NAVAL AVIATION NEWS

46th Year of Publication

FEBRUARY 1965

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'SUCCESS IN THE SCIENTIFIC AGE'

'Future technological success in the scientific age demands increased discipline—both in the choice of what we do and in the care with which we carry it through. . . . Moreover, individual military systems—be they aircraft, sonars, or navigation systems—are becoming more complicated in an almost exponential way. If these are to be militarily effective, if they are to be maintainable in the Fleet and reliable in combat, our discipline in their design, testing and development must increase with this complication.'—Asst. SecNav(R&D) R. W. Morse.

NAVAL AVIATION NEWS

FORTY-SIXTH YEAR OF PUBLICATION FEBRUARY 1965

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Issuance of this periodical approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS, P-35

■ COVERS

For the front cover silhouette of a Pacific Fleet P-3A Orion against the sun off Hawaii, the Naval Aviation News is indebted to the Lockheed Aircraft Corporation. . . . Photograph on back cover was taken by B. L. Mason, Photographer's Mate, 1st Class.

Published monthly by Chief of Naval Operations and Bureau of Naval Weapons to disseminate data on aircraft training and operations, space technology, missile, rocket and other aviation ordnance developments, aeronautical safety, aircraft design, power plants, aircraft recognition, technical maintenance and overhaul procedures. Send mail to Naval Aviation News, Op-05A5, Navy Department, Washington D. C. 20360, located at 3704 Main Navy Bldg.; telephone Oxford 62252 or 61755. Annual subscription rate is $2.50 check or money order ($1.00 additional for foreign mailing) made payable and sent to Superintendent of Documents, Government Printing Office, Washington, D. C., 20402. Single copy is $.25.

NAVAL AVIATION NEWS

French Crusaders are Tested

Trials Fulfill Design Expectations

Wearing its French Navy markings, the last new F-8 model underwent its carrier trials aboard the *Shangri La* (CVA-38) late last year.

At the same time, the last French F-8E(FN), the last of 1261 *Crusaders* to be built, rolled off the production line at LTV-Vought.

NATC took two of the French *Crusaders* equipped with boundary layer control (BLC) aboard *Shangri La* and demonstrated that the new high lift configuration will provide the French Navy with a *Crusader* having the characteristics that LTV-Vought and the U.S. Navy had promised the French their *Crusaders* would exhibit.

With the trials period dogged by bad weather, the NATC pilots were impressed with the decreased approach speeds and the improved flight characteristics in the approach of the BLC-equipped *Crusaders* as compared with the standard Navy models.

Most of the F-8E(FN)'s have been transferred to the French. They were picked up at Norfolk by the French.

New Development at Mugu

Formation Target Can Be Tracked

The first formation target presentation for Fleet surface-to-air missile firing was achieved by the Navy in late November, according to Commander Joe D. Stell, Naval Missile Center (NMC) Targets Officer at Point Mugu. As ground controllers guided the aircraft from television monitors, two unmanned QF-9G target planes made a run at the Sea Test Range near San Nicolas Island.

The presentation was made possible by a TV camera pod carried beneath the wing of the master drone aircraft. Air and ground controllers teamed up to position the slave drone using the TV picture from the master plane.

"We have proved that it is feasible to provide a formation of unmanned targets for Fleet unit practice exercises," Cdr. Stell said. The NMC, NOTS CHINA LAKE and the Pacific Missile Range (PMR) worked together in developing the presentation. The most difficult job was handled by Lt. Samuel Doran, a veteran NMC target controller, as he guided the slave drone, using TV pictures on his monitor. He was located at Point Mugu, 75 miles from the target area.

Ground controller for the master drone was Clifford Hamm, AT1. Four NMC pilots in F-8 *Crusaders* flew chase and controlled the drones when they were not under ground control.

The TV signal from the master drone was beamed to San Nicolas where a receiver picked it up. Microwave equipment then relayed the signal to Laguna Peak, near Pt. Mugu, and from there to Lt. Doran in building 53 at Mugu. Videotape of the operation was recorded for analysis.

Golden Wings Club Meets

Atlantic Fleet Operations Noted

Vice Admiral R. C. Needham, Deputy Commander in Chief of the U.S. Atlantic Fleet, was the guest speaker at the second monthly meeting of the recently organized Golden Wings Club at NAS NORFOLK in December. He addressed an assemblage of more than 100 senior Naval Aviators at the Breezy Point Officers' Club.

He pointed out the increasing amount of demanding operational commitments of Atlantic Fleet surface units. He also cited the difficult problems involved in deployment of attack carriers and destroyers in the face of overhauls, Fleet exercises, space capsule recoveries and other required operations.

The Golden Wings Club was formed in November to give Naval Aviators, assigned to a wide diversity of billets in the Tidewater area, an opportunity to meet and exchange information.

WEARING FRENCH NAVY MARKINGS, F-8 IS TESTED ABOARD THE USS SHANGRI LA

ABOARD USS SPRINGFIELD, *Vice Admiral W. E. Ellis, Com6thFlt, presents Legion of Merit to Rear Admiral W. M. McCormick, ComCarDiv-14, for outstanding service as Assistant Director of Acquisition, Defense Intelligence Agency, Feb. 27, 1962 to Jan. 29, 1964, for vigorous leadership in the defense effort.*

First Four NTDS Graduates

Were Trained at NATTC Glynco

In December, four officers became the first four graduates of the Naval Tactical Data System (NTDS) Operator Course at NATTC GLYNCO, Ga. The four were Commander Walter J. Wright, Lieutenants Michael A. Cummings, Henry A. Coons and James M. Reader.

The new school, a 20-week course, includes training in the use of electronic digital computers to control the display of combat information to shipboard combat information centers in air intercept control.

Two of the men, Lt. Cummings and Lt. Reader, report to the USS *America* for duty; Commander Wright and Lt. Coons will report to the USS *Kitty Hawk* and the USS *Enterprise*, respectively.

Marine Reserve Honored

Receives Octave Chanute Award

Major Fred J. Drinkwater, an A-4B *Skyhawk* pilot attached to VMA-133, MARTD ALAMEDA, was selected the 1964 winner of the Octave Chanute Award of the American Institute of Aeronautics and Astronautics. He was cited for his work in the engineering and flight-testing of vertical-short takeoff landing aircraft (V/STOL). He is assigned to the engineering and flight-testing center, Ames Research Center at Moffett Field, Calif.

Testing in the V/STOL program is conducted under programs of both U.S. and European countries and has been in steady progress since 1962.

Maj. Drinkwater was with the program since its beginning and has been with the Ames center for 12 years.

Marine Sets NATTC Mark

Makes Highest Grade in Ordnance

Pfc. John W. Eames, USMC, finished first in his class of 20 Marine Corps and Navy students in the Aviation Ordnance course, NATTC JACKSONVILLE, setting an all-time record. He scored an over-all average of 93.90 for the 18-week, seven-phase course.

He was also the first man to make a perfect score on the final comprehensive test, breaking a ten-year record score of 97.80. Pfc. Eames received a letter of commendation from the Commanding Officer of the Marine Aviation Detachment, Maj. H. E. Lewis, praising his scholastic record.

Pfc. Eames has been assigned to a Marine aviation unit at MCAS EL TORO, California.

RAF Head Tours CNATra

Admiral Heyward Hosts British

Vice Admiral Alexander S. Heyward, Jr., Chief of Naval Air Training, was host in December for Air Commodore Bird-Wilson, head of the British Royal Air Force Flying Training Command during a three-day visit. The Commodore and four British officers were repaying a visit made in October by VAdm. Heyward to training bases in England. They reviewed techniques, observed equipment used in training and received briefings on CNATra operations.

The visitors toured the Pre-Flight School, the Naval Aviation Medical Center and the Naval Aviation Museum. Traveling by helicopter they also viewed operations at NAAS SAUFLEY, ALF ELLYSON and NAAS WHITING FIELD.

With the Air Commodore were Wing Commander D. G. F. Palmer, Squadron Leaders D.T. McCann and D.I. Bryant and Flight Lieutenant A.D. Yeardley.

JET ENGINE *in the tail, designed to give the SP-5B Marlin greater performance on takeoff as well as increased rate of climb, is being tested by Navy at Patuxent. The J-60 engine, which produces 3000 pounds of thrust, was installed in the tail observer's compartment by the Martin Company of Baltimore.*

ALLIED COUNTERPARTS MEET AT PENSACOLA

Milestone at NAS Miramar

150,000 GCA's Marked by RATCC

NAS MIRAMAR Radar Air Traffic Control Center recorded its 150,000th GCA in November when Ens. F. Miller of VF-121 landed his F-4 *Phantom* at the station. C.W. Masters, AC2, was the controller. The unit has been operating as a joint FAA/Navy center for about six and a half years. It was commissioned in July, 1958.

According to the FAA Air Traffic Activity report for fiscal 1964, Miramar's RATCC handles more traffic per year than any other in the country. It has four approach control sectors which handle traffic for San Diego International Airport, NAS MIRAMAR, NAS NORTH ISLAND and NAAS REAM FIELD. The Miramar unit is the only military station in the area authorized to bring in commercial flights.

RATCC Officer, Commander A.J. Adams, noted that approximately 2500 GCA's are executed at California's Miramar base each month.

GRAMPAW PETTIBONE

Foolish Fiasco

A pilot, copilot, and third crewman in an A-1E departed a midwest naval air station on Sunday afternoon to attend a conference on the West Coast. The flight was planned with a one-night RON at an Air Force Base en route. The pilot was cleared IFR at 10,000, and the flight was uneventful until contact was established with the AFB.

Approximately 35 miles east of the field, the pilot cancelled his IFR with the tower and requested landing instructions. He was informed that the duty runway was 08 as it was the only runway operational, and the wind was 10 knots gusting to 20 from 160°.

The pilot acknowledged the information. He realized he had a pretty fair crosswind and entered a normal left approach to the runway. Shortly after touchdown, the aircraft began to swerve to the right. When the pilot realized that rudder control was ineffective, he added takeoff power and initiated a wave-off. The aircraft was airborne at about the 3000-foot marker on the 8300-foot runway. The tower controller cleared the pilot to continue a closed pattern for a second pass and informed him that the Airdrome Officer suggested he divert to another military field in the area if the landing attempt was not successful.

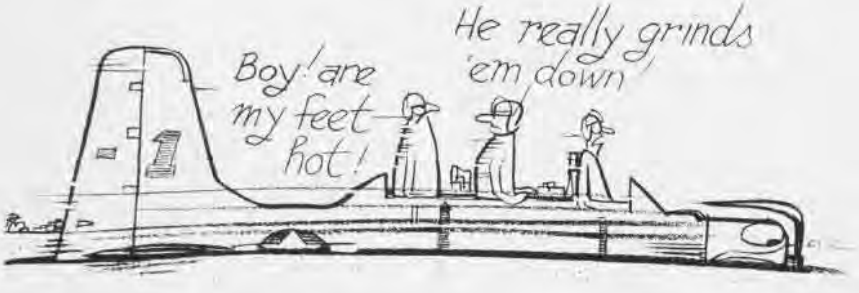
The pilot continued the approach, well aware of the wind, and touched

down on the port side of the runway about 1200 feet down from the approach end. He quickly retracted the flaps and maintained directional control with throttle and rudder until the aircraft decelerated below the point of effective rudder control. As the pilot lost rudder control, he added power in order to regain the runway heading, and he continued to maintain directional control with throttle and rudder until over 6000 feet of runway had been used in an attempt to complete the landing.

The aircraft left the runway with only 1000 feet of runway remaining. When the pilot found the unprepared surface at the side of the runway relatively smooth, he lowered the flaps and added full power in an attempt to take off.

During the takeoff run on the side of the runway, the aircraft attained a speed of 100 knots before the port gear struck the barrier stanchion in the over-run area. The aircraft actually became airborne about the time the port gear contacted the barrier. The pilot immediately retarded the throttle, retracted the landing gear, and turned the mags and fuel off. The A-1E then contacted the ground approximately 200 feet from the barrier and continued skidding nearly 600 more feet before coming to rest. With both external fuel tanks torn away, fire broke out in the port wheel well area when the port tank ruptured.

The aft compartment crewman blew his canopy while the burning aircraft was skidding across the ground, and he and the copilot immediately abandoned the aircraft via the starboard wing. Both men ran well clear of the fire; but when the crewman did not see the pilot, he reentered the aircraft through the starboard aft compartment and saw the pilot leaving by the port side. They both departed the area and joined the copilot well clear of the fire. The crash equipment arrived and quickly had the fire under control. All three men were taken to the dispensary for treatment of burns, and the aft compartment crewman was later transferred to the hospital. He had suffered first and second degree burns when he re-entered the aircraft to assist the pilot.



Grampaw Pettibone says:

Well, for the love of Pete! Just what can a grown man be thinkin' when he works so hard to bust up a good flyin' machine and darn near wipes out himself and his crew? Sure, you ought to land at your planned

ILLUSTRATED BY Oblom

destination, but it's downright foolish to fight a bad crosswind when there are other fields in the area with runways into the wind.

This lad is sure a hard one to convince. He was not only told about the crosswind but should have had a pretty good idea of just how mean it was on that first pass. He proved again that there is absolutely nothin' to gain but an awful lot to lose when you push a thing like this.

Plumbered Pickup

A crew is an A-3B departed a West Coast NAS late one afternoon on an extended cross-country training flight to the East Coast. After one en route stop, they arrived at their RON destination shortly after midnight. The following afternoon the crew flew a sandblower flight terminating at an East Coast AFB that evening. A passenger was to meet them that evening or the next morning for the return flight to the West Coast.

The aircraft was fueled to 22,000 pounds as the first point of intended landing was to be an NAS in the midwest. The plane commander informed the crew that they would depart about 1330 the next day.

The following morning the drag chute was repacked, flight log prepared, and DD-175 filed for the first leg of the return flight. A couple of hours before planned departure time, the passenger who was to ride back to the West Coast called the plane commander and informed him that he was delayed indefinitely at a military field some 280 miles west because an accident had closed the runway. As the military field was closed, it was agreed that the A-3B would land at the Municipal Airport serving the city to pick up the passenger.

An IFR flight plan was filed for a 30-minute passenger stop at the civilian field with the same destination as originally planned. The plane commander was concerned about his fuel load for landing and was aware that there was no arresting gear available. But he decided to attempt a landing, hoping the drag chute would provide the assistance needed to accomplish a safe landing.

The weather was reasonably good en route and the visibility was eight to ten miles when the A-3B arrived at the municipal field. The tower cleared the pilot to land and advised him of the runway length and told him the runway was wet.

With a little less than 14,000 pounds of fuel aboard and at a speed of 128 knots, the A-3B touched down about 500 feet past the approach end of the runway. The pilot deployed the drag chute and felt the aircraft decelerate as the chute blossomed. In a few seconds he felt the aircraft lurch and the control tower and crewman immediately informed the pilot the chute had folded. At a speed of about 100 knots, the pilot tested the brakes, with no effect. Gradual increased braking helped very little and with 1000 feet of runway remaining, the emergency air brake was pulled.

The aircraft left the end of the runway at a speed of about 60 knots, continued across a 150-foot macadam overrun, a 210-foot dirt overrrun, then dropped over a 28-foot embankment before coming to rest 420 feet from the end of the runway. The pilot started shutting down the engines but, as smoke filled the cockpit, he and the other two crewmen abandoned the aircraft. The crew estimated it required about one minute to evacuate the burning aircraft. Fortunately, no one was injured. The aircraft received strike damage owing to structural damage and fire.

Grampaw Pettibone says:

Oh, my achin' ulcers! Just why a guy will work so hard to really goof things up, but good, is completely beyond me.

Here is a heavy attack plane commander with a crew and a real expensive machine entrusted to his care. He throws professionalism to the winds and plays the whole bit like a plumber.

In the first place, this lad had no business filing into a civil field regardless of how good a reason he thought he had. Paragraph 547 of OpNavInst. 3710.7B is mighty clear about jet aircraft usin' civil airports and believe me, some pretty sound thinkin' went into that paragraph. Guess it's just downright hard to make true believers out of some people. But we'd like to find some sure-fire way of doing it.

After decidin' to land at the civil airport, this lad kept right on makin' bad decisions until he pranged this big bird. He decided not to dump fuel even though he knew darn well he was so heavy he would have trouble on this 7860-foot runway and there was no arresting gear available. The tower even told him the runway was wet, but that didn't influence him one bit even tho' he had 14,000 pounds of fuel and could have made any one of several military fields in the general area.

Even if this gent had landed the 57,000-pound A-3 at the 500-foot mark on a dry runway, he couldn't have stopped it without a drag chute. With a wet runway and poor braking, it's doubtful that he could have stopped it with a chute. A passenger stop just can't be that important.

THE 1964 NAVAL AVIATION REVIEW

THE WORLD'S FIRST *nuclear-powered task force composed of the attack carrier Enterprise, missile cruiser Long Beach and missile frigate Bainbridge, which circumnavigated the globe in late summer steaming over 30,000 nautical miles without taking on added provisions or fuel.*

THE FIFTY-THIRD YEAR of Naval Aviation was in many ways a repeat of the year before. Assistance in southeast Asia again cost American lives and peaceful settlement remained an elusive goal. Unresolved problems festered in Africa. Cyprus seemed bent on self destruction. Castro posed a continuing threat to peace and freedom in the western hemisphere. Pent-up racial emotions burst the bonds as violence in ghettos of northern cities and new incidents in the South provided bizarre accompaniment to passage of legislation that promised racial equality.

