now in the form of a "Q. D. M. Trainer".

Instructor Lt. S. F. Hills presented the



ARRONNO AND HILLS DEMONSTRATE NEW TRAINER

problem and a few ideas to student Frank M. Aronno, ALAN. Using scrap material, ingenuity and some ideas of his own, Aronno produced a device which makes any bearing problem CAVU-clear to the foggiest students.

If one wonders, "What's this 'Q. D. M.'?", old salts will advise that it's the signal book tab for a true compass course to a given station, or used as an answer, the true compass course. Specifications for the trainer are available from FAIRBETUPac.

Bigger Camera in AD Pod

USS ESSEX—A photo pilot aboard this carrier has developed a new camera "pod"

for his AD *Skyraider*, containing a big F-56 aerial camera instead of the smaller K-25 formerly carried.

Since the F-56 has a 20" lens, Lt (jg) John W. Lavra was able to take pictures over the target area in Korea from a greater distance, thus being less susceptible to enemy AA fire. It also yields a larger negative with greater detail of ground installations.

Lavra conceived the idea and enlisted the



WATZ, PODGORNY, LAVRA WITH CAMERA UNIT

aid of Alexander A. Podgorny, center, AM1, and Anton Watz, left, AM3. The two men designed the photographic mount to follow the pilot's plans. Lavra is attached to VF-55.

Pulse-Jet Life Is 200 Hours

Naval Research Laboratory scientists have developed a pulse-jet engine with a 200-hour operating life. During World War II the best pulse-jet life span was only 40 minutes. The principal military use of this power was formerly in expendable applications such as guided missiles, but is now broadened into a practical source of propulsion for helicopters.

Pulse-jet engines are lightweight, easily constructed, and are extremely small. They are mounted on the rotor tips when used in powering helicopters. Few expensive and scarce alloys are needed in their construction.

Basically this type of engine is simply a sheet-metal combustion chamber and a tail pipe connected by a cone. Air and fuel enter the combustion chamber controlled by valves. When the fuel-air mixture is ignited, a rapid increase in pressure closes the valves forcing the hot gases out the tail pipe in a high-velocity jet.

When the pressure in the combustion chamber drops below outside pressure the valves re-open to admit a fresh charge. This operation is self-sustaining as ignition is automatic after the initial explosion.

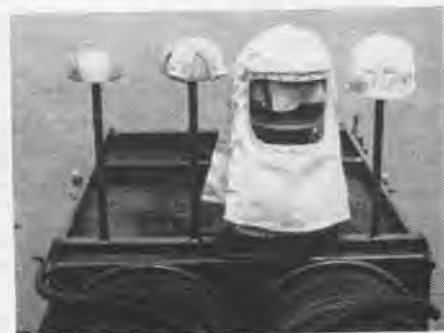


PULSE-JET ENGINE MOUNTED ON TIP OF ROTOR

The pulse-jet engine produces static thrust several times greater than its own weight. It is not critical on fuel quality and requires no lubrication or cooling systems.

Its main weakness was short valve life. By 1949 the Naval Research Laboratory had a valve design that was good for 40 hours. This was a marked improvement over the World War II design and OK for drones or missiles, yet wasn't satisfactory for helicopter use.

Experiments were continued until the present 200 hour pulse-jet valve was produced for a 6" diameter engine that operates at about 150 mph on a whirling arm. At this rate, G-forces are about 114, and average fuel consumption is 110 pounds per hour.



RACK TO CARRY CRASH HELMETS PROTECTS THEM

Rack Made for Crash Helmets

NAS ATSUGI—Crash crews at "the largest naval air station in the Far East" have devised a rack for crash helmets. This protects them against damage which could make them unusable.

Designed by Lt. R. P. Locke, the rack was constructed by personnel of the crash crews from salvaged material.

Helmets quickly become unusable if carried loosely in the crash trucks, owing to marring and breaking of the face plates and a breaking of the fabric.

If desired, further protection in the form of a canvas cover with quick snap "dot" fasteners installed to protect the helmets on the rack from dirt and dust.

