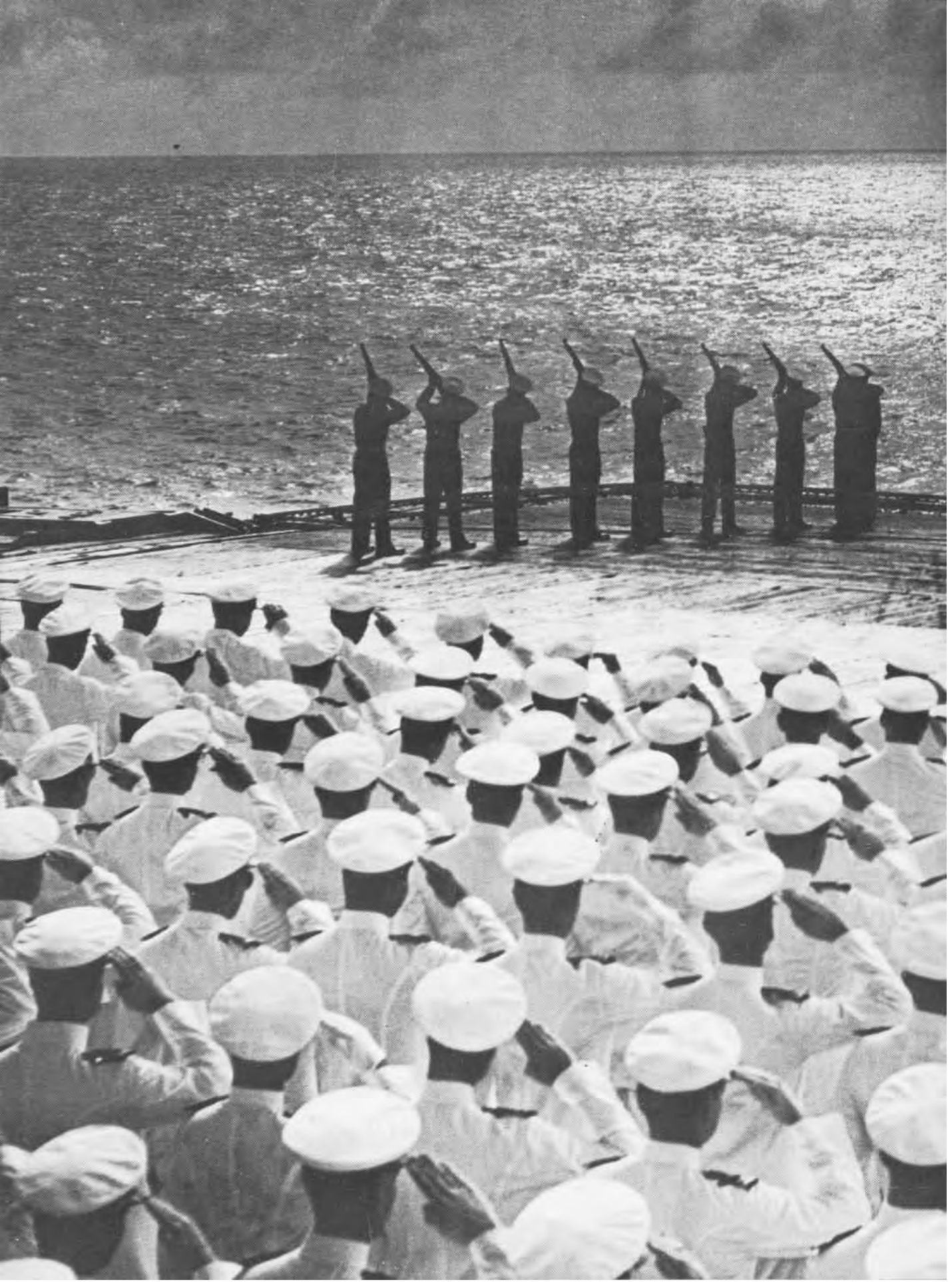
NAVAL AVIATION

NEWS

60th Anniversary Issue December 1977



In the warmth and happiness of the Christmas season, it is appropriate to take a moment and remember those who have given their lives for Naval Aviation and for our country. In peace and in war, they made the ultimate sacrifice. In so doing, they helped forge the foundation of strength, purpose and honor upon which Naval Air thrives.

1000 TRAPS

The following is a list of those flyers who have made 1,000 or more carrier arrested landings. Ranks may have changed. If we have missed listing you or you know someone qualified for membership on this exclusive roster, please let us know.

Capt. Robert Arnold
Cdr. Ronald N. Artim
Cdr. Stan Arthur
Cdr. John S. Brickner
Cdr. Edward F. Bronson
Lt. Robert Bronson
Cdr. Norman Campbell
Capt. Guy Cane
Capt. W. Lewis Chatham
Cdr. Douglas L. Clarke
Capt. Bud Edney
LCdr. L. L. Elmore
Cdr. John L. Finley
Capt. James H. Flatley III
Cdr. S. C. Flynn
Cdr. George Gedney
Cdr. R. W. Hamon
Cdr. Robert W. Hepworth
Capt. Richard L. Kiehl
Cdr. H. P. Kober, Jr.
Cdr. P.H. "Bud" Lineberger
Capt. R. E. Loux
Capt. Roger A. Massey
Capt. Thomas G. Moore
Cdr. Mel Munsinger
Capt. A. J. Nemoff
Cdr. W. V. Roeser
Capt. James M. Seely
Capt. William G. Sizemore
Cdr. Gary L. Starbird
Cdr. T. R. Swartz
Cdr. Jeremy Taylor
Capt. Robert Taylor
Cdr. Bert D. Terry
Cdr. Dwight D. Timm
Capt. Charles L. Tinker
RAdm. Ernest Eugene Tissot
Cdr. R. E. "Gene" Tucker, Jr.
Cdr. John M. Waples
Capt. George Watkins
Cdr. D. R. Weichman
Capt. John R. Wilson, Jr.

NAVAL AVIATION NEWS did you know?

Recorder-Reproducer Both audio and visual aircraft information can now be stored by the new RD-379 recorder which previously had only an audio recording capability. The new recorder-reproducer underwent a 90-day test recently at NAS Point Mugu's air traffic control facility (ATCF) to determine its possible Navywide use.

RD-379 recorded and reproduced target symbology from the direct altitude identity readout system in use at Point Mugu. Each tape reel records 16 hours of operations and is stored for a minimum of 15 days.

In the event of an accident within the ATC area, an aircontrolman watching the scope would see a complete replay of the previous day's events. As LCdr. Ernie Conner, ATCF officer, puts it, "It recreates yesterday. While our antenna is moving, it is interrogating aircraft that we are not even looking at on the scopes, unless that particular mode is selected. When reviewed the next day, the RD-379 can play back anything which was interrogated by the antenna."

There are several problems which need to be resolved, but the recorder is expected to be in use throughout the Navy's air traffic control facilities by 1978.

Missile Tests Wind tunnel tests for possible modifications to the Navy's surface-to-air *Standard* missile have been completed at the Air Force Systems Command's Arnold Engineering Development Center in Tennessee. The tests were conducted for the Johns Hopkins University Applied Physics Laboratory. Both the extended range version of the missile (SM-2 ER) and the medium range version (SM-2 MR) were examined. Successful sea launches of both missiles were conducted by the Navy earlier this year.

Fiberglass Rotor Blades The present metal rotor blades on H-46s are susceptible to corrosion and fatigue damage, with the average blade lasting only 280 hours before it has to be removed for repair. In an effort to eliminate high-maintainability and low-reliability problems, the Naval Air Systems Command contracted with Boeing Vertol to fabricate, develop and test fiberglass blades identical to the metal blades in both aerodynamic and aeroelastic properties. The contract required the company to demonstrate that aircraft performance, flying qualities and component life would not be degraded with the fiberglass blades.

Boeing installed and tracked a prototype set of blades on a CH-46E and conducted flight tests from June through September to check out rotor hub and blade balancing, tracking, mechanical stability, limited flying qualities, and flight and structural stress.

The Naval Air Test Center, Patuxent River will conduct a technical evaluation to verify contractor's data, flying qualities and aircraft performance. A reliability and maintainability demonstration is scheduled for 1978. It will involve 10 CH-46Ds and Fs from three fleet squadrons. NATC will try to obtain 20,000 blade hours, the minimum data base required to determine whether the blades will meet the projected 2,500 hours between each depot repair period.

NAVAL AVIATION NEWS did you know?

Visibility The human eyeball is probably the most important single system in any Navy aircraft. Pilots dodging SAM missiles over Vietnam learned they could best outmaneuver the missiles they could see. Any SAR crew can attest to the importance of good visibility. So can the individuals who have been rescued.

Recognizing the importance of clear, external visibility for an aircrew, NATC Patuxent River engineers have developed an instrument which evaluates just how much visibility any aircraft will offer its crew. It's called field of view evaluation apparatus and consists of a television monitor, tabletop computer and an XY plotter. Its small size, portability and low cost make it an important addition to NATC test and evaluation capabilities.

Basically, the apparatus is a television camera mounted on a rack which can be adjusted to any crew position on any aircraft. The camera is then set for the exact eye position and programmed to provide a plot of how well the crew member can see. As the camera sweeps around the cockpit windshields, it records any obstruction which hinders the pilot's view — an instrument on top of the instrument panel, the refueling probe or the nose itself. Once the plot is completed, it serves as an aircrewman's field of view "eyeprint" of that aircraft. This, along with data gathered from crew members, becomes a data base for future work on the aircraft which might affect the flying crew's external vision.

New LAMPS Helo Sikorsky's S-70L, selected as the Navy's new submarine hunter-killer helicopter, is a Navy-oriented version of the Army's UH-60A assault troop helo. It will serve as the most visible part of the LAMPS MK III weapons system.

The new LAMPS helicopter, which hasn't been given a designation, is expected to begin reaching the fleet in the 1980s. It will carry two torpedoes instead of one, 25 sonobuoys rather than 15, and have an avionics payload of 2,100 pounds as opposed to the 1,150 in the SH-2F *Seasprite*. It will be able to

stay on station for approximately three hours.

NATC Patuxent River will be the primary test facility for the new helo and its LAMPS systems, but some testing will be done at other locations. The present testing schedule, according to LCdr. Jack Costello, LAMPS project officer at NATC, calls for Navy Preliminary Evaluation I in 1980, NPEs II and III in 1981 and BIS trials late in 1981 or early 1982.

Tailhook Reunion

The 21st annual reunion of the Tailhookers was held in Las Vegas in September. Vice Admiral Frederick C. Turner, DCNO (Air Warfare) moderated a panel question and answer discussion. Among the members of the panel were Vice Admiral Forrest S. Petersen, ComNavAirSysCom; Vice Admiral Howard E. Greer, ComNavAirLant; Admiral Thomas H. Moorer, USN (Ret.), former CNO and Chairman, Joint Chiefs of Staff; Vice Admiral Robert P. Coogan, ComNavAirPac; and Lt. Gen. Thomas H. Miller, Jr., Deputy Chief of Staff for Aviation, USMC. Admiral James L. Holloway III, CNO, addressed the membership at the awards banquet.

Vice Admiral James B. Stockdale presented the Tailhooker of the Year

Award to VAdm. Coogan for his outstanding contributions to carrier aviation in 1977. VAdm. Stockdale, 1976 recipient of the award, is President of the Naval War College. At right is Ron Thomas, executive secretary of the association.

Max trap trophies were awarded to RAdm. William Gene Sizemore, 1,036; Capt. James M. Seely, 1,001; and Cdr. Jeremy Taylor, 1,003. (See page 2 for list of pilots with 1,000 or more traps.) Because the dates of the fiscal year have changed, best-of-type squadron awards had not yet been made at the time of the reunion.

At the banquet, the F. Trubee Davison Trophy was awarded to VF-302, Miramar, for readiness response capabilities, flight hours flown and safety performance. VT-2, Whiting Field, received the Goldthwaite Trophy for excellence in the training command.

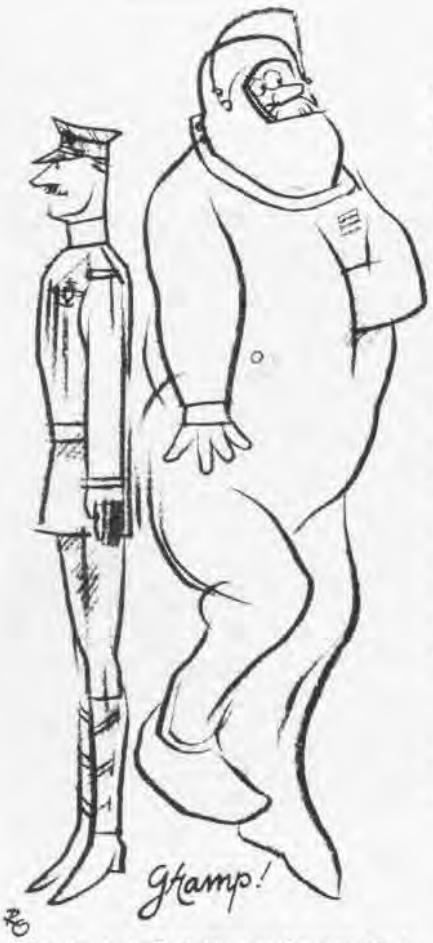
F-18 Engine

The Naval Air Propulsion Test Center, Trenton, N.J., has begun testing the F404-GE-400 engine for the F-18 *Hornet*. The 16,000-lb. afterburner engine achieves its performance with fewer turbo-machinery stages, frames, bearings and, overall, thousands of fewer parts than other high performance fighter engines. G. A. Riemer, General Manager of GE's F404 engine project, says that the simplicity of design has made it possible to exceed reliability and maintainability test goals very early in the program.

The test program at the Air Propulsion Test Center is providing altitude performance evaluation in advance of actual flight, including engine steady-state and transient performance, altitude inlet distortion evaluation, air starting capability, fan stress management, lubrication system operation and heated fuel tests under simulated flight conditions up to 60,000 feet.

The F404 development program is under the direction of the Naval Air Systems Command. Current plans call for the production of nearly 2,000 F404s during the 1980s.

grampaw pettibone



With thanks to Seth Warner, Gramps No. 1

taxi back the same direction from which he had entered the parking ramp.

During the time the aircraft was parked in front of operations, it started to rain. This reduced visibility on the black ramp. The pilot picked up the yellow nose-wheel line and taxiway lights on his left and proceeded toward what he thought was the throat to the parallel taxiway for the duty runway. A short time later the yellow line and taxiway markers disappeared, so the pilot requested further instructions from the tower. He understood the tower to say "continue straight ahead with a left turn at the blue lights." The tower controller changed the left turn to a right turn and told the pilot to taxi south to the duty runway.

After a few hundred feet, the aircraft entered an unevenly paved area. At this point, the pilot started to apply brakes and reached for the taxi light. Before he could stop the aircraft or get the taxi light on, the nose wheel dropped into a concrete drainage ditch with the starboard prop contacting the edge of the ditch. The aircraft continued into the ditch, sustaining substantial damage.

Grampaw Pettibone says:

Great horned toadies! Our BuWeps friends in the hardware business obligated several hard-to-come-by bucks to put a taxi light and windshield wipers on this machine. To have a pilot utterly refuse to use them is downright disgustin'.

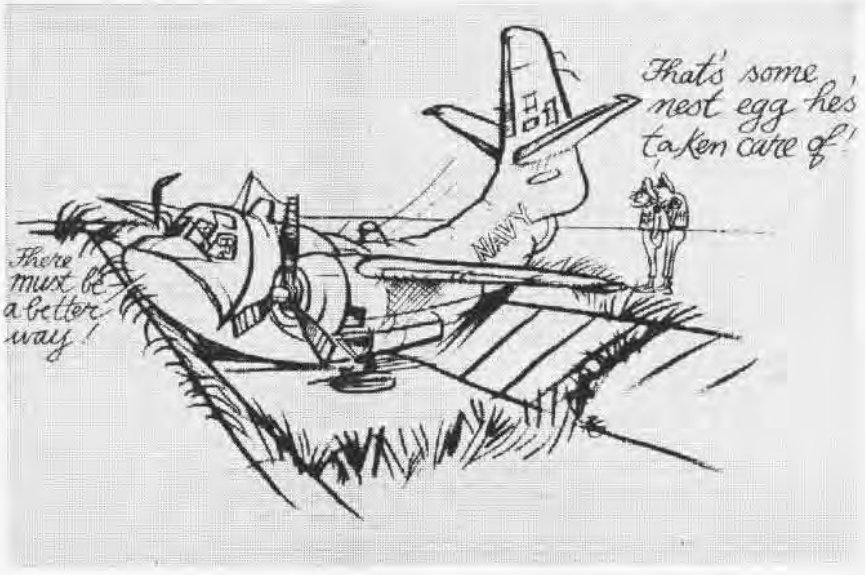
It'd be awfully easy to hold the tower operator partly responsible for the damage to this nice little bird, but there's just no way to take the monkey off the pilot's back. To go wanderin' around in an aircraft on a strange field or into an unlighted area just ain't smart. What's wrong with asking for a follow-me or, if necessary, shut the thing down and get towed in.

Thought for the day on this one, "When in doubt—don't!" (January 1964)

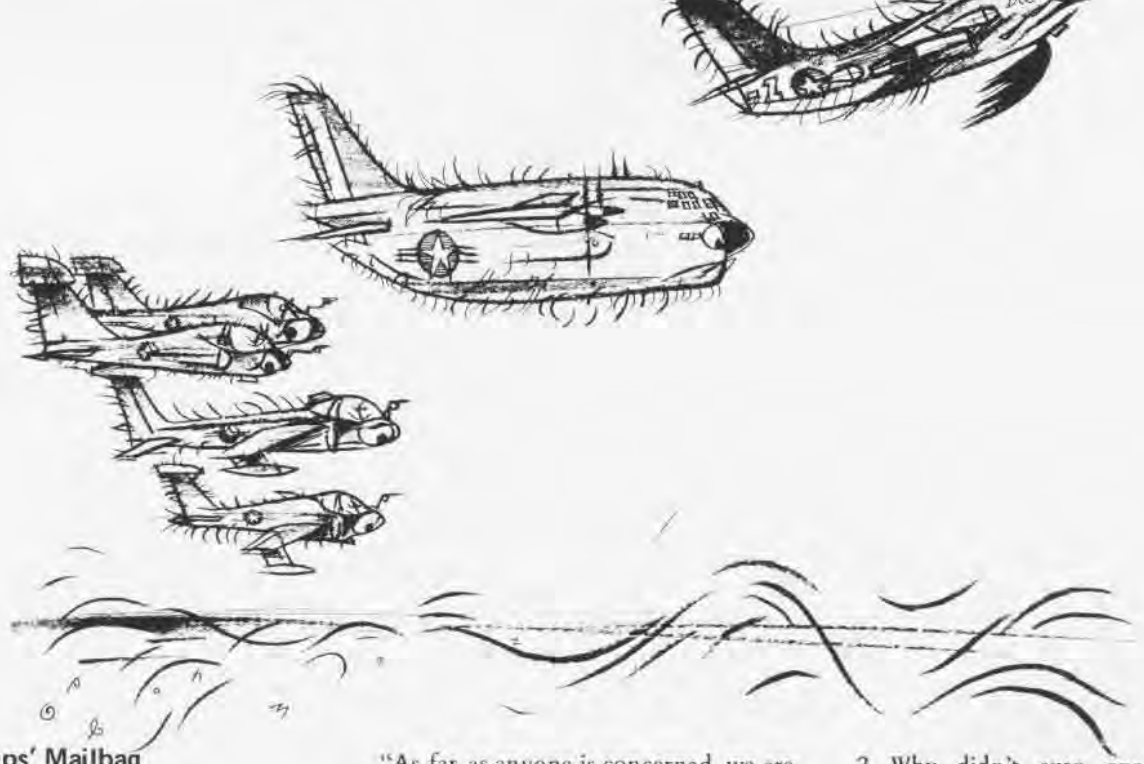
No Light—No Taxi

The crew of a C-1A (TF) filed a combination VFR IFR round-robin cross-country flight plan with a five minute passenger stop at an Air Force base. The flight to the en route stop to drop a passenger was conducted on the VFR portion of the flight with the intention of proceeding IFR for the remainder of the flight.

