NAVAL AVIATION NEWS

MARCH 1954

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THERE ARE NO PALM TREES HERE

THIS terrain is enough to bring back fond memories of the South Pacific. Population in these Arctic and Antarctic scenes is almost as sparse as vegetation, but men's activities do sometimes place them here in the realm of the bitter cold. Knowledge of the north is essential for safe operations as well as survival in the arctic regions.

HOW COLD IS COLD?

ARCTIC ELEMENTS OFFER CHALLENGE— AIRMEN'S KNOWLEDGE CAN MEET IT

A WORLD War II P-boat was returning from a routine ASW patrol of the North Atlantic. Over the Greenland icecap it made radio contact with its base, and "headed for the barn."

Over the icecap the PBY experienced a bad bump, due, the pilot thought, to bumpy air. He looked at his air speed and was astonished to see it dropping rapidly. He applied power. The indicator continued to drop. He was nearing stalling speed so he tried pushing over his nose. It wouldn't push. Only then did he realize that he was trying to fly on the ground. In "sourdough" language this pilot experienced a "white-out," when snow and sky blend into a vast oneness. White-outs are not at all unusual up there.

From that time until 16 days later, when the pilot and crew were rescued, they experienced cold—Greenland cold. Designed to sleep four men, the plane had eleven on board. The inside of the hull took on the appearance of a deep-freeze. Each time the men breathed, the moisture exhaled was condensed into accumulated frost on the hull.

They were fortunate enough to crash only 20 miles from base, and the rescue party had little trouble getting to them. Search planes dropped supplies and survival equipment. Other crews have not been so lucky, but in any case, knowledge of the lore of the North is essential for safe operations as well as survival in sub-zero climate of Arctic and Antarctic areas.

A SKI-EQUIPPED *R4D makes a take-off during "Operation Highjump" in the Antarctic. Polar operations like "Highjump" have greatly increased the Navy's knowledge of what to do and how to live in these no longer remote regions of the Arctic and Antaractic.*

IN HONEYSUCKLE and sweet magnolia blossom territory everyone agrees that anything below 25° is shivering weather, but in the Paul Bunyan country, people consider zero temperature positively springlike after a two-months siege of 30 below.

Out of the north have sprung the myths of cold, descriptions of what has been endured drawn in exaggerated terms. For example, "Our words froze and were thrown behind the stove and next spring our ears burned when they began to thaw out!" Or again, "Even the shadow froze to the ground and had to be pried loose with pickaxes."

Cold as it can become, the northerner is by inheritance and experience prepared to meet it. Cold may be an inconvenience, and in extreme cases, a threat to life.

In the early years of this century, tales of polar explorers dwelt heavily on the challenge of the north, and boys, reading Jack London, dreamed of following snow trails to gold. But few people actually ever got north of the Arctic Circle.

Even now that area of the world is not all crowded. In five and a half million square miles of the Arctic, there is certainly no heavily congested area, but still the airplane has given it an accessibility that earlier generations have not enjoyed.

This accessibility, however, lays upon anyone who works or lives there the limitations inherent in cold weather. There is no way of dodging it. There are ways of meeting it with diligence, intelligence and ingenuity.

One of the gateways to Europe and Asia is the great air base at Thule, Greenland. Strategically located at the top of the world, it affords aerial access to points never before realized. This giant of the north country was built with modern equipment—tons of it—and cement, and it took two years to do it.

If operations in polar or near-arctic areas were to be practical under wartime conditions, it was determined that some way of building airfields should be found which would not require so much time. So in search of some principle of construction which would speed airfield building, the Navy sent a team of experts to within a thousand miles of the North Pole last year. They constructed an airfield large enough to accommodate wheeled aircraft in the unbelievably short time of two months from virgin snow by a simple process prefected by BUDOCKS.

At the same time the men were learning to construct airfields and buildings in the far north, they were also advancing the Navy's knowledge on how to withstand extremely low temperatures.

Each cold weather operation, *Nanook, Highjump* and *Skijump*, has added to the knowledge already accumulated. Men have learned what makes them cold. They know when and how to take precautions. As one expert points out, "You can lecture and describe to men what to do before going on a cold weather expedition, but it's actually being on the expedition that teaches you. You learn fast when you're in the polar zones."

YOU LEARN to construct snow caves with the entrance lower than the living space, so that heat generated by the body is retained in the cave and not forced into the cold air where only the elements would benefit.

Shivering, instead of being a disagreeable experience is a welcomed signal, for as long as a man shivers, he will live. It is when he is cold, but doesn't shiver, that death is almost on him. Under extreme conditions, he may have frozen feet or hands, but his life is saved.

Shivering is an involuntary convulsion of the body muscles. When the muscles are contracted and expanded, it generates a more rapid flow of life-giving, heat-building blood to the various parts of the body. Oxygen is supplied by the convulsion and the danger of death by freezing is reduced.

In cold weather, clothing must be worn loosely so that body heat can circulate throughout the covered area. Mittens make one clumsy in handling equipment, but they are warmer than gloves and well worth the nuisance of being "all thumbs." Face masks become a necessity, for the facial area accounts for 25% cooling of the human body. This explains red faces in freezing-cold weather.

Perspiration is a major concern to those working in the Arctic and it must be avoided as much as possible. To the layman safe in temperate zones, this may seem an unlikely problem, but actually it is a real danger against which polar experts warn us.

A MAN can freeze to death when he perspires too much and then stops working. He must keep cool enough in his heavy garments and yet not get cold. Only practice will make one an expert in knowing just when to start the cooling process.

During one stage of the European liberation in WW II, heavy casualties were inflicted by the cold of western Europe. The unfortunate man who contracted "trench foot" was a sure fire patient for surgery. His built-in "warning device", the nerve system, had failed to function and warn him that his feet were in danger of freezing.

The blood supply was cut off from his feet, consequently the oxygen supply to vital flesh tissues was also cut off, then the feet lost all feeling as tissue anoxia took over. He had literally starved his feet, and a trip to surgery was necessary. A conservative estimate of the number of such patients during WW II is 50,000.

Close fitting boots should be removed when inside or out of the weather. Massaging feet is one sure way of keeping them. The thermo boot used extensively by troops during the chilling Korean winters can do as much harm as good to feet if they are not worn with the right type sock. Heavy ski socks are *not* recommended for wear with the thermo boot for it was especially constructed for use with thin—and the thinner the better—socks.

Although the thermo boot was especially designed for the foot soldier, there are occasions when pilots and aircrewmen wear them. Like a balloon in construction, the boots tend to inflate at high altitudes. This effect was experienced by one aviator who found that at 16,000 feet, he had the sensation of feet and legs floating in the air. To counteract this effect, a relief valve designed by the Airborne Equipment Division of BUAER, has been inserted.

But on one score the cold areas offer a great advantage—disease is almost unknown. Seldom if ever are isolated crews plagued with the common cold.

Still another advantage is the preservation of food. In the refrigeration so natural to the north, food can be kept palatable. Of course, first of all, you have to have the food.

When a pilot suffers a flame-out or his fans stop turning, he is no longer an aviator. That's the time he becomes a member of the ground party and must accustom himself to his surroundings if survival is to be accomplished.

When a plane is forced down in the cold, it can provide survival assistance, and may even be a source of food. There was one crew that starved when they failed to find a sack of peanuts in their plane. Apparently the man who had the peanuts was killed in the crash, and the others had not known of it.

THE R4D *and the husky-powered snow sled offer a striking and dramatic contrast at Point Barrow on the former NATS run.*

SNOWHOUSES *can be very comfortable in the Arctic regions if constructed right. The Navy has learned to copy the Eskimo.*

Not only food, but materials can be taken from the plane, and air rescue parties can spot it easier than men afoot. Insulation materials in an air transport make excellent padding for snow caves or igloos and add greatly to the warmth and comfort of the structure. It is comforting to know that no crew has ever been court-martialled for scavenging a plane or taking parts from it in the fight for life.

The basic requirements for a healthy diet and hunger can be overcome over a prolonged period—but it takes planning, ingenuity and effort. Emergency rations from plane and kits, plus possible rations from your pockets and flight bag, are immediate sources of survival food. It is possible that a rescue plane may find you in a few days and drop additional rations, but don't count on it. Be scientific about your daily rations. S-T-R-E-T-C-H them and plan them so that available rations will last for at least two weeks.

In the event you are fortunate enough to crash land

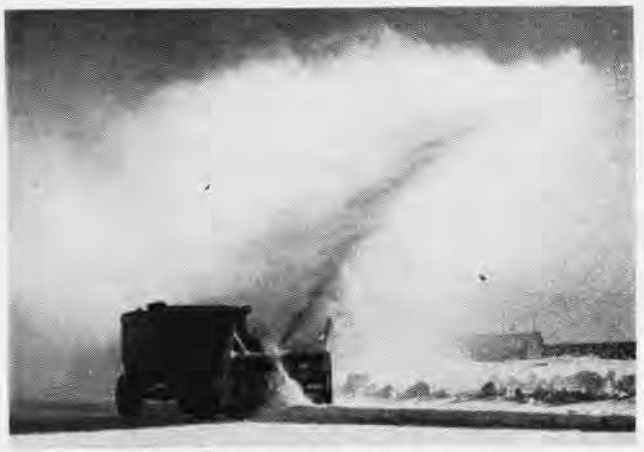
MITTENS *are warmer than any glove, but they do make it hard to handle equipment.*

SKIJUMP PERSONNEL *who survived an R4D crash, built this smoke fire to indicate wind direction for the P2V Neptune rescue plane and it also afforded them some warmth.*

in game country, place a little of the food out as bait for small predatory animals that might frequent the area. This investment may pay off a big dividend of fresh meat.

A few years ago a plane was forced down while on a routine flight in Canada. After the landing, the crew found to their dismay that there was no food on board. However, one crew member had had the foresight to bring a rifle along, in anticipation of some hunting. Had it not been for that rifle, in all probability, the crew would not have lived long enough for air/sea rescue to find them. Instead, they fared well for the week or ten days they were lost in the Canadian wildnerness.

All large animals that inhabit the north country are edible, and although somewhat hard to drink, the blood is nourishing. Seal, polar bear, mountain sheep, musk ox, and moose abound in some areas of the north country.



CONCRETE *runways can be hastily cleared by busy snow plows. On ice-based fields, the snow is rolled flat and is left to cure.*

SHOOTING or trapping is an art in itself, but a desperate man will devise some method of capturing or killing these animals. Small game such as rabbits, marmot, squirrel, porcupine, muskrat, mink, marten, otter, beaver and lynx range well northward and offer the hungry man a tempting meal.

Deadfalls can be erected for getting birds and small game, and the deadfall is probably one of man's earliest weapons for killing of small game. It is simply a rock or heavy piece of metal or board propped up with a stick to which a string is attached. Small morsels of food are placed under it and the trigger man conceals himself in the brush or snow nearby. When the game walks up and begins to eat, he just pulls the string. This method isn't sure fire, but after several attempts, there should be food on the "table".

Plant life is abundant in some regions of the north but one must take care as to what he chooses for a diet for some are poisonous. Here there is no substitute for absolute knowledge of edible plant life. With poisons, no mistakes are allowed. Know the plant life before you can eat it. If you're going north, study it.

In sending its engineering crew north, the Navy found out that the way to operate in cold weather is to let nature work with you and insofar as possible for you. Just as men on polar expeditions or caught by circumstance in the north have learned to survive by doing things in terms of every available help nature can give, so have the engineers. They worked with nature. It's the man who respects the elements that succeeds, and defeats the challenge of the Arctic.

IN TWO months they had their airfield. This is well nigh incredible in view of the fact that the construction crew consisted of ten men and an engineer. For equipment they had three tractors and special snow compacting gear.

The eleven men who built the snow-compacted airport worked in weather that often went to minus 50°. They plowed up the snow, reshuffled it. They rolled it and packed it. Air pockets were removed and grader blades shoved it into a flat plane. The rollers, huge drums weighing several tons, were pulled over the area and it was left overnight to "cure."

Using the ingenuity and principles involved in this accomplishment, the Navy can envisage a type of airfield building which promises damaged aircraft various havens along the routes in the far north. A chain of these fields constructed across the huge expanse of arctic wasteland would be an invaluable asset to us and our Canadian friends in the event of another war.

Men and equipment had been moved in by ski-equipped R4D's, a really hazardous operation. A hidden crevice, an open hole or an air-filled pocket in the snow can snap landing gear. Once this happens, air/sea rescue has a job on its hands.

When the air drop technique is applied, men and equipment can be moved in to hasten the process of airfield construction at the same time hazards of ice and snow landings are eliminated. One advantage of building airfields in the north is that the winds blow almost continuously. At any one location you have a predominant wind direction, so that the number of runways needed in milder climates is not required in the Arctic.

Putting 20 men to work with twice the amount of equipment used on this first field would cut the time in half, and in an emergency, such a field could be constructed almost overnight. Recently a team of cold weather engineers moved into the north country and constructed an airfield within 30 hours. This incredible achievement is the more amazing in view of the fact that a muskeg swamp was the location, and it was covered by tundra with tree trunks up to six inches in diameter.

They employed a special piece of equipment that swept through the area, cut and chewed the tundra, and mixed it with the snow as part of the runway. Accustomed as they were to snow and ice, they have quickly become experts in snow construction.

The U.S. and Canada are fast getting their experts! The team that built the field near the Pole is going back there this year to look at the old site. When they left last year, they left the field and building equipment to the elements, but it is anticipated that they will have no trouble recognizing the location.

Tests will be made, experiments carried out, and the Navy will be ready to accept the challenge of the north.

