

NAVAL AVIATION

NEWS



SEPTEMBER 1952





WRECK RED RESOURCES

Korean Communists are being bombed on all sides by Navy and Marine pilots. Chongjin barracks, Pung Nyu-Ri rail yards, Suiho power dam feel crash of their bombs





WAR IS HARD WORK

WRITERS for newspapers, radio stations and press associations clustered in a room in Tokyo to hear the latest Korean war communique.

"Our planes made 200 sorties today, carrying out the Navy's job of interdiction against the Communists. Our pilots destroyed six bridges, cut railroad lines in 70 different places. They shot up three locomotives and napalmed a dozen warehouses."

The speaker was RAdm. John Perry, then commander of Task Force 77. After he finished talking, one newsman spoke up:

"This job of naval interdiction flying is nothing glamorous, is it?"

"No, definitely not. It's been a matter, day in and day out, of plain damned drudgery," the Admiral admitted.

Those words between the newsman and the Admiral sum up exactly the kind of war the Navy's task forces

have been fighting day after day in Korea. It usually does not make splash headlines. The people back home rarely hear more than a paragraph or two about what the carriers are doing every day, month in and month out, as Panmunjom peace talks drag on.

The Navy hasn't let up on its campaign of harassment, even though land fighting has slowed down. Carrier forces cruise up and down the east coast, keeping streams of jets, fighters and dive bombers pouring landward. Other carriers hammer the west coast.

As Admiral Perry said, it hasn't been glamorous fighting and pilots are getting killed frequently by increasingly strong antiaircraft fire. While they are hamstringing Communist rail lines and roads, knocking out combat centers and power plants, Navy pilots are polishing up new techniques of aerial warfare. Analysis of Red aerial activities indicate they are doing the same.



BOXER launches F9F against Red AA batteries as Calvin L. Larson, AF1, shoots movies for "Fighter Photo" being produced by Navy; Combat Camera Group filming Korean aerial action

BESIDES developing into what the admiral called "the finest aviation reams in history," pilots also have been able to develop in North Korea, as Adm. Perry put it, "the most wonderful 'section gangs' in the world." That refers to the old "I've been working on the railroad" deal.

The Navy is fighting a different kind of war off Korea from that of World War II. Much of the earlier conflict were hit-and-run strikes on islands. The KoWar, lacking enemy aircraft opposition, sees carriers lying a few score miles offshore for days on end, launching strike after strike, morning, afternoon and evening.

Since there have been no kamikaze's



THREE ships vied to save VF-63's Al Rice who tells Skipper Ward Miller of escape

to worry about, or submarine menace so far, they have been able to concentrate on blasting Communists wherever they can find them. Everyone who thinks of World War II as a pretty fair-sized scuffle is surprised to read that more tons of bombs have been dropped by the Navy on the Korean Communists in 18 months than on the Japs in the whole of World War II.

To get a picture of carrier operations off Korea in the "slack time" of peace negotiations, NAVAL AVIATION NEWS' editor went out to the *Boxer* to report what the Navy's air has been doing.

Back in the United States, the newspapers one day carried the following paragraph about air operations for one particular day:

"The Navy continued its interdiction warfare against Communist land targets, sending out 200 combat sorties. Pilots from the *Boxer* and *Princeton* reported they smashed antiaircraft emplacements around heavily-defended Hamhung, knocking out several batteries."

That paragraph tells in a few routine words the work of 6,000 men on the two flattops, joining up in a 19-hour "maximum effort" smash against the Communists.

Let's take a closer look at the



INTELLIGENCE Officer McTaggart quizzes VF-63's Weaver, Gentry, Cooper and Dewitt

sweat, sleepless hours, plain hard work, and brain work too, that it took to produce that lone paragraph of news in home town papers.

The *Boxer*, commanded by Capt. Dennis J. Sullivan, is "early carrier", so Air Group Two begins operations on that midsummer day at 0330, in the black of the morning.

Targets for the day had been selected by the Joint operations center ashore, which suggested to Task Force 77's commander, RAdm. Apollo Soucek, based aboard the *Boxer*, where to send the day's strikes.

Pre-strike briefings the night before warned pilots to watch for radar-controlled guns in bunches, from 20 mm's up to 75 mm cannon and larger. From hitting railroads and supply dumps, the



A FEW DAYS of strikes will use up these 100, 250-pound bombs lining hangar deck

Navy picks AA guns, barracks and bridges for the day's targets.

Catapult operators, flight deck crewmen, pilots, plane captains, and air officers rub the sleep out of their eyes as they launch two *Corsair* night fighters and two *Skyraiders* on heckler raids. Assigned to fly up certain roads or defended areas, the hecklers use their radar to locate larger targets, or drop flares to illuminate the countryside.

If they spot targets too large for their bombs or guns, they report back to the ship, and the daylight strike of fighters and attack planes will hit them.

At the same time the hecklers go out, antisubmarine guppy planes take off, accompanied by a VA(N) *Skyraider*, armed with depth charges and rockets—just in case they meet a sub. The job done by VC-11's guppy planes has been a monotonous, but necessary, part of the "hard work" described by Adm. Perry which makes few newspaper headlines.

As the sun begins to come up over the Pacific's blue waters, *F9F Panthers* are launched to form a combat air patrol protecting the carrier task force against possible air attack—no headlines there either, but it's work.

The cruiser *Helena* is plying offshore, so *Corsairs* are launched to direct her 8" gunfire against Hamhung and Hungnam targets. They carry bombs to use if targets are spotted on slopes of hills unreachable by the cruiser's fire trajectory.

From that time on the day is full of swift-moving operations. For the third day in a row, an all-out strike against gun emplacements is launched, with 26 *F4U's* and 16 *AD's* carrying rockets and bombs as greetings for the Red gunners.

Half an hour later a handful of jet *Panthers* is catapulted to join the pro-



PHOTOGRAPHER stands ready in case *Panther* jet crashes in the water while taking off

pellered planes just before they arrive over the target. The jets work over the AA guns and distract their fire as the attack planes come in with their loads.

The jets which go up on patrol over the task force return a little later and more are launched to replace them. That means more work for the flight deck crews, catapult and arresting gear men, plus the air officers, Cdr. J. E. Shew and his assistant, LCdr. R. W. Jackson. The early-morning hecklers come home with the flak suppression jets and have to be landed.

Another antisubmarine *Skyraider* and its escort plane are launched to patrol over the carrier force and its destroyer screen. All this has taken place, mind you, before the average American has gotten up to shave and eat breakfast.

Carrier operations are no respecter of sleep. In time of such heavy strikes, men sleep when and where they can, on the flight deck, cradled on a couple of 1000-pound bombs on the hangar deck,



SPECTACULAR low-level photography shows what happens when Navy hammers railroads or in some noisy cranny of the ship.

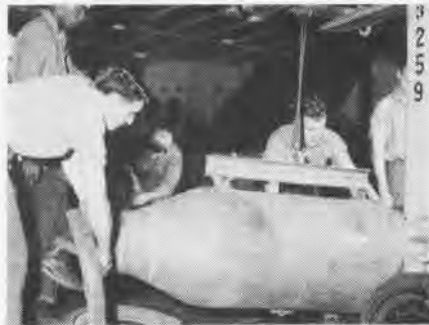
Then the big strike of the morning comes back home. As the 50-odd planes land aboard, the crewmen work on a dead run to speed up the recoveries. On the particular morning described there were long faces in the #3 ready room as word got around two of *VA-65's* pilots were shot down by anti-aircraft fire while diving on their targets.

As the *Boxer's* planes come home from the beach, the *Princeton* launches its fighters and attack planes to carry on the concentrated attacks. The enemy is given no rest.

After a bite to eat, the *Boxer's* air operations start up again. Two more *Corsairs* fly off to do naval gunfire spotting

for the *Helena*. Two *Codfish* TBM's from *VR-23's* Itazuke detachment are sandwiched in and catapulted to fly back home with stateside mail and personnel from the ship.

Forty strike planes are launched in quick succession for the "matinee" calls on Korean Reds. A few minutes later six *Panthers* whistle off to join them over Hamhung targets. In their minds the pilots are remembering the two pilots who took two AA hits that morning and



FRANKS, SN, and **Peterman, FC2,** wrestling with 2000-pound bomb on fork lift truck

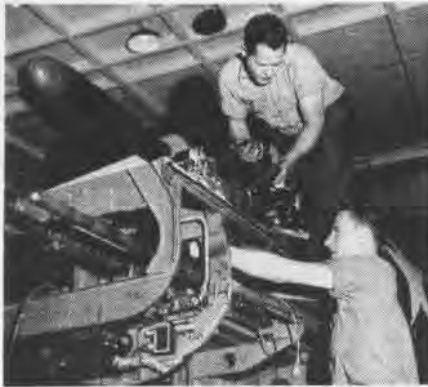
did not come back.

Following this horde of planes, several photographic *Panthers* go out to take aerial pictures of tomorrow's target up the coast. Pilots will study the pictures before taking off the next day. Several escort jets go along to protect them from enemy *Migs*.

As soon as the photo jets return, the aerial film is rushed to Warrant Officer V. J. Ingleright's photo lab for develop-



BLACK SMOKE pours out of transformer station at Chongjin, near Manchurian border, after *Boxer's Skyriders* and *Corsairs* deliver heavy bombloads to seacoast town's main "industry"



ORDNANCEMEN Winchester and Reilly adjust 20 mm. belted ammo on F9F between strikes

ment. Soon long rolls of prints are turned out. Sometimes his crews work far into the night to get them ready. Lt. W. B. Albright, the photo interpretation officer, makes up mosaics of the enemy target.

When pilots get their briefings next morning, copy photos of these mosaics, with targets ringed, are handed them. How valuable these pictures are can be seen from the comment of Lt. R. C. Rasmussen, air group intelligence officer, who said, "The success of our missions is almost in direct ratio to the photo coverage we get of the targets beforehand. If we can furnish pilots with good pictures of them, they usually are right on with their bomb loads."

The endless launching of planes goes on. Up goes another covey of combat air patrol jets, plus the ASW guppy plane and her armed escort.

Hardly has the flight deck settled down before a dozen jets come back from the afternoon strike, followed by the 46 propellered planes. Word is flashed over the carrier scuttlebutt system that one *Corsair* was shot down in afternoon raids—three down for the day!

As the afternoon wanes, the jet CAP come back aboard; the antisub AD and escorting plane land. Pilots from the combat flights hurry to their ready rooms to report to air intelligence offi-

reaching every corner of the carrier, he tells the men what their planes had accomplished. The men listen with solemn eyes as he tells them three of their shipmates will never come back.

But the work isn't over on the *Boxer*. Several planes came back with anti-aircraft holes in their wings. One made an emergency landing with a bent wingtip. Pilot Ens. J. D. Turner reports his plane collided with the *Corsair* of Lt. (jg) John DeMasters as it was shot down by AA.

That means work for the squadron's maintenance men under Lt. S. B. Lewis. Ordnance teams, which had gotten up at 0230 to arm the planes for the early strikes and those on the afternoon strike, labor late in the night to prepare napalm, bombs, rockets and bullets for the next day's attacks. Not headlines, just plain work.

Mechanics check electrical circuits, inspect faulty hydraulic systems or take care of minor deficiencies on pilot's yellow sheets. Shot-up elevators and ailerons



NAPALM-filled incendiary clusters loaded on an AD-4 by Riggins, Vash and Lindstrom

cers what they shot up and bombed. Being the "early carrier", the *Boxer's* air group is through for the day and the *Princeton's* continues after dark as the "night shift".

As soon as the box score is complete and squadron AI officers report in, Lt. Rasmussen compiles a battle report for the day. Over the ship's bullhorn system,



FAST WORK in close quarters as Donald Frye, AB3, adjusts catapult bridle on a Panther

are replaced. Flak holes in the wings and fuselages are repaired. All this is going on while the pilots are telling their combat tales to the intelligence officers, eating or sleeping.

Down in ready room #3, Lt. (jg) R. E. Goyer, air information officer of VA-65, is asking his pilots what they strafed and where their bombs landed. "Did you hit these buildings, skipper?", he asked of Cdr. Gordon A. Sherwood.

"Yes, on the second run. Dropped four 250-pounders."

"What did you do to them?"

"Don't know. There was so much smoke and dust and the flak was so heavy we didn't have time to hang around and see after what happened this morning".

Another pilot tells the AI officer, "Flak was heavy but inaccurate. Some of it was bursting below us at 10,000 feet. They must have had 75 automatic weapons there, radar-controlled. When you



PUFFING ordnancemen of the 'Busy Bee' wrestle three heavy bombs forward to load on planes; ordnance crews work far into night making napalm, loading rockets and bombs for next day

got 40 airplanes diving on a small area like 10 square miles you gotta watch where you are going. You can't do too much bomb damage assessing!"

Another pilot burst out, "Man, those were the biggest black bursts I ever saw, not those little white ones! One of our planes got a direct hit and blew up in midair. The wing and engine just fell off.

"We saw one pilot parachute out but nobody seems to have seen him land. The Commies probably shot him as he dangled in his parachute, before he hit the ground."

Another trick of the Reds, reported by *Princeton* pilots, is to shoot a pilot after he lands, then cover his body on the ground with the chute. Squadron mates overhead spot the chute and send in a rescue helicopter to pick him up.

One such rescue "chopper" lowered a crewman. He found the pilot's body. About that time the Communists opened fire on him and hit him in the leg as he was being hoisted rapidly back aboard.

Over in another ready room, pilots from *Jernigan's Jets*, VF-24, tired but excited, all talk at once to "chew over" another strike they had made.

"The prop boys really raked those barracks," one pilot shouts. "Somebody put a napalm right here," indicating a building on the aerial photo in his hands. "Anybody sleeping in them is sure in hell now!"

A VC-3 *Corsair* pilot joined in with, "I got shook up when somebody said 'strangers at 12 o'clock high, . . . wonder what it was? . . . Boy, I really put my



CATAPULT operator Richard Bonebrake, AB3, turns head from F9F's hot blast at takeoff

bombs on those barracks! I was pulling 62" and 2900 rpm about then!"

A plane captain walks up to the squadron commander, LCdr. William Jernigan. "Skipper, did you know your plane had a bullet hole in it?"

Surprise spread over the red-faced, balding leader's face. "Did I get hit? I'll be damned!"

Two of the hardest working pilots on the ship, day in and day out, are the heli-



LCDR. HAMBY, in charge of *Boxer's* single pinwheel, hovers over flight deck as planes prepare to take off on missions; helicopter pilots fly six hours a day during Korean operation

copter men from HU-1, LCdr. W. M. Hamby, an old multi-engine and SBD man, and Lt. W. E. Stephens, ex-fighter pilot and crop duster.

Since the *Boxer* launches planes morning, afternoon and sometimes evenings, that means the "chopper" must be hovering off the bow or stern all that time.



VALDEZ, Ailport of *Boxer's* photo lab take look at aerial shots of next day's target

Flying helicopters is a meticulous and tiring job, so Hamby and Stephens divide up the flying. With the pinwheel in the air six hours a day, the pilots each fly 75 to 100 hours a month.

All routine maintenance on their single HO3S-1 helicopter has to be done at night since the plane is flying most of the day. Often mechanics have to wait until 1 or 2 a.m. to work because of blackouts on the hangar deck. Besides their regular plane guard duties, the helicopter pilots fly guard mail and passengers between ships of the task force.

The *Boxer* and her air group were on their third combat cruises of the Korean War when NAVAL AVIATION NEWS' editor was aboard in June. She had aboard all or parts of nine different squadrons. Her full-sized squadrons included VA-65, VF-63 under LCdr. Ward S. Miller, VF-64 under LCdr. L. R. Robinson and the jet outfit.