The copilot contacted the AF tower for taxi instruction after the passenger departed. He was told to



ILLUSTRATED BY Osborne



Gramps' Mailbag

Dear Gramps,

KC-130: Standby for Clearance

These words were spoken between a KC-130 transport plane commander and a Pathfinder pilot during a recent transPac. A flight of four ferry aircraft and a Pathfinder were en route from one island to another when they encountered rough weather at flight level 290. None of the five aircraft had working radar and the Pathfinder had lost HF communications with the airways controller.

The Pathfinder flight did have communications with the KC-130 which was flying separately and carrying the maintenance supplies for the ferry aircraft. The KC-130 had been passing position reports for the flight over its HF radios to the airways controller. When the rough weather was encountered the Pathfinder pilot, whose mission was to lead and navigate for the flight, asked the KC-130 to request clearance for his five aircraft to flight level 370.

Immediately after making his request, the flight leader started to climb. At this point the KC-130 informed him that he did not have clearance to climb. The reply was, "As far as anyone is concerned, we are at flight level 290."

The Pathfinder flight leveled off in a block altitude from flight level 370 to flight level 405. Only the Pathfinder and his wingman had sight of each other. Word was received from the airways controller that the flight did not have clearance to climb because there was a commercial air carrier ahead and above them.

Word was relayed by the KC-130 to the flight leader that he did not have clearance to climb and that the airways controller wanted to know the flight's present altitude. There was no reply. The KC-130 decided to give the controller the altitudes as they had been reported to the flight leader from the different members of the flight. The air controller again requested the KC-130 to tell the Pathfinder flight that the aircraft had not been given clearance to climb and that they were to be at flight level 290.

Again there was no reply. After several anxious minutes the flight reported it had joined. An approach frequency was passed to the flight and an uneventful approach and landing at destination were accomplished.

A few questions Grampaw Pettibone might ask:

1. What was the forecast weather en route?
2. Why didn't even one of five multimillion dollar aircraft have a working radar?
3. When was that discovered?
4. When did the Pathfinder lose communications?
5. Why didn't the flight abort?

Would you say that a near disaster had been avoided or that several air crews just had a lucky day? It was a lucky day for the innocent civilians who just happened to be aboard the commercial air carrier.

Concerned Naval Aviator

Grampaw Pettibone says:

My achin' ulcers! Gramps doesn't have to ask those questions, you already have. Sounds like professionalism took a vacation on this flight. When you're in a tight spot you don't hide your head in the sand and hope it all works out for the best. Confess your dilemma and give the innocent a chance to change course. Declaring an emergency when total control of a situation is lost has not gone out of style. A red face is a darn sight healthier than none at all. If the Pathfinder lost communications, why didn't another flight member speak up? This potentially disastrous incident was the product of misguided initiative, poor headwork, poor planning and an overt violation of regulations – all combined with uncanny perfection.


VIKING

UPDATE

The *Vikings* are thriving! One hundred and eighty S-3As populate today's fleet. They wear the insignia of 11 sea-going squadrons, VS-41, the fleet readiness training squadron, and such activities as VX-1 and the Naval Air Test Center, Patuxent River.

Introduced to the operational Navy in 1974, *Vikings* have established a sound reputation as effective and safe performers within as well as outside of the carrier environment. S-3 crews have amassed 140,000 hours since the aircraft's maiden flight in January 1972. In that time span, S-3s have had only two major accidents in the Navy. The *Vikings* are now familiar figures over both major oceans and are especially visible in the strategic and potentially volatile Mediterranean Sea.

Not bad for a highly advanced airborne weapons system which was little more than a concept less than 10 years ago. VSX – developmental antisubmarine weapons system – was defined for planning purposes in 1966. It specified an aircraft with twice the speed and range of the time-tested S-2 *Tracker* which it would replace. It would have high bypass turbofan engines to enhance both high and low altitude performance. In the latter regime, the plane would be able to loiter at slow speeds while pursuing a submarine.

The latest in computer technology would be incorporated to assist a skillfully trained four-man crew of antisubmarine warfare experts. These experts would have to combine their talents with those of the integrated detection systems aboard the S-3 in conducting the vital mission of denying a possible enemy effective use of his submarine forces. The plane would be designed to meet any foreseeable submarine threat through the 1970s.

In 1969, Lockheed Aircraft Corporation was awarded a contract to produce a half dozen research and development S-3s. General Electric was tasked with producing the GE-TF-34 engines to power them. Desired range of the new plane was set at 2,000 miles; speed, in excess of 400 knots.

The airframe design of the *Viking* was approved by the Navy's project office in December 1969. Early the next year, a 60-member evaluation team of ASW experts approved the S-3A weapons system mock-up. The team members employed their own extensive experience to examine in detail the *Viking* design from both the flight crew and support personnel viewpoints.

The first S-3A rolled off the Lockheed-California assembly line on November 8, 1971. General Electric's Aircraft Engine Group, meanwhile, was completing further tests on the power plant which demonstrated that the TF-34 would generate the required 9,000 pounds of thrust. Further

evaluation was made by operating the engines in a modified B-47 test bed.

The *Viking's* initial hop was a one-hour and 42-minute flight out of Lockheed's flight test facility at Palmdale, Calif., on January 21, 1972, slightly ahead of contract schedule. The success of it signaled the beginning of a lengthy series of tests which occupied the Navy-manufacturer tandem for the next several years.

Special – some would say unique – features were stipulated in the S-3 contract. To assure better cost control and reduce technical risks, specific milestones were identified. Lockheed had to achieve, to the government's satisfaction, prescribed performance standards at these points. If discrepancies were noted, development action was halted until corrective efforts were completed. Only then did progress continue toward the next milestone. In effect, the ultimate completion date was to be slipped accordingly, on a day-by-day basis. In the case of the *Viking*, however, there were no delays in meeting milestones.

Following successful initial flight trials in April 1972, 13 more S-3s were ordered. By early 1973 another 35 were bought. The balance of purchases followed.

One of the most difficult gates through which the *Viking* had to pass was the Navy Preliminary Evaluation III. Navy test pilots and engineering personnel flew four S-3As for more than 100 hours in a combined, centralized effort to evaluate the plane as a total weapons system. Particular emphasis was geared toward examining the ASW avionics equipment, namely the Univac 1832 computer and the integrated sensor systems. This computer is the virtual brain center of the aircraft.

Board of Inspection and Survey trials commenced in the autumn of 1973 at Patuxent River. They were successfully completed four months later.

VS-41, the readiness training squadron at North Island, was the first unit to receive the *Viking* for operational use. As the *Viking* Varsity (*NANews*, July 1976), it became the focal point for S-3 activities.

VS-21 and VS-29 were the first carrier-based squadrons to matriculate at the San Diego air station, VS-21 comple-

ting transition for air crews as well as maintenance personnel in June 1974. Air Antisubmarine Squadrons 22, 28, 32, 31 and 33 followed in quite rapid succession. Then came VSs 24, 30, 38 and 37. By early 1975, VS-21 was aboard USS *John F. Kennedy* ready to show the sea-going world the *Vikings'* wares.

The VS squadron transition process signaled an unprecedented achievement in Naval Aviation. Once the transition began, each squadron finished its ground and flight training as scheduled. This included the instruction of Group IX aviation maintenance personnel in addition to flight crews.

Despite the expeditious and overall successful fleet transition, there were some stumbling blocks along the way in the production phase of the S-3. After the contract was signed, for instance, a directive was issued by the Office of the Secretary of Defense. In essence, it advocated an intense inspection by an independent agency – in this case ComOpTEvFor – of the S-3 program and the progress made to date.

This translated to a "fly-before-buy" directive – after the buy was made. Many diverse views were generated as to whether the test efforts should be directed to operational test and evaluation (OpEval) or to follow-on test and evaluation (FOT and E). The S-3A program was termed "transitional" from a T and E view and an OpEval was conducted as fleet squadrons were transitioning and deploying.

In any case, the *Viking* prevailed.

Although the S-3 is busy at work on the high seas today, a major effort is under way to increase its material and operational readiness posture. Vice Admiral Frederick C. Turner, Deputy Chief of Naval Operations (Air Warfare), is spearheading this effort along with Vice Admiral F.S. Petersen, Commander, Naval Air Systems Command.

VAdm. Turner commanded the Sixth Fleet when the *Viking* first appeared in the Mediterranean in 1975. He observed S-3 activities at close hand and noted that aircraft availability rates were stabilizing below the desired standard. He therefore set out to find the cause of this problem

and determine ways to correct it. This early action grew into an aggressive material readiness improvement program which he is monitoring closely in his Pentagon post today.

The program is categorized into near, mid and long-term phases. Ongoing is the near-term readiness improvement program (RIP). The operational safety improvement program (OSIP) is next, followed by the all encompassing long-term phase called weapons system improvement program (WSIP).

A task force of staff level experts are working with fleet operators and maintenance personnel in a collective endeavor to examine the entire S-3A support apparatus, identify deficiencies and institute corrective measures. To date, 82 action items have been slated for correction and assigned to various action offices. Captain Toxey Califf, S-3A program manager in NavAir, is the primary funnel through which progress reports on the action items flow.

In a review conference held last October in Washington, VAdm. Turner noted, "Thirty-four of the action items had already been corrected. The learning curve is flattening," he said. "It is time, however, to muster additional resources to help the fleet achieve and maintain CNO readiness standards for the S-3A." In other words, press on to ensure that the *Viking* continues effectively its front-line role in the grim but essential business of sea control.

Included among the key staff level players in the *Viking* scenario are Rear Admiral William P. Lawrence, VAdm. Turner's deputy; Captain C. W. Nelson, *Viking* program coordinator in OpNav; and Capt. Califf's deputy, Captain Will Lynch.

Capt. Califf has been involved with the S-3 for the past five years. Instrumental in defining the plane's material weaknesses, he says about them, "They comprise a wide range of interwoven little problems involving training, technical publications, personnel manning, hardware and software. Without the readiness improvement program," he goes on, "discrepancies in these areas could combine and impose a stagnating effect on *Viking* readiness trends."

Capt. Nelson amplifies, "We don't have major shortcomings, but we do have a lot of small ones. We must attack them in a timely and dynamic way."

The readiness improvement program itself is a kind of first. RAdm. Lawrence points out, "The Office of the Secretary of Defense was most pleased to see the Navy take its own steps and develop a formal program. We had the foresight to recognize shortcomings and do something about them with minimum delay."

What specifically does the program do? Take the perennial problem of lack of parts. Through the years in Naval Aviation the cry from the hangar decks ashore and afloat has had a familiar ring. "Why don't they just buy more spare parts and keep us stocked up?"

It would seem that simply buying more parts would send aircraft availability rates climbing. Right?

Wrong! Loading up the supply system in some areas is essential, to be sure. But the matter is much more complex.

For example, the *Viking* and its multiple systems are heavily dependent on automatic test equipment, including versatile automatic systems test (VAST) facilities. In fact, this gear is used to an unprecedented extent in the S-3A.

If a black-box type component – called a weapons replaceable assembly (WRA) – goes down, for example, it is pulled from the plane. It is turned into the intermediate maintenance activity (IMA), ashore or aboard the carrier. Ideally, IMA would simply exchange the bad box with a ready-for-issue one. The new component is inserted into the plane while IMA takes the bad one and begins the fix process.

"Unfortunately," says Capt. Nelson, "we have a long way to go to get this procedure working the way we want it to."

Essentially, several factors have been laboring against the system and are therefore under the concerned scrutiny of the task force. As the component is tested, each fault isolation and fix cycle may be adversely affected by several factors: a training deficiency on the part of personnel operating the test equipment, outdated technical publications, software as well as hardware peculiarities which weren't predicted at the outset of the S-3 operations, and shortages of what is termed bits and pieces hardware. So, lack of parts alone may not be the reason the planes aren't up and operating as quickly as desired.

Vital to component repair are the test program sets (TPS). These are software inputs which direct trouble-shooting routines on the automatic test equipment. Twenty of these sets account for 80 percent of the trouble-shooting requirements. The readiness improvement program task force probed this area and learned that the average test routine required seven hours to run a black box, with only a 20 percent chance of identifying the correct fault.

Consequently, the test program sets were reviewed and optimized. One of them, the generator control unit TPS, had its run time reduced to 1.7 hours with an 88 percent success rate in determining fault areas. At NAS North Island, 14 units were processed in three eight-hour shifts. All faults were isolated; nine of the WRAs were returned to ready-for-issue status and the other five were placed in a waiting parts status.

Some other action items include: editing and updating of certain technical publications, revising training syllabi for test equipment operators, and reconstruction of the all-important initial outfitting list (IOL), based on usage data. Parts will be procured on the basis of this new information. Also, more TF-34 engine accessories are being procured to ensure availability of fully-equipped spare engines. The inflight refueling probe is being fitted with a stiffer spring to increase its latching rate. A glass-faced windshield is being tested on the prototype US-3A and, pending results, will be retrofitted to S-3As.

Capt. Will Lynch in NavAir helps track the progress of the action items. "We monitor status reports from each of the cognizant offices wherever they may be – OpNav, ComNavAirLant, ComNavAirPac, Aviation Supply Office, Lockheed-California Company, Naval Air Rework Facility, Alameda, and many others.

"We chart progress on each item and report monthly to

Admirals Petersen, Turner and others," he adds.

The readiness improvement program, it should be remembered, comprises a near-term effort. Funding for it has been identified through FY 82. The mid-term, or operational safety improvement program, is funded beginning with FY 79.

Some areas tentatively scheduled for attention include modification of the flight control system, installation of an electric hydraulic pump back-up unit, relocation of some warning and caution lights, adding of formation lights, and redesign of the speedbrake trim control unit. Also slated for attention are a semi-automatic magnetic anomaly detector compensation and switching logic unit redesign.

Ultimately, the long-range weapons systems improvement program will deal with growing the existing sensor systems to operate effectively as a sea control aircraft through the turn of the century. Fortunately, the original S-3 design has space to accommodate considerable growth. While the S-3A is capable of handling any foreseeable subsurface threats through the 1970s, an improved *Viking*,

'It is time . . . to muster additional resources to help the fleet achieve and maintain CNO readiness standards for the S-3A.'
VAdm. Turner

'When you consider that each system by itself or in conjunction with another can make a major contribution to threat warning or surveillance taskings, it is apparent that the S-3A is an extremely useful sea platform.'
Capt. Nelson

'The S-3A readiness improvement program is well founded and has received staunch support at all levels.'
VAdm. Petersen

'We monitor status reports from each of the cognizant offices, wherever they may be.'
Capt. Lynch

'We had the foresight to recognize shortcomings and do something about them with minimum delay.'
RAdm. Lawrence

'The plane's material weaknesses . . . comprise a wide range of interwoven little problems involving training, technical publications, personnel manning, hardware and software.'
Capt. Califf

achieved through this long-term phase, would extend that time period considerably.

An operational requirement was published earlier this year and was focused on three areas of concern. First, the S-3A design was heavily oriented toward ASW operations from a carrier totally devoted to such operations – but the CVS types are no longer used. The CV concept employing multi-mission squadrons is in effect and dictates that flexible tasking options for the S-3A in the threat warning and surveillance fields be refined.

Secondly, acoustic sensors and tactical communication modifications now under development and scheduled for deployment in the mid-1980s require interface action to ensure smooth incorporation in the S-3.

Thirdly, the impressively capable ASW sensors in the *Viking* must be improved to accommodate the increasing ocean ambient noise and potential enemy threat through the year 2000. Capt. Califf indicates that "Very little additional hardware will be needed to satisfy this operational requirement."

There are advocates, in the *Viking* community, of using what is termed the full systems capable concept as a definitive measure of the S-3A's true capability. "It is a worthwhile objective," admits Capt. Califf, "but as fleet experience has proven, considerable system degradation can occur before the airborne S-3 becomes less than useful to the tactical commander. Multi-path and redundant system technology, including what we call graceful system degradation, have been put to good use in the *Viking*."

Capt. Nelson adds, "When you consider that each system by itself or in conjunction with another can make a major contribution to threat warning or surveillance taskings, it is apparent that the S-3A is an extremely useful sea control platform."

Capt. Nelson observes that "one innovative commander even uses an S-3A tied to the flight deck in an electronic surveillance measure threat warning capacity."

VAdm. Petersen, who initiated the first readiness improvement program during his tour as Deputy Chief of Naval Operations (Air Warfare), has indicated, "The need for these programs was recognized some time ago, and initiatives in these areas were commenced. The S-3A readiness improvement program is well founded and has received staunch support at all levels, including the Office of the Secretary of Defense." Immediate positive results were not expected. However, signs of an increase in readiness are beginning to appear. "Much more work lies ahead," asserts VAdm. Turner. "Discipline in maintenance is needed, money is needed, parts are needed, better reliability is needed. Lots of attention is needed, and this whole OpNav/AirSysCom team is dedicated to achieving greater readiness in the S-3A."

Finally, he declares, "We must and will keep plugging away so that the *Viking* can continue as a front-line weapons system so vital to the Navy's mission of conducting sustained combat operations at sea."

What the Operators Are Saying...

"I think it's a better search vehicle than the P-3 which I also have had experience in. I love the Viking. It takes a little getting used to, of course. There's no doubt whatsoever it can get subs.

"Being a Senso in the S-3 requires a little more knowledge because there's no second Senso to fall back on as is the case with the Orion."

AWCS Dave Paden, Senso, VS-29

"I came through the jet pipe line, wanted S-3s and am most happy to be flying them.

"I think, to be effective as an S-3 commander, the most important thing is to have the desire to be an S-3 commander.

"Crew coordination is absolutely essential. Fortunately, the more a crew flies together, the better it gets. Ours is one of the best in the squadron. I'm sure of that."

Ltjg. Darrell Knight, Pilot, VS-38

"With all the gear up, we have no trouble finding what's in the water.

"To be a good Senso requires excellent knowledge of the systems, an ability to be flexible in interpreting acoustical signals. The same sub, for example, will appear differently under one set of conditions compared to another."

AW3 Norris Wilkins, Senso, VS-38

"It's a dandy. Really great. And it can catch submarines. No doubt about that. I think the Taccos and Sensos are particularly pleased with it, too. It provides these young men with an excellent opportunity to match wits with submarine commanders.

"It's a pilot's plane. With its excellent dash speed you can get to a hot contact in a hurry. The Viking's handling characteristics enable you to loiter comfortably in the area. Plus, you can bend the S-3 around if need be.

"The maintenance troops like it. Engine reliability is good. Our avionics troubleshooters, incidentally, have been able to save launches on the flight deck by quickly changing a component.

"It's a great carrier aircraft. It comes aboard well. In Air Wing 11 we consistently had the best boarding rate."

Cdr. Steve Todd, X.O., VS-33

"The Univac 1832 is a whiz. As a Tacco, I can make tactical decisions quickly and establish sonobuoy patterns without worrying about stability.

"The Tacco is nothing without the three other members of the Viking team. Crew coordination is vital to the mission. Each of us must know when to talk and when to shut up.

"Even on long hops the time seems to go by quickly. You're caught up in the action."

Lt. Mike Brower, Tacco, VS-38

"The S-3 is a good airplane to maintain. The engine is super. We went nearly a full year without having to make an engine change. And we did a lot of flying that year.

"Post-flight debriefs take longer than they did in the S-2 days but that's natural considering the amount of sophisticated equipment on board.

"Our enlisted work force is excellent. The young people we're getting today really impress me. They have good attitudes. I've had troops work late evenings and come in on weekends without being asked.

"We've had 140 A school graduates come aboard. That's a big number. They're doing very well maintaining the S-3. Beyond that, this squadron has very good morale."

AVCM Ronald Sappenfield, VS-38

"The Viking handles beautifully around the ship. It has excellent power response for wave-offs and is comparatively easy to bring aboard. Some hops are long and, after a few hours, the seat gets a little uncomfortable – but that's true in most planes.

"The S-3 is especially great to fly when loitering around or in the vicinity of a sub contact."

Lt. Rich Custer, Pilot, VS-29

On Our Sixtieth Anniversary...

Naval Aviation News is pleased to bring you this expanded issue. The magazine is the Navy's oldest periodical and was first published on onionskin in December 1917 as the Weekly Bulletin. It has had other titles through the years and adopted its current name in 1943 when it began to look like what you see today. From the beginning the magazine's mission has been to inform, enlighten and, hopefully, enhance the morale of its readership. On this occasion we would like to share with you some thoughts and observations we received.

I first went to work in BuAer in 1921 but transferred to NAS Lakehurst in 1923.