CHILDREN *everywhere love fun, and these young Eskimos are enjoying immensely their first ride in a "Weasel" from the south.*

IN MARCH *1952, this P2V Neptune was preheated at Station Vermouth in the Arctic Ocean, Lat. 82° 22' North and Long. 145° 25' West in preparation for a test flight.*

SKI EQUIPMENT, *as shown here, makes aircraft maneuverable on Arctic snow fields.*

GRAMPAW PETTIBONE

Facts of Life

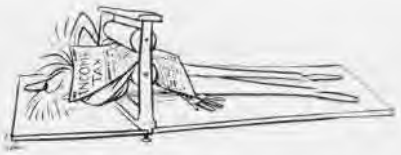
Enroute from San Diego to Alameda on a "500 on top" instrument clearance, three F6F's levelled off at 12,000 feet. As they proceeded up the coast above the scattered cloud layer, the wingmen began to lag behind. The flight leader made several 360° turns to enable the wingmen to join up. The flight leader noticed a large high cloud layer north of Los Angeles and climbed to 15,500 feet, before he realized that he could not top it without oxygen. He made a 180° turn and descended to 10,000 feet over Los Angeles, which was clear.

Cancelling out his IFR flight plan, he asked for a VFR clearance to his destination via the coastal route. Upon

receiving clearance, he looked around for his wingmen and discovered he was shy a couple. According to the flight leader's statement, he circled the area several times, trying unsuccessfully to contact both wingmen by radio. He *assumed* both wingmen had heard the change in plans and proceeded north along the proposed route.

The flight leader managed to rendezvous with one of the wingmen over Point Mugu, informed Santa Barbara Radio of the missing pilot, and proceeded to Alameda and landed. There they were greeted with the news that the other wingman was killed when his aircraft spun out of the overcast and exploded on contact with the ground some 50 miles north of Los Angeles.

It may be that the pilot who was killed attempted to remain "500 on top" at high altitude without an oxygen mask and was overcome by anoxia.



He may have flown into the overcast, become disoriented, and entered into an unusual position from which he was unable to recover. Exactly what happened will never be known.

Grampaw Pettibone Says:

On the surface it may appear that this unfortunate accident was just another one of those things, but it wasn't. There was a reason for it.

There's usually a very definite reason for any accident occurring. Most accidents occur as the result of a mistake or a series of mistakes. If an accident happened every time a mistake was made, we'd all be dead. Fortunately, most accidents occur on a "combination of errors" basis. Reduce the chances of such a combination occurring, and you have reduced the chances of an accident occurring. Or reduce the number of unhealthy circumstances leading up to an accident, and the chances of getting a disastrous combination are reduced.

Now, let's put that theory into practice and crank in some of the circumstances and errors that had a direct bearing on this accident as brought out by the Accident Board:

- **The wingmen were not briefed by the flight leader prior to takeoff on the IFR clearance.**
- **Neither wingman had a current instrument card.**
- **None of the members of the flight had oxygen masks.**

- **The wingmen not only failed to maintain a proper flight interval, but also failed to maintain sight contact with the flight leader.**
- **No attempt was made after take-off to establish radio contact between members of the flight.**
- **The flight leader *assumed* that his wingmen had heard the change in flight plan and proceeded on that basis.**
- **During the previous six months, the deceased had flown no instruments, either actual or simulated, nor had he flown the F6F.**

With this impressive array of contributory facts, it doesn't take a mental giant to see that the stage was pretty well set for this accident before take-off.

I wonder how many other flight leaders have been guilty of such breaches of flight discipline as shown here and have gotten away with it?

Take it from me, you can save yourself a lot of grief and embarrassment if you take time to plan your flight properly. While you're at it, give the rest of your flight a break and cut them in on what's going on.

The Ten Commandments for an Instrument Pilot

1. Set thyself well upon thy fifth vertebra; leaving not thy fingerprints on the controls, and chewing not on thy fingernails.
2. Know thy instruments, for they are true and appointed prophets.
3. Follow the indications of thy instruments; and verily the aircraft will follow along, even as the tail follows the sheep.
4. Do not stick out thy neck a foot; stay within the confines of thy ability, and thus shalt live to a happy old age.
5. Know the appointed words and approved methods so that if thy neck drapeth out, thou shalt be able even unto thyself to place same in its proper place—upon thy shoulders.
6. Follow thy radio beam, for their ways are the happy ways and will lead to the promised land—ing.

7. Listen carefully, yea verily, to the signal impinging on thy eardrums for sometimes they seem to have the tongues of snakes and will cross us thy orientation, to the sad state of where thou must ask Heaven for guidance.
8. Assume not, neither shalt thou guess that thy position is such, but prove to thine own satisfaction that such is the case.
9. Boast not, neither brag; for surely Ole' Devil Overcast shalt write such words in his book, and thou shalt someday, be called for an accounting.
10. Trust not thy seat (of thy pants) but follow thy instruments, read and truly interpret the words as given from thine instrument panel, know that the responsibility lies not with the hand that rocks the control column, but in and with the mind that directs the hand, and thou shalt be blessed with a long and happy life.

(from Dec. 1952 edition of USAF "Flying Safety".)

Short Day—Almost

The pilot of an F3D-2 while out on a proficiency flight decided to put the airplane through its paces. During the 40-minute flight the pilot performed several "loops," "Cuban eights" and one "split-S." The pilot didn't bother to wear an anti-blackout suit and, while performing the first two mentioned maneuvers, experienced "gray-out" symptoms.

He finally decided to execute a "split-S." At about 10,000 feet, he rolled over onto his back and pulled the aircraft through a vertical dive. He held the aircraft in this dive until an airspeed of approximately 425 knots was reached. As the pilot started to pull out, he "blacked out."

When he finally became fully conscious, his aircraft was inverted at about 8,000 feet. He rolled the aircraft upright and observed that the "G" forces encountered in the last maneuver exceeded 7.5. At this point our hotshot decided he ought to return to the field to check for structural damage to the aircraft.

This was about the wisest decision he made all day inasmuch as the aircraft required a major overhaul because of the structural damage caused by his

unauthorized maneuvers. A conservative estimate places the cost of this overhaul in the neighborhood of 75,000 bucks.

Grampaw Pettibone Says:

You've heard that old story about the parrot, the cover on his cage, and his mistress. The parrot's punch line was "Holy Moses, what a *short* day!" A couple of more unauthorized maneuvers and this lad may have had one of those short days. His aircraft would probably have started coming apart at the seams.

The thing that really burns me up about this incident is that the pilot didn't know the F3D was restricted by current directives from performing the three maneuvers mentioned. I can't say much for a check-out system that doesn't include the restrictions on the aircraft involved.

It is interesting to note that this young fellow had recently returned from a tour of duty as an exchange pilot. He had flown a total of 694 hours in 12 different types of jet aircraft. In spite of this enviable background, he played it like a novice when he began "horsing around" in a high performance aircraft without an anti-blackout suit and without knowledge of the plane's restrictions.

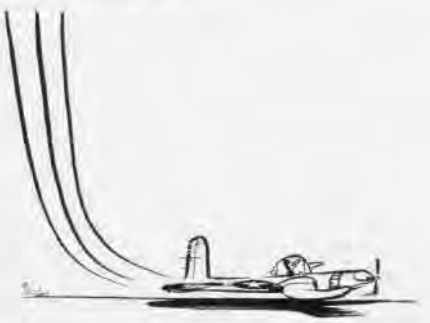
They say that "familiarity breeds contempt" and this appears to me to be one of the better examples. In my book, there is no room in aviation for anyone who has so little regard for life or a piece of equipment as costly as an F3D.

You can bet your bottom dollar that this bird would think twice before repeating this stunt if he had to pay for part of the damage out of his own pocket.

Crippled Corsair

A flight of six FG's were scheduled and cleared for a local tactics flight. They proceeded to the operating area and began making dummy strafing runs using an abandoned rock quarry as a target. On the second run the leader of the flight hit a one-inch six-strand cable that was 200 feet above the ground level, shearing off about 12 inches of his right wing and 10 inches of his vertical stabilizer. He also lost his radio masts and antennae.

After pullout, all engine instruments read normal, but the rudder movement was somewhat restricted because of the condition of the vertical stabilizer. The pilot returned to the field and landed without further difficulty. The pilot in his statement says "This accident could have been prevented by not flying so low."



Grampaw Pettibone Says:

Well, that's a masterpiece of understatement if I ever heard one! It also wouldn't have happened if you had been in Peoria!

Your trouble started when you didn't conform to your flight clearance—division tactics—and instead, making those unauthorized dummy strafing runs in an unauthorized area. It may be news to you, but your air station doesn't have an authorized area for the conduct of dummy bombing or strafing runs—and hasn't had for the past three years. You were just asking for trouble when you decided to conduct the strafing runs in an area that was unfamiliar to you and hadn't been checked for ground hazards.

It's usually a pretty darn good idea to check the flight characteristics of your aircraft after a collision in flight before making a landing. Failure to do this has caused a lot of pilots plenty of trouble.

AF Saves an Airman's Life

Navy Man Collects 'Blood Brothers'

All personnel in the various services are described as "brothers-in-arms," but there are occasions when they become "brothers-in-blood."

This was the case when Aviation Ordnanceman Herbert Buswell, flying a Luscombe seaplane, crashed into Hamilton Harbor, Bermuda, after a mid-air collision with another seaplane. Buswell sustained a fractured jaw, compound fractures of both legs, fracture of the left arm and several abrasions and lacerations. Rushed to Kindley AFB Hospital, he was immediately given a transfusion of five pints of blood from six Medical Squadron men.

The base surgeon credits this initial transfusion as Buswell's life-saver. Before he was evacuated to the mainland, he received six more pints from his AF brothers-in-arms.

Meanwhile, all of the officers and more than 90 percent of the enlisted personnel of the 1st Provisional Marine Air-Ground Task Force MCAS KANEOHE BAY volunteered to donate their blood for possible use by their brothers-in-arms. That's when the aftermath of the Korean War dealt a stunning blow to Blood Bank of Hawaii.

It turned out that the life-giving fluid could be accepted only from 31 officers and men in the task force's headquarters company. Of the 186 men in the unit, 126 were Korean veterans who have been forced to take malaria-preventative drugs.

New NavCad Rank Date

BuPers Revises Rank Assignments

The Chief of Naval Air Training has announced BUPERS new and revised method of assigning dates of rank to code 1325 ensigns—USNR and second lieutenants 7309—USMCR.

The new dates of rank for NavCads being commissioned, will be based on the date of completion of basic training instead of the old method of assigning date of rank after completing the entire naval air training program. However, in no case will a cadet be commissioned until the successful completion of advanced training, nor will he have his date of rank backdated more than nine months from date of actually receiving his commission.

OCTOPI *in the sky is the way the Blue Angels look as they streak cameraward during the Navy's sequences of the filming of Louis de Rochemont's cinerama production, "Thrill of a Lifetime." The locale for this phase was at Cecil Field, Florida.*

CHAPLAIN *Lt. (jg) Jesse M. Ashcraft talks "turkey" about TBM to P/c. Pat Fleming and Pat Woods, SN, at NATC JAX. The "Sky Pilot" knows what he's talking about too as he was once a "Turkey" pilot in WW II. Other former naval aviators, now chaplains, are Lts. (jg) Gordon Griffin and Wilfred Bailey. Do you know any more?*

THE NAVY'S *new FJ-3 is tested at North America's Columbus, Ohio, plant. The first production model of the new Fury jet fighter flew for the first time December 11. It is powered by the Wright J-65 Sapphire and is somewhat heavier and larger than its predecessor, the FJ-2. The Navy recently awarded a contract to North American to produce an undisclosed number of FJ-4 carrier-based fighters.*

His Reaction Was Instinctive

Training Films Helped to Save Pilot

If Lt. Calvin C. Rock of the *Kearsarge* ever considered the dreary training lecture and films a bore, he's changed his mind.

The pilot was flying in a three-plane formation when his motor began to lose power. Failing to rectify it, he swung the *Skyraider* into the wind and ditched between wave troughs.

While the plane was still afloat, Rock and Eugene Percival, AEC, crawled out of the cockpit and inflated a raft. In seven minutes, the *Kearsarge* helicopter arrived and picked up the chief who was in a state of semi-shock. Three minutes later, the pilot went up the helicopter sling.

Later, the pilot said, "The most vivid thing I remember while going down was that it was a perfect reproduction of all the training films and a guy saying, 'Okay, now you're in the water . . . !' There wasn't a single thing that happened that I hadn't seen or been taught while in training and my reactions were like second nature."

Saved by Arresting Gear

Three Planes Suffer Slight Damage

NAS JACKSONVILLE—An hour and a half after the emergency aircraft arresting gear was installed at Cecil Field, an F2H-2 *Banshee* jet made a "wheels-up" landing. The gear saved the plane and pilot from possible extensive damage and injury.

An F4U-5 *Corsair* came in the following day with one wheel locked up and landed in the arresting gear with only minor damages to the plane. It is believed that the *Corsair* would have suffered strike damage had it not been for the gear.

The next day an F3D *Skynight* reported an unlocked nose wheel. It landed in the arresting gear with minor damage and no pilot injury.

The overall deceleration on engagement is roughly one-half of that experienced during a carrier arrested landing. Its savings to the Navy in the first three days of operation alone have been substantial and its life-saving qualities are incalculable.

The parts, collected from various supply and salvage yards on the east coast, were assembled by the Public Works Department of Cecil Field.

MARINE PILOTS ACT LIKE POLAR BEARS

HUBNER ALIGHTS FROM RESCUE 'COPTER IN FRONT OF THE INFIRMARY

PILOTS WHO DOVE INTO 12 FEET OF ICY WATER EXAMINE THE PLANE

WHEN THE frost is on the pumpkins and the water's got a real "brrrr" to it, polar bears are happy to romp about in the water as if it were a midsummer day. Anyone seeing two Marine pilots from MCAS CHERRY POINT diving in the 44° water at Pamlico Sound would have sworn they were trying to make like polar bears, but the truth is they were saving the taxpayer's between $250,000 and $300,000.