Besides these, the *Boxer* had "splinter



HANGAR deck crewmen shove F9F of Jernigan's Jets on deckside elevator, preparatory to raising it topside for day's strikes



CODFISH Airline TBM circles the Boxer awaiting signal to land aboard with its cargo of sardine-packed passengers and mail

units" from five other squadrons. VC-3 furnished *Corsair* night fighters under LCdr. Edwin G. Dankworth, antisubmarine AD's from VC-11 were under Lt. James Waddell, photo F9F's from VC-61 were led by Lt. Jack Harris, the HU-1 helicopter unit, and the AD night heckler unit from VC-35, with Lt. Robert W. Taylor as officer in charge.

The *Boxer* claims the record of having made more carrier landings than any other flattop in the active U. S. Navy, passing the 55,000 mark in August. It also claims the Navy record for speedy transfer of ordnance from supply vessels. Three times in one year it set new loading records, taking aboard 185 tons an hour the first record month, following this with 203 and 225 tons of rockets, bombs and bullets from the USS *Rainier*.

The loading record, of course, was a cooperative one shared by the *Rainier's* crewmen and the *Boxer's* gunnery di-

vision under LCdr. Kenneth McAfee.

And third but not least of the records for which the *Busy Bee* is proud is its blood donations. During a three-day marathon collection last October, the *Boxer's* crew donated 2,377 pints of blood, the largest number of pints collected by any single unit in a single operation.

Down below decks, the unsung catapult gang under Lt. J. H. Morse has hung up a record of which it is also justly proud. With more than 12,000 catapultings since the ship was commissioned, a search of records showed not a single "cold shot" launching had been made.

Boxer pilots have had their share of sea stories to relate from their combat tour. There's the case of Ens. Stanley W. Henderson of VF-64, who acquired honorable and "dishonorable" wounds in the Navy. He got the former when a

Communist shell exploded in his cockpit peppering his throat and chin with shrapnel. Bleeding profusely, he ditched off Hungnam and was saved by a destroyer. His "dishonorable" wound occurred a year ago. Bailing out of a Navy Beechcraft in Connecticut, he landed in a tree. As he climbed down, a Chesapeake retriever bit him in a place which made sitting difficult for several days.

Then there was Ens. Delma D. Dunn of the VF-63 *Corsair* squadron, flying plane #113, who no longer scoffs at the "13" jinx. Over Wonsan he got some bucket-size flak holes in his wings but made it back safely. A few days later he was flying along "fat, dumb and happy", when Cdr. Arthur L. Downing, CAG-2, advised him his plane was on fire.

Dunn found his oil pressure down to 10 pounds from a flak hit and ditched the unlucky #113 for good and all. The next day he flew another number.



AS SOON as mailbags come aboard from oiler during replenishment day, distribution crew hops to job of sorting it by divisions



HELICOPTER piloted by LCdr. Hamby hovers off *Boxer's* starboard bow during launching; *Princeton*, sister ship, seen in distance



ENS. CROSBY, Lt. Kingston wash Princeton jibes off plane after landing on wrong CV



PLENTY of muscle and sweat required when Boxer sets new rearming speed mark at sea



DOLLIES loaded with napalm-oil incendiary bombs soon will be searing Korean targets

Close shaves are the order of the day for fighter pilots and few have closer ones than Lt. E. L. Melton of VC-3. Flying an F4U-5N on an early morning hop along the coast near Sanso-Ri, he had the misfortune to fly beneath a flare which made a sitting duck of him for AA. A 12.5 mm bullet crashed through the belly of his *Corsair*, going through the rubber gasket on the strick.

The bullet hit Melton's thumb, knocking his hand off the stick, lodged in the instrument panel and knocked out all of his instruments. He had to fly contact back to the *Boxer*. Inspection showed he had 18 flak holes in his plane, one creasing the main gasoline line and another going between the gasoline and napalm tanks which were hung on the plane's belly.

Few pilots have had as many "angels" trying to save them as Lt. (jg) Al Rice of VF-63. His face badly burned from a

gasoline flash fire in the cockpit following a flak hit, he ditched off Wonsan.

His plane landed five feet from the shore. Inflating his life raft, he paddled as fast as he could away from land to keep out of Red hands—the fastest 400 yards ever paddled by man", as he put it. His speed was slowed by Communist bullets that punctured his raft.

Meanwhile three ships, the battleship *Iowa*, the DD *Maddox* and an LST started to race to his rescue. The *Iowa* and LST launched helicopters and the *Maddox* a boat and the race was on. The LST's "chopper" won and saved Rice.

The *Boxer's* leading authority on bullet holes is Ens. William R. Videto of VA-65. Flying his AD-4 on a rail strike near Wonsan, he took a 37 mm shell explosion inside his fuselage, three feet behind the pilot's seat. It knocked off his radio mast, which was found inside the plane when he landed on the *Boxer*

later. Mechanics counted 117 holes in his plane from the size of a basketball on down.

"That shell had my name on it, but they had it misspelled," Videto said as he surveyed the damage.

The *Boxer* has two white-haired LSO's as a result of a surprise night landing by Lt. Don Ramsey, a VC-3 night heckler. He had an electrical failure and found himself hunting for the carrier with no radio or cockpit and landing lights.

Using a small flashlight hung around his neck, he was able to watch his instrument panel. Lt. W. F. Tobin, Jr., and Lt. (jg) J. E. Hyde, the LSO's, were standing in the middle of the flight deck when Ramsey's plane suddenly appeared out of the blackness.

After giving him a frantic, instinctive waveoff which he ignored, the two LSO's scrambled to safety while the *Corsair* landed without benefit of paddles.



AIR INTELLIGENCE Officer Rasmussen shows Mig model to Air Officer J. E. Shew and LCdr. G. I. Johnson of public information



ORDNANCE crews labor day and night to put bombs, rockets, napalm on planes, catching sleep whenever they can snatch time



GRAMPAW PETTIBONE

Clawed His Way Out

This month's mail bag contains an interesting first person account of what it feels like to be trapped in a burning plane as it plummets earthward. The pilot was flying an F2H-2 at 16,000 feet when his starboard engine exploded. Following the explosion the pilot lost complete control of the *Banshee*, and then found that neither the pre-ejection lever nor the manual would release the canopy, but lived to tell this story:

"After pulling the pre-ejection lever, which required little effort, but failed to jettison the canopy, I reached for the manual lever. About this time the plane must have changed its course while heading earthward, causing the 'G' force to become so terrific I was forced to place my right hand underneath my left elbow and push with every ounce of strength in order to reach the manual lever.

"Pulling the lever, which also failed, I began to work my fingers along the edge until I reached the top where I managed to get my fingers beneath the canopy. Thinking I might be able to get more leverage by placing my feet on the instrument panel, I started to raise them when the 'G' force did it for me. In this position I was able to throw off the canopy.

"Without any trouble I reached the handle to the curtain and made a normal pull. Nothing happened! Again I made the same pull, and again nothing happened. By this time smoke had almost blanketed the cockpit and I could actually hear the fire burning.

"Realizing I must have fallen almost 8,000 feet and had little time left, I reached back once again for the handle of the curtain, this time pulling it all the way down to my knees. That did it! I was ejected vertically with the plane doing an air speed of 300 to 350 knots.

"Seat and curtain left me shortly thereafter and I began tumbling upon reaching for the 'D' ring. Somewhere I had read or been told that in order to stop tumbling, my legs and body would have to be straightened out. It worked!

"The ship had me radared in and the helicopter was off the deck before I ever hit the water. Although going in the ocean 25 to 30 miles away from the carrier, I was picked up in approxi-



mately 25 minutes.

"At the time of explosion no erratic indications were shown on the instrument panel whatsoever. The ejection seat worked perfectly. I would never have gotten out without it."



Grampaw Pettibone Says:

I call this "getting out the hard way" and think that the pilot did a wonderful job of keeping his wits about him under circumstances when panic could have cost him his life.

He was a graduate of the ejection seat trainer course at NAMC PHILADELPHIA and reports that the trainer used there is fired with a relatively short curtain. While he may be stretching things a bit when he says that on that last pull the F2H-2 curtain came down to his knees, it's certainly worth knowing that a long and firm pull is required to fire the ejection seat, as the catapult is fired in the last three inches of curtain travel.

As to why the canopy failed to jettison with the pre-ejection lever and failed to open with the normal lever, I can only hazard a guess. It is very probable the explosion and fire damaged the air lines of the emergency system and cut the electrical lines to the normal system. In any case the pre-ejection lever removed the aft stop on the canopy so that once loosened it carried all the way off arming the ejection seat. I am told the air load on the canopy at these speeds is something mighty high and over 100 pounds would be required to move it against this force.

Dear Grampaw Pettibone:

I was particularly interested in your article "Successful Ditching," published in the April edition. The pilot in this case was criticized for failure to use

the proper technique in firing his lit-vest flare after a night water landing.

Now this lapse is truly difficult to comprehend; for the directions are so clear and simple. One end is labelled "Night Flare". Of course, this can't be read at night, but small protuberances aid in identification. Pointing that end away from the face and removing paper cap, the directions then read, "Fracture seal by levering with thumb under near side of ring and forefinger on top far side of ring." (This, of course, when ring is pried to position shown on illustrations.) "When seal snaps, remove the seal with a QUICK pull from the container, thereby igniting the signal. Hold signal up at arm's length 45° from body."

An average pilot, after careful demonstration of this correct procedure, could probably stand in the daylight with both feet firmly in the ground and ignite this flare 95% of the time. A year later, a little hazy on details, his efficiency would probably decrease to 85%. Now, hand him the flare on a black night, push him in the water, and tell him to get flare in operation quickly. He might succeed 65% of the time.

However, the important element of confusion and shock is still missing. Think of the situation—as designers of aviation equipment should—in the mind of the pilot.

It's a black night with no horizon—just that faithful engine and those blessed instruments. Suddenly, the engine misses. You full rich the mixture—it backfires blinding white flame—add RMP, throttle—check altimeters, losing manifold pressure, swear, sweat—losing altitude, check gyro horizon, airspeed, altitude open canopy—one look out in the black—back to the gases. You hit the water hard and slew crazily to the side.

The plane stops and you feel it settling in the blackness. You release the safety belt, start to pull yourself up. The chute and seat pack is heavy and fit snugly. Maybe it's caught. Can't waste time—must get out of harness. You unhook chest snap—water rising rapidly in cockpit. You clutch at the left leg buckle—feeling and fumbling. Got it! The plane lurches forward; water pours into the cockpit. Now the

right leg strap. You free yourself of the harness just in time—half hoist yourself in the cockpit. Radio cords still tie you down. You desperately jerk them free. In the water you see the dark form of the plane nosing down—bubbling, gushing. You're alone—no raft—pull life vest toggles—plane buzzing overhead. If they don't spot you now—it may be never. Must hurry with that flare!

There is the situation. Sudden shock and fear have reduced the pilot's normal mental capacity by at least one half. His eyes are blinded by darkness and stinging salt spray. He is submerged to his neck. Unseen waves break over him. If he doesn't light a flare quickly, the plane overhead will miss him. He is wearing gloves.

What do? Why, remove one sticky wet glove to identify the little nipples on one end of the flare. Remove the cardboard top and raise the ring. Be careful now—this must be just right. Then, "Lever with thumb under near side of—etc.—etc.—etc."

Actually the pilot's 38 caliber revolver loaded with tracer ammunition—without nipples or gingerly instructions—is his best night signalling device. The advantages of a "38" are: repeated operation, simple use (just pull the trigger), and a higher trajectory that can be seen many miles farther than a life raft flare.

LT, USN



Grampaw Pettibone Says:

You've sold me a bill of goods. I'm printing your letter in full in the hopes that it will inspire the designers of this type of equipment to break out their drawing boards and come up with a flare that is easier to use.

F4U-5N Rudder Tabs

In the February issue I described a couple of instances of runway rudder trim tabs in the F4U-5N type. The following speedletter has been received from a squadron flying these planes:

"There have been at least three failures of the type described in your February pages in this Command during the past three years and fortunately no damage resulted from any of them.

"It has been found that when full rudder tab is established, the P-1 autopilot (which is standard equipment in this type aircraft) may be used to relieve the pilot of all rudder pressure. Depending on the strength of the particular autopilot the ball will remain from one-half width from center to centered, according to tests made in this squadron. By using this method one pilot flew an F4U-5N from Patuxent River, Md. to NAS ATLANTIC CITY after his trim tab stuck at "full left". Of course, the autopilot is cut out prior to

the landing approach and a 'normal' landing is executed."

Hard Bounce

This one happened nearly a year ago, when the patrol plane commander of a PBM decided to give a simulated engine failure on takeoff.

The PPC, incidentally, was not occupying one of the pilots' seats but was standing between two ensigns who were at the controls.

At an altitude of about 150 feet following a touch-and-go landing, the PPC reached up and retarded the starboard throttle. Airspeed at this time was approximately 100 knots and the ensign in the left seat immediately retarded the port throttle and attempted a normal power off landing. He had to make a rapid flare out and the PBM hit with sufficient force to *suffer strike damage*. It bounced and remained airborne as full power was applied.

On impact the PPC was knocked off his feet and his right leg was broken. The force jerked off the pilot's phones, lowered his seat to the full down position, and snapped the co-pilot's head onto his chest.

When the two ensigns at the controls had things squared away, a quick check was made of damage to the plane. The seadrome tower control officer was asked to have a boat standing by with a doctor. All water tight doors were closed and the plane was landed.

The statement of the second radioman is of interest:

"We bounced and Lt. ——— was thrown back. He hit with his head aft and lay there a few seconds. His first words were for me to go aft and check the crew in the after station. The crew gave me a thumbs up. Lt. ——— was then standing up leaning against the ARR 31. He tested his weight against his right foot. I made him sit down and examined his leg. I saw that the ankle wobbled and told him that I thought his leg was broken above the ankle. I made him lie on the flight deck, head forward, and took my belt and the plane captain's and strapped his legs together . . . Had I morphine, I would have given him an injection. I gave him a glass of water and inflated my Mae West and put it under his head . . . He was in much pain . . . but asked me to send the "IN" report. I started to knock Mr. ——— out with my fist but didn't think that I had the power, so didn't. All of this was while we were bouncing on our first landing."



Grampaw Pettibone Says:

It's lucky for the PPC that this chap didn't have an old horse pistol handy. After all the Lieutenant's leg was broken—so . . . what the heck.

Seriously, though, morphine syrettes are available for multi-place aircraft. Local arrangements can be made with the Medical Department for their issuance and for

training in proper administration. The Fleet Air Wing in which this accident occurred is taking action to make them available in the custody of the Patrol Plane Commanders.

The concern of the injured PPC for the safety of the crew after the accident occurred is very commendable. However, this concern was a little bit late. Next time, I'll bet that he is occupying one of the pilot's seats when he gives a simulated emergency to a relatively inexperienced co-pilot.

Dear Grampaw Pettibone:

Ridiculous as it may seem, this did happen.

A pilot qualified in the R4D departed on a five hour cross country flight. Weather was perfect—arrival O.K. The pilot knew that the R4D was good for about 8 hours, so decided to go on for another two hours without taking on fuel in order to expedite . . . did ask the plane captain if he could "stick" the tanks, but he replied that he had no stick. So off he went into the wild blue yonder—gages indicating erratically to say the least—unexpectedly strong winds—a disbelief of the gasoline gages—only 40 miles more to final destination—plenty of places to stop for fuel—stubbornness—finally a sweating arrival.

We took on fuel and signed for 767 gallons, which means that the aircraft was landed with a scant 37 gallons in the right auxiliary as the other tanks were used until pressure dropped. How close can you get . . . and how stupid?