Ring Compressor Safety Item

NAS ALAMEDA—An ejection seat ring compressor for F9F's designed by Robert G. Gilley and Verne H. Kaufman, has been approved by BUAER according to officials of the Navy Awards and Incentives Program.

The ring compressor is practical and will eliminate certain hazards. Since the ejection seat in F9F's has to be removed before it is worked on in any hangar because of the explosive charge in the seat, it involves removal and reinstallation of the seat many times. Before this ring compressor was put to use, the rings on the stationary turbine had to be compressed by hand, and it was very easy to bend the rings. On almost every seat installed, the mechanic received cuts and bruises on his hands.

It is impossible to bend one of the rings when the ring compressor is used. This is important because the rings hold the compression of the charge when the pilot ejects the seat for bailout. The ring compressor is so designed that it is impossible to cut or pinch the fingers while using it.

LETTERS

SIRS:

Before the howls of protest begin pouring in on you regarding a technical error which was printed in your August edition regarding "Flying Chief Redeye" on pg. 10, I wish to state that the "Chief" has not made 1,000 carrier landings as reported. I question whether anyone now flying in the Navy has that many.

The truth of the matter is that "Chief" Redeye made one of the 1,000th landings aboard the *Boxer*—more particularly the 51,000th landing, and personally has a total of 161 landings to his own credit.

The rest of the article is true in its entirety. "Chief" Redeye and the rest of VA-65 have smoked the peace-pipe (temporarily) for this combat tour and are now enroute back to the happy hunting grounds of the USA to recruit new braves and to concoct more bad medicine for the Korean Reds.

CDR. GORDON A. SHERWOOD, CO.

† The story on the full-blooded Cayuga Indian's feat, as received from the forward area by the NEWS, was incorrect. It said he was the "first Indian pilot to make 1,000 landings on a carrier" when it probably should have said "first to make a 1,000th landing."



SIRS:

Just a note to set NavAer News straight on a fine point. Pg. 10 of November issue lists three Marines who have shot down *Migs* while on exchange duty with the Air Force. The third "Marine" is Lt. Walter Shirra.

For the record, Wally is a Navy pilot and was a Lt. (jg) at the time. Before duty with the Air Force, Wally was in VF-71, where he exhibited above average skill as a pilot, and if memory serves me correctly, won an "E" in competitive exercises for gunnery.

CDR. ALLEN N. ROTHENBERG
BUREAU OF AERONAUTICS



SIRS:

Re your excellent article on canine air- dales. Before a slightly obese wild goose of undetermined gender flies east to do battle with your staff, I should like to call your attention to an error in nicknames in this article.

You called VP-22 the *Wild Goose* squadron when, in reality, VJ-61 (ex-VP-61) has long held that monicker. VIP, the wild goose mentioned earlier, is living evidence of this and can be seen any day in his sumptuous quarters adjacent to the squadron offices. VP-22 is, I believe, called the *Blue Goose* squadron.

H. H. WELLING, LT. (JG)
NAVAL PHOTOGRAPHIC CENTER
NAS ANACOSTIA

† We are advised that VP-22 at one time called itself the *Wild Goose* squadron and later changed its nickname to *Blue Goose*.

SIRS:

I note with interest your picture in the April 1952 issue on page 10 of bombs loaded on skids near a bomb elevator on the flight deck of one of our carriers with both nose and tail fuzes inserted in the bomb. It occurs to me, owing to proximity to the elevator, they may have been brought to the flight deck in that condition.

This is the sixth picture I have seen of bombs on skids either at rest or being wheeled down the flight deck of a carrier during Korean operations. In every instance, the bombs are fuzed either tail fuze only or nose and tail.

Is this procedure an accepted carrier practice or are we about to have BUORD write a new safety precaution?

GEORGE W. BISHOP
LCDR., USNR

VF-194

† BuOrd Comment: This problem is specifically covered in BuOrd "Safety Precautions" of 3 November 1948, Part IV, paragraphs 2, 5, and 8. "Safety Precautions" authorizes assembly in designated areas (not magazines). Accordingly these must be assumed as on the way from such areas and O.K.