Their efforts followed a ditching by Lt. John Hubner of VMF-122 while on a routine training flight over Pamlico Sound about 15 miles from the air station. Hubner experienced an engine failure while climbing at 40,000 feet in his *Panther*. He immediately shut off all his electrical equipment in his airplane in an effort to save his battery.

The plane began losing altitude fast. Hubner attempted three unsuccessful air starts below 25,000 feet. When he was below 18,000 feet, he tried two more unsuccessful starts. Other members of the flight radioed Cherry Point, requesting a rescue helicopter to come to the scene.

The pilot stayed with his plane until it hit the water, then abandoned it for his life raft. He was rescued moments later, shaken but otherwise unhurt, by a helicopter from HMR-262, flown by Capts. C. A. Warrender and P. M. Maginnir. He was flown directly to the lawn in front of the station infirmary and given a thorough physical examination upon arrival. Outside of slight shock and a bad shaking up, the attending physician reported no apparent injuries. He was returned to duty shortly thereafter.

Pilots Volunteer

The next day, Capts. C. E. Deering and W. M. Dwiggins of VMF-122 volunteered to go out with the salvage crew and do the diving necessary to recover the $400,000 plane. The necessity of recovering the plane from 12 feet of salt water before erosion further damaged the extensive electrical equipment precluded the sending of professional divers from the Norfolk Naval Station. The two pilots felt they could do the work.

Without benefit of underwater breathing devices and equipped only with diving goggles, swim fins and sweat suits, they spent more than an hour in the 44° water in repeated dives to fasten hoists to the sunken plane. Arriving over the wreckage, they dived first to pin-point the location of the cockpit. Then Capt. Dwiggins went down to check the ejection seat to be sure that the safety pin for the seat firing mechanism was intact so that it wouldn't fire while they were working near it and add to their difficulties in salvaging the plane.

On subsequent dives, the two officers worked together to remove a plate from the top of the fuselage in order to attach the hoisting cable. When they had accomplished this task, they encountered what proved to be their biggest obstacle on the entire job.

The Hardest Part

The cockpit canopy rod, of tooled steel and about ⅝-inch in diameter, was in the path of the cable and had to be bent back out of the way. "Getting the canopy rod out of the way was the hardest part of the whole operation," the two men agreed, after the salvage work was done.

In order to accomplish this task, they had to dive together, get a firm grip on the rod with both hands, brace their feet against the side of the fuselage and heave with all their combined strength. They were forced to surface for air twice before they bent the rod far enough to clear the hoisting cable for fastening.

On their next and last dive, they attached the cable and were more than glad to be hoisted aboard the salvage barge, wrapped in dry clothes and warm blankets, and down steaming cups of hot coffee. The barge brought them ashore at full speed, where they were rushed to the station infirmary for examination. The attending physician pronounced them none the worse for wear and released them to duty.

Salvage experts estimated that 75 to 80 percent of the plane's equipment can be salvaged, thanks to the two pilots assuming the role of deep-sea divers. That leaves at least $250,000 right back in the taxpayers' pockets.

LTA RESERVISTS KEEP COASTAL VIGIL

'WATCHDOG' BLIMP KEEPS RENDEZVOUS WITH DESTROYER DURING TRAINING FLIGHTS OVER OCEAN

THE WATCHFUL eye of the Navy's LTA patrol guards shipping in important harbors like New York. NARTU LAKEHURST is contributing its bit to the east coast vigil by sending its Reservists over the Atlantic coast in simulated ASW flights.

The squadron musters at 0830 on Saturday morning and immediately makes preparations to undock and launch the airships, an all-hands job. The first ship is scheduled for take-off at 0900 and the third and last by 0930. Following the launching, officer and enlisted personnel not flying return to the classrooms and shops for training.

The three flights are divided into two short flights and a long flight of about 10 hours. Two of the airships return to the base in the early afternoon for crew changes. These short flights are usually for instrument flight training, navigation, practice take-offs and landings.

The long flight is for overwater navigation, ASW exercises, involved airways flights and similar training. With this flight ready to take off, an enlisted man atop the mooring mast releases the ZP2K from its dock.

Inside the control car, the airship commander and his crewmen scan their instruments, while the navigator is busy plotting a course. As the blimp heads out over the water, the motors are throttled down and the routine of a patrol flight begins.

The control car is an observation tower, open on all sides without interference of the wings, as in an airplane. The airship crewmen are at their stations, scanning electronics gear or keeping a visual watch over the water.

Flying in a blimp is an excellent way to work up an appetite and the small galley aboard provides coffee and food for the hungry men. As the afternoon wears on, the "watchdog" of the air keeps a rendezvous with surface members of a theoretical hunter-killer team. Flying low and slow, the airship covers the ocean's surface, searching for subs in the endless miles of water.

Back at NARTU LAKEHURST, all the personnel on the ground are secured for their evening meal at 1700. At 1830, they muster again and preparations get under way for the landing and docking of the three airships. The homeward-bound airship pilot anticipates drift and sharp drops and rises, moving his controls a split second ahead of time.

As the airships come in for their landings, enlisted Reservists are waiting to secure the lines. After the ships are docked at the portable mooring masts, maintenance personnel check the airships and by 2030 they are moved into the NARTU's hangar.

FIVE RESERVE BLIMPS ARE POISED IN HUGE HANGER AT NAS LAKEHURST

WITH AIRSHIP UNDOCKED, BUOYANCY OF LIFTING GAS TAKES IT ALOFT

SLAWINSKI AND ZUNNO TIP THE JOE POT AS FLIGHT GETS UNDERWAY

AIRSHIP COMMANDER YOUNG AND ENSIGN J. DEMEO OK INSTRUMENTS

IN PREPARATION FOR ASW EXERCISE SLAWINSKI LOADS MARKER FLARE

NAVIGATOR (AND PILOT) J. O'BRIEN PLOTS COURSE FOR THE FLIGHT

ENLISTED RESERVISTS SECURE LINES AFTER COMPLETION OF FLIGHT

BLIMP FRAMES ANOTHER BEING SECURED TO PORTABLE MOORING MAST

THE CHOPPER SAVED A SHIP

CHOPPER HOVERS NEAR APL-55, 'THE APPLE,' HIGH AND DRY ON THE BEACH NEAR YAKUTAT

THE NAVY'S versatile helicopters have spotted mines, performed countless rescues, worked as taxis and packmules, passed lines to an airplane stuck in Texas mud, and have executed a great host of other unrecorded chores. To add another line to the list of the chopper's good deeds, an NAS KODIAK HO3S-1 helped prominently in getting a "ship" stuck high and dry off the beach and back into deep water.

In Alaskan Sea Frontier territory, the APL-55 is known affectionately as "The Apple". An APL is a big floating barracks, and is not benefitted by self propulsion. This one was being towed back to Seattle when a late fall, Gulf of Alaska storm parted the tow line and put the Apple high and dry on the beach at Yakutat, Alaska.

A ground party, boat crews, tugs, and salvage vessels soon turned-to to get the APL off the beach. In spite of Herculean efforts, they were unable to successfully get a line between the stranded Apple and the tug.

RAdm. John Perry, Commander Alaskan Sea Frontier, thought, "We've tried every other way we know to get a messenger line to the Apple, and not one has worked. Let's send the helicopter. Maybe it can lay that line."

Putting his thoughts into action, the chopper was dispatched from NAS KODIAK to Yakutat, 500 miles away. As a back stop for passing the messenger line between the salvage tug and the stranded APL, a Coast Guard PBY was also rigged for line passing.

On arrival at the scene, the helicopter passed the messenger line several times. Success didn't come so easily. The messenger line parted as attempts were made to pass heavier lines.

While more suitable lines were being rounded up, the whirlybird placed five 500-pound anchors at marked spots on the beach. These prevented the Apple from moving up the beach during high water and high winds.

Some $\frac{7}{16}$" nylon aircraft tow line was obtained to turn the trick. The HO3S laid this between tug and APL.

Eventually, one and five-eighth inch wire linked the two craft. When the tide was favorable, the Apple came free, and was towed off.

THE CHOPPER was on the salvage scene for almost a month. When not passing line, it was used for personnel and supply transportation. Its logistic support eased an otherwise difficult situation because of the isolated location and topography nearby.

It also performed a few rescues as a side line. Rapid transportation was furnished an officer who got dunked in the cold water when the Weasel he was operating turned submarine. A boat crew stranded on a sand spit was removed, and the occupants of a damaged civilian plane were saved.

This chapter in the saga of the little chopper ended when it was loaded aboard an LSM for Kodiak.

VF-13 Gets New Cougars

Big Christmas Presents Are Delivered

NAS JACKSONVILLE — Christmas presents vary in size from small to large, but the presents received by VF-13 dwarf most gifts in size.

This Jax-based squadron was presented with four new sleek F9F-6 *Cougar* jets by Santa as portrayed by a squadron mechanic. LCdr. John C. O'Connor, squadron CO, accepted the first *Cougar* during a brief ceremony held by the squadron.

Before receiving the sweptwing *Cougars* the squadron was flying F4U-5 *Corsairs*. They like the new gifts.

THE GOOSE *hangs high. Wearing an exposure suit, Lt. D. S. Edmonts practices escaping from a parachute harness in a training rig aboard the Yorktown. E. D. Hagans gives directions and reports his progress.*

Kaneohe's Calamity Jane

Lady Marine Knocks Out 337 Score

MCAS KANEOHE, T.H.—Not since the days of Annie Oakley has a woman shown up so brilliantly in handling the .45 caliber pistol. Just recently a young woman Marine stepped up to the firing line at this air station and banged out a staggering 337 score of a possible 400. The really amazing part of this was that never before had the young lady handled a .45 caliber pistol.

Woman Marine Pfc. Vivian McBride is being considered for service with the air station's pistol team after qualifying as an expert pistoleer.

Laud MAG(HR)-16 for Work

Japan Rescues Add to Short History

MAW-1, JAPAN—Since their arrival in the Far East in August, Marine Helicopter Transport Group 16 has come to the aid of stricken areas on the Japanese Islands.

Honshu suffered two devastating typhoons and the first call was heard at Hanshin air base. Pilots pinpointed the hardest hit of the areas and then went to work transporting badly needed food and medical supplies into the stricken areas, returning each time with sick and injured citizens.

The versatility of the helicopter enabled the pilots to penetrate areas where ground transportation could not reach. Daily flight continued for an entire month, and the group logged 336 flights. During that period they hauled 120 tons of rescue goods, medical supplies, foodstuff and construction materials.

When typhoon 13 struck with the fury of a raging bull, the group once again turned to and commenced working on a similar schedule. Operation "Rice Lift" was begun, and when the results were tallied, nearly three times the previous total was reached.

The Japanese reciprocated with gifts of flowers, *ishimatsu* dolls and other tokens of their deep appreciation.

THE LAD *on the bottom didn't lose a Rose Bowl bet. Two ordnancemen are using the "piggy-back" method to load small target rockets on the wing of a jet fighter aboard Yorktown on maneuvers with TF-77.*

CRAZY-QUILT PATTERN FOR PLANES

Panthers and Skyraiders on flight deck of Kearsarge form unusual view taken from top of cargo crane at Yokosuka, Japan.

R4Q2 in 15,000 Mile Trip

Longest Training Hop of 2nd MAW

MCAS CHERRY POINT—An R4Q2 "Flying Packet" landed on the runway at this air station recently after completing the longest training flight ever to originate from the the Second Marine Wing.

Piloted by Maj. A. D. Simpson, the 15,000-mile flight commenced at Cherry Point on November 30 and arrived back December 21. Logging 92 actual hours of flying, the plane visited Labrador, Greenland, Ireland, England, France, Italy, Greece, Turkey, French Morocco, Azore Islands and Newfoundland.

"A great amount of training was realized by the crew, which included cold weather flying, navigation and radio operation." Maj. Simpson remarked on his return.

Flying over the glaciers and icebergs of Greenland, the *Leathernecks* marvelled at the sights, and in contrast to these sights, they enjoyed the Egyptian pyramids just a few days later.

Twelve pilots from Cherry Point and Miami along with six enlisted men made the junket with each aviator taking his turn piloting the airplane.

FRENCH SNCASE SE-5000 'BAROUDEUR' GROUND SUPPORT AIRCRAFT IS SHOWN IN FLIGHT AFTER TAKING OFF FROM THE TROLLEY LAST SUMMER

THE WHEEL-LESS FRENCH INTERCEPTOR

IN ATTEMPTING to forestall the future prospect of building longer airfield runways and larger aircraft carriers to cater to heavier fighters, a number of interesting developments have been proposed as alternatives. Recently, the French made their bid with a wheel-less interceptor called the *Baroudeur*. Designed by a former Canadian engineer employed by SNCA du Sud-Est, the *Baroudeur* SE-5000 was inspired by the fact that something had to be done to produce more operationally flexible fighters.

In designing the *Baroudeur,* the French believed that an aircraft utilizing skids for landing instead of wheels could obviate the necessity for 8,000-foot runways now necessary for NATO units equipped with the latest U. S. jet aircraft. For take off the *Baroudeur* uses a three-wheel trolley similar in layout to a nose-wheel-type landing gear. While the original intention was to use a catapult for take-off, it was found cheaper—and expedient—to use the trolley boosted by six rockets.

This system is somewhat reminiscent of the World War II German Me. 163 rocket-propelled interceptor. The Me. 163 took off under its own power on a jettisonable two-wheel chassis and landed on a skid. It is important to realize, however, that the French and German ideas were fostered by different requirements. The Germans were striving desperately to reduce the weight and drag of their interceptors, while the French *Baroudeur* is intended to reduce field lengths to 3,000 feet or less.

