

NAVAL AVIATION

NEWS



49th Year of Publication

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A VARIETY OF OPTIONS

'The forces of today's Navy can meet any type of aggression from the most sophisticated to the most primitive. The variety of options inherent in our naval forces is in itself a strong deterrent. If deterrence fails, however, these same forces will permit the United States to control a conflict within selected limits or to escalate the conflict, if it be so ordered.'—Admiral Thomas H. Moorer, during Armed Services Committee hearings.

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Vice Admiral Thomas F. Connolly
Deputy Chief of Naval Operations (Air)

Rear Admiral David C. Richardson
Assistant Deputy Chief of Naval Operations (Air)

Captain Paul Jayson
Head, Aviation Periodicals and History Staff

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An account of the effectiveness of Navy's famed Intruder is based on nearly three years of that aircraft's service in the Fleet. JOSC David W. Butler and PH1 Donald F. Grantham by words and photos convey some idea of the Intruder as it operates aboard the USS Ranger (CVA-61).

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The biggest and most inclusive exercise of the Atlantic Fleet, held annually in the spring, was a display of might in ships, aircraft, and missiles as the Atlantic Fleet and naval units of foreign countries participated in the training operation.

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COVERS

Photo of Lockheed P-3A Orion on front cover was taken by PH1 J. M. Long. Flight of RVAH-9 RA-5C's over USS Saratoga (CVA-60), above, was shot by PH2 R. F. Kunzelman. PH1 Donald Grantham snapped back cover pic of USS Bon Homme Richard (CVA-31) crewmen strolling down the deck.

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Three Records are Claimed Maximum Hours Logged by VT-2

Instructors and students of VT-2, NAS WHITING FIELD, Milton, Fla., claim three "firsts" for the month of March. They exceeded all previous daily, weekly and monthly flight hours logged in the Basic Training Command.

Flying the T-28 trainer, the squadron flew 842 hours in a single day, 3,640 hours in a week and a total of 12,277 hours during the month. Piloting the plane that broke the weekly record were Ltjg. Wesley D. Fisher and his student, Ens. Joseph Fail. Ltjg. William R. Estes and Ens.

Tommy L. James flew the plane that topped the monthly record.

The squadron's 162 aircraft were maintained at a 93.6 percent availability by the aircraft maintenance.

Cdr. Allen B. Davis leads VT-2.

C-130 Seaplane Possibility Lockheed to Study its Potential

Lockheed's *Hercules* may add the role of seaplane to its capabilities, depending on the outcome of a feasibility contract awarded the company by the Naval Air Systems Command.

Designated the C-130 HOW (Hercules on Water) project, the study includes building of a one-sixteenth,

dynamically scaled, radio controlled model to be tested on Lake Lanier, 50 miles northeast of Lockheed-Georgia's Marietta plant. The fuselage, measuring six feet in length, will be of fiber glass.

Should the study result in production, the aircraft would depend on a single 21-foot hydro-ski—a U.S. Navy development—for landings.

The proposed amphibian would be powered by four Allison T-56-A-14 engines mounted on the wing's top-side for greater clearance above the water surface. According to the company, maximum land takeoff weight would be 175,000 pounds. Design sea-landing and takeoff weight, with a 25,000-pound payload, would be 132,000 pounds and maximum land-to-sea payload, 39,000 pounds.

Endurance at sea level, for search and rescue purposes, would be 4.6 hours over a 1,000 mile radius.

Anniversary for 7th Fleet Established Twenty-Five Years Ago

This year marks the 25th anniversary of the Seventh Fleet. Early in 1943, Admiral Chester W. Nimitz designated the Southwest Pacific Force as the Seventh Fleet with Vice Admiral A. S. Carpender continuing as commander.

Comprising more than 190 ships, 80,000 men and 750 aircraft, the Seventh Fleet is responsible for naval operations in an area covering 30,000,000 square miles (almost one-fifth of the earth's surface), extending from the Bering Sea to Antarctica and from 160 degrees east longitude to the Indian Ocean.

Vice Admiral William F. Bringle, USN, is the present commander. He is under the immediate command of Admiral John J. Hyland, Commander in Chief of the Pacific Fleet.



WHEN TWO F7F aircraft, each weighing in excess of 16,000 pounds, were offered to the Marine Corps Museum at Quantico, Va., by Commander Naval Weapons Laboratory, Dahlgren, Va., the museum curator, Mr. Clyde Gillespie, was delighted to accept. The gift of the Tigercats, famous in the post-WW II years, however, posed the problem of transport. Colonel Hensley Williams, C.O. of MCAS Quantico, and Colonel D. H. Foss, HMX-1 C.O., solved it by arranging for the two Tigercats to be brought to the museum from Dahlgren by the cargo-carrying CH-53A.

Cockpit Changes Studied Army, Navy Begin a Joint Effort

Radical improvements in aircraft cockpit displays and a standardized method for evaluating cockpit interior design are the objects of a new research study initiated by the Navy under the Joint Army-Navy Aircraft Instrumentation Research Program.

Current military aircraft cockpits contain complex mazes of levers, displays, seats, restrains, and protective devices. The locations, shapes and sizes of these items vary widely for different aircraft types. Crewmen who must view and operate this equipment, also have a wide variety of shapes and sizes.

The problem is to match these two basic elements—human and cockpit—so that the equipment can be operated by a crewman of any size.

First phase of the six-year research study will be devoted to the design of a computerized model of a man in stick form. This "stick" man will have 23 articulated joints. From this model, researchers will be able to provide the characteristics of reach, visual interference, head-hand-eye-torso travel, and mass displacement for cockpit evaluation.

Each phase of the program will produce useful information and computer software which will be used to evaluate various elements in the cockpit.

The original "stick" man, in subsequent phases of the study, will evolve into a fully clothed, three-dimensional, elastic-man model.

JG is Year's Honor Man Patriotic Society Makes the Award

On April 9, Ltjg. Wayne R. Sand was presented with the "Outstanding Naval Aviation Student of the Year Award" at the annual convention of the Daughters of the American Colonists in Washington, D.C.

Lt. Sand was given a gold wristwatch with an appropriate inscription citing him as "Honor Cadet, 1967." The selection is based on academic achievement and flying ability.

In October 1967, Sand received his wings at Corpus Christi, Texas, upon completing the course of instruction in Training Squadron 25. He is now attached to VA-43, stationed at NAS OCEANA, where he flies the Grumman A-6A Intruder.



HOISTING DEVICE WITH ITS UMBRELLA

New Jungle-Rescue Device Protects against the Heavy Foliage

A new jungle-penetrator rescue system with a "pop-out" umbrella that acts as a shield to ward off heavy jungle foliage during helicopter rescue lift-off operations is scheduled for delivery to the Fleet this month.

When it is lowered to a downed airman, the compact, bullet-shaped capsule is just over 2½ feet long and 8½ inches in diameter. Operating instructions are pictured on the top of the capsule (see photo). Once the pop-out mechanism is activated, the 48-lb. penetrator extends to about five feet and the protective canopy expands to a diameter of three feet. The device is capable of handling two men, an advantage when the downed airman is injured.

Developed by the Billy Pugh Co., Corpus Christi, Texas, under a Nav-AirSysCom contract, the device has been tested in simulated jungle environments at Lakehurst, N.J., Warner Springs, Calif., and Cubi Point, R.P.

CNAVAnTra Sets Records Jet Squadrons Excelled in March

March 1968 was a banner month for the Naval Air Advanced Training Command. The six jet squadrons of the command, in their 359 F-9 Cougars, flew more hours—18,151—and burned more fuel—10 million gallons—in that month than at any other time since jet training aircraft were introduced into the command in August 1951, nearly 17 years ago.

Other records were broken, too. VT-21, NAAS KINGSVILLE, accumulated 3,651 hours, the largest number ever flown by one jet squadron in any one month. VT-25, NAAS CHASE FIELD, set the all-time single week's record by flying 913 hours from March 25 through March 31.

The annual Navy pilot training rate is increasing to meet the rising demand for pilots in SE Asia. In fiscal year 1966, 1,750 pilots were trained. This jumped to 2,250 in FY '68 and is currently 2,525 for FY '69. By 1971 the total will reach 2,950, a figure which includes Navy, Marine and Coast Guard flight students in the jet, fixed wing propeller and helicopter training programs.

Marine Flies 400 Missions Sets New Record in F-4B Phantom

On completing his 400th mission in the back seat, Capt. Dennis F. Brandon left Vietnam with a record of more combat missions to his credit than any other Marine F-4B RIO.

Capt. Brandon went to Vietnam with VMFA-542 and later joined the *Death Rattlers* of Chu Lai-based VMFA-323. He was forced to eject from his aircraft once when anti-aircraft fire blew the tail off his *Phantom* during a mission over Khe Sanh.

Brandon said, "The plane started burning and tumbling end over end. Fortunately, we were able to eject . . . and were rescued by Marine helicopters shortly after we parachuted to the ground."

Status of NANews Raised Becomes Staff Unit of DCNO(Air)

A reorganization of the staff of the Deputy Chief of Naval Operations (Air) has resulted in a change of designation for the Aviation Periodicals and History Staff, which publishes *Naval Aviation News*. Known as OP-05A5 since 1951, the staff has been redesignated as 05D and operates directly under the Assistant DCNO (Air) and DCNO (Air).

The new status reflects increased staff responsibilities in information and internal relations activities.

Mail should now be addressed to Head, Aviation Periodicals and History Staff (05D); *Naval Aviation News* (05D1), or Aviation Historian (05D2), Navy Department, Washington, D.C. 20360.



GRAMPAW PETTIBONE

Blind Faith

The *Crusader* driver launched in his F-8D at about 2000 one night from his carrier for a routine training flight. The weather in the area consisted of scattered clouds, wind velocity of 12 knots, and wave height of two to three feet.

The F-8 involved was downed on the previous flight by a malfunctioning angle of attack (AOA) indicator and approach power compensator or APC. These discrepancies were worked off prior to this launch and everything functioned properly during the post-start check.

After the launch and during climb-out, the pilot noted his AOA was behaving erroneously. He conveyed this information to the flight leader who recommended that this be checked out later in the flight in the landing configuration. Later on, during his intercept mission, the F-8 driver noted the AOA was again functioning normally and in turn informed his leader. Upon completing his assigned mission, the pilot proceeded to the marshal. En route his external wing lights failed. He reported this discrepancy to combat information center (CIC) and stated that he would have his probe light and rotating beacon on.

After commencing his penetration, the pilot again noted a malfunction of his AOA and, after engaging the APC, experienced a sluggish response. He then decided to fly a manual



approach, that is, without the APC.

As he picked up the meatball on the lens, it was high and he corrected to bring the ball to a one-panel high position. The CCA controller called him right of the center line and gave him corrections to bring him back on center.

As the *Crusader* pilot called the ball, paddles told him to hold his attitude, and then asked for line-up and power. The driver noticed he was left of center line and put in a right correction. He then saw the ball drop rapidly and disappear off the bottom of the lens. He added power and instantaneously went to afterburner.

The nose wheel of the *Crusader* struck the round-down nine feet short of the deck, and the F-8 burst into flames as it continued up the angled deck. As he passed the lens, the pilot pulled the curtain and successfully cleared the burning hulk as it continued up and off the angle into the water. The hapless driver was retrieved in short order with no more than minor injury.



Grampaw Pettibone says:

Sufferin' catfish! When will these lads get the word? This fiasco had all the required ingredients to make it a fatal as well as a strike accident.

I was mighty pleased to see this young man come through with only minor injuries, but he could'a averted the whole mess. He knew the AOA and APC had malfunctioned on the prior flight and the AOA was doing everything but rap him on the noggin to indicate it wasn't reliable.

I'm an awfully suspicious cuss. I wouldn't have had the blind faith in that instrument that he did. An in-flight check with his buddy would'a confirmed the system's inaccuracy and coming down on the wing of his leader would'a put him in much better position at the ramp. I'm sure paddles did all he could, but without wing lights and an accurate AOA, he didn't have an awful lot to work with.

It might be well to remember that squeezing the margin for error is like squeezing the grapefruit. If you squeeze too hard, you get it—right in the eye—and all you've left is a messy handful of pulp.

Spun In

TWO TA-4F drivers (an RP and an instructor) briefed thoroughly at 0930 for a tactical training flight. There were no discrepancies noted on either aircraft during preflight and a normal section takeoff was made at 1110. The pilots proceeded to their assigned operating area, climbing to FL 330. Ninety and 180 degree turns were executed in section and then a descent to FL 260 was made in order



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to clear the cirrus layer for break-ups and rendezvous. Visibility was good with a clear horizon.

Two break-ups and rendezvous were accomplished without incident and during the third, just as the RP was joining the instructor, the flight was required to make a manual frequency change. The evolution required the student to divert his attention from the leader to the right-hand console. Upon completing the frequency change, he looked up to find he had fallen behind, and that the instructor had steepened the turn to avoid exceeding the boundaries of their assigned airspace. The RP increased his angle of bank to about 45 degrees and added power; his closure rate became excessive. Realizing he had no chance of salvaging the rendezvous, he went behind and wide of the lead noting that the nose of his *Skyhawk* was rising in spite of forward stick.

With the plane at about 45 degrees nose up, the RP realized something was wrong and suspected a control malfunction. As the nose continued to rise, the airspeed decayed and the aircraft peaked out at about 70 degrees nose-up pitch and 15 degrees right wing down. At this point the RP thought of a trim malfunction and checked the trim indicators. (The nose trim showed 12 degrees nose up, which confirmed the RP's suspicions that this was the trouble.)