A check afterward revealed that the tanks had not been topped off prior to original takeoff, and thus the plane had 100 gallons less than full . . . two pilots and a plane captain were snapped out of their lethargy!

CDR, USN
PILOT



Grampaw Pettibone Says:

They say confession is good for the soul, and I have a notion that the wee small voice of conscience must have prompted this letter.

Actually there aren't very many old pilots around who haven't stretched a flight a little too far at one time or another. But it usually just takes about one real "hairy" experience to make a Christian out of a fellow and from then on he gets in the habit of always allowing a safe margin of fuel.

I'm looking for the day when the young pilots will start profiting from the mistakes that some of the old timers survived. Remember this—"Experience is the cheapest thing you can buy, if you're smart enough to get it second hand."

● VR-1—Butane cigaret lights filled under pressure will leak air and can be a fire hazard. Pilots are being warned against carrying them on flights. Gas fumes are dangerous.

LAND-BASED MARINE AIR HAMMERS REDS



COL. ROBERT E. Galer, head of MAG-12 and World War II ace with 13 Japs, inspects heavy bomb loaded on AD with many missions



MARINES train South Koreans, then give them jobs assembling rockets, fusing bombs and belting 20 mm shells for the next strike

A HUGE, billowing cloud of yellow dust rises over the rice paddies and farmlands a few miles behind the bomb line in Korea. Stooping farmers in white sack-like clothes straighten their bent backs and stare skyward to watch. Womenfolk, with babies strapped to their backs, look also as the stifling dust cloud swoops down on them.

Neither the billows of Korean "good earth" blown upward nor the propeller roar that goes with it is new to them. One hundred times a day, seven days a week, it has been going on—dawn to sunset—at Marine Aircraft Group 12's base nearby.

Dust in summertime, mud in rainy season, sub-zero cold and ice in the wintertime are typical of conditions under which the fighting Leathernecks carry on their air war against Korean Communists.

Although the Korean peace talks have been going on for many months, there is no letup in the launching of strikes every few hours. Pilots may step out of MAG-12's dust-covered little chapel on Sundays to fly combat hops, the same as any other day of the week.

As the Marine combat squadrons close to enemy lines, the four attack units under Col. Robert E. Galer's command take the daily strikes in stride.

Three of the squadrons are based at a former Japanese air station. The fourth operates off the escort carrier *Bataan* offshore.

When the Japs had the field in World War II, they flew *Zero*-type fighters from its runways. Expecting U. S. bombing attacks, they built miles of taxiways and plane revetments out into the surrounding countryside. Underground caves were built and cemented in to hide their command posts.

Because their planes were light, the runways were not strong enough to stand up under the pounding wheels of heavy Marine attack planes, fighters and transports that now pour in and out of the field. Extensive reinforcements by an Army engineers unit brought them up to U. S. standards.

Twice the field had been lost when the North Koreans and later the Chinese Communists poured southward, but it was retaken and built into the base for heavy Marine attacks.

Although it is the biggest Marine air station in Korea today, it still is primitive to stateside eyes. Marston matting runways, macadam taxiways take the planes, but the men and the jeeps fight dust everywhere else. Everyone lives in Quonset huts. Grass and trees are practically non-existent and the men wear

sidearms or carry rifles and helmets as they walk to work on the planes. Guerilla warfare is not unknown behind the lines and some of the maintenance stands are a long way from the tower.

Over behind the hills, long rows of napalm tanks, 1,000-pound bombs, and smaller missiles are laid out on the ground for the next day's strikes. Korean laborers who work for up to \$1 a day assemble them. Marine ordnancemen put them on the F4U's, AD's and AU's at night.

MAG-12, incidentally, was the first to put the new AU-1 *Corsairs* in combat use. The heavily-armored attack plane has a single-stage engine since it does no high-altitude combat and does not need the supercharger. Marines were glad to get them to replace their war-weary F4U's.

From their Quonset-hut cluster on the Korean plain—if mountainous Korea can be said to have a plain—Marine Attack Squadrons 121, 212, and 323, the famous *Wolfraiders*, *Devilcats* and *Deathbrattler* outfits fly seven days a week, often from 0500 to dark. Offshore, VMA-312, the *Checkerboard* squadron under LCol. Robert E. Smith, Jr., adds its sting with close air support missions and interdiction hops. LCol. Philip L. Crawford heads the AD squadron, 121, LCol.



KOREA orphans taste first ice cream as MAG-12 Chaplain Lineberger supervises party

Graham H. Benson 212 with its F4U's and AU's and I.Col. Henry S. Miller 323.

Other squadrons also help keep the big base operating around the clock. They are NAMS-12, the maintenance men, under Maj. J. G. G. Taylor, and MABS-12, the base housekeepers, under Maj. Sumner H. Whitten.

The group comes under the tactical command of the Fifth Air Force and their planes go out on missions for Army and Korean troops as well as Marine troops. Instead of working most of their missions from orbits directly over the heads of their infantrymen, the Marines now often fly hops about which they are briefed the night before. In other words, under the present set-up, the close air support is not quite so close as it used to be.

The Fifth Air Force control of Marine air operations does not extend to the CVE *Bataan* offshore. VMA-312, except in cases of all-out strikes, carries out mis-



HOMESICK Marine shows mileage post to a pair of Koreans, telling of his home town



OLD BELLY tank makes shower for crash men of MAG-12; Pfc. Kallenberger tries it out

sions selected by the task force. Targets may be selected by the ship from aerial photography or on advice from other ships.

Front line requests for strikes against bunkers, gun positions or other enemy targets are sent in via forward controller to the Joint Operations Center. This center coordinates the Air Force and Marine air and directs which will make the particular strike. Sometimes there may be planes orbiting overhead or flying nearby which can be immediately diverted to hit the target. Or the request may be sent to their bases and flights scheduled the next day to wipe out the enemy strong points.

On the ground back at MAG-12's base, the lineup of planes on the taxi strips includes all kinds of armament. One *Corsair* may have *Ram* rockets to use on bunkers and tanks, plus a couple of napalm bombs on its belly. Another may have two 1,000-pound bombs slung under it and 250's on the wings. As soon as the calls for help come in from the front, the planes go out to deliver their messages of death. Sometimes as many as 100 sorties a day pack up to 200 tons of bombs.

That kind of flying calls for plenty of work on the part of ordnancemen, mechanics and other technicians. The old Jap plane revermets serve as operations centers for the day-and-night work. Ordnancemen load at night, check crews make minor fixes on the planes and heavy maintenance work goes on during the day.

The Marines are pretty proud of their record last winter of flying 2,062 accident-free landings in all kinds of weather off the *Rendova* and *Badoeng Straits*. One day there was half a mile visibility, snow squalls and ice on the



FLAK HOLE in wing by 90 mm shell fails to scare Deathbratlers' Capt. John W. Walker

deck, but the squadron brought its planes in safely.

One pilot had to be talked in via radio because he could not see through his windshield icing. Landing signal officers Capt. Lucky Waller and Warren Young cooperated to get him down alive. One gave him signals with the paddles which he could not see, the second relaying the information via radio.

One innovation which the Marines use on carriers is to keep a doctor on the LSO platform during landings and on the bridge during takeoffs—often he is the first man reaching an accident scene.

So that the LSO's can keep their hand in on flying and retain the confidence of other pilots, they go out on missions every other day. That way they also build up missions for themselves toward rotation. Marine pilots have flown as high as 150 missions before being shifted to staff jobs to finish out their combat tour.



SOUTH Korean laborers dig bomb shelters; sandbags on tin roof are air raid defense



KOREAN houseboy washee-washees for Marines in his Quonset hut, using dishpan made of old beer cans by his "papasan" (father)

Capt. John J. Danner went home this summer with 150 missions under his belt. A VMA-323 pilot, he had been hit by enemy antiaircraft or small arms fire on 32 of those sorties—none of them injuring the apparently impregnable Danner. Besides being the leading pilot in MAG-12 for Korean missions, he also had 100 missions to his credit in World War II. The Cincinnati pilot almost finished his Korea tour before he started, however. On his first mission of the KoWar, he crashed landed at night with a hung bomb and lived to tell about it.

Another of MAG-12's outfits, VMA-323, the *Deathbrattlers*, set what is believed to be a record for combat sorties flown when it made 1160 during May. Its mark of 1,522 tons of bombs dropped during that time and 191,000 rounds of 20-mm cannon shells also is believed to be a Navy-Marine record. An average day for the *Deathbrattlers* saw it delivering 250 hundred-pound bombs, 75 thousand-pounders and 6,000 rounds of cannon shells.

While we are talking about records, MAG-12 reports it sent up 10 planes at one strike, along with 21 other aircraft.

Out of the total of 59 tons of bombs dropped by the whole group, the Marines' 10 AD's carried 30 tons. The largest load carried by a Marine AD land-based at a Marston-matted rear-area field was three 2,000-pound bombs and 12 250-pounders—a staggering 9,000 pounds. That is more than World War II four-engined B-17 bombers carried. *Skyraiders* have flown off carriers with 7,200-pound bomb loads.

Nobody likes to move, but MAG-12 has been at three different Korean airfields in six months period, each time moving closer to the front line foxholes. In the second move, a 110-mile transfer, VMR-152 airlifted most of the group's gear. The unusual thing about the move was the fact the air group did not lose a single day's sorties during the transfer. The morning strike went out from one field and the afternoon's from the new location—a feat which put Col. Galer's outfit in the "eager" class.

An individual member of the "eager" clan is Capt. Clyde R. Jarrett of VMA-121. Shot up behind the UN lines, he made it to an emergency landing strip safely. That afternoon he was back at



KOREAN laborer attaches nose on anti-tank Ram rocket; note row of bomb trailers in rear; laborers' wages set by high command

his base and complaining bitterly for being left off the flight schedule. They put him back on the list and he went out again that day.

Col. Galer, incidentally, goes out on combat missions about three times a week. A World War II leading ace with 13 Jap planes and a Congressional Medal of Honor to his credit, the former University of Washington basketball star takes his place in formation with the rest of his group's pilots. On one of these missions in August, Col. Galer was shot down, but a "chopper" rescued him from the Reds before they captured him.

MAG-12, since it operates in the front-line area mainly, has had only one contact with the Communist air force. One day when VMA-212 was doing some rail cutting north of the bomb line at Pyongyang, a *Mig* jet jumped the *Corsairs*, made one pass and scooted home. One F4U pilot kicked his tail around and got the jet in his sights but his guns would not work—result, one disgusted Marine pilot.

So that its pilots will have a better understanding of front line problems of close support, MAG-12 has sent small



TREELESS and dusty is this Quonset-but city occupied by MAG-12 in Korea; laborers dig air raid shelter by sand-bagged building



MECHANICS with MAG-12 walk to work with their rifles and helmets since guerilla warfare is not unknown behind the lines of combat

groups to the forward area. There they work with forward air controllers, mosquito aircraft pilots and fly in helicopters so they will know what the other fellow's problems are.

Individual exploits of MAG-12 pilots on combat missions have made many a headline for the NEWS in the past months. Besides close support hops, they get in their share of rail-cuts, bridge blasting and train-torturing. Capt. Malcolm D. Evans led a flight down on an enemy tunnel near Chorwon. Planting their bombs at both ends of the tunnel, they sealed it up, together with a self-propelled gun and crew which had taken refuge inside. Accompanying him on the runs were Capts. John L. Lawler, Robert W. Cole, Richard McMahon, P. M. McGinnis and 1st Lt. J. S. Thompson.

Another recent story involves the rabbits-foot luck of Capt. Eugene F. Smith of the *Deathrattlers* squadron. He was out with 11 other *Corsairs* to knock enemy supply points at Hwachon. Antiaircraft fire hit his engine. Heading back toward friendly lines, he tried unsuccessfully to jettison a 1,000-pound bomb and a 100-pounder hung up on his racks.

He spotted an abandoned observation plane airstrip just over the lines and headed for a landing. He managed to shake the big bomb when he landed and it bounced away, but the 100-pounder hung tight. A soldier rushed out and helped get Smith away from the burning wreck before it blew up.

Getting hit seems to run in his horoscope. On his second mission in Korea, he lost a wingtip to Red antiaircraft while searching for LGen. Van Fleet's missing son. Another time a 90-mm shell ripped his right wing open. During WWII, he was badly hit four times during Marshalls and Okinawa raids.

The flyingest man aboard MAG-12's *Bataan* squadron has a gripe. "These guys won't let me fly", fumes Capt. R. R. Tabler. "I haven't had a double hop



MARINES of MAG-12 take time out from fighting war to attend Sunday chapel services

(two flights in one day) since I've been out here!"

Despite his "inactivity," the restless Leatherneck leads the *Checkerboard* squadron with 127 battle missions by the middle of June. He is shooting for 200 before his 12-month combat limit sends him home.

His best day's work, he believes, was the time he helped wipe out 720 Communist troops as they dug into a Korean ridge. He never had any trouble from enemy air, but his plane was hit three times by ground fire on the first four hops he made over enemy lines.

Pilots of VMF-323 have a new version of "I've Been Workin' on the Railroad". Each man as he completed 10 rail cuts on enemy lines is awarded a card in the "Railroader's Union" identifying him as a "Journeyman Rail Cutter".

The cards grant the bearer the privilege of working on railroads in Korea north of the 38th parallel as directed by higher authority. They also are entitled to an annual pass to a free ride on any North Korean railroad, if desired. Nearly half of the *Deathrattlers* belong.

Assisting Col. Galer in the task of operating complex MAG-12 operations are

LCol. J. A. Gray, executive officer; LCol. George C. Axtell, tactical officer; Maj. W. A. Weir, intelligence officer; Maj. Leroy T. Frey, operations officer, Maj. George E. Wasson, logistics officer, and Maj. J. E. Gray, adjutant.

When NAVAL AVIATION NEWS' editor visited MAG-12 at its "Quonset Heaven" in June, the base was in the throes of a water shortage. Despite the heavy dust, water for much-desired shower-baths was severely curtailed. Drinking



EAGER Beaver Tabler of VMA-312, on Bataan, who griped on lack of combat missions

water was scraping the bottom of the barrel and was heavily chlorinated.

Besides working in the ordnance pits assembling bombs and rockets, many Korean laborers are hired as station guards, laborers and youngsters as house boys, the latter drawing down 35¢ a day. Salary standards are fixed by the high level command.

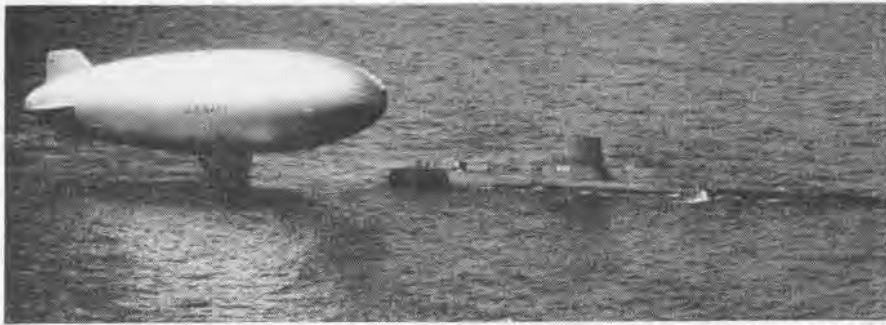
A familiar scene around the base is Korean laborers staggering home in the evening carrying on their backs loads of discarded wooden bomb packing rings. They use them as firewood in their nearby "government housing project". The frugal Koreans dislike seeing anything tossed away and the base's disposal problem thus is made easy.