SIRS:

If I have not misinterpreted your definition of "seagoing" WAVES, and with reference to your statement on page 21 of the October NAVAER NEWS that "three enlisted women became Quonset's first," I'd like to suggest that your historians check mid-1946 COMFAIR QUONSET'S rosters for the names of at least five WAVE officers and an equal number of WAVE enlisted women. Some of those girls were proud possessors of salt-encrusted articles of wearing apparel.

W. E. EDER, CDR.
NAVAL AMPHIBIOUS BASE, CORONADO

† In this case, even Quonset Point wasn't aware that they weren't making history with their "seagoing" Waves. At the time the News visited Quonset, the station paper carried an article on their first ComFair Quonset Waves. Our thanks to Cdr. Eder for setting us straight.



SIRS:

Since the Radiophoto article in the August NANews I'd like to give you the info on the way we've been using facsimile aboard the *Phil Sea*.

The fax comes in handiest in giving us a much more complete upper air analysis than would otherwise be possible. Neither the personnel nor the reports necessary for plotting complete upper air charts are available aboard ship. Now that facsimile equipment is installed, we copy complete schedules from shore stations. It gives the forecaster some comfort to have the analysis of someone else to compare with his.

There are many good things to be said for radio facsimile. However, there are a few drawbacks too. The Aerographer's Mate is now of necessity a radio operator also.

JAMES M. MCCASKILL, LT., USN
USS PHILIPPINE SEA

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● THE COVER

For the past 10 years, Capt. Robert F. Carmody, MC, USN, has served as Santa Claus for Navy small-fry parties. So it was natural when Naval Aviation News enlisted him to pose as an LSO on this month's cover. Picture taken on the Princeton at San Diego by Jack Lee Roy Beaver, AF3.

● SUBSCRIPTIONS

An unclassified edition of Naval Aviation News, containing special articles of interest to Reserves, is available on subscription for \$2 a year through Superintendent of Documents, Government Printing Office, Washington 25, D. C. Changes of address for this edition should be sent to the above address.

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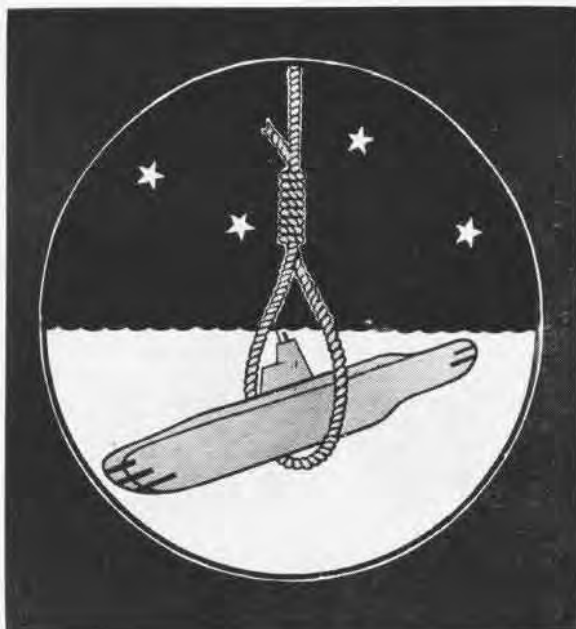


SQUADRON INSIGNIA

SINCE today's new squadron insignia have to be in circles, four examples are presented here. VC-7's boxing glove is enclosed in a non-fouling chain to symbolize its operations. VS-22, one of the fleet's oldest ASW squadrons, features a hangman's noose around a submarine. Blue sky and stars signify day and night operations. A death's head and two pairs of red lips adorn VF-13's insignie—the lips standing for the "kiss of death" for the enemy. VA-15's motif is a fast deadly lion, the king of beasts, riding a fiery rocket. A red sky background reflects the flames of past targets.



VC-7



VS-22



VF-13



VA-15



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a man between 18 and 27
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