Before he could initiate corrective action, the nose fell off and he entered a post-stall gyration. The turn needle showed full left deflection and the ball was out to the right which he interpreted as a left-hand spin. Neutralizing the controls had no appreciable effect so he introduced full right rudder. The aircraft yawed abruptly but continued to rotate and buffet. He then applied full left aileron and full back stick. The *Hawk* flipped violently in an abrupt negative "G" maneuver and then stabilized nose down, almost vertical.

After stabilizing nose down, the aircraft started to pitch up once more and the RP corrected with forward stick and manual override trim. Level flight was regained at about 14,000 feet after which the RP informed his instructor of his plight. The two joined up, assessed the damage (popped rivets and a fuel leak) and proceeded to home plate uneventfully.



Grampaw Pettibone says:

Great jumpin' Jehosaphat, somebody could'a got hurt! I know this fella was a wee bit shy on experience, but you've gotta take first things first. That frequency change ain't gonna be any help at all if that machine ain't flying.

Fortunately, this fella (although a little late in the game) diagnosed his predicament and eventually applied corrective action to get him home in one piece. It might be well to remember that goin' into a spin is like steppin' out on your wife. You might get away with it, but if you don't, bub, your troubles are just starting.

Exception

A replacement pilot (RP) engaged in mirror landing practice completed his fifth pass and was informed by the landing signal officer that his A-7A *Corsair II* had ingested a bird. The RP asked if he should make a full stop landing and was instructed by the LSO to return to home station and execute a precautionary approach to a full stop landing.

There was considerable doubt in the RP's mind that the plane had ingested the bird as there were no visual signs or noises to indicate it had. Nevertheless, he proceeded as instructed and commenced the precautionary approach exactly as instructed in the training syllabus, with one exception. In order to be able to lower the speed-brake while the gear is down (a step he considered advisable to reduce the extent of power changes which might be detrimental to an already possibly

damaged engine), it was necessary to place the flap handle in the "ISO" (isolated) position and then raise the gear handle.

The approach was executed exceptionally well, and as the *Corsair* driver rolled into final, he mentally reminded himself that he would have to put the gear handle in the down position prior to touchdown. The apprehensive lad became so grossly involved with worry over sink rate, speed and touchdown point that he completely forgot the gear handle.

Touchdown was routine and as he slowed to turn off the runway, he noted that nosewheel steering was inoperative. He immediately diagnosed this as a result of the flap handle being in "ISO" and pulled the handle out of this position. As advertised, the system worked normally and retracted all three gears. (The gear handle was still in the retracted position.)

The A-7 suffered "Charlie" damage and the pilot got out with nothing more than injured pride.



Grampaw Pettibone says:

Great balls of fire! Why do you suppose these fellas all think they can improve on published procedures? The key words to this dilemma were "with one exception." Yet if he had followed the procedures as taught, he wouldn't have had that long humiliating walk back to the flight line.

I ain't sayin' that we are locked in concrete and procedures can't be improved, but until such time as deviations to the standard have been analyzed and approved, let's all of us stick to what the book says.



BECAUSE the Intruder's equipment is designed to be interchangeable, it's no trick at all, once the nose is flipped up (above), for this VA-165 technician to remove electronic equipment and quickly replace it. Below, pilots check their ordnance loads. At right, an Intruder taxis in from a landing after completing its mission.



A-6A



NEARLY three years ago, in July 1965, the *Sunday Punchers* of Attack Squadron 75 launched the first A-6 *Intruders* in combat from the decks of the USS *Independence* (CVA-62). Since that day, the *Intruders* have lived up to their reputation as versatile, effective attack aircraft, delivering their payloads on target day or night, in good weather and bad. The *Intruders* have withstood tremendous structural loads of repeated catapult launches at high gross weights and the stresses of arrested recoveries.

Aboard the Ranger



Today, on the USS *Ranger* (CVA-61), the capabilities of the A-6A continue to be demonstrated. The Navy's *Intruder* can hit targets when nothing else can. With her radar, she can fly like a bat. Her crews on a mission can see their course, the ground below, obstacles ranging from mountains to water towers, without once looking out of the cockpit.

The reason this is possible rests in a computerized radar system which constantly feeds the pilot the picture of his position. The system is built to

withstand the rigors of aircraft carrier landings and enemy gunfire. It is ready for any contingency, but the pilot is definitely in control of the airplane. He does not have to follow the computer; he can always choose another path or recycle another solution.

The two-man plane is one of the world's smaller bombers and is more maneuverable than faster enemy planes. Able to cruise at 500 knots with a range of about 3,000 miles, the *Intruder* can carry nine tons of bombs.

Foul weather does not stop the *In-*

truder. Because of bad weather over targets during the *Ranger's* last period "on the line" in the Tonkin Gulf, *Intruders* delivered the majority of the bombs dropped by the ship's five bombing squadrons.

Ltjg. W. W. Shea, an A-6 navigator, says, "Bad weather is our friend. We prefer 'goo' or darkness for it means less enemy fire over the target."

One *Intruder* pilot was out hunting for SAM (surface-to-air missile) sites. Just when he found one, it fired two missiles at him. To avoid the deadly

A-6A Aboard Ranger

pair, the pilot began a steep dive, heading directly for the site, and fired two of his own missiles. As he watched his missiles streak earthward, he saw three SAM's heading directly toward him.

"I guess that's what they mean when they talk about dueling with SAM sites," he said. While he didn't loiter around, he is sure that he was in such a perfect position for firing he must have finished the site.

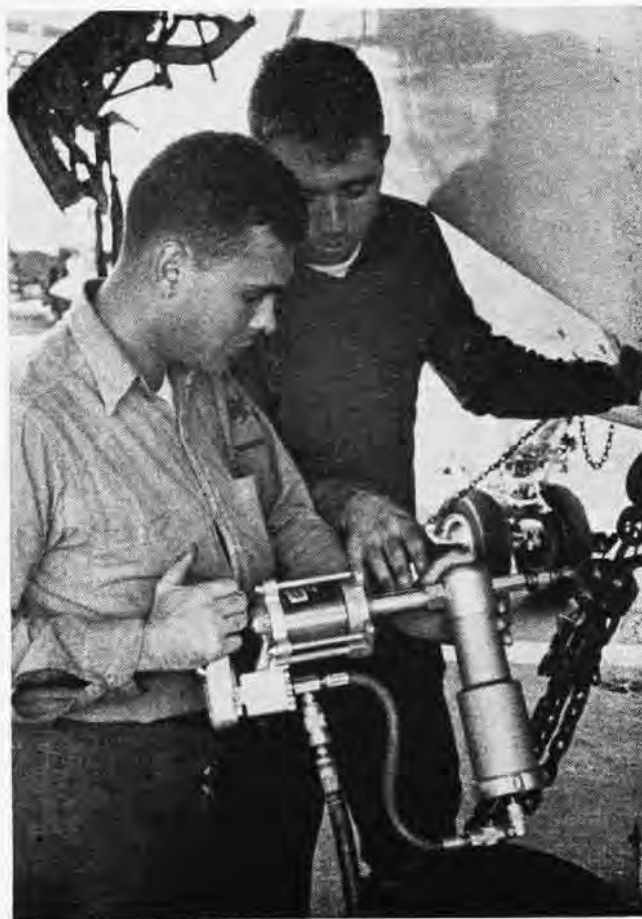
Confident of his plane, this pilot and others like him carry on, certain that their maneuverability and speed can carry the day. An *Intruder* pilot writing in *NANEWS* put it this way: "You may wonder what it's like to fly a combat mission over enemy territory. . . . It isn't like anything. There is simply nothing to which it can be compared. Frightening? Yes. Terrifying? No. Challenging? Definitely."



DEVELOPED as the first Navy all-weather, medium attack aircraft, these A-6 Intruders (above) are lined up on the flight deck aboard USS Ranger. Below, crewmen are loading ordnance by hand. Though the A-6A is not one of the world's largest bombers, it can carry as much as nine tons of bombs. In the photograph at right, AM3 David Simon and AM3 Jack E. Kehrer use a pressure gun to re-pack a fuel cell on one of the Intruders aboard Ranger.



Photographs by PH1 Donald F. Grantham





SKILLED WORK on Intruders is constant. Airman John R. Painsett (below) works on one of the many maintenance access panels. Bottom picture shows two of Grumman Aircraft's technical representatives making adjustments on electronic equipment. At right, a crewman cleans the windshield of the all-weather Intruder.





SPRINGBOARD 1968 action caught up virtually all hands at NS Roosevelt Roads in Puerto Rico. In photo above, left, AG1 John R. Stremel gives a pre-flight weather briefing to a pilot; photograph above, right, shows busy jet personnel at Roosevelt Roads heading for a plane from NAS Oceana flown south for the exercises; and, at right, one of Navy's P-2 Neptunes passes the control tower en route to an antisubmarine warfare mission.

Springboard '68: Bigger Than

JUST AS A professional athlete knows he must train regularly to stay in shape, the Navy knows that to stay in first-class fighting trim it must exercise. And exercise it does. Take, for instance, the annual training operations held in Caribbean waters and known as Operation *Springboard*.

The operations, originally called *Portrex* (the title was changed in 1952), have been conducted each year since the late 1940's. In each succeeding year, they have grown in both size and scope. Not a single exercise or "game," *Springboard* combines a series of routine practice operations designed to sharpen the readiness of nearly all types of ships and aviation squadrons in the Atlantic Fleet. It employs almost every aspect of modern naval warfare, from basic underway replenishment on the open sea to firing the latest types of rockets and missiles.

For *Springboard 1968*, conducted from late January through mid-April, more than 40,000 officers and enlisted men serving in some 200 ships and aviation units were involved. In ad-

By JOC Ken Ledbetter

dition to this extensive U.S. Navy participation, the navies of several foreign countries were invited to take part. Included in the exercises were naval units from Brazil, Ecuador, Colombia, West Germany, the Netherlands, Canada and United Kingdom.

One of the busiest naval activities during *Springboard* was the U.S. Naval Station at Roosevelt Roads in Puerto Rico. The base supported the training operations of several Fleet aviation squadrons which were working to flex their combat muscles. While these air units participated in exercises, they were in a virtual "alert" status designed to keep planes flying.

How did *Springboard 1968* work?

The excitement began for the four-month 1968 training period when squadron aircraft from Roosevelt Roads and ships from Caribbean ports headed out for a rendezvous in differ-

ent operation areas in nearby waters.

For some, the rendezvous point was at the Atlantic Fleet Weapons Range northeast and southeast of Puerto Rico. Here, the most advanced missiles and rockets in the Navy's arsenal were fired and ships practiced surface-to-surface and surface-to-air gunnery while pilots conducted air-to-air and air-to-ground training.

In another sector north of San Juan, a quieter war took place. A submarine glided silently beneath the surface, while men in ships and aircraft listened for a sonar "ping" or watched for the telltale "blip" on a radar screen that signaled a contact. Once contact was made, a chase began that continued day and night. Tracking planes exhausted their fuel and were relieved to return to Roosevelt Roads or to carriers. Finally, destroyers turned the sea into geysers of foam by laying a pattern of explosive hedgehogs in a simulated attempt to destroy the submarine or make it surface.

While the submarine tried to evade

Photographed by
PHC R. C. Payne



BUSY Navy men on the job during *Springboard* include AC1 James R. Brown and another air traffic controlman giving takeoff and landing instructions to visiting squadron pilots, and (below) Roger L. Zerkle of VS-28 from Quonset Point is shown at work on one of his own squadron's aircraft in the shop at Roosevelt Roads.

Ever

the ASW attack, crewmen of mine-laying ships worked in another expanse of waters off Culebra. At Vieques Island, other sailors conducted amphibious exercises with Marines.

It was a complex training program; for those involved, it was also mighty hard work. But it was not *all* work. After days of round-the-clock training, the ships entered port and aircraft crews got a weekend rest.

For many of the most deserving men in *Springboard* crews, liberty in San Juan was a rewarding experience. Each week 20 to 25 of the outstanding *Springboard* sailors and Marines enjoyed the finest food and entertainment San Juan could offer—and at no cost. Selected by their C.O.'s, they participated in the Navy League's "Merit Award" program which gave them a free night on the town.

For them, Operation *Springboard* 1968 had rewards that far exceeded their expectations. And when it was all over, all the Atlantic Fleet sailors returned to their home ports—suntanned and ready for action.



Springboard '68



NAVAL STATION at Roosevelt Roads in Puerto Rico served as "home plate" for a variety of aircraft. In photo above, a crewman walks toward an Orion; shot at right is of AX2 Frank W. Baxley, taken as he trouble-shoots electronic gear.



THE WORK involved in keeping Springboard planes flying ranged from timing adjustment to the engine analyzer of a VP-56 SP-2H Neptune, made by ADRI Ray L. Collins (left), to a check on a T-33 plane, conducted by Canadian Able Seaman Terry D. Bracey.



100,000 No-Accident Hours Logged by VT-27 in S-2 Trackers

Members of Training Squadron 27, NAS CORPUS CHRISTI, marked their 100,000th consecutive accident-free flight hour in April. They are the second squadron to reach the record mark flying the Grumman S-2 Tracker.

During the 35 months since the record hours started accumulating, the squadron has trained 710 Navy pilot and logged over 525,000 takeoffs and landings. Approximately 9,000 of the landings were made aboard the training carrier, USS Lexington.

Lt. D. E. Morrison was the flight instructor on the record flight. His flight student passengers were Ensigns D. J. Austin and D. A. Giles.