BENEATH hot Korean summer sun, mechs of VMA-212 repair F4U's and newly-arrived AU's, latter especially designed for low altitude



JAPANESE concrete revetments left in Korea are used by Marines of VMA-323 air raids shelter and protection from heat and cold



SEA POACHER ATTACHES CABLE TO BLIMP'S NOSE LINE AND TOWS DISABLED AIRSHIP TO STATION

Sub Rescues Errant Blimp Prop Hit Water, Knocking Out Power

NAS KEY WEST—A submarine towed a disabled ZX-11 blimp to safety in a strange, 22-hour rescue which started out as a dummy attack by the airship on the USS *Sea Poacher*.

Coming in too low on the attack, the blimp, piloted by Lt. Arthur E. Powell, hit the ocean with its propeller blades, damaging them. The engines were shut down and the powerless blimp floated aimlessly while the sub called for help.

The submarine, commanded by Cdr. William Gibbons, attached a cable to the blimp's mooring line and started towing it toward Boca Chica air station. On the way, heavy rain wet the bag so the blimp dipped into the water, forcing the crew cabin hip deep under water.

Closer to shore, an air sea rescue boat took over the towing job. As the blimp dried off it rose in the air again, breaking the tow line. Later it was retrieved and Powell and LCdr. William A. Baker, electronics observer, who had stayed aboard when other crewmen were evacuated, rode the night out in the blimp. At daybreak, sailors pulled the blimp ashore to a mooring mast.

Lost Pilots Clean Airplanes Boxer Men 'Get Works' from Princeton

Carrier pilots returning to the task force after strikes on enemy positions in Korea seem to have trouble in locating their own carrier.

Lt. Frank Kingston and Ens. R. U. Crosby of VF-64 made a nice approach and landed aboard an *Essex*-class carrier off Hungnam. The only trouble was they were *Boxer* pilots and the ship they landed on by mistake was the *Princeton*, CV-37.

Before they were "released" to fly home, deck crewman of the *Princeton* plastered their two *Corsairs* with dozens of insulting and advisory signs. The *Wrong-Ship Corrigan's* had to wash off the soap and paint signs when they landed back aboard the *Boxer*, to the jeers of shipmates (see photo pg. 7).

The captain of the *Princeton* sent the following message to his sister ship's

skipper, Capt. Dennis J. Sullivan: "Note you are having difficulty with respot . . . will be glad to accommodate additional *Boxer* planes on *Runway 37* in the future . . . believe your pilots prefer remain here for a good lunch."

The captain of CV-21 sent the following response: "Many thanks for the help . . . we could have had three jets and two prop planes from '37' but the LSO knows his own." That same day, Lt. W. F. Tobin, handlebar-moustached LSO on the *Boxer*, had waved off the *Princeton's* lost quinter trying to land aboard.

VF-112 Claims New Record Safety Mark for CV Combat Squadrons

VF-112, PACIFIC—A record for carrier-based fighter squadrons is claimed by this unit after completing a six months' combat tour against the Korean Communists. Led by Cdr. J. V. Rowney, VF-112 did not lose one airplane or pilot despite the obvious hazards of jet carrier landings, Korean winter weather, intense AA fire and long flights deep into enemy territory.

When the squadron embarked on the *Philippine Sea* for the Korean area, Cdr. Rowney stated he intended to return with every pilot and plane. This goal was accomplished while flying 1461

offensive and defensive sorties and completing 1711 carrier landings in F9F jets.

Even though determined to set a safety record, the squadron maintained a deadly battle pace, carrying out daily interdiction raids, participating in all of the power plant strikes, the group attacks on Chongjin and Wonsan and covering the strike against the Suiho hydroelectric complex on the Yalu river.

Many airplanes came aboard with flak damage, and one landing was made on one wheel as a result of battle damage. One pilot was talked to a safe landing at a Korean airfield after being blinded by shrapnel. All damaged planes were successfully repaired and returned to action.

Only 90 Minutes to Live Dramatic Flight Saves Child's Life

There were only a precious few minutes to spare as an R-4D from NAS MEMPHIS raced death to save the life of a nine-year-old Arkansas girl.

Little Sharon Kay Polston, victim of a rare form of meningitis, was given 90 minutes to live when her physician phoned a Memphis newspaper for help. The newspaper immediately called RAdm. William D. Johnson, CNA-TECHTRA, and 15 minutes later the plane was winging its way to Manila, Arkansas.

The child was given oxygen during the mercy flight. An ambulance met the plane at Memphis' Municipal Airport. Police sirens cleared the way to Memphis Isolation Hospital where Sharon Kay was placed in an iron lung with only eight minutes left of the 90-minute time limit her doctor had given her to live.

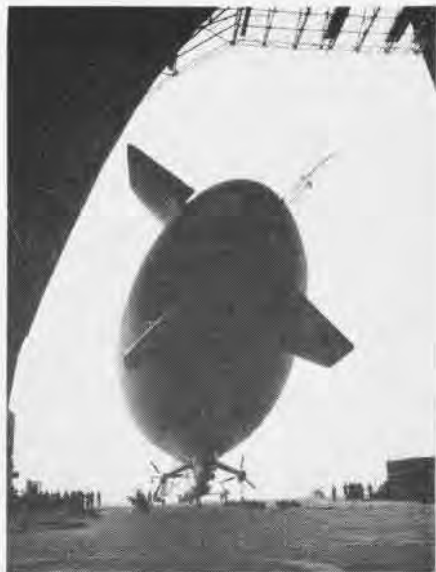
A few hours later, the report came back from Isolation Hospital that little Sharon Kay was holding her own.



FIGHTING AIRCRAFT of three wars line up on the ramp at the Grumman plant. That's a World War I Thomas Morse S-4C scout under the Korean War Panther's snout. A hard look under the F9F's nose wheel-well will detect the veteran P6F Hellcat of War II fame. The antique is in good flying shape after a thorough rebuilding job



FAMILIAR NAS LAKEHURST HANGARS LOOM IN BACK OF MOORED ZPN-1 SUB-HUNTING AIRSHIP



KING-SIZED 'NAN' SHIP LOOKS ITS 95' HEIGHT

LATEST LTA SUB-HUNTER BEING TESTED

THE prototype N-1 airship has been accepted by the Navy and is now undergoing service testing at NAS LAKEHURST by a Sub-Board of Inspection and Survey under the direction of Cdr. D. L. Cordiner. The new submarine hunter has been under development by the Goodyear Aircraft Company at Akron, Ohio since mid-1948. It is the first of several being built for Navy hunter-killer teams.

Officially labeled the ZPN-1, but more affectionately known as the "Nan" ship, the new blimp is the largest non-rigid airship ever built. In appearance she is about half the size of the rigid airship USS *Macon* of the 1930's.

Nan is 324' long and has an obese, but sleek, 71' diameter as compared with the older M-type's 310' and 68' and the K-type's 253' and 60'. Her 875,000 cubic foot helium capacity is much larger than the 725,000 of the M-type and the 525,000 of the K-type, but is dwarfed by the *Macon's* 6,500,000.

One school of thought maintains that under certain conditions the *Nan's* gas envelope is large enough to have its own weather inside. For instance, the "weather school" claims that when she climbs into cooler air from warm moist air, fog produced inside the bag reduces interior visibility to zero-zero.

Some of the innovations in the *Nan* are single and dual pilot controls, and tricycle landing gear which retracts into specially constructed nacelles. A searchlight is mounted on the starboard nacelle, and a radar dome is on the bottom of the big blimp's car.

The twin R-1300-2 Wright engines are

mounted inside the car where, if necessary, mechs can work on them during flight without going through any flying trapeze acts out in the breeze. Power is supplied from the engines to the Curtiss reversible-pitch props by a transmission system. Either engine can drive both.

Another new feature of the *Nan* that was not found on the earlier and more familiar M and K ships, but which contributes to better maneuverability and stability are "ruddevators" instead of conventional rudders and elevators. These are not mounted at the traditional 90° angle; the *Nan's* four stabilizers and control surfaces are mounted on her stern at 45° angles from the vertical and horizontal.

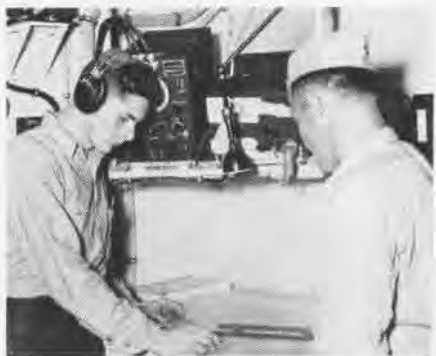
The new airship is expected to beat the world's self-sustained flight record, currently held by the M-type, of more than seven days aloft without refueling. Special in-flight refueling equipment permits the *Nan* to remain aloft for long periods. The 14-man crew will not be without comfort even on long cruises. The craft's second deck contains a deep freeze in its modern electric galley, a lounge compartment and bunk room.

The ZPN was designed and built especially for anti-submarine warfare and contains the latest equipment developed for that purpose. Her speed is faster than any previous airship, but the *Nan* can hover almost motionless over any given spot as well as maintaining the comparatively slow speeds of surface craft and submarines.

Cdr. M. E. Cawley, chief test pilot, and LCdr. W. J. Gunther, his assistant, are putting the ZPN through her paces.



MCDUGAL REPAIRS ENGINE INSIDE BLIMP CAR



YOUNG AND FONTAINE PLOT ASW PROBLEM IN ZPN



SEARCHLIGHT OVER HERIGTAG AND SHENKO

Planes Back into Parking R5D Performs Neat El Toro Maneuver

FLOGWINGPAC—Capt. C. A. Bond, commanding officer of Fleet Logistic Air Wing Pacific, was treated to a new demonstration of Marine ingenuity at El Toro when he landed there one day.

An R5D preceded him to the parking area and seemingly blocked the taxi strip leading to the area. Much to his amazement, the R5D proceeded to back into its parking spot.

Capt. Bond inquired about the possibility of equipping R5D's with reversible props and was shown the trick—owing to shortage of turning area, the big transports pull into position for parking. Then they allow the plane to roll backward down a natural incline into the spot.

Waves of NAS Denver Star Drill Team Makes Hit at D. C. Reunion

WAVE "Weekend Warriors" from NAS DENVER starred at the WAVES' Tenth Anniversary Reunion Banquet at the Statler Hotel, Washington, D. C., on July 26th. The 16-WAVE drill team went through a fast-paced exhibition in top notch formation to the delight of the 730 guests.

In a large space in the center of the Statler ballroom directly in front of Admiral Lynde D. McCormick, Supreme Allied Commander, Atlantic, the WAVES went through a series of intricate maneuvers. They were directed by Lt. Mary Griffith.

The WAVES had flown into Washington for the Reunion. Although they were here only for a short time, they covered the chief points of interest and were given a special tour of the newly decorated White House.



WHEN VADM. John H. Cassady took over the command of the Sixth Fleet from VAdm. M. B. Gardner, an interested spectator was his son, John H. Cassady, Jr., a yeoman on the staff of Adm. Carney, CincSouth, in Naples. Adm. Cassady and Adm. Gardner swapped jobs, the latter becoming Deputy Chief of Naval Operations (Air) in D. C.



PILOTS OF VF-11, the Red Rippers squadron, who set a record number of hours flown in jets in the Atlantic Fleet last year pose for their picture aboard the Wasp. In the front row are Buffkin, Lawis, Wilson, Sullivan, Lee, Gillespie, McGimny and Hardwick. Rear: Oberg, Talley, Dreesen, Cowell, Phillips, commanding officer: Huelsbeck, Rogers, Cunningham, O'Donnell and Enquist. The Rippers have been flying the twin-jet Banshee fighters.

Five Bullseyes in Bombing Zink Hotshot Among VA-25's Pilots

VA-25, ATLANTIC—Competitive exercises proved this squadron to be one of the hottest outfits in the fleet.

Lt. (jg) S. T. Zink stole the show with an 11.7 foot dive bombing average



TYLUTKI (LEFT) LAUDS PILOTS MUSIC, ZINK

which is a new fleet record. Zink's first drop was 70 feet, followed by five consecutive bullseyes! He also won E's in rockets and glide bombing.

Running a close second was Lt. (jg) M. O. Musick also with E's in all three events. It is noteworthy that both Zink with 1400 hours and 129 carrier landings, and Musick with 1700 hours and 136 carrier landings have accident-free records.

VA-25, commanded by Dr. R. C. Tylutki, ran up a total of 27 E's for the 22 pilots in June competitive firing.

Wasp Carries Ball in Med Tarawa Finally Relieved from Duties



CAPT. DUERFELDT HANDS BALL TO SUCCESSOR

USS TARAWA—Playing their theme song "It's Been a Long, Long Time", men of the Tarawa sent a rag-tag barge full of men over to greet the carrier Wasp when it arrived at Gibraltar to relieve the Big T on the Mediterranean beat.

The exchange was delayed five weeks by the Wasp's accidental collision with the destroyer Hobson while en route across the Atlantic. The "boarding party" of Tarawans which greeted the Wasp had many in rags, some gone native, and almost all having grown old and bewhiskered.

In another scene, Capt. C. H. Duerfeldt of the Tarawa, feeling he had "carried the ball" long enough, handed over a football to Capt. B. C. McCaffree of the Wasp. (see photo). The Tarawa's skipper sported a natty uniform complete with coke-bottle binoculars, giant ribbons and fancy epaulets.

'MIGHTY O' PLOWS AROUND HORN

WHEN THE USS *Oriskany* arrived at her new home at NAS ALAMEDA recently, she brought with her 2200 men who had achieved a rare naval distinction. Not only had the *Mighty O's* crewmen become shellbacks, both port and starboard, but they had also made the rank of "mossbacks," awarded when the 37,000-ton flat-top became the first carrier to round Cape Horn.

During the carrier's hemispheric circumnavigation, the sailors were inducted three times into the "Solemn Mysteries of the Ancient Order of the Deep" and had industriously practiced "spitting to wind'ard."

The 15,000 mile voyage around Cape Horn was ordered when the carrier was transferred from the Atlantic to become the newest member of the Pacific Fleet. Because of the *Oriskany's* 136-foot beam and jutting gun platforms, she exceeded the width of the Panama Canal's locks.

As the carrier plowed around the end of the western hemisphere, a multi-colored sunrise put a halo around the jagged skyline. During a brief respite between storms, the ship's helicopter was able to take photographs and there was destroyer refueling. Within three hours, however, a furious gale screeched in and for three days the carrier was rossed like a sampan, bucking winds of gale force and battering swells.

On the lighter side of the unprecedented trip were visits at Rio de Janeiro, Valparaiso and Lima. Accompanying the *Oriskany* were the destroyers USS *William C. Lawe* and USS *Power*.

During the visit to Rio, the carrier and her plane guard destroyers rendezvoused with USS *Niobrara* (AO 72) and took time out to demonstrate carrier air operations at sea. The President of Brazil, the Minister of Marine and other high military and civil officials were on board.

A few days later a Combined Task Force, composed of the four U. S. ships with the Brazilian cruisers *Barroso* and *Tammandare* (ex-USS *Philadelphia* and *St. Louis*) and four Brazilian destroyers, sortied from Rio for two days of combined tactics conducted along the track to Cape Horn. Among exercises conducted were fueling at sea and defense of a Task Force against air attack. Orders over the TBS circuit were given in Portuguese and English.

The force was commanded by the Commander in Chief of the Brazilian Fleet, Adm. Ache. The Chief of the Naval Mission, RAdm. R. F. Whitehead, commanded the Task Group con-

sisting of the U. S. ships engaged in the exercises.

Tactical command of the force was alternated between U. S. and Brazilian officers. These were the first combined U. S.-Brazilian naval exercises of any magnitude since the war.