Operations in troubled waters were again the lot of Seventh Fleet. As crises continued to spawn in southeast Asia, its carriers responded with action involving flights over hostile territory and offensive strikes on those opposing our rights to the recognized freedom of the high seas.

Sixth Fleet again sailed the blue waters of the Mediteranean. Its strength was enhanced in late spring by three nuclear-powered ships operating as a special unit. These ships, detached in late July as Task Force One cruised around the world without the aid of logistic support.

By Adrian O. Van Wyen
Aviation Historian, DCNO (Air)

The numerical strength of Naval Aviation was slightly under that of last year in aircraft on hand and personnel on board. There was no change in attack and antisubmarine carriers in operation and air stations in commission.

The shipbuilding program continued to provide for future Fleet capability. A new attack carrier and a new amphibious assault ship were launched; contracts were let for building another of each type. A new early warning and intercept control aircraft, two new helicopters and a reconnaissance modification of an operational heavy attack plane went into Fleet service. A contract was let for a new light attack aircraft. Continued production of models in service permitted progressive replacement of older aircraft and enhanced the effectiveness of air units on a variety of missions.

Support of the nation's space program continued as air and surface units began training in the recovery of *Apollo* and *Gemini* spacecraft. Astronauts were given helicopter training which simulated techniques they will use in landing the Lunar Excursion Module on the moon. A satellite was instrumented for the U.S. Committee for the International Quiet Sun Year and prepared for orbit.

Operation *Deep Freeze* went into its tenth year.

During fiscal year 1964 another record was achieved in aviation safety—the best in naval air history.

The year began with an exchange of offers for disarmament but talks at Geneva became deadlocked in two months. Warring nationalists on Cyprus rejected peace. Rioting in the Canal Zone caused a temporary break in diplomatic relations. War in Vietnam waged unabated as a new government tried to consolidate. Mobs sacked our embassy in Cambodia. Turmoil and mutiny marked the struggle for power in East Africa. Congress debated Civil Rights while demonstrations and racial violence broke out in several areas. Ranger 6 hit the moon but failed to send pictures; a Saturn rocket put a ten-ton load into orbit.

JANUARY

6—A training course for the new rating, Aviation Maintenance Administration Men (AZ), began at NATTC MEMPHIS with a group of 23 sailors and marines enrolled.

7—In ceremonies following the retirement of Vice Admiral W. M. Beakley, the Gray Eagle Trophy passed to Rear Admiral Robert Goldthwaite as the Naval Aviator on duty with the longest service in aviation.

16—Ltjg. Matthew J. Barbour, Jr. USCG, completed naval advanced flight training and became the 1000th Coast Guard officer to be designated a Naval Aviator.

19—The first E-2A *Hawkeye* assigned to the Fleet was delivered to VAW-11 at NAS NORTH ISLAND.

During January, Fleet Air Wings, Pacific, and CarDiv 9 were established; Fleet Air Japan and Fleet Air Southwest Pacific were disestablished; MARS-27 became MAMS-27; VMF (AW)-115 became VMFA-115, and CarDivs 15, 17 and 19 became Antisubmarine Groups 1, 3 and 5.

FEBRUARY

1—The eighth attack carrier laid down after World War II was launched at Newport News, Va., and christened USS *America* by Mrs. David L. McDonald.

10—A mountain range was discovered in Queen Maud Land, Antarctica, on a flight out of McMurdo by an LC-130F *Hercules* of VX-6. The plane was piloted by LCdr. R. J. Dickerson and carried among its passengers Rear Admiral James R. Reedy, Commander Naval Support Forces, Antarctica.

12—The Secretary of the Navy designated the year 1964 as a commemorative period celebrating the 50th anniversary of NAS PENSACOLA, Florida.

15—The Fleet Activities Command completed its development phase and became fully operational. On the same day, the Field Activities Division in the Office of the Chief of Naval Operations was disestablished and its mission and functions transferred to the new command.

17—An Office of Antisubmarine Warfare Programs was established under the Chief of Naval Operations to supervise and coordinate all antisubmarine warfare planning, programming and appraising.

21—The Bell UH-1E, first turbine-powered helicopter to be assigned to an operational unit of the Marine Corps, was accepted by Colonel K. L. Reusser, Commanding Officer of MAG-26, for VMO-1 at New River, N. C.

MARCH

1—The USS *Thetis Bay*, LPH-6, former escort carrier and first ship converted to operate helicopters in amphibious assault, was stricken from the Navy Register.

9—A ceremony was held at the David Taylor Model Basin Aerodynamics Laboratory commemorating the 50th anniversary of its establishment. Captain Walter S. Diehl, USN (Ret), an aerodynamics authority of world repute, was cited for his outstanding contributions to its work.

13—Instructions were issued to redesignate all Heavy Attack Squadrons, VAH, upon assignment of RA-5C aircraft, as Reconnaissance Attack Squadrons, RVAH.

16—Fleet support of Projects *Apollo* and *Gemini* got underway as units of the Atlantic Fleet began training in the recovery of the new spacecraft. Involved in the first exercises were the ASW carrier *Intrepid*, the destroyer *Lind*, the fleet oiler *Elokomin* and frogmen of UDT-21.

19—A contract was issued to Ling-Temco-Vought for research, development and production of a new light attack aircraft intended to supplement and eventually replace the A-4 in service with Navy and Marine Corps squadrons. The new aircraft, initially identified as VAL, was newly designated A-7A.

23—Two helicopters of VMO-1, lifted to the area by a USAF C-130, helped rescue a road engineering party from attack by hostile indians in the Amazon jungle near Iquitos, Peru.

28—Within five hours after a devastating earthquake

THE START *of Naval Air Station Pensacola, January 1914: Men of the aviation unit cleared the beach to erect the first tent hangars.*

struck Alaska, the seaplane tender *Salisbury Sound* was underway from NAS WHIDBEY to give aid and P-3A *Orions* and C-54 *Skymasters*, from Moffett Field, were en route with emergency supplies. For 14 days the ship provided power and heat to the severely damaged Naval Station at Kodiak while its crew served in many capacities to help people on shore.

In March, Rear Admiral W. T. Hines became Acting Chief, BUWEPS.

During the second quarter, the situation in southeast Asia was aggravated by strife in Laos and charges that American air operations threatened to spread the war. The intensity of Viet Cong attacks in South Vietnam increased. War on Cyprus sputtered as UN delegations held forces in check. The future effectiveness of NATO hung in the balance. Canal Zone treaty talks resumed on a hopeful plane. The US and USSR made simultaneous announcements of cutbacks in the production of materials used in nuclear weapons.

USS THETIS BAY, *former CVE-90 and first carrier converted to operate helicopters in amphibious assault, was stricken from the Navy list.*

USS AMERICA, *CVA-66, launched in February at Newport News, began builder's trials in November and will join the Fleet early in '65.*

APRIL

1—The last of 15 astronauts completed a helicopter flight familiarization program at Ellyson Field as a phase of their training for lunar landings. Instituted at the request of NASA, the program was scheduled in two-week courses for two students and had been in progress since November, 1963.

3—Lt. R.P.S. Stone, USMC, of VMF-334, was presented the Britannia Trophy for 1963, awarded annually by the British Royal Navy to the advanced flight training student scoring highest in bombing, aerial gunnery, rocketry and missilry.

3—ComNavAirPac announced Battle Efficiency Awards to aviation ships within his command to the attack carrier USS *Kitty Hawk*, the antisubmarine carrier USS *Yorktown* and the seaplane tender USS *Pine Island*.

4—The Concord Squadron, commanded by Rear Admiral R. B. Moore and composed of USS *Bon Homme Richard*, three destroyers and a Fleet oiler, entered the Indian Ocean from the Pacific and began a six-week cruise which carried it near Iran, the Arabian peninsula, down the African coast and into many ports.

7—Two aircraft of VAP-61 took off from Guam with two-and-a-half tons of food and clothing donated by the officers and men of the squadron for the relief of Fiji Islanders left homeless by torrential rains.

8—Two YT-2B *Buckeyes* were delivered to NAS PENSACOLA for test and evaluation prior to use in the flight training program of the Basic Training Command.

13—It was announced that Gus Grissom, Maj., USAF, and John W. Young, LCdr. USN, had been selected as prime pilots for the first manned *Gemini* space flight.

15—The Chief of Naval Operations approved a request from the Chief of Staff, U.S. Army to locate the navigation and communication facilities of the Army Aviation Section, Fort Monmouth, at NAS LAKEHURST.

15—Ens. William M. Myers, named Outstanding Naval Aviation Cadet of 1963, received the personal congratulations of President L. B. Johnson at the White House.

17—The A-6A *Intruder* began Fleet operations as VA-75 embarked in USS *Saratoga* for carrier qualifications.

20—The *Top Shot Trophy* was presented to Attack Squadron 146 for achieving over a six-month period the best overall score in the Pacific Fleet in firing the *Bullpup* air-to-surface missile. Four days later VMA-224 received a similar award for being best in the Atlantic Fleet.

23—The Chief of Naval Operations broadened opportunities for Naval Aviators to qualify in helicopters by extending responsibilities for transition training to commands outside the Flight Training Command and setting new minimum requirements for the program and qualification.

27—VMCJ-2 was presented the Navy Unit Commendation for "exceptionally meritorious service during the period Sept. 1, 1960 to Dec. 1, 1962, in connection with the planning and executing of aerial reconnaissance missions in support of operations of the utmost importance to the security of the United States." The award was the first of its kind to a Marine Corps unit in peacetime.

MAY

1—A P-3A *Orion*, commanded by Captain P. L. Ruehrmund of VX-1, returned to Key West completing an 18-day, 26,550-nautical-mile flight which in several stages, carried it around the world. On certain over-water legs, the plane dropped explosive sound signals to

VIGILANTE *reconnaissance bombers, RA-5C, of RVAH-5, on board USS Ranger for operations preliminary to their WestPac deployment.*

TWIN-ENGINE *version of the Buckeye, T-2B, was under evaluation by VT-4 at Pensacola prior to introduction in basic flight training.*

GRUMMAN BUILT *E-2A Hawkeye, an early warning and intercept control aircraft, joined the Fleet with VAW-11 at North Island in January.*

THE C-2A, *a modification of the Hawkeye, is intended as an eventual replacement for the Trader in carrier-on-board delivery (COD) units.*

THE VERSATILE *new attack plane A-6A Intruder began routine operations from carriers and was also assigned to Marine Corps units.*

assist Naval Ordnance Laboratory scientists studying the acoustical properties of the sea.

5—On the third anniversary of his historic flight into space, Commander Alan B. Shepard received the Langley Medal, highest award of the Smithsonian Institution.

7—The Chief of Naval Operations informed the Chief of Naval Personnel of an agreement by which the U.S. Air Force and U.S. Coast Guard would train Navy pilots in the techniques of operating HU-16 seaplanes in search and rescue and requested its implementation.

During May, Rear Admiral Allen M. Shinn assumed duty as Chief of the Bureau of Naval Weapons.

JUNE

6—Nine Marine parachutists led by 1st Lt. R. A. Mathews, Jr., made a night jump from a KC-130F *Hercules* at 44,100 feet over Fort Bragg, N.C., free-falling to 1800 feet. The jump bettered a 1961 record by over 2500 feet and was claimed as a new world mark.

17—Four RA-5C *Vigilantes* of RVAH-5 departed NAS *Sanford*, for the West Coast and deployment on board the USS *Ranger*.

18—The President approved naming CVA-67, the attack carrier building at Newport News, the *John F. Kennedy*.

24—Clara B. Johnson, PHC, assigned to VU-7, was designated an aerial photographer and became the first Wave with the right to wear the wings of an aircrewman.

26—An LC-130F *Hercules*, commanded by Lt. Robert V. Mayer of VX-6, completed a round-trip flight from Christchurch, N.Z., to Antarctica in an emergency evacuation of Petty Officer B. L. McMullen, critically injured in a fall. Two planes, with medical teams on board, flew from NAS QUONSET POINT to Christchurch where one stood by while the other undertook the hazardous flight.

During June, Admiral T. H. Moorer became Commander, U.S. Pacific Fleet; Vice Admiral W. E. Ellis became Commander, Sixth Fleet; Vice Admiral R. L. Johnson became Commander, Seventh Fleet and Vice Admiral A. S. Heyward became Chief of Naval Air Training.

As the third quarter opened the President signed the Civil Rights Law; mass rioting and looting broke out in Harlem, spread to Brooklyn and jumped to Rochester; violence occurred in Georgia, Florida and Mississippi. The Anti-Poverty Bill became law. Bloody ambushes by the Viet Cong, internal strife in South Vietnam, and attacks on our ships by North Vietnam torpedo boats, created new tensions in southeast Asia. Cyprus smoldered. The Congo flamed in revolt. Malaysia charged Indonesia with aggression. The OAS acted against Cuba. Differences among NATO nations were unresolved. Ranger 7 sent back pictures before landing on the moon. Cleo and Dora battered the Southeast coast.

JULY

1—The Fleet Activities Command was disestablished and the Field Support Activity was established in its place. The change included transfer of management control over certain shore activities to the new command.

1—Pacific Missile Range facilities at Point Arguello, California, and on Kwajalein Atoll were transferred from Navy to Air Force and Army command respectively.

10—The first UH-46 replenishment helicopters were delivered at NAAS REAM FIELD, Calif., for HU-1.

20—A six-plane detachment of Royal Canadian Navy Squadron 880 reported to CVSG-52 aboard the USS *Wasp* for a two-week period of ASW exercises, initiating a plan to operate four detachments of the same squadron on different U.S. carriers during the summer and fall.

22—The USS *Coral Sea*, while conducting carrier qualifications off the California coast, recorded 536 arrested landings between 0800 and 0200, averaging practically one landing every two minutes over an 18 hour period.

24—The Chief of Naval Operations sent congratulatory messages to the commanding officers of USS *Franklin D. Roosevelt*, CVA-42, USS *Intrepid*, CVS-11, and USS *Iwo Jima*, LPH-2, upon the selection of their ships as winners of the Admiral Flatley Memorial Award.

During July Admiral U.S.G. Sharp became Commander in Chief, Pacific; HMM-164 was commissioned; NAF MILDENHALL was established and NAF WEST MALLING was disestablished.

THE BELL *turbine-powered UH-1E Iroquois was assigned to Marine observation squadrons; performs many missions, including evacuation.*

SEA STALLION, *CH-53A, heavy assault transport helicopter built for Marine vertical assault operations, was unveiled at Sikorsky plant.*

AUGUST

2—North Vietnam motor torpedo boats attacking the destroyer USS *Maddox* patrolling in the Gulf of Tonkin, were damaged and driven off by ship's gunfire and rocket and strafing attacks by aircraft from the USS *Ticonderoga*.

3—NARTU LAKEHURST was announced winner of the Chance Vought Trophy, awarded annually for outstanding performance in Naval Aviation officer procurement, and NAS LOS ALAMITOS as winner of the Bear Trap Trophy, awarded for the greatest improvement in the same area.

4—ComNavAirLant announced Battle Efficiency Awards to carriers under his command for the fiscal 1964 competition, to USS *Enterprise* in the attack carrier class and to USS *Intrepid* in the antisubmarine carrier class.

5—On orders from the President to take offensive action toward preserving our right to operate in international waters, aircraft from Seventh Fleet carriers *Constellation* and *Ticonderoga* attacked motor torpedo boats and their supporting facilities at five locations along the North Vietnam coast. In 64 attack sorties, these aircraft sank or seriously damaged 25 boats and destroyed a major part of their petroleum stores and storage facilities.

14—NARTU ANDREWS was announced winner of the Chief of Naval Air Training Trophy and, four days later, scored again as winner of the Conway Memorial Trophy.

15—The President announced existence of a program to develop a counter insurgency (COIN) airplane designed to perform a variety of missions in war and peace.

22—The amphibious assault ship, USS *Guam*, LPH-9, was launched at the Philadelphia Naval Shipyard.

29—The USS *Boxer*, LPH-4, and two LSD's arrived off Hispaniola to give medical aid and helicopter evacuation services to people in areas of Haiti and the Dominican Republic, badly damaged by Hurricane *Cleo*.

In August, HATWING-1 became RHATWING-1.

SEPTEMBER

3—Last of the F-8 *Crusader* line built for the Navy was delivered to Fighter Squadron 124 at Dallas.

19—The USS *Saratoga*, only ship equipped to receive direct broadcasts from weather satellites, received the first of several photographs from the experimental *Nimbus* while operating at sea off the East Coast.

29—Congress approved a transfer of funds for procurement of a two-seat trainer modification of the A-4E *Skyhawk*, permitting initiation of a two-year program to provide 152 new aircraft for flight training during a period in which an advanced trainer will be developed.

30—Three ski-equipped *Hercules* aircraft of VX-6 took off from Melbourne, Australia, Christchurch, New Zealand and Punta Arenas, Chile, respectively, and flew to Williams Field on Antarctica. The flight from Melbourne, first in history from Australia to Antarctica, passed over the South Pole to drop mail to the wintering-over party, then landed at Byrd Station before proceeding to McMurdo. The arrival of Commander Naval Support Forces, Antarctica, on this flight on 1 October, marked the official opening of *Deep Freeze 65*.