Cdr. J. H. Bergstrom is VT-27's C.O.

Unscheduled Test of System Rocket-Propelled Escape Successful

A recent dual ejection on takeoff from a crippled Navy F-4 Phantom turned out to be an unplanned but successful test of a new rocket-propelled escape system.

In the mishap, one aircrewman ejected less than three seconds after takeoff at an estimated altitude of 70 feet. The pilot ejected seconds later at an altitude of 200 feet with the nose of the aircraft pointing nearly straight up. Both landed without injury. The aircraft fell to the runway and burst into flames.

The new system, developed under the direction of the Naval Air Systems Command, replaces the old Martin-Baker Mk H-5 escape system which lacked a low-speed, low-altitude escape capability. It required a speed of 130 knots to provide a successful ground level ejection.

The Martin-Baker Mk H-7 system has an escape capability ranging from zero speed at zero altitude to 600 knots at ground level. The system will provide safe escape with the aircraft in a 20-degree, nose-down attitude and a speed of 90 knots. This condition is representative of an unsuccessful catapult off the bow of an aircraft carrier. The Mk H-7 is a fully sequenced escape system which, activated by the pilot, will complete the escape sequence of rear canopy jettison, rear seat ejection, front canopy jettison and front seat ejection in approximately 1.39 seconds.

As part of the ejection sequence,

both crewmen are brought into ejection position by powered retraction inertia reels. This provision is particularly critical for the crewman in the rear seat who might be out of position when the escape sequence is initiated by the pilot. The rear crewman, however, retains an independent ejection capability plus the ability to initiate the complete escape sequence should the pilot become unable to initiate his own escape.

Delivery of the new Martin-Baker Mk H-7 escape system started in production F-4 aircraft in December 1967. It is being incorporated as a retrofit in Navy and Air Force planes.

Two Australians at Glynco Taking NATTC Electronics Course

Undergoing training at the Naval Air Technical Training Center, NAS GLYNCO, Ga., are two Australians, Allan F. Harman and Michael W. Barnes. Electrical mechanic weapons radiomen in the Australian Navy, both men reported to NATTC for an eight-week course in shipboard radar navigation maintenance (AN/SPN-35).

After completing the course, Harman will report to San Diego for further training in the Navy TACAN school and Barnes will report to HMAS MELBOURNE.

JOHN McCANTS HONORED

THE CHIEF OF NAVAL OPERATIONS has announced that the new 750-man barracks at NAS NORTH ISLAND will be named McCants Hall in honor of Commander John R. McCants, USN (Ret.), formerly an ACMM. Although enlisted quarters are traditionally named after deceased enlisted men who distinguished themselves in Navy service, this is one of the exceptional cases when a living person is so honored.

Cdr. McCants was chosen because of his part in a midair rescue of a Marine pilot over North Island in 1941 (NANews, April 1954, p. 5).

During a paratroop exercise over Camp Kearney, the Marine, 2nd Lt. W. S. Osipoff, fouled his ripcord in the cargo. His chute flared and jerked him into the slipstream where his shroud lines caught on the R2D-1's static cable. This left him hanging

head down, 120 feet below the plane, high over southern California.

When ACMM McCants and Lt. W. W. Lowrey heard of Osipoff's predicament, they took off from North Island in an SOC-3 and, as the transport held its course, Lowrey eased his SOC under the Marine as McCants grabbed him and began hacking shroud lines with a knife. Osipoff's weight swung the nose of the SOC up and the prop completed the cutting job. About 12 inches of the tail fairing of the R2D were sliced off and the Marine was dropped into the after cockpit, head first. He suffered only minor injuries.

Both McCants and Lowrey were awarded DFC's by Secretary of the Navy Frank Knox who declared, "This is considered to be one of the most brilliant and daring rescues with-in the annals of naval history."



McCANTS as he is today is shown at left and directly above is the drawing of the Osipoff incident in which he and Lt. W.W. Lowrey effected a mid-air rescue which for drama and danger is not exceeded in naval records.

These Men Tell the Na

The difficult chore of gathering the news concerning Navy men serving ashore in Vietnam often falls to the sea service's own journalists, photographers and photo-journalists. Here, NANEWS presents their personal story.

• Somewhere in the maze of waterways that makes a mosaic of the Mekong Delta in South Vietnam, a Navy journalist scribbles in a dog-eared note pad as he takes notes concerning the action of a junk patrol force—of which he and the Navy photographer's mate accompanying him are as much a part as the U.S. Navy advisors and Vietnamese sailors searching for the elusive enemy.

• Meanwhile, another Navy journalist keeps a wary eye out for snipers as he joins other Navy advisors and Vietnamese who are slogging through the mire of a Delta jungle stream.

• Miles away, in the city of Saigon, a third Navy journalist and another Navy photographer buttonhole a pair of US-2C Tracker aircrewmembers for information and photos they need to write a feature article.

• During an enemy attack on Saigon, timed to coincide with the Tet holiday, a senior chief journalist rushes from his office to man a radio-telephone as General Quarters is sounded throughout his headquarters compound.

• As the Tet offensive continues, still another enlisted photographer boards a UH-1 Iroquois helicopter to get pictures of a rocket attack on a Vietcong ambush site.

IN THE Vietnam conflict, perhaps as in no conflict involving Americans before, the complex task of covering the news of U.S. Navy participation "in-country" has fallen heavily on the shoulders of the Navy's own journalists, photographers and photo-journalists.

Operating out of public affairs (PA) offices throughout the country, they write the thousands of words and take the thousands of pictures which enable publications such as *Naval Aviation News* to present effectively the story of Navy men in combat.

There are about as many PA offices in Vietnam as there are major commands — so these officer and enlisted

By JO1 E. T. (Tom) Tompkins

newsmen may find themselves assigned to such units as ComSeventh-Flt's Detachment *Charlie*, or the Navy Support Activities in Saigon and Da Nang, or River Assault Flotilla 1, or Service Group/Squadron 3 or the Vietnam Military Advisory Command's Naval Advisory Group. Wherever there are sailors serving ashore in Vietnam, there are journalists and photographers in nearby PA offices ready to cover their activities.

One such PA office in Vietnam with a primary responsibility of reporting what the Navy is doing "in-country" is that assigned to Commander Naval Forces, Vietnam. From their office in the NavForV headquarters compound near the center of Saigon, this command's journalists and photographers travel throughout the country gather-

ing the news and taking the photos needed to "tell the Navy story."

Operating from the demilitarized zone in the north to Phu Quoc Island in the Gulf of Thailand, and from the Laotian and Cambodian borders on the west to the South China Sea on the east, these PA men search for, witness and record news as it occurs.

Heading the NavForV PA team is LCdr. Clark Gammell, a 17-year Navy veteran. His assistant is another PA officer "pro," Lt. John Dewey, who doubles as information advisor to the Vietnamese Navy. The PA office's photographic section is headed up by Lt. Theodore Storck, who recently received his M. A. from Syracuse University's School of Journalism.

Handling supervisory duties is JOCS Dick Rose; he coordinates the office's daily assignments and occasionally takes on a job himself. He's a 16-year Navy man who has spent nine of those years in the Far East.

Besides Chief Rose, the NavForV PA office has five other journalists and 12 photographers, some of whom have been in Vietnam for upwards of a year and a half. Writing the stories and many of the photo captions are JO1's Tom Walton, Bill Rozier and the author; JO2 Jim Messner and JO3 Bill White. Taking the photographs are PH1's Bob Corbin, Leon Robinson, Joe Luscan, Gerald Olson, Bill Young, Jr., Mel Dittman, Dan Dodd and David Edmonds; PH2's Tom Lawson, Charlie Hall and Richard Boyd and PH3 Charles Bopp.

Dressed in green combat fatigues and armed with a variety of weapons as well as note pads, tape recorders and cameras, these men form combat information teams that are seen all over Vietnam. They operate with the River Patrol Force, in helicopters and airplanes, with the Coastal Surveillance

(Continued on page 16)

PH1 L. R. Robinson



JO1 Tompkins, author of this article, is like the other journalists and photographers in NavForV's PA office: He goes anywhere the action involves Navy personnel ashore.

vy's *Stories in Vietnam*

PHI Dan Dodd



The ability of a NavForV photographer to portray a routine activity with symmetry and balance, turning "just another photo" into a graphic portrayal, is typified by this shot of a helicopter crew chief, AN Wendell Maxwell, Jr., making a check before flight.

NavForV PA Team

Force, with the Mobile Riverine Force, with naval advisory groups and even with medical teams. Anywhere there's news being made, you'll find them.

Their knack for being in the toughest spots at the right times has often brought the ComNavForV news teams under fire; sometimes, they've been called on to man weapons and join the fighting. They've been shot at, and they've shot back.

Most notable of such participation in combat action is that of JO1 Rozier and PH1 Robinson, both of whom

were awarded the Navy Achievement Medal for their performance while they were flying with Navy *Seawolves* on an attack against a Vietcong battalion. Both men exposed themselves to enemy fire when they manned a machine gun and a rocket launcher at the request of an aircraft commander. The action in which they were involved resulted in 39 Vietcong killed and more than 40 river craft damaged or destroyed.

The men of NavForV PA office
(Continued on page 18)



Although he's the lowest-rated photographer on the NavForV PA team, PH3 Charles Bopp is usually found wielding a big camera as he covers the action in a forward area.

JO1 E. T. Tompkins



PH1 L. R. Robinson



Getting the stories and photographs needed to tell the Navy story in Vietnam means going wherever the sources are. Above, the sources are ADJ1 Jackey L. Ankeny (second from right) and AE2 Jack Goldberg; handling the interview and photo-taking are JO2 Messner and PH1 Olson. Sometimes, however, getting to a story is considerably more difficult: In photo at right, JO1 Rozier wades through a stream.

The members of the ComNavForV PA office are expected to be as much a part of U.S. combat forces as anyone else in the war zone. Like their counterparts at sea, they man GQ stations along with the best of 'em. JOCS Dick Rose uses a radiophone to receive instructions during GQ at the ComNavForV compound in the midst of the Tet offensive launched against Saigon, and all of South Vietnam, by VC.

PH1 T. L. Lawson





All the photographs on this page are the work of the NavForV team member shown above right, Lt. T. S. Storck. Included are shots of flares illuminating the night sky over Saigon (above), a building that was gutted by the Vietcong during the Tet offensive (right) and an excellent pictorial record of a PBR crewman, EN3 Ronald Bartelmel, as he mans his machine gun.



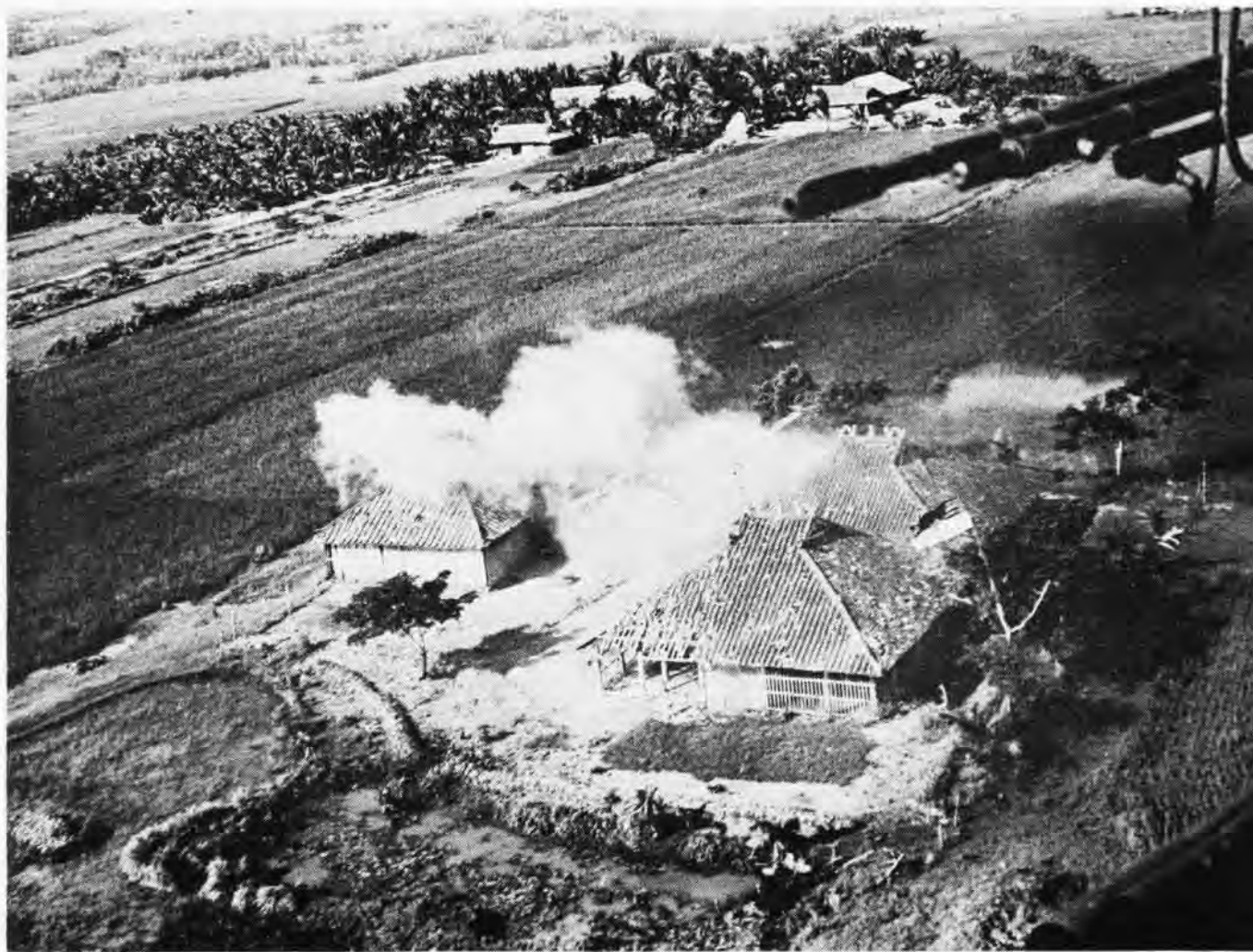
NavForV PA Team

know what it is like to spend endless hours in a bunker, or at battle stations. Recently, during the bitter Tet offensive by the Vietcong, PA personnel were involved in still another type of combat: that of helping to defend their headquarters and billets. As the hours grew into days, JO's and PH's could be found manning machine guns and small arms around the compound perimeter — and when they weren't at their battle stations, they were still grinding out the news for distribution to media.