Red Rippers Set Records

Training Pays Off In Winning of E's

VF-11, PACIFIC—A three-months training period preparing the *Red Rippers* for Korean duty saw the following "claimed" records set:

1. Three thousand flight hours in three consecutive months, 3,015.6 hours by actual count. Believed to be a jet squadron record.

2. New monthly record of 1,333.3 hours flown in one month—all accident free except for a material failure accident when a tire and landing gear failed during a tow target take-off run.

3. Twelve Navy E's won—half a squadron.

4. Attained the highest competitive jet



THESE VF-11 MARKSMEN WON 12 NAVY AWARDS squadron gunnery records in the fleet, both at 15,000 and 25,000 feet.

5. Gained a "Good" in bombing competition and an "Excellent" in rockets.

Men winning Navy E's are shown in the accompanying photo. They are, left to right: Lt. (jg) Lewis, two E's in rockets and gunnery; Lt. (jg) Gillespie, two E's in bombing and rockets; Lt. (jg) Dreesen, gunnery E; Cdr. Phillips, gunnery E; Lt. Cowell, rocket E; Lt. Enquist, rocket E; Lt. Oberg, standing, gunnery E; LCdr. Puckett, kneeling, bomb and rocket E's. Not present was Ens. Buffkin, gunnery E.



CRYSTAL-BALL gazers are predicting the airplane of the future will be without a pilot, a guided missile or a radio-controlled drone airplane. Naval Aviation News refuses to be a party to such nonsense and presents herewith its version of naval aviation in 1975. We will do away with the airplane and have only the pilot catapulted from the flattop of that era. Illustrating our theory is Ens. William Videto of VA-65 aboard the *Boxer* off Korea getting the launch signal from Lt. A. R. Kreutz, maintenance officer of his squadron.



TWO BOMBS float down on North Korean targets from Panther jet of VF-111, flown by Lt. (jg) Robert A. Guyer off Valley Forge

T H E W A R

Race To The Finish

It is a lucky pilot who can run a race with a live bomb down a middle of a runway, finish in a dead heat and come out winner.

Winner in such a deadly race is Marine MSgt. Bob Lurie, pilot with a Panther jet squadron in Korea.

After an attack on Pyongyang, Lurie noted one of his bombs had failed to fall. Heading back to his home base, he repeatedly tried to jettison the bomb over enemy territory.

Over his base, he notified the tower of the hung bomb and proceeded on. He flew over the ocean and repeated the process of trying to shake it loose. Nothing worked. It just wouldn't release so Lurie put all the armament switches in the safe position and notified the base he would have to land with the bomb.

Crash crews standing by, Lurie came in for the landing. As soon as he landed and started rolling down the runway, the bomb broke loose and slid right

alongside the plane.

The rolling bomb finally blew up, right under the left wing of Lurie's jet. He kept the plane from nosing over, pulled the emergency brake and made a mad scramble from the cockpit, just as smoke started pouring out of the wing tip tanks.

After the crash crew controlled any possible outbreak of fire, Lurie counted the damage—over 50 holes and the top half of the canopy blown away. The Leatherneck pilot remarked "that's



SHATTERED canopy behind MSgt. Bob Lurie shows narrow escape he had when 250-pound bomb skidded down runway beside him, blew up



WELL-AIMED rifle bullet from Korean sniper shattered windshield of Lt. Hill's jet; afterward Valley Forge pilot found it inside



ITS FUEL line shot away by Red AA fire, a Panther jet catches fire from spark during landing; Pilot Lt. (jg) Rostine unhurt



COMMUNIST, UN security officers examine Russian-made projectile which landed 20 feet from peace talk tent at Panmunjom, Korea

when I really started shaking with nervous relief."

Pea-shooters Busy

"It's those guys sniping away with rifles I'm worried about, not the AA guns," said jet pilot Lt. Gaines W. Hill after a sortie over Korea.

Hill, member of VF-52 on the *Valley Forge*, was on a strike near Hungnam when one of the Red sharpshooters leveled down on him from a hilltop. The pilot had just started his bomb run on a railroad track in the bottom of a deep gorge and was below the ridge top.

He caught a glimpse of a soldier on the ridge with aimed rifle. The next instant he heard the sharp crack of lead puncturing the cockpit plexiglas. Flying fragments and a rush of air told him he had been hit. The bullet took out the bombsight and left a gaping hole in the windshield, then dropped to the floor. In the accompanying photo, Hill holds the bullet.

The Whistler

Remember the training days at Pensacola and Corpus when the SNJ's sported the .30 cal holes in their props and set up a screaming whistle on each landing approach?

LCdr. Lynn DuTemple came aboard the *Princeton* off Korea in an AD *Skyraider* that really set up a howl. "Duke", operations officer for Cdr. N. A. MacKinnon's VA-195, had just completed his fourth bombing run on an oft-hit railroad bridge at Hamhung when his canopy was shattered suddenly.

Figuring he had been hit by small arms fire which had turned his canopy into a crazy criss-cross pattern of cracks, he allowed the major damage suffered by his plane to escape unnoticed.

Upon entering the landing pattern, his prop set up such a whistling shriek that the LSO's could hear it from the 90° position right up to the cut. Being a devotee of the old school of "If he gets to the blunt end, cut him!" Lt. Roy Farmer, the paddle wielder, brought

him aboard.

Examination revealed the gaping hole torn in the prop blade by a 37 mm shell which continued rearward and lodged in the side of the canopy.

Shoots Himself

Enemy flak over North Korea is bad enough for Navy pilots but to have one's own ammunition assist the flak can be harrowing.

Lt. (jg) Bill Buttlar, *Skyraider* pilot on the *Princeton*, was on a bombing attack on much-hammered Wonsan. Pulling out of a run over a trapped railroad locomotive and train after dropping a 2,000-pound bomb, he was hit by AA.

At 400 knots, he banked off the target and the stick was suddenly wrenched from his hand. The plane heeled over and he was flying upside down.

He pulled onto course again and after an emergency landing discovered that the AA fire had exploded 20 mm shells in his wing ammunition cans.



NO WONDER LCdr. DuTemple's prop made whistling shriek, with 37 mm hole in its blade



HELMET full of 'Jinx' is handed to Capt. M. D. Evans; tiny dog has 3 combat flights



BUTTLAR holds piece of 37 mm shell which set off his own plane's 20 mm ammo on hop



ENS. MIZULA of VF-191 tries out the British no-wheels landing on the *Princeton*; damage slight and plane flew again in 3 days

Belly Flop

Satan's Kittens, VF-191 aboard the *Princeton*, can now give an authoritative opinion on the novel British idea of landing jets without wheels on a large rubber mat. Ens. Mizula made an exhaustive test on the subject.

He lacked the rubber mat and instead used the planking of the *Princeton* for his belly landing. Mizula, flying as #4 man in a division of F9F's led by ex-*Blue Angel* Lt. Jake Robcke, returned to the *Sweet Pea* from a bombing attack on Communist rail lines north of Songjin. He could not lower his landing gear, he found.

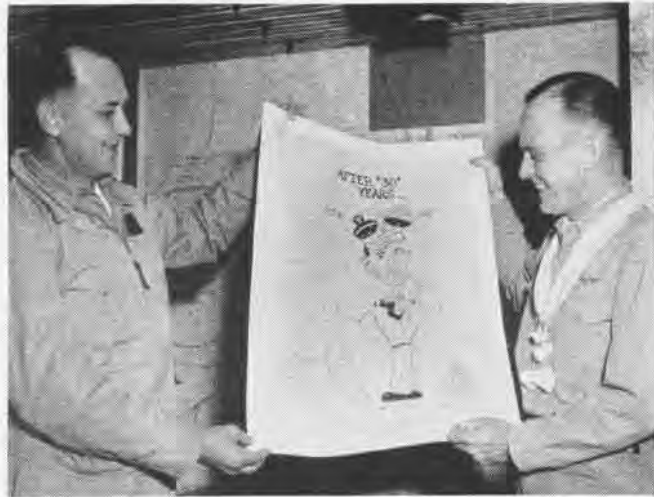
Lt. (jg) Pete Perhala, jet LSO on with CVG-19, coolly waved him aboard to a smooth landing. Damage to the jet was so slight the plane was flying again in three days.

Unlucky Hop

Here's one Marine who probably believes in the "13" superstition now.



MARINE Capt. Whitaker inspects hole in F9F tail, sustained on his 13th mission



BGEN. CLAYTON C. Jerome of 1st Marine Aircraft Wing receives "gag" citation on wearing 3 hats from BGen. Lamson-Scribner

Capt. James L. Whitaker of the *Able Eagles* squadron went out on his 13th mission of the Korean war to bomb rail lines in North Korea.

On the mission his *Panther* jet was hit by a 37 mm shell, blowing a hole in its tail. "I continued my run on the target, dropped my napalm and set about trying to get home," Whitaker reported.

"I had to fly the plane with both hands since the nose kept wanting to go up. I tried to radio the rest of the flight but the shell had knocked out my radio. I just sat there hoping. Suddenly I realized this was my 13th mission. I'm not superstitious, but . . . !"

Whitaker had 85 missions in *Corsair* in the Battle for the Solomons.

Cracks Yak

The first *Yak* fighter plane shot down in the Korean war by a night fighter was credited to 1st Lt. John W. Andre, flying an F4U with VMF-513. Andre became the Marines' second night ace with this kill, having downed four Japanese planes over the Philippines in World War II.

Andre spotted the *Yak* while on a routine interdiction mission. He had destroyed two Red supply trucks earlier and was surveying the burning wreckage when the *Yak* appeared off his left wing.

Swinging his plane over on its wing, Andre opened up on the *Yak's* tail with 20 mm cannon fire. It caught fire and dived over a hill, exploding as it hit the ground. Andre is a Reserve pilot from Miami, where he worked as a private detective.

He Wears Three Hats

Strictly as a gag, BGen. Clayton C. Jerome was presented with a sketch-citation on the anniversary of his 30th

year in the Marine Corps.

The three hats he is shown wearing in the citation stand for: Marine—Commanding General of 1st Marine Air Wing; Navy—Commander Task Force 91 (Navy designation for the Marine Wing), and Air Force—Air Defense Commander of South Korea.

BGen. Frank H. Lamson-Scribner, assistant commander of the wing, presented the citation on behalf of the unit's staff officers. Around Gen. Jerome's neck also was placed a ribbon with dangling white-washed stones. They were a tribute to his efforts to beautify the headquarters area by leveling the ground and arranging rocks along the paths.

Belligerent Pooch

A tiny chihuahua dog which had three combat hops over the Korean Red lines before he was six months old is the proud possession of Capt. M. D. Evans of VMA-212. (Photo on Pg. 19.)



FIFTY feet of love and kisses from his wife cheers up Marine Sergeant John R. Brown



ALL THOSE files contain every word spoken at Panmunjom peace talks; Chief Yeoman John J. Koval inspects 500-pound records

The little black-and-brown pooch made his first plane ride shortly after he was born. His master named him "Jinx" because he went to the hospital for an operation the day the dog was given to him in Los Angeles. Since then he has amassed more than 100 hours in his personal log book, flying in everything from speedy *Corsair* and F7F fighters to a little OE Cessna with VMO-6 in Korea.

Capt. Evans carries his little mascot in his flight jacket pocket or anywhere handy. *Jinx* does not mind going for a combat flight in a *Corsair* but dislikes it when Evans pulls out of a dive-bombing run. One hop the dog started out in Evans' lap and in the pull-out wound up scratching for footing on the floor of the plane. On one of his three combat hops, a napalm bombing run on the Reds, *Jinx* rode on his master's lap. When Evans dropped both his bombs, the fighter soared abruptly skyward when relieved of the load. *Jinx* was tossed upwards against the canopy and wound up on the floor again.

Even high altitude hops do not bother the peppery little chihuahua. On one flight he went up to 16,000 feet over a dust storm and slept all of the way except when his master stuck an oxygen mask in his face and gave him a whiff of oxygen. That he didn't like.

Playing Tag

The keen eye of a fellow pilot who noted strange flying technique probably saved the life of Lt. (jg) Dick Allmann of VF-72, flying a *Panther* jet off the *Bon Homme Richard*.

Allmann's jet suddenly had a complete electrical failure after it passed the east coast of Korea, but he continued on to Pyongyang, the Red capital on the west coast. He was unable to use his radio, his bombs could not be

dropped. Worse yet, his instruments were unreliable and his cabin pressurization kept fogging up the canopy.

Allmann was in a tight spot, but he was unable to tell his squadron pals. He kept his plane tagging along after Lt. (jg) Ray Oakes, following him over the target. Allmann watched the bomb drop and rejoined the rest starting back for the carrier.

Weather that day was extremely bad and the carrier sent the seven jets down to land at an airstrip 50 miles south of the bomb line, all unaware of Allmann's predicament.

Near the field, the pilots began diving into the clouds. Ens. Charlie Polk of VF-71, flying behind Allmann, noticed the jet falling rapidly, without dive brakes. Fortunately, Allmann pulled out of the dive before being enveloped in the clouds. Not knowing just when to pull out, it would have been a suicide dive.

Allmann joined up with Polk in a



TINY FAWN, Bambi, found at Marine airbase in Korea poses with MSgt. Edward H. Flood



'BUNKROOM Boys' of Valley Forge tally Red raids; Molnar, Akagi, Melton kneel, Hofferth, Wiltman, Miller, Broughton, Brown stand

quick turn and together they teamed in the overcast, Allmann keeping close behind. The ceiling was so low they were forced to fly 100 to 200 feet above the water, but all managed to land safely at the airstrip.

Behind-Lines Rescue

A dramatic mountain rescue of a downed *Princeton* pilot 35 miles behind the Communist lines, while under heavy ground fire, enlivened the day for that carrier. Lt. (jg) H. A. "Red" Riedl was shot down north of Hamhung and bailed out of his plane.

Rescue pilots remained over the area until their gas supply was down to 40 gallons but a helicopter from the *Iowa* was unable to rescue him. Riedl's squadron mates next morning went out, led by his skipper, LCdr. N. W. Boe.

Unable to contact him over the walkie talkie radio from his survival kit, the search planes saw him waving frantically behind a small ridge. One plane piloted by Lt. M. E. Schroeder made protective runs over him while two others reported to the *Iowa* to escort the helicopter piloted by Lt. R. Dalton.

Boe directed the pinwheel to the downed pilot, but small arms fire opened up as soon as it landed. W. A. Meyer, AD1, the aircrewman, answered the fire while Riedl ran to the chopper. Dalton attempted a fast takeoff, but the slope and altitude prevented a quick lift. By bouncing the plane down the slope, sufficient speed and lift was attained. In flight, Meyer continued to pepper the enemy riflemen on the ground.

Ens. R. E. Roberts' plane was hit in the canopy by gunfire as he was flying protective strafing runs during the rescue. One side was completely knocked off and Roberts wounded in the hand. He did not report it for fear it would hamper the chopper's rescue operations.



CONVAIR'S SKATE FIGHTER SEAPLANE MODEL 15 IS POWERED WITH TWO SIX-POUND PULSEJET ENGINES. IT HAS BEEN FLOWN A NUMBER OF TIMES

WEST COAST MEETINGS PRODUCE AIR NEWS

THE NAVY'S D-558-2 *Skyrocket*, built by Douglas and flown by test pilot Bill Bridgman has traveled at the searing speed of 1238 mph and attained an altitude of 79,494 feet.

That tidbit was one item in a bushel of aviation news released during an 11-day period in July on the west coast.

Three meetings, which included writers, military services, governmental agencies, engineers, and aircraft and aircraft components manufacturers, were the occasions for the news.