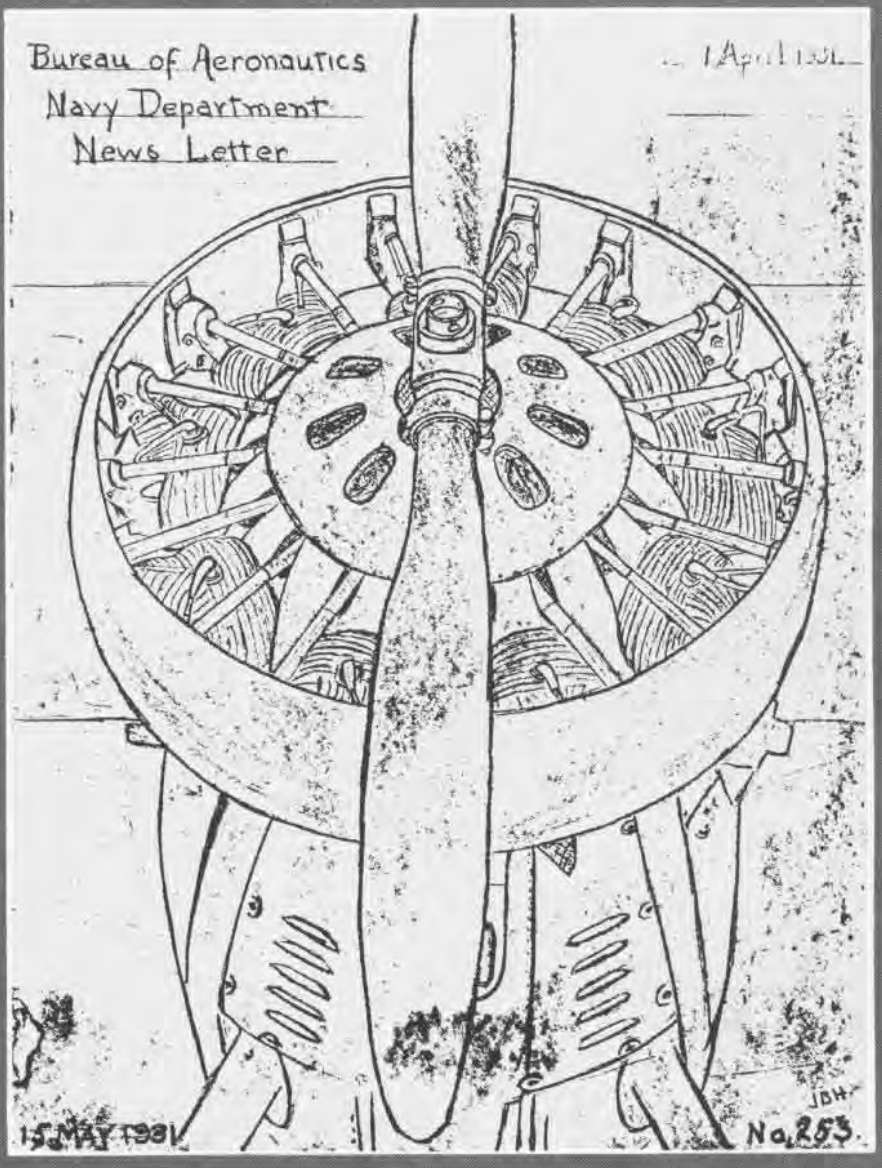
I returned to BuAer in 1930, in the Technical Information Section headed by Major Sitz, USMC. There was one other employee, Chelly Penny. I recall that correspondence was routed to this section from the squadrons, which dealt with any problems they might be encountering and the measures being taken to solve them — engines, jamming of guns, props, you name it. The letters were then routed to the cognizant desk for reply. At various intervals a letter would be sent to all squadrons covering a wide number of problems. The information was taken from letters written on the subject and available in the Technical Information files. I was responsible for those letters. Periodically, there was discussion regarding duplication in the letters to the squadrons. I'm sure I was not the only one who felt an informative letter could be sent, maybe every two weeks, to all squadrons, providing guidance or answers to their problems. I do remember that I held forth regarding the virtues of such a course. The "general news letter at stated intervals" recommendation was adopted and a general information section was set up to handle the project. I was assigned to it. General Information soon became the place to go for members of the press, and regular contact was established with the Navy press room which started referring aviation questions and inquiries to us. This earned me the title of Press and Public Relation Rep for air.

When the bureau decided on a letter answering squadron questions, it issued instructions to all Naval Aviation activities to submit a weekly news letter reporting mechanical, personnel, etc., etc., problems — and recommendations for overall improvement. The weekly news letters were not popular with the squadrons but they did submit them. Gradually the letters (or reports) became real gems containing helpful information. The compilation of this material became the *BuAer News Letter*. In March 1934, to the best of my recollection, the name of my section was changed to editorial research, and I was given the title of senior editor. I still had one assistant. I also became, according to my work sheet, a special assistant to the chief of the bureau for speech writing and preparation of articles for publication regarding Naval Aviation.

Office space in those early days consisted of a small room on the second floor, 8th wing, of the old Main Navy Building — near the front office. This, I'm sure, because of the increasing use of general information by the press. My space was increased by the addition of a tiny adjoining room, a storeroom, and I was granted a typist. That brought my clerical staff to two.

I did not often travel to secure information because it poured in from squadrons. In answering questions from the press, I learned a great deal because, to give a proper answer, I had to go to the knowledgeable person in the bureau for the answer. This actually saved time in the long run because many a week I would have the same question from as many as seven or eight writers. After the first go-around, I could then answer them.

All aviation magazines of those days were eager beavers and my office was never without a "you're next" assembly. Ernie Pyle was one of my favorites. He would sit quietly listening to all the questions and answers of other newsmen and then sometimes remark, "Well, I guess you have answered most of my questions." At one time when Ernie got a week's vacation he asked me to take over his daily aviation column. I did and the column appeared with a picture of me (instead



of Ernie) and my byline. I believe his column ran in the *Washington Daily News*.

A hand-turned mimeograph machine was used for printing the *News Letter*. For the first two years I cut the stencils and ran the mimeograph. I frequently emerged from the storeroom where it was located, spattered with black ink. In those days there was no air-conditioning and everyone, in summer, was soaked and weary. Later, the duty of mimeographing was assigned to the messenger gang. My clerical help did the work of assembling and stapling. Our mail room took on the mailing task.

Major stories? Each issue, in my opinion, had a major lead story. In scanning the letters from the squadrons one could always spot an item worthy of enlargement. This became the editorial, be it participation in an air show, Schneider Cup races, flotation gear or squadron insignia. Then I started the cover page idea. I drew those pictures on a stencil and ran them off on the same old mimeograph machine. I traced many of them from pertinent pictures appearing in aviation magazines. Others were the result of my own originality. But all were illustrative of the editorial or "lead article." It was great fun.

The year before my commissioning in the Navy (1942), a young man, Ens. Earl Burton, was assigned to my office (through the efforts of Captain, later Admiral, Arthur W. Radford). He had a background in writing and magazine work. After several months, he was ordered to sea and was replaced by Ltjg. John Monsurret. These two officers were truly instrumental in getting the format of the *News Letter* changed from mimeographed to the printed, smooth paper publication. The declaration of war suddenly made funds available. I'm sure that the "no funds" answer to my earlier pleas was the cause for staying with the mimeograph such a long time.

One of the nicest tributes I have ever had was the appearance of my picture (I admit it) taken by Edward Steichen, on the cover of *Naval Aviation News*. There I am, in uniform, bidding goodbye to my magazine.

Joy Bright Hancock
First official editor of NANews and third director of the Waves, 1948-1953

Not only from my own personal observations but from the reflections of shipmates, I feel that *Naval Aviation News* has set an unparalleled standard of professionalism in both content and delivery format that is sought by many and achieved by few. That these features are so widely copied by other publications is indicative of the esteem with which Naval Aviation News is held in the "industry." The outstanding quality of articles and editorials over the years has contributed significantly and reflects a similar professionalism in U.S. Naval Aviation per se. The genuine interest is apparent in the manner in which *Naval Aviation News* so readily disappears from wardroom tables.

Over the years your contribution to the documentation of the history of Naval Aviation has been equally significant and outstanding. Your specials from "World War I" to the "Astronauts" and, most recently, "Sea Legs" have been truly superb. I regard them as collectors' items.

The only "bad" feature I find is that while subscriptions are available to the public, the magazine is not on the newsstands. As a commercial enterprise I am convinced you would not only be eminently successful but would bring an important message to a sector of the public that is little aware of the contribution that Naval Aviation has played and plays as the first line in the defense of our nation.

May your next 60 years be as resoundingly successful as the past 60. You have matured into one of the finest professional publications.

E. S. Briggs, RAdm., USN
Commander, Navy Recruiting Command

No one who has lived with Naval Aviation for nearly 35 years as I have, could fail to appreciate the role played by *Naval Aviation News* in the development of this field. The lessons learned and lives saved by Grampaw Pettibone alone more than justify the publication's existence.

Yet as I recall the many issues of your outstanding magazine which have crossed my desk over the years, I remember the excellent photographs, fine artwork and lean, well-written prose. Those who have prepared *Naval Aviation News* since 1917 have done their job well. Just as Samuel Johnson had his Boswell, there is no way that Naval Aviation could have achieved the many goals it has without the steady chronicling of this fine publication.

I'm sure that in the years to come both this magazine and Naval Aviation will continue to progress together as we fly in this and, perhaps, other worlds.

F. H. Michaelis, Adm., USN
Chief of Naval Material

Naval Aviation News has been of great value in keeping those interested in the progress of flying in the Navy informed – but there was a time when I was not so sure.

Way back in the 1920s, when as a lieutenant I was the operations officer of a VF squadron at North Island, LCdr. A.W. (Raddy) Radford was C.O. He decided that the weekly newsletter was too important to be prepared by the personnel officer, and that "operations" knew more about what was going on and therefore should prepare the required weekly newsletter report! Raddy was one of the really great officers ever in aviation. He told me, "There are four stations – Bureau of Aeronautics, Anacostia, Norfolk and Pensacola on the East Coast, several squadrons, even if they use only torpedo planes, and big boats, plus the *Wright* and the *Aroostook*, which are interested in what goes on in Naval Aviation, so you get out the newsletter and make it good." My answer was, "Yes, sir," but I still thought it was not the job for a two striper.

NANews in those days was usually a two-page mimeographed sheet. One of the best things about it was a lovely ex-yeomanette named Joy Hancock!!

News was hard to find in one small fighter squadron – competition was terrific and damned if we would write anything up about that other lousy fighter squadron – especially if it was good. I served in *both* VF squadrons eventually.

We in the field then did not realize how good a job was being done to keep us informed.

Later, as the years went on, the *News* became a habit with me. The way it expanded and the area covered, especially when it went to printing, and the pictures were amazing.

A big step was when an old and close friend of mine, A.K. (Artie)

Doyle, hired Osborn, and Grampaw Pettibone was born.

After I retired, my son, Captain Hugh J. Tate, USN, also an aviator, kept me supplied with copies. I finally subscribed and every now and then, when I supply you with a little dope as Raddy started me off doing, your editor sends me copies and some very nice notes. And now because it is very much in the news and I spent three years at Coco Solo, I am doing an article for you on the naval air station in 1926-28 at Panama. I had some very good friends there.

One point of interest: Most people think that VF-2 (the *Flying Chiefs*) was the only enlisted pilot squadron, but I commanded VT-3 in Panama with Ltjg. G.B.H. Hall, USN, as X.O. and 12 enlisted pilots. We were flying T3M-2s We had 12 planes with 3A2500 800-hp Packard engines. We qualified in both blind and night flying.

J. R. Tate
RAdm., USN (Ret.)

Naval Aviation News has a special niche in the hearts of all Naval Aviators. This niche is Grampaw Pettibone, sometimes pure acid, more often sympathetic and understanding of the perils of Naval Aviation. It is the story of Naval Aviation, of men and machines which reshaped and remade a Navy, told and retold for succeeding generations of naval airmen. And finally it contains the current problems and hopes and aspirations of today's airmen. I can't imagine Naval Aviation without a *Naval Aviation News*. Well Done, thou good and faithful servant.

Kent L. Lee
VAdm., USN (Ret.)

Throughout the years, *NANews* has maintained a reputation for high quality education, entertainment and professional news coverage among all Naval Aviation personnel. The relatively recent sponsorship of similar periodicals by other naval warfare communities and specialties attests to its even wider readership and appreciation, for imitation is said to be the highest form of praise. The intangible benefit of all these journals is to give their clans a sense of identification and cohesion; the early growth of the spirit and unity of Naval Air was a pioneering example.

James B. Stockdale, VAdm., USN
President, Naval War College

On behalf of the entire Op-00Z (Chief of Information) gang, I am forwarding our special OpNav office congratulations on the occasion of your LX anniversary. Vice Admiral Major, Captain Bullings, Chief Porch (who restricts his *best* wishes to flight engineers and aviation mechanics) and Yeoman Ryan (whose granddad flew with Lindbergh in Lincoln, Nebraska) all hope *Naval Aviation News* will continue to inculcate the incorrigible and inform the infallible for at least another XC years.

W. "R" Thomas
Capt., USN

Naval Aviation News has served for 60 years to increase professionalism in the Naval Aviation community in an outstanding manner. In fact, through its long history *Naval Aviation News* has been an effective means of enhancing the professional understanding by the surface warfare community of all aspects of Naval Aviation. Continued professional understanding of Naval Aviation is essential considering the requirement for coordinated employment of all platforms (surface, submarine and air) to defeat the threat and the fact that a large number of surface ships are and will be air-capable.

James H. Doyle, Jr., VAdm., USN
Deputy Chief of Naval Operations
(Surface Warfare)

Your letter asked for observations and reflections, good or bad, regarding the value of *Naval Aviation News*.

On the bad side. Don't know that I have any particular axe to grind here. I've always been a little frustrated that the *News* was not as timely as I wanted it to be, but I understand that such is not possible when the frequency of publication is not very often. Also, much of the material was

addressed to the past – not to the future gut issues of Naval Aviation. It has always had an aura of "history" rather than "news" – at least to me.

On the good side. It is directed at the ready rooms, flight lines and aviation buffs, both in and out of the Navy – and that is a community that needs to have an official, legal means of communicating items of interest to the profession. I remember as the executive officer of a squadron many years ago how much we appreciated the chance to get some squadron news, a picture, or something in print that would make the other ready rooms of the aviation profession. It is an excellent professional publication for the working level aviation professional.

Gerald M. Miller
VAdm., USN (Ret.)

Naval Aviation News began as a news publication but it was not always that. During World War II, security dictated that it be classified "Restricted" and it published mostly non-news. Being part of the Aviation Training Division, headed by Captain H. B. (Min) Miller, we had to do our part in helping train the thousands of pilots running through the training command mill.

We reported on new training techniques at Jacksonville, Pensacola, Corpus Christi and Memphis, among others. We carried technical notes on "how-to-fix" for maintenance people. We listed movies and technical notes as they were issued. We tried to glamorize the aircrewmen's role, the backseat gunner, when the mortality rate in the South Pacific made the job bad for morale.

Nowhere in the *News* in those war days could you find articles about the feats and accomplishments of Naval Aviation on the war fronts. We were a *training* magazine, issued twice a month with a staff of a score of writers and artists and a budget of about $40,000.

When the war was over, *Naval Aviation News* switched gears back to a news publication. You could tell from reading it what Naval Aviators were doing, what records were set and the newest developments security would let us talk about in the oncoming jet age. It was much more gratifying to be able to publicize the new planes, new engines and the accompanying steps forward. We never ran heroes' names or their feats in the WW II magazines – it was a step forward for us to be unshackled from security and to give credit to the record-makers and the outstanding squadrons.

The WW II restrictions had been removed when the Korean War came along and the *News* was able to tell what Navy and Marine pilots, squadrons and ships were doing. The *News* in those days gave a better picture of what the services really were doing. This freedom still holds today.

After WW II, when the reserve program was building up, it was decided that the activities of those naval air stations and their weekend warriors should be covered, as well as fleet activities. We had a staffer whose main duty was to write them up.

The *News* was opened to subscription for $2 through the Government Printing Office to keep reserves informed and help their morale.

Our biggest wartime problem was distribution as ships and squadrons leapfrogged around the world. Getting the magazines into their hands with the articles about new equipment and maintenance techniques was of prime importance. The struggle between Navy offices which wanted training techniques and aids stressed in the magazine and those who wanted more technical stories went on unabated until BuAer began the *Maintenance Digest*, publishing the "how-to" features.

The prestige of the *News* always has been high . . . just mentioning you were writing something for the *News* about someone's squadron or station was "open sesame" to cooperation. The pages in the magazine today indicate that esteem has not decreased.

Arthur L. Schoeni
Former Editor

Congratulations to the staff of *NANews* for continuing throughout the years the same excellence in format and editorial content . . . that was established by Horace Ervin in 1943, when he converted it almost single-handed from a mimeo sheaf of pages.

I was fortunate to have been on the staff in those days when we struggled daily with the Government Printing Office. The staff was composed of the finest writers, artists and photographers under Captain Steichen. My responsibility was to handle the production and distribution, with a few field trips to aid in collecting story material.

Naval Aviation was booming. I think that Captain Warner's original Grampaw Pettibone with Bob Osborn's cartoons probably did more to save lives than any other printed word. Of course, Grampaw was featured in *NANews* along with the famous "Sense" pamphlets.

Barclay Ewing
Former Editor

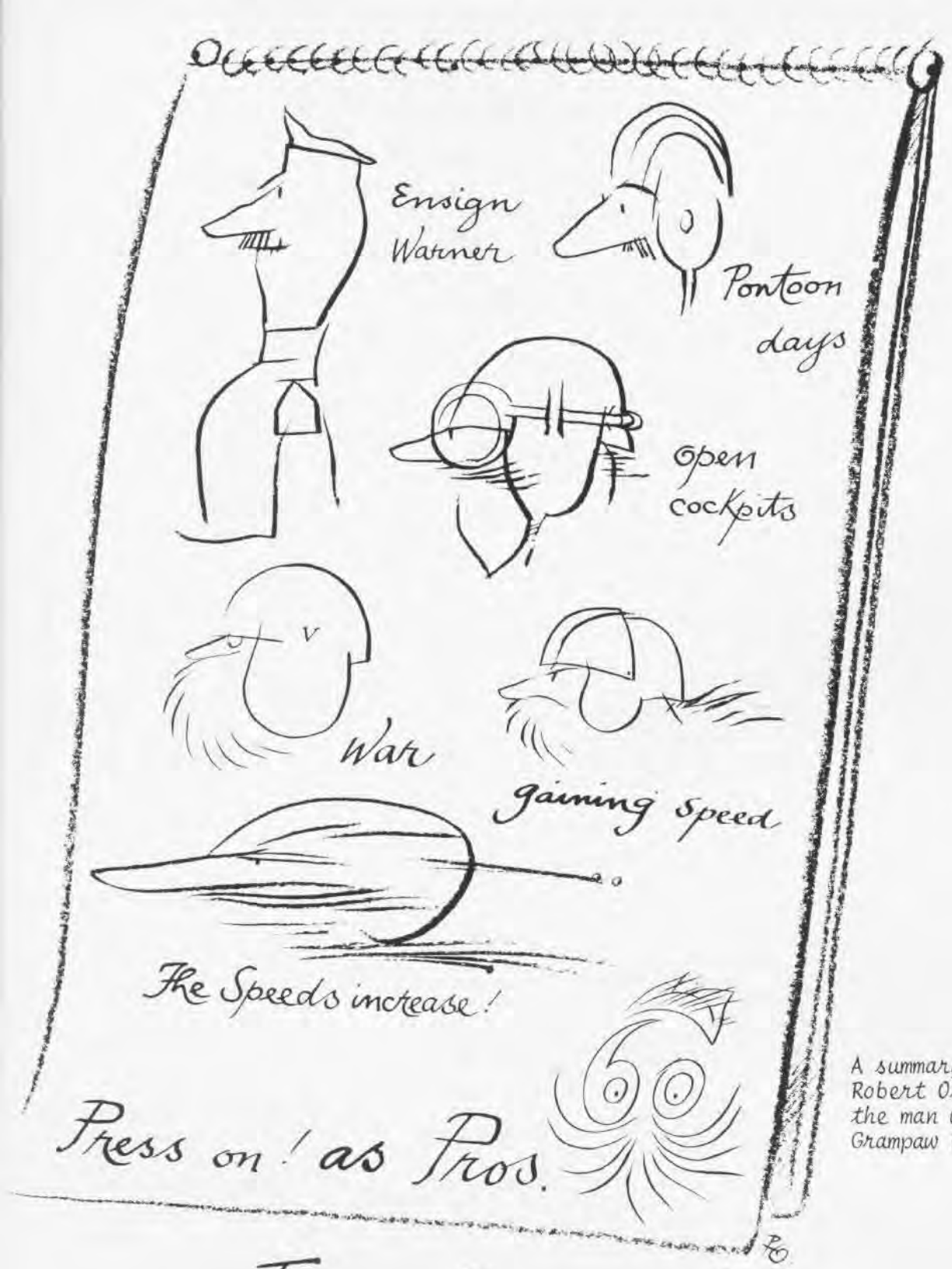
It was Joe Oglesby, (former associate editor, now with Civil Service Commission Public Relations) who had a significant impact on my professional life in the months (and years) immediately preceding my assignment to *NANews* in April 1961.