Enemy attack or not, that job never stopped.

When they are away from their headquarters, covering assignments all over the country, the NavForV PA teams find that Navy men are surprised to see them so often and in such out-of-the-way places. But they welcome the visiting newshounds. Most of them realize that if it weren't for these battle-ready journalists and photographers, much of what they have been doing in Vietnam would never be known to the outside world.

NavForV's PH1 Dodd was on hand to take the two photos on this page: At right, two crewmen rearm an Iroquois helicopter; below, smoke pours from a burning enemy camp.



PH1 J. T. Luscon



PH3 Charles Bopp



A NavForV PA photographer's camera shows just why the Vietcong threw down their weapons and ran for their lives when they were first confronted by patrol air cushion vehicles (PACV's) like this one, moving out for a patrol mission into South Vietnam's Mekong Delta from a base near Saigon.

JOC R. D. Maeser

Destruction caused by war is captured on film by NavForV photographers in these three shots which show an automobile used by the Vietcong during their attack on the American Embassy (above), rubble in the streets of Cholon (below) and Seabees rebuilding a culvert and headwall that were blown up by VC.

PH1 T. L. Lawson





By PH1 Donald Grantham, USN

'Mammoth Symphony of Sound and

The task of reporting and photographing the activities of Navy men at war extends from 'in-country' (see pp. 14-19) into Gulf of Tonkin, and Navy newsmen are there, too.

IN THE COOL half-light of a new day, the flat, gray flight deck of the attack carrier *Bon Homme Richard*—which minutes ago seemed barren—suddenly comes alive with color.

Triggering the transition is the announcement, "Pilots, man your planes for the 0600 launch," that crackles from speakers throughout the ship as she glides along on station in the Gulf of Tonkin off the coast of Vietnam.

The announcement sets off a chain of events designed to accomplish one purpose: Get *Bonnie Dick's* planes airborne for mis-

sions against the enemy in Vietnam. Wherefore all had been quiet, now the flight deck's movement store parking lot on bargain day, color, flight deck crewmen in varicolored jerseys around the planes spotted for launch.

There are plane directors, dressed in yellow or purple. Ordnancemen are in red jerseys. Communications men are in blue. Or green. Each color designates a specialty. The men who wear it. The jerseys are var-

The color and sound and motion that precede the launch of aircraft from the flight deck of Bon Homme Richard (left) seem a far cry from the deceptive calm prevailing in flight deck control (below).



'Motion'

a few minutes be-
as busy as a depart-
a kaleidoscope of
bees swarm like bees

w. Fuel crews wear
ers wear white. Or
ific task charged to
olored so pilots and



flight deck supervisors can tell instantly who's doing what. And they have to be able to do that, because everything that's done on the flight deck seems to be done at a pace about three steps short of a dead run. There is no wasted motion; there can't be, if those planes are to be launched with the speed they must.

The business of getting planes launched usually goes like this:

A yellow-shirted plane director guides a bomb-laden jet to one of the carrier's four catapults. Before it has stopped in position for launch, a green-shirted catapult crewman has moved to within inches of the screaming jets; he must attach the bridle that connects plane to catapult. At the same time, a red-shirted ordnanceman begins removing safety pins, adjusting locks, checking electrical voltage and installing firing cartridges. When each job is complete, each man gives a hand signal—and charges out of the way of the jet blast to a safe area.

The catapult officer raises his arm, turns it rapidly in a tight circle; the jet

noise accelerates to a roar as the pilot applies power. At a quick, forward wave of the catapult officer's arm, the "cat" is released and the aircraft screams down the track and into the air. At a rate that reaches a plane a minute, the 0600 launch is completed.

But this is only part of the story, and even this description is basic. Before the flight deck speakers bark, "Launch complete; stand by to recover aircraft," hundreds of men will have been involved in the single duty of launching.

And, as the speaker announcement indicates, their jobs are by no means over when the last plane is airborne. Now, aft on the flight deck, the recovery cycle begins.

A scant 30 seconds separates the planes as they hit the flight deck, their tail hooks catching the arresting cables for a neck-snapping stop. By the time they are "spotted," each has been checked for leaks and damage and flight deck crewmen have learned from pilot hand signals whether the engine is performing properly, electronic gear

is functioning as it should and how much fuel the plane needs—and all in the same cacophony and blur of colored jerseys that were so much a part of the launch.

The choreographer of this mammoth symphony of sound and motion is the aircraft handling officer. His busy crew works in flight deck control in the superstructure, which also houses an exact scale outline of the flight and hangar decks. On the mockup are scaled cutouts of every aircraft flown from *Bonnie Dick*. When a plane moves—anywhere—its corresponding cutout is moved to the same relative position on the mockup. During launch and recovery operations, the constant shuffling of the cutouts is a tame indication of the organized confusion taking place outside, as the carrier's flight deck crewmen scurry around doing the job that must be done.

That job keeps them going 16 to 18 hours a day, seven days a week. It's not confusion, really; it's cooperation. Anything less is unacceptable.





The word for flight deck operations is "teamwork" as crewmen start work on an F-8 Crusader that has returned from a mission (left), a plane director points a returning pilot to his spot (above), vital cargo is taken on the run from a helicopter that has just landed aboard (below) and AA Edward Krusinsky strains mightily to lift a bomb into its position on an A-4 Skyhawk (right). On the flight deck of a carrier, teamwork is "the only way to fly."



THE WAR AGAINST THE U-BOAT

THE UNITED STATES Naval Air Force, Foreign Service, executed 30 attacks against enemy submarines, of which ten were considered to have been at least partially successful; it dropped 100 tons of high explosives on enemy objectives, and it had to its credit a total of 22,000 flights in the course of which it patrolled more than 800,000 nautical miles of submarine-infested areas. In point of fact, it did immeasurably more than this, for these figures are very far from being a just or fair method of appraising the value of aircraft in naval warfare. I say this because almost always the damage inflicted by aircraft, when operating against surface craft, was of a contributory and indirect nature—the seaplane summoned destroyers to the scene of action and the submarine was destroyed” describes what is meant by ‘indirect’ in this sense. The destroyers almost always got the credit, whereas the aircraft, the indirect destructive agency, was really responsible for bringing about the action in which the submarine was destroyed.”

So spake LCdr. W. Atlee Edwards, former aid for aviation on the staff of Admiral W. S. Sims, testifying before the Lampert Committee in 1925.

The primary role of Naval Aviation in WW I was antisubmarine warfare. The first recorded attack on an enemy submarine by a U.S. Naval Aviator was made by Ens. John F. McNamara on March 25, 1918, while serving at the Royal Navy Air Station, Portland, England. Although his attack was successful enough to warrant special commendations from the Secretary of the Navy and Adm. Sims, the later evaluation was “possibly damaged.”

The first attack from a U.S. Naval Air Station was from Ile Tudy, France, which, perhaps because of its location, had more antisubmarine action than any of our overseas stations. Two coastal convoys passed through its sector daily, one bound north, the other south. Around Penmarch Point, the water was deep near shore, free of reefs and sand bars and ideally suited to submarine operations. A majority

of the “allos” received at Ile Tudy were from this area.

The operating routine was described by the station historian. “The sector was marked off into 25-mile squares, subdivided into squares of five miles. By this means planes were able to report position every half hour and be quickly and accurately located. Communication was maintained with shore bases by radio and pigeons, and with vessels by message buoys, phosphorous buoys, Very pistols and the blinker system. . . .

“A section of two planes escorted each convoy. As the sector was too long to be covered entirely by two planes, it was necessary to send out another section to relieve the first, when the convoy was approximately halfway through the area. This necessitated using at least eight planes per day for convoy work alone. In addition, there was always a section known as the ‘Alert’ ready to take the air from daybreak to dark in response to any ‘allos’ received. When the convoy was picked up, the planes would first circle over it. Then while one plane would remain around the convoy the other would fly as far as 10 to 15 miles ahead, zigzagging broadly on both sides. This plane would return, again circle the convoy, repeating the same maneuver again and again. Before leaving a convoy, the planes circled a last time in its neighborhood. In this way the convoy was well protected from surprise.”

On April 23, 1918, a convoy escort of two Donnet-Denhaut seaplanes, piloted by Ens. K. R. Smith and R. H. Harrell, QM1c, saw the first action. They joined the southbound convoy of about 20 ships, approximately six miles north of Penmarch Point. As the weather was very foggy, they first flew to the rear of the convoy to look for stragglers, then flew a wide circle toward the main body. Shortly after, they sighted a suspicious wake, apparently being made by a submarine moving at good speed, and went in to attack. Smith dropped two bombs, the first landing on the fore part of the

wake and the second ten feet ahead. The explosions created a heavy disturbance in the water followed by many air bubbles and appeared so successful that Harrell did not drop his bombs. Instead, he marked the spot with a phosphorous buoy and circled. Smith then flew to a destroyer, USS *Stewart*, and dropped a message buoy. *Stewart* arrived in the target area, followed soon after by the French gunboat *Ardente*, and dropped three depth charges. The pilots circling overhead saw small pieces of wreckage, particles of sea growth and large quantities of oil coming to the surface, and shortly after returned to their base. The oil was still visible from the air as late as the sixth of May.

Ens. Smith and his observer, Chief O. E. Williams, were officially credited by the French naval authorities with a submarine, were cited in the Order of the Day and awarded Croix de Guerre with Palm.

The North Sea coast of England, where NAS KILLINGHOLME was located, was also a favorite sub-hunting ground. In the month before the station was under U.S. command, Ens. J. J. Schieffelin attacked a submarine which, possibly because of damage, surfaced after he left the scene and was sunk by gunfire from British destroyers. Ten days later he was again in action. While he was en route to the Whitby area, extremely rough air over Flamborough Head bounced his plane so hard that one of the suspending bomb hooks was bent and he was forced to jettison half his bomb load. Off Whitby, he sighted a surfaced submarine and attacked. His one bomb exploded under the stern of the submarine, kicking it clear of the water and exposing its rotating screw to view. The sub then disappeared under water at a steep angle. Later that day, after he had directed surface craft to the position, a submarine surfaced in the general area only to be rammed and sunk by the destroyer HMS *Garry*. There was initial confusion over whether this submarine was the one attacked by Schieffelin,

but later information confirmed that his submarine returned to base in damaged condition. The evaluation of both attacks was "probably seriously damaged."

NAS LOUGH FOYLE in northern Ireland, which guarded the north entrance to the Irish Sea, made its first attack October 19, 1918. Ens. George S. Montgomery, in seaplane LF-4, was escorting a 32-ship convoy when he sighted and successfully bombed a submarine apparently moving into position for an attack. Both bombs functioned, one striking 30 feet to the right of the periscope and the other ten feet forward. The assessment was "probably damaged" and the station history reported that "undoubtedly at least one ship in the convoy was saved by the timely bombing."

Submarines did not always react passively to these attacks. On at least one occasion against a seaplane and once against an airship, the U-boats fought back. On August 13, 1918, four seaplanes, one piloted by Ens. J. F. Carson, left NAS DUNKIRK on patrol. A short distance off the coast, a large submarine was sighted proceeding on the surface at high speed. Since it carried no identification marks, Carson fired a challenging signal. At that point, the submarine apparently spotted the planes and opened fire with its four-inch gun. Five shots were fired, three passing close to Carson's plane, and several pieces of shrapnel pierced his fuselage and wings. Carson immediately returned fire with his machine guns and moved into bombing position. The submarine cleared the deck and dived. As she went down, Carson dropped two bombs, one

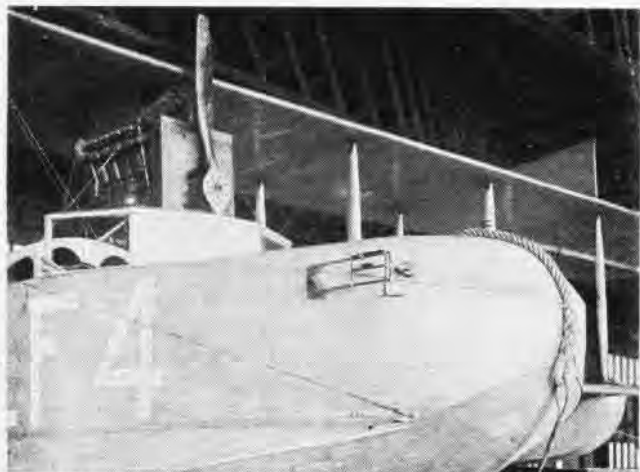
exploding in the swirl and the second slightly forward of it. The submarine reappeared, her bow projecting from the water at a sharp angle. Within four minutes she again submerged, sliding stern first under water. Carson was credited with a sinking by the French government and awarded the Croix de Guerre.