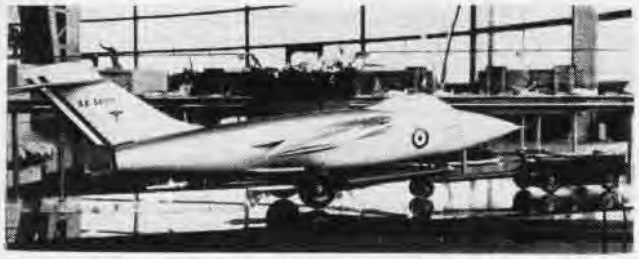
Shortly after World War II, the British Royal Navy also became interested in wheel-less aircraft and began experiments with a flexible type of flight deck. Spurred by somewhat the same necessities as the Germans, the British experimented with designs to reduce under-carriage weight in naval aircraft. After preliminary trials at the Royal Aircraft Establishment, at Farnborough, England, a *Sea Vampire* jet fighter was taken to sea and successfully landed on the new flight deck fitted aboard the *Warrior.*

Recently, defense departments of the major air powers have been considering the idea of a stripped-down jet fighter. Since the end of World War II, the weight of day fighters has steadily climbed from around 9,000 pounds to the present 18,000 pounds. Projects currently under way in this country and abroad indicate the eventual appearance of a successful light-weight fighter.

The British, for example, have suggested a so-called expendable jet fighter stripped of everything but the bare essentials and fitted with a short-life turbojet engine. There are a number of other approaches including a scaled-down fighter involving a light structure and a small engine, such as the British Foland *Gnat* project. The power/weight ratio of this jet would be about the same as the latest jet fighters just coming into service.

In the battle against ever-increasing aircraft weights, the Navy may experience some weight reductions on the basis of new carrier deck layouts and techniques. For instance, the angled deck, which proved successful on the *Antietam,* will result in a structural weight reduction for future carrier aircraft, since it will be no longer necessary to beef up the aircraft's nose section for a possible barrier crash. Other new naval developments in the offing promise even greater weight reductions in the new breed of aircraft expected in the near future.

While the French approach to a more flexible fighter



MODEL SHOWN AT 20TH INTERNATIONAL AERONAUTICAL SALON IN PARIS

'BAROUDEUR' IS PULLED ONTO TROLLEY BY MODIFIED JEEP IN FRANCE

THIS VIEW OF 'BAROUDEUR' SHOWS WAY IT IS MOUNTED ON TROLLEY

FRENCH PLANE LEAVES THE TROLLEY BEHIND AS IT BECOMES AIRBORNE

FLIGHT OVER, GROUND SUPPORT AIRCRAFT MAKES A LANDING AT PARIS

was not engendered by the primary desire to reduce weight, a substantial reduction has been realized. This saving in weight makes the *Baroudeur* some 2,200 pounds lighter than the *Mystere* or the *Sabre* sweptwing jet fighters. A lighter version of the *Baroudeur,* however, has been projected, the weight of which is expected not to exceed 10,000 pounds.

Though the elimination of the landing gear would seem to indicate a reduction in weight, the skid system that serves as an undercarriage is actually little lighter than conventional landing gear. Extra weight is incurred by the addition of a keel that has to be fitted to the fuselage for the trolley-mounting technique. Since it is essential that the three skids be properly positioned, the two main skids are located under the wing's leading edge and can be retracted into the fuselage when not in use. A small fixed skid is located below the tail of the fuselage.

Not much more than a foot of ground clearance is allowed with the overall height of the aircraft on the ground being only 10 feet, of which half is the fin. Its excessive lack of ground clearance is apparent in the illustrations that show it all but resting on the ground. The skids are magnesium-alloy castings with replaceable steel shoes. These are on rubber blocks that take the main loads in torsion.

The trolley used for launching is a welded-steel frame with twin nosewheels forward and single main wheels. A pneumatic brake system, operated from the plane's cockpit, controls the trolley. For towing the aircraft around the field, a jeep is backed under its nose and a cable is attached allowing the *Baroudeur* to be pulled onto the trolley in a little more than a minute. Since the ground handling of the wheel-less Me. 163 was its weakest feature, the French believe that their jeep and trolley method is the answer.

On takeoff when flying speed is reached, the pilot releases the trolley and increases the incidence until the aircraft is airborne. The trolley is automatically braked as soon as the trolley leaves it.

WHEN LANDING the *Baroudeur* the tail skid touches down first followed by a 150-foot run before it settles on its main skids. Controllable claws are located at the rear of the main skids to provide stability while landing on wet or slippery surfaces.

Landings and take-offs have been made from sandy beaches as well as remote areas where there are no airfields. To illustrate further its flexibility, takeoffs, which proved to be the shortest, were negotiated without wheels. Moreover, takeoffs have been made with trolley attached.

Two prototypes of the *Baroudeur* have been built and a small pre-series production is planned. The design was conceived as a private venture and has yet to receive government backing. The *Baroudeur's* sweptwing is placed rather high on the fuselage, and its high riding stabilizer is reminiscent of the Soviet MIG-15's.

A French *Atar* 101 jet engine is mounted fairly well aft in the fuselage and provides the *Baroudeur* with approximately 6,200 pounds of thrust. The pressurized cockpit is placed well forward and a sloping pointed nose gives a downward view of 17 degrees. An ejector seat is fitted. Armament will probably consist of 30 mm cannons.

STEM AND STERN

THE STEEP *hatches of the Oriskany pose no problem to the seven-month-old puppy of "Schatzie," the ship's Dachshund mascot.*

ONR Makes Cosmic Ray Test

Experiments Will be Held in Texas

The Office of Naval Research has announced the start of a new series of cosmic ray experiments to be carried out at Goodfellow Air Base at San Angelo, Texas.

Project Skyhook, under the direction of LCdr. J. W. Sparkman, ONR's field representative, began on 25 January.

During the past seven years, ONR has been sponsoring cosmic ray investigations with the Atomic Energy Commission at various latitudes from the equator to the North Pole in a continuing probe of the stratosphere.

Scientific groups from several universities and the National Institute of Health will also participate in this program to collect cosmic ray data at the "top" of the atmosphere.

In order to collect as nearly as possible all the data recorded during the flight of the huge plastic balloons, a cash reward has been offered to anyone finding and returning the equipment the balloons carry high into the atmosphere.

VP-7 Ends Far-East Tour

Families and Snowstorm Greet Them

NAS QUONSET POINT—Five twin-engine antisubmarine bombers of VP-7 arrived on snow-crusted runways at their home base, completing a 10,000-mile flight from southern Japan. The squadron ended a seven-month tour of duty with UN forces in the far east. They made a total of five stops on their homeward journey to Quonset.

The airmen were welcomed at Quonset by relatives, friends and the tail end of one of New England's heaviest snowstorms that mounted drifts to six feet. Cdr. James P. English, the skipper, was delivered from his plane in a rickshaw hauled by "coolies" William Pavey, ADI, of FASRon-101 and Perry D. Lewis, YNSN, of FAW-3. The rickshaw was loaned to the reception committee by Brown University.

Plane crews of VP-7 received 96 Air Medals for "meritorious participation in aerial flight." The awards were presented before the *Neptunes* left the far-east base at Iwakuni, Japan.

VP-7 FINDS A BIT OF JAPAN IN NEW ENGLAND

Pilots Swim in 50° Surf

Virginia Beach Gets Early Workout

NAS OCEANA—Startled citizens of the Virginia Beach area watched the pilots swim in this famous surf in temperatures of 50 degrees.

Conforming with a ComAirLant safety directive, pilots from VF-81, stationed at NAS OCEANA, were testing their anti-exposure suits in a realistic manner. Lt. (jg) Herb Wheeler organized a Saturday afternoon "beach party," which was unquestionably the first of the 1954 season at Virginia Beach.

At about the same time but a little further North, personnel from HU-2 were busily engaged in similar tests. Dunking themselves in a local lake, the Lakehurst-based unit tested the "watertight integrity" of the suit. Despite the chilly water and a few small leaks, the entire squadron voted a 4.0 rating for the suits and their protective ability if an emergency arises.

Blankets Save Helicopter

Pilot Skill, Ingenuity Also Assisted

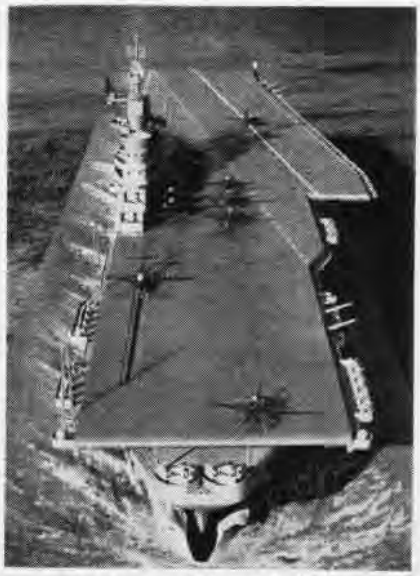
MAW-1—Blankets, ingenuity and pilot skill have been attributed to the saving in Korea of an $80,000 helicopter of the First Marine Air Wing.

The 'copter landing gear had been sheared off when Capt. J. E. Dunphy had made an emergency landing in a rice paddy after engine failure. Another 'copter flew mechanics to the scene of the crash, and they dug the 'copter out of the mud and repaired the engine. Knowing that it would take days to haul the 'copter out by truck, Capt. Dunphy decided to fly it back to the small strip where his squadron was based.

On arrival he circled the field awaiting landing instructions while crash crews and fire fighters stood by. In the interim, T/Sgt. H. R. Dalzell, the line chief, had his men collecting blankets and spreading them on the field. The 'copter eased in for a landing, settled slowly and gently to a safe cushioned landing.

Capt. Dunphy said, "Never heard of using blankets before, but they sure worked."

Sgt. Dalzell looked at it another way. "That was one sweet job of flying," he said to the grateful pilot.



THE NAVY'S *second "canted deck" carrier was shown to the public for the first time on Christmas day. The USS North Island, only canted-deck carrier on the west coast, is the Navy's first MODEL carrier to be converted to the new canted-deck concept.*

VR-8 Gets The 'New Look'

'Super-Connies' Are Now on Flights

HICKAM AFB—The "new look" in the MATS Pacific Airlift to the Far East came when the first scheduled Super-Constellation round-trip flight to and from Tokyo was completed by VR-8.

The silver, tri-tailed transport left Hickam with 72 passengers and 12 Navy crewmen aboard. The passengers were surprised with the many comfort features provided in the plane's main cabin. Gone were the relatively uncomfortable "bucket" seats usually found aboard military transports. The *Super-Connies* are equipped with well-cushioned tilt-back seats. Another added feature is the main cabin pressurizing system similar to those used in the commercial airlines counterparts of the plane.

Evaluation questionnaires, filled out by the passengers, brought forth marked enthusiasm for the new plane from the soldiers, sailors, airmen, Marines, government workers and dependents making up the mixed passenger list. Officials, ground crewmen and by-standers stared with interest at each of the plane's stops enroute to its Tokyo destination.

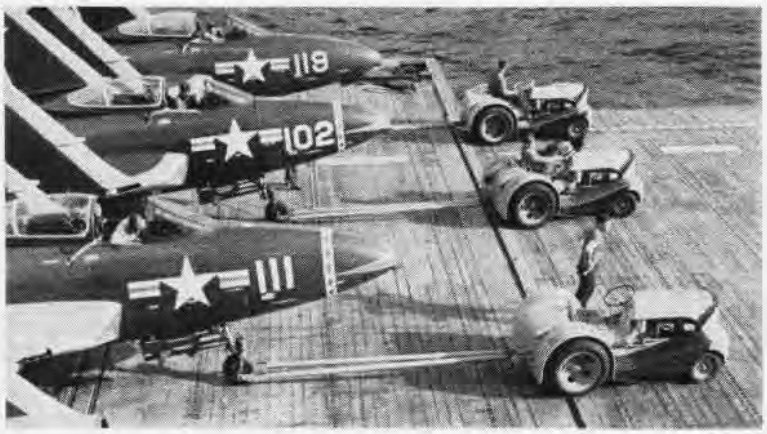
The return trip to Hickam was delayed as a dense fog settled over the Tokyo area. When the plane started its return flight, 73 passengers, all hoping to be with their families in the states by Christmas, were aboard. A USO troupe, the "Springfield Review," was returning home after a month's entertainment tour in Korea for front-line troops.

LT. SMITH GREETS FIRST ABOARD FOR FLIGHT

The plane stopped at tiny Midway Island to refuel, then continued on to Hawaii. The next morning, with a fresh crew, the passengers continued on to the mainland. Actual flying time for the maiden round trip was 40 hours and 20 minutes. The plane flew 9,350 air miles on the round-trip jaunt. Until this January, VR-8 was the only Hickam-based unit flying the *Super-Constellations* in the Pacific.

CHANGING PARTNERS

Man has been partner with the nag for 13 centuries and then some. A few folks still are: changing partners comes reluctantly. Steeds of war here are only 13 years apart in the nation's history.



These hay-burners of the First Cavalry Division quenched their thirst at Ft. Bliss in 1941. The gas burning CVG-19 Panthers and "mules" are on 1954's carrier USS Oriskany's broad flight deck.

'BRIDAL CATCHERS' AND 'GOLDEN THUMBS'

FLEET Admiral Ernest J. King once stated, "An aircraft carrier is no more efficient than its landing operations." That goes for take-off operations as well, as any one of the 3,500 enlisted and officer personnel with various unsung tasks aboard an aircraft carrier will agree.

A "bridal catcher" in Navy lingo is not a sailor in search of fair maidens, but he is a highly-specialized enlisted man with the little-known but important job of hooking carrier aircraft to the slotted track on the flight deck for a perfect take-off.