During September, VAH-1 became RVAH-1.

As the year closed, Communist China exploded its first atomic bomb and called for a world summit meeting to discuss destruction of atomic stockpiles. The Soviet Union changed leaders and put VOSKHOD into orbit with three men on board. The NATO Nations could not agree on the formation of a multilateral nuclear force. Rebels in the Congo played with the lives of hostages to gain their ends. U.S. relations with Cambodia

BOEING VERTOL *UH-46A Sea Knight was assigned to new supply ships for use in vertical replenishment of combatant ships while underway at sea. An assault transport version, CH-46A, was delivered to Marine Corps units in June for vertical envelopment operations.*

took another dip over a border violation incident. Viet Cong shelled an airfield causing heavy destruction. Floods in the wake of a typhoon added to troubles in South Vietnam. Mariner started the long journey toward the planet Mars.

OCTOBER

1—The former attack carrier USS *Franklin*, AVT-8, was stricken from the Navy Register—first of the World War II *Essex*-class carriers labelled unfit for further service.

3—Operation *Sea Orbit* ended as USS *Enterprise* and USS *Long Beach* arrived at Norfolk and USS *Bainbridge* reached Charleston, S.C. This task force, the world's first composed entirely of nuclear powered ships, left Gilbraltar on 31 July, sailed down the Atlantic and around Africa, across the Indian and Pacific Oceans, and around Cape Horn, completing a 30,216-nautical mile around-the-world cruise without taking on either fuel or provisions.

31—The Cunningham Trophy, awarded annually to the Marine Aviator of the Year, was presented to Lieutenant Colonel Thomas J. Ross at MCAS EL TORO, Calif.

NOVEMBER

17—Helicopters of HMM-162 from USS *Princeton*, LPH-5, began delivery of food and clothing to people in inland South Vietnam flooded by heavy rains.

18—USS *America* eased away from her berth at Newport News and headed for her first trials at sea.

26—Helicopters from NAS LAKEHURST assisted in the rescue of crewmen from the Norwegian tanker *Stolt Dagali* cut in two by collision with the Israeli liner *Shalom*.

During November, VAH-13 became RVAH-13.

DECEMBER

2—The first carrier-on-board delivery version of the *Hawkeye*, designated C-2A, was accepted by the Secretary of the Navy in ceremonies at the Grumman Plant.

17—Naval Aviator No. 1, Commander T. G. Ellyson, was enshrined in the National Aviation Hall of Fame at Dayton, Ohio—the first Naval officer to be so honored.

TWO NEW FAST *combat support ships, USS Sacramento, AOE-1 (center), and USS Mars, AFS-1 (top), with destroyer USS Walker, combine the functions of several earlier support types and employ Sea Knight helicopters to airlift supplies during replenishment operations.*

GUANTANAMO BAY PLAYS KEY ROLE TODAY

1964: McCALLA FIELD, FOREGROUND: DESALINATION PLANT (RIGHT); LEEWARD PT. ACROSS

By C. W. Seay

NATURE HAS wonderfully endowed Guantanamo with a deep, sheltered harbor with the 100-fathom curve actually within the mouth of the bay and with as near perfect operating weather as may be found anywhere. Where else in the world can aircraft be engaged in weapons training five minutes after takeoff, 356 days out of the year?

Such fortuitous circumstances could not fail to attract the attention of the Navy's budding air arm and, as early as 1913, Curtiss seaplanes were being flown from the calm expanses of Guantanamo Bay. By 1920, the USS *Langley's* newly formed air group was operating from the salt flats of Hicacle Beach and shortly thereafter, dirigibles were being launched from mooring masts installed at McCalla hill. From these meager beginnings grew fitfully, and usually in direct relation to the world's fever chart, the large aviation complex which is now the Naval Air Station, Guantanamo Bay. Two airfields, McCalla which is 4900 feet long, and Leeward Point, which is 8000 feet long, form the heart of the complex which is now capable of handling any aircraft in the Navy inventory.

Although McCalla field is short and subjected almost continuously to a 90° crosswind, it has the capability, by virtue of its Morest gear, of supporting jet operations. Indeed, while Leeward field was closed for three months in 1963 for runway repairs, all base defense jets were operated from McCalla. Over 350 jet arrestments were made during this period without a single aircraft accident. This display of professionalism on the part of pilots and ground crews convinced all the "doubting Thomases," that jet operations from McCalla would not result in smashed aircraft and injured pilots. The field is now routinely used for jet recovery when the Leeward runway is closed for any reason.

Pilots who have not visited Leeward Point in recent years will be impressed by several improvements. Most older type jet jockeys can remember the horrible, pervasive smell of liquid oxygen that was produced here for our use. This situation was corrected by moving the LOX plant from its position next to the fuel dump to its present location on the tip of Leeward Point where its intakes ingest nothing but pure fresh Caribbean air. We now produce the purest liquid oxygen in the world

Carrier pilots also need no longer be apprehensive of the 100,000 pounds of old anchor chain that used to rattle along behind them whenever they made an arrested landing at Leeward Point. Two E-27 aircraft arresting gear units have been installed and arrestments are reported to be so smooth as to be scarcely noticeable to the pilot.

While Fleet and air training continues at an undiminished rate, United States relations with the Cuban Gov-

McCALLA FIELD, ABOUT 1934, WITH CARRIER SARATOGA SHOWING FAINTLY IN DISTANCE

ernment have deteriorated to such an extent that the base has assumed the aspect of a garrison outpost in an unfriendly world. Until recently the Naval Base was dependent upon a hostile and unpredictable Castro for the two million gallons of water per day necessary for its existence. The cut-off of Cuban water sources in February 1964 was countered by the installation of a water desalination plant at Fisherman's Point which meets all the water requirements of the base, including the operation of five large swimming pools.

As far as this writer knows, this is the largest and perhaps the only community in the world which is sustained entirely by fresh water produced by artificial means. One wonders what the original inhabitants of the fishing village, formerly located on the site of the plant, might think if they could see this miracle which modern technology makes not only possible, but entirely feasible.

However, all is not roses at Guantanamo Bay. The nearest liberty town is now more than 150 miles away and out of liberty boat range. The Navy has attempted to compensate for this by creating the most extensive recreational facilities to be found anywhere. Horseback riding, ball diamonds, skindiving, tennis courts, swimming pools, clubs, excellent fishing, football fields, and golf provide plenty of opportunity for healthful recreation for those on duty at the base.

Occasionally, base personnel do get an opportunity to visit some of the interesting Caribbean port cities. Ships in training at Gitmo make weekend visits to such nearby ports as Montego Bay and Kingston and they usually have room for a limited number of base personnel. In addition, station aircraft fly regularly scheduled logistic support flights to Port-Au-Prince, San Juan and other cities. Any extra space on these flights is made available to base personnel for leave and liberty. Admittedly, Guantanamo is not the service man's paradise it once was. However, its magnificent attributes remain unimpaired and air and surface training of Uncle Sam's fledgling Navy men continues at an undiminished rate. We can only hope that someday soon we may see a revival of the happy relationship that once existed between the base and the surrounding community.

PROBE READY FOR POST-GEMINI LAUNCH

SIDEWINDER-ARCAS ROCKET ON ITS PAD

A HIGH-ALTITUDE meteorological probe rocket, developed by the U. S. Naval Missile Center (NMC) at Point Mugu, will be used to acquire information about the density of the upper atmosphere during spacecraft launches, reports Captain C. O. Holmquist, Center Commander. The rocket is the only available, low-cost probe capable of carrying a 12-pound payload to altitudes above 70 miles, he added.

Launch of an unmanned *Gemini* capsule from Cape Kennedy is expected to be the first satellite operation to employ the NMC rocket.

According to present plans, after the *Gemini* launch, the meteorological probe will be sent aloft carrying a deflated sphere of metalized plastic in the nose cone. At peak altitude the sphere will be ejected and inflated. As the sphere descends it will be tracked by radar. From the radar data, technicians will determine the wind conditions and atmospheric density prevailing at the time of the spacecraft launching. This data will be correlated with information from other sources to evaluate the satellite operation.

To produce the new probe vehicle, NMC engineers and technicans mated two standard rockets, the *Arcas* and the *Sidewinder*. The *Arcas*, which forms the upper stage, is manufactured by the Atlantic Research Corporation. It has been in use for several years to obtain meteorological data at altitudes around 200,000 feet. The *Sidewinder* propulsion unit, made by the Navy Propellant Plant, is used in the new system to boost the *Arcas* during the initial phase of its flight.

The experimental payload for the probe was designed by the Air Force Cambridge Research Laboratory.

The first sea level launches of the complete probe—*Sidewinder*, *Arcas* and payload—were conducted successfully in November at Cape Kennedy. Engineers John Goolsby and Sal Penza of the NMC Astronautics Department instructed Cape Kennedy crews in the system's operation.

NMC POINT MUGU was assigned the task of developing the *Sidewinder-Arcas* probe by BUWEPS in 1962. The necessary engineering work, modifications and ground tests were accomplished by personnel of the Center's Astronautics, Laboratories and Aerospace Departments. The first launching tests of the system were conducted at the White Sands Missile Range.

Pilots 'Fly' F-111 Simulator

Do Series of Flights on DORA

At General Dynamics, Fort Worth, U.S. Navy pilots completed their first series of flights on DORA (Dynamic Operator Response Apparatus) late in 1964.

Four Navy pilots flew a variety of missions in the F-111 Navy version cockpit. They were Lts. J. L. Karg and G. L. Murray, from CRAW-4, CECIL FIELD, FLA., and Lts. F. C. Hoerner and J. N. Fendley, from NATC PATUXENT RIVER. Lt. P. R. Chatelier, Point Mugu, Calif., and A. Southern, F-111 Special Project Officer, served as observers.

Purpose of the flights was to create an F-111 cockpit of "optimum design efficiency" before the first production number rolls off the line.

Previously, nine Tactical Air Command pilots had "flown" 70 to 80 missions to record their reaction to the Air Force version cockpit.

Navy and Air Force pilots will continue to alternate on the simulator until the completion of the program.

USS INDEPENDENCE *steams through Atlantic water as squadron aircraft fly over. It is a Forrestal class aircraft carrier. More than 5,500 men serve aboard. The Executive Officer of the carrier is responsible for morale, discipline, training, welfare, and safety measures.*

The Modern Aircraft Carrier

IT'S A CASE OF 'WHO'S IN CHARGE HERE?'

'An atmosphere in which people develop and utilize their talents to the fullest depends greatly upon the organization structure in which they work. A sound organization structure gives full release to the energies of each member. The members of the organization will give their best and will cooperate most effectively with others when each knows for what he is responsible, to whom he is responsible, and his collaborative relationship with others. Indefiniteness in these three essentials will obstruct cooperation and lead to the loss of effectiveness.'
—AirLant/AirPac CV Standard Ship Organization and Regulation Manual.

By Scot MacDonald

TO THE YOUNG NAVY man reporting to an aircraft carrier for the first time, few things are as bewildering as the first few days aboard. He is overwhelmed by the size of the ship, the complexity of his surroundings, and the mysteriousness of the many different-colored work uniforms, the speed, the bustling activity, the noise, and the frequently incomprehensible shop talk babbling over the decks. Will it make sense, he wonders?

It will.

Finding his way from his berthing space to his working space is a tentative expedition, the future success of which, without a proper guide, remains with him a matter of conjecture. If he's wise, he'll buddy up with a veteran until he has mastered point-to-point travel without getting lost. It is during these familiarization days that he hears fascinating stories of men being lost for days aboard a carrier before being found. These are sea stories and the legends are hard to die. Occasionally they are given impetus: at least one ship's paper did carry a lost and found item, asking for information on the whereabouts of an airman who had missed muster for several days.

Within a short while, however, the new man finds his way from berthing compartment to mess deck to work shop to quarterdeck. Thereafter, routes to sick bay, the hangar deck for movies, ship's service areas for gedunks and haircuts, and other important areas are soon mastered. Introduction of the I Division in the Executive Department has taken away much of the confusion for the newcomer. In this Division "I" stands for "Indoctrination."

It is an unfortunate truth, though, that a man may learn the physical plan of his ship and still have only a vague idea of how his ship operates, how his division, or even department, fits into the over-all scheme of making an aircraft carrier an effective weapon. What of the other divisions, other departments? He may have only a cursory knowledge of what they are and what they do. At times he may wonder, "Who's in charge here?"

Starting from the beginning, during peacetime, men are assigned to an aircraft carrier in accordance with an allowance list approved by the Chief of Naval Operations; the numbers of ranks and ratings of officers and men serving aboard are determined by the Chief of Naval Personnel. The criteria used by BuPers in reaching a satisfactory allowance list is the actual need of the ship: the number of officers and men required to maintain and operate the ship.

This list is always smaller than the ship's complement list. The latter refers to the number of personnel required to man battle stations, to meet basic administrative requirements, and to maintain the continuous watches demanded by wartime conditions of readiness. The numbers fluctuate from aircraft carrier to aircraft carrier, depending on the ship's size, mission, and equipment installed.

Reporting aboard, the Navy man is assigned to a department, a division within that department, and a section within the division. The names of the various departments aboard are fairly self-explanatory (e.g., Operations Department, Navigation, Supply, etc.); they do not differ greatly from other combatant ships. An obvious exception is the Air Department. These departments will be studied in later issues of NANews.

Within his own department, the new Navy man aboard soon gets to know all of the divisions that comprise his department, but he still may be greatly confused by the letter-number combinations used to identify divisions in other departments.

The section is a primary organizational unit of the ship. Administratively, it permits adequate manning of condition watches and watch standing, equitable liberty, easier messing and berthing arrangements. During wartime, the ship is divided into three sections. In peacetime, the number of sections in which the ship is divided is determined by the operational commander. Aboard most carriers, there are four sections: one duty section, one stand-by section, and two off-duty sections.

There is generally no confusion in the mind of the new man aboard as to the position and responsibility of the commanding officer. By Navy regulations, the C.O. is charged with the absolute responsibility for the safety, well being and efficiency of his command.

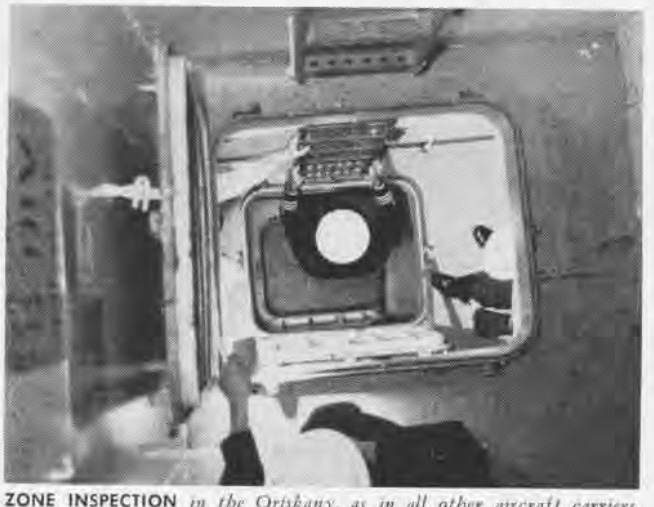
The Executive Officer is second in command and acts as aide to the Commanding Officer. Specifically, he is charged with "matters pertaining to the morale, discipline, welfare, work, exercise, safety, rights, and privileges of individuals within the command." He supervises the organization of the ship as a whole. His department (which is not exactly a department) and the divisions (which are not exactly divisions) are first encountered by men checking in upon reporting aboard. The "exec" has a staff assisting him, rather than a distinct breakdown into divisions; exceptions: X Division and I Division. In the *Independence*, this staff is comprised of eight officers (Executive Assistants) and 70 enlisted men. These should be studied first.

The X Division is a catch-all for such diverse offices as the Ship's Secretary, the Personnel Office, Educational and Training Office, Legal Office, Special Services Office, Public Information Office, the Master-at-Arms force, and the Post Office.

The *Independence* and *Saratoga* are two of the carriers carrying an I Division under supervision of the Executive Officer. This division was formed strictly for the indoctrination of new men. Although it is temporary in nature, activated when needed and deactivated when departmental requirements are met, the I Division in the *Sara* is in session almost every week. New men are instructed in the ship's mission and their own part in that mission. The physical layout of the carrier is explained so that they will more easily move from one point to another without getting lost. The course closes with a guided tour of the ship.

In the *Saratoga*, the Print Shop is placed under an Administrative Officer whose primary function is to handle and coordinate such internal paper work as notices and the plan-of-the-day. Ship's instructions are published by the Captain's Office.

In the *Intrepid*, the Print Shop is supervised by the Ship's Secretary, who also reviews correspondence to and from the ship, maintains all officers' service jackets, and administers asso-



ZONE INSPECTION *in the Oriskany, as in all other aircraft carriers, assures both the Exec and C.O. that the ship is clean and maintained.*

MAILMEN IN CVA-62 *sort some 6000 pounds of mail COD-flown aboard. The Post Office is usually directly responsible to ship's Exec.*

ciated matters in regard to officer personnel, including transfers, leave and security clearance.