THE AIRSHIP involved was the AT-13 out of NAS PAIMBOEUF. On October 1, 1918, after escorting one convoy through the area, the airship turned to meet another. On the way, she fired two shots on a rock for target practice. On the second shot the firing spring broke, putting her only gun out of action and reducing her offensive capability to bombs. At about two-thirty, the convoy was picked up and the airship made the usual circle overhead. Then, as two storms were observed approaching from the north and northeast, the airship took a heading to pass between them. Shortly after, a suspicious object sighted to the north was investigated. While still a mile away, it was made out to be a submarine and when it opened fire there was no doubt that it was enemy. Thirteen shells burst near the airship but none struck her. The airship took up the chase to get into bombing position but the head wind was so strong that the submarine could not be overtaken. Signals by radio and Aldis lamp informed the convoy of the situation and the chase continued until the submarine disappeared in the darkness.

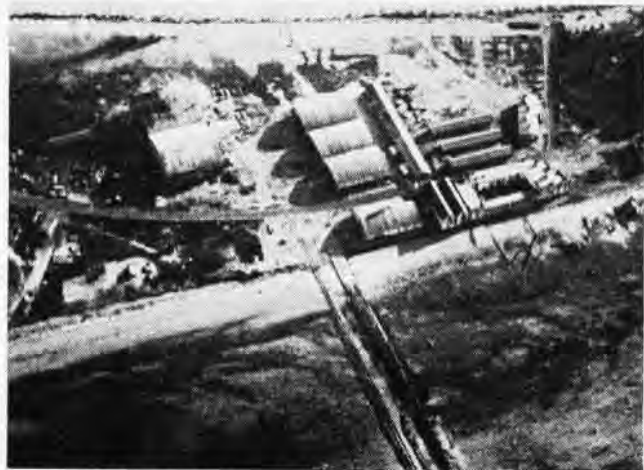
Action against the U-boat was not confined to overseas waters. On a Sunday morning, July 21, 1918, the

U-156 surfaced off Nauset Beach, Cape Cod, and began what has since been called the Battle of Chatham. It was tersely reported in the weekly Aviation Bulletin as: "Sunday morning off Chatham, German submarine of the latest type appeared. She had two 6-inch guns with which she shelled and sank some barges. Seaplanes were sent out and submarine submerged." There was more to it. Details were reported by dispatch and telephone. The gist of it was that an enemy submarine was reported at 10:50, three miles off Coast Guard Station 50. Four minutes later, an HS-2, piloted by Ens. Eric Lingard, left the station, flew over the submarine at 400 feet and dropped a bomb which failed to explode. At 11:15, the C.O. of the station, Lt. Philip Eaton, USCG, took off in an R-9, reached the scene a few minutes later and bombed from 500 feet. The bomb hit about 100 feet off the starboard quarter. It too failed to explode. After firing four shots at the seaplanes, the sub submerged and was lost in thick smoke.

These are but a few of the 30 attacks reported by LCdr. Edwards. The evaluation of results was difficult, even as it was in a later war. The appearance of oil and sea growth on the surface after an attack was a common feature of reports in both wars. Then, as later, early assessments leaned toward the optimistic; post-war records gave the hard, cold facts. But more important than confirmed destruction was the extent to which Naval Aviators met the challenge of their first test in combat and presented a real threat to submarine commanders and kept them from their appointed tasks.



BOW SHOWS BOMB SIGHT DESIGNED AND BUILT AT LOUGH FOYLE.



STATION AT ILE TUDY SAW GREATEST NUMBER OF ASW MISSIONS.

WINGS OF PHIBLANT

IN AN AMPHIBIOUS assault, as craft churn toward the beach and Marines establish an outpost, *Sea Knight* helicopters whirl inland in a vertical envelopment operation, photo recon planes snap camera shutters, ASW aircraft protect forces against a submarine counterattack, admin helos carry emergency orders to field units, attack aircraft scream in. An error could cause a disaster.

To meet this problem, a "zero error" air control has been developed in the Atlantic Fleet Amphibious Force's two Tactical Air Control Squadrons: 21, commanded by Commander J. R. Chadwick, and 22, led by Commander P. B. Tuzo III. Both are headed by Tactical Control Group Two, commanded by Captain R. J. Dunn, which is headquartered at the U.S. Amphibious Base, Little Creek, Norfolk, Va.

The primary mission of the TACRon's is to plan and control all air operations and air warning functions during an amphibious assault.



THE FIRST STEP (top) in an amphibious invasion is careful planning. A ship's supporting arms control center (c) like this one is found on several Amphibious Force ships. Mobile communications unit (left) assists in air control during an amphibious assault. A specialist (above, left) helps keep TACRon equipment in working condition through regular maintenance. Since "practice makes perfect," communications men (above, right) maintain efficiency by frequent drills.

New Squadron at Whidbey VA-145 Joins Intruder Community

NAS WHIDBEY ISLAND has welcomed aboard VA-145 as the newest member of its growing A-6 Intruder community.

One of the first A-1 Spad squadrons to taste combat in Vietnam, the *Swordsmen* had flown their final combat mission three months earlier. Now in A-6 country, VA-145, led by Commander Niles R. Gooding, Jr., is well along in the process of regrouping and retraining its flight crews, ground personnel and technicians.

Facility Builds Test Stands Used to Check CH-53 Components

Three test stands, designed and built by the Naval Air Rework Facility, NAS NORTH ISLAND, San Diego, are being used to check dynamic components of the Sikorsky CH-53 *Sea Stallion*.

There are three different designs. One stand is used to make operational checks of the main gear box, another to check the nose gear element, and the third to check tail gear components plus intermediate and accessory gear units.

By building the stands in-house, there was not only a saving in cost but also in time, a highly important consideration since the CH-53 is used widely in Vietnam. Mr. E. M. Kelly headed the construction project.

Salt Fog Chamber in Use Designed by Point Mugu Expert

A new salt fog chamber at Naval Missile Center, Point Mugu, is being used to test *Zuni* rocket components for the U.S. Army. The *Zuni* is now being used by U.S. forces in the Vietnam conflict.

Matthew W. Walker, mechanical engineer at NMC, who drew up the specifications and design for the chamber, says: "We use it for marine environment testing for all the armed services, simulating the high humidity of Vietnam."

Missiles and rockets up to 14 feet in length and their components can be tested in the salt fog environment of the walk-in chamber at temperatures ranging from 70 to 120 degrees. Except for routine maintenance, the unit operates automatically for round-



THE FIRST flight tests of the Japanese PX-S STOL flying boat were successfully completed recently. Powered by four T-64 engines, it has a maximum speed of approximately 300 knots, a cruising speed of approximately 200 knots and a maximum cruising range of more than 2,500 miles. The ASW aircraft is designed to take off and land in heavy seas at 45 knots. In addition to carrying the standard ASW detection equipment, the PX-S boasts a dunking sonar capability.

the-clock testing without personnel. Constructed of non-corrosive plastics and stainless steel, the chamber shuts off automatically if there is a loss of air, water or electricity.

Walker cited a situation that developed in an aircraft carrier. Salt spray from the ocean was causing the fins on a missile to stay closed. Testing in the salt fog chamber resulted in the development of another type of coating for exposed parts. The missile was again operable.

After subjecting parts to 1,500 hours in a marine atmosphere, NMC engineers have found that plastic coatings and quick-drying paints hold up best in a humid marine environment.



WALKER CHECKS FOR JET PART CORROSION

Marine Unit has New Name VMFA-451 Transitions to Phantom

Marine All-Weather Fighter Squadron 451, MCAS BEAUFORT, S.C., has been redesignated Marine Fighter Attack Squadron (VMFA) 451.

The squadron is transitioning from the F-8D *Crusader* to the F-4J *Phantom*. The change of designation reflects its new mission and capabilities.

Wing Goes to NAS Albany NAS Sanford to be Closed July 1st

The ten squadrons that comprise Reconnaissance Attack Wing One moved their home port from NAS SANFORD, Fla., to NAS ALBANY, Ga., on May 1. The wing flies *Vigilantes*.

NAS SANFORD is scheduled to be closed on July 1.

Captain George W. Kimmons is commanding officer of the wing.

VF-51 Deploys with F-8H's First Squadron to Fly New Model

Fighter Squadron 51, the first Navy squadron equipped with the new remanufactured F-8H *Crusader*, has deployed from the West Coast to Vietnam aboard USS *Bon Homme Richard*.

The F-8H is equipped with new wing pylons for carrying armament, new landing gear, revisions to the radar and fire-control systems and other improvements that will provide increased combat effectiveness.

VF-51 is led by Cdr. W. I. Parrish.



SELECTED



Walt Billett Loving Cup

At the convention of the Hobby Industry Association of America in Chicago, Ill., Commander Robert C. Hollenbach, CNAResTra public affairs officer, NAS GLENVIEW, passed the Walt Billett Loving Cup to Prem Gary, president of the International Balsa Corporation (photo above).

The loving cup is presented semi-annually by the association to the individual selected for "outstanding achievement and dedication in the field of model aeronautics." Although humorous in appearance, the much traveled award is steeped in tradition; previous recipients could be considered the "Who's Who" of model aviation.

Speaking on the effectiveness of model aviation in motivating young men to choose military aviation as a career, Cdr. Hollenbach pointed out that scale model aviation is one of the major hobbies of Navy men.

Cdr. Hollenbach has since reported for duty in the Navy's Chief of Information Office, Washington, D.C.

Rocket Launch

NAS OLATHE, Kans., proved to be a chilling "Cape Kennedy" this spring when 25 Boy Scouts from Troop 156, Kansas City, Mo., launched two model rockets.

Scoutmaster Felix Warias encountered difficulties with the launch when

PREM GARY receives the Walt Billett Loving Cup (left). Photo at right is a part of the exhibit of Naval Aviation at the Chicago museum. Boy Scouts attempt rocket launch (below); First FIRST is sworn in (bottom).



the fuel failed to ignite and he had to hook the starting system to a car battery for blast-off. Troubles didn't stop with takeoff problems. Once launched, the first rocket's parachute, coated with plastic, failed to deploy and the rocket crashed after falling 200 feet.

Troop 156 is looking forward to this year's Model Airplane Championships at Olathe where it plans to introduce model rocket competition.

First FIRST

A father-and-son team has initiated the Naval Air Reserve Fleet Input and Reserve Support Training (FIRST) program at NAS NEW ORLEANS. AR James R. Egeland became the station's first FIRST when his father, Commander Richard D. Egeland, the station's tactical squadron training officer, administered the oath in April.

The FIRST program, a modification of the Summer Accelerated Training program, will provide special training opportunities to a limited number of Reservists.

Following recruit training and Class "A" school, candidates will receive training at a Naval Air Reserve ASW tactical school and then serve two years on active duty. After completing active duty, FIRST personnel will return to the Selected Naval Air Reserve with extended drilling obligation.

AIR RESERVE

Museum Display

An extensive, new exhibit, depicting "The History of American Naval Aviation" from the fabric-covered airplanes of 1911 to today's jet-propelled supersonic craft, opened in March at Chicago's Museum of Science and Industry.

Rear Admiral William S. Guest, CNAResTra; Rear Admiral Henry A. Renken, Commandant 9ND; Major General Arthur H. Adams, CG 4th-MAW and MARTC; and Mr. Lenox R. Lohr, museum president, opened the new display, a part of the Navy's permanent Seapower Exhibit at the museum.

The 60-foot display is divided into several sections, each recording historic steps in the Navy's progress since its first flying experiment in 1911.

In the photo (p. 28), RAdm. Renken and Mr. Lohr view part of the new exhibit.

Lockheed Trophy

Vice Admiral A. S. Heyward, Jr., CNATra, has presented the Lockheed Trophy for recruiting excellence to the Naval Air Reserve Training Unit at Norfolk, Va.

The trophy is presented annually to the CNAResTra activity which achieves the highest recruiting record based on a scoring system that takes into account population and area potential.

Captain R. G. Altmann is the commanding officer of the unit.

Minnesota Mayors

The part played by the Naval Air Reserve in community affairs is illustrated every time the Naval Air Reserve Intelligence Unit musters at NAS TWIN CITIES, Minn. Included among those answering roll call are three mayors. They are LCDrs. Marvin L. Grundhoefer, mayor of Northfield, Minn.; Glenn H. Ickler, mayor of Afton, Minn.; and David U. Norris, mayor pro tem of Decorah, Iowa.



TYPICAL of Reservists who answered the January call-up, LCDr. J. H. Briscoe, VA-873, Alameda, maintains his efficiency as he checks and flies his A-4 Skyhawk.

CALL-UP: FIVE MONTHS LATER



AND ON the East Coast, at NARTU Washington, Lt. R. S. Violett, recalled 65 days after his release from active duty (r), discusses VF-661's activation problems with C.O., Cdr. Lemuel Warfield (top), and then mans his F-8.





ON PATROL

with the Fleet Air Wings

VP-17 Wins Isbell Trophy

The Arnold J. Isbell Trophy has been awarded to VP-17 for excellence in air ASW maneuvers. Captain R. G. Bagby, ComFAirWing Eight, presented the trophy to the squadron's executive officer, Commander C. R. Behnken, in a ceremony aboard NS SANGLEY POINT, R.P. Commander D. L. Wuethrich, C.O., did not attend the ceremony because of the squadron's operational commitments.