Richard E. Maerz, AB3, used to catch "brides" aboard the *Antietam* and *Shangri-La*. When he was transferred to the *Yorktown*, he took over the duties of the "man with the golden thumb." In carrier talk, this doesn't mean a twentieth-century King Midas, but a nimble-fingered white hat whose job as deck-edge panel operator is one of the key functions of carrier operation. He fires the catapult mechanism which ejects the plane from the carrier deck after the bridal catcher has prepared the plane for flight.

Chief Joe Harper holds another of these highly-important jobs aboard the *Kearsarge*. As Arresting Gear Chief, his job is to insure that each returning plane is brought to a safe and speedy stop within the 65 feet allotted each plane. With today's fast jets, it's a difficult and dangerous task during every landing operation.

Stretched across the after section of the flight deck are 13 one-inch steel cables, one of which, under normal circumstances will engage the tail hook of a returning plane, bringing it to a sound and secure halt. If, because of some material failure, the tail hook fails to engage one of the arresting wires, two barriers four feet high and a third nylon barrier 12 feet high will bring the aircraft to a stop without injury to plane or crew. If a plane crashes the barrier, a new one is placed under the direction of Harper in less than 12 minutes.

Just prior to landing operations, Harper can be seen in a gold jersey and helmet marked with large black letters, checking deck pennants, barriers and cables, making sure that tension is right for propeller or jet-driven

TOPSIDE, *Maerz stands by deck-edge panel control seconds after his 1600th catapult.*

aircraft. As a plane drops to the deck, its tires leave a white puff of smoke as they touch.

From his post on the starboard catwalk, Harper dashes to within a few feet of the plane, in clear view of the pilot. Quickly, he signals the pilot to slack off and raise his tail hook. Two crewmen stand ready to knock the cable loose in the event it sticks.

With all clear, Harper signals the pilot "wings up," and then "go ahead." As the plane roars forward to clear the landing area, the chief makes sure that everything is ready to receive the next aircraft, less than 20 seconds later.

The knowledge that the arresting gear alone is responsible for the last crucial 60 seconds of a successful flight gives Chief Harper and his men a deep feeling of responsibility. If an emergency arises, Harper has the necessary "know how" to cope with it. Experience and training have taught him to recognize the signs of danger. Occasionally, he explodes with an order or warning. His men respect these outbursts and know they come only when needed.

BELOW, *Freckleton twists valves in Yorktown boiler-room. It's 110°, all shade.*

All of these topside operations are done with a dash of the fascination that accompanies aircraft operations, but there's one man below decks who wouldn't trade his job for any other aboard a carrier. He is Jerry D. Freckleton, a fireman aboard the *Yorktown*. This sailor went down to the boiler-room of a ship to visit his shipmate and didn't come up for three years.

FRECKLETON liked the work so well, he changed his job to fireman. "It happened aboard the carrier *USS Antietam,*" he says. "We were passing through the Panama Canal to the Atlantic Ocean and I decided to give them a hand in the boiler-room. I liked it so well, I've been working down there ever since."

Before reporting to the *Fighting Lady*, Freckleton served aboard the carriers *Shangri-la* and *Badoeng Strait*. Now aboard the *Yorktown*, the fireman works in the heart of the ship, operating the machinery which controls the ship's speed. His specific job is in the forward Number Two engine room. There, when both boilers are operating, temperatures reach as high as 110° Farenheit.

"Of course it's hot down here and the work is hard too," the sailor says, "but I like it. There's something about this work that gets in your blood."

There are hundreds of other jobs aboard a carrier that are equally as hard and often classified as downright "unglamorous," but without men in those jobs who know how to cope with them, aircraft operations would be seriously impaired.

● USS *Cabot*—A VS-32 pilot, Lt. (jg) James Mullin, made the 56,000th arrested landing on this ship.

● USS *Midway*—Lt. Max E. Otis, a VC-12 pilot, made the 53,000th arrested landing aboard the *Midway* recently.

● NATO HDQTRS—RAdm. H. B. Temple, ComCarDiv 16 will head the latest exercise of NATO, "New Broom," from his flagship, USS *Sibonay* (CVE-112).

INFORMATIONAL SERVICE FOR TRANSIENT PERSONNEL IS THE JOB WAVES PETERSON AND KIMMEL HANDLE AT NAS QUONSET POINT OPERATIONS

COURTESY BUYS GOODWILL

A POSTER in NAS GLENVIEW'S operations proclaims, "A pleasant and courteous attitude is something that costs each of us nothing, but buys an inestimable amount of good will."

In some respects, naval air stations are like people. They can be good, bad or indifferent in many ways. As in a business, the good, bad or indifferent shows up first at the point of contact with the customer. Air station customers are the pilots that use its facilities.

The homegrown variety of pilot may have no choice in the station he uses, or he may not recognize shortcomings of his station by being "too close to the forest to see the trees". Not so, with the transient pilot. He may have a choice in stations he uses, and he is quick to see good or bad customer service at this or that stopping point.

Ferry pilot, Lt. J. C. Hirst, of VR-31 who, like all ferry pilots, spends much of his time in a "transient" status says, "Many airfields, Navy, Air Force and civilian, have features or services which are a credit to them. These contribute to the field's reputation and to general morale. No medium spreads the word, good or bad, throughout the country faster and more thoroughly than the transient pilot. He is the station's most effective means of advertising. Pilots of VR-31, in the course of ferry work, visit all the naval air stations and many of the Air Force and civilian fields in the United States.

To give credit where it is due, Hirst followed through by inaugurating a column, "Transient Pilot," in VR-31's squadron newsletter. In these he has pointed out one outstanding feature from a visiting pilot's point of view at some of the way points of VR-31 aviators.

FLIGHT GEAR OK IN ANACOSTIA SNACK BAR

Among other things, he has mentioned NAS NORFOLK'S BOQ which offers excellent service to "visiting firemen." Food is served in the dining room or the snack bar from 0600 until midnight. The BOQ also operates a tap room, barber shop and television room. Laundry and dry cleaning facilities are available. The food is "excellent", according to Hirst, and the prices are "right."

VR-31 selected NAS DALLAS for special mention for its outstanding line service for transient aircraft. Dallas' mid-continent location makes it a natural stop for cross country aircraft, and it is geared to handle them. A competent taxi signalman meets each incoming aircraft. Gas and oil trucks with well-trained crews are on the scene promptly.

Dallas seems to expect discrepancies in transient aircraft, and has a system working to correct them. These services are performed efficiently and courteously.

Other station features coming in for

HIRST AND RUSSELL USE NAS SAN DIEGO TAXI

praise by VR-31 pilots are NAS ANACOSTIA's quick-order restaurant in the operations building where aviators can get hot chow without getting out of flight gear, and NAS SAN DIEGO's radio-controlled, on-station taxi service which can be used by transient pilots when other transportation is unavailable. The control tower at El Paso's civilian International Airport was also praised by the ferry pilots for its efficiency.

In the December 1951 issue, NANEWS carried a story "Is This Your Station?" which pointed out good and bad features of customer service at hypothetical airfields. As a follow-up, the commanding officers of a few naval air stations were contacted recently to find out what their stations are doing to render service to transients. This is but a sampling, and does not necessarily imply uniqueness or that other stations not mentioned here are not doing equally well in giving good customer service. Space does not permit listing many of the services rendered.

NAS GLENVIEW

Glenview commented, "The previous article afforded this command with an excellent basis for self-criticism, and continuing efforts have been concentrated toward improving our services to visiting pilots and crew members."

When a transient aircraft is parked at Glenview, it is immediately tagged with a red banner to indicate that it has not been serviced. The banner is not removed until the aircraft is determined to be ready in all respects for continuing a safe cross-country flight.

On reporting to the operations desk, the pilot is given forms which allow him to give all the necessary information to expedite his servicing and departure. He is also given a mimeographed sheet outlining the facilities available to him on the station. Prior to departure, he is given a station evaluation and suggestion sheet so he can comment on the treatment received.

Capt. F. N. Taylor, Glenview's CO, expresses the station's philosophy this way, "The aspect that we consider by far the most important in our drive for improvement is the constant effort to indoctrinate assigned personnel in the basic rules of courtesy in their dealings with people who come to us for service. It is our constant aim to make the people feel that we are doing all that we can, rather than doing no more than we have to."

NAS QUONSET POINT

Customer service and courtesy is also the philosophy of NAS QUONSET POINT, not only in operations but in the servicing of operating squadrons by the O&R Department as well. Field representatives of O&R carry the service concept to their customers by periodically visiting fleet activities to discuss mutual problems, and to determine means for improving service. Acceptance and Transfer Branch personnel encourage pilots to use the suggestion box on the reception counter at that branch.

Quonset has a special ferry pilot's ready room. It is posted with a large flight chart of the eastern half of the United States, weather maps and forecasts, and an enlarged diagram of station taxi strips and runways. Up-to-the-minute technical information and dispatches are also readily available there. The ready room features individual lockers for ferry pilots' gear.

Quonset provides an information pamphlet for transients which includes telephone numbers of key activities, the BOQ, tailor shop, ship's service and others. An on-station taxi service is provided pilots and crewmen, and there are scheduled boat trips to the Naval War College and Naval School of Justice at Newport.

The station's Operations Department has the latest in radio and GCA equipment, but unlike many stations, it also maintains an information desk where pilots, crewmen or passengers may obtain station information, commercial transportation time-tables and air insurance.

As at other stations, Quonset's key to good customer relations is a willingness on the part of all personnel concerned to provide the "very best of service to all persons using the facilities of the station."

NAS DALLAS

About 600 transient aircraft a month stopover at centrally-located

A TAXI SIGNALMAN AT NAS DALLAS BRINGS BEECHCRAFT INTO LINE GEARED FOR SERVICE

HART, WILSON, IERONIMO AND DUPRAT MAN NAS QUONSET GCA UNIT

THE NAS PENSACOLA TRANSFER DESK IS EFFICIENT AND COURTEOUS

VR-31 PILOTS LIKE THE SERVICE AT NAS CORPUS CHRISTI AEROLOGY

GOOD ASR SERVICE AT QUONSET BY USCG'S LTS. WAGNER AND LARKIN

Dallas. While a visiting pilot's plane is secured, he places his order for service, repairs and oxygen. A mobile maintenance unit speeds things up if necessary.

The pilot then receives a photostated chart of the operations and maintenance area showing the layout and location of important offices. Dallas' snack bar is handy for a field-scanning view if any wait is necessary.

If the pilot and crew are RONing, they and their gear are transported to their quarters by a canary-yellow milk wagon. Dallas says, "Cadillacs are fancier, but not faster."

Before departure, a pilot is asked to fill out a "reaction form" where he can list any gripes. A scale model of the field, lighted to show current taxiways and runway, is in operations. Vernon Dersch, AFC, and Frank Krystinik, ACAN, built this time-and-trouble-saver.

Dallas' aircraft maintenance officer, LCdr. J. H. Kerrell, says that the spirit of the crew is to make NAS DALLAS synonomous with "hospitality."

NAS ALAMEDA

A two-page arrival information sheet is handed to a pilot on his arrival at Alemeda. The first page is devoted to aircraft servicing information and passenger data, while the second lists offices often called, station facilities, and transportation information. If work on the aircraft is required, a "transient aircraft work request" is all that is necessary to get it accomplished. Ferry pilots get a special informational booklet which helps them expedite their job.

The pilot's copy of the clearance form is stamped with an outline of the runways, taxiways, tower frequencies and location. No one has to carry a load of heavy gear into the boondocks; transportation to the aircraft is provided by the line crew. At night, a lighted map at the duty desk indicates in-use taxistrips and runway.

Plans are underway to build a snack bar in the operations building, but *free* coffee, magazines, a schedule of events in Oakland, and the latest weather picture are featured in Alameda's ferry pilot's ready room.

Alameda's Lt. W. E. Stanton, commented, "We consider these items as neither new nor novel here, but some have been found conspicuous by their absence at other stations. Our present claim to fame is the lack of complaints by transient pilots using this station."

COMMISSION FIRST RESERVE PHOTO UNIT

UNIT FLAG *of newly commissioned Naval Air Reserve photographic unit AGU-853 is examined by Capt. A. D. Fraser, LCdr. F. G. Small, and Commander W. F. McDonald.*

THE NIAGARA Falls Naval Air Station recently became the "parent Station" of the country's first Naval Reserve photographic unit which was commissioned at ceremonies held at the Rochester-Monroe County Airport.

On hand for the launching of the new unit, which has been officially designated Aviation Ground Unit 853 (Photographic), was Capt. A. D. Fraser, head of the Navy's photographic branch. Capt. Fraser cited photography as one of the mainstays of effective combat and added that it was only natural that the country's first Naval Reserve photo technical unit be established in Rochester, the "film capital of the world."

As parent station of the new photo unit, NAS NIAGARA will furnish logistic support to the unit as well as aircraft to be used during photography missions. AGU-853 becomes the fifth Naval auxiliary unit to be brought under the command of the station.

Appointed as commanding officer of the photo unit, which will meet at Rochester every second week, was LCdr. F. G. Small, a resident of Rochester. All members of the new component are highly skilled, experienced technicians, employed, for the most part, by the vast photographic industry in Rochester and its surrounding communities.

Presiding during the commissioning ceremonies was Cdr. W. F. McDonald, acting commanding officer of the NAS NIAGARA FALLS. Distinguished guests included the Mayor of Rochester, the Vice President and General Manager of the Rochester Eastman Kodak Company, and the Professor of Naval Science, University of Rochester.

The increasing importance of photography is recognized by the commissioning of the new unit, and plans are laid for the formation of similar units at the highly industrialized areas of Los Angeles, Chicago, and New York, where the potential of trained Reserve personnel will insure a full complement.

Model Planes, Model Carrier

Commissioning of an aircraft carrier requires intensive, split-second planning, elaborate ceremonies, and a gracious lady to break a bottle. All these essentials were met when the model aircraft carrier constructed by the Flying Esquires model airplane club of Long Beach, California, was placed in commission recently.