The Personnel Officer has custody of all enlisted service records and administers all phases of personnel accounting, including transfers, receipts, reenlistments, discharges, leave, requests for special assignment, normal rotation, and similar functions. Aboard the *Saratoga*, as in most other carriers, the personnel office handles only ship's company and TAD personnel. As one man aboard put it, "Squadrons and detachments fight their own battles." Air Wings carry their own personnelmen.

In *Saratoga*, the Educational and Training Office is a two-section unit. One section handles military courses for advancement in rates, tests, and military school programs. A second section handles USAFI courses and GED tests for high school and college equivalency. In the *Intrepid*, a Career Counselor is under the supervision of the Training Officer and is usually a chief petty officer, especially qualified.

The *Intrepid* describes the duties of her Legal Officer: He "performs all necessary duties associated with disciplinary matters and legal assistance. He is directly responsible for investigative actions, preparation of administrative discharge requests, and supervising the submission of courts-martial. The Legal Officer assists personnel desiring to prepare wills and power of attorney or affidavits." The duties of a carrier's legal officer are no different from those aboard other combatant ships.

Most aircraft carriers have at least two chaplains aboard, of different faiths. Usually they are part of the Executive Officer's administrative assistants set-up.

A *Saratoga* sailor describes the Special Services Office this way: "It is responsible for recreation and welfare and by far one of the most important offices aboard a carrier at sea—at least to a ship-bound sailor—and to the personnel headed for liberty. It runs all athletic events, funds ship and division parties, arranges for special tours and special transportation to recreation areas. There are days when the Special Services Officer is the most popular man aboard ship, bowing only to the Disbursing Officer, whom everybody loves." This office funds the ship's newspaper, radio and closed-circuit

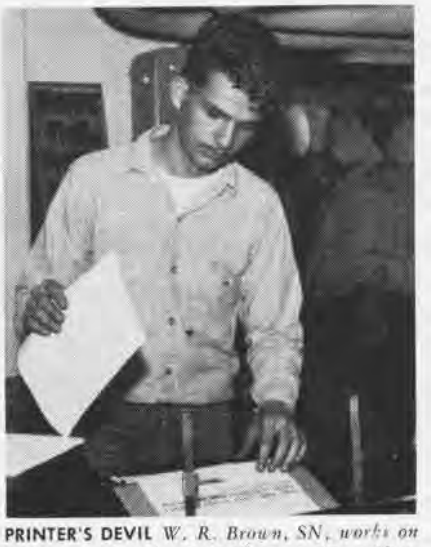
ORISKANY'S CHAPLAIN, *LCdr. Carl Elwood, organizationally is part of the X.O.'s Dept.*

TV. In the *Sara*, there are some 240 TV sets located in compartments throughout the ship.

The X Division also contains a Public Information Office. The ship's newspaper is edited here (and run off in the print shop). The primary function of the PIO is to keep the C.O. and X.O. advised of public relations trends, policies, and potentials, current directives governing security considerations, and the release of public information.

Publications generated from this office, in addition to the ship's paper, include visitors' pamphlets (often in several languages), port pamphlets, and cruise books.

The master-at-arms force is described by a *Saratoga* man. "They are the officers of the law and the Executive Officer's right arm when it comes to enforcing ship's policy. They prowl the ship, inspecting spaces and individuals to be sure both are up to par. They also run the ship's I Division for new men aboard, muster restricted and extra duty men and assign jobs to extra duty men." The AirLant/AirPac CV Standard Ship Organization and Regulations Manual sums up this force succinctly: "The Chief Master-at-Arms functions as an assistant to the Executive Officer in the enforcement of regulations and the maintenance of good order and discipline."



PRINTER'S DEVIL *W. R. Brown, SN, works on letter press in the Constellation's Print Shop.*

The Post Office also comes under the Executive Department, and aboard an aircraft carrier, this usually means heavy but erratic workload peaks when the ship is at sea. In addition to routine post office chores for the men assigned the carrier, personnel in this office also handle mail for ships in company. Aboard the *Enterprise*, for instance, during Operation *Sea Orbit*, mailmen in the *Big E* handled approximately 6700 pounds of mail in a two-month period, delivered to the carrier by carrier on-board delivery (COD) flights. Mail was also highlined or helo-delivered to the *Long Beach* and *Bainbridge* as well as picked up.

The AirLant/AirPac organization manual is described within its covers as a "functional guide." It does not set down hard and fast rules to which a commanding officer must hew. The latitude provided is illustrated in variations from the "average" Executive Department shown here. The print shop, for instance, comes under the Operations Department in some carriers; the *Saratoga* assigns CPO compartment cleaners to the Executive Department while many other carriers assign them to the Deck Division.

Saratoga surmises: "To the outsider, the X Division appears to be a loose grouping of offices and enterprises that no one could quite fit anywhere else. After all, what does WSAR radio and television have to do with the master-at-arms, or what does the public information office have to do with legal counsel?

"X Division is not really a division. It is a composite of small units that form *Saratoga's* executive department and its actions affect—officially, personally, and unofficially—every member in *Saratoga's* crew."

USS FORRESTAL CELEBRATES TEN YEARS

WHEN USS FORRESTAL (CVA-59) was launched December 11, 1954, she was the largest warship the world had ever seen. Sliding down the ways of the Newport News Shipbuilding and Drydock Company at Newport News, Va., she marked a new era and gave her name to a new class of aircraft carrier.

Named for the first Secretary of Defense, the late James V. Forrestal, she has sailed more than half a million miles, visited ports halfway across the world and served with honor the flag she carries.

Her aircraft complement has changed completely. Instead of the FJ-3, *Forrestal* now flies the F-4 *Phantom II*, a twice-the-speed of sound, all-weather, fighter interceptor; instead of the AD *Skyraider*, the A-4E *Skyhawk;* and instead of the F4D *Skyray*, the F-8 *Crusader*.

Forrestal's first real test came in November 1956 when she bolstered U.S. strength in the Med during the Suez Crisis. Since that first deployment with the Sixth Fleet, *Forrestal* has completed four more Mediterranean cruises and is currently embarked on her sixth such cruise.

Despite her age, *Forrestal*, thanks to frequent updating periods, has kept pace with her younger sisters—*Saratoga*, *Ranger*, *Independence*, *Kitty Hawk*, *Constellation* and *Enterprise*.

COMMANDER R. L. WERNER *landed the first airplane, an FJ-3 Fury jet, January 3, 1956.*

An oldtimer can walk the flight deck today and look around him, remembering the *Forrestal* of old and comparing her with the *Forrestal* today. He knows that the original plans called for the ship to displace slightly less than 60,000 tons and that since then she has gained weight at an astonishing rate; she now tips the scales at 78,000 tons.

SINCE HER CHRISTENING *December 11, 1954—Mrs. Forrestal was her sponsor—the attack carrier has steamed more than 50,000 miles a year and over 100,000 landings have been made.*

He might look at the Fresnel lens, the latest in optical landing devices which protrude slightly off the port side of the huge flight deck.

There used to be six arresting wires strung across the deck, the oldtimer recalls. Now there are but four, capable of doing the job the six once did.

The forward sponsons where the five-inch guns used to sit, are gone, removed several years ago during a yard period because they were unnecessary and more of a burden than an asset. There were eight five-inchers originally, four forward and four aft. Now only the after mounts remain.

CHIEF COUGHLIN, *CVA-59 plankowner, congratulates Lt. J. F. Barr on the 100,000th landing. Captain Hanley stands in center.*

And the radar mast! He recalls when the area above the ship's island structure was not nearly so cluttered with electronics paraphernalia. Those antennas, the oldtimer knows, are the transmitting and receiving parts of the latest electronics innovations.

Former commanding officers of *Forrestal* have moved to higher positions within the Navy. Vice Admiral Roy L. Johnson now commands the 7th Fleet; Vice Admiral William E. Ellis, the 6th Fleet; Rear Admiral Allen M. Shinn, Chief of the Bureau of Naval Weapons; Rear Admiral Samuel R. Brown, ComCarDiv Four; Rear Admiral Robert E. Riera is Commander of the Alaskan Sea Frontier and Commandant of the 17th Naval District; and Rear Admiral Donald M. White is ComCarDiv 20. Captain Lawrence R. Geis has been selected for the rank of Rear Admiral, and Captain Dick H. Guinn, *Forrestal's* ninth skipper, is on the staff of the Chief of Naval Operations. The aircraft carrier's present skipper is Captain Michael J. Hanley, Jr., USN.

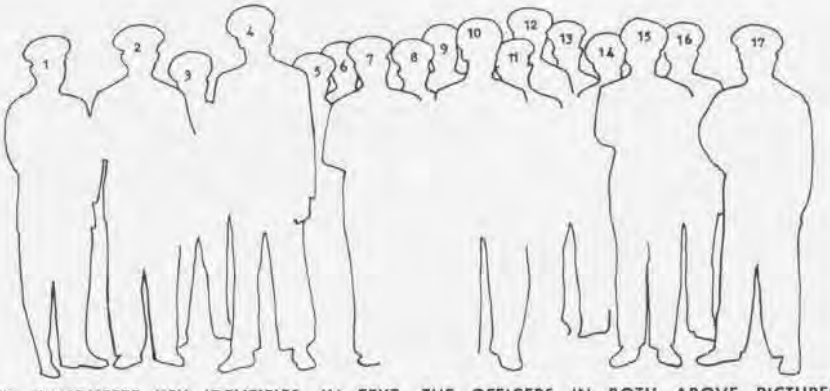
THIS IS THE SLOOP THAT STARTED IT ALL

AT CHERBOURG, OFFICERS OF USS MOUNT KEARSARGE POSE

OFFICERS OF CVS-33 STRIKE POSE OF THEIR 1864 COUNTERPARTS

IT TOOK the clever men in the *Kearsarge* to come up with an original way to call attention to the 19th anniversary of her commissioning next month.

At upper left is a photo taken of the officers of the sloop of war USS *Mount Kearsarge*. The picture was taken in 1864 at Cherbourg, France, before sailing out on June 19 to defeat the Confederate blockade runner *Alabama* in one of the most famous naval engagements of the Civil War. Last June 19, 100 years later, the ASW aircraft carrier USS *Kearsarge* began her ninth Far East cruise. Returning from extensive operations off the coast of Vietnam, officers in CVS-33 took time out to strike a pose similar to that of their predecessors. This picture appears at bottom right. A silhouette identification key appears at center.



THIS SILHOUETTE KEY IDENTIFIES, IN TEXT, THE OFFICERS IN BOTH ABOVE PICTURES

1. *1864: LCdr. William H. Cushman, Chief Engineer; 1964: Cdr. Ralph E. Wilson, Jr., Chief Engineer.*

2. *1864: LCdr. A. Adams Smith, Paymaster; 1964: Cdr. John J. Beckham, Supply Officer.*

3. *1864: Unidentified; 1964: Cdr. Michael Zustiak, Dental Officer.*

4. *1864: Capt. John A. Winslow, Commanding Officer; 1964: Capt. Charles P. Muckenthaler, Commanding Officer.*

5. *1864: Ezra Bartlett, Acting Master Mate; 1964: Lt. Clarence A. Morris, Administrative Assistant.*

6. *Daniel B. Sargent, Paymaster's Clerk; 1964: Ltjg. William N. Winfield, Disbursing Officer.*

7. *LCdr. James S. Thorton (no billet recorded on photo); 1964: Cdr. Charles B. Hamilton, Operations Officer.*

8. *1864: William H. Bodlam, Assistant Engineer; 1964: Lieutenant Conrad A. Thiele, the Engineering Electrical Assistant.*

9. *1864: Henry McConnell, Assistant Engineer; 1964: Warrant Officer Horace G. Lenon, Chief Ship's Repair Technician (Engineering Department).*

10. *1864: James R. Wheeler, Acting Master; 1964: Capt. William J. Wacker, Executive Officer.*

11. *1864: James C. Walter, Ship's Boatswain; 1964: Warrant Officer Joseph C. Windham, Chief Boatswain.*

12. *1864: Sidney L. Smith, Assistant Engineer; 1964: Lt. Paul J. Gould, Engineering Main Propulsion Assistant.*

13. *1864: Frank A. Graham, Ship's Gunner; 1964: LCdr. John W. Bradford, Jr., Weapons Officer.*

14. *1864: Charles C. Danforth, Acting Masters Mate; 1964; LCdr. Herschel L. Plowman, Communications Officer.*

15. *1864: Ebben M. Stoddard, Acting Master; 1964: Cdr. Edward M. Haugh, Navigator.*

16. *1864: Fred L. Miller, Assistant Engineer, 1964; Lieutenant Eugene J. Schuster, the Engineering Damage Control Assistant.*

17. *1864: LCdr. Q. Adams Smith, Surgeon; 1964: LCdr. Samuel Markarian, Medical Officer.*

The three officers on the gun mount of the aircraft carrier had no counterparts in the sloop of war, but hold important positions in CVS-33. From left, they are Cdr. Jack Bent, Air Officer; Cdr. L. D. Bowen, Commander of Carrier Air Group 53, and Capt. McLendon G. Morris, commanding the Marine detachment aboard.

The *Mount Kearsarge* was a sleek warship of the Union Navy, christened November 5, 1861. She was named for an obscure but picturesque peak in the southeastern ranges of New Hampshire's White Mountains. She was a fast, coal-burning, 1031-ton, seven-gun sloop-of-war.

The *Mount Kearsarge* gained fame

THIS IS A SKETCH OF SLOOP OF WAR USS MOUNT KEARSARGE, 1864

ASW AIRCRAFT CARRIER USS KEARSARGE RETURNS FROM FAR EAST

in 1864 off the French Coast in what proved to be one of the most important naval engagements of the Civil War. The battle lasted 65 minutes, the Confederate Ship *Alabama* expending 470 rounds of ammunition to *Mount Kearsarge's* 173. The accurate gunnery of the latter caused the *Alabama* to sink.

★ ★ ★

Eight Rescued in One Day

HU-2 Role in Collision Disaster

Following the collision between the Israeli liner *Shalom* and the *Norwegian* tanker *Stolt Dagali*, November 26, 1964, HU-2 rescued eight people.

Before daybreak, HU-2 had a plane in the air on the way to the scene of the collision. At daybreak, the helicopter crew, consisting of Lt. George Gilpin, Ltjg. Phillip Lehrfeld, Charles Beasley, AMH1, and John Pelto, AE3, spotted a partially submerged lifeboat in the choppy sea of 14-foot waves.

An approach was made and four survivors were hoisted into the helicopter and flown to the hospital at NAS LAKEHURST. After immediate refueling, the helicopter continued its search for survivors.

Meanwhile, three other HU-2 helicopters were launched and they too joined the search. People were spotted on the bridge of the *Stolt Dagali*. The helicopter crew of Ltjg. George Benoit, Ltjg. Leif Elstad, Christopher Valentine, ATN3 and Clyde S. Harting, AD3, motioned the people to walk to the ship's bow. Two of these people were then picked up.

LCdr. A.E. Fulmer took his crew, composed of Ltjg. Scott Gordon and George E. Dyess, ADR3, over the bow and two more survivors were hoisted into the helicopter.

Quick work of the line crew, led by James N. Weldon, ADJ3, provided speedy turn-around time, allowing HU-2 to fly approximately 40 hours of search and rescue.

Marine A-6 Unit Arrives

VMA(AW)-242 Based at Cherry Pt.

Marine All-Weather Attack Squadron 242, the first attack unit in the Marine Corps to be equipped with the Grumman A-6A *Intruder*, has joined the 2nd Aircraft Wing at Cherry Point. The squadron is part of Marine Aircraft Group 14. Lieutenant Colonel Robert H. Wilson, C.O., was greeted after landing his jet by Brigadier General George S. Bowman Jr., 2nd Wing Commander, and Brigadier General John F. Dobbin, Assistant Wing Commander. Colonel John J. Windsor, MAG-14 C.O., was also present

WILSON GREETED BY BOWMAN, DOBBIN

VMA(AW)-242 was formed at NAS OCEANA where air crews and personnel were trained.

Charger's First Landing

COIN Plane Stops at North Island

NAS NORTH ISLAND provided a "turn-around" point for the first flight of the Convair Aircraft Corporation's experimental *Charger*, a twin-engine plane built for close-air-support missions. The landing at the air station had to be made because of FAA rulings which prohibit use of San Diego's Lindbergh Field for landing a plane on its maiden flight.

Convair's Chief Test Pilot, John W. Knebel, was at the controls. He said the *Charger* was "a very nimble airplane that was hard to hold back. It showed me a quick, clean response." The aircraft is being offered as an "off-the-shelf" item.

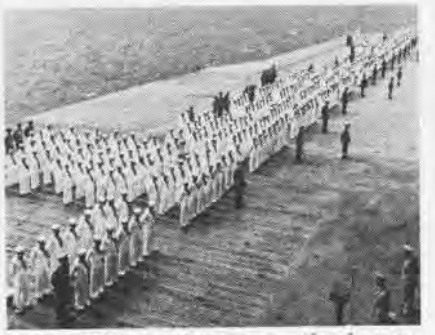
It is powered by two T-74, 650-hp turboprop engines, is 35 feet long and has a wing span of 27 and a half feet. The *Charger* is designed to take off and land in a distance of 225 feet with a 2000-lb. payload. Its speed ranges from 50 mph for tree-top support missions or 400 mph for attacking dive runs. It can also carry six, fully-armed troops.