Not through design, I had followed in his career wake from one assignment to another, starting as an instructor at the Navy's JO School, through the *Deep Freeze* operations in the Antarctic. He was always a hard act to follow.

He had labeled me a "prolific polar penman" within the pages of *NANews*, forcing me to the typewriter to live up to the label.

He strongly recommended that I move into his billet when he retired from the Navy and then "talked me into accepting it." (It didn't take much talking: I had served two seasons in the Arctic with MSTS (MSC) followed immediately by three consecutive seasons in the Antarctic with VX-6. The prospect of balmy Washington duty promised a solace instead of an annual solstice worry.)

And he had dreamed up a series to be published in *NANews* on the evolution of aircraft carriers. It was originally suggested as a pictorial but under Oglesby arguments it developed into a written historical study. This I inherited. It grabbed two years out of my life and forced A. O. Van Wyen (Naval Aviation Historian) repeatedly to reach for antacids as he checked line-by-line, fact-by-fact, the 14-part series. I can remember vividly the patience of Izetta Winter Robb who urged the series on. Professionally, I learned from both and these lessons aided in the civilian years to come. And in this regard, I can express gratitude to Paul Jayson, then editor, who surprised me



A summary by Robert Osborn, the man who makes Grampaw Pettibone "go

From Gramps' Sketch book

with the first galley of the series. He had inserted my byline; it had been magazine policy not to recognize staff-written articles. I was elated.

NANews was my first experience with editing a monthly magazine. It was my training ground. It was my education. Subsequently, I was Senior Editor of *Armed Forces Management* magazine, a monthly; Editor of *Government Executive* magazine, a monthly; and, currently, after three years' retirement, Associate Editor of *Surface Warfare* magazine, a monthly. It is both educational and enjoyable to receive *NANews* monthly now, realizing it has maintained and improved its professional presentation of information.

Scot MacDonald
Former Associate Editor

It is a pleasure to have the opportunity to contribute to this celebrated milestone of your publication. *Naval Aviation News* has been a part of my naval experience for my entire flying career. For 30 of your 60 years, I have enjoyed the benefits of *NANews*, from Grampaw Pettibone to seeing some of my old favorites in your Naval Aircraft department. The human interest stories have provided a continual interface for understanding the varied responsibilities of our many commands. I am confident that Grampaw Pettibone in his aggressive manner has made a great contribution to Naval Aviation safety by recapping some of our weaker moments. *Naval Aviation News* has become as much a part of Navy flying as the aircraft themselves. The fact that it has continued to provide such an integral and meaningful service to the entire Naval Aviation community for so many years is a credit to you, your staff and the many people before you who made it possible. Congratulations on this anniversary from the entire Light Attack Wing, Pacific.

Robert P. McKenzie, RAdm., USN
Commander, Light Attack Wing,
U.S. Pacific Fleet

I am an avid and careful reader of *NANews* and have been throughout my career as a Naval Aviator. The contributions made over the six-decade span of the publication, in terms of information generated, "lessons learned," and precautions and procedures recommended, represent a monumental service to the Naval Aviation community.

As you observe the anniversary of the most faithfully read and deeply appreciated publication in the Naval Air inventory, the 25,000 men and women of the Naval Air Reserve, representing 6 air wings, 44 aviation squadrons, close to 400 operational aircraft and 132 (non-tactical) aviation support units, join me in expressing best wishes and thanks for the outstanding service you have provided the Naval Aviation community over the past 60 years.

Throughout the Naval Air Reserve, TARs, SelRes, USN, officer and enlisted, male and female, active reservists and members of the old fuds club all read and heed, and are wiser for what they learn monthly in *Naval Aviation News*.

Your style, content and format appeal to a broad spectrum of those who fly daily and those who must rely on periodic weekend flights, to the fighter pilot as well as the VR kabugi, and to aircrewmen and ground support people alike.

NANews is "where it's at" and we look forward to 60 more years of invaluable prose for pilots, chock pullers and FOD hunters, presented in a refreshing and informative manner.

P. N. Charbonnet, Jr., VAdm., USN
Commander, Naval Air Reserve Force
and Chief of Naval Reserve

Sufferin' sunfish! you caught me between a rock and a hard place as far as time is concerned. I'm still in the business of preaching flight safety to aspiring young whippersnappers who are trying to make a buck in this flying game. Only now they call me the Fuzz.

Yep! Uncle Sam had enough smarts to put me where I would do the most good, making caustic comments to fledgling air carrier operators as they struggle through the certification process. Being out here in sunny southern California does wonders for the old bones, too.

I'll never forget those days writing for *NANews* and the words of wisdom that had to be summoned for the young idiots whose Moms told them to fly low and slow in the turns. Would you believe it? We still have that type in the business. Some of them can't even spell "professional" let alone be one, so I'll never lack for job security.

What's with this "sexagenary milestone?" Sounds like an affliction that makes old men cry.

Sam Parsons
Grampaw Pettibone #4

I was art director when Captain, then Commander, Wilbur first reported to *NANews* as editor in March 1967. Up until then we had the old layout traditions which were excellent, but had many limitations.

Each month, Capt. Wilbur came up with new ideas and I began to express my own. This was the beginning of another new look in the magazine's evolution. A few of the articles I liked best are: NC-4 story (May 1969, which was my favorite); "The High and The Mighty" (March 1974); The Space Book (November 1970); *Skylab* (June 1973); and the POW Interview (December 1973).

I am proud to have worked with a magazine that has been outstanding for so many years.

Bob Hensley
Art Director
from 1967 to 1974

Thanks for your letter – time flies – 60 years!

I have tried to list some significant events while I was part of the staff. By far, the fact that Bob Osborn was a contributor for more than half of those 60 years is most certainly noteworthy!! Particularly when one considers that when he started, the primary Navy tactical aircraft was the low-wing propeller-driven monoplane (some biplanes were still around) which is in sharp contrast to today's F-14; yet, the stories and illustrations remain germane.

In the past 10 years, *NANews* has made dramatic changes to even further improve an already high quality publication. Particularly significant were the special issues produced to mark various Naval Aviation milestones – special aircraft carrier issues, Naval Aviation anniversary issues, a space issue, to mention just a few. The

increased use of colored covers and centerfolds was most impressive. One could write pages concerning the service the magazine has provided to the Naval Aviation community – that service being obviously *providing information* and keeping the community informed.

Holy Hannah, Leapin' Lizards, Great Balls of Fire, and all of that other stuff!

Nick Pacalo, Capt., USNR
Grampaw Pettibone #10

As a devoted reader of *NANews* for the past 30 years, I have found the publication to be a valuable and accurate means of communication within the Naval Aviation community.

The excellent variety of material, i.e., technical, historical, general and specific command and personnel information, contained in *Naval Aviation News,* provides the reader with a good cross section of knowledge concerning past and present events in Naval Aviation.

The Grampaw Pettibone articles, without question, provide both young and old Naval Aviators valuable information and knowledge by divulging the hairy experiences encountered by other aviators. The literary recreation of these experiences, as done by Grampaw Pettibone, provides a positive contribution to Naval Aviation safety.

B. H. Shepherd, RAdm., USN
Chief of Naval Air Training

It is a pleasure to congratulate *Naval Aviation News* on its 60th anniversary. Good journalism and professional management have made *Naval Aviation News* one of the Navy's most widely read and most enjoyed publications, accepted by many as *the* source of current trends in Naval Aviation.

Its style is distinctive, featuring excellent photography and descriptive articles displayed in an attractive format. Readers from diverse fields find it provides a variety of technical information, historic sketches, human interest articles and thought-provoking humor. Of particular importance is the accurate and timely coverage of the wide spectrum of new developments which interest the entire Naval Aviation community.

The staff of *Naval Aviation News* has been successful in ensuring this balanced and accurate coverage throughout the past 60 years. It is a pleasure to recognize them for doing such an effective job in reaching an important segment of our internal Navy audience.

David M. Cooney, RAdm., USN
Chief of Information

The Korean War peaked and ended while I was with the magazine. Our E Ring offices were somewhere in the Pentagon's attic. We were fighting for our existence, just as you may do today.

In those days, Naval Aviation was transitioning from props to jets. Carrier decks were changing from straight to angled, or canted, as we called them. Steam catapults were being introduced. Flying boats were on the way out. Nuclear-powered submarines were coming into the Navy. I saw the first one launched up at Electric Boat's yard at Groton.

Big names in the Navy at the time were Forrest Sherman, Arthur Radford, Ralph Ofstie, Jimmie Thach and Artie Doyle – to name a few. I'm proud to say that I had occasion to meet, work for or with, sail with or otherwise encounter each of them as I did their predecessors King, Nimitz and Halsey.

One personal incident in the big name department of the time concerned President Harry Truman. A number of us Naval Aviation types had lunch at Duke Ziebert's. We were in uniform, as was the rule in those days. On our way back to the Pentagon in my little red Dodge, we stopped at the old Main Navy Building to let off one of our party. It was summer and car windows were down. A street construction project on Constitution Avenue had slowed traffic to a creep.

As our friend stepped out of the car, he exclaimed, "There's Harry," and tossed a snappy salute.

Sure enough, not more than three or four feet away was the President of the United States. We all tossed him a salute as he grinned at the "There's Harry" recognition. He returned the salute and gave us a cheerful "Hi, boys."

The President's limousine, halted momentarily for the construction, soon moved on escorted by two Secret Service cars ahead and two more behind. As the last escort car passed, I pulled away from the curb and was faced by a very large policeman. He eyeballed us, hesitated, and for some unknown reason directed me ahead.

The first thing I knew, my little Dodge was right behind the last Secret Service car in the President's procession as it picked up speed down Constitution. I was in the parade, but lonely. Other traffic had been stopped. Should I hang in or not?

Hang in I did as we speeded around the Lincoln Memorial, across Memorial Bridge, and on toward the Pentagon, where I peeled off. The Secret Service men waved as they speeded the President on to National Airport.

There's no particular point to that story except to highlight the fact that *NANews* staffers never know what to expect around Washington.

Matthew H. Portz
Former Head, Aviation Periodicals Section

PH3 B. R. Trombecky

I look back on my tour in *NANews* as one of the most enjoyable and worthwhile of my naval career. In my second career as head of my own management consulting company, I benefit every day from the three-year writing apprenticeship under that great master, Izetta Winter Robb, a great literary craftsman and great human being.

The articles I am most proud of were on the maintenance organizations of VT-3 at Whiting Field and VA-126 at Miramar ("VT-3's Quality Control Program," September 1960, and "Squadron View of Fleet Work Study," September 1962).

I learned what those outfits were doing, visited the squadrons, recruited the authors and worked with them in development of the articles. In both cases, those squadrons went on to rack up all-Navy, safe flight hour records *after* the articles were published.

Robert J. Massey
Former Associate Editor

I find the chief value of *Naval Aviation News* is in its contribution to fleet morale and esprit de corps. This in turn leads to improved retention and pride in performance among aviation personnel. Also important are the historical information and professional knowledge *Naval Aviation News* provides. To us relative newcomers, the historical articles offer a sense of perspective.

The numerous magazines and periodicals published for other professions indicate that people can never be too well informed. This holds true for the professionals in aviation. It is vital that the modern naval officer be aware and knowledgeable of other areas of aviation since he is involved in many different communities and jobs during his career. *Naval Aviation News* serves an important function in furthering the naval officer's professional knowledge and understanding of the Navy beyond his current billet.

We at *Approach* offer congratulations on your 60th birthday, especially to Grampaw Pettibone.

D. A. Burke, Lt., USN
Editor, *Approach*

I have been teaching physics and general science at Campion High School in Prairie du Chien, Wisc., for 25 years. In the summer I teach at Creighton University, Omaha, Nebr., and conduct workshops for teachers. In addition, I write science books for young people.

Throughout this entire time I have appreciated the dynamic help given to me by *Naval Aviation News*. I used many of your articles in my science classes and for background material in my books.

My sincere thanks to you and your staff for such excellent help in teaching science.

John M. Scott, S.J.

Father Scott has written 15 books including one about the astronauts entitled *Put God Back in Orbit*, and the award-winning *The Senses*.

Congratulations on the 60th anniversary of the oldest Navy publication. It gets better with age. Each issue is read eagerly, thoroughly — and often enviously — the day it reaches our office.

Bill Kreh
Editor, *Navy Times*

It's a real pleasure to congratulate *Naval Aviation News* on reaching another milestone — your 60th. We continually look to you as the experts in Naval Aviation and defer to you at all times as the *real* authority in that field.

I'd like to take this opportunity to thank you and your staff for the fine cooperation we have enjoyed in past years. May you look forward to many years of continued success coupled with the respect and professional admiration of your readers.

Here's wishing *Naval Aviation News* terrific "journalistic flights" in the years ahead.

J. F. Coleman
Editor, *All Hands*

Thank you for giving me the opportunity to comment on *Naval Aviation News*.

I, personally, think that it is one of the finest publications in its field. It serves a great purpose in keeping all members of the naval aeronautical organization informed on current and timely subjects. It is a morale and esprit builder, particularly for the young. For we oldsters, it is most interesting and I look forward to it every month.

Robert B. Pirie
VAdm., USN (Ret.)

Congratulations to *Naval Aviation News* as it reaches its 60th anniversary. I am proud to have been associated with this great publication for many years, both as a reader and as DCNO(Air Warfare) from 1972 to 1976.

Unique among service magazines, *NANews* has been able to retain its distinctly personal flavor and appeal while maintaining a high level of pro-

fessional reporting. The skillful blending of aviation technology, history, safety and current developments with humor in a highly readable format has been a trademark of the *News*.

Perhaps my greatest contribution to *Naval Aviation News* was saving it on several occasions from the budget cutter's axe when it was in danger of being decommissioned. My actions were based on a strong conviction that *NANews* provides necessary information and motivation to the aviation community.

William D. Houser
VAdm., USN (Ret.)

It was a very pleasant surprise to learn that *NANews* is 60 years old. That *is* history.

Naval Aviation News is a fine publication. It keeps up with all the changes and trends in Naval Aviation and still puts heavy emphasis on Grampaw Pettibone's safety theme illustrated by Bob Osborn.

Henry L. Miller
RAdm., USN (Ret.)

Keep up the great work. *NANews* is still one of the top publications around, thanks to your sterling efforts and direction.

Since I am retiring, you can anticipate receiving my subscription as soon as we get settled into our home in Carmel, Calif.

W.R. McClendon
RAdm., USN (Ret.)

Let me congratulate you on the 60th anniversary of *Naval Aviation News*. *Naval Aviation News* was a publication which I eagerly awaited and read from cover to cover during my Naval Aviation days. Some of the greatest aviation tales came out of Grampaw Pettibone, and I will never forget that classic story on the flight of six Naval Reserve Aviators in *Panthers* entitled, "And Then There Were None."

I feel the publication keeps Naval Aviators fully informed of activities in their field; movement of ships, planes and personnel, and, in general, maintains an aura of respectability for Naval Aviation that made me proud to be part of the team.

James A. Lovell, Capt., USN (Ret.)
Former Astronaut

Naval Aviation News is the top specialty magazine published by the Navy. It consistently provides the most interesting and informative features. There is only one recommendation for the future of the magazine for Naval Aviators – just keep doing what you have been. When you have a successful formula, don't mess with it.

Paul Stillwell
Managing Editor, *Proceedings*

Congratulations on the magazine's 60th anniversary. It is a fine publication and we look forward to seeing each number with real interest as it keeps us well informed on U.S. Navy flying.

C. Clark
Editor, *Joint Services Recognition Journal*
London

From *Naval Aviation News'* beginning as the *Weekly Bulletin*, through its years as the *BuAer News Letter*, to its magazine format of the past 35 years, it has been the only publication which has communicated a broad-based overview of the entire spectrum of Naval Aviation activities – training, technology, logistics, ships and shore bases, flight activity (including races, records and outstanding flights), ship and aircraft recognition, safety, etc.

It has informed the general public, broadened the perspective of the neophyte and apprised the professional of events in the diverse areas of Naval Aviation. Thus, *Naval Aviation News* has contributed to the cohesiveness and unity whereby U.S. Naval Aviation achieved and is maintaining its unique integration of air power with sea power.

Here's to the next 60!

Lee M. Pearson
Former Naval Air Systems Command Historian

As part of the Naval Aviation team, Marine Corps aviation salutes you on your 60th anniversary.

You have chronicled the story of Marine flyers and supporting crews along with our Navy counterparts in an effective manner. In so doing, you have helped reinforce the dynamic heritage which we share.

T.H. Miller, Jr., LtGen., USMC
Marine Corps Deputy Chief of Staff for Aviation

As a man who has now been flying, coming his 48th year, I have followed not only Naval Aviation, but aviation news in general through your excellent publication. I don't know how long I have been receiving it, but I want to congratulate you on the work that is being done. I hope it will be continued for many years to come.

Barry Goldwater
United States Senator

Over the years I have enjoyed reading *Naval Aviation News*. The unique heritage we share in Naval Aviation has been well highlighted and documented through the pages of this professional periodical. From the punches and plaudits of Grampaw Pettibone to the special features, *Naval Aviation News* provides the Naval Aviation community with a means to continue a proud tradition.

T.B. Hayward, Adm., USN
Commander in Chief,
U.S. Pacific Fleet

If you're an aerospace engineer, subscription to *Aviation Week* is a professional must. If you are (or ever were) a Naval Aviator, you may still want *Av Week* regularly but *NANews* is needed like food, continually. Part of the reason is, of course, to keep up with news of the many elements of Naval Aviation. However, your magazine's retrospective and historical articles provide warm, nostalgic satisfaction and a sense of deep pride in being part of the most challenging and exciting arm of the best military service.

F.C. Durant III
Assistant Director, Astronautics
National Air and Space Museum

I consider it a privilege to have shared the ideas reported in *Naval Aviation News* during my naval career.

Naval Aviation News has been around a long time, and my prediction is that it will be around a lot longer – not only covering flights in the atmosphere, but into outer space and the planets and other stars when we go there eventually. Even the name "starship" or "spaceship" sounds Navy. Those space mariners are going to need information about their service and their comrades just as our shipmates have in the preceding 60 years. Maybe they'll have to get the news by some sort of television printout, because my guess is they will be a little too far away and traveling a little too fast for the U.S. mails to deliver their copy. Naval Aviation has a great future ahead of it, perhaps brighter than ever in its history.

Alan L. Bean, Capt., USN(Ret.)
NASA Astronaut

Naval Aviation News' 60th anniversary – what a grand occasion.

Our present state of being is no doubt related directly to the present state of aviation's progress – the most rapid man has ever seen.

I have been reading your fine journal since the Thirties and have depended upon it through the years to tell the Naval Aviation story as it is.

Keep up the good work. The nation needs such a journal, as the aviation public cannot go to sea and has no other way of getting the real story.

Edward H. Heinemann
Designer of SBD, A-1, A-3, A-4, et al.

A look at the past is permissible if we do not persist in it. Marching or, more appropriately, flying into the future is our business.

There have been great landmarks in the history of *Naval Aviation News:* its simple beginning in 1917, its growth under the aegis of Lt. Arthur W. Radford and later editor Joy Bright Hancock; in 1943 the gift of *Time,* Inc., of *Life* magazine's cover format (the red logo at the top and red stripe across the bottom); and in October 1968, the first multi-colored covers and photographs. The year 1943 also witnessed the beginning of the *News'* most popular feature, the sage advice of Grampaw Pettibone. "The oldest living Naval Aviator" was first imagined by Captain Seth Warner, then illustrated by Robert Osborn who still does the Gramps drawings.