Officiating at the ceremonies was Capt. J. B. Paschal, commanding officer of the NAS LOS ALAMITOS. Beauteous Miss Betty Baize of the Long Beach plant, Douglas Aircraft Company, sponsored the small craft by battering the bow with the traditional bottle of champagne, while shutters clicked and the crowd cheered.

The land-locked vessel will be used by model airplane club members to practice for the Navy-sponsored carrier landing event, now an integral high-light of the National Model Airplane Championships of the Academy of Model Aeronautics. Model planes such as the Flying Model SBD Douglas *Dauntless* held by Miss Baize will be used in this year's competition.

CAPT *J. B. Paschal, USN, CO, NAS Los Alamitos checks details of a flying model Douglas SBD with builder R. G. Ritz. Betty Baize of Douglas Aircraft looks on.*

New Hat for Walter

When information that columnist-commentator Walter Winchell had been selected for promotion to Commander, USNR, reached Composite Volunteer Unit 6-54 NARTU MIAMI, Cdr. L. J. Kurlan, CO of the unit and a local bank president, got busy. With the assistance of Cdr. Verne (Tommy) Thompson, command liaison officer, Cdr. Kurlan influenced a bell-hop to go into Winchell's hotel room and discover his hat size. Then the scrambled-egg hat was procured and presented.

The former CO of NAS MIAMI, Capt. Patrick Henry had requested that Cdr. Kurlan and his unit present the hat should the occasion arise, because of the excellent cooperation and assistance rendered NAS, now NARTU MIAMI, by Cdr. Winchell on various occasions. One specific project was the commissioning of a new VR squadron with Winchell as the principal speaker at the ceremonies. Subsequently, the commentator publicized the squadron and the entire Naval Air Reserve program on his radio programs in a very effective manner.

AT MIAMI BEACH's *Roney Plaza cabana club Reservist Winchell accepts his new hat.*

Help Me, Somebody

"Will somebody help me get down out of here?" Those words, in a rather panic-stricken voice, were heard by air controlman second class Harold W. Herron over his VHF monitor while standing a late afternoon watch in the flight control tower at NAS DENVER. The voice went on to identify itself as the pilot of a Navy jet plane, flying in solid overcast, and more than somewhat lost.

Herron heard a reply from another control agency giving the pilot directions which would presumably take him out of the danger of collision with the 11,000-14,000-foot mountain peaks just west of Denver. The alert tower operator continued to monitor subsequent transmissions from the endangered pilot on his VHF-DF receiver and discovered that the directions given the bewildered man were faulty, thereby taking him directly into the mountains. The plane was dangerously low on fuel as a result of poor orientation procedures, so Herron assumed control of the aircraft, told the pilot to disregard previous instructions, guided the plane on its proper course and enabled the pilot to break clear of the overcast directly over the NAS. In spite of a "flame-out" on final approach, the pilot made a safe landing.

Herron's quick-thinking ability was officially recognized. The sailor is now the possessor of a commendation medal and letter from SecNav.

WHOA — *almost missed this one! A little first class surprise was waiting when Assistant Secretary of the Navy for Air inspected Reservists at Floyd Bennett.*

Pint-Size Sailor

The Honorable James H. Smith, Jr., Assistant SecNav(Air) found unperturbed and business-like John Barry Scheu, seven, dressed in the uniform of a yeoman first class, standing in the ranks at the Annual Military Inspection at NAS Floyd Bennett Field, Brooklyn, New York.

The youngster is the son of John Herbert Scheu, a naval Reservist who is a chief yeoman in squadron VS-834, an anti-submarine unit. Scheu, who brought his son to the field to attend the annual squadron party after the inspection, was elsewhere in line. Young John was wearing an old uniform of his father, cut down to size by Mrs. Scheu. Secretary Smith, inwardly chuckling, but very serious, gave the little fellow a 4.0.

White-Hat Mast

The unusual and possibly dangerous task of initiating a superior officer into a college fraternity was faced with a few qualms recently by M. W. McMahon, Training Devices Man, 1st Class, of NAS BIRMINGHAM. Normally, the business of fraternity initiations and other administrative duties related to running the National Professional Business Fraternity, Alpha Kappa Psi, is routine to the "white hat," as he is the president. When LCdr. John C. Burrus, flight training officer at NAS BIRMINGHAM, and Howard College student during off-hours, came up for initiation, it was somewhat different.

"No unusual circumstances prevailed during the course of the initiation," reported the petty officer. "However," he continued, "no special consideration was extended the Navy commander."

● NAS GROSSE ILE—Miss America for 1954, Evelyn Margaret Ay, got a close look at a Reserve naval air station while Reservists were getting a close-up of the pretty young lady. She visited the station in connection with Detroit's United Charities campaign in which NAS took part.

VF-24 FLIES 'LOW AND SLOW'

TWO COUGAR JETS FROM VF-24 EXPLORE THE SCENIC BEAUTY OF MOUNT FUJIYAMA IN JAPAN

THE FIRST squadron to train with the F9F-6 *Cougar* on the west coast and also the first squadron to employ them in carrier operations is chalking up new firsts in the Far East.

The squadron, led by Cdr. R. W. "Duke" Windsor, finds that the *Cougars* with their swept wings are exceptionally well suited for the "low and slow" flying required for carrier aviation. These characteristics, combined with the plane's capability for supersonic speeds, make the *Cougar* a truly versatile carrier-based fighter.

VF-24's cruise to the Far East began on 3 August 1953 when CAG-2 went aboard the *Yorktown* at NAS ALAMEDA and sailed westward. Since that time, VF-24's F9F-6's have been seen in the skies over Hawaii, Japan, Korea, Okinawa and Formosa. They have also explored the breathless heights of picturesque Mt. Fujiyama. Tentative plans include a trip to the Philippines before the ship departs for home.

One of the highlights of their Far East Tour was an air show at NAS ATSUGI, featuring the skipper's division in a series of low-level precision maneuvers. A solo performance was given by Lt. George Watkins, climaxed by a "supersonic boom" as his plane flew through the sonic barrier.

The squadron is particularly proud of its enlisted men whose continuous efforts have helped in maintaining better than 90 percent aircraft availability during shipboard operations. This high availability enabled the squadron to complete 73 sorties, compiling 113 hours in one two-day period on the line. Although this isn't a record, these figures are considered excellent in view of the reduced operations since the truce in Korea.

While the *Yorktown* was in Yokosuka for a short period, many of the pilots paid a visit to units of the Eighth Army on the front lines. The trip gave the pilots a look at the problems encountered by ground troops and a much better understanding of the purpose of each branch of the service in the overall strategy. They also took advantage of the opportunity to become familiar with the front line terrain features, just in case they ever need the knowledge.

Acting as pioneers with the Navy's swept-wing aircraft, VF-24 pilots have compiled excellent gunnery records plus a high safety record while operating from a carrier. Since joining the task force early this fall, they've experienced only one minor accident.

In their own minds they feel that although the Navy is continually developing new and better aircraft, it'll be hard to beat the *Cougars* for all-around performance and dependability.

Carlson's Navy Travel Log

Several Modes of Travel in One Day

USS *Sicily*—Ens. R. F. Carlson of Antisubmarine Squadron 25 is an authority on the modes of naval transportation.

He was launched on hunter/killer exercise from the decks of the USS *Sicily* in his AF2S *Guardian*. After nearly four hours in the air, his engine failed and he was forced to bail out.

Then began a series of changes in modes of travel: From a PK-2 life raft to a motor whaleboat to the USS *McKean;* via the highline to the USS *Point Cruz* for medical treatment; back on the highline again to another destroyer; to a helicopter and return to his squadron aboard the *Sicily*.

Carlson proclaims naval transportation as the finest, but advises you in order to enjoy it, not to try to do it all in one day as he did on his trip.

CANADIANS CHECK WITH TAYLOR IN TRAFFIC

Kilt-Wearers Ride in Style

Canadian Highlanders on Long Tour

VR-3, MOFFETT FIELD—Two kilt-wearing Canadian soldiers on leave were among the passengers on a recent VR-3 flight, one a native of Holland and the other a Scotchman.

The two, Pvt. Andrew Rae Ronney of Rigside, Scotland, and Hans Van Kooten of The Hague, Holland, were hitch-hiking their way back to their duty stations at Hamilton, Ontario, after visiting in Los Angeles.

Ronney lived in Scotland until two months prior to his flight, but said he wanted to live in Southern California after finishing his tour in the Argyll & Sutherland Highlanders of the Canadian Army. Van Kooten, also a newcomer in that service, wants to become a Canadian citizen. VR-3 carried them as far as Minneapolis on their return.

French Learn Via Huddle

Jax Ordnance Taught by New System

NATTC JACKSONVILLE—In the front of the ordnancemen's classroom, a group of students were learning the intricacies of turrets, automatic weapons and electrical systems. While the instructor was lecturing, a small knot of men in the rear of the room, their heads together, talked in a low tone in a foreign language that the rest of the class couldn't understand.

They were three French students and an American interpreter and they were learning the same thing as the rest of those in the room—only in French. It looked like a miniature UN bull session.

Modern aviation ordnance is complicated enough without the problem of explaining it to a foreigner who doesn't know a word you are saying. The language barrier did not stop the three Frenchmen, one officer and two enlisted men. They had for an interpreter Marine Sgt. Jose Huertas-Jourda, an electronics specialist, who was learning ordnance along with them. Jourda was born in Spain, reared in France and lately became a U. S. citizen.

MEDART GIVES DIPLOMA TO FRENCH STUDENTS

The three French students were Lt. (jg) Marc Chabriais, Petty Officer 1c Jean Cruciani and Petty Officer 2c Rene Fogliani. They first tried learning ordnance via the headphone system, such as is used at United Nations sessions. This allowed little room for expression on the part of the interpreter and none for questions from the Frenchmen. The best system proved to be the back-of-the-room huddle. Jourda's main job was to explain the classroom teachings to the Frenchmen, but he absorbed so much himself he finished high in the aviation ordnance class and won a diploma for himself.

NIGHT FIGHTER TEAM BACK HOME

LATAWIEC, *AT2, Lockwood, AT2, Smith, ATC, Karnicic, AT2, Hartfield, AT2, Lt. (jg) Bick, Lts. Allen and O'Rourke, and Lts. (jg) Wegner and Brown of Detachment 44-Nan.*

DETACHMENT 44-*Nan* of VC-4 recently returned to the parent station, NAS ATLANTIC CITY, following a combat and post-armistice tour in Korea. Originally carrier-based aboard the USS *Lake Champlain*, 44 Nan later was shore based as a part of VMF (N)-513. It claims the distinction of being the first Navy jet night fighter unit to see combat, and makes an additional claim of being a "truly unified outfit." Based with Marines, this Navy unit flew escort for night flying USAF bombers, and had an Army jeep assigned to the detachment.

The unit and its *Skyknights* were originally deployed to the Far East in April 1953 aboard the *Lake Champlain*. From the carrier they performed night heckler and day reconnaissance missions. Later, when assigned to VMF (N)-513, they escorted USAF B-29's over North Korea during the worst of the Korean rainy season. On one of these night flights, Lt. (jg) R. S. Bick and his radar operator, L. C. Smith, ATC, scored a probable MIG kill. Minutes later Bick and Smith were lost to three other MIGs.

After the armistice, the detachment provided nightly buffer zone patrols. In off-duty hours the unit startled the Korean countryside by practicing field carrier landings in their F3D "Great Blue Whales."

Their tour completed, the detachment turned their planes over to the Marines, boarded a train, then a destroyer and bos'n's chairs to return to the carrier. They flew back to Atlantic City via MATS around the world.

No More 'Instrument Lag'

Navy Gets New 'Electronic Yardstick'

A new and improved radar altimeter now affords pilots instantaneous altitude indication without "instrument lag." The new instrument, developed by Raytheon Manufacturing Company, under contract with BUAER, keeps the pilot informed of his height above the earth's surface.

The altimeter sends speed-of-light signals to the earth's surface and they bounce back in millionths of a second. The time it takes them to return is measured electronically and converted automatically to the instrument panel, giving an accurate answer to the question, "How high am I?"

Errors are almost impossible. If the altimeter picks up a false or misleading signal, the indicator needle is automatically "masked out" temporarily. When a true reading is found again, the needle then becomes visible.

OBSTACLES GALORE HINDER AD-4

A 60-MILE journey completed in five days sounds like something out of the tales of covered wagon days and the wild and woolly west. However, it's a modern tale that happened in Afyon, Turkey, when Lt. (jg) Charles R. MacDowell made an emergency landing in his AD-4 *Skyraider*.

It took two cranes, one ten-wheel truck, two jeeps, additional naval personnel, 20 Turkish soldiers, a turkish bath and a lot of cooperation and teamwork to get MacDowell "home" with his plane.

The VA-15 pilot had left the flight deck of the *F. D. Roosevelt* at 0600, bound for Afyon, Turkey, target area for the day. For two hours after his take-off, the steady roar of the *Skyraider's* engine high over the Turkish countryside gave no indication of the ills that were developing.

Minutes later, with a powerless aircraft, MacDowell was looking for a spot of countryside long enough and smooth enough to land on. Suddenly, a plateau with a "friendly flat face" 3,000 feet high loomed into sight. The desperate pilot landed the AD with a minimum of damage. No sooner was his wheels-up landing made than his first reception party, a camel caravan, jolted into sight.

Soon a group of Turkish civilians and military men approached and set off a series of events unparalleled in the young pilot's life. Leaving his plane under armed guard, MacDowell was transported to Sandikli where he dined with the mayor. Next, he journeyed to Afyon and contacted his air group commander, informing him of the situation.

The following day, VA-15's trouble-shooting Chiefs Harrell and Kress were flown in to discuss the problem of getting the plane to the Afyon airfield some 60 miles away. At 1630 on the third day, through the efforts of a congenial Turkish Air Force captain, a strange supply caravan arrived, carrying with it two cranes, a ten-wheel truck, two jeeps and 20 Turkish soldiers. Their mission was to transport one AD-4 60 miles overland.