The counter-insurgency (COIN) plane is designed to add a punch for forces engaged in guerilla fighting.

DECK FORMATIONS TELL THE STORY

Which aircraft carrier was the first to spell out in human letters a message to the world is lost to recorded history, as is the message itself. The earliest such photo in the files at the Navy's Photographic Center was received in May 1946. It was of CV-17 during an in-port period. It spelled out the ship's name, 'Bunker,' and completed the name, 'Hill,' in a second photo (NANews, Sept. 1946). This may have been an outgrowth of the traditional manning of the rails. The at-sea development of the helicopter contributed much to the ease of photographing such formations and, over the years, they have become entrenched traditions. Messages vary, but usually they are those of welcome.

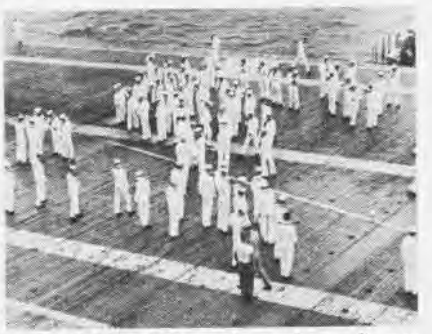
ABOARD *the Kearsarge, one recent message began with a routine personnel inspection.*



FORMATIONS *by divisions are placed at parade rest as inspection party is formed.*

THE C.O. *passes through the ranks, checking uniforms, haircuts, and military bearing.*

INSPECTION OVER, *the crew is told that a special formation will be formed on deck.*



SOME CONFUSION *usually results as the men are directed to their flight deck positions.*

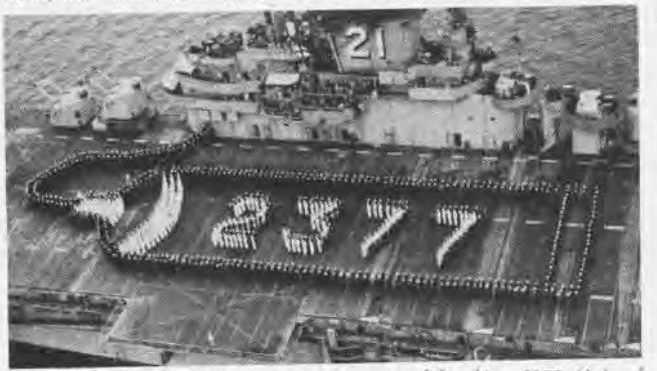
BUT WITH *patience and a bullhorn the double line letters begin to be recognizable.*

THE MESSAGE DONE, *a ship's photographer boards a ship-based helo and pictorially records this salute to the recently completed Olympics. Rings, representing five participating continents, are formed at left, and a flaming torch provides a punctuation mark at right.*

A LONG DEPLOYMENT *inspired this comment by men in the Coral Sea as they neared home waters. Dependents and loved ones got the message—and the men aboard, some richly deserved leave and liberty in the best of all possible ports of call, the carrier's home port.*

JUST BEFORE *arriving at Mayport, Fla., after an eight-month deployment, men on the Saratoga spelled out this greeting, in October 1958.*

THE ESSEX *and the Saratoga teamed up to spell out this message to their countrymen in August 1960. They, too, were entering Mayport.*



USS BOXER *recorded the donation of a record-breaking 2377 pints of blood in a three-day period in October 1951, with this formation.*

IT WAS GREEK *to the viewers of this message by Intrepid men in 1956, but appropriate. It translates "Happy Easter" to city of Salonika.*

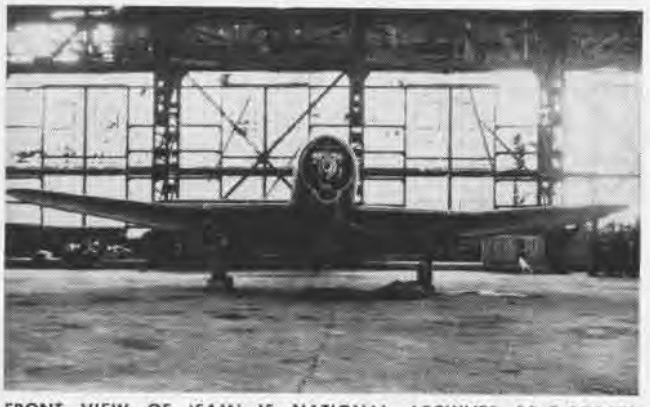
SARATOGA MEN *again spell out a salute to "Naval Aviation." This December 1960 photo was taken on the eve of the Navy-wide celebration of the Fiftieth Anniversary of Naval Aviation. This commemortive photo was reprinted many times during the year-long celebration.*

A SEARCH SINCE WORLD WAR II IS ENDED

By Christian Beilstein, DOD

THIS SKETCH, PROVIDED BY THE AUTHOR, IS TYPICAL A7M DRAWING

'SAM' IS VIEWED IN NATIONAL ARCHIVES NUMBER 80-G-193476



FRONT VIEW OF 'SAM' IS NATIONAL ARCHIVES 80-G-193471

NATIONAL ARCHIVES PHOTO 80-G-193473 OF THE A7M REPPU

A 20-YEAR-OLD SEARCH has ended with the unearthing of U.S. Navy photographs taken in Japan immediately after the Japanese surrender. Painstaking research by Mr. Al Simmons, a member of the American Aviation Historical Society, has uncovered the only known existing photographs of the *Sam* or Mitsubishi A7M2, a high performance interceptor-fighter developed for the Japanese Navy in the late years of World War II. For almost 20 years, these negatives have rested in the USN Historical Photo File, originally at the Naval Photographic Center, now transferred to the National Archives, Washington, D.C.

The A7M *Reppu* ("Violent Wind" or "Typhoon") was conceived in April 1942 as a replacement for the *Zero-sen* carrier-based fighter (the Mitsubishi A6M, known to U. S. airmen as the *Zeke*). Designed by the Japanese designer, Jiro Horikoshi, *Reppu* was to be fitted with a 2000-hp engine and was to be armed with two 20mm cannon and four 13mm machineguns. No adequate engine was available and the development of the design was suspended.

By 1943, the shortcomings of the fragile *Zero-sen* had become painfully evident and the *Reppu* project was revived. The loss of the Marianas in June 1944 brought the Japanese Home Islands within reach of the American bombers, and the *Reppu* was expected to fill the need for a high-speed, fast-climbing interceptor. In October, 1944, the A7M2 with the new MK9A engine reached 387 mph at 19,000 feet and demonstrated a rate of climb of 3283 ft./minute. It had revised armament (four 20mm cannon). It had a length of 36 feet and a wing span of 46 feet, one inch. The Imperial Navy was impressed. VAdm. Wada, of the Japanese Navy's Bureau of Aeronautics, expected the *Reppu* to be superior to its natural enemy, the U.S. Navy's *Hellcat*.

The *Reppu* was ordered into quantity production late in 1944 at Mitsubishi's Nagoya plant. A series of earthquakes and B-29 bombing raids destroyed the factory and plans were made to transfer production to underground sites. Soon thereafter, bombs demolished the Daiko engine works, which were building the powerplant for the fighters. Production of *Reppu* was effectively stymied for the rest of the war. Only eight were completed by the time the war ended and none was used in combat.

Until recently, it was thought that all of these had been destroyed by the incessant American bombing. However, these photographs prove that at least one survived to be photographed by a Navy photographer after the surrender. In the haste of demobilization and entrance into the jet age, the Navy filed these negatives away and they were eventually transferred to the National Archives where Mr. Simmons discovered them.

At the top of this page is an artist's conception of the A7M and, until discovery of the following three photos, this was all that was available to illustrate the features of this late-model Japanese fighter of World War II. Even Japanese magazines and books, including one by the *Reppu's* designer, had to be satisfied with drawings taken from the builder's plans, which were salvaged.

World War II aviation buffs and collectors may purchase prints from Still Pictures Branch, National Archives.

S-2 LAUNCHES *Mark 46, the Navy's first solid-rocket-propellant-driven torpedo during operational test of weapon's capabilities.*

ASROC, *with a Mark 46 payload, is launched from a destroyer in test. Once in water, the torpedo pursues its target using search patterns.*

NEW ANTISUB TORPEDO NOW IN PRODUCTION

AN ADVANCED antisubmarine torpedo, the Mark 46, has successfully completed a program of development, is now in production and will become operational in the Fleet in the summer of 1965. It is the first Navy torpedo to use a solid-rocket-fueled hot-gas propulsion system as its source of power. It also incorporates several new concepts in design which represent an advance in speed, depth performance and maneuverability for torpedoes.

Upon water entry, the propulsion system is activated within one-half second by means of a sea water battery. The weapon then commences a dive to preset initial depth. At that point, the Mark 46 seeks out its target, following a programmed search pattern. This is done by either an active echo ranging or a passive listening device.

After locating the target, the torpedo pursues and destroys it. Should the target be lost during the pursuit, the torpedo returns to another search pattern. The engine produces about four horsepower per pound of engine weight, making the torpedo capable of overtaking the most elusive submarine target known.

The Mark 46 can be launched by a variety of means. It is the first ASW torpedo that can be released from a fixed wing plane at speeds up to 400 knots. It can also be delivered by helicopter or surface ship using torpedo tubes, the DASH helicopter or antisubmarine rocket (ASROC).

The four major components of the Mark 46 are the guidance and control system, and the explosive, propulsion and accessory systems. A modular design enables maintenance personnel to replace one or more complete sections if necessary.

The forebody contains the guidance system which is comprised of a transducer, transmitter and receiver, a control group with power supply, computer, and an auto pilot. The electronics packages are separated by either a warhead or practice head. The center section contains the solid propellant, actuated gas pressure generator and the afterbody segment holds the propulsion unit and accessory system.

The Naval Ordnance Test Station at Pasadena, Calif., acted as Technical Director of the project with the Aerojet General Corporation of Azusa, Calif., working as the weapon's prime contractor. The Bendix Corporation of North Hollywood and the Clevite Corporation of Cleveland developed the guidance control system and propulsion unit respectively. Last August, Aerojet General was awarded a fixed-price incentive contract for nearly $40 million to produce the Mark 46 antisubmarine torpedo.

MARK 46, *here being launched from a ship, will be incorporated into Fleet by mid-1965.*

DASH, *the Navy's drone helicopter, gets extra punch by having the Mark 46 capability.*

Exercises a 'Huge Success'

Canadian Praises the Joint Effort

Commander Robert C. MacLean, C.O. of Royal Canadian Navy Air Antisubmarine Squadron 880, which had detachments operating from U.S. Navy aircraft carriers during the latter half of 1964, evaluated the series of bi-lateral exercises as a "huge success."

Commander MacLean made the statement as the USS *Essex* was steaming toward her port at NAS QUONSET POINT. The *Essex* was carrying the final six-plane detachment of the Canadian squadron aboard.

The Canadian squadron flies the CS2F *Tracker* which is similar to the S-2 used by American VS squadrons.

Integration of the Canadian squadron into American air groups for training was the result worked out by both navies when Canada's only aircraft carrier, HMCS *Bonaventure*, was slated for a lengthy refit in a Canadian shipyard.

The Canadian squadron's 24 *Trackers* were separated into four six-plane detachments. Training timetables called for the first detachment to operate from the Boston-based carrier USS *Wasp*, then the Norfolk-based USS *Intrepid*. USS *Essex* was host for two of the detachments.

In working with American air groups, the Canadians joined in scheduled war games against American submarines in the role of "enemy."

DAVIS, SWINDERMAN, RAYBURN & RECORD

Safe Time Operators Score

VT-29 Passes 70,000-Hour Mark

October 16, LCdr. W. R. Davis and Lt. J. R. Swinderman landed safely at NAS CORPUS CHRISTI, Texas, in a T-29. At that moment they completed Training Squadron Twenty-Nine's 70,000th accident-free hour. The squadron is now commanded by Commander Lawrence M. Rayburn.

VT-29 flies the T-29B and the C-47/117 aircraft. According to the Safety Officer, Lt. H. S. Fitzsimmons, VT-29 is the Navy's biggest operator of the C-47/117 aircraft.

In reaching the 70,000 hour mark, VT-29 has operated all over the nation as well as the Caribbean and in all weather conditions.

THIS IS HOW *it was in the old days. There is considerable interest in sport jumping today as well as continuing activity in training and parachute development. These casual-appearing parachutists from NAS San Diego were preparing to make training jumps from a Liberty-powered DT-2 airplane in August 1928. While current chutists may feel just as casual as those of early days, all other aspects of parachuting and aircraft have been revolutionized.*

Quonset Gets TV Weather

16 Receivers are Installed at Base

Naval Air Station QUONSET POINT has completed installation of a new Weather-Vision service for aircraft crews. A closed-circuit television network, the service provides up-to-the-minute meterological data to ready rooms and ASW operational centers. A transmitter at the station's Fleet Weather Facility feeds information to 16 remote receivers.

LCDR. H. M. TRABUE CHECKS QUONSET WX

Two-way audio connections augment data depicted on screens, enabling pilots to get additional information if desired. Two major briefings are held daily, one at 0700 for morning takeoffs and the other at 0830 for long-range planning.

In the future, weather coverage is planned for ships tied up at Quonset Point piers through cables extending from the Fleet Weather Facility. Also, a micro-wave relay station will be established to send data to the nearby Newport Naval Base.

WW II OS2U is Discovered

To be Part of a New Museum

The state of Alabama is raising funds to bring the old battleship USS *Alabama* from the West Coast and enshrine it as a museum at Mobile. To make the ship more authentic, a worldwide search was launched for a WW II vintage OS2U *Kingfisher*. The OS2U was catapulted from the ship during the war to spot gunfire and scout for enemy ships.

More than a year of "private eye" work ensued before Mr. Robert S. Edington of the USS *Alabama* Battleship Commission located a *Kingfisher* at Mazatlan, Mexico, a Pacific coast beach resort. Property of the Mexican Navy, the plane was turned over to the state commission.

Volunteer workers at Brookley AF Base are now restoring the *Kingfisher* and building pontoon floats. Assistance is given by the Bureau of Naval Weapons and Ling-Temco-Vought.

Phantom Flyers Log 1000

Three at VF-84 Pass Milestone

Three officers from the *Jolly Rogers* of VF-84 recently passed the 1000-hour mark in the F-4 *Phantom*. One of them, Commander L. S. Lemoreaux, is squadron Executive Officer and a pilot. Lts. R. L. Richards and E. H. De Esch are both Radar Interceptor Officers. The flyers have been assigned to *Phantom* units since the fighters first came into service. Previously, the three men served together in VF-41 and VF-101 Detachment *Alfa*, the RCVG training unit for F-4 squadrons.

VF-84, which formerly flew F-8 *Crusaders*, is assigned to the *USS Independence*.

Phantom with 1000 Hours

BuNo. 148433 Passes a Milestone

"For the first time since the introduction of the F-4B *Phantom II*, a particular aircraft has accumulated 1000 hours of flight time," reports VF-121, the squadron that trains Pacific F-4B squadrons.

The 1000th hour for BuNo. 148433 occurred on November 24, 1964 with Ens. George Jones as pilot on his first familiarization hop. Cdr. F. J. Murphy, C. O. of VF-121, was on the flight as instructor.

BuNo. 148433 was accepted from McDonnell Aircraft Company in January 1962 and VF-121 has been the sole custodian of the aircraft.

NAS WILLOW GROVE, *Pa., provided a popular exhibit at the Army-Navy grid clash at John F. Kennedy Stadium. The USS Forrestal, Jr., a land-locked model of CVA-59, was built in the mid-Fifties by NATTC Memphis. The 3500-pound, self-propelled float is well equipped with electrically controlled gun mounts, radar masts and deck elevators.*

AFS Contracts are Awarded

Two Combat Store Ships Slated

The Bureau of Ships has awarded a fixed price contract to the National Steel and Shipbuilding Company in San Diego for $36,848,000 for the construction of two Combat Store Ships. The work will be done in San Diego and the ships will be designated AFS 4 and 5.

Part of the Navy's FY 1965 Shipbuilding and Conversion Program, the ships will bring to five the number in the AFS class. Two are in commission, USS *Mars* (AFS-1) and USS *Sylvania* (AFS-2). AFS-3, as yet unnamed, is scheduled for launching early in 1966.

The ships will be 581 feet long with a maximum beam of 79 feet and a full load displacement of 16,500 tons. They are designed for the underway replenishment of refrigerated stores, dry provisions, spare parts and general stores to the Fleet by modern methods.

PEARL S. BUCK, *prize-winning author, gets acquainted with another lady who has won an array of awards, the USS Enterprise. Using a model of CVA(N)-65, Capt. F. W. Michaelis, C.O., describes the carrier's capabilities.*

Pilot Logs 2000 in the A-3

VAH-2 X.O. Sets Mark in Hawaii

Commander Kenneth M. Sandon, Executive Officer of Heavy Attack Squadron Two, completed 2000 flying hours as a pilot in the A-3B *Skywarrior* in December. He passed the milestone on a training flight at NAS BARBER'S POINT during the Pacific deployment of the USS *Coral Sea*.

During his aviation career, Cdr. Sandon has flown 39 different models of Naval aircraft. He has been piloting *Skywarriors* in various squadrons both on the East and West Coasts since 1958. He is prospective VAH-11 C.O.