Among the guests were Rear Admiral H. J. Kossler, ComNavPhil, Captain J. W. Shong, C.O. of NS SANGLEY POINT, and Commander L. A. Holdren, former C.O. of VP-17.

Martin Marietta, Georgia, sponsors the trophy in memory of Captain Arnold J. Isbell, USN, who distinguished himself during World War II conducting antisubmarine warfare against hostile submarines which menaced shipping along convoy routes from the U.S. to North Africa.

The permanent trophy remains at the Navy Department in Washington, D.C., while the selected squadron retains an engraved plaque.

Another P-3 Orion Squadron

The Pacific Fleet has gained another P-3 Orion squadron—VP-50 is now operational in the fourth aircraft of its history.

Commander O. A. Kidd, the squadron's C.O., led VP-50 from San Diego to NAS MOFFETT FIELD last June to commence transition.

VP-50 formerly flew the PBY *Catalina*, PBM *Mariner* and P-5 *Marlin*.

Alpha Flag Raised Over VP-22

Admiral Donald M. White, Commander Alaska Sea Frontier, has presented the Navy Unit Commendation Medal to VP-22, NAS BARBER'S POINT. The squadron received the award for its ASW performance while deployed to Alaska under the opera-

tional control of Admiral White.

On the same occasion, Adm. White witnessed the raising of the squadron's Alpha flag. According to Commander Joseph M. Barron, C.O., VP-22 is the first P-3 patrol squadron at Barber's Point to have all 12 crews achieve Alpha designation.

'Benny Sugg' Pays Off

The beneficial suggestion program is profitable in more ways than one—ADR1 H. D. Messer of VP-28, NAS BARBER'S POINT, has received some of that profit, \$50 to be exact.

Messer figured out a way to simplify the handling procedures for work unit codes and accessory cards used in recording the flow of material necessary in the maintenance of the squadron's P-3A *Orions*. By adding a prefix to the work unit code to indicate the number of cards required to accompany a particular item in its travels throughout the complex maintenance and supply systems, there resulted a saving in time, fewer misplaced parts and simpler record keeping.

Over a Million Miles

The four-minute mile, the nine-flat 100-yard dash and the seven-foot high jump have all been attained and highly publicized. But VP-28, based at NAS BARBER'S POINT, has another milestone to shout about. It's a record-breaking aircraft engine.

The squadron's power plants branch claims that the number four engine installed on QC-5, one of the *Hawaiian Warriors'* Orion aircraft, has logged more than 4,750 hours of operating time. This is equivalent to more than a million and a half miles at the P-3A's normal cruising speed.

The Allison Division of General Motors Corporation, manufacturer of the giant T-56 engine, reports that research into historical engine records indicates the VP-28 engine has the highest maximum time ever obtained

on a T-56 military engine without overhaul.

The aircraft was placed in service with VP-46 in May 1963 and its engine has had no major discrepancies reported. The aircraft was transferred to VP-28 in April 1965.

Recently the *Warriors* received an over-all evaluation of 93.6 in Command Inspection (formerly known as the Administrative/Material Inspection). For two-and-a-half days Captain John R. Trautman, ComFAirWing Two, and his staff probed into methods, procedures, records and equipment to determine the squadron's state of readiness. Commander Ralph R. Hedges is the squadron's C.O.

VP-7 Promotes 28 Officers

As the saying goes in praise of quantity, everything is "cheaper by the dozen" — better, too. And it's still better when it's over two dozen. In this case it was exactly 28 — the number of officers who were promoted in VP-7, NAS CECIL FIELD. One officer was promoted to lieutenant commander, 20 to lieutenant, six to lieutenant (junior grade) and one to warrant officer.

'Batmen' at Keflavik

The *Batmen* of VP-24 have returned to NS KEFLAVIK after an absence of four years. Home-based at Patuxent River, the squadron celebrated its silver anniversary in April. VP-24 is commanded by Commander K. L. Geitz.

VT-29 Students in Bermuda

As part of a navigational training flight, six student Naval Flight Officers and their instructors, all from Corpus Christi-based VT-29, visited VP-8, Kindley AFB, Bermuda.

LCdr. R. A. Silverman, OinC of the squadron's operational control center, briefed the future NFO's on the broad aspects of ASW and shipping surveil-

lance on the East Coast and on specific VP-8 operations flown from Kindley.

Following the briefing, the students got a close look at the systems and equipment of the P-3 Orion—an aircraft they would soon become closely associated with as TACCO's.

VP-8's home base is Patuxent River, Md., and Cdr. Troy Todd is C.O.

VP-45 Qualifies for Alpha

On completing all the qualification exercises required for designation Alpha, the *Red Darters* of VP-45 have returned from Operation *Springboard '68*, held at Roosevelt Roads, P.R. They participated in the exercises with Canadian crews flying the *Argus* and the Royal Netherlands Navy crews flying the S-2E.

Led by Commander H. D. Wilbur, the squadron's home port is Jax.

VP-49 Crews Go to College

Earlier this year, Captain W. J. Wehmeyer, NROTC skipper at Ohio State University, welcomed two VP-49 flight crews from Patuxent River, Md.

Lectures by Lts. W. D. McClellan, R. H. Logan and W. C. Stearn gave the NROTC students a general picture

of Naval Aviation and a specific one of the patrol squadron's mission.

Prior to a demonstration flight in a P-3A Orion, AMEC R. W. Metz described the functions of flight deck switches, knobs, levers and buttons to the students, and AX2 R. C. White showed them how to use survival gear.

Medals for Two VP-49'ers

Two men of VP-49 were recently awarded the Navy Achievement Medal for superior performance of their duties while serving in two different commands in Southeast Asia. Commander R. S. Zeisel, the squadron's C.O., presented the awards to Lt. Joseph H. Gray, Jr., and HM2 Dean A. Hermann.

Lt. Gray was cited for "outstanding achievement in the superior performance of his duties while serving as assistant maintenance officer of VA-115 from February 15, 1967, to June 27, 1967."

While in charge of decedent affairs in the Third Marine Division from January 15, 1966, to January 25, 1967, PO Hermann was cited as consistently displaying "outstanding leadership, professional competence and initiative in the performance of his

demanding duties, exceeding that normally expected of his rate."

PPC in 'the Land Down Under'

The *Blue Sharks* of VP-6 have laid claim to a Naval Aviation "first," the distinction of having the first (and only) P-3 Orion patrol plane commander (PPC) in "the land down under," Australia. He is Lt. John J. Mumaw.

Last December, during joint ASW exercises with Australian patrol squadrons, Lt. Mumaw flew his PPC check flight out of Richmond RAAF Base (near Sydney) with Commander Raymond L. Miller, VP-6's C.O.

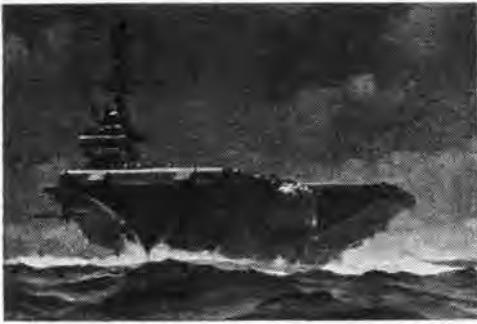
VP-16 Helps School near Rota

By contributing money, food and—most important—time to El Salvador School in Jerez, Spain (a 30-minute drive from Rota), officers and enlisted men of Patrol Squadron 16 have helped over 400 children.

Shortly after their arrival at Rota, squadron personnel instituted regular Wednesday trips to the school, taking fish, rice, beans, pork and other food with them. This food helps provide the children with a nourishing meal at school at least once a day.



CAPT. W. J. Wehmeyer, Ohio State U's NROTC skipper, greets Lt. W. D. McClellan, VP-49 (upper left). At lower left, Lt. W. J. Roberts, VP-2, is met by his wife and daughter on returning to NAS Whidbey Island from S.E. Asia. Above, Miss Gina Lollobrigida is presented VP-21's remembrance pin by Cdr. Edward L. Wilkinson, C.O. The Italian star visited NAF Sigonella while making a film.



at Sea With the Carriers

PACIFIC FLEET

Yorktown (CVS-10)

USS *Yorktown*, whose name is as old as the country she serves, marked her silver anniversary on April 15. CVS-10 is the fourth ship to bear the name of the decisive victory at the Battle of Yorktown in 1781.

A 16-gun sloop of war which sailed with the African Squadron, 1839-1850, was the first *Yorktown*; followed by another gunboat, commissioned in 1889, which saw action in the Spanish American War and WW I.

CV-5, the third *Yorktown*, was commissioned September 30, 1937. She was sunk by Japanese torpedoes five years later off Midway.

The present *Yorktown*, whose keel was originally laid for *Bon Homme Richard*, slid down the ways seven minutes early and since then has been known as an "eager" ship.

Her record in WW II and the Vietnam conflict testifies to her determined fighting spirit. She took part in many of the major battles of the Pacific Theater, getting her first taste of fighting in the second raid on Midway. It was a proud ship that returned home in August 1944, her superstructure stencilled with over 400 Japanese flags.

By October 1944, the *Fighting Lady* was underway again and, in February 1945, she was one CV in the Task Force that launched a surprise attack on Tokyo. By then her crew

must have felt invincible, but on March 18, 1945, the spell was broken in a minor skirmish. Her sole damage of the war came when an enemy plane dropped a bomb that landed on the starboard signal bridge, passed through that deck and exploded near the second deck. In spite of that hit, she remained completely operational until August 1945 when the war ended.

In January 1947, *Yorktown* was decommissioned and attached to the Reserve Fleet, but five years later she was recommissioned as CVA-10. Modernized several times, the *Fighting Lady* became CVS-10 after a major modification in 1958.

Today she fights on as she rotates with other carriers on station in the Gulf of Tonkin.



Coral Sea (CVA-43)

In April, CVA-43 returned to home port, Alameda, from an eight-month deployment to WestPac, her third combat cruise in Vietnam waters. *Coral Sea* departed San Francisco in July with Captain William H. Shawcross in command. While off the coast of North Vietnam, the embarked air wing, CVW-15, commanded by Commander James B. Linder, amassed more than 11,000 combat sorties.

In February, *Coral Sea* steamed to the Sea of Japan, and on March 2, Captain James Ferris assumed command after which the ship conducted special operations in support of U.S. policy involving the *Pueblo* crisis.

The Secretary of the Navy has awarded the Navy Unit Commendation to CVA-43 and CVW-15 "for exceptionally meritorious service from August 13, 1967, to February 19, 1968, while participating in combat operations in Southeast Asia in support of United States national policy."

Constellation (CVA-64)

Connie became the first aircraft carrier to be refueled by the recently commissioned fast support combat ship, USS *Camden* (AOE-2). *Camden* can pump fuel at the rate of 3,000 gallons per minute from each of her nine delivery stations. CVA-64 took on over 550,000 gallons of fuel in a little over two hours during the refueling that took place off the California coast.

LCdr. Jack Miller, VA-122, made *Connie's* 73,000th arrested landing in his A-7A *Corsair II*. Captain William R. Flanagan, carrier C.O., took part in the traditional cake-cutting.

Constellation played host to a visitor from "outer space" when Angela Cartwright, from the TV series, "Lost in Space," came aboard while the ship was moored at NAS NORTH ISLAND. Miss Cartwright, accompanied by her parents and brother, toured the ship and lunched with the crew.

Valley Forge (LPH-8)

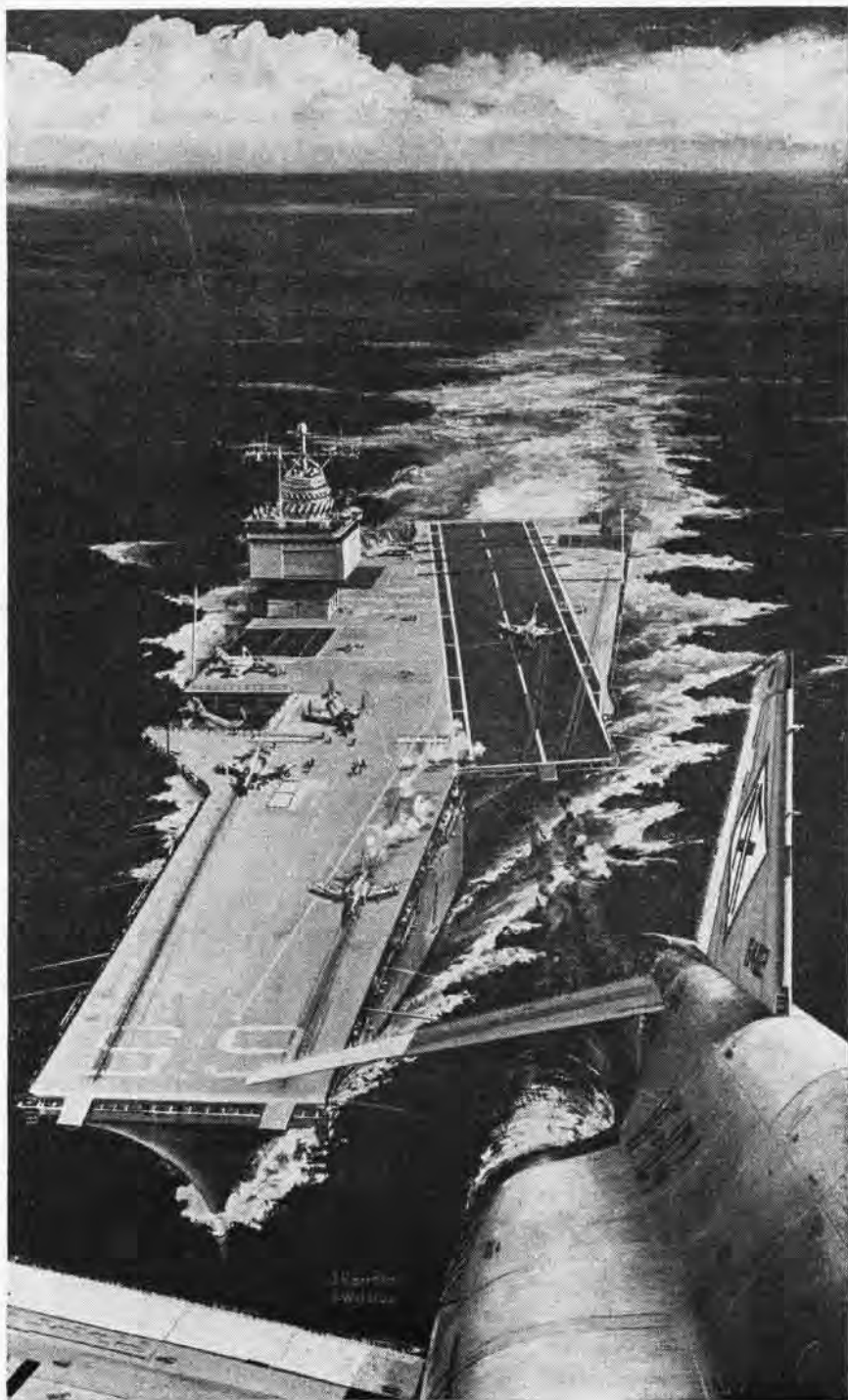
LPH-8, flagship of Amphibious Ready Group Bravo, has returned to action from Subic Bay where she under-