Nature and man-made structures hindered the overland journey of the unusual "train." Rain and darkness, trees and underbrush, barbed wire fences, and stone walls all presented problems that had to be solved as they arose. Utilization of the cranes, trucks, soldiers and naval personnel working as one with an urgent sense of cooperation made the rugged task of transporting the aircraft a little more feasible.

On the fifth day, the fatigued and dust-covered troupe had arrived in sight of the airfield, plodding along behind a newly-acquired bulldozer which had cut a path through seldom-traversed fields. The caravan's 60 miles of progress was easily traced by the snake-like swath they made through Turkish fields and villages. The first part of the mission was ended. Now all that remained to be done was the repair job.

MacDowell had begun and ended his part of the sojourn in one pair of khakis. He looked upon the opportunity to utilize a renowned turkish bath at Afyon with relish.

A Navy repair team arrived from FASRon-77, put in a new engine, effected the necessary repairs and four days later, the pilot was in "business" again. Although more repairs were necessary, after a series of "thumbs-up" flights to Athens, Greece; Naples, Italy and Crete, the delinquent pilot returned with this plane to the *FDR*.

Already strong international relations were further strengthened by the generous, good-natured, indispensable aid extended by the Turkish authorities and civilians during this 23-day period in their hospitable country.

F2H-3's Pinwheel Carrier

Jet Pinwheel Believed to be the First

Pilots of the *Ghost Raider* Squadron were astonished to hear Air Operations order six pilots to man the *Banshees* on the flight deck of the USS *Oriskany* for operation "pinwheel."

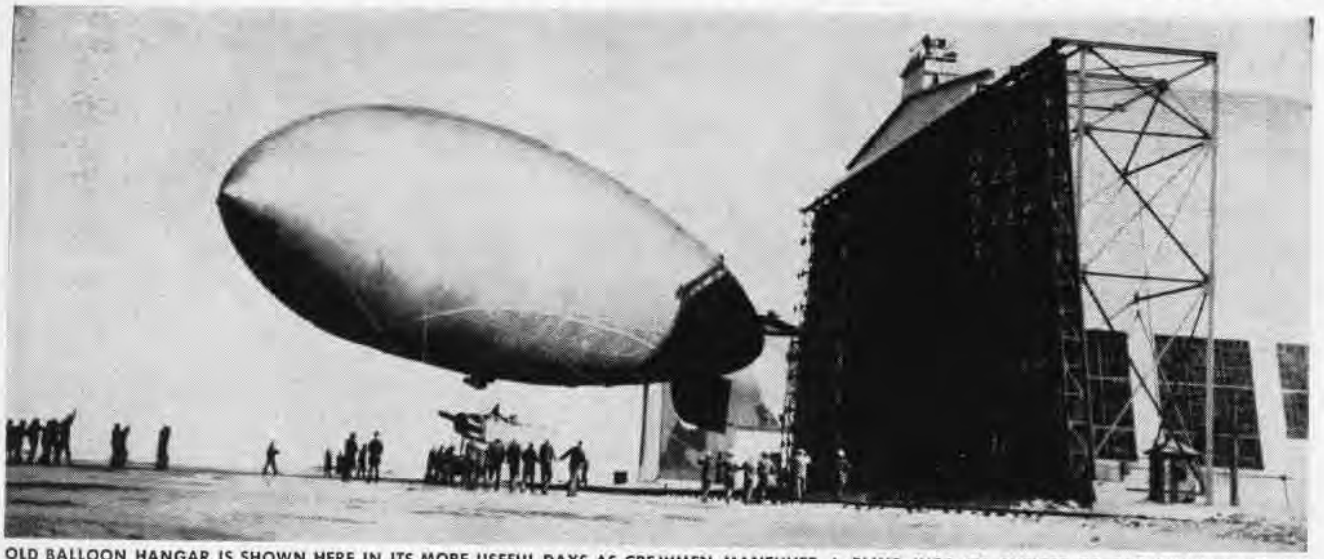
The hectic scramble for helmets and life jackets was for the benefit of the Paramount Picture crews on board, who were filming the movie, "The Bridges of Toko-Ri." After a quick check, VF-193 discovered that this was the first time jets had been utilized in a pinwheel operation in the Pacific.

Since the initial jet pinwheel the USS *Oriskany* has used the jets of Air Group 19 for pinwheel operations whenever feasible and with great success. The pilots who participated in this operation were: Lts. J. W. Hoeynck, F. J. Repp, Lt. (jg) R. G. Chote, and D. C. Long and Ens. R. Arrott and M. Torres.

SEAGOING *barber pole, provided by the Supply officer aboard the Kearsarge, lends a stateside touch to the "Clip Joint." Gene Russell gets a bowl treatment by R. Noble.*

CHRISTENED *with waters from the traditional Seven Seas, the Navy's new giant R3Y transport seaplane revs up shortly after the ceremonies in San Diego Bay. Entering phase two of its acceptance trials, the Tradewind will be put into service sometime during 1954 by Fleet Logistic Air Wings, Pacific, operating out of Alameda. Destined to replace the famous Mars seaplane, the new trans-ocean airliner is powered by four gas turbine-propeller engines developing 5500 hp. each.*

BALLOON HANGAR BOWS TO PROGRESS



OLD BALLOON HANGAR IS SHOWN HERE IN ITS MORE USEFUL DAYS AS CREWMEN MANEUVER A BLIMP INTO ITS SHELTER TO PUT THE SHIP TO BED

WHEN THE old balloon hangar, Building 142, at NAS PENSACOLA is razed, the march of progress will remove an old landmark. Many will give the old hangar merely a passing thought and some may be pleased that an eyesore is gone, but the weather-beaten old hangar means more than that to two Pensacolians.

R. E. (Big Richard) Thompson and J. C. Jennings served in the original LTA squadron at Pensacola during WW I and have many fond and humorous memories of the hangar. Chevalier Field was just a swampy flat then and most landings were made on the water or the narrow strip of beach north of the area Building 631 now occupies.

The two men were first assigned to free balloons which contained 19,000 cubic feet of hydrogen gas and carried five men suspended in a basket below the gas bag. The balloons were the primary trainer of the time and their pilots had to depend upon the wind for locomotion.

Later the two were assigned duty on the Goodyear E-1 Blimp, a big airship at the time with a capacity of 180,000 cubic feet. The blimp had an airplane-type fuselage suspended on wires below the bag. Open cockpits provided space for flight mechanic, pilot and student. It was powered by Ross-Thomas six-cylinder, 100-horsepower engines. An average cruise lasted one hour or perhaps two. On one occasion, though, an enemy submarine was reported in the Gulf and the crew was in the air at 0300 and didn't return until 0400 the next morning.

Hydrogen gas was manufactured in a small building and piped underground to the hangar. The gas was considered safe when it was 100 percent pure hydrogen, but a small percentage of air made a dangerous mixture. Fire discipline was stressed to the extent that some thought one spark in the gas bag would blow up all of northwest Florida. There's a story to prove it.

ONE NIGHT, when a spark from an auxiliary engine did ignite some gasoline vapor, all hands dropped their lines and ran. The story is that a Marine sentry yelled, "Fire! Fire! Man your posts," and someone answered, "Post, hell! The water for me." It's said that many actually did dive into the bay.

At any rate, the blimp rose with no one on board and with flames shooting along the side. The blimp drifted over the station to Fort Barrancas, then back along the beach to Building 38 where it swerved out over the bay and went up in a great flash of orange flame.

Whenever the two men get together for some hangar flying, they get a laugh out of the goat incident. It happened when a blimp went down on the Scenic Highway. When the salvage crew returned to the hangar, a farmer's goat just followed right along with them.

Everything was fine except that the goat grew and so did his appetite. At last, he was eating all of the supplies, the dope, the paint (can and all), the fabric and anything else that appealed to his capricious taste.

At the end of his patience, one man finally stowed the goat away on one of the blimps. When they were two or three thousand feet over Pensacola Bay, they brought him out with intentions of jettisoning him over the side into the bay.

Just as they were about to invite him to "get lost," the old goat looked up at them so innocently that they just didn't have the heart to drop him. They brought him back and kept him until his master made other arrangements for his keep.

For sheer thrills, however, Thompson always remembers the night they flew into the flag pole atop the National Bank Building in Pensacola. These and other memories will still be alive when the hangar is razed. Upkeep is too expensive in comparison with the limited benefit derived from using it for storage and training department needs it badly for parking aircraft. This is the way of modern progress.

MULES, GUNS AND CLOSE-AIR SUPPORT

PANTHER JETS OF MARINE SQUADRON TRAINING AT KANEOHE BAY FLY OVER HAWAIIAN WATERS

A LITTLE over a year ago, Hawaiian Islanders living near MCAS KANEOHE BAY began to notice strange activities at the air station. As time wore on, ground Marines and mule trains moved in, looking very much as if they belonged there. They did, since they were there to rewrite the book on Marine Corps combat training as part of the 1st Provisional Marine Air-Ground Task Force.

Activated in January 1953, this unique training force is the first and, at present, the only outfit that brings both air and ground units under one command for coordinated training. Its specific training chore is to bring to the peak of perfection the system of air-ground coordination known in military circles as close-air support.

The air arm, MAG-13, was transferred from MCAS EL TORO and arrived in the Islands in February. It consists of two jet fighter squadrons, a maintenance squadron and a ground control intercept squadron. At present, VMF-232, VMA-323 and HMR-361 are taking a six-month training tour at the station. Two tactical squadrons will also be home-based at task force headquarters with personnel serving a two-year tour of duty. One is VMF-232.

Last October, VMF-232, commanded by LCol. Robert B. Burns, arrived in the Islands, relieving VMF-451 which returned to the mainland. Outfitted with *Panther* jets, the *Red Devils* soon found many opportunities to perfect their aerial combat accuracy and demonstrate the F9F-5's maneuverability.

During some of the operations that took place on the big island of Hawaii and later on Maui, VMF-232 went all out, helping brother Marines on the ground to beat back the mock enemy which supposedly held the Island from beach to beach. With strafing, bombing attacks with napalm and numerous air strikes on the enemy, the task force successfully captured the objective. The exercise was auspicious in the training aspect of the problem and in making certain that, had the enemy been real and dangerous, the task force was combat fit and ready to meet any situation then or in the future.

SINCE HMR-361, headed by Major Johnnie M. Daugherty, arrived for training, it has been working closely with the .75 mm pack howitzer battery in perfecting new and better methods of making aerial moves of the artillery pieces onto enemy beaches and advanced positions. Equipped with HRS-2 helicopters, it has aided in the teamwork phase of transporting these weapons to better tactical positions.

The ground force, the 1st Provisional Marine Amphibious Reconnaissance Group, is undergoing a specially-prepared course of training in which both amphibious and "airphibious" operations are a part. Working largely at night with both amphibious tractors and rubber boats, the group is concentrating on reconnaissance techniques, coupled with the possibilities of air support for such investigations. It utilizes HMR-361's helicopters throughout its training in simulated behind-the-lines reconnaissance raids, moving the howitzers into new positions on a moment's notice and ac-

PILOT PRACTICES JUMPING WITH COMPLETE PARACHUTE RIG INTO THE STATION SWIMMING POOL

quainting its personnel with the value of the "whirlybird" in aerial resupply.

In addition to the air-ground exercises coordinated with the ground elements, the squadrons conduct their own training in different phases, such as carrier landings. Marine pilots from Kaneohe make their qualifications in taking off and landing their *Panthers* aboard Navy carriers of the Pacific Fleet. This particular training must be accomplished each year by the Marine pilots to keep them well versed on any new and different methods that have been introduced.

Readiness drills are another essential of individual squadron training. Such a drill involves making swift takeoffs from the field in the advent of an enemy attack. A minimum amount of time is allowed for the pilot to be briefed and get his plane into the sky. Ground crews play an important role in these drills since it's their job to see that each plane is ready and loaded.

Parachute jumping is another qualification the pilot must possess. The squadrons conduct "jumping" at the station swimming pool to bring their pilots up to snuff on new techniques. Each pilot, complete with parachute rig, jumps from the tower into the water, then gets out of the rig and swims to the pool's edge. The drill is good not only for the safety of the pilots but also for air-sea rescue.

They get more of this type of training in the middle of Kaneohe Bay. The pilots are sent out to the middle of the bay in a rubber boat on the supposition they've ditched their aircraft and are afloat in the ocean. A simulated search is conducted by other fighter planes. Once the "downed" pilots are found, a helicopter from HMR-361 is sent to the rescue. Then each pilot takes his turn, riding the cable to the safety of the 'copter.

WHILE BUDDIES WAIT IN RUBBER BOAT, MARINE IS PULLED FROM SEA BY HOVERING 'COPTER

As training areas, the task force has utilized ground leased on three different islands by Fleet Marine Force, Pacific, Headquarters. Small unit training is carried on in the areas around the station. Fort Hase, an Army installation during WW II, has been added to the station, providing additional training space and a rifle range. On the island of Oahu, maneuver areas have been taken over at Bellows Field, Makua and Kanuku.

ON THE big Island of Hawaii, live fire maneuvers by ground troops and bombing and strafing exercises by planes are conducted at the National Guard artillery range and areas leased from the Parker Ranch Company. The rough volcanic terrain, ill-suited to ideal military tactics, makes for difficult but thorough training. There's sufficient room for a full reinforced regiment and air power to bring all of their organic weapons and attached artillery into play in large-scale exercises. Additional training grounds on the Island of Maui serve as site of graduation for air and ground units.