The record of Naval Aviation has been faithfully depicted in the pages of the *News:* its aircraft, armament, air stations and carriers and, above all else, the Naval Aviators and Naval Flight Officers who fly in time of peace and war, supported by ground forces and technical experts. When the first seven astronauts were chosen in 1959, how proud we were that four were drawn from the flying ranks of the U.S. Navy and Marine Corps. To this day, a naval background is the good fortune of many of the astronauts.

Trophies, air races, technical achievements and improved ways of coping with special problems have been reported in this attractive, pictorial periodical. Recording the richly varied experience of Naval Aviation in the *News* has preserved the esprit de corps of the service. Such a past is a challenge to the future.

Izetta Winter Robb
Managing Editor, 1954-69

As a co-sponsor of your publication, I would like to commend and congratulate you and your staff, as well as those before you, on the occasion of *Naval Aviation News'* 60th anniversary.

For as long as I have been a member of the Naval Aviation community, I have read and profited from the articles which your magazine has published. They have been factual, timely, interesting and well written.

During its 60 years of existence, *Naval Aviation News* has been a valuable forum which has no doubt made its contribution to the success of Naval Aviation. We are grateful for the part your magazine has played.

Well Done!. And I wish you and those who will follow you good luck in the years to come.

F.S. Petersen, VAdm., USN
Commander, Naval Air Systems Command

Naval Aviation News has consistently performed an excellent and meaningful service. As the official voice of Naval Aviation, the magazine combines information on new developments with articles reflecting the rich heritage of Naval Air's past. Proper emphasis is also placed on the most important element in our community – the men and women who operate and support our aircraft.

I have been consistently proud of our magazine and I wish it well in the years ahead.

Go Naval Air!

F.C. Turner, VAdm., USN
Deputy Chief of Naval Operations (Air Warfare)

Please accept my congratulations as you mark the 60th anniversary of *Naval Aviation News.*

During its many years of publication, *Naval Aviation News* has been a powerful positive influence on the professionalism of the Naval Aviation community. Several generations of Naval Flyers have benefited greatly from the wealth of information in each issue.

The superior quality of your publication over the years has created for it a wide readership that extends well beyond those associated directly with Naval Aviation.

As a regular reader, I extend my gratitude for *Naval Aviation News'* past contributions to the Navy, and wish for the magazine staff every success in the future.

J. L. Holloway III, Adm., USN
Chief of Naval Operations

For generations, Naval Aviation News has endeavored to stay in formation with the flyers, supporting crews, administrators and wonderful airplanes which have made Naval Air the respected force it is today. We will strive to hang in there, alongside, in the years ahead.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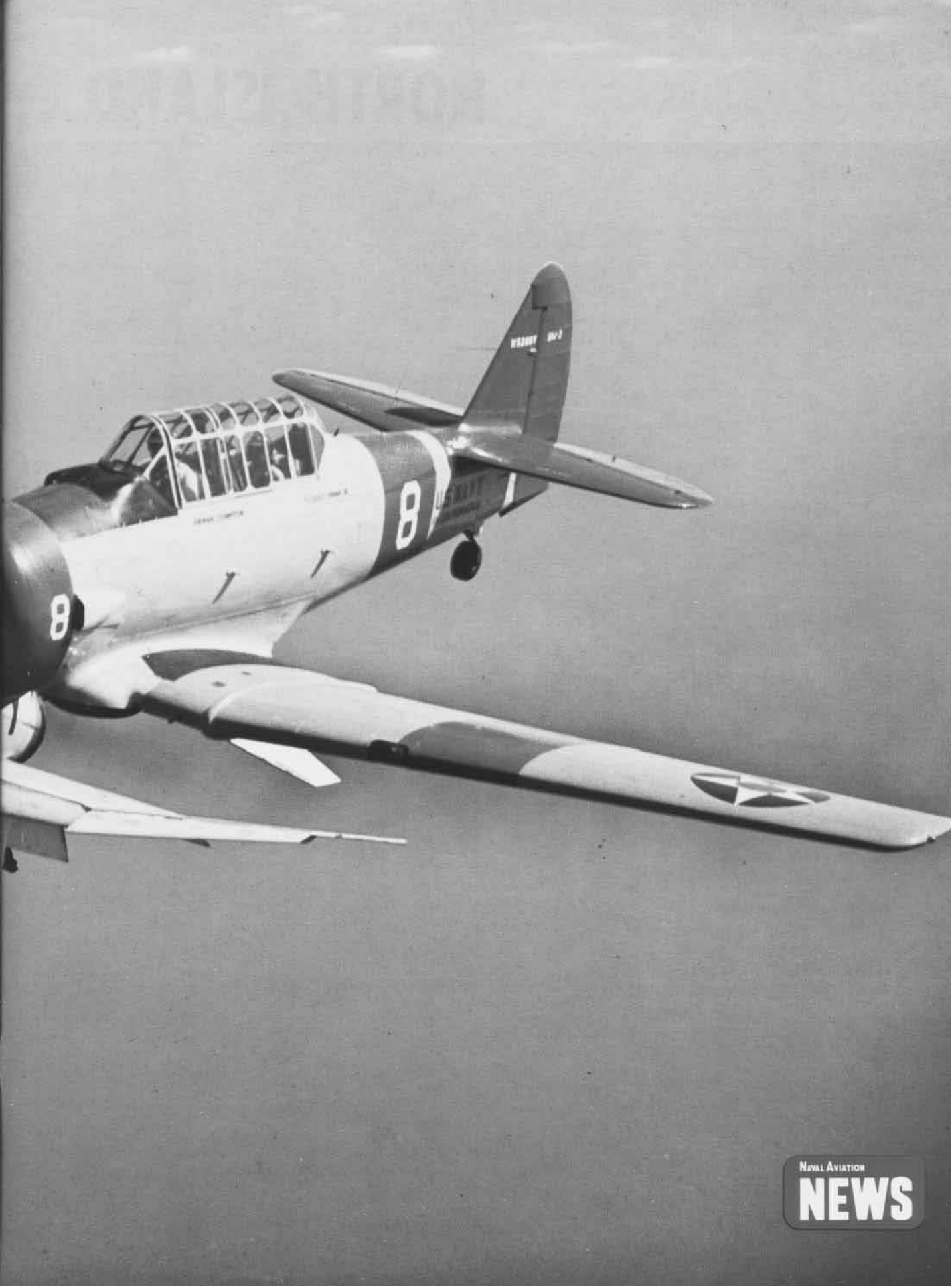


NAVAL AVIATION NEWS

NORTH ISLAND...

The Birthplace

By Helen F. Collins

The roots of the multi-faceted aviation complex that is NAS North Island today reach down into the beginnings of Naval Aviation itself. It was in 1910 that a place was made for aviation in the Navy structure when Captain W. I. Chambers was tasked with monitoring all aviation matters. He held no official title but pulled together the threads of aviation interest within the Navy. Before the Navy had planes or pilots, he arranged a series of tests in which Glenn Curtiss and Eugene Ely (a civilian pilot) demonstrated the flying machine's capability for shipboard operations.

Glenn Curtiss wrote to the Secretary of the Navy offering flight instruction to one naval officer, without charge, to help develop the Curtiss airplane for military purposes. The Navy entered the world of aviation when the first naval officer to take flight training, Lt. T. G. Ellyson, arrived at the Glenn Curtiss Aviation Camp at North Island on January 9, 1911.

His first days there were spent wading around in the water, working with Curtiss on his converted biplane. Curtiss got his plane into the air on January 26 for the first successful hydro-aeroplane flight, two miles at about 150 feet, with a speed which rose to more than 50 miles per hour.

In February the plane was advanced enough to land in the bay alongside the cruiser *Pennsylvania,* be hoisted aboard, stowed and then lowered for another successful takeoff. It showed the world that aviation could go to sea, and helped get the first appropriation through Congress which provided $25,000 to the Bureau of Navigation for experimental work. Naval Aviation was on its way.

North Island was accepted as what would be called an aviation camp. By mid-year the Navy had ordered its first airplane, the Curtiss A-1 biplane. Curtiss reported that Ellyson was a competent flyer and instructor. So by the end of 1911, one could say that a beginning had been made and North Island was an integral part of that beginning.

Flying activity began in January 1912 when Lieutenants Ellyson, John Towers, John Rodgers and V. D. Herbster with seven enlisted men arrived to set up the aviation camp on land offered by Curtiss on North Island.

NAVY DEPARTMENT

WIC/G

Washington

January 4, 1912

From: Secretary of the Navy

To: Commander, Pacific Torpedo Fleet, U.S.S. Iris

Subject: Naval Aviation Camp, North Island, San Diego, Cal.

Orders have been issued to Lieutenants John Rodgers, U.S. Navy, and Theodore G. Ellyson, U.S. Navy, to establish a Naval Aviation Camp on North Island, San Diego, Cal., at such place as may be designated by Mr. Glenn H. Curtiss, who has offered facilities for the purpose. Lieutenant Rodgers is entrusted with the care and control of the Navy Wright machine, the Navy Curtiss machines being independently under the control of Lieutenant Ellyson.

The official correspondence of this Camp will pass through you, as Senior Officer Present. Emergency requisitions for such spare parts as may be needed to repair damages will be made through you. But before authorizing purchases . . . authority for expenditure of the same must be obtained by telegraph, using the Western Union Code. For example, a request to spend $30.00 to repair a Curtiss aeroplane and 20 dollars to repair a Wright aeroplane should be addressed, BuNav, Washington, Curtiss Mitrito, Wright Misstormen. Approval or disapproval in reply, by the same code, will govern the disposition of the requisition.

Please cooperate with the Naval Aviators, as far as may be practicable and convenient, in making repairs with the workshops and facilities under your command.

G. v. L. Meyer

The small group represented the entire flying Navy and had with them the Navy's total flying fleet, the Curtiss A-1 and A-2, and the Wright B-1. They moored the planes by driving stakes into the sand and hitching the planes to them, much as horses were hitched. Sand blown by the wind filtered into the engines, making maintenance difficult. The small detachment lived in tents. North Island for a brief time became the scene of many exploits of the fledgling Naval Aviators as records were made and broken. Before long even the first air-to-ground bomb was successfully dropped.

The group left North Island after only about three months for Annapolis. The Navy did not return until 1917 when the need for training bases in WW I became acute. (In 1914 the Navy opened Pensacola for its own specialized kind of training.) The Army, which also had some officers in training at North Island, remained and had a fair-sized establishment there known as Rockwell Field by the time the Navy returned.

In July 1917 Congress authorized the President to take possession of North Island, to be shared by the Army and Navy in joint tenancy. Navy Lt. Earl W. Spencer arrived on November 8, 1917, under orders to establish and command a permanent air station for training pilots and mechanics in ground and flight schools. That same month the air station was commissioned NAS San Diego. It marked the beginning of NAS North Island as it stands today.

There must have been a great deal of curiosity in the surrounding civilian community regarding the new flying activity, and the local newspapers ran many features covering it. The following is an excerpt from one of the issues of the *San Diego Union* in December 1917:

"A feature of the naval aeronautical academy is the fact that all hands, from the commanding officer down to the Marine standing guard at the float and who asks you politely for your pass, partake of the same chow. The

same soup that comes out of the huge coppers in the galley and that is served to the gobs also is served to the officers and student officers. The same is true of the steaks, the tea, the coffee and other foodstuffs. And to do the thing up right the crack naval aeronautical station band plays in the dining room during meal hours."

In January 1918 a number of men of the Naval Flying Corps and 16 Marines began operations at the air station. There was rapid growth, which continued even after the war's end. Among the planes flown were the *Liberty* seaplane, equipped with navigational instruments, wireless set, machine guns and bombing devices; and the F-type flying boat and N-type seaplane, both with 110-hp Curtiss engines. Blimps were used for coast patrols. The year 1919 saw the beginning of the repair and servicing of fleet squadrons — which has become so major a part of North Island operations. The island's aviation future was secure.

In April 1926 SecNav directed that all graduates of the Naval Academy be given 25 hours of flight instruction during their first year of sea duty, with flight schools to be established at Hampton Roads and San Diego.

The air station brushed elbows with another aspect of aviation history when in May 1927 Charles Lindbergh took off from San Diego in *The Spirit of St. Louis*, which had been built there. He was en route, via St. Louis, to New York, the starting point of his solo, non-stop transAtlantic flight.

Naval air activity increased as aircraft carriers arrived at North Island's docks and the big dirigibles became a part of the station's operations. At the same time, the Army's need for its North Island facilities decreased and, in 1935, the President approved a joint Army-Navy proposal whereby the Army turned over all its sites to the Navy in exchange for other Navy areas. Army evacuation of Rockwell Field and other installations, however, was not completed until 1939. By then air power was receiving top attention and the station grew still more rapidly as the United States prepared to fight in another world war.

Operations stepped up again during the Korean and Vietnam Wars. During those years most capital expenditures had to do with new jet, electronic, missile and atomic requirements.

In 1955 NAS San Diego was redesignated North Island. The House Committee of the Armed Services on August 15, 1961, approved Resolution #208 to officially recognize San Diego as the Birthplace of Naval Aviation.

"Lt. T. G. Ellyson, U.S. Navy, was ordered to report to the Curtiss School and did so in January 1911. He remained there under instruction until March 31, 1911, at which time he reported that in the opinion of Mr. Glenn Curtiss he was qualified to fly in fair weather. In April of that year he accompanied the school, in its first move, to Hammondsport, N.Y. Lt. Ellyson was the first naval officer to complete flight training under Navy auspices and he was officially designated Naval Aviator No. 1. Since he received his initial flight training in San Diego and, while there, reached a recognized stage of pilot proficiency, it is considered that San Diego has logical claim to recognition as the Birthplace of Naval Aviation."

During the discussion that preceded the passing of the resolution, the following exchange took place:

Mr. Wilson: "Mr. Chairman, Mr. Bennett put forth a valid argument about a conflict with Pensacola. Pensacola claims to be the cradle of Naval Aviation and we [North Island] claim to be the birthplace.

"If I remember my chronology properly, you have to be born before you are put in the cradle."

"You are talking about conception. I am talking about birth."

Mr. Bates: "Let's vote!"

Today, support to the fleet is still the primary mission of NAS North Island. It is the headquarters for several staffs, and a base for many deployable fleet air squadrons. Its deep water facilities provide berthing for carriers, seaplane tenders, amphibious assault ships, cruisers and other ships. Support is provided in various forms and degrees. In addition to personnel support, there are operational support centers around the air terminal, hangars, shop and operating areas, piers and docks, and supply, maintenance, overhaul and repair activities. Training is provided for schools of the

Construction of seaplane ramps, 1918, above. Right, Langley at dock, 1925. Opposite, three Curtiss training planes and two Antoinette monoplanes at Curtiss Aviation Field, 1911.

various commands and fleet training units. During 1977 the air station had 84 tenant commands with a total of 87 projected for year's end.

Commander, Naval Air Force, Pacific Fleet, headquartered in San Diego since 1949, is the representative of CinCPacFlt in the operation, support and administration of Naval Aviation in the Pacific, an area of over 90 million square miles from the Arctic Circle to Antarctica and from the Americas to Asia. The primary responsibility of NavAirPac is the training of Pacific naval air units. All aircraft carriers, aircraft and aviation units assigned to the Pacific Fleet are under its control – more than 65,000 personnel, 2,000 planes in more than 100 squadrons, and 6 aircraft carriers: *Enterprise, Constellation, Kitty Hawk, Ranger, Midway* and *Coral Sea*. Some of the carriers which have been homeported at North Island have helped pinpoint splashdowns of NASA space capsules in the mid-Pacific.

Commander, Antisubmarine Warfare Wing, Pacific Fleet, is the functional wing commander for all Pacific Fleet sea-based ASW and several fleet support squadrons. He is also ComNavAirPac's representative in the functional administration of shipboard air ASW and fleet combat support. To fulfill this mission, he ensures the readiness of the Pacific Fleet's shipboard ASW aircraft, supervises the training of fleet replacement pilots, NFOs and aircrewmen and further directs a comprehensive training program for fleet replacement maintenance personnel.

The Naval Air Rework Facility is one of six depot level rework activities under the management of the Naval Air Systems Command. It is the major tenant of the air station, occupying 71 buildings and 362 acres. NARF was established in July 1919 to meet the need of Naval Aviation in WW I for facilities to overhaul aircraft and engines. It was known as the assembly and repair department. In the early days, repair shops were operated in big canvas tents. As the planes were constructed mostly of wood and fabric, they had to be stripped of the fabric and actually rebuilt. There were no overhaul manuals and craftsmen had to start with nothing but the old part for a pattern.

The first airplanes completely overhauled were Curtiss JN4 *Jennies*. Among others reworked in the early Twenties were F5Ls, and Curtiss hydro-aeroplanes and F-boats. Some landplanes were also reworked about 1929, although most of the work involved seaplanes. Engines such as the P&W Wasp and Wright Whirlwind Cyclone were overhauled.

During the Thirties, the depression slowed aviation development. However, as the war in Europe intensified, the threat of U.S. involvement became a reality and an all-out push began. The main job of the assembly and repair department was to provide the maximum number of flyable aircraft. By the time the war ended, personnel onboard totaled 11,000 military and civilian, but the years following saw operations reduced once more. In 1948 its name was changed to the overhaul and repair department.

Overhaul and repair operations had to transition from props to jets, helos, large seaplanes and missiles during the Korean War, requiring extensive changes in facilities, equipment and skills. NARF North Island was established as a separate command on April 1, 1967.

NARF's functions cover every phase of depot level rework. Shops and hangars are adjacent to miles of runway and nearby are carrier and tender berths where aircraft and components can be offloaded and loaded.

Fleet Aviation Specialized Operational Training Group, Pacific Fleet was commissioned in 1945. It is under the military command and administrative control of ComNavAirPac. FASOTraGru provides instruction in the specialized operational and tactical employment of weapon systems and equipment. It conducts survival, evasion, resistance and escape (SERE) courses and operates ground training and flight simulation facilities.

Besides the parent command at NAS North Island, there are eight detachments. At North Island, training covers electronic warfare; aviation training devices; deep water, cold weather and jungle environmental survival; and combat search and rescue. Combat SAR instruction is now based on inter-service search and rescue concepts, an all-encompassing syllabus which employs proven techniques that are valid for any environment. There is also an advanced SERE seminar conducted by former prisoners of war that deals with the captivity experience.

The Nuclear Weapons Training Group, Pacific trains personnel for nuclear weapons duty in the Pacific Fleet. It provides nuclear weapons technical instruction for the Chief of Naval Technical Training and the Commandant of the Marine Corps and makes technical inspections of CinCPacFlt nuclear-capable units. It is the only activity in CinCPacFlt offering courses in the employment of nuclear, conventional and chemical weapons. It provides mobile instruction for various weapons systems aboard ship.

Deputy Commander, Operational

S-3A in carrier pattern.

Test and Evaluation Force, Pacific is responsible for the evaluation of new weapons systems prior to fleet introduction; the independent assessment of the operational effectiveness and suitability and military utility of new weapons systems, testing them under rigid fleet operational conditions.

The Pacific Fleet Audio-Visual Command was first formed in 1951 in San Diego. A revival of the Navy Combat Camera Group of WW II, it covered the Navy effort in the Korean and Vietnam Wars. On January 1, 1967, it was designated a command. It received its present name last July because of its consolidation with the Fleet Air Photo Lab and other units. The group has covered missile and space launches, astronaut recoveries, nuclear tests, underwater assignments, mine clearing, evacuation of Cambodia and Vietnam and other events.

The Aircraft Intermediate Maintenance Department provides aircraft component repair for fleet aircraft. With over 50 work centers and 550 military and civilian employees, AIMD processes over 4,000 components a month to support eight different types of aircraft.

NARU North Island is headquarters for the Selected Air Reservists in the Southern California and Arizona areas. Its primary mission is to help train reservists at North Island and Miramar, and provide administrative support to NARDet Miramar and the air reserve squadrons located at the two stations. NARU also supports seven replacement units for reserve force squadrons and 22 non-tactical and operational control units, as well as intelligence, weather service, air station and air wing support activities.