RIO's Mark 1000 Hours

Two VF-101 Officers Fly in F-4's

Commander George W. Ellis, C.O. of Fighter Squadron 101, boasts that he has two of the Navy's most experienced Radar Intercept Officers in the Atlantic Fleet. Lieutenants Roger L. Ferguson and Audrey C. Webster have completed 1000 hours of flight time in the aft seat of the F-4 *Phantom* all-weather fighter. Both men are assigned to instruct pilots and other RIO's in F-4 procedures. Both have come up through the ranks and are Limited Duty Officers. They once served in the same squadron, VF-74.

NAS KEY WEST *features first-hand foreign aircraft recognition. Two Cuban defectors arrived there recently in this Russian-built Cuban Antonov AN-2 utility plane. The AN-2 carries the NATO code name, "Colt." These single-engine, cabin biplanes, used in Russia, are exported widely. Many are used for agricultural purposes, such as this one which is equipped as a crop duster. The defectors were turned over to the immigration authorities at Key West.*

ON PATROL WITH PACIFIC AIR WINGS

COMFAIRWINGSPAC, *Rear Admiral John Gannon, inspects Whidbey Island patrol units with his Chief of Staff, Captain John Honan (C), and Captain Donald Gumz (L), ComFair Whidbey.*

VP-9, third Pacific fleet squadron to transition into the P-3A *Orion*, demonstrated the long range of the new patrol aircraft. Taking off from NAS MOFFETT FIELD, Calif., the squadron deployed to Okinawa in a total elapsed time of only 24 hours and 40 minutes. Commander John Kurfess led his squadron on the 6000-mile trip. *Orion* made the flight in two legs, stopping at Midway for refueling before the stretch for Naha, Okinawa.

Commander Kurfess was relieved as C.O. in December by Commander R. A. Dunning, squadron Executive Officer for the past year.

* * *

Flushed with victory in the Commander Fleet Air, Whidbey, patrol squadron competitions, personnel of VP-2 took time out to try and solve "the riddle of the squadron's duty rocks." The rocks rest in a glass display case outside Commander R.R. Ohsiek's office and have become a tradition within the squadron. "They deploy with us, stand AdMats and ORI's and have never failed. The inspectors check them for dust and find none; the weight and balance officer labors far into the night to find a place for them aboard a P-2 when deployment time nears. They are, without a doubt, high quality and essential rocks. And yet, what is their secret?" The squadron hopes that some ex-VP-2'er might furnish a history. "Perhaps some oldtimer can furnish a clue to the meaning behind these beloved, most zealously guarded, egg-shaped rocks."

With Commander Ohsiek leading the way, VP-2 took "Turkey Shoot" honors in a West Coast exercise conducted late in November. Despite heavy icing and a 90 percent instrument condition, meteorologically, the C.O.'s crew amassed a total of 805 points out of a possible 1050 to lead the squadron to a win in the Whidbey competion. Commander Ohsiek's crew scored direct hits in mining, rockets and masthead bombing despite marginal weather and 25-knot winds in the target area. The patrol squadron contest was conducted in conjunction with the Bomber Stream competitions of Whidbey's heavy attack squadrons. Vice Admiral Paul D. Stroop, ComNavAirPac, presented a special Totem Pole trophy, a new perpetual award for Pacific Fleet air squadrons.

* * *

Patrol Squadron 28, meanwhile, commenced its transition to the *Orions* at the end of a WestPac deployment period. One third of the squadron went from Hawaii to NAS MOFFETT for training. LCdr G. J. Sharp, squadron maintenance officer, accepted delivery of the first *Orion* on November 19. Using its older, familiar SP-2H *Neptunes*, the squadron logged more than 5535 flight hours during the recent deployment, including a one-month total of 1607 hours with 11 aircraft in support of Fleet operations.

* * *

Whidbey Island became home for VP-42 for the first time in November, marking a shift of home port for the unit. VP-42 formerly had been based at NAS NORTH ISLAND, San Diego. The change was made upon completion of a deployment to Japan. The squadron, commanded by Commander Arthur K. Bennett, Jr., was slated for transition to the SP-2H *Neptunes* from the -2E *models*. Until 1963 the squadron had flown seaplanes, the SP-5B *Marlins*.

* * *

Rear Admiral John W. Gannon has assumed duties as Commander Fleet Air Wings, Pacific, with headquarters at NAS MOFFETT FIELD. ComFAirWingsPac has responsibility for coordination and control of all antisubmarine warfare patrol squadrons in the Pacific Fleet.

* * *

A sailor attached to VP-1 became a fire hero in Japan. Thomas Nohowec, AME2, rushed into a burning building in Iwakuni, carried a child to safety and helped residents salvage their belongings. When firemen arrived, he manned a fire hose and helped extinguish the blaze. Later the squad-

LT. LARRY KING *holds VP-40 Flight Officer billet, the first NAO assigned to this job.*

ron presented $100 to help the seven families involved get a new start. VP-1's C.O., Commander W. T. Vierregger, received congratulations for Nohowec and the squadron from Captain R. L. Dahloff, Commander Fleet Air Wing Six. The unit was based temporarily at MCAS IWAKUNI. As part of Operation *Handclasp*, the squadron and its dependents are contributing to assistance for a children's home near Iwakuni; the wives are collecting clothes and toys and the men are handling on-the-spot physical labor to make the children's home more comfortable.

* * *

Three sailors used model airplanes as a way to communicate with Japanese aviation enthusiasts. The three sailors, R. W. Queal, AX2, G. W. Kelley, AD2, and W. J. Wiley III, ATN3, all of VP-1, took part in an industrial fair at Yanai, 20 miles from MCAS IWAKUNI where they are based. More than 2000 Japanese applauded as the Americans put their little airplanes through a series of maneuvers at the fair.

* * *

Commander Edwin E. Bowen assumed command of VP-4 early in November at NAS BARBER'S POINT in Hawaii. He relieved Commander Arthur K. Bennett, who moved to VP-42 as C.O.

VP-4 hosted 42 officers and 75 enlisted men from the Royal Australian Air Force during a 17-day operational visit in Hawaii. It was the second part of an exchange; the Americans had visited Australia earlier to take part in exercises. The visitors fly SP-2E *Neptunes* as members of Australia's Maritime Reconnaissance Squadron Eleven.

* * *

Patrol squadrons are constantly on the alert for submarines—even friendly ones. VP-6 on deployment to WestPac found willing "friendlies" and set up an intensive 10-day period of training with submarines attached to Seventh Fleet's ComSubGru. The unit had 160 hours of "sub time" in the short period allotted. Four submariners rode squadron aircraft and six aviators were aboard subs during an exchange program.

* * *

Commander Paul J. Hartley, Jr., and Commander George Prassinos, C.O. and X.O. of VP-22, respectively, were among seven pilots designated as Patrol Plane Commanders in the P-3A *Orion*. The Hawaii-based unit has been undergoing transition in the new patrol aircraft.

* * *

Non-pilot observers are finding a number of new billets within the patrol squadrons, jobs previously filled only by aviators. In VP-40, at North Island, Naval Aviation Observers have as their primary duty the airborne job known as Tactical Coordinator. On the ground, VP-40 has found NAO's accepting additional responsibility in the daily operations of the squadron. One NAO, for example, has a billet as Quality Control Officer, another is the Training Officer. Another is the Flight Officer. Said Commander F. J. Schneider, the squadron C.O., "The NAO's have proved their worth beyond any doubt in VP-40. Their careers in the ever expanding field of ASW and the Navy are assured."

* * *

A new commanding officer took the reins at VP-19 during its deployment to Adak, Alaska, late in 1964. Commander Donnell Howard relieved Commander Richard Gless at the ADAK Naval Station. Cdr. Howard had been the Executive Officer of the squadron.

* * *

Using a series of "forgivable" pranks in the interest of charity, the officers and men of VP-6 raised $258 for the MCAS IWAKUNI campaign for Japanese orphan children, Operation *Happy Face*. The squadron finished high among the contributors even though the *Blue Sharks* had been aboard the air station for only three weeks.

* * *

More than 18 months ago, LCdr. J. W. Shoemyer joined the Royal Canadian Air Force's Maritime squadron as an exchange officer. Late 1964, as a member of the Canadian squadron, he and 80 airmen set up temporary headquarters at NAS NORTH ISLAND and flew a series of antisubmarine missions off the California coast. The RCAF squadron flies P-2 *Neptunes*.

* * *

VP-48 has a favorite football team —its own. The squadron Flag Football squad has copped the 11th Naval District title, third championship of the year. The team took the first flag title ever played at Sangley Point, P.I., then added its fifth straight NAS NORTH ISLAND championship. For the record, the VP-48 team has won 78 games and lost only one since 1959.

FIRST ORION *PPC certificate for VP-22 is presented by Captain J. L. Grayson, left, ComFAW-Two, to C.O., Commander Paul Hartley, Jr.*

WINNER *of totem pole trophy at NAS Whidbey Island is VP-2, Commander Robert Obsiek, C.O., and crew led the squadron to victory.*

ALTAIR HELICOPTER *brings empty nets and pallets to the supply ship. All nets and pallets are returned every five to ten round trips.*

HELO MAKES *a pick-up of cargo for delivery to CVA in background. Under ideal conditions, a round trip is accomplished in 90 seconds.*

HELO VERTREP IS HERE TO STAY

A NOT SO WELL known fact of Naval Aviation is the increasingly important role of helicopters in underway replenishment of Naval task forces. Called Vertrep, vertical replenishment is the transfer of material from a supply ship to a customer ship by helo. This technique has been called one of the most significant innovations in Fleet underway replenishment since WW II.

Vertrep became a reality in 1959 when the stores ship, USS ALTAIR (AKS-32) was modified to contain a small flight deck and an aviation gasoline system. Since that time, with minor exception, the ship has operated in Service Force Sixth Fleet and Vertrep has successfully progressed through the pioneering stages. UH-34 *Seahorses*, operated by detachments from HU-4, have been the airborne cargo carriers.

Limitations of Vertrep have been lifting capability of the *Seahorse* and the size of the flight deck on supply ships. UH-46 type helos will magnify the capacity and designers are making efforts to insure that ships can handle several helicopters.

Key elements in the success of Vertrep, the UH-46 can carry 4000 pounds per load, cruise at 150 miles per hour and operate in a 115-mile radius.

Aircraft and ship equipment have been improved to increase Vertrep efficiency. The *Seahorse* is fitted with quick-release hooks to facilitate loading and unloading and ships have been further modified with cargo elevators as well as better cargo nets and slings.

Exponents of Vertrep aim toward a capability with which all kinds of material, except for bulk fuels, can be transferred by air. As if to prove this capability, the *Altair* recently delivered a record 200,000 pounds of stores in a single underway replenishment operation using only two helicopters.

Night Vertrep was successfully conducted in the summer of 1964 with the Altair feeding the USS *Enterprise*. Later that year, the *Altair* and the USS *Hyades* replenished a task group consisting of the USS *Wasp* and six destroyers by air, except for oil transfer which did require ships to go alongside the tanker.

Because Vertrep is faster than ship-to-ship replenishment, the task forces now have more time to carry out their primary missions of combat readiness.

UH-46 TYPE HELOS, *like this one toting a missile, will increase the lift capability of Vertrep and along with larger flight deck platforms, will further expedite supply replenishment.*

By LCdr Billie Meadows, USNR

VA-112'S THREE ACCIDENT-FREE YEARS

DURING THREE *accident-free years, VA-112 logged 14,000 flight hours, 4432 total carrier landings, including 1042 landings at night. The squadron is proud of its safety record and its ability to uphold its motto, "Custode Pacis Armis," Custodian of the Arms of Peace.*

On December 6, 1964, Attack Squadron 112 completed three years of operational flying without an accident. During this time, VA-112 made six short, carrier deployments, four weapons deployments and two full-length cruises to WestPac aboard USS *Kitty Hawk*. The record was no accident. Many hours of quality-controlled work, adherence to standardized practices, systematic ground training, conscientious preflighting and compliance with ordnance safety precautions were the solid foundation on which the fine record was built.

ORDNANCEMEN *Peter Dickinson, Donald Hopkins, David Smith and Marlowe Gunderson, prepare to lift Aero 7D rocket pack into its place.*

HERSHELL WEBB, *ADJ1, supervises John Brimlow and Paul Rosetta in work on engine while Claude Chavis makes quality control check.*

By Lt. Stan Brobston, USNR

SELECTED AIR RESERVE

WITH AN AIRCRAFT FLOAT, *a Model T Ford for community parades, a Fly Navy station wagon and a 1965 Chrysler convertible, NAS Atlanta's officer procurement team is well equipped. The convertible was donated by Navy League and presented to Captain J. N. Durio.*

Survival Practice at Grosse Ile

Pilots and crewmen who drill at NAS GROSSE ILE are learning to be prepared for the worst when they show up for weekend training duty.

So far, 24 of them have learned what the word "survival" means. The plan, devised by Commander William Greig of the station's Air Wing Staff, was first put into action when he met four men at the end of their flights—two from a *Tracker*, and two from a *Seabat helicopter*—with a "Follow Me" truck. He told them that they had crashed in a desolate area and were in for a night in the woods.

At the door of their aircraft, he informed them that they had set down in a swampy area in northern Michigan, that there was a two-mile hike to higher ground and that they should gather all the equipment they might need before leaving the plane. One of the *Tracker's* crew was told he had a broken arm and his companions had to rig a makeshift splint and sling from a piece of wood nearby and a ripped parachute cloth.

Once they got to a campsite, there was a tepee to be made—again from parachutes — canned rations, to prepare after a fire was built, and beds to be made of ferns and underbrush. It was all over at 0800 the next morning.

These surprise drills have taught pilots and crewmen not to forget things. Spending the night without something they could just as well have taken from the airplane is indeed a memory-sharpening experience.

AIRCREWMAN *Culpepper gathers wood from surrounding area for use at the campsite.*

LCDR. T. N. SCHASSBERGER *uses bucksaw "donated" by survival officer to cut logs for fire.*

COMMANDER GREIG *gives survival trainees pointers on cooking emergency food rations.*

CAPTAIN DURIO, *C.O. of NAS Atlanta, presents CNO Aviation Safety Plaque to VF-672 for best flight safety record for all Reserve VF's.*

COMMANDER *John Sahida, 2nd from right, schedules flights for VR-874 Reservists LCdr. W. Hubbard, Lt. J. Williamson, LCdr. L. Woolsey.*

Air Explorer Sponsorhip Continued

Captain G. R. Crittenden, C.O. of NARTU NORFOLK, has signed the charter for the unit to sponsor Air Explorer Squadron #300 for another year. Young men between the ages of 14 and 18 meet at the NARTU's technical training building.

Squadron #300 is one of the few local units qualified to be activated for immediate service in event of a disaster.

'Your Navy Neighbor'

In order that its neighbors might have a clearer understanding of the missions and tasks of NAS LOS ALAMITOS, the station has published 20,000 copies of a well illustrated pamphlet, entitled "Your Navy Neighbor," and distributed it to communities surrounding the naval air station.

The funds for this venture in neighborly communication were contributed by members of the Eleventh Region of the Navy League of the United States. The short preface was signed by Captain W. P. Tanner, Jr., C.O. of the station.

The pamphlet covers the mission of the station, a brief history of the facility, its activities, program and administration and its civic participation. It stresses also that both the Navy and the Marine Corps have a role at NAS LOS ALAMITOS.

Life Saved at NAS Twin Cities

The quick action of John C. Sprayberry, HM1, on night duty at the hospital at NAS TWIN CITIES, saved the life of six-month-old Gregory Hill. It was while the child was being X-rayed on the suspicion of meningitis that he ceased breathing.

Without considering the possibility of his own exposure to the disease, Spraybury commenced mouth-to-mouth resuscitation and saved the infant's life.

The infant again stopped breathing while being prepared for transfer to Minneapolis General Hospital and Navy doctor, Lt. W. P. Panning, also applied the mouth-to-mouth method.

Today, as a result of these spontaneous actions, the child is well.

'C' Day at Atlanta

NAS ATLANTA in Marietta received its first F-8B *Crusader* December 28. This marked the beginning of the station's third jet aircraft transition in three years. The F-8 is replacing the F-1E *Fury* jets currently being flown by the Weekend Warriors.

The station got its first jet aircraft in December 1961, the F-9 *Cougar*. A year later the *Fury* arrived.

LIEUTENANT COLONEL *Clarkson, for HMM-270, receives the Marine Air Reserve Helicopter Trophy from Brigadier General R. A. Bowen.*

FIVE STARS *for four tars. A new E9 and three E8's are stationed at NARTU Alameda: (l. to r.) Chiefs Arthur, Gellerman, Garlick, Ahern.*

AT SEA WITH THE CARRIERS

AFTER PARTICIPATING *in Exercise Steel Pike I, Boxer, commanded by Captain C. S. Walline, visited ports in England and France.*

WHEN USS INTREPID *refueled from USS Nantahala, no throttle changes were made in 150 minutes. Cone (DD-866) was refueled at same time.*

ATLANTIC FLEET

BOXER (LPH-4)

Upon the completion of *Steel Pike I*, the amphibious assault ship *Boxer*, commanded by Captain C. S. Walline, visited the ports of Plymouth, England and LeHavre, France. They were welcomed at both ports and entertained. Overnight tours were arranged for those desiring to visit London and Paris. It was *Boxer's* first European visit.