went a short in-port repair and maintenance period after having spent 65 days "on the line" in the South China Sea. Since joining the Seventh Fleet Amphibious Force, *Valley Forge* has spearheaded amphibious operations *Fortress Ridge*, *Badger Tooth* and *Badger Catch*.

The *Happy Valley* is both a com-

batant ship and a medical evacuation ship, staffed and equipped to handle mass casualties. Her helos take Marines into battle, shuttle them on the beach and bring back the wounded.

In WW II, it took almost nine hours to get a wounded man from the battlefield to the operating room. In Korea, this was reduced to six hours,



WEARING her 25 years well, CVS-10 steams along somewhere in the Pacific and proves she is not too old to handle the jets she grew up with (left). Painting of *Enterprise* (right) by artists J. Harrelson and J. Waldrop appears in NANews, courtesy of Sherry Rand.



AN MARSHALL hands refreshments to crew of CH-34 on LPH-8's flight deck (above). Lt. Robert Curtis smiles as he is greeted by his C.O., Capt. Davis.



and now, with the helicopter, wounded are being brought to the *Valley Forge* on an average of 25 minutes.

The wounded know if they make it back to Surgical Team Bravo, they have a better than 99 percent chance of survival. Bravo Team has treated over 2,500 casualties since January 1967.

And *Valley Forge* has begun a catering service: incoming helos are met by a mobile wagon carrying huge urns filled with the "Kool Aid of the Day" and, of course, Navy coffee.

As the helo touches down, AN Wayne Marshall of the V-1 division is out there amid the whir and wind of helo rotors serving his goodies to pilots, crew and any embarked passengers. The thank-you smiles show that the new service is appreciated.

The supply department furnishes the coffee and Kool Aid, V-6 donated the four-wheel cart and V-1 operates the project.

Bon Homme Richard (CVA-31)

In a ceremony that took place during combat flight operations in the Gulf of Tonkin, Captain Charles K. Ruiz handed over command of the 43,000-ton attack carrier to Captain Theodore P. Dankworth. The ceremony was broadcast to the crew on closed circuit TV.

AN Stephen C. Selbach is giving thanks for his new life jacket, an alert shipmate and a ready helicopter that plucked him out of the Tonkin Gulf and deposited him back on board six minutes after he fell overboard during combat operations.

It all began when Selbach lost his balance and BM1 Charles Johnson

tried to grab him. Johnson said, "It happened just that fast and I reported him overboard."

Selbach was wearing a jacket-like vest, issued to him only two days earlier. "That vest was really great," he said. "I hit the water, then saw the surface from below. I already had my hand on the inflation cord. I pulled and the jacket brought me to the surface."

Kitty Hawk (CVA-63)

Back on the line again, *Kitty Hawk* steamed in the Gulf of Tonkin as Nguyen Cao Ky, South Vietnam's vice president, came aboard to present his country's awards for valor and service to Seventh Fleet and other American combat aviators.

Accompanying him in the official party were Prime Minister Nguyen Van Loc and Minister of Interior Lieutenant General Ling Quang Vien.

Representing the U.S. were General William Momyer, Commander Seventh

Air Force, and Major General Norman Anderson, Commander 3rd MAW. Vice Admiral William F. Bringle, Commander Seventh Fleet, served as official host for the Navy.

Soon after Ky and his party departed, *Kitty Hawk's* CVW-11 resumed its daily attack against North Vietnam's military targets and communication lines.

It was on an attack like this that Lt. Robert Curtis, VA-144, was forced to eject from his A-4 *Skyhawk* after it suffered direct hits from enemy antiaircraft fire. But this time there was a happy ending and Lt. Curtis was recovered from the jungles of North Vietnam.

In another ceremony, Admiral John J. Hyland, CinCPacFlt, presented the Navy Cross to Commander Jerrold Zacharias and LCdr. Michael L. Hall, both of VA-75. They were cited for "extraordinary heroism in action . . . on a coordinated low-level strike against the highly defended port facilities within the city of Hanoi" on February 24, 1968.

Cdr. Zacharias, the pilot and squadron C.O., and LCdr. Hall, the B/N on the raid, flew their A-6A through the heaviest antiaircraft envelope in North Vietnam. Forced to maneuver violently at extremely low altitudes, they were able to deliver their ordnance on target in spite of battle damage to the *Intruder's* left wing.

LCdr. John Farnsworth and his RIO, Ltjg. Joseph Sarnecky, VF-114, made *Kitty Hawk's* 77,000th arrested landing in an F-4B as they returned from their 65th combat mission over North Vietnam.

Shortly thereafter, Ltjg. Dave W.



SELBACH, holding the life vest that saved his life, waits for his medical examination.

Morel, VA-144, made arrestment number 78,000 in his A-4E *Skyhawk*. He was returning from his 156th combat mission as he made his 212th landing aboard CVA-63.

And *Kitty Hawk* is claiming another record, this time an unrep: 381 tons of provisions brought aboard from USS *Procyon* in three hours.

Kearsarge (CVS-33)

In April, *Kearsarge* returned to home port, Long Beach, after an eight-month deployment to WestPac.

But before she left WestPac, the "Tonkin Gulf High School" held graduation exercises aboard. Thirty-nine students completed the requirement of the Long Beach Evening Adult High School. Ens. M. L. Donahue acted as principal of Tonkin High.

Oriskany (CVA-31)

Captain Jack S. Kenyon assumed command of the attack carrier in ceremonies held while the ship was at the San Francisco Bay Naval Shipyard, Hunter's Point. He relieved Captain Billy D. Holder who guided *Oriskany* through her recent combat tour.

Princeton (LPH-5)

Princeton is back at sea after six months in the Long Beach Naval Shipyard. Besides the regular yard overhaul, *Princeton* now has a modern barbershop, a new chapel, expanded modern medical facilities, remodeled dining facilities and a ship-wide air-conditioning system.

And *Sweet P* had a chance to show off when she played host to more than 100 members of the Southern California Councils of the Navy League. The Leaguers spent a day aboard as the ship steamed to San Diego for the start of refresher training.

Then LPH-5 went on to participate in her first amphibious assault exercise of the year, *Helilex 1-68*, off the coast.

Ticonderoga (CVA-14)

Inaugurating her fourth combat tour off Vietnam, CVA-14 and her CVW-19 pilots launched more than 700 attack sorties over northern South Vietnam in support of ground troops during the 38 consecutive days of her first line period. In spite of bad weather, the area surrounding the Marine base at Khe Sanh was hit on many occasions by *Tico* A-4's.



SCRUB BRUSHES impart a design as Ranger crewmen scrub down the four-acre flight deck. A larger job than cleaning a kitchen floor, this chore is a vital part of safe aircraft operations.

ATLANTIC FLEET

America (CVA-66)

He didn't know a green shirt from a yellow shirt when he started, but Naval Aviation terminology is old stuff now to Maj. Charles A. Wilson, USAF, an exchange pilot with VF-33 on board *America*. Maj. Wilson recently made his 100th arrested landing but he still says, "There is no carnival ride that will give you the thrill of a night arrestment."

One of *America's* food service areas has been remodeled in a western motif and named the "Western Room" in keeping with Captain Frederick C. Turner's idea that the decor should portray the theme, "America the Beautiful." Valves, pipes and dials are now hidden by wood-grain, plastic-laminated paneling. Objects from the Old West adorn the walls, including a western saddle, a set of mounted steer horns and two wooden cigar-store Indians. The next area to be decorated will be the New England Room.

"Ltjg. Carl W. Bragg, USNR, last *America* officer plank-owner, departing," was the traditional farewell salute to the officer who had spent the past three years aboard *America*. He was piped over the side with the shrieking whistle of the Bos'n's pipe.

Forrestal (CVA-59)

Forrestal went to sea again in early April. It was the first time the carrier had left the Norfolk Naval Shipyard since she limped in for repairs almost seven months ago. Sixty workers from the shipyard accompanied her on a three-day trial period. They returned to the shipyard and *Forrestal* continued her shakedown cruise off the Virginia Capes.

Guam (LPH-9)

During a three-day open house at Port of Spain, Trinidad, *Guam* entertained 10,000 visitors. On the final day, 4,800 came aboard in a three-hour period. LPH-9 is currently part of Carib 3-67 Ready Group.

Independence (CVA-62)

Independence stopped at Mayport on her way to home port, Norfolk, after completing a five-week efficiency training period in the Caribbean.



PHI GEORGE MOHAN, ComServLant staff, snapped this picture of USS *Independence* operating off the coast of Guantanamo Bay, Cuba, from the Service Force, Atlantic Fleet ship USS *Rigel*.

At Mayport she debarked the unit of CVW-7 which is attached to NAS JACKSONVILLE. Then she proceeded to qualify 747 East and West Coast pilots during a five-day operating period in the Virginia Capes area. Despite two days of inclement weather, she recorded 256 night and 491 day landings. West Coast squadrons participating in the carquals were VA-128 and VAH-123.

Shortly after she arrived in Norfolk, Mr. John Fallon, Kansas City, Mo., presented her skipper, Captain C. A. Hill, Jr., a Missouri state flag from Governor Warren E. Hearnes and the people of the state. Mr. Fallon pointed out that Missouri was anxious to honor the ship which bears the name of one of her great cities.

Captain Hill presented the people of Missouri with an ensign flown from the *Big I* during the recent operations.

While CVA-62 was deployed to the Caribbean, Ltjg. Henry M. Kleeman, VF-41, brought his F-4J in for the ship's 97,000th landing just two days after her ninth anniversary, January 10. His radar operator was Lt. Mike Maddox, a Royal Navy exchange pilot.

Intrepid (CVS-11)

In March, USS *Intrepid* and CVW-10 were awarded the Navy Unit Commendation for participation in combat operations in support of U.S. policy in SE Asia from June 12 to December 8, 1967. The ship received the news while en route to Guantanamo Bay, Cuba, for a three-week training cruise.



VA-55

On February 15, 1943, Torpedo Squadron Five (VT-5), now known as Attack Squadron 55, was commissioned in ceremonies held at NAS Norfolk, Va. . .



SQUADRON pilots fly their new A-4F Skyhawks over the High Sierras (above). Recipients of awards earned for their action in *Constellation* are (left to right, below): Ltjg. J. R. Steel, Jr., Ltjg. J. L. Neary, Lt. L. G. Lewis, LCdr. D. A. Knibner, Ltjg. W. D. Figula, Cdr. Kirksey, LCdr. P. M. Shannon, Cdr. J. F. Wellings (squadron X.O.), Lt. D. J. Wright, LCdr. Walter Roeser, LCdr. Donald Sumner, Ltjg. William Siegel and AEC Jarrrell Perry.



AND thus began the saga of the *Warhorses*, the fifth oldest operational attack squadron in the Navy.

Six months after commissioning, Torpedo Squadron Five with its TBM *Avengers* embarked in USS *Yorktown* (CV-10) for combat duty in the Pacific. The squadron left the *Yorktown* in May 1944 but, by February 1945, it was back in action, this time aboard USS *Franklin* (CV-13).

The post-WW-II years brought reorganization. VT-5 was redesignated VA-6A in 1946, and in 1948 traded its trusty TBM's for A-1's when it became VA-55. Those *Skyraiders* were among the aircraft aboard USS *Valley Forge* which made the first air strikes of the Korean conflict.

The years between the Korean conflict and the present Vietnam upheaval brought more changes. The squadron transitioned to FJ-4B *Furies* and then to the A-4 *Skyhawks* they were flying from home port, NAS LEMMOORE, when the new year began in 1963. VA-55 was ready to chalk up another first.

In 1964, the squadron joined with other Air Wing Five outfits and made the first retaliatory air strikes against North Vietnam.