The establishment of the task force provides an excellent opportunity for air and ground units to understand each other's problems in perfecting the Marine-pioneered concept of close-air support with ground units. Problems which arise during the training program can actually be met on a face-to-face basis. Finally, the 1st Provisional Marine Air-Ground Task Force affords the Marine Corps a trained striking force in the Pacific, ready and able to move out on a moment's notice if trouble should arise at any spot within its assigned scope of operations as a unit of Fleet Marine Force, Pacific.

By Sgt. Don Fergusson


A 'COPTER FROM HMR-361 PRACTICES AIRLIFTING HOWITZER TO BETTER TACTICAL POSITION

MATS Pacific Reports Lift

Record Safety Achieved on War Runs

The Navy's VR-7 and VR-8 squadrons, now flying *Super Constellations* and assigned to the MATS Pacific Division, helped chalk up an outstanding safety and lift record during the 1951, '52, and '53 years of the Korean War. Combined operations of MATS military and commercial contract carriers in the Pacific during this period carried 227,000 passengers and patients, and nearly 35,000 tons of cargo and mail without a passenger fatality.

For its safety record, the Division was presented the Flight Safety Award. One important factor contributing towards the record meriting the award was the fact that the Division's commander, RAdm. J. M. Hoskins, appointed himself as flying safety officer. All reports of accidents involving the Division's aircraft as well as hazards to flying safety along its routes are called to his personal attention.

Over 14,000 crossings of the Pacific were made by MATS Pacific, the equivalent of about 3,700 trips around the world. In 1953, 58,000 passengers and patients, including 469 ex-POWs, and over 6,000 tons of cargo and mail were hauled across the Pacific.

During the years of the Korean War about 67,000 of the Division's passengers were medical air-evacuees. RAdm. Hoskins, commanding this operation, was himself World War II's first combat casualty to be completely air lifted from the Pacific to the States.

More R7V's Go to MATS

VR-7 Receives First 'Super-Connie'

HICKAM AFB—Now that VR-7 has a new insigne [see inside back cover] to represent its esprit-de-corps, the squadron has acquired its first R7V *Super-Constellation.* With the acquisition of the new plane, VR-7 hopes to set new records, not only in speed but in range and passenger-cargo capacity too. VR-7 is the second Navy squadron in the MATS Pacific Division to receive the new transport planes, as VR-8 received its first in June, 1953.

Commissioned only last April under the command of Capt. S. M. Adams, the squadron has set an example of working with team-like efficiency. Only 18 hours after commissioning, VR-7 launched its first aircraft in the Korean Airlift. Since then, it has logged over 10,000 flight hours, the equivalent of 410 days in the air, completed more than 158 Pacific crossings and carried on more than six months of full-scale operations without a delay in departure from Hickam.

THE TAIL *of this Panther jet may cause some embarrassment between the skippers of the USS Boxer and the USS Yorktown. If you look closely you will see the words, "Our skipper can whip your skipper." These words were put there when a pilot from the Boxer made an emergency landing aboard the Yorktown, and the maintenance crew men, before sending the "furriner" back, quickly painted those words on the rudder.*

Marine Water Ski Champ

Pope Air Control Officer at 'Point'

MCAS CHERRY POINT—From marine sports to Marine Corps is the record of 2nd Lt. Dick Pope, world champion water-skier, who reported for duty here recently.

Now air control officer with the 2nd Marine Air Wing, Pope has picked up three U. S. water skiing championships and some 50 or 60 cups and medals. He has demonstrated his skill at competitions on the French Riviera, in

WATER SKI CHAMP POPE CHECKS FAVORITES

Mexico and Canada and all over the U. S.

Pope made his first water trip when he was nine years old at his parents' home in Cypress Gardens, Fla. His Marine duty leaves him little time for his chosen sport, but he found time enough to defend his world crown at Toronto, Canada, in September.

VF - 104 Is Disestablished

Johnson to Skipper New Component

NAS JACKSONVILLE—Fighter Squadron 104 has gone by the board.

Conforming to a recent CNO directive, VF-104 has undergone a radical change and become an attack bombing squadron. The new unit will fly AD-6 *Skyraider* attack bombers instead of the F4U-5 *Corsairs* formerly flown.

One of the last squadrons to be commissioned in the Jacksonville area, the Cecil Field based unit became an active component of Fleet Air Jax in May 1952 when CAG-10 was commissioned.

LCdr. D. H. Johnson is the commanding officer of the squadron.

Drafters Build Own Desks

ZX-11 Men Use Old Packing Crates

ZX-11, KEY WEST—Don't let a little thing like lack of money keep you from having what you want, is the motto of draftsmen attached to this blimp squadron.

When they needed some drafting tables, it was found there were no funds to buy them. So Virgil Fletcher, DM3, got the idea of using scrap lumber to build them.

A trip to the public works office

THESE HANDYMEN BUILT DRAFTING BOARDS

yielded some half-inch plywood sheets for the tops and scrap lumber from packing crates for the bases. Men in Fletcher's department turned to and, using their own design drawings, made six tables and stools equal or better than tables costing much more than the $30 the whole lot cost the Navy. They would have cost $300 to buy.

Men who made the tables were J. R. Velez, DM3; R. G. Banner, DM3; M. R. Heimsoth, DM3; W. C. Jurgens, DMSN; K. R. Brandon, DMSN; R. F. Thompson, DMSN; W. G. Sanders, DMSN, and Fletcher.

Flight Manual Is Revised

All-Weather Manual Gets Changed

The first revision of the All-Weather Flight Manual, NAVAER 00-80T-37, has been distributed to appropriate commands throughout the Navy.

Major features of the revision are the modernization and correction of aerology, including weather map and terminal forecasting symbols, a new chapter on hurricanes and complete revision of the collection of aviation circular letters, technical notes and orders, and OpNav directives concerning instrument flight.

The difficulty of maintaining accuracy in so large a book requires that the fleet and field report further necessary corrections to the U. S. Naval School, All-Weather Flight at once.

THE LAST OF THE 'POLKA DOTS'

CORSAIR TAXIS FORWARD ON POINT CRUZ IN ONE OF FAMED 'POLKA DOTS' LAST OPERATIONS

LIKE OLD soldiers and Model A's, the famous Marine *Polka Dot* squadron and its equally-famous *Corsairs* are fading into history.

The veteran pilots of the squadron, who blasted the enemy's west coast during the last two months of the Korean war, are being sent to other duty stations. The *Polka Dots* are being disbanded.

The red-dotted *Corsairs*, the Model A's of modern naval aviation, having earned an honorable name, are fading into history too. *Corsairs* are the oldest aircraft used in combat by any of the armed forces. Navy and Marine pilots found them rugged and dependable for close-air support on the front and devastating strikes at North Korea's mountainous coastline.

From 31 May 1953 until the truce on 27 July, the *Polka Dots* flew from the flight deck of the *Bairoko*, bombarding the enemy west coast almost every day and night. The 34 pilots flew a total of 383 missions in the combat zone. The damage they inflicted on the enemy included 254 buildings, 11 gun positions, five boats and two gunboats destroyed. They damaged 44 buildings, five gun emplacements and four boats.

After the truce, the *Corsairs* painted with red polka dots on a broad white band were transferred to the *Point Cruz* and continued to fly reconnaissance patrols in the Yellow Sea. Then in December, word came that both the planes and the squadron name were to fade into history.

The *Corsairs* were flown to a naval air station in Japan to await shipment back to the United States. The officers and men of the squadron were split up and reassigned to Marine land bases in Korea. On each side of the 38th parallel, the *Polka Dots* and their planes will be remembered as a great fighting team.

Air Training Costs More

Almost Tripled in Last Twenty Years

If you are of the "old school" and received your wings in 1930, Uncle Sam dug down into the sock and paid almost $19,000 for your flight training compared with today's cost of a little less than $70,000 per pilot.

True, there weren't as many pilots back in the '30's as we have today, but like all costs of living today, pilot training costs have kept going up too. A total of 376 naval aviators and NAPs completed training during 1930. The total output in 1953 was 1,874.

Further contrast is evident when one compares flight training in the entire year 1930 with one month's 1953 operations at the Basic Training Command alone. During one month in '53 almost 100,000 hours were logged by Basic as against some 95,000 during all of 1930.

The check written for training expenses for all of 1930 was $7,255,269 while during one month in 1953, the bill was $6,410,888 for new aviators.

LETTERS

SIRS:

It was with a great deal of interest that I read your lead article "By The Numbers" in the December issue.

As holder of the designation of Na al Aviator #103 dated 21 September 1917, I attended the first dirigible class at Akron, Ohio, under the command of Cdr. Louis H. Maxfield, USN. This group of 12 students graduated in October 1917 and was ordered to duty in France and the United States.

Upon my discharge in December 1921, I remained inactive until July 1942 when I took a refresher course at Lakehurst and regained my designation as a naval aviator. World War II took me to several assignments which terminated in January 1946. Since October 1949, I have been an associate volunteer member in a non-pay status of Air Wing Staff 75, based at Lakehurst, New Jersey, participating in the monthly drills and annual two-weeks training duty.

In observance of the 35th anniversary of my association in the lighter-than-air organization, I reported back to the Goodyear Aircraft Corporation at Wingfoot Lake, Akron, Ohio, where Adm. Lange and I reviewed the past history and paid tribute to our shipmates listed in the memorial established in front of the administration building. I also had the pleasure of handling the controls of the new N-1 blimp on its delivery ferry flight from Akron to Lakehurst.

I realize that this narration plus 15 cents for a token will get me in the New York subway, but it still is a lot of satisfaction to see the growth in this important branch of naval aviation and to review the sterling record of the blimps on patrol and convoy.

A. DOUGLASS BREWER, CDR.

SIRS:

Would you kindly insert the following notice in your next issue:

Air Group 20 (U.S. Pacific Fleet, 1943-1945)

All hands who served in this air group, up to return from combat cruise in 1945, who are interested in a reunion on 25 October, 1954 in New York City should contact Chauncey Stillman, 230 Park Avenue, New York 17, New York.

Since a large number of AG-20 veterans have inevitably become lost to our unofficial secretary, this will insure widerspread coverage.

CHAUNCEY STILLMAN, LCDR.

SIRS:

In your November 1953 issue an article appeared which claimed an aviation first with regard to towing a target off the deck of the USS *Coral Sea*. The feat was performed by Lt. Emmet Cooke in an F2H-3 Banshee.

On 28 October 1953 the commanding officer of VF-193, Cdr. D. E. Carr, Jr., accomplished the same feat in a F2H-3. It is not the intention of this squadron to dispute the *Coral Sea's* claim as we do not know the date of their accomplishment.

J. W. HOLYNCK, LT.
VF-193

¶ A thorough search of the files has failed to turn up the date of the flight from the Coral Sea, but we'll have to give them the nod over VF-193 in this case as the November NANews was off the presses by the time Cdr. Carr made his flight.

SIRS:

On page four of the December 1953 edition, Grampaw Pettibone describes a taxi accident inflicted on a PB-1G (Coast Guard B-17). While the article doesn't say so directly, it certainly gives the impression that a Coast Guard crew was handling the aircraft at the time of the accident. Such was not the case and it is my understanding that two Navy test pilots were in charge of this wrecking party.

JAMES T. MAHER, LT., USCG

SIRS:

In the December 1953 issue of NANEWS, a picture appeared on page 26 showing a flight of *Corsairs* with Mt. Rainier in the background. Although the description is correct, the six fighter pilots were members of Reserve squadron VF-873, NAS OAKLAND, California, not VF-878. Also the picture was taken by a VF-873 crew member as part of the squadron pre-cruise planning at NAS SEATTLE, Washington.

E. A. KAMP
C.O., VF-873

SIRS:

Your "Merry Christmas in Navy Blue" is interesting and well written but you have bum dope. I know. That's my hat the Yona orphan is wearing. VP-4 vice VR-4. No knowledge of VR-4 ever having been on Guam. Happy New Year anyway.

EDWARD C. SMIDT, ALC

¶ The editor's finger must have slipped on one of Santa Claus' little helpers. Typographical errors always manage to hide until the ink is dry on the paper.

CONTENTS

● THE COVER

Silhouetted against the evening sky, an "angel of the fleet" is being refueled by the crew of HU-1, Unit 12, on the flight deck of the Oriskany. Photo by Bob Grande, Oriskany Photographer.

● SUBSCRIPTIONS

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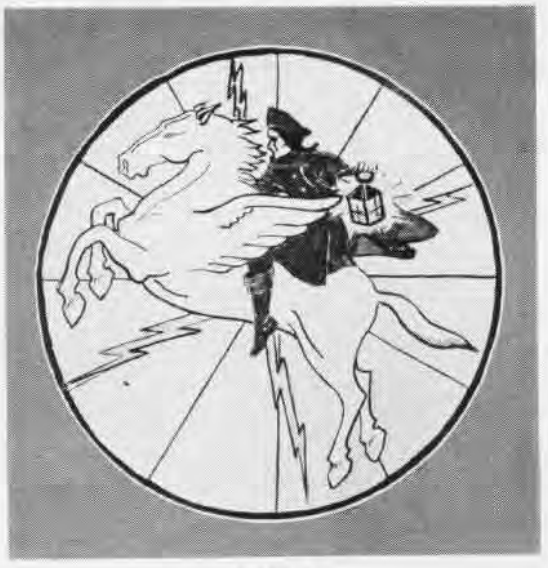
SQUADRON INSIGNIA

INSIGNIA of two Airborne Early Warning and two Transport Squadrons are illustated in this issue. VW-1 depicts Paul Revere on winged Pegasus as first American early warning emissary, with a cathode ray in the background. VW-4 (formerly VJ-2) has a shield imposed on storm clouds and stormy sea with hurricane symbols representing its hurricane-hunting activities. VR-5's packmule straddling the Northern Pacific represents its transport role. VR-7's *Sexy Rexy* winged seahorse with the world on its back indicates squadron's global activities.



VW-1

VW-4

VR-5

VR-7

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