Fleet Composite Squadron Three, established in August 1972, functions under ComASWWingPac. Its force commander is ComNavAirPac. It is one of the first target squadrons which helped support the unmanned remotely piloted aerial target systems. The squadron provides aerial target services to surface and air units of the Pacific Fleet, and supports surface-to-air and air-to-air weapons training, aerial defense readiness exercises, and weapons test and evaluation. VC-3 maintains and operates DC-130As and three pilotless aerial missile targets: MQM-74C *Chukar,* the subsonic BQM-34A *Firebee I* and the supersonic BQM-34E *Firebee II.* There are two permanent detachments, one at PMTC and the other at San Clemente Island. Temporary desert (Yuma) and shipboard detachments are deployed occasionally to provide target services for the Marine Corps and underway fleet surface units.

In the VS community, Air Antisubmarine Squadron 21 has 10 S-3A *Vikings* and 14 aircrews. Commissioned in 1950, it was the first squadron to be designated an antisubmarine squadron. In November 1976 it marked nine years of accident-free flight operations, representing 36,500 flight hours.

VS-33, commissioned in April 1960, received the first of 10 *Vikings* in March 1976. VS-33 completed its 16th year of accident-free flying in September 1976, accounting for 83,000 flight hours and over 20,500 carrier landings.

The safety records reflect the emphasis the units have always placed on safety as they carry out their mission of all-weather ASW protection of convoys and naval task forces, sea and coastal patrol, guarding against enemy submarine penetration and submarine-launched attacks, and operational readiness training for ASW forces in the Pacific.

VS-41 was established in June 1960 to train fleet replacement pilots, aircrewmen and maintenance personnel for the VS community. In July 1961, VS-41 took on the additional assignment of instrument flight training. It was given still another mission in September 1968—instructing OV-10 replacement pilots for Light Attack Squadron Four, which arrived aboard that month. Each year, the squadron turns out about 70 VS replacement pilots and 400 maintenance personnel. This instruction has included aircrews and technicians from Argentina, Uruguay, Australia, Thailand and Nationalist China. VS-41 now specializes in the S-3.

VS-29 was also commissioned in 1960. In 1962 and again in 1963 the squadron assisted in the recovery of *Mercury* space capsules. After a number of WestPac deployments and exercises in both the Atlantic and Pacific, the squadron is now carrying out its mission with *Vikings*.

VS-37 was commissioned in 1946 as VA-76E, a part of the organized reserves. After being renamed several times, the squadron was called to active duty on May 1, 1951. It was redesignated VS-37 in July 1953. It made many WestPac deployments during the Vietnam Conflict and deployed aboard *Kitty Hawk* in November 1973 for the first operational CV cruise in the Pacific Fleet. The squadron began transitioning to the S-3A in September 1976.

VS-38 has been home-ported at NAS North Island since the early 1950s. It conducts all-weather antisubmarine operations, including carrier-based and shore patrol missions. The S-3A outfit is also tasked with reconnaissance, surface surveillance, and search and rescue operations.

VC-3 Hercules with three BQM-34s over Pt. Mugu target range. Below, Sea Knight participates in rescue training.

Helicopter Combat Support Squadron One was commissioned at NAS Lakehurst in 1948 as the Navy's first operational helicopter squadron, Helicopter Utility Squadron One. (On July 1, 1965, all HU squadrons became HCs.) Since its commissioning, the squadron's primary mission of air-sea rescue has remained unchanged. In addition, its seagoing detachments provide helicopter services for the Pacific Fleet. The *Angels* have rescued over 1,500 military and civilian personnel, using a variety of helos, including the SH-3G *Sea King*. Additional missions have been a part of HC-1's history: ice reconnaissance, medical evacuation, vertical replenishment, guided missile recovery, photo reconnaissance, ground support with gunships, gunfire spotting and minesweeping. Several detachments have participated in *Apollo 15, 16* and *17* recoveries, as well as a *Skylab* recovery.

HC-3 was commissioned in September 1967. Under ComASWWingPac, its detachments use the CH-46D *Sea Knight*, operating from logistics supply ships to transfer supplies to ships underway. HC-3 carries out a number of missions to support Pacific Fleet commands and to train personnel for the squadron's own detachments; shipboard landing qualifications, vertical replenishment, logistic support for fleet units and personnel transfers. Each detachment consists of two CH-46Ds, five or six pilots, and approximately 20 enlisted maintenance personnel. One flight syllabus consists of 29 hops over a period of 14 weeks.

HC-9 was established in August 1975 as a reserve training squadron assigned to Commander Helicopter Wing, Reserve, and is Navy's only combat SAR squadron. The *Big Mother* squadrons which previously handled combat SAR have all been disestablished. ASW helo units now include combat SAR as a subsidiary mission. HC-9 has six HH-3A *Sea Kings*. It is a reserve force squadron, combat-ready, totally self-contained, with a mix of active and inactive duty reserve officers and enlisted personnel. HC-9 works with FASOTraGruPac in conducting SAR exercises. This training program not only allows reservists to become proficient in their mission, but is a refresher teaching aid in the combat rescue program for Pacific Fleet pilots and aircrewmen.

Helicopter Antisubmarine Squadron Two was commissioned in March 1952 with a nucleus of 27 pilots from HU-1, and supporting maintenance personnel. Tasked with all-weather antisubmarine warfare, the SH-3Ds it flies today provide sonar capability in the detection and tracking of submarines. The squadron also has cargo, plane guard and SAR duties. Its detachments deploy aboard attack carriers.

HS-4 was established in 1952. It was the first ASW helo squadron to deploy aboard a carrier and the first West Coast helo squadron to deploy under the CV concept. The squadron took part in the *Apollo 8, 10, 11 12 and 13* spacecraft recoveries. The squadron's training syllabus was revised in 1976 to include a program for monitoring pilot night proficiency.

HS-6, commissioned in June 1956, flies SH-3As as it provides pilot refresher training, plane guard, range clearing and target orientation. In the early 1960s, the squadron participated in two mid-Pacific recoveries of Project *Mercury* astronauts Walter M. Schirra and Gordon Cooper, and again, in 1971, in the *Apollo 14* recovery. In 1975 HS-6 served as the primary recovery vehicle for the joint *Apollo-Soyuz* space mission, providing essential services in recovering the *Apollo* command module.

November 1, 1969, marked the commissioning of HS-8. With its detachments, it is under the operational control of ComASWWingPac and charged with the detection, classification and tracking of enemy submarines. Flying SH-3Ds, it is also tasked with medical evacuations and the recovery of lost missiles. It moved its home port to North Island last December when OLF Imperial Beach was closed.

HS-10, a shore-based unit of ComASWWingPac, was commissioned in June 1960. It instructs pilots, aircrewmen and maintenance personnel in the

operation and maintenance of the SH-3 *Sea King*. In recent years, the squadron has also been tasked with the training of Pacific Fleet helicopter combat support squadrons, Marine Corps and Army presidential helicopter squadrons, various foreign military pilots and several Air Force units. It has secondary roles in SAR and in the development and evaluation of helicopter ASW tactics.

HS-12 is a new unit, commissioned on July 15, 1977, at North Island. It is the first West Coast squadron to be equipped with the SH-3H, the latest *Sea King*.

Reserve squadron HS-84 is charged with providing the fleet with a combat-ready ASW squadron. It was commissioned in July 1970 and flies six SH-3As. Under the operational control of Commander, Helicopter Wing Reserve, it includes in its supportive roles, search and rescue, shipboard air control training, air and surface ASW operations. It also provides shipboard detachments.

Helicopter Antisubmarine Squadron, Light 31, originally commissioned in September 1967 as HC-5, received its current title in March 1972. It is the LAMPS replacement training squadron and instructs crews and maintenance personnel for HSLs 33, 35 and 37. It also provides helicopter operations indoctrination courses for West Coast non-aviation ship personnel and SAR aircrewmen headed for West Coast SAR units.

HSL-31 has a detachment permanently assigned to NAS Cubi Point, R. P., for maintenance/material services for WestPac helo units afloat. It also provides a utility helicopter detachment for oceanographic research vessel, USNS *Chauvenet*.

HSL-33 was commissioned on July 31, 1973. It carries out all phases of LAMPS operations, in addition to the traditional missions of SAR, vertrep, medevac, personnel transfer, surveillance and reconnaissance, communications relay and naval guide spotting.

HSL-35 became a member of the LAMPS community in January 1974. With its SH-2F *Sea Sprites*, it provides fully qualified pilots, aircrewmen and technicians for LAMPS detachments on Pacific Fleet ships.

Opposite, Flight operations of H-3 Sea Kings. Replica of Spirit of St. Louis over San Diego is at right. Below, S-2E Tracker, OV-10A Bronco and SH-3D Sea King fly together.

Senior Officers:

ComNavAirPac	**C.O., NAS North Island**
VAdm. Robert P. Coogan	**Capt. David L. Harlow**
ComASWWingPac	**C.O., NARF North Island**
RAdm. Cecil J. Kempf	**Capt. Thomas J. Ryan**

The air station with its approximately 2,570 acres, appears to be an extension of the Coronado peninsula, but the original smaller area practically was an island with the only connection an occasionally submerged strip of sand. Landfill has long since linked North Island with the city of Coronado.

Halsey Field, with two long runways and many taxifields, is the focal point for North Island operations. It is the main terminal in Southern California for military and government flights. The field is named after Admiral William H. "Bull" Halsey, who fought in two world wars. He commanded destroyers in WW I. He had a number of assignments in Naval Aviation after 1935, during which time he qualified as a Naval Aviator. He played a key role in WW II. As commander of the Third Fleet, 1944-1945, Halsey commanded the naval action in the Philippines and led the seaborne bombardment of Japan.

From the early days of this century, North Island has been, and is destined to continue as, the scene of ever-burgeoning naval air activity.

SOLILOQUY

More from the memory

Ready Room Five aboard *Forrestal* in the Mediterranean. Skipper Scott was briefing five of us for a VIP fire power demonstration. His hands flew formation as he described a new wrinkle for the show.

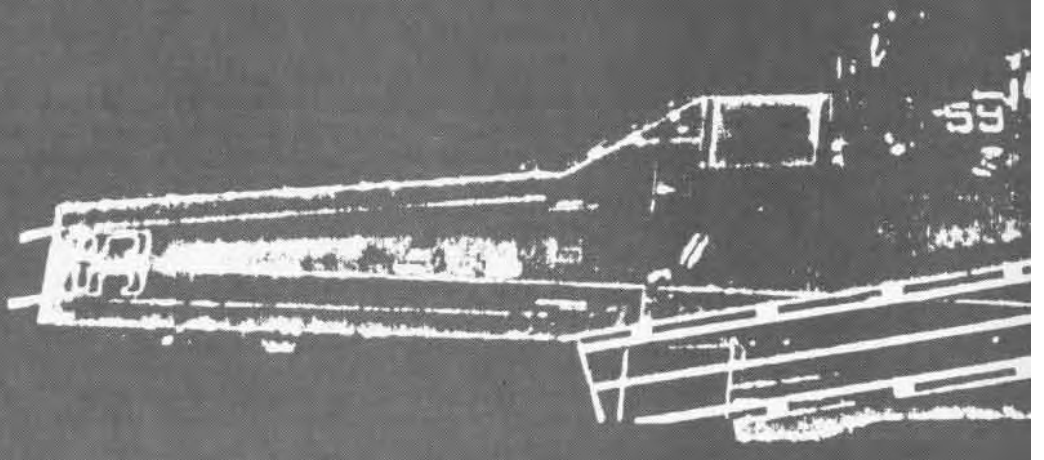
"I'll bring us around in right echelon," said Rocket One, "and commence the roll-in at eight thousand feet."

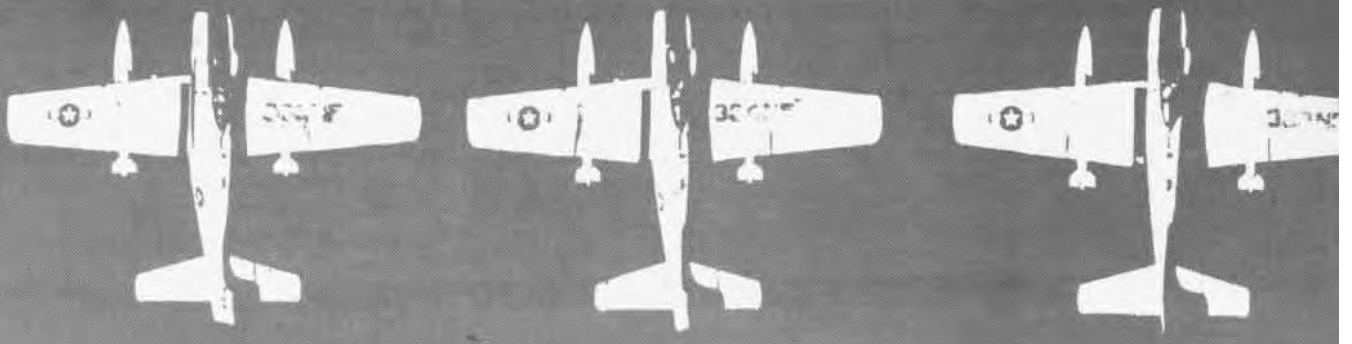
Hartigan's arm shot into the air like a rocket. "You plan a right-hand roll-in, sir?" he asked. "*Into* the echelon?" he blurted. "All six of us?" he concluded.

"That's correct," said the boss without hesitation. "We're pros, we can handle it."

Hartigan's knuckles whitened. McNally's eyes went glassy. Sanders laughed nervously behind his clenched fist. Reid jabbed me in the ribs and whispered, "This is going to be an MGM special!"

"Keep your props at 2,000 rpm," said Scott. "When we pull up, I'll call 'power.' At which point, everybody shove the handle up to full low pitch and get your throttles on accordingly. Got it?"





PART III

book of an ex-Spad driver

We nodded in skeptical obedience.

"Good!" said the C.O. "Our Able Dogs may not be streamlined but when we charge by those visitors, they'll know they've heard power in motion."

A half-dozen hearts, perhaps only five, raced in unison as our flight arced toward the roll-in point. The unsuspecting carrier churned slowly in the sea below. I was on the tail end of the whip, reasonably safe. I sympathized with my friends, two through five, in the middle. Sympathized, but did not envy.

"Rollin' in," said the Skipper.

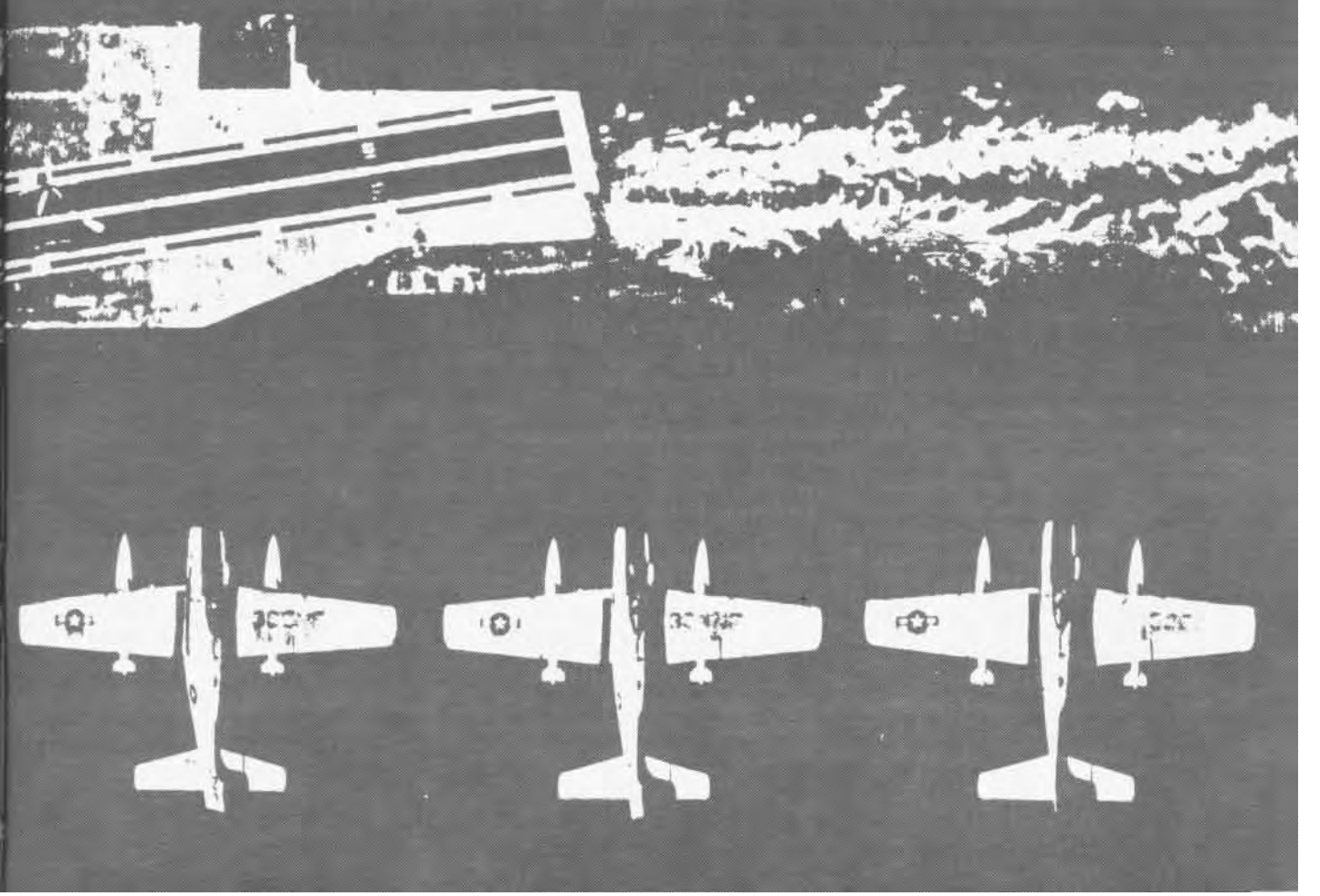
In the next seconds, our aerial undulations resembled those of a fast-moving python with broken ribs. But we smoothed out, line abreast, diving.

"Pullin' up," called the C.O. finally. "Power now!" he cried.

We complied and growled low over the ship, six roaring bombers in a magnificent piston-engine salute.

Later, Prothro, my plane captain, told me, "You guys really got them foreigners shiftin' in their seats when you revved those engines overhead!"

Mission accomplished.



Murphy and I were fledglings, destined for the single-engine pipeline. For various reasons, we found ourselves temporarily pursuing instrument cards at Corpus Christi in SNBs.

Our instructor, who became ecstatic whenever clouds descended over the field and settled there ("We can get some real GCAs today!"), tolerated us. We got by more on enthusiasm than on skill under the hood.

One-upmanship flavored the relationship between Murphy and me, so whenever either of us could best the other, the challenge was relished.

The instructor rode up front on the right while students alternated in the left seat. The standby flyer observed from the passenger station behind the student. It was essential that the observer call out traffic on his mike, and monitor events over his headset.

Murphy was driving, shortly after takeoff, when my radio went dead. Failing quick repair, we'd have to abort, which would bring instant and prolonged chagrin to our mentor. He was vying for instructor of the month.

"Can you fix it?" he asked over the drone of the 450-hp Pratt & Whitneys.

I detected Murphy's snickering. He knew that my mechanical skills were on a par with those of Donald Duck. I would lose this one-up for sure.

"I'll try, sir!" I cried, with sham confidence.

I pulled off the earphones and mike and forlornly examined the apparatus.

"How ya comin'," the instructor asked periodically, anxiously. Not only would an abort dismay him, it would impose a flavor of failure on Murphy and me, mostly me.

"Still workin' on it, sir!" I announced.

Murphy snickered again.

I was about to confess defeat. I could not locate the malfunction. Angrily, I clutched the device. With a surge of violent energy, I twisted the cords and plastic covers, and slammed them into my lap.

I was about to extend my arm forward with a thumbs-down when I heard the crackle of an open line. I donned the earphones and keyed the mike.

It worked! Hooray!

"Observer, checking in, sir!" I reported quickly.

The instructor flashed a bright smile. He'd bag another four hours after all.

Murphy glanced back. He was grim, tight-lipped. Holding a thumbs-up below my chin, I sent a voiceless message to him, "Log one one-up for me!"

Our *Bug Smasher* charged contentedly through the sky.