First group to meet was the Aviation Writers Association which held its convention in Los Angeles. Next, the National Advisory Committee for Aeronautics (NACA) held an open inspection of its Ames Aeronautical Laboratory at the Naval Air Station, Moffett Field, Calif., near San Francisco. Then, back in Los Angeles, the aviation brain trust group, the Institute of the Aeronautical Sciences, held a symposium.

With so many items to describe, the events which occurred will be mentioned chronologically.

The aviation writers, some 200 strong, were treated to four days of aviation briefings and shows. Their first visit took them to the Douglas El Segundo (Navy) plant.

They were privileged to see the modified delta wing XF4D-1 *Skyray* for the first time. Briefed by Ed Heineman, Douglas chief engineer, they were made acquainted with many other projects of the El Segundo plant.

A self-contained cockpit capsule designed to help a pilot escape safely from a plane traveling at supersonic speeds in the stratosphere was shown. A rocket charge allows the pilot to expel the

entire cockpit clear of the plane. After being expelled, three fins unfold to stabilize the capsule and a small parachute slows it down. When a safe speed is reached the main chute is pulled out. The capsule, pressurized for protection against conditions at 50,000 ft., can land in water safely and serves as a boat. Tests have been made in water and on a high speed track at the Naval Ordnance Test Station, Inyokern, Calif. One test is shown in accompanying pictures.

Douglas also showed its streamlined bomb shape.

Next day, at a meeting with Lockheed Aircraft officials, Hall Hibbard, chief engineer, declared that fighters can fight at supersonic speeds, but need more radar to do it. He believes the thin straight wing is the answer to supersonic speeds, contrary to other engineers who favor the delta configuration. His view of the future transport plane is one able to travel 600-650 mph, with thin swept wings.

That same day the writers were treated to a show at the Naval Ordnance Test Station, Inyokern. Rocket runs were made with F4U's, AD's, an F2H and an F-94-C. Unveiled for the first time was the *Mighty Mouse* air-to-air rocket. Most spectacular launching platform for the rocket was the Lockheed F-94C *Starfire* which fires a cluster of them from a ring around the nose. A hit almost anywhere on an aircraft by the *Mighty Mouse* will result in a kill. Both Air Force and Navy tests are conducted at Inyokern. The F-86 rocket launcher was developed there. Tests of the Mk 16 radar gunsight were made on towed targets carrying metal radar reflectors. *Project Snort*, a joint effort, is underway.

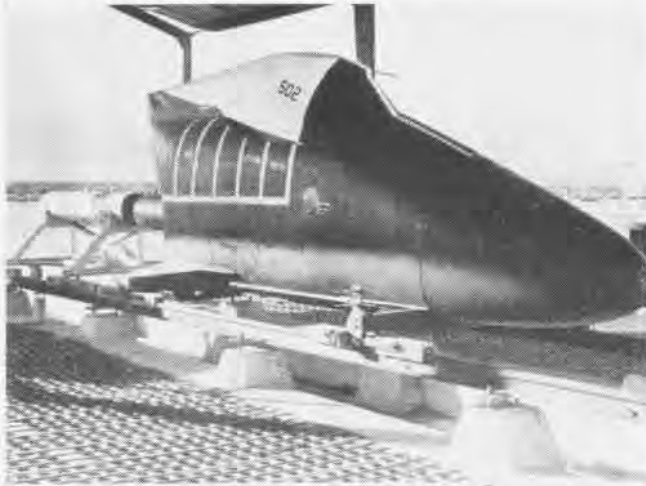
It is a ten-mile-long supersonic railroad for testing missiles and wings up to Mach 3 without losing them. It will be completed soon.

Fairchild R4Q Packets from MCAS EL TORO airlifted the writers to that station. Next door, at the Santa Ana air station, amphibious helicopter operations were demonstrated. The writers were then airlifted by helicopter to downtown Los Angeles.

At MacArthur Lake in Los Angeles radio controlled models of the Consolidated-Vultee Aircraft Corporation were demonstrated by Ernest Stout, chief engineer. A four-engined counterpart of the XP3Y-1 flying boat performed, but the most spectacular performance was by the *Skate* water based fighter model, powered with two six-pound thrust pulse-jet engines. The roar of the two-foot model filled the entire park. None of the models were flown because of limited space. A delta wing seaplane model was shown but not flown.

Featured speaker at the writer's banquet was Assistant Secretary of the Navy for Air, John F. Floberg, who showed the Navy's part in protecting the world's sea lanes with sea-air power.

Final show for the writers was at Edwards AFB, in the Mojave desert, where the newest aircraft of the Air Force and Navy are flown. There were flybys of many of the newest aircraft of the two forces. Navy models shown were the twin turboprop XA2J-1 carrier-based attack plane, the XA2D-1 single turboprop attack carrier plane and the XF4D-1. Most spectacular was the flight of the XF4D. Its high speed was the usual for a jet aircraft, but its carrier low speed approach in an extremely nose-



SUPERSONIC pilot escape capsule, designed by Douglas Aircraft Corp., was tested on aeroballistics track at Naval Ordnance Test Station

high position was a sensation. It looked like a hummingbird.

High speed aerodynamics was the principal theme at the Ames Laboratory, in both missiles and aircraft, coupled with development of satisfactory low speed performance for take-offs and landings.

In the largest wind tunnel at the laboratory, 40' x 60', boundary layer control was demonstrated. A full-size model, with the wings similar to those of the F-86 mounted on a fuselage, was shown with yarn tufts on the upper sides of the wings to indicate smooth or disturbed air flow. On one wing, the leading edge was made of porous material through which air could be sucked. As the angle of attack was increased the tufts indicated wing stall. Then the suction was turned on and the tufts on that wing streamed straight back

again, demonstrating high lift at slow speeds.

In the 2' x 2' transonic tunnel, shift of center of lift aft of a typical delta wing configuration at Mach 1 was shown. Tremendous increase of control forces occurs also. To overcome those forces balanced controls are being investigated. At this tunnel the Schlieren system of visually presenting shock waves was shown in a novel manner by projecting the images from the tunnel to a screen by a series of mirrors and lenses.

In the supersonic realm, the effects of wing tip vortices of missiles having cruciform (four surfaces 90° apart) arrangement of wings was demonstrated. These vortices cause erratic responses to guidance signals. This is just one of many complex studies. Personnel of the laboratory must be trained in both electronic guidance and aerodynamics.

Ed Heineman of Douglas stated that fixes for the XF-4D-1 were derived from flights of the D-558-2 *Skystreak*. Unfavorable characteristics of such research aircraft are found and eliminated from the production article.

Engineers of the laboratory revealed work on supersonic propellers for aircraft of the 600-650 mph range. These propellers are relatively small with wider blades, looking like exhaust fans. They have thin supersonic airfoils. Their biggest disadvantage is that they are very noisy.

The following additional facts were disclosed. Stability and control are reduced with increasing speed. In supersonic airplanes lateral movement and sideslip oscillations are much more rapid. At high speeds the pilot must be helped by guidance systems because of the extremely short time available on target. Research aircraft such as the X1 and the D-558-2 presage new production models. Aerodynamic heating is the next barrier to overcome. There is a limit, obviously, as one engineer pointed out, because it is this phenomenon which causes meteorites entering the earth's atmosphere at high speeds to burn and vaporize. In the Bell X-2 plane stainless steel is used to withstand higher temperatures—boundary layer air reaches 600°F at 2,000 mph at altitude. Accomplishment of laminar flow of the boundary layer at supersonic speeds is one goal to reduce heating. Cooling may be practicable for short periods, for instance, having the heat vaporize water and venting the vapor overside.

Secretary of the Navy Dan A. Kimball was principal speaker at the Institute of Aeronautical Sciences gathering. He suggested that more encouragement be given "young brains" in support of new theories.

As if in answer to his request many of the highly technical papers presented contained new ideas. In the field of propulsion, shock wave ignition in ramjets was proposed, eliminating complicated systems and saving weight. In aerodynamics, new ideas on air flow around smooth bodies made some old theories seem less plausible. New metals were discussed and new ways of shaping old ones presented.



RESEARCH aircraft turned over to NACA at Edwards AFB are the Douglas D-558-2 and D-558-1, Bell X-5 and X-1, XF-92-A and X-4.

KEEL LAID FOR NEW FORRESTAL

KEEL of the Navy's first large flush-deck carrier, the *Forrestal*, CVB-59, was laid 14 July at the Newport News Shipbuilding and Drydock Co., Newport News, Va.

Largest warship in the world, the *Forrestal* has a flight deck 1040 feet and extreme width of 252 feet. *Essex*-class carriers have 855' flight decks and 93' beam, while *Midway*-class CVB's are 986 feet long and 113' wide.

It will be the third carrier in the Navy to have a flush deck with no island superstructure—the *Langley* and the *Long Island* being previously in that class. The *Forrestal* will have an island which can be retracted during flight operations.

Top speed will be in excess of 30 knots. She will carry more than 100 planes. Total cost is estimated at \$218,000,000 and launching date of the 59,900 ton vessel is March, 1954.

To permit the *Forrestal* to meet requirements caused by increased weight, speed and size of present and future airplanes, it will have:

1. Stronger decks.
2. Greatly increased protected stowage area for aviation fuel.
3. Four catapults to permit launching p to 32 planes in four minutes.
4. Greater stowage space for aviation ordnance, including guided missiles and atomic weapons.
5. Larger and higher hangar deck—25 feet compared to 17½' on *Midway* class.
6. Better protection from torpedoes, bombs and other damage, with a steel flight deck and additional holding bulkhead to minimize underwater damage.
7. Living areas and most working areas will be air conditioned.

Secretary of the Navy Dan A. Kim-

ball announced construction of the second large carrier, CVB-60, has been assigned to the Brooklyn naval shipyard. It will be similar to the *Forrestal*. Changes will be made in the ship's machinery, which has undergone some design improvements since machinery for the *Forrestal* was ordered. These improvements will produce somewhat higher speeds.

Total cost of the CVB-60 is estimated at \$209,700,000, which is \$8,300,000 less than the estimated cost of the *Forrestal* because most of the design work and experience that has gone into the latter can be used on the CVB-60. Construction will take about three and a half years, but can be accelerated if necessary.

Secretary Kimball stated that the new carrier will be a major addition to the striking power of the U. S. Fleet. "Naval air power is the key to command of the seas today," the Secretary said. "The American fleet must stand ready to protect national security through its ability to strike rapidly and repeatedly with the latest and most effective air weapons.

"This new ship will be able to carry any carrier aircraft now operating or in design. It will add considerably more muscle to American air power," he declared. "Naval air power can be a first line of defense and a spearhead of attack.

"The importance attached to this carrier by the Navy Department is emphasized by the Navy's sacrifice of other combatant ships in the 1953 program, in order that a second large carrier can be added to the fleet," Secretary Kimball continued. "Although the ships

sacrificed are urgently needed to augment the battle readiness of the fleet, the Navy decided that the need for the large aircraft carrier is even more urgent, in terms of national security."

The Secretary also announced two *Essex*-class carriers will be converted to handle bigger, faster planes, the *Shangri-La* and the *Bon Homme Richard*. Modernization will be done at Bremerton and San Francisco naval shipyards.



STRANGE smoke ring wafts skyward after a Corsair from 1st Marine Aircraft Wing in Korea blasts an enemy strong point. In second photo, another F4U buzzes past to see if any signs of life are still remaining.

Junior College in Far East 'Blue Goose' Lays a New Golden Egg

When VP-22, the *Blue Goose* squadron, departed from NAS BARBER'S POINT, bound for six months in the Far East, approximately 50 men in the squadron were not high school graduates. By the time they returned home, 35 of them had enough high school credits to make them eligible for diplomas.

This outstanding mark of achievement is due in great part to the efforts of Cdr. W. Godwin, former skipper of VP-22. When he found out the number of men in his command without high school diplomas, he enlisted the aid of several of his junior officers and "Blue Goose Junior College" was initiated.

With the officers acting as tutors, the men studied through USAFI for high school credits. They studied one hour during the working day and one hour on their own time to prepare for the GED high school equivalency test which would be given on completion of the course.

When the final exam was given, all 35 men who took the test passed and won for themselves certified credits with which they could obtain diplomas from high schools of their choice.



CONFIGURATION of the Navy's new high-altitude flying sentinel for radar work is revealed in this dramatic photo of the Lockheed Super Constellation equipped with finlike radar housing atop the fuselage and expanded radar nacelle below. Precise mission of the WV-2 is secret, but wingtip tanks indicate capacity for long range to do aerial radar scouting.

GALA EVENTS MARK RETURN OF CAG-15

THE MOST important event of 1952 to Reserve air stations in New York, Denver and Glenview was the homecoming of CAG-15.

The air group's all-Reserve squadrons, while serving aboard the *Antietam* in Korean waters, chalked up impressive combat records and established a new safety record for a carrier in combat. With the exception of Akron's VF-653 on the *Valley Forge*, they represented the last all-Reserve squadrons serving aboard carriers in Korean waters.

NAS NEW YORK prepared a rousing welcome home for its own "Manhattan Maulers," VF-831 and VF-837. James Kearny, president of the Kings County Pontiac Corporation provided 32 new Pontiac convertibles which carried the squadron members to Brooklyn Borough Hall. There Brooklyn Borough President John Cashmore, RAdm. Roscoe Hillenkoetter and Capt. Ben Scott Custer thanked the men for their sacrifices.

When the motorcade got underway again, it headed downtown with a band from the Navy School of Music marching along the route. Thousands of viewers jammed the parade route and followed the procession to Ebbetts Field where 400 seats had been reserved.

After an exciting ball game, the men returned to NAS NEW YORK for the windup of festivities. The enlisted men were guests of honor at a barn dance; the officers attended a cocktail party.

At the same time, the mile-hi station at Denver was giving VF-713 a mile-high welcome. Plans for the celebration were started shortly after word was received that the squadron was returning to the states. Capt. K. E. Jung, CO of NAS DENVER, called Quigg Newton,



OFFICERS and men of VF-831 and VF-837 line up in front of Brooklyn Borough Hall for welcoming ceremonies. Part of 100-piece Navy band is visible in background

mayor of Denver and Naval Reserve Commander, and explained the situation. His Honor contacted the Denver Council of the Navy League and G. A. L'Estrange, one of the directors, took over planning the celebration.

The homecoming events spread over several days. The welcome began with the final performance of "Ice Capades of 1952" where squadron members and their ladies were guests of the Denver Arena Corp. and the Ice Capades Assoc.

Next on the schedule was a night at the stadium with Bob Howsam, President of the Denver Baseball Club, playing host. There was an official welcome

by the Mayor when squadron members reported to the Council Chambers.

Highlight of the Denver activities was the cocktail party, dinner and dance at the new Memorial Home of the Leyden-Chiles-Wickersham American Legion Post. The period was placed on the week's festivities at a showing of "The African Queen" as guests of Fox-Intermountain Theatres, Inc. It was the kind of welcome Denver Reserves will long remember.

Unfortunately, plans for a homecoming for VA-728 at NAS GLENVIEW had to be cancelled because of the oil strike. Nevertheless, squadron members know their station takes pride in their deeds.



WHATEVER the topic of conversation was, Jim Kearny, LCdr. Roland, Lt. Nelson and LCdr. Ryan are greeted by Denise Darcell



THAT HAM represents a carrier, the cucumbers are F4U's at a cocktail party given in honor of members of Denver's VF-713

MARINES ACTIVATE NEW TYPE AIR UNIT



"GREETINGS, Chief!" Major Porter and lovely "Miss Spokane" welcome Major Carr, CO of parent squadron, who flew down from Seattle to participate in the first drill

THE PAY-OFF for a great deal of enthusiasm and coordinated effort came for a group of Marine Air Reservists residing in the far-flung stretches of Washington, Idaho and Montana. The Commandant of the Marine Corps recently authorized the establishment of an Organized Marine Air Reserve unit to drill at NAS SPOKANE.