Captain Robert L. LeVan, USMC, of HMM-263, made the 55,000th helicopter landing. This also marked the 135,000th recorded landing for *Boxer*, of which 80,000 were fixed-wing landings made in the Pacific Fleet where the ship operated as a carrier prior to 1958.

USS AMERICA (CVA-66)

USS *America* was commissioned January 23 at U.S. Naval Shipyard, Portsmouth, Va. The first warship of this name to serve on active duty with the U.S. Navy, *America* measures 1047 feet in length and displaces 77,600 tons. Her home port is Norfolk.

Captain R. C. Fenning (CHC) had a surprise gift from a group of enlisted men aboard *America*, marking his promotion to his new rank. Members of the Indoctrination Staff of the carrier presented the Chaplain with collar devices and shoulder boards of his recent promotion. As Chaplain Fenning received the miniature silver eagle, gold cross and shoulder boards with four gold stripes, he said, "This means more to me coming from these men than if it had come from an admiral."

A shipmate's call for aid was promptly answered when Perry W. Wiley of the air department made a request for blood needed by his sister who was recuperating from an operation in the hospital at Nasawonecks, Va. Sixteen of Wiley's friends gave a pint of blood each.

INTREPID (CVS-11)

While refueling during ASW exercises in the western Atlantic, *Intrepid* scored what she believes to be another "first."

Making her 20-knot approach to the fueling ship, USS *Nantahala* (AO-60) which was at 12 knots, *Intrepid* backed all engines one-third when alongside then went "all ahead two-thirds." Everything routine so far.

Intrepid's next engine order was "all ahead full"—two-and-a-half hours later. She had kept station throughout the 10,000 barrel refueling-at-sea maneuvers without a single throttle change.

Intrepid's C. O., Captain Joseph G. Smith, praised highly the throttlemen and helmsmen of both ships.

Seven airmen from *Intrepid's* V-2 arresting gear division set a new record in a practice rigging of the flight deck barricade. Lt. E. M. Duben, Assistant Catapult-Arresting Gear Officer, said the barrier was set in place in one minute, 34 seconds.

SHANGRI LA (CVA-38)

The newest and, according to the carrier, one of the largest "walk in" ship's stores in the Fleet is now open for business aboard *Shangri La*.

The new store was opened with a ribbon-cutting ceremony by Captain I.G. Peters, Commanding Officer. The new store, with 300 square feet of shopping area, displays over 600 items for personal inspection and purchase. Included are a full array of cameras, wristwatches, binoculars, stereo phonographs, record albums and scuba gear. The "walk in" store relieves the pressure and shortage of working space on Shangri La's other four stores.

The store is under the supervision of Commander A.L. McGlaun, SC,

CAPTAIN PETERS, *with Supply Corps Officers, cuts ribbon opening Shangri La's new store.*

Supply Officer, and Lt. Troy Brown, SC, Sales Officer.

Three minutes after the door was opened, N.E. Combs, GMC, purchased a portable typewriter and the first sale was rung up.

WASP (CVS-18)

"The ships of Destroyer Division 241 probably broke the world record December 3 in transferring men at sea," said Captain W.R. Tenanty, Commander of the Division and Destroyer Squadron 24. After getting underway from Naples, Italy, on schedule, the destroyers USS *Barry*, S.B. *Roberts* and C.S. *Sperry* transferred a total of 369 sailors to the aircraft carrier USS *Wasp*.

The sailors, crew members of the *Wasp*, had been left stranded in Naples for up to two days, while high winds and churning seas around their anchored ship prevented them from returning in the ship's small boats. They took shelter in the DD's anchored behind a breakwater. The hapless men were still aboard when the four ships, all units of the same antisubmarine group, left Naples before the sea had subsided.

Wasp sent helicopters of HS-11 to *Barry* for 119 men. The remaining 250 were taken off *Sperry* and *Roberts* by "high-line."

Wasp, Destroyer Division 241, and HS-11, after operating in the Mediterranean with the Sixth Fleet, returned to the U.S. for Christmas.

FRANKLIN D. ROOSEVELT (CVA-42)

On November 23, 1964, Lt. James W. Hall of VA-12 made the 136,000th landing aboard CVA-42. Just two years and 20,000 landings earlier, on November 23, 1962, Lt. Hall, also attached at that time to VA-12, made the 116,000th landing on *Roosevelt*.

ENTERPRISE (CVAN-65)

Following a 10-month global cruise aboard *Enterprise*, Detachment 65 of HU-2 received a commendation upon their departure for NAS LAKEHURST. The detachment consisted of three UH-2A aircraft and a complement of 10 officers and 40 enlisted men.

The detachment was praised for meeting "high density flight requirements well beyond programmed aircraft usage. . . . Your contribution to *Sea Orbit* demonstrations was considered outstanding. . . . Well done and good flying."

ESSEX (CVS-9)

Captain Donald K. Issett became the 22nd Commanding Officer of USS *Essex* at NAS QUONSET POINT December 16, when he relieved Captain William R. Meyer.

FORRESTAL (CVA-59)

More than 7000 hours of flight operations without an aircraft accident earned *Forrestal*-based VMA-331 the Fleet Marine Force, Atlantic Fleet, Annual Aviation Safety Award.

LT. COLONEL *S. H. Carpenter accepts for VMA-331 FMFLant Aviation Safety Award.*

Lieutenant Colonel Stanley H. Carpenter, the squadron's Commanding Officer, accepted the award from Captain Michael J. Hanley, Jr., *Forrestal* C.O. Captain Hanley presented the award on behalf of Lieutenant General J.P. Berkeley, Commanding General, FMF, Atlantic Fleet.

CAPTAIN HANLEY, *Forrestal C.O., congratulates Lt. Barr after 59's 100,000th landing.*

The award is given annually to each Marine Air Squadron in the Atlantic Fleet that has an accident-free record during the fiscal year.

INDEPENDENCE (CVA-62)

VA-72 pilot, Lt. Myron "Giz" Winslow, made the 500th arrested landing of his naval career while flying aboard *Independence* on its Mediterranean deployment. More than 100 of these landings were accomplished at night.

SARATOGA (CVA-60)

USS *Saratoga* has come within 10,000 arrested landings of the magic 100,000 trap mark. The 90,000th landing was made by Commander Rodney B. Carter, Executive Officer of Attack Squadron VA-34, in a Douglas A-4C *Skyhawk*.

PACIFIC FLEET

CONSTELLATION (CVA-64)

Captain George H. Mahler assumed command of *Constellation*, relieving Captain Frederic A. Bardshar who immediately assumed the rank of Rear Admiral. The new admiral reported for duty to the Office of the Joint Chiefs of Staff in Washington, D. C.

LCdr. B.A. Narowetz of VF-142 made the 32,000th successful arrested landing aboard *Constellation* during night operations on November 12. He made the milestone landing in a McDonnel F-4B *Phantom II*.

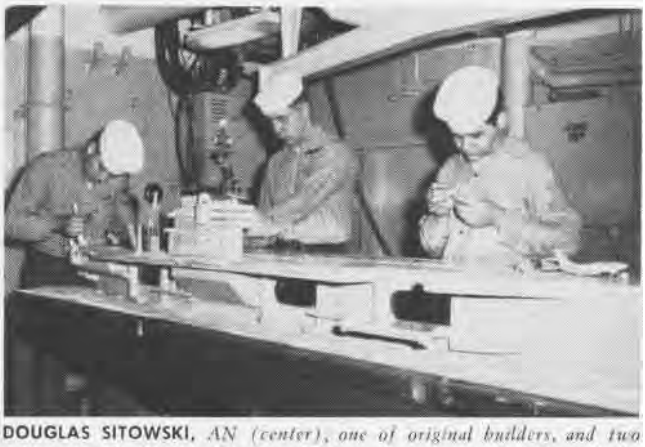
BON HOMME RICHARD (CVA-31)

In December, at North Island, *Bon Homme Richard* changed hands when Captain William R. McClendon relieved Captain G. S. Morrison as Commanding Officer.

HANCOCK (CVA-19)

The 45,000-ton *Hancock*, flagship of Rear Admiral Edward C. Outlaw, ComCarDiv One, arrived at Subic Bay, Philippine Islands, early in December. En route from Yokosuka, Japan, the carrier conducted air operations and various drills. Captain Brassfield, holder of two awards of the Navy Cross is *Hancock*'s skipper.

REAR ADMIRAL *W. A. Sutherland, COMFAirHawaii (right), Chief of Staff, Captain D. J. Harrington, review ORI schedule for Hancock.*



DOUGLAS SITOWSKI, *AN (center), one of original builders, and two helpers touch up Kitty Hawk model before it is sent to Kill Devil Hills.*

BENNINGTON (CVS-20)

The 15,000th helicopter landing aboard the *Bennington* was made by LCdr. K. J. Mengle and Ltjg. J. H. Speight of HS-8. Two crewmen in the SH-3A *Sea King* were J. R. Crawford, ADR3, and J. H. Turner, AX3.

RANGER (CVA-61)

During a final night recovery, LCdr. C. D. Ball, III, Operations Officer for Det Mike of VAH-2, caught the number three arresting wire and logged the 64,000th landing aboard the *Ranger*. With him in the A-3B *Skywarrior* were Ltjg. R. L. Cook, bombardier/navigator, and W. E. Sterns, AD2. The detachment returns to NAS WHIDBEY ISLAND next month.

VALLEY FORGE (LPH-8)

"From the valley they say you are leaving . . . " the sentient voice warbled into a mike as the tape wound round a spool. Forging ahead in spirited accompaniment, another sailor picked out the tune and chords on a guitar. It might not have been keen competition for the Grand Ole Opry, but it was swinging fun.

It is happening aboard the *Valley Forge*, courtesy of Special Services and two interested chiefs, E. W. Jaeggi, SFCM, and R. J. Tarves, ETCS. Special Services bought three tape recorders, a turntable, an amplifier and some speakers. The two chiefs were contacted. Tarves put his electronic skill to work and came up with a patch box to tie the instruments together, providing an effective system for tape recording. Jaeggi, in the meantime, fashioned a studio.

When it was ready for crew's use, Captain C. N. Conatser, C.O., marked the official opening by cutting a ribbon. The ribbon? Recording tape.

KITTY HAWK (CVA-63)

Automation is coming to *Kitty Hawk*. One of the major projects aboard *Kitty Hawk* during her overhaul period at Bremerton, Washington, is the installation of the Naval Tactical Data System (NTDS).

The NTDS computers make routine computations thousands of times faster than human beings. NTDS was evolved to meet the demands of modern warfare in which aircraft and missiles may approach a task force at speeds of thousands of miles per hour.

Data processing equipment aboard ship will work out such functions as detection, location, tracking, speed, identity and size of friendly and enemy objects in transistorized computers that form the "brain" of the system. Results will be displayed automatically on NTDS screens in CIC where command and operational personnel will be able to decipher the obvious tactical situation and issue the required commands at speeds which heretofore were unthinkable. The number of U.S. Naval ships using NTDS is growing rapidly.

The USS *Kitty Hawk*, commanded by Captain J. L. Butts, has presented a scale model of the carrier to the Kill Devil Hills Memorial Society for the Wright Brothers National Memorial. The model is 11 feet long, 33 inches wide and 25 inches high. It was constructed by three enlisted members of the ship's original crew in 1961. Recently, the model was completely refinished by three members of the ship's present crew.

TICONDEROGA (CVA-14)

Boatloads of medical and dental supplies, dolls, games and athletic equipment, together with the off-duty time and skills of many *Big Ti* sailors went to the relief of Hong Kong's poor when the carrier stopped in that city. *Ticonderoga's* volunteer People to People Committee worked three days to bring aid. They were guided by such organizations as Project *Concern* and Junk Bay Medical Relief Council. The committee, in addition to donating money and supplies, repaired electrical tools, roof tops and drain pipes, and sanded and painted various kinds of equipment.

The men of Carrier Early Warning Squadron Eleven, Detachment Bravo,

IN MID-DECEMBER, *attack carrier USS Ticonderoga (CVA-14) returned to San Diego, bringing the Miramar-based units of CVW-5.*

ATTACK CARRIER *Air Wing 15 is teamed with the USS Coral Sea on carrier's present deployment under the Commander Seventh Fleet.*

donated parts and maintenance costs for a refugee settlement "noodle" machine. One of these machines can feed 300 families daily.

During the last WestPac cruise, Centurion awards were given to over 80 per cent of Attack Carrier Air Wing Five for completing 100 landings aboard *Ticonderoga.*

Captain Damon W. Cooper made the presentations. In addition, 25 air wing aviators were awarded Double Centurion (200 landings) certificates.

The 60,000th landing was made by Commander W. F. Moore, VF-51, and the 65,000th landing was made by Lt. R. F. Ball, VFP-63. Both aviators were flying F-8 *Crusaders.*

YORKTOWN (CVS-10)

In a solemn memorial ceremony held on the flight deck of "the Fighting Lady," near the site of the Battle of Midway, the officers and men of the present USS *Yorktown* (CVS-10) paid their respects to their gallant namesake, USS *Yorktown* (CV-5). CV-5 was lost June 7, 1942 in the Battle of Midway.

The ceremony began with Church Call being sounded and the invocation. Captain R. S. Osterhoudt, C.O. of *Yorktown,* paid tribute to the men who fought and went down on CV-5. During the ceremony, special recognition was given to Chief Zipperer, ADRC, of VS-23, embarked in *Yorktown,* who was a seaman aboard the old *Yorktown* assigned to Bombing Squadron Five. In concluding the rites, the Chaplain read from the New Testament and pronounced the benediction.

A beautiful, all-orchid wreath was dropped from an HU-1 helicopter as two squadrons of Marines fired three volleys paying tribute to those whose lives were lost. In the background, the muffled echoing of taps closed the ceremony.

"The Fighting Lady" is the flagship of Rear Admiral K. L. Veth, Commander Antisubmarine Warfare Group Three, a unit of the Seventh Fleet.

CORAL SEA (CVA-43)

On its current fourth WestPac cruise, *Coral Sea,* commanded by Captain Pierre N. Charbonnet, Jr., has aboard Attack Carrier Air Wing 15. Fighter Squadrons 155 and 154, Light Attack Squadrons 153, 155 and 165, VAH-2, and detachments of photographic reconnaissance and early warning aircraft comprised the Wing, commanded by Cdr. H.P. Glindeman, Jr.

KEARSARGE (CVS-33)

LCdr. Richard E. LaBarre logged his 500th landing aboard *Kearsarge* while serving with VS-21. Flying the Grumman *Tracker,* LaBarre made the landing while he was engaged in ASW training off the coast of Japan.

SPEEDING HOME

Ltjg. Nicholas E. Halliday piloted an S-2F *Tracker* for the 95,000th arrested landing aboard *Kearsarge.*

The *Kearsarge,* commanded by Captain C.P. Muckenthaler recently returned from a WestPac tour and is now undergoing a major overhaul at Long Beach, her home port.

ORISKANY (CVA-34)

Off the southern California coast, the Navy played host to five civilian professors from the Naval Postgraduate School, Monterey, Calif., during a four-day cruise. The men were Mitchell L. Cotton, Stephen Breida and David B. Hoisington, electrical engineers, and George W. Rodiback and Austin R. Frey, physicists. The guests have taught officer students the use and principles of equipment used aboard an aircraft carrier, but have not had an opportunity to see it in operation.

"Boy, were you guys a welcome sight" were the first words of Commander C.E. Eagan, C.O. of HS-8 based at Ream Field, after he landed his crippled helo on the flight deck of *Oriskany.* While on ASW exercises, the helo had developed control trouble and had been forced to land on the water. Commander Eagan began sending *Mayday* at once. *Oriskany* and other Navy ships received the distress signal and within two hours were on the scene. The helicopter then used the last of its four-hour fuel supply to lift out of the water and land on *Oriskany's* flight deck. Commander Eagan, his copilot and two crewmen were flown by another HS-8 helicopter to Ream Field near San Diego, Calif.

PROSPECTIVE *aircraft controlmen are busily practicing decoding a weather sequence report during the meteorology phase of training.*

ANOTHER PHASE *in the sixteen-week AC "A" school emphasizes navigation. The instructor is explaining the longitude and latitude lines.*

FIRST STEPS FOR AN AIR CONTROLMAN

By Norma M. Jock, JO3

IN SHARP contrast to its original purpose, that of housing blimps in World War II, Hangar Two at NAS GLYNCO, Ga., serves today as the home of Navy's Air Control "A" School. Here young men and women learn to work in Navy and Marine Corps air control towers.

The AC School is one of ten schools constituting the Naval Air Technical Training Center, Glynco, which provides officers and enlisted men with specialized training.