They were *Forrestal* favorites. The best flight surgeons in the Navy. Colorful, dedicated. They cared. They watched over us, fascinated by the world of Naval Aviation and those who populated it. After night recoveries they circulated through the ready rooms, checking up on us with a clever ear and eye focused on our mental and physical well-being. They preferred remaining in the background, in the wings of the carrier-life theater. Inevitably, they became incandescent members of it.

On the day the cable broke during an A-3 trap, Pursch led the force which, within seconds after the tragedy, was on the roof tending the injured. It was a frightening, heart-stopping scene. The cable had whipped across the deck like a scythe. The flight deck chief died instantly, several were seriously hurt and another dozen sustained minor injuries.

He later explained to us the meaning of triage – "a system of assigning priorities of treatment to casualties on the basis of urgency, chance for survival, etc."

It takes a special kind for that type of work. He and Bransfield were special.

Pursch was a suave-looking man with thick black hair, dark skin and handsome Mediterranean looks. We called him Ezio – Eeetseeoh! A European orphan, he was a starving five-year-old in 1944 when Allied troops rescued him in the rubble of Northern Italy. Through an aid program, an American lady supported him with a little money and a lot of kindness. Although she died before they met, he worked his way to America, struggled and studied and became a physician. He chose the Navy.

So did Bransfield. He, too, was orphaned at a young age. He labored his way up the educational ladder to a medical degree. Strong, ruggedly built, he was gentle as a lamb. He had flaming red hair, wore glasses and owned a sharp dry wit. He was a workaholic. When he wasn't tending to duties he studied encyclopedia-sized medical texts.

Reid said, "If I ever have to go under the knife, I want those two guys there."

Pursch is still in uniform, contributing, excelling.

Bransfield is Chief of Surgery at St. Frances X. Cabrini Hospital in Chicago.

From such flowers are beautiful bouquets made.

Instrument training at VA-45, across town from the Gator Bowl. If a RAG student was having trouble getting his instrument qual, schedules, on occasion, assigned him to me for the check ride. I was a bit of a Santa Claus and gave second chances, as long as a guy was safe.

I had great empathy for struggling students since my training command scoreboard was peppered with more than a fair share of "downs." I also believed a lot of pilots were like me – they undergo a temporary personality change while under the penetrating eye of an instructor. They were really better than they demonstrated.

Smitty was having trouble. He'd already busted one check ride. So, we got in the air and he went through his routine, which was acceptable. But on a Tacan approach, he departed generously from the designated radial on final.

"O.K.," I said, taking the controls, "I've got it. Pop the hood, take a breather and get out the plate for the arcing approach into Cecil." I didn't have to add that he'd better master it.

And he did. He got his rating. The second chance paid dividends for him.

A month later, Smitty was in

VA-174 flying A-7s and playing on the squadron's flag football team. On an autumn evening our *Blackbirds* lined up against our supreme rivals in a grudge match – *Skyhawks* versus the *Corsairs*.

It was a great game – if you rooted for 174. They killed us. My pal Smitty was all over the field. He intercepted the first pass I threw, caught two more offensive ones for touchdowns and was most instrumental in the drubbing.

As we trudged off the field, Smitty sprinted joyfully by.

"Good game, sir!" he shouted.

I stared at my feet. "Gratitude, Smitty," I muttered, "you've got no gratitude!"

An infamous stretch of October days, they were. It was cold and windy on the wine-dark sea. The planes were held taut in readiness on the flight deck. Moods were as gray as the overcast in our corner of the Mediterranean. It was a solemn time for wondering and waiting along with the rest of the world.

On the wardroom television, President Kennedy's voice was determined and unwavering.

"I've got bad vibes about this situation," I said to Reid.

"They'll move the missiles," he said with measured certainty.

"I'm not sure of that," I said.

We had been trained for this. We were capable.

The hours ticked relentlessly by and were transmuted into incredibly long days and nights. But the ordeal in anxiety finally ended.

They moved the missiles.

Skipper Lee was built like a short sequoia and looked as rugged as the *Spad* he flew. He was granite and leather and all-pilot, the master. No one – nobody – was better in the air.

In those peacetime days we worried about interval in the landing pattern at sea. Squadrons competed against each other and the CAG railed when our timing was off.

Buckeye Number One never seemed to get a wave-off.

"How so, Skip?" we asked. "Even when you're looking tight, you get aboard."

"Well, boys," he allowed over a cup of mud in the ready room. "You can do it too." Pups at the master's feet, we listened.

"Airspeed is the answer," he began. "Say you're coming around the corner at 87 knots and Dilbert is ahead of you, long in the groove as usual. But not so long that the LSO in his infinite wisdom will send him around.

"What you do is ease the nose up, just a tad, tickle the throttle a bit, and slow to 85, maybe 84, knots. Be on your toes. That's below what the book says. Concentrate. You can hack it.

"Hold that speed for a second or so. Eyeball your pal up ahead. You'll gain precious feet of interval. Get your nose back down, massage that left-hand lever again, get back on speed and drive her on in. Work. Concentrate. Fly it with everything you've got."

We tried it. It worked. Not recommended, not in the book, but when the master speaks, you listen and learn.

Shore duty. Washington D.C. Living as a bachelor on the 13th floor of Southern Towers in suburban Virginia.

A pair of helicopter drivers flew in and headquartered with me for a happy weekend. Late Sunday afternoon, the Major and the Lieutenant thanked me. As they left, they said in a rather odd, anticipatory tone, "See ya sooner than ya think!"

Lounging in my apartment a couple of hours later, I heard the sound of a piston engine concomitant with the noise that only helicopter blades can make – a staccato spanking of the wind as they sliced through the air.

I rose with a start and went to the huge picture window. Below, a hundred or so bathers, who had been frolicking at poolside, were motionless, heads craned skyward. The sound intensified.

Then, incredibly, there was an eclipse of the sun. A whirlybird hove into view over the pool, eye-level with me, 13 stories up.

It hung there loudly, at attention. Recruiting-poster grins were fixed on the heavy-jawed faces of the Major and the Lieutenant. They saluted in unison, after which the helo broke away swiftly, leaving an alarming silence.

'See ya sooner than ya think' was right.

Wardroom movie time. One of the ship's company officers loved westerns and all films laced with violence. In his hand he carried a counter with which he clicked the evening away.

"Commander," I said one night after the show, "I have to ask. Just what are you adding up with that thing?"

"Why, casualties, of course," he admitted. "What else."

"Casualties?"

"Sure. I keep a record of how many fatalities our friends in Hollywood manage to get on the silver screen for the duration of the cruise."

"What's the total now?" I inquired, more convinced than ever that Naval Aviation is a world of numbers.

'Three hundred and seventy-five," he declared. "Sunday's double feature really helped. Clint Eastwood gave me 36 in *Fist Full of Dollars* and 14 additional in *For a Few Dollars More*."

The Commander's arm jabbed nervously toward the window. "The wing's oilcanning!" he shouted.

I was in the back of the C-131, one of two lieutenants en route from Washington to a California conference, with a load of three and four stripers, an admiral and a couple of civilians.

We were somewhere over Oklahoma and had entered a storm. It was a billowing caldron of gray and black clouds. So charged with turbulence was the weather that the plane bucked like a bronco. Baggage strapped down aft tore loose and skittered across the deck, banging into the bulkheads.

We rose and fell and swayed in our seats with sickening repetition. One

gentleman, a huge civilian, had to make a head call and careened his way to the john, stumbling several times like a fullback shedding tacklers hell-bent for the end zone.

Except for that single remark which carried above the clamor – "The wing's oilcanning" – all of us maintained a silent agony. What in hell is oilcanning? I said to myself. The seconds became minutes. The minutes grew to a half hour. When we finally broke out of it, .8 into the heavy weather, a collective sigh hung throughout the airplane.

At a refueling stop, I listened to some seniors evaluating the flight. "I said my prayers," said one. "I thought the old number was up," said another. "That was a very rough ride," added a third. The commander with the jabbin' arm said, "Yep, she was oilcannin' all right."

I ran into the pilot, a grizzled lieutenant commander who had come up through the ranks. "The old plane sure was oilcannin'," I said.

"The C-131 can hack it," he declared casually.

Later, in an aeronautical dictionary, I found it: OILCANNING, noun. The action of snapping in and out, or the condition of a skin or covering deformed by this action.

Thank you, C-131, for staying together.

Some favorite call signs et al.

Really Ready, Atom Buster, Mustang, Feet Wet, Honeybee, Cannon, Handbook, Graveyard, War Ace, Sandblower, Misty, Cork Tip, War Bonnet, Buckeye, Canasta, Railsplitter, Inferno, Stallion, Jolly Green, Holly Green, Sandy, Climax, Able Dog, Scooter, Winchester, Lobo, Feet Dry, and Short Skirt – try saying that one five times fast at the one-eighty.

Familiar tower transmission at primary training, circa 1958. I liked its rhythm: "Station Calling Saufley, Say Again Your Side."

It was a gorgeous, sparkling night, clear and clean, from the San Francisco skyline to the Milky Way. I was at 16,000 feet, in the mid-route structure, crossing the bay onto the return leg of a round robin out of Lemoore.

The controller was curious. I was flying higher than most props, lower than the jets. The *Skyraiders* have range up and down, as well as horizontally.

"Say, Navy?" the man asked. "Verify type aircraft, over."

"Alpha One," I said succinctly.

Silence.

"You know," I continued, "*Skyraider,* Able Dog, Workhorse of the Fleet. *Spad.*"

Another mute moment. He was thinking.

"Roger, I thought those went out after Korea."

Once again, that flagrant reference to antiquity. The best plane in the fleet had taken a verbal hit.

"Ah, listen Oakland," I began, "Write this down . . . ." Whereupon I issued an intense, factual dissertation on the AD's record from Korea to Vietnam and all points in between.

When the dust settled, I voiced the punch line, "And last year, pilots from our squadron shot down a MiG in North Vietnam!"

The reply was subdued. "Ah, right, ah, thanks there, Navy. We got the picture. No further questions. You're cleared to Monterey, switch frequencies now to. . . ."

Toward the end I was driving A-7s, working with Selected Air Reserve pilots. Most of them had many hours behind the gun-sight reticle. For two weeks at Fallon we competed with ferocity in all the bombing maneuvers. All of us qualified but so close were the scores that the final tabulations looked like a tote board at Churchill Downs.

I was crushed to find myself at the end of the list and feared appearing at the cruise-end wingding. But I went and was presented with a "bottom gun" flag depicting a smoking revolver, its barrel curved lazily downward.

I forced myself to laugh. "I've worked hard for this award," I said. "And no one deserves it more than I."

Applause. Unforced laughter.

I'm glad those shooters are on our side.

Do you remember Dieter Dengler? He was the Navy lieutenant shot down early in the Vietnam War. Captured, he escaped, was recaptured and escaped again.

Wretchedly emaciated, he walked and crawled for days through the jungle. He was on the threshold of death, clinging to life by the threads of hope, and true grit. He was ultimately saved by a helicopter crew literally minutes from eternity.

He later described those final moments in the wet heat and cruel underbrush of a war-torn land.

"I knew I was going to die," he said. "But my goal was to make it to the next ridge so that I could die seeing the ocean. That's what I wanted to do."

"Why the ocean?" he was asked.

"Because I'm in the Navy. I've seen much of the sea and that's where the carriers are. I said to myself, 'If I can't make it home, at least I can make it to the top of that ridge so I can see freedom. Freedom is the ocean and that's our territory.'"

Amen to that.

PEOPLE PLANES AND PLACES

The fleet has said goodbye to the *Stoof.* The glory days of catshots, #3 wires and sub hunting are gone for the *Tracker* but the S-2 lives on at the Pacific Missile Range Facility at Barking Sands, Hawaii. Three ES-2Ds perform a variety of

missions including visual and radar surveillance, payload spotting, frequency interference control, various flights for radar calibration and an occasional milk run to Barbers Point for GCA training. The S-2 should be with PMRF for many years to come, providing valuable service to the fleet.

Rusty Aucoin wears a miniature sailor suit once worn by his uncle William S. Surgi, Jr., (second from right) and made by his great grandfather William S. Surgi, Sr., (right) when he was a Navy quartermaster. The suit was worn by senior Surgi's two younger brothers, junior Surgi's two sons and will soon be turned over to the Smithsonian Institution along with junior Surgi's WW II Navy uniform. All of this is only one reason for the photograph, however. The family got together because Surgi, Jr., who earned his combat wings in WW II as a flight engineer in PB4Y2 *Privateer* aircraft, was being awarded wings again. This time aircrew wings. Surgi, Jr., who left the Navy in 1952 (he had been selected for warrant officer), decided to rejoin in 1973 as a Selected Air Reservist. He is an Aviation Machinists Mate Second Class today with VR-52 at NARU Washington, D.C. While his squadron was attending a recent New Orleans conference headed by Capt. Paul Schwartz (left), Commander Reserve Tactical Support Wing, ADR2 Surgi was awarded his aircrew wings. He is an active pilot in the Civil Air Patrol and the founder and president of the Battle of Coral Sea Association. In civilian life, Surgi is self-employed. He also acts as an advisor and does occasional aircraft restoration work for the Smithsonian as a member of the Antique Airplane Association.

"Truck Quarters! Truck Quarters!" blared over *Constellation's* address system. A surprised crew arriving on the flight deck found a 1954 Chevrolet truck belonging to

LCdr. A. T. McGuffey ready on the catapult. The vehicle was painted-up with aircraft markings. A fire extinguisher was rigged to provide an authentic-looking jet exhaust. It all came about because McGuffey couldn't sell the truck. He decided to send it to the scrapheap in style. The launch livened up a long at-sea period for the 5,000 crewmen deployed in *Constellation* to WestPac. If anyone is interested in salvaging the truck, it lies somewhere between the Philippines and

Okinawa, at the bottom of the South China Sea. *Constellation* is commanded by Capt. M. A. Peelle.

AX1 Leslie J. Johnson of VS-38 at NAS North Island has received the Navy and Marine Corps Medal for heroism. Johnson was awarded the medal for his part in rescuing Mrs. David Kjar and her son Michael, 7, from their wrecked, burning automobile.

AMSAN Debbie Barnes' training, as a plane captain in a CT-39G *Sabreliner* with VR-24 at NAF Sigonella, recently earned her aircrew wings. She is believed to be the first woman to do so in the CT-39. Her European flights take her to such places as Athens, Nice, Barcelona, Naples, Wiesbaden, Lisbon, London and Rome.

Ens. Ronald L. Lalk of VRC-40, NAS Norfolk, was recently commended by the Federal Aviation Administration for his assistance in locating and guiding a lost civil aircraft to a safe landing. "Actions such as these contribute much to help make the U.S. air traffic system the safest in the world," the FAA said.

LCdr. Kevin Smith, VFP-63 Det One, touches down on *Constellation* off the coast of South Korea, logging the 5,000th hour of flight for RF-8G, BuNo 146827. Smith has accumulated more than 2,300 *Crusader* hours.

Indian 725, an SH-3A from HS-6, makes a cargo transfer to *Barbell* (SS-580) during

recent Seventh Fleet exercises in the South China Sea. Part of CVW-9, HS-6 is stationed aboard *Constellation.*

Mail from home is an extremely important part of a deployed unit's morale as VP-24's Lt. Bill Clark recently learned. He received the following letter from his eight-year-old son. The contents had a definite effect on daddy's morale.

Dear Dad
I had a Dream that Farrah Fawcett was in the State and she came on are Blood and Just me and you were following her every where she went and then she moved next store to us and we went over and spet the night with her.

I Don't no what happend the mom made me get up Be Cose she had to play tennis I tride to Beam it again I Diddint make it I miss you so Bad right this minet you Better Be killing those subs
Love Bill

Lt. Francisco Rios made history recently when he completed the carrier qualification phase of basic jet training aboard *Lexington* in the Gulf of Mexico. He is the first Spanish carrier-qualified naval pilot. Rios flew a T-2C *Buckeye* aircraft of VT-9 based at NAS Meridian. Lt. Rios is one of seven Spanish helicopter pilots currently undergoing transition to jet aircraft. Their jet training in the U.S. is in preparation for piloting the British-

built *Harrier* recently acquired by Spain. Rios has another connection with the U.S. Navy. He is married to a lieutenant junior grade who is stationed in San Diego. Rios finds the atmosphere in the States to be one of "constant pressure. Everyone is always competing. It is present in the military and very obvious among the civilians." He feels we should adopt a more pleasant, relaxed way of life. "Life is too short to be spent hurrying around. . . ." Olé!

A P-3 *Orion* aircraft, a UH-1N *Huey* helicopter, and the Navy Regional Medical Center on Guam were involved in saving this

10-week-old baby's life. NRMC's Lt. George D. Brooks comforts the child as its anxious mother and HM3 Margaret Irving look on. The P-3, assigned to VP-17 at NAS Agana, was on a routine mission when its crew caught the glint of a flashing mirror from Agrihan, a tiny island 335 miles north of Guam. After a few passes over the island, the P-3 crew members — LCdr. Curt Borchardt, Lts. Jim Thurmond and Rick Riley, Ltjgs. Don Mosser, Mark Sweeney and Marty Kosiek, and PO2 Doug Nelson — saw a villager run into a small clearing waving a yellow piece of cloth. Next, a red flare was shot skyward, indicating the villagers needed help.

The *Orion* crew decided to drop a SAR package containing a message, medical supplies and food. Through the use of drawings and simple English, the message told the people that a sonobuoy (normally used for underwater listening) would be dropped into the water near the beach. It explained to them how to use the microphone to communicate with the aircraft. The crew soon learned from the islanders below of the baby's illness and dropped a two-way radio and emergency supplies. Next day the helicopter, crewed by Lts. Tim Lewis and Orrin Clement, AT2 Daniel Kelly and HM2 Craig Hartman, made the maximum range trip to Agrihan, picked up the severely dehydrated child and his mother. They flew to NRMC where the youngster received the medical help he needed.

The legendary Mr. P-3 *Orion*, Jay Beasley, displayed the many faces of an orator recently when he was the guest of honor in the Jacksonville VP community. He spent a week doing the same thing he did for 23 years prior to his 1975 retirement — conducting postgraduate courses in the art of flying Navy patrol aircraft.

Mr. Beasley began flying in 1932. Before joining Lockheed in 1952, he was an instructor and charter operator, civil service ferry pilot for the Army Air Force during WW II, an executive transport pilot for a petroleum company and a United Airlines pilot. At Lockheed he flew as a test pilot in the P-38 *Lightning*, PV-1 *Ventura Electra, Constellation*, P-2 *Neptune* and the P-3 *Orion*. As a Lockheed test pilot, he has instructed more than 5,000 Naval Aviators, 22 of whom have since become admirals. His personal log book shows more than 22,000 instructional

landings in the P-3 alone. During one of his talks he was asked about a particular point in the Natops flight manual. He replied, "I suppose I could answer that question, considering I wrote the book." Mr. Beasley was the 11th person designated as an Honorary Naval Aviator.

The CVW-9 team aboard *Constellation* claims to be the first air wing in Naval Aviation history to achieve a full year of accident-free operations. As of September 1,

this record was extended to 15 months, a total of 41,300 mishap-free hours and 14,500 carrier arrested landings. Squadrons and Dets of CVW-9 have a total of over 147,000 accident-free hours and 45 accident-free years. The *Fighting Redtails* of VS-21 are currently leading the way with over nine years and 40,000 accident-free hours. The *Boomers* of VA-165 have 30,000 accident-free hours in over seven years. Led by Cdr. Tony Less, CVW-9 squadrons are VFs 24 and 211 flying the F-14A *Tomcat;* VAs-146 and 147 flying the A-7E *Corsair II;* VA-165, A6-E *Intruder;* VAQ-132, EA-6B *Prowler;* VS-21, S-3A *Viking;* HS-6, SH-3A *Sea King;* and VFP-63 Det One flying the RF-8G *Crusader.* In recognition of their outstanding readiness and safety records, ComNavAirPac awarded the E to VF-211, VAs 165 and 147, and VS-21. Members of the VA-147 *Jasons* are shown in the photograph.

Changes of Command:

ComCruDesGru-8: RAdm. Robert L. Walters relieved RAdm. Thor Hanson.

CVW-1: Cdr. Gary F. Wheatley relieved Capt. Jack C. Presley.

HC-3: Cdr. Henry E. Innes relieved Cdr. Philip F. Duffy.

NARDet Patuxent River: Cdr. James V. Ganun relieved Cdr. Marian L. Bruce.