It's a distinctly new type of Marine unit. It's not a squadron in its own right, since it's officially designated as a sub-section of VMF-216 which claims NARTU SEATTLE as its home.

The new unit has proudly chosen to be called the Spokane Cadre of VMF-216. It's a sure bet that the traditional rivalry between Spokane and Seattle in all matters will be much in evidence.

In announcing plans for the unit, BGen. Verne J. McCaul, Commander, Marine Air Reserve Training, explained that this will be the first time that separate units of an individual squadron will train regularly at different Reserve air stations. Purpose of this innovation is to accommodate Marine Air Reservists in the Spokane area who wish to continue training in their aviation skills, but who were unable to do so because NAS SPOKANE had no Marine Air Detachment to supervise such activity.

Under the new plan, key personnel from the Seattle detachment will commute to Spokane to supervise squadron activities during the monthly drill weekend. During annual training maneuvers, the two sections of the squadron

will unite at a given location.

The initial drill weekend opened with appropriate ceremonies when "Miss Spokane," official Chamber of Commerce greeter, in full Indian regalia welcomed the participants on behalf of the community.

Applicants attending the first drill probably established a new record for distance covered. Eight men from out-of-town travelled a collective distance of 2,079 miles to reach Spokane, or an average of better than 262 miles per man. In all, a total of eight pilots,

three NCO's and a private first class applied for billets. Major W. J. Porter was designated as officer-in-charge.

Much of the planning phase of the new Cadre was worked out by Lt. Col. W. A. Millington, CO of Seattle's Marine Air Detachment, and his relief, Maj. C. E. McCullah, who supervised advance arrangements and were on hand for the initial drill weekend with others from the Seattle detachment. Maj. C. G. Carr, CO of VMF-216, represented the mother squadron and Maj. N. W. Pratt represented the Commander, Marine Air Reserve Training.

Marine Reservists also provided an unusual sight over NAS MOFFETT FIELD recently as the First Air Delivery Company dropped its first load of supplies via parachutes in a test operation. This was the first time the Marine Reserve unit made such a test drop. The company handles its own supplies, chutes and other necessary equipment.

The mission of the group is to train a highly specialized number of Marine Reservists to pack parachutes, supplies and equipment and to drop these articles to isolated groups of Marines who have become separated from their normal source of supply through weather conditions or action of an enemy. They also supply units in the field through air drops with the minimum time elapsing between order and delivery.

Aero Club Presents Plaque

For making the first officially recorded trans-continental helicopter flight from Boston, Lt. Conrad S. Larson, of NAS ATLANTA Operations, was honored in



DRESSED in the traditional Indian garb of the area, "Miss Spokane" welcomes applicants for billets in new Cadre on her left as Seattle representatives watch



"YOU HELPED me earn it!" Lt. Larson shows plaque presented him by Aero Club of New England to his mech, Gerald Dwight



UNDER direction of Fire Chief, R. G. Savage, the fire department crew of NAS Oakland makes rescue before KPIX TV camera

Boston recently by the Aero Club of New England.

Lt. Larson, accompanied by his crewman, G. E. Dwight, AD1, of NAS SQUANTUM made the flight in July 1950 in a Sikorsky HO3S-1, covering a total of 3500 miles. The flight was far from routine. One of the many unusual incidents occurred when the helicopter ran low on gas and was landed on a New Mexico highway. With the ingenuity characteristic of all youngsters when confronted with a problem, some Indian children playing nearby helped push the 'copter to the town's only gas station where it was refueled.

The 50-year-old Aero Club of New England is the oldest chartered organization of its type in the United States. Its current president is LCdr. E. T. "Jiggs" Donahue, who proudly holds the designation of Naval Aviator No. 478. He still finds time to participate in weekend activities at NAS SQUANTUM.

Australia Is Heard From

NARTU SANTA ANA received a request for performance of 14 days annual training duty from an inactive Reserve officer. Nothing strange about that!

However, the request came from LCdr. W. H. Ball who is now engaged in erecting and instructing in the operation of a food processing plant in Brooklyn, Victoria, Australia. He has been "down under" for some time and is planning to return to the United States in a short time. During World War II he met and married an Australian girl. Thus his reason for returning there when the war ended.

Greek Beauty Visits Los Alamitos

NAS LOS ALAMITOS played a prominent part in the "Miss Universe Pageant" where the eyes of the world were focused on the most beautiful girls in

the world. A color guard of four Navy men for two night pageants was furnished by the Reserve station. Twenty-nine enlisted men also marched in the grand parade, bearing the flags of the twenty-nine nations represented.

The Command Liaison Officer undertook and completed on short notice the mammoth task of securing seventy military escorts for all the beautiful entrants on the final night of the banquet and coronation ball. These escorts represented officers from all branches of the armed forces.

Their efforts were repaid, though, when Miss Daisy Mavraki, Miss Greece, spent a day at NAS LOS ALAMITOS as guest of Capt. E. J. Drew. She was second runnerup in the pageant. The visit was arranged at the request of RAdm. A. K. Doyle, COMCARDIV. 4, whose flag is aboard the *Midway*.

While in Mediterranean waters, RAdm. Doyle participated as a judge



MISS GREECE gets close-up of Navy planes as Los Alamitos men take good look at her

in the selection of Miss Mavraki as Miss Greece. At the time, officers and men of the carrier chose her "Miss Midway."

The Sad Tale Of One Lt. (jg)

In April 1951 Lt. (jg) William G. Geiger was recalled to active duty from the Organized Reserve at NAS ST. LOUIS. Since he had been promoted to Lt. (jg) in August 1946, he began to get the idea he might be promoted to full Lt. shortly.

Geiger stayed at NAS ST. LOUIS for about four months as an instructor and then reported to Pensacola in August. He began reading the Navy Department Bulletin avidly, but his name didn't appear on the promotion lists. By this time he would have been satisfied to be on any list. He was convinced he was the senior JG in the Navy. All his classmates were sporting Lt.'s bars.

The final blow came when men two years behind him started wearing those longed-for bars. Finally he wrote BUPERS. The answer came back—he had been a Lt. for a year and didn't know it. Checking back through the Bulletin for 15 July 1951, he found his name. He was in transit when the word came out and he'd missed it.

Reserve Roundup

● NAS NEW YORK—Two squadrons operated as an Air Group during a training cruise at NAAS SAUFLEY FIELD and aboard the USS *Cabot* for refresher carrier qualifications. VA-833 and VA-835 are full operating squadrons and have their own maintenance organization.

● NAS OAKLAND—The public is getting a good look into Navy operations through the TV cameras. This station's fire department crew recently staged a fire and rescue demonstration for televiewers.

● NAS GLENVIEW—More than 600 model airplane fliers entered the annual Plymouth model airplane contest held here recently.

Essex in a Rescue Mix-Up

Saves Dummy, Leaves Airman in Water

USS ESSEX, PACIFIC—Men have fallen overboard before from a carrier's flight deck, but Clarence Nelson, airman, did it the hard way. He went over the side to avoid an oncoming AD about the time the ship had scheduled a dummy "man overboard" drill and he got mixed up with the dummy.

Only a few flight deck crewmen witnessed Nelson's 65' plunge into the swirling waves. He miscalculated his leap for the catwalk when he saw the AD coming toward him and went clear



'NOW YOU BRING IT TO ME!' NELSON LAUGHS

over the side. He made a last frantic grasp at a life line but got only skinned hands.

When the "man overboard" alarm sounded on the ship, a dummy especially designed for helicopter rescue purposes was thrown in the water. The plane guard helicopter lost no time in swishing the dummy to safety. But in the meantime, Nelson was desperately battling the waves to remain afloat.

The persistence of crewmen who actually witnessed his plunge sent the helicopter back for another look. This time he found Nelson paddling wearily about and worriedly watching the ship grow smaller in the distance. The 'copter crew immediately lowered a sling and pulled him up to safety after 35 minutes in the water off Hawaii. Nelson was treated in sick bay for shock and minor skin abrasions.

VR-5 Delivers The Clothing

1st Marine Air Wing Cares for Orphans

Crates of clothing were recently loaded into an R0D at NAS MOFFETT FIELD in preparation for flight across the Pacific. The crates contained the first 1500 pounds of clothing collected in a drive at San Jose for Korean orphans adopted by the 1st Marine Air Wing.

After packing and manifesting of the crates, VR-5 Air Terminal assumed custody of the cargo. The clothing was flown directly to the Marines where it was distributed to orphaned children.

THEN THE PRESS GOT SORE



THIS SAD tale happened when an officer-in-charge at a crash scene figuratively pushed around some representatives of the press. He almost undid years of hard work building good community relations at his NAS. As one of J. P. Jones' marines is reported to have said, "There is always some so-n-so who doesn't get the word."

At this particular off-station crash, newspaper photographers were on the spot almost as soon as the crash crew. The PIO was on leave. Although no security was involved, Cdr. _____, the O-in-C, ordered the photos out of the area with an ultimatum that no pictures be taken.

The press got sore. Its freedom had been obstructed. It had been prevented from doing its legitimate job of reporting news.

The howl that followed in the papers was deafening.

Like many other problems, ironclad rules to cover each crash situation just can't be written, but good judgment, courtesy and cooperation in dealing with the press always pay dividends.

There are as many general rules as there are few specific ones. Here are five of them which you may find helpful in dealing with the press if you find yourself in charge at a crash scene.

1. Cooperate, and be factual.
2. Next of kin should be notified before casualties' names are announced.
3. Don't set yourself up as law if the crash is off-station.
4. Remember that press photographers can shoot whatever they desire off-station. You have no authority to stop them. If classified objects might show in pictures, cover them up. If things are really in the classified realm, explain this to the pressmen. They'll cooperate. As a matter of fact they have a legal obligation to do so, but if they don't, you as a Navy representative can't force them. They then take responsibility for security breaks.
5. The above refers to an off-station situation, but it's good advice on-base.

Make sure that all hands in your outfit "get the word." If a crash does happen, don't make goats of yourself and your outfit.

There is a bright sequel to the gloomy tale of the O-in-C that didn't get the word. A week later at the same NAS, there was another crash. Afterwards the Navy received a commendation from the press for their outstanding cooperation in handling the news of the crash.

Marine Fliers Given 'Tour'

VMO-6 Shows Them Enemy Via Air

As the four bomb and napalm-carrying *Corsairs* circled the rendezvous point, the tactical air controller radioed instructions from his observation plane.

"Your target consists of bunkers and mortar positions on the northern slope of Hill 215. Target coordi—"

"I know the spot," interrupted the leader of the *Corsairs*. "I've had the Cook's Tour!"

VMO-6's orientation course, or "Cook's Tour", was again paying off in faster close air support missions and better target coverage.

The two-day indoctrination familiarizes Marine strike leaders from piston and jet squadrons with terrain features and enemy strong points along the 1st Marine Division's sector of the front.

The course starts with a general briefing of the current situation along the front. Then a Marine tactical air observer points out on large scale maps the front lines, enemy AA and terrain check-points.

Then the TAO takes the pilot aloft in an OE, skimming over the same area covered on the maps. Observing an air strike from the OE's back seat is next, while the TAO explains factors that will speed up and increase effectiveness of such missions.

The final step is to take the attack-bomber pilot by helicopter to a forward observation post. From here, the Leatherneck flier watches a forward air controller call in an air strike and later talks over CAS missions with the controller.

If front lines were constantly changing such a "Cook's Tour" would not be practical, but with the static situation that exists along the Korean front, it's making the terrain in front of the Marine division as "familiar as the palm of my hand" to pilots of 1st Marine Aircraft Wing. And the Communists are getting that palm slapped.

'MIRACLE AIRWAYS' AIDS MARINES

1ST MAW, KOREA—Most of the Leathernecks serving in Korea, and most of the material they eat, wear or fight with are flown in by the First Marine Aircraft Wing's air freight section.

Operating with a shoestring staff of two officers and nine men, air freight has racked up a passenger and cargo record that any airline in the States would envy—and go crazy trying to match under similar conditions. It is so good that it has won decorations for three men responsible for its operation in recent months.

The record shows more than 125,000 troops and nearly 13,000 tons of cargo airlifted in the past year—a total of more than 30,000 tons of men and metal. But the books don't show the impossible weather conditions and cargo problems that have won air freight the name of "Miracle Airways."

Air freight has and will fly almost anything that can be squeezed through the hatch of a cargo plane. Its two-way traffic between Japan and a dozen airstrips in Korea averages 20 arrivals and departures a day at Wing headquarters.

Inbound, its cargo and troop traffic is the lifeline for the Wing and 1st Marine Division in Korea. Outbound, its R4D's and R5D's are a magic carpet for Marines going home on rotation or back to Japan for a few day's rest and recreation.

While it sticks as close as possible to the rigid schedule of a commercial airline, air freight still has much of the easy informality of a pioneer stagecoach line. It's not unusual to see a plane wait at the end of a runway while a jeep races out in a cloud of dust to put a latecomer aboard.

The pilots who fly air freight's transports and the men who schedule them do a daily job that goes unnoticed until it's needed. If there is a shortage of ammunition at the front, a plane grounded for a vital part, or a man waiting to go out on emergency leave, the phone in air freight jingles and the job is practically done.

Air freight recently was called on to evacuate Korean seamen badly hurt in a ship collision. Once it flew in an R4D load that consisted entirely of dirt. It airlifts single pieces of cargo that range in weight all the way from a two-ton jet engine to a one-pound gasket.

For their part in keeping "Miracle Airways" flying, two officers and an enlisted man were decorated by BGen. Clayton C. Jerome, commanding general of the Wing. The Bronze Star went to Maj. A. Petras, former officer in charge

of the air freight section. The Commendation Medal was awarded to 1st Lt. Joseph R. Schiavo and TSgt. Owen M. Dunn, Jr. The other men who played a large part in setting the cargo-passenger record are Sgt. Charles R. Richards and Pfc. R. D. Wertz.



CAPT. RODEE RECEIVES CHECK FROM VEJTASA

Essex Aids Injured Sailor Raises \$1869 to Give Former Shipmate

USS ESSEX—The Essex didn't forget when Conrad L. Perrier was permanently injured in an accident aboard the carrier last January.

Men aboard the ship chipped in and raised \$1,869 to be sent to Perrier, now a patient in the Veterans Administration hospital at Framingham, Mass. In the picture, Cdr. Stanley Vejtasa, air officer, presents the commanding officer of the carrier, Capt. Walter F. Rodee, with a check and receives congratulations.

Other officers and men who were instrumental in the donations are, left to right: L. E. Morrison, yeoman third class; D. F. Stone, aviation machinist's mate third class; R. D. Bolduc, airman; A. A. Niesz, chief aviation boatswain's mate, and Lt. Boleslaus Cieslienski.



LT. McPEAK, YOU'RE ON REPORT FOR NOT BEING CHECKED OUT ON PARACHUTES



AT 17, BOB IS A VET WITH A MACHINE GUN

Sailor Is Korean Vet At 17 Service Life Still Appeals To Him

At 15, most teenagers are occupied with "hot rods," jitterbugging and their newest crush. Not so for Robert P. Cleveland, SN, of VC-5 at NAS JACKSONVILLE. At that time in his life he was busy fighting with the 24th Division in Korea.

The young boy got tired of it all in his home town in Maryland and decided to see something of the world. At the Army Recruiting Office, he managed to delude the recruiter about his age and was soon on his way to Fort Knox for basic.