Two more deployments to the Gulf of Tonkin followed: in USS *Ranger* (CVA-61) and USS *Constellation* (CVA-64). The deployment on *Constellation* speaks for itself: Squadron personnel earned 61 awards while completing more than 2,300 combat missions.

The changes go on. Last December, Commander Robert E. Kirksey, C.O., accepted the first A-4F *Skyhawks*. So squadron members began their 26th year of operational duty with the Fleet transitioning to another aircraft.

WEATHER LASER



PRELIMINARY RESEARCH AT THE PACIFIC MISSILE RANGE, PT MUGU, CALIF, INDICATES THE FEASIBILITY OF THE PULSED LASER AS AN OPERATIONAL METEOROLOGICAL TOOL.

THE PMR LASER HAS BEEN USED TO MEASURE THE HEIGHTS OF AS MANY AS THREE CLOUD LAYERS AT ONE TIME, AND HAS SUCCESSFULLY DETECTED LOW-LEVEL TEMPERATURE INVERSIONS.



HAZE, WHICH CAN USUALLY BE SEEN ON THE HORIZON BUT NOT DIRECTLY OVERHEAD, IS READILY MEASURED BY THE LASER. ON ONE OCCASION, A PATCH OF LOS ANGELES SMOG THAT DRIFTED NORTHWARD TO PT. MUGU WAS DETECTED.



THE OPERATING PRINCIPLE OF THE PULSED LASER USED IN WEATHER WORK IS THE SAME AS THAT OF RADAR, EXCEPT THAT THE LASER OPERATES IN THE OPTICAL RATHER THAN THE MICROWAVE PORTION OF THE ELECTROMAGNETIC SPECTRUM.



THE MOST PRACTICAL USE OF THE METEOROLOGICAL LASER IN THE IMMEDIATE FUTURE APPEARS TO BE AS A SUPER CEILING-LIGHT THE INSTRUMENT WOULD PROVIDE AVIATION USERS WITH ACCURATE MEASUREMENTS OF CLOUD TOPS AND BASES.

THE WORK ACCOMPLISHED THUS FAR WITH THE METEOROLOGICAL LASER HAS BEEN EXPLORATORY IN NATURE, BUT THE EQUIPMENT DOES SHOW CONSIDERABLE PROMISE AS A NEW OBSERVING INSTRUMENT FOR THE WEATHERMAN.



Plane Tracks Ocean Current Icelandic Fishing Industry Aided

For the first time in oceanographic history, a plane was used to locate and track the zone where Atlantic and polar waters meet in the Norwegian Sea. This was done by a Navy *Constellation* to assist the fishing industry of Iceland.

Herring feed in the zone of demarcation between cool and warmer waters. Last year the zone moved further away from Iceland and, unprepared for the longer distance, the fishermen were unable to transport their

catch home before it had spoiled.

The Oceanographic Office's instrumented research plane (a part of the ASW Environmental Prediction Services), piloted by LCDr. Thomas Thornburg with LCDr. John Brennan acting as copilot, located the new zone southeast of Iceland and tracked it to the northern tip of the Faeroe Islands.

In the short period of 12 days (from April 1 to 12), the plane, flying out of Keflavik, measured sea surface temperatures around the entire island of Iceland to a distance of about 100 miles. On the way north from NAS

PATUXENT RIVER, home base for the aircraft, the oceanographers tracked the course of the Gulf Stream and conducted ice research off the west coast of Greenland. Investigations were also made around the new volcanic island of Surtsey, which first appeared off the southern coast of Iceland on November 15, 1963, during an eruption.



OPERATOR AT 'VAST' SYSTEM CONSOLE

VAST System being Tested Has Attained 97 Percent Efficiency

A computer-controlled system for automatically testing electronic equipment on carrier-based aircraft has scored 97 points out of a possible 100 in a proof-of-performance demonstration supervised by Navy avionics engineers, according to a release of PRD Electronics, Inc., a subsidiary of Harris-Intertype Corporation.

The Versatile Avionics Shop Test (VAST) system was designed to reduce the space required for avionics test gear and increase the speed with which avionics equipment can be tested.

Engineers from the Naval Air Development Center, Johnsville, Pa., put VAST through its paces in a simulated aircraft carrier avionics shop at the manufacturer's plant at Westbury, L.I. They randomly inserted faulty components into the test circuits of complex aircraft electronic circuits typical of those found in the Navy's most advanced weapon systems. Automatic test sequences first confirmed that the circuit was faulty and then identified the defective part. The average malfunction was located in less than one minute, compared with a half hour or more by conventional methods.

PRD is also producing several VAST systems and ancillary software for field support of Marine helicopters.

Editor's Corner



SECRET WEAPON? PH2 Tom Putnam almost missed this E-1B Tracer descending on a Yorktown elevator. His camera caught the radome.

SCIENTIFIC BREAKTHROUGH. A recent Operation Deep Freeze situation report described the discovery of outlying Eight's Station, abandoned two years before and subsequently covered with eight to ten feet of snow. A VX-6 LC-130 had landed in the approximate vicinity and a ground search party was organized to locate and gain entry to the buildings. The plane commander, LCdr. F. A. "Fritz" Prehn, succeeded by using a fascinatingly scientific method perfected by him. While walking about, he fell into the station through the aurora tower dome.

A Case for Zero Defects. In ceremonies at MCAS CHERRY POINT, NARF production controlman Vance T. Kirkland was cited for 2,780 hours of defect-free work. The facility's commanding officer, Colonel J. D. Johnson, presented the award, a briefcase. But the case wouldn't close!

Col. Johnson retrieved the briefcase from Mr. Kirkland, promising to replace it with a zero-defective one.

LIVING DANGEROUSLY. Paradoxically, a few months ago, the pilots of VC-1, based at Barber's Point, decided not to shave their mustaches. Since then, on Valentine's Day, a judging was made of those who persevered in spite of the wrath of their wives ("... not one kiss till that thing comes off!") and the scorn of their shipmates ("I grow better stuff than that on my sidewalk!").

First place, awarded by judges who looked at, pulled, tugged, yanked and poked each hirsute upper lip to weed out the men from the boys, went to Ltjg. Bill Belles.

After receiving the award, a brass mustache cup, Bill's winning ornament was sacrificed by his wife, Linda, who had come to the party, equipped with a razor.

They are now considering making the Valentine's Day Shave-in an annual event (starting date, January 1).

Fighting Lady Speaks. The mystery continues to deepen on Captain Bill Bennett's Yorktown operating on Yankee Station in the Gulf of Tonkin.

One night a soft feminine voice directed the flight deck crew to stand by to "start aircraft engines." Shock engulfed the crew as the syrupy southern accent lilted instructions across the flight deck. The launch area suddenly became a sea of startled faces directed toward the tower.

A hasty search of the crew's nest and the ladies' powder room was futile. So also was interrogation of air department personnel.

The only clue to the identity of the phantom voice was a small piece of recording tape found near a microphone in the ship's control tower. The flight deck of Yorktown hasn't really been the same since the "voice" abruptly stopped all operations.

SERENDIPITOUS PITS. Apricots and airplanes may seem incongruous but, strangely enough, the orange-colored fruit has an important function in the flying business beyond an occasional appearance they make in a box lunch.

It seems that after apricots are canned, the leftover pits or seeds are cracked open, the kernel parts removed and the shells used to blast-clean jet engines. Ground to a fine consistency to make a product called "Carboblast," the powder is blown into an overhauled engine running up in a test cell. Sucked back through the compressor, the material cleans as it goes, finally burning up in the combustion section of the engine.

A ten-minute "apricot blast" enables engines to be operated at top performance for a longer period.

It is reliably reported that in a pinch walnut shells may be substituted for apricot pits.



WHEN COMMANDER Jack F. O'Hara, C.O. of Attack Squadron 46, returned from TAD recently, he found the new paint job on his car, decorated by squadron "Clansmen," matched his A-4.

LETTERS

A-4 Designer Comments

SIRS: *Naval Aviation News* has always been at the top of my "must read" list of aircraft publications.

I was especially pleased to receive your March issue featuring the A-4 aircraft and want to compliment you, JOC John D. Burlage, JOC Bill Case and JO3 John Redmond for the fine articles on the A-4.

In the design of an aircraft, one is often left with the feeling that the last chapter is unwritten until the machine has been proven by years of service. Your feature comes as a sort of "last chapter" or "well done" and makes me feel as though the A-4 innovations and the many trials of doing something rather unusual have paid off.

It also suggests the thought that the A-4 originally weighed under 15,000 lbs., whereas the specification to which it was designed called for a 30,000-lb. machine. Since over 2,000 have now been built, it appears to be a reasonably safe assumption that the simplicity approach has saved the Navy and the taxpayers over \$2 billion.

Of course, the A-4 has been operating above 15,000 lbs., but had it been built for 30,000 lbs. it likewise would have been operated at higher gross weights. This is indeed a tribute to the people in the Navy Department who have had faith in its concept and the engineers who worked so diligently to prove the principle.

Thanks again for your kind words in this and other articles. All good wishes to you and your staff for every success in the future.

EDWARD H. HEINEMAN
Vice-President, Engineering
General Dynamics Corporation

Reunion Announced

SIRS: The Association of the Men of the *Natoma Bay* (CVE-62) and squadrons attached (VC-9, VC-63 and VC-81) will hold a reunion in Las Vegas, Nev., September 20-22, 1968. For information and reservations, write the undersigned at 1601 North Johnson Street, Arlington, Va. 22201.

ROBERT B. WALL, AMSC. (RET.)

Yellow Peril

SIRS: Although this is somewhat belated, I wish to thank you for running the picture of my N3N-3 *Yellow Peril* in the December 1967 *NANews* (p. 29).

The photo was taken during a fuel stop (three hours endurance!) at NAS SEATTLE en route to the Whidbey Island air show in September.

My father and I made the trip from Pendleton, Ore., accompanied by a T-34B which was provided to handle our radio and navigation. We were most royally treated during our stay at Whidbey Island and cannot say enough for the fine treatment we received. Thanks are especially due Rear Admiral



THE SWEDISH GOVERNMENT has confirmed the Swedish Air Force decision to order 175 SAAB 37 Viggen all-weather attack and trainer aircraft. It is the largest order ever placed with the Swedish industry. Three of the seven prototypes are now being flight-tested and production deliveries are scheduled to start sometime in 1971 and to continue well into the mid-seventies.

James D. Ramage and Commander Bert Johnson for their hospitality.

We hope to make the old bird available to the Navy for any air shows they may have in the Northwest from now on. We look forward to many more such trips in the future.

BARRETT TILLMAN
511 McNary
Corvallis, Ore.

NAS Oceana Anniversary

SIRS: In celebration of its 25th anniversary, NAS OCEANA is planning a week-long celebration July 13-20.

Highlights of the week include an All Hands Show, an Old Timers Luncheon, a Silver Anniversary Ball and an open house and air show.

Anyone desiring more information should write to the Public Affairs Office, NAS Oceana, Virginia Beach, Virginia 23460.

E. G. RYDER, LCDR., USN
Chairman, Open House Committee

Willow Grove Anniversary

NAS WILLOW GROVE will celebrate its 25th anniversary with an open house and air show June 29-30. Highlight of the air show will be the appearance of the "Flying Professor," Captain Dick Schram.

His act centers around an absent-minded professor who has learned all about flying from a book he wrote. He suddenly finds himself in the air, without the book. The result is a comedy ballet as he fights to regain control of his Piper Cub after taking off on only one wheel.

Captain Schram's act has enlivened many an occasion for Naval Aviation.

Veteran Pilot Will Retire Flew 15,000 Accident-Free Hours

When LCDr. Homer W. Pate, projects pilot of the aircraft division at the Pacific Missile Range, Pt. Mugu, retires in July, he will look back on 30 years Navy service.

While logging 15,000 flight hours, all accident-free, LCDr. Pate has flown almost every type of prop-driven aircraft and many of the jets. He says the *Yellow Peril* and *Vibrator* are among his favorites. (*The Yellow Peril* was the bi-wing N3N, in which he took his advanced training; and the *Vibrator* was Vultee's SNV.)

LCDr. Pate began his career as an enlisted man on board USS *Wasp* (CV-7) and was flying from that carrier when she went down. He logged his first 40 hours in the NE-1, a 60-hp trainer, at flight school in Natchitoches, La.

A qualified worldwide navigator, as well as a flight examiner and instructor, Pate says: "I seldom saw a navigator when flying the old R5B, known as the C-54 today. I took many a three-star fix to help me get into Diyarkeir, Turkey, or Pohang, Korea. Only lately, when I was aircraft commander of a C-130 did I have a navigator as a steady crew member."

LCDr. Pate is credited with over 29 missions in Southeast Asia.



FIREBEE IS LAUNCHED FROM WING OF DP-2E NEPTUNE



The 700 members of VC-3, led by Cdr. M. A. Patten, are home-ported at NAS North Island. Their mission: Keep the Fleet in fighting trim. They do—with targets large and small, airborne, waterborne, towed, flown.



AIRCRAFT MAINTENANCE CREW GIVES DP-2E A PREFLIGHT CHECK



VC-3 CREW WORKS ON A FIREFISH



LT. TOM HOLLIS TAKES GROUND CONTROL OF FIREBEE AFTER ITS LAUNCH FROM A DP-2E



UNIMPORTANT JOB? HARDLY...

... because the demands of today's carrier Navy are those which require that every job—whether it be manning a catapult for launch or manning a swab for scrubdown—be done efficiently and thoroughly. Routine work, there is. But insignificant work that serves no real purpose, there is not.

NAVAL AVIATION

NEWS