NAS Moffett Field: Capt. J.M. Quin, Jr., relieved Capt. B.J. Adams.

Naval War College: VAdm. James B. Stockdale relieved RAdm. Huntington Hardisty.

PMTC: Capt. John Weaver relieved RAdm. David M. Altwegg.

VA-195: Cdr. Robert C. Kaup relieved Cdr. William E. Newman.

VAW-124: Cdr. J.R. Condon relieved Cdr. J.M. Fulcher.

VMA-131: LCol. James R. Shea relieved LCol. G. Richard Omrod.

VR-1: Cdr. Wylen R. Holland relieved Capt. Thomas G. Higgins.

VS-28: Cdr. Luther F. Schriefer relieved Cdr. John M. Bowers, Jr.

VS-37: Cdr. James P. Cartwright relieved Cdr. Bruce D. Nordwall.

Crisis is Their

Photos by LCdr. J. Mancias, Jr.

USS Guadalcanal

LCdr. B. M. Batchelder and HMC D. McCabe cons

Pain numbs your senses. Your entire body cries out for help.

A Navy surgical team provides it. This time, it's Surgical Team 16, embarked in USS *Guadalcanal* during the joint military exercise *Solid Shield 77.*

In this medical evacuation, the injuries are simulated but the doctors and men of Surgical Team 16, Charleston, S.C., in company with the ship's medical staff, were able to demonstrate how necessary medical attention is administered to injured personnel at sea.

The exercise involved emergency medical attention for civilians and combat forces. During phase one of *Solid Shield* 77 citizens and embassy staff were evacuated to *Guadalcanal.*

Large numbers of injured arriving on board ship may seem unrealistic to some. But Commander Michael J. McGinnis, a general surgeon and officer in charge of the team, says, "It's not unrealistic to us. In our daily

HM2 A. L. Delaney

Business

work, we deal continually with real injuries. Working at sea with huge numbers of simulated casualties which we would be expected to treat in an emergency is needed in order to keep our life-saving practices at their best."

Commander Gerald P. Sierchi, amphibious task force surgeon, re-emphasized the reality of the situation. "As medical people, we work with crises every day. As soldiers, sailors and Marines, we don't really work in combat but maybe once in a lifetime."

Dr. Sierchi, a naval reservist on two weeks' active duty and an orthopedic surgeon from St. Petersburg, Fla., says, "The evacuation will get hectic and the tendency is to try and take care of more than one injury, but you can only do one thing at a time. Eventually all receive the necessary attention. It is a matter of selectivity, with everybody remaining calm, following orders and being disciplined."

HMC David McCabe, senior medical representative aboard *Guadalcanal,* is a veteran of Vietnam and almost 20

Army's SP4 H. L. Bragg awaits evacuation.

years' naval service. One of the few individuals involved in the exercise with personal experience in medevac, Chief McCabe has a complete understanding of the importance of experienced and well-trained hospital corpsmen.

"A corpsman can save a man's life," McCabe explains, "by administering sufficient emergency treatment to sustain life. He can capitalize on life-sustaining practices while fighting

Cdr. M. J. McGinnis

View from a Sea Stallion.

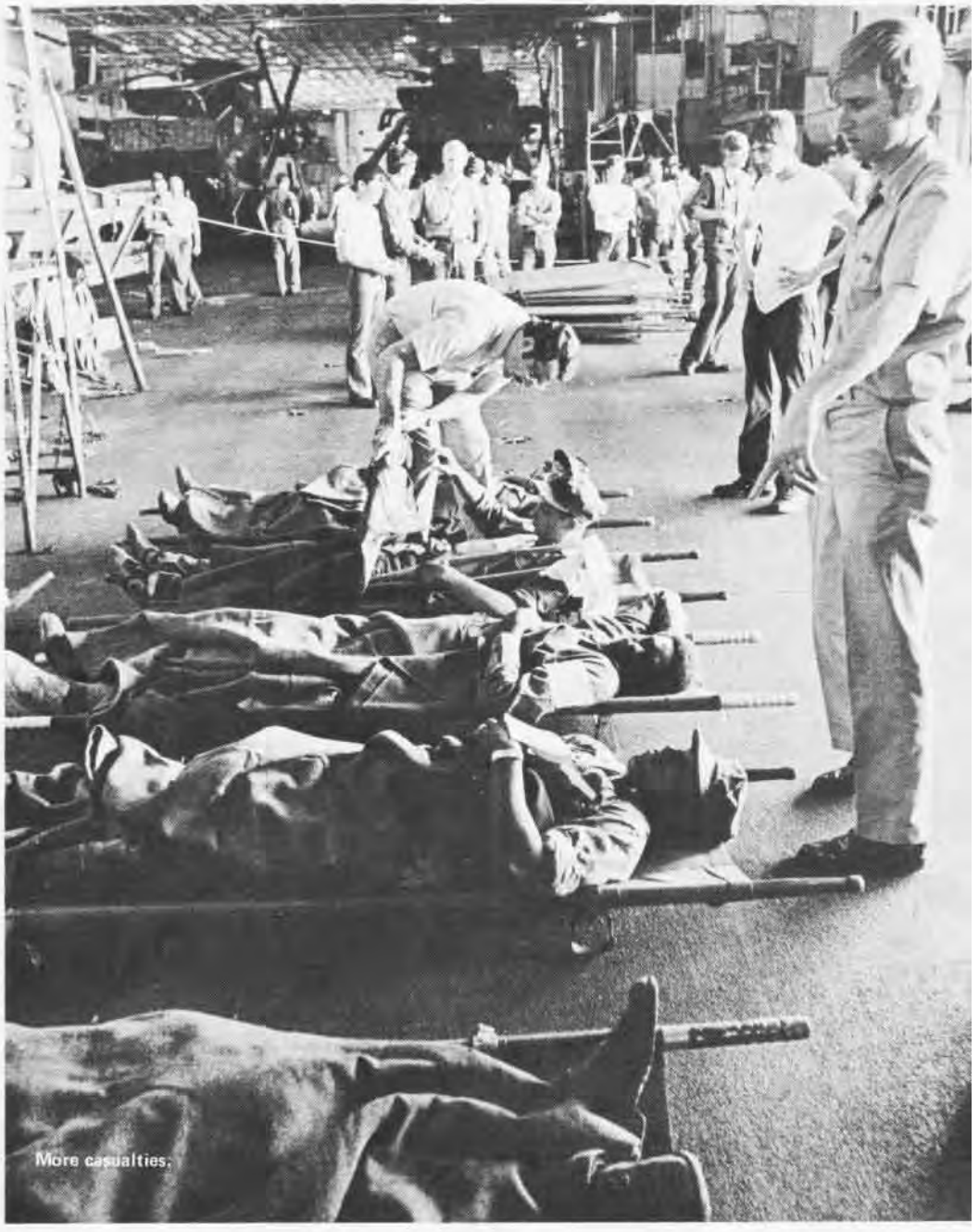
against time and casualties.

"The medical officer, in a 'real' mass casualty situation, is pressed beyond imagination. He's doctor, organizer, controller. Corpsmen have to react when he says something. They jump, they don't question . . . and they have to know what he's talking about. Hospital corpsmen do this because they're working against time . . . seconds and minutes could mean the difference between life and death."

"There's only one way to have a first class team, and that's to have continuity of experience and training," asserts Captain Khlar E. McDonald, a naval reservist assigned as a medical controller and evaluator. A general surgeon from Warren, Pa., Capt. McDonald encourages the collaboration of active and reserve medical personnel in these simulated operations.

Augmentation of surgical teams during a crisis situation requires a ready reserve of qualified physicians, male nurses and hospital corpsmen. These individuals must be available to reinforce medical facilities afloat during amphibious operations, natural disasters or other situations requiring additional medical capability. Participation in medevac operations during *Solid Shield* 77 has better prepared the officers and men of Surgical Team 16 to meet the challenge.

Casualties await hoisting.



More casualties.

Moments and MiGs

By Lt. Daniel W. Kelley, Jr.

An astute, unknown scribe once wrote: "We do not remember days. We remember moments."

Any fighter pilot will agree that a few moments in combat definitely have the potential to perpetuate lasting memories. Such is the case for Captain M. H. "Red" Isaacks. Ten years ago on July 21, 1967, he shot down a Russian-built MiG-17 in an engagement high over the jungles of North Vietnam.

"The whole thing took only about three or four minutes," remembered the captain, sitting behind the desk he now "flies" as Commander, Training Air Wing Four, at Naval Air Station, Corpus Christi, Texas. Ten years ago, however, he was in the cockpit of an F-8 *Crusader*.

That airplane is fondly considered by veteran Navy fighter pilots as the "last of the single-seat, fun birds." This is because virtually all jet fighters in the active Navy inventory fly with two-man crews. The pilot flies in the front seat with his RIO (Radar Intercept Officer) or NFO (Naval Flight Officer) who runs the complex weapons systems, in the back seat.

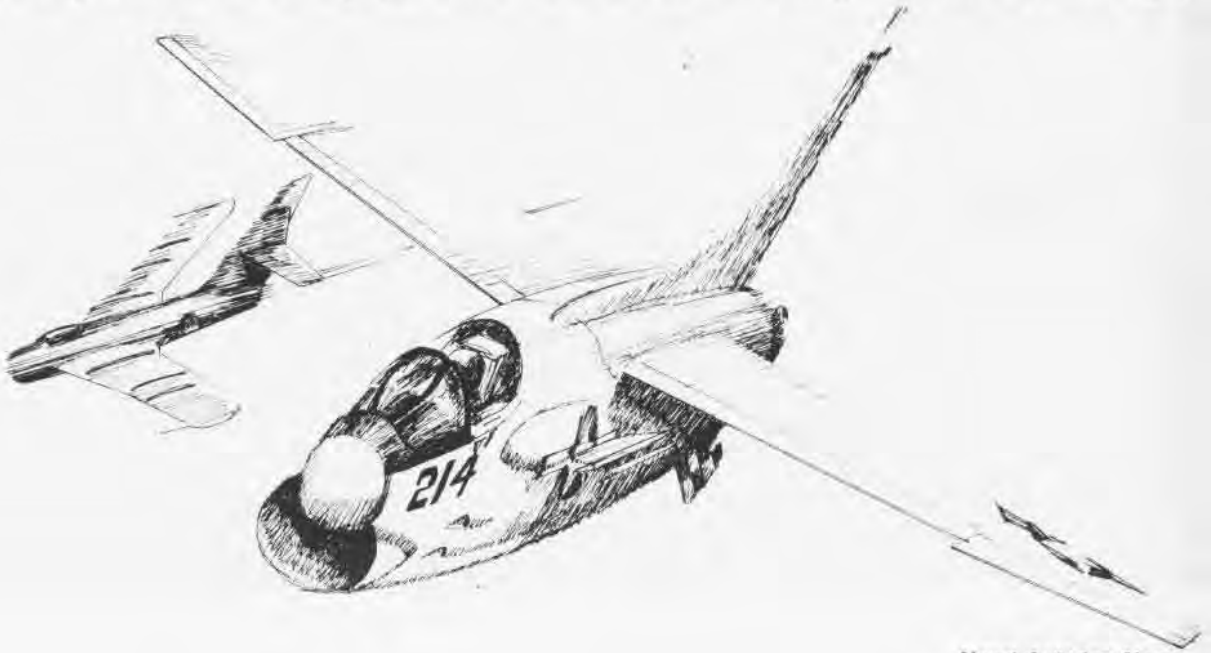
The then-Commander Isaacks was flying with the *Fighting Checkertails* of Fighter Squadron 24. His unit was deployed aboard the aircraft carrier *Bon Homme Richard* in the Tonkin Gulf. He had reported aboard as X.O.

"It was only my second or third hop over the beach," he recalled. "I was still trying to get a feel for what was going on."

Cdr. Isaacks was leading a flight of four *Crusaders* flying cover for 25 attack aircraft. The target was a large enemy fuel storage area north of Haiphong.

The *Crusaders* were escorting the attack group at about 10,000 feet as it rolled in on the bombing run. White-helmeted heads in the *Crusader* cockpits swiveled around continuously, scanning the sky for trouble.

"Then I saw them," said Isaacks, reliving a moment he'd never forget,



"three or four silver MiGs ahead of me and a little below to my left. They were 17s. They'd been waiting for our attack group." For a fleeting moment, he thought: "Well, here it is, what all that training is about."

He transmitted "bandits" over the UHF and commenced an attack on one MiG he'd singled out. The enemy plane was in a left-hand climbing turn slightly above and to the left of Isaacks' *Crusader*.

"I got behind him and 'pickled off' a *Sidewinder*," said Isaacks.

However, it was not going to be that easy.

"The missile didn't home. It malfunctioned and kept on going."

When he pressed the button to fire a second missile, nothing happened! Another malfunction!

Isaacks began the flight with four *Sidewinders*. Now down to two, he stayed on the MiG's tail and cut loose a third.

"It raced away and went right up the MiG's tailpipe," the captain recalled. In an instant, what had just been a gleaming silver airplane became a brilliant red fireball. (Later, Capt. Isaacks was to learn that the MiG pilot might have miraculously escaped. A chute was spotted near the crash site.)

"Then I did something a fighter pilot should never do," he said, "I just kept staring at that fireball." Off his right wing he caught sight of tracer bullets zipping by.

"I glanced down to my right and found myself looking down the intake of another MiG," he said.

Instinctively, he applied right rudder and right forward stick, heeling the *Crusader* over into a diving turn. He intended to meet his attacker head-on. The opposing fighters were bent on a collision course, each growing larger in the other's windscreen. The *Crusader* screamed down from above, while the silver MiG roared up from below. The closing speed was over 1,000 miles per hour.

At the last moment, the enemy pilot broke off his attack. The MiG snap-rolled onto its back and the pilot performed a split-S so close to him that Isaacks felt a bump from the disrupted air caused by the MiG.

Illustrated by LCdr. Peter Mersky

The American pilot's problems were not over. The MiG's 23mm cannons had done some damage.

A small fire had started on Isaack's right wing near the aileron. The fire was being dangerously fed by hydraulic fluid from the flight control system.

After a frantic Mayday call, Isaacks turned his wounded bird toward the carrier, far out to sea.

Remembered Isaacks, "I knew that if the fire persisted, I'd have to bail out or ditch."

Luckily, the fire seemed contained in one small area although the aircraft's slowly dwindling supply of hydraulic fluid still flowed to it.

"I decided to stick with the airplane as long as I could," Isaacks said. "The closer I could get to the ship, the better."

Had he ejected at the outset of the fire, he surely would have become a guest at the infamous Hanoi Hilton.

It took about 45 minutes for the fire to expend itself – along with the hydraulic fluid.

Isaacks wondered. Did the back-up control system, operated by air pressure, suffer any damage from the MiG's attack?

He needed it to raise the wing for landing, a peculiarity in the F-8. Loss of both systems precluded a safe landing.

Isaacks finally spotted *Bon Homme Richard* and reached for the pneumatic lever.

Bingo! The wing came up and the wheels came down with a reassuring thump.

It wasn't until his wheels hit the deck, some two and a half hours after he'd left it, that Isaacks knew his ordeal was over . . . for *one* day, at least.

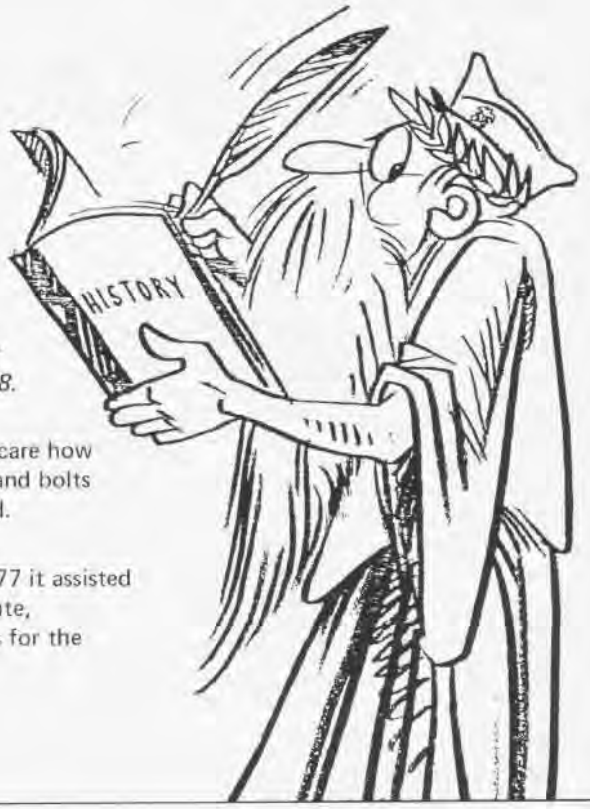
Two other MiGs had also felt the *Crusader* sting that day. The VF-24 *Fighting Checkertails* had racked up an impressive three-kill total and one probable in that same engagement.

These are unforgettable moments in a flyer's life, when the enemy is sighted and the shooting starts. All the years of training must pay off if he is to survive. And, fortunately, as Captain Isaacks wholeheartedly agrees, *Navy* training is the best there is.

NANEWS INDEX

JAN. TO DEC. INCLUSIVE 1977

Now Hear This ...



As you've seen, *NANews* is fast becoming a senior citizen and, as it does, it's piling up its own unique history -- its roots are deepening!

And your unit too has roots!

Tell the History Office about them!!! Remember to report your unit's 1977 happenings per OpNavInst 5750.12B due March 1978.

The History Office has unit records back to 1911 and it doesn't care how dull or routine your unit's events are, because they are the nuts and bolts of Naval Aviation History which must be recorded for the record.

History is no cobwebbed ivory tower with no action. During 1977 it assisted such Navy contracted firms as BK Dynamics Inc., Hudson Institute, Anderson Associates and R. F. Cross Associates, all doing studies for the Navy based on your past unit histories.

So be sure to report.

NAVAL AVIATION NEWS

SIXTIETH YEAR OF PUBLICATION

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Deputy Chief of Naval Operations (Air Warfare)

Vice Admiral F. S. Petersen
Commander, Naval Air Systems Command

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COVERS

Front cover bow-on view of USS Kitty Hawk was filmed by Bob Lawson. Crew of the same ship posed for PH3 Mark C. Shaffer in 1974, back. Inside front cover photograph of memorial services came from our historical files. Scene is aboard USS Hornet, in 1955.

INSIDE COLOR PAGES

Helicopter at sunset on page 27 is also a file photo. F-14 view was provided by Grumman Aerospace Corporation. Centerspread photo, pages 28 and 29, was taken by Northrop Corporation's Tom Vollick from an SNJ-6. Frank Compton, also of Northrop, is flying his refurbished SNJ-2 with son, Frank, Jr., in the back seat. Joined with the Comptons are LCdr. Ross Anderson, X.O. of VF-1285, and his RIO, Lt. Dave Garcia of VF-302, in a Miramar-based F-4N Phantom. Bob Lawson photographed S-3 Vikings from VS-33 while flying over NAS North Island, page 30.

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SQUADRON INSIGNIA

The Screaming Eagle entered the realm of Naval Aviation insignia in 1927 when it was used by VF-3S on its F6C-4s. Shortly thereafter, the squadron was redesignated VF-3B and began flying FB-5s. It transferred the Screaming Eagle to its F3B-1s, F4B-4s and F2F-1s as it transitioned to those aircraft.

In 1937, the squadron was again redesignated (VF-5B) and replaced its F2F-1s with F3F-3s and, later, F4F-3s.

When VF-5B was decommissioned, its men and aircraft were assigned to the newly commissioned VF-1 (soon redesignated VF-5). The Screaming Eagle was adopted by VF-1 and stayed with the squadron as it transitioned to F6Fs and then F4Us.

In 1946, VF-5 became VF-5A and was soon flying F8F-1s. In 1947, the unit entered the jet era with FJ-1s.

In 1948, VF-5A was redesignated VF-51 – the designation the Miramar-based squadron carries today. Through the intervening years, the Screaming Eagle has appeared on F9F-2s, F9F-5s, F9F-6s, FJ-3s, F11F-1s, F4D-1s, F8Us (F-8As), F-8Es, F-8Hs, F-8Js, F-4Bs and F-4Ns. Since its inception, the squadron has flown from 15 different carriers.

VF-51, commanded by Commander L. K. McClung, is now transitioning to the F-14 which will carry on the Screaming Eagle tradition.


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