After basic and a leave home, he reported to the 24th Infantry Division and landed in Pusan, Korea. The "Terra Leaf" Division was ordered to the fluctuating front south of the 38th parallel. While pursuing the fleeing North Koreans to within 15 miles of the Yalu River, the youthful soldier earned the Combat Infantryman's Badge, which he is entitled to wear on his Navy blues. After the retreat from the Han River, fate played a deciding factor—his true age was revealed and the Army decided to dispense with his services.

However, the young Korean veteran hadn't had enough of service life. As soon as he was of legal age, he joined the Navy for a minority cruise. Because of his previous military service, he received an abbreviated time length in boot camp and was ordered to Jacksonville.

Fine Print Is Often Missed Officer Data Cards Causing Concern

Since the destinies of those concerned may be affected, aviation officers and aviation pilots are cautioned by OP-54 to read the fine print at the top of Officer Data Cards, NAVPERS-340 (rev. 10-51).

Two copies were due direct to DCNO(Air) on 1 August. If yours are not in yet—get 'em in. Obviously they should be correct. Your future assignments are involved. So look sharp!

'COPTER RESCUES DOWNED MARINES

HIGH VALUE the Navy places upon human life is revealed in a recent rescue operation in Korea, when RAdm. John Perry diverted most of the activity of Task Force 77 to the rescue of a downed flyer, ordering some ships to penetrate the dangerous waters near the coast while aircraft flew a steady daylight vigil over the beached pilot.

Ensign Harlo E. Sterrett, Jr., fighter pilot from VF-635 aboard the USS *Valley Forge*, bailed out of his *Corsair*, presumably hit by AA fire, far inland over mountainous North Korea. His position on a plateau 6,200 feet above sea level was reported by his squadron mates, who flew cover for him while the Task Force swung into action.

First, survival "bombs" of guns, ammo, food, and a shortwave radio were dropped to Sterrett. Then a helicopter from the cruiser *Saint Paul* was dispatched to pick him up. When severe turbulence over Sterrett's plateau stopped the helicopter cold, RAdm. Perry asked the aid of a Marine Corps helicopter transport squadron based in South Korea. The Marine craft, a larger and more powerful type, were believed capable of making the rescue.

On the second day, tragedy struck the operation when Sterrett's close friend and squadron mate, Ensign Roland G. Busch, crashed to his death as he tried to spot Sterrett, whose position had not been positively identified since the preceding day.

After the Marines in two big HRS-1 helicopters had arrived aboard the *Valley Forge* and the five officers and four enlisted men had been briefed on the hazards of the turbulent plateau, cards were cut to decide who should accompany Maj. Dwain E. Lengel, officer in charge of the group. Next morning, Maj. Lengel, Capt. Eugene V. Pointer, and T/Sgt. C. E. Gricks took off from the flattop and headed inland. They were escorted by four *Corsairs* and one *Skyraider* led by LCdr. Raymond S. Edinger, executive officer of the Akron squadron.

The big craft flew through the Communist hills and across the gusty plateau. A mile from where Sterrett had been sighted, a downdraft hit the rescue plane and smashed it down on the deck, the rotors chopping into the underbrush as the copter shuddered, pitched forward, and fell heavily on its side. Nobody was hurt. The crew hauled out all the movable gear, and the escort airplanes strafed the wrecked 'copter which burst into flames. Then rain clouds descended and foul weather halt-



WESSEL, POINTER, LENGEL, LESAK HAVE CHAT

ed operations for two days. The rescuers, discouraged but still determined, again put the show on the road.

The clouds were still low when the second helicopter, stripped of every ounce of excess weight including reserves of fuel, took off and headed toward the treacherous plateau. Manned by Capt. Robert J. Lesak and 1st Lt. "Wes" Wessel, the craft was escorted by a flight of *Corsairs* led by LCdr. Cook Cleland.

Dragging a 40-foot rope ladder, Lesak and Wessel made a low, slow pass over their squadron mates below. Gricks was first to catch a rung. He was forced to drop his carbine and flight boots, but he fought his way up to the helicopter against the blast of the whirling rotors. Pointer, next to make the attempt, held on after three passes, but he was too weak from over-exertion in the thin air to climb higher than a few feet from the cabin. He hung there.

Then shots rang out from the surrounding hills. The *Corsairs* nosed over and promptly silenced the Communist guns. The Marines were not hit.

By now, the lightened helicopter was low on fuel. When Lengel missed the ladder on the first run, he urged the rescue crew via his walkie-talkie to return to the cruiser *Saint Paul* which was standing by a few miles off the beach. His answer: "Negative, Major. I'm making another run for you."

Lengel caught the last rung of the swinging ladder as the 'copter laboriously beat its way over the tree tops, straining to gain altitude with the added weight. Finally he got his leg over a rung, while Gricks helped the half-frozen Pointer into the cabin.

When the helicopter touched down safely on the *Saint Paul*, fuel tanks were almost dry.

Commented Maj. Lengel: "We have nothing but praise for the Navy pilots who flew guard over us while we were down there and the way the entire rescue was handled." The Marine pilots were unable to locate Sterrett.

Hurricane Fliers Join Club Members Qualify by 100-Knot Hops

COMFAIR, JACKSONVILLE—Not everyone would want to be a member of the exclusive "Century Club" to which 20 members of VJ-2, the hurricane hunting squadron, recently were awarded membership.

To become eligible, a pilot or crewman must have flown through a tropical storm that has reached 100 knots or more velocity. Each member of the "Not So Ancient Order of the Hurriphooners" receives a scroll inscribed with the date, longitude and latitude where he qualified. It bears the legend: "At wave level height, this member has battled forces of Neptunus Rex and aerial elements of the Chief High Gremlin to a standstill".

The club started with VP-23 when it was operating out of Miami as a part-time weather squadron and had 75 members at the time it was disbanded. Six of the members are Miami newsmen.

Rain On Midway Runways 14" Pours Down on Island in 24 Hours

VR-21, PACIFIC—Speaking of the rainy season, 14 inches of rain fell in a 24-hour period at Midway Island. Two of the runways had to be closed because of 12" of water in spots.

Three FlogWingPac aircraft arrived in the downpour within a six-hour interval and were rather surprised at the low ceiling. They had to use a little extra skill and perspiration because of the reduced visibility, rain and crosswind, plus a lack of high intensity lights on the one good runway.

Pilots Check Out for R4D's Training Given New Japanese Arrivals

VR-25, ATSUGI—Newcomers to this transport squadron in Japan are put through the VR-23 "Knowledge of R4D's College" as soon as they arrive to brush up their familiarity with the plane.

The particular curriculum undertaken by these students leads to three degrees: BA (Bounce Artist), LLD (Lively Let Down), and DDT (After each Transpac). As yet there is no school bell on the campus; instructors just clang a couple of silex pots together at the commencement of each lecture period.

Professors of the college are R. W. Smith and Sam White, a redoubtable pair of intellectuals, whose syllabus covers all aspects of R4D operation comprehensively enough to warm the cockles of Donald Douglas' heart. We trust that careful adherence to the policies presented will save much wear and tear on his product. We are also confident that all students will graduate "Magneto Cum Louder" (at 220 rpm).

100-HOPPERS BLOSSOM IN KOREA



CENTURY CLUB MEMBERS ABOARD THE USS ESSEX POSE FOR PICTURES: FROM VF-51, 53, AND 54

"CENTURY Clubs" are popping up in various places in naval aviation, charter members being pilots with 100 combat missions over Korea or 100 carrier landings.

Panther pilots from VF-52 on the *Valley Forge* who joined the select circle of combat flights were Ens. Rutledge and Lt. South, seated, in the



MCKNIGHT (LEFT) OF VF-113 TRIES OUT JAVA picture, and Lt. (jg) Duncan and Ens. Ward, standing.

In the other photo are a trio from VF-113 on the *Philippine Sea* who all made their 100th combat hops the same day. They are, left to right, Lt. (jg)



TODD OF VMJ-1 FIRST 100-HOP PHOTO PILOT



QUARTET FROM VF-52 JOIN THE CENTURY CLUB

Jesse E. McKnight, Jr., Lt. Donald G. Patterson and Lt. (jg) Edwin S. Wallace. It just happened that McKnight was promoted to lieutenant jaygee the same day he joined the *Century Club*.



BOWERS WHEELS TODD TO OPERATIONS SHACK

Their combat hops included missions in the Hungnam evacuation, the Inchon invasion and the Pusan defense.

In the third photo, Marine MSgt. James R. Todd, a member of VMJ-1, pictured as he climbs into his *Banshee* after completing 100 missions in his unarmed jet. Todd is the first Marine jet pilot with 100 missions in Korea.

Getting the wheelbarrow ride in an-

other photo is MSgt. James R. Todd, who finished his VMJ-1 combat tour in Korea with 101 combat missions to his credit. He got a deluxe ride to the operations shack from Maj. Marion B. Bowers, squadron operations officer.

In the large photograph are lined up the *Century Club* pilots aboard the *Essex* who have made 100 or more carrier landings during its recent Korean combat tour. They are, *front row*: Prichard, Vaught, Working, Foster, Hesson, Lawrence, Fairbanks, Stillwell. *Middle row*: Pruett, Bowers, Riebeling, Fisher, Scott, Sevilla, Russell, Jones, Marshall, and Rostine. *Back row*: Curry, Mackey, Finch, Hogan, Laubach, Walker, Trum, Kaps, Beauchamp, Tiernan, Armstrong, Laney, Bertagna, McNaught, Gott and Hayward. They are from VF-51, 53 and 54.

CAG-8 Claims Flight Mark Flew 13,336 Hours in Mediterranean

CAG-8—Carrier Air Group Eight set what is believed to be an all-time high for Mediterranean flight time. When the Air Group returned from the area aboard the *Tarawa* in June, it had flown 13,336.9 hours with the Sixth Fleet.

The time was flown by pilots of CAG-8 staff, four squadrons and four VC units during six months spent in the Mediterranean.

Three squadrons, VF-671, VF-931 and VA-859, are all-Reserve squadrons from Atlanta, St. Louis and Niagara Falls respectively. The fourth outfit, VF-22, was operating F2H-2's, VA-859 had AD's and the other two F4U-4's. The VC units were detachments of VC squadrons 4, 12, 33 and 62. Cdr. V. L. Harthorn commanded the Group in the Med.

Pax Jet Crashes by Hangar Narrow Escape for 150 as F9F Hits

NAS PATUXENT—An F9F jet crashed on the VR-1 hangar ramp, damaging three Fleet Logistic Air Wing transport planes and skidding into an open hangar—all without injuring anyone.

The spectacular crash took place at night after the pilot had to bail out. Parts of the jet hit two R5D's and a R4D-8 parked outside the hangar. Fast action by the squadron duty section put the fires out, but major damage was caused to all three planes by flying debris.

For a while it looked as though the jet would crash directly into the hangar, in which there were 150 men, but it fell short. A thunderous explosion was followed by a brilliant red blast breaking into about 10 fires. Using CO₂ and foam, the duty section checked the flames before they reached the gasoline.

LETTERS

SIRS:

After reading "No P.G. for Me" in the July issue of Naval Aviation News, I have this idea.

Premise: Naval aviators are not volunteering for post graduate training.

Who are naval aviators? The majority are former civilian college arts and science majors, ag students, education majors, etc. The proportion of ex-engineering students is not even in ratio to the average small engineering college compared to the mother university—owing to the excellent civilian job opportunities for engineers during the past 12 years.

Why won't naval aviators volunteer for p.g. training? Every BUPERS C/L requesting applicants specifies the required mathematical background. The ag student, the art major, etc., leaf on without a second thought. It's like the national debt—beyond conception.

What is the solution? I think p.g. prep school would solve the problem. Six months, nine months, a year of intensive math study before going on to the p.g. course.

Since we have a bunch of sows' ears on hand, we will have to set up a range station to de-louse and de-bristle them before we can send them on to the silk purse factory.

H. C. RAND
LCDR., USN

CNATRA, PENSACOLA



SIRS:

Just want to correct a statement made concerning former Assistant Secretaries in the article on Mr. Floberg in the June issue.

In 1930 or 1931 I seem to remember flying an F3B-1 aboard the old *Langley* which was then used by Mr. David Ingalls to make several landings.

The incident sticks in my memory for when Mr. Ingalls completed the landings, he flew the plane ashore and I waited until the ship docked in San Diego to rejoin my squadron.

Sorry, I can't give you the exact date for Mrs. D. carefully burned up my old log books which seemed to be cluttering up some of her storage space, but I am quite sure the information is correct.

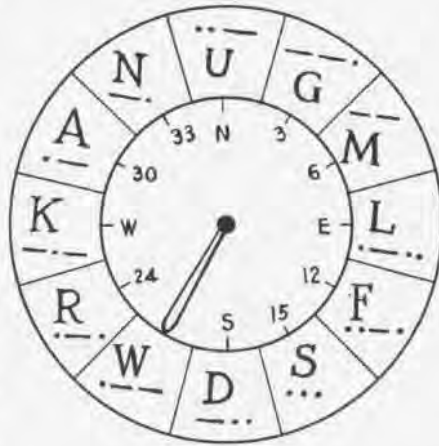
C. H. DUERFELDT, CAPT.
USS TARAWA



SIRS:

In your July issue you pictured a YG calibration ring mounted on the remote compass indicator. The idea is an excellent one.

But as long as the ring is being used in conjunction with a compass, why use the conventional lettering system showing the sector you are in? The pilot is primarily interested in the heading



home. Why not go one step further and letter the reciprocals?

Thus a pilot hearing a strong WW would turn his aircraft until the needle on the compass indicator pointed to W and ride merrily home. No need to worry about headings and reciprocals. A true homing device!

During wartime, when codes are changed at frequent intervals, this ring could be fabricated out of plexiglas with the face roughed up with sandpaper. The pilot could write in the headings from each hop.

W. C. MCGRAW, JR., CAPT., USMC
BUAER



SIRS:

For some time I have been wondering what became of a plane the Navy had about 1946. I remember distinctly that it was in several magazines at that time. It was called the *Flapjack*. There were several models.

One was the Vought-Sikorsky V-173, also the XF5U. I remember the articles I read stated that, at that time, its speed was "over 400 mph" and that it was propeller-driven by two counter-rotating props. Also that later models were to be jet-powered. The gear was very odd. The plane sat somewhat like the present *Cutlass*.

I would appreciate any information you can give me on the planes.

FREDERICK R. SAMER, AN

NATTC MEMPHIS

¶ Every time the flying saucer craze hits the country, someone dusts off the freakish-looking XF5U. A one-third scale model of it was built by Chance Vought and called the V-173. It flew a number of times, had non-retractable landing gear and looked like a stork from the side. It was turned over to NACA in 1949, given wind tunnel tests at Langley field and is not now being flown. The XF5U was built but never flew. It was turned over to NADS Johnsville, Penn., where it was reported torn down. The little flying model was said to have had poor longitudinal stability in flight.

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● THE COVER

A new Navy R4D-8 from VR-23, piloted by Lt. (jg) Jack Brennan, flies over Mt. Fujiyama in Japan. The photograph was taken by Jack Stewart Dougan, PHC, of NAS Atsugi.

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BOXER'S INSIGNIA

THE FOUR squadrons based aboard the *Boxer*, subject of this month's feature article, are presented here. VF-64's *Freelancers* have a panther denoting hard striking power, lightning in the "V for victory" shape and a "grand slam" of cards, for "all enemy aircraft shot down." *Freelancers* is from the fighter director term freeing them from CAP duty to pursue the enemy. VA-65 insignia features the strong hand clutching lightning. VF-63's *Fighting Red Cocks* sharpened their spurs for aerial combat. VF-24's pirate, with ready cutlass and eye patch seeks action.



VF-64



VA-65



VF-63



VF-24



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