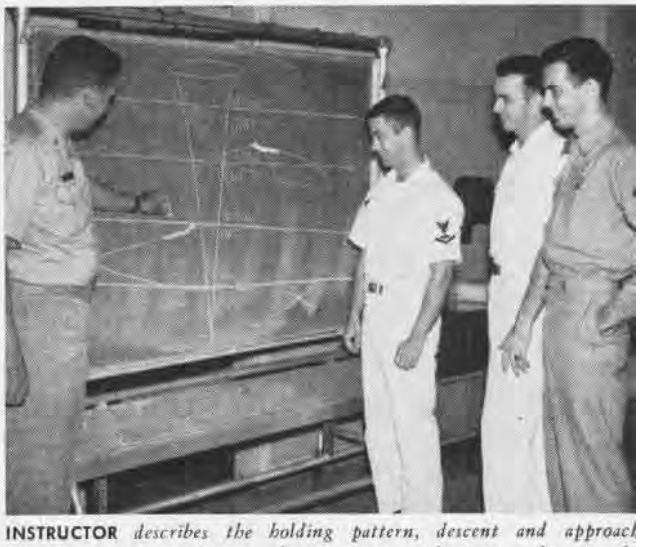
At the 16-week AC School, the students receive instruction in six areas of study. Because his primary mission is that of aiding pilots and providing safe, orderly and expeditious movement of air traffic, the controlman's job is vital.

At Glynco, students set out on the long task of learning and mastering air traffic rules and control, communications, flight assistance service, air navigation, aids to navigation and meteorology. They also develop facility in executing the basic techniques of their craft by regular practice in mock-up towers.

The students are introduced to the procedures common to Radar Air Traffic Control Centers. At the end of the course, they are given an examination administered by the FAA.

True mastery of the techniques of air traffic control comes with years of experience in control towers, but the Glynco school gives the aspiring controlman a sound base from which to launch his U. S. Navy career.

AIRPORT LAYOUT *on deck gives students a graphic picture of runway disposition and taxi paths used for the movement of aircraft.*



INSTRUCTOR *describes the holding pattern, descent and approach procedures, and emphasizes the importance of timing the aircraft*

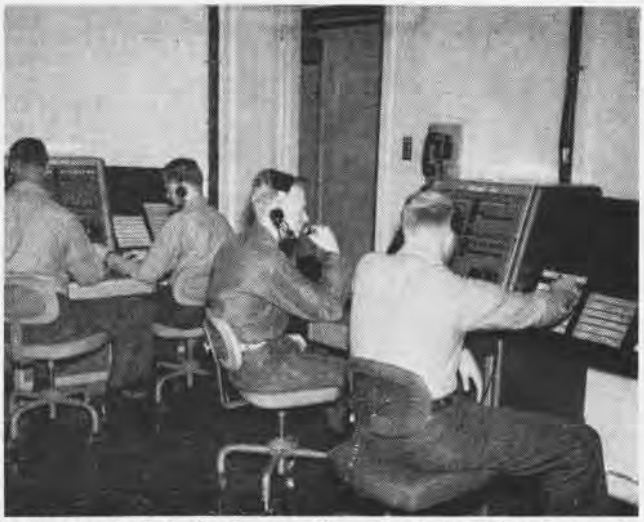
ON-THE-JOB *practice enhances classroom teaching. Students learn by manipulating actual equipment, but in a simulated control tower.*

UNDER SIMULATED *conditions, air controlmen practice the proper voice procedures necessary in standard communications with pilots.*

INCLUDED *in the school's efforts at giving AC's well-rounded background is a period of instruction on flight-planning procedures.*

EN ROUTE *progress strips, used in the traffic control centers, are monitored by students as they practice issuing flight clearances.*

MARINES *and Navy men work together in courses. The novice controlmen communicate with other AC's out of view in control "tower."*



STUDENTS PLAY *both the controller and pilot's "role" during the syllabus. Here they work intently on radar approach procedures.*

Special Props for OV-10A

Will Be Counter-Rotating Type

North American Aviation's Columbus Division has selected United Aircraft Corporation's Hamilton Standard Division of Windsor Locks, Conn., to develop the propellers for the OV-10A, a new, light, armed reconnaissance airplane being built for the Navy.

North American is building seven prototype aircraft under contract by BuWeps. The twin-engine turboprop is specifically designed for close air support of counter-insurgency and limited war operations. The propellers will be counter-rotating and each will have three reversible, full feathering blades. The prop spinner will be made of fiberglass and can be more easily maintained than a conventional sheet metal type because of lighter weight and better strength.

The OV-10A will be able to operate from rough clearings, primitive roads and waterways as well as prepared airfields and aircraft carriers. Its mission will include helicopter escort and attack while supporting ground troops. It can also provide peacetime emergency functions in time of disaster.

The plane features twin booms with a horizontal tail mounted high between two vertical tails. The fuselage is designed to hold 111 cubic feet of cargo or personnel. Sitting in tandem forward of the props, the pilot and observer will have unobstructed visibility.

New Sidewinders Ordered

Philco Corporation Gets Contract

The Bureau of Naval Weapons has issued a $3,721,956 fixed price incentive contract to the Philco Corporation for procurement of *Sidewinder* Mk 18 Mod 1 missiles. The Communications and Weapons Systems Division of Philco will do the work at its Philadelphia plant.

Moffett Field Units Back

Flew in Operation 'Sky Soldier'

Twelve aircraft and 24 crews of the Naval Air Transport Wing, Pacific, returned to NAS Moffett Field, Calif., following a deployment to Kadena AF Base, Okinawa, where they participated in Operation *Sky Soldier*.

The crews began the operation's assault phase flying round-the-clock air drops and air-land missions to drop zone *Glory*, near Kung Kuan, Taiwan. The operation's objective was the transport of a highly mobile assault force composed of men and heavy equipment to sweep a well-entrenched enemy "aggressor force" from the island.

Sky Soldier VI was the fifth in a series of defensive training maneuvers jointly conducted on Taiwan by U.S. and Republic of China forces to demonstrate the effectiveness of combined Army-Air Force units.

Operating under the direction of the Pacific Air Force's 315th Division, the Naval units were participating in a tactical exercise for the first time. The Naval Air Transport Wing, Pacific, crews flew nearly 100 tactical missions without incurring a single delay or mission abort.

The D-day air drop consisted of nine aircraft formed in three-plane sections with Commander D. R. Krantz flying the lead aircraft and Ltjg. C.E. Asher navigating. Flying 1500 feet over the terraced rice paddy terrain, the formation dropped its heavy equipment just 80 yards from the target's bullseye.

PERSONAL GLIMPSES

Editor's Corner

INSPIRATION TIME. Year 1964's end brought its usual resolutions and their usual results. Among the more resolutionary was a column written by Chaplain W. H. Vinson in the Naval Station, Mayport, Fla., *Mirror* more than a year ago. Its message was taped on the editor's IN basket during all of 1964. It is offered as a personal daily philosophy for everyone:

Do more than exist—LIVE.
Do more than touch—FEEL.
Do more than look—OBSERVE.
Do more than read—ABSORB.
Do more than hear—LISTEN.
Do more than listen—UNDERSTAND.
Do more than think—PONDER.
Do more than plan—ACT.
Do more than talk—SAY SOMETHING!

Ellyson Heirloom. Among the prized possessions of Mrs. T. G. Ellyson, widow of the Navy's first aviator, is a silver jigger. It is bent and a bit tarnished with age and has the name Ellyson engraved a half inch below the rim. With a twinkle in her eye, Mrs. Ellyson told a NANEWS writer, "When you pour up to the name Ellyson you have a Navy drink. But when you pour above the name and all the way to the top, that's a drink for a Naval Aviator."

STRAIGHT TALK. In a special edition of *Midway West*, the carrier's Commanding Officer, Captain W. Wright, presented his crew with a set of articles devoted to retention and re-enlistment. "I have requested this edition not to 'sell' you on the Navy, not to 'strongarm' you into re-enlistment, but to give you something to think about," he wrote. Articles dealt with benefits and training opportunities but there were also articles about finding civilian employment and about college opportunities. Captain Wright concludes, "All I can say is THINK IT OVER. Do you know what you want to do and are you planning properly right now to make a success of what you want to do? Or are you just drifting? If you really think it over, you will look into a Navy career. You might decide against it, but at least in later years you are not apt to say, as I have heard so many times, 'I sure wish I had stayed in the Navy.'"

Closer Communications. The Naval Support Activity, Naples, reports the following conversation between a helicopter pilot and a photographer who were then engaged in trying to get pictures of a sinking ship in marginal weather conditions:

Photographer: "Can you get a little closer?"

Pilot: "I've run out of rudder."

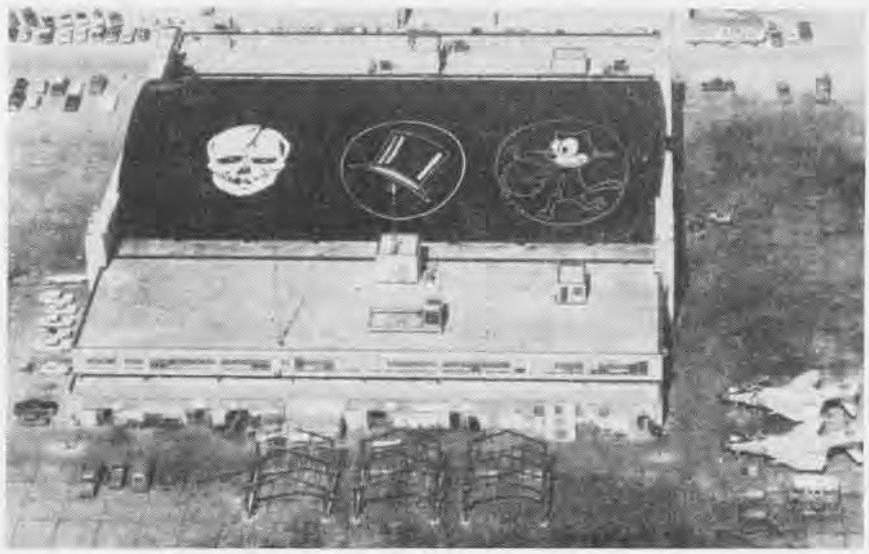
Photographer: "I don't know what that means, sir, but can you get a little closer?"

JET CAVALRY. Maj. Richard Schaefer, U.S. Army, a liaison officer attached to the Navy's Tactical Air Control Squadron 12, recently rang up his 5000th hour of flight while flying a Navy T-33. A rated Army aviator since 1954, Maj. Schaefer is labelled by his "shipmates" as "the U. S. Navy's only cavalry officer." He has logged time in five different Navy aircraft and during his recent tour has qualified in jets.

Aerial Billboard. The roof of a fleet hangar at Key West bears distinctive decorations. On top of the hangar (see photo) are the well known insignia of three squadrons, the famous skull of the "Jolly Rogers" of VF-84, the "Top Hat" of VF-14 and the mischievous "Felix" of VF-31. Scheduled to join the "billboard" is VF-33, newest squadron assigned to the *Grim Reapers* of VF-101 for *Phantom II* training at the Naval Air Station in southern Florida.

CVA-59's BIRTHDAY. The first of its class, the USS *Forrestal* (CVA-59) celebrated the 10th anniversary since sliding down the ways at Newport News, December 11, 1954. By coincidence, CVA-59's first two commanding officers, Captains Roy L. Johnson and William E. Ellis, are now both vice admirals in command of the Seventh Fleet and Sixth Fleet, respectively. Six members of the original crew are still aboard. They are R. C. Coughlin, SMCS; William Campbell, Jr., AB2; E.W. McGrew, SN; C.E. Smith, RM1; O.S. Sylvester, BT1, and G. F. Harrison, AB2.

Cause and Effect. The *Smoke Signal*, NAS GROSSE ILE newspaper, describes in its November 28, 1964, issue a new practice started by the air wing staff. On return from flights, air crews of Weekend Warriors are intercepted on landing and are whisked away for an overnight "survival lesson." Crews are bivouacked in a nearby woods for the night and given survival training. In the same issue of the *Smoke Signal* in a column entitled, "Aircrew Notes" D. A. Binder, AX2, says "Note has been taken of the extreme preparation all flight crews are making in relation to their survival equipment. We are wondering if this has anything to do with the overnight exploits that some air crews have experienced in the 'north forty' at Grosse Ile?"



LETTERS

Insignias, Anyone?

SIR: I hereby make a standing offer to all Naval forces on land or sea or air. For those who may desire an insignia for their unit, I will design one in full color according to Naval specifications and at no cost whatsoever to them. All that I require is a request stating the features they may like to have in the design.

This is not an official duty for me, but one that I offer to the Navy and have performed for over 10 years. Many Naval units today carry insignia that came from my services.

SAM KUNCEVICH
Nav. Arch. Tech.

Code 252, Design Division
Philadelphia Naval Shipyard
Philadelphia, Pa. 19112

Who's the Safest One of All?

SIR: We, "the flyingest squadron in the Navy," wish to add our congratulations to VW-11 for its meritorious achievement in aviation safety.

The VW-11 statistics published in your November 1964 issue provide an interesting comparison with figures of Airborne Early Warning Barrier, Pacific, as of August 1, 1964:

	AEWBARONPAC	VW-11
Consecutive accident-free hours	170,000	69,000
FY 1964 flight hours	45,000	14,000

In addition to being an operating Fleet squadron, AEWBARONPAC is the VW-RAG for the Pacific.

Are there any more contenders?

C. A. CARR, Commander
Aviation Safety Officer

NAVAL AVIATION FILMS

Among the latest motion picture films released or deleted by Head, Film Distribution Division, U.S. Naval Photographic Center, of particular interest to officers and men in Naval Aviation are:

MN-9883—Unclassified—*Aircraft Fire Extinguisher Systems.* Common principles of systems currently used in naval aircraft. 20 min.

The following films were declared obsolete:

MN-1059Z—*Instrument Flight Control—Orientation—The 90-Degree Method.*

MN-6773B—*Flight Through Instruments—Enroute Procedures.* Superceded by MN-9896A.

MN-6773C—*Flight Through Instruments—Terminal Procedures.* Superceded by MN-9896B.

FN-7397A—*Maintaining the HLT Training-Type Helicopter—Rotor Systems and Related Controls.*

MN-6160—*Operation High-Jump—Photographic Report.*

MN-9161C—*Guided Missiles—Guided Missiles of the Armed Forces.*

Instructions for obtaining prints are contained in OpNav Instruction 1551.1C.

RA-5C's Join USS Saratoga

First Detachment in Sixth Fleet

The first detachment of six RA-5C *Vigilantes* to be deployed with the Sixth Fleet arrived in the Mediterranean aboard the USS *Saratoga* last December. Combined with the Integrated Intelligence Center aboard the carrier, the RA-5C complements the Integrated Operational Intelligence System. The aircraft of this detachment are attached to Reconnaissance Heavy Attack Squadron 9 based at Sanford, Fla.

RA-5C's first deployed to the Pacific last summer aboard the *Ranger*.

AS INCOMING *Commanding Officer of the East Coast's largest carrier-based squadron, VAW-12, it is fitting that Commander Joseph Rezzarday, Jr., has perhaps the largest family on the coast. At NAS Norfolk, Commander Rezzarday is shown with his wife and 12 children as he offically relieved Lt. Wm. Martin as the "Father with the Mostest" in VAW-12. Prior to Commander Rezzarday's arrival, Lt. Martin, with his eleven children, was the record-holder.*

Who Wrote Flyer's Creed?

Air Museum Seeks the Author

In the August 15, 1943 issue of the Bureau of Aeronautics News (predecessor of *Naval Aviation News*) the inside back cover was devoted to the publication of "The Navy Flyer's Creed" (see below).

While the creed has since become a favorite wall decoration for many Naval Aviators, the identity of the author has been lost or obliterated. The creed, as published in the *News*, was attributed to the *Gosport*, NAS PENSACOLA station newspaper, but the author's name was not given.

Captain J. H. McCurtain, USN (retired), officer in charge of the Naval Aviation Museum at NAS PENSACOLA, asked that the creed be reprinted, hoping that the author will step forward and identify himself. "With all our local research we still can find no clue as to who wrote it or for what occasion," he said.

A NAVY FLYER'S CREED

I am a United States Navy flyer.

My countrymen built the best airplane in the world and entrusted it to me. They trained me to fly it. I will use it to the absolute limit of my power.

With my fellow pilots, air crews, and deck crews, my plane and I will do anything necessary to carry out our tremendous responsibilities. I will always remember we are part of an unbeatable combat team—the United States Navy.

When the going is fast and rough, I will not falter. I will be uncompromising in every blow I strike. I will be humble in victory.

I am a United States Navy flyer. I have dedicated myself to my country, with its many millions of all races, colors, and creeds. They and their way of life are worthy of my greatest protective effort.

I ask the help of God in making that effort great enough.

TORPEDO UNIT INSIGNIA

One of the Navy's oldest aviation activities, the Naval Aircraft Torpedo Unit, began as the "Air Detail" in 1921 and received its current designation in 1946. NavAirTorpU has tested and evaluated torpedo launching systems from slow and high-speed aircraft including today's SP-2E, SH-34G, S-2D and A-4B. Developers of torpedoes from the MK 13 to MK 44, unit is based at Quonset Point and has Cdr. W.B. Van Oss as OinC.

'SAVE ME A SPOT'

A boy in Montana recently wrote the Navy, "Be expecting me in eight or nine years. Save me a spot in electronics." This lad, obviously, recognizes the growing importance of electronics in today's fast-moving Navy. Exceptional, qualified college men are needed to meet the challenges of Naval Aviation as observers and pilots. For information about the Naval Air Programs, apply at nearest Naval Air Station, Naval Air Reserve Training Unit or Navy Recruiter.