

# naval aviation news



MARCH • APRIL 1983

# naval aviation NEWS

Sixty-Fifth Year of Publication

(ISSN 0028-1417)

Vice Admiral Robert F. Schoultz Deputy Chief of Naval Operations (Air Warfare)  
 Vice Admiral E. R. Seymour Commander, Naval Air Systems Command

Captain R. C. Knott Head, Aviation Periodicals and History  
 Staff

Cdr. Howard Wheeler	Editor	Sandy Russell	Associate Editor
Helen F. Collins	Managing Editor	JOC Kirby Harrison	Associate Editor
Charles C. Cooney	Art Director	Jeanne Gray Hamlin	Assistant Editor

Associates  
 Harold Andrews Technical Advisor Lt. Cdr. Peter Mersky Book Review Editor  
 Cdr. Chuck Sammons Contributing Editor Terry C. Treadwell European Correspondent



COVER—This dramatic photo of a flight of VF-32 F-14 *Tomcats* passing over *Kennedy* in the summer of 1980 was taken by Jerry Costello. *NANews* is always interested in high-quality and interesting photography of fleet operations involving naval aircraft.

## Editor's Note:

Recent budget cuts have resulted in significant changes in *NANews* and other Navy publications. This and most future issues will be published bimonthly with 32 pages. Within funding constraints, our staff will do its best to continue to serve the professional information needs of the Naval Aviation community.

*Intrepid* (CVA-11), the grand lady of steel of WW II fame, no longer sits in mothballs. She has found new life on the Big Apple's Hudson River as a floating air and space museum. \$22 million of private money was spent on her rebirth. See page 20.



Naval Aviation's top man, VAdm. Robert "Dutch" Schoultz, DCNO(Air Warfare), is relatively new to the job but not to the Washington arena. He moves fast and is on top of the major issues facing Naval Aviation today. The articles begin on page 4.



"The Cat Roars On" is about the F-14 *Tomcat* which will surely be roaring for years to come because it was designed and built that way. See page 22.

Ever wonder what it takes to become C.O. of an aircraft carrier? *NANews* shares a few thoughts on the subject, and profiles the careers of the current carrier C.O.s. It all begins on page 12.



*The Golden Eagles* is an organization of the pioneers of Naval Aviation. One such pioneer (though deceased), VAdm. Charles E. Rosendahl, will be inducted in the Naval Aviation Hall of Honor this May. See page 27.



## Features

Life in the Fast Lane .....	4
... to Fight and Win .....	8
The Path to Carrier Command .....	12
Intrepid Finds a Home .....	20
The Cat Roars On .....	22
Golden Eagles .....	26
Hall of Honor — Vice Admiral Charles E. Rosendahl ...	27

## Departments

State of the Art .....	1
Grampaw Pettibone .....	2
Touch and Go .....	28
People—Planes—Places .....	30
Awards .....	32
Letters .....	33

### NavPro Australia

The Chief of Naval Operations established the first Naval Plant Representative Office (NavPro) in a foreign country last August. Commander Michael Kearney heads the office which will administer U.S. contracts with Australian companies involved in building the F/A-18. The Australian government announced its decision to buy 75 *Hornets* in October 1981. Of these, 73 will be built in Australia, with the local companies acting as subcontractors to the U.S. manufacturers, McDonnell Douglas and General Electric. The Australian Government Aircraft Factory will build the airframe and Commonwealth Aircraft Corporation will manufacture the F404 engine.

### Tethered Balloon Project

Balloon flights are being conducted at NASA's Goddard Space Flight Center's Wallops Flight Facility, Va., as part of Project Hy-Wire, an ongoing experiment designed to measure the earth's potential at various altitudes and environmental conditions. A large blimp with pilot warning strobe lights may be seen hovering over the facility at altitudes as high as 8,000 feet. The 38,000-cubic-foot aerostat is a modified Class C balloon with a conical (dirigible shaped) afterbody. It measures 98 feet in length, 31 feet in diameter, 37 feet in height (rear vertical fin), and weighs 665 pounds. The Hy-Wire experiment consists of a long, steel, insulated wire attached to a corona ball on the ground. It will measure voltages in excess of 500 kilowatts, collect meteorological data, and data on the aerostat's performance.

The project's long-range goal is to develop a monitoring system that will provide a geoelectric index indicating the level of global thunderstorm activity. This in turn can be used in severe storm studies, weather prediction, and lightning and solar terrestrial research. J. Milliner

### ITER Program Listens to the Fleet

The highly successful improved triple ejector rack (ITER) program evolved from fleet user suggestions, requests and complaints. The Naval Air Systems Command combined fleet inputs with a program for service life extension and product improvement to develop better racks. This has resulted in increased reliability and reduced bomb rack maintenance requirements at all levels. ITER modification kits were introduced to the fleet beginning in January 1983.

ITER allows rapid rearm system loading with no configuration changes required to mount the rack on the A-4, A-6, A-7, S-3, AV-8B, F/A-18 and F-4 aircraft. The shoulder station mounting angles have been reduced and the centerline station of ITER has been lowered for parts commonality with the multiple ejector rack and its forthcoming improved version. To reduce corrosion, some parts have been heat-treated, and press-fit bushings have been inserted in all load-bearing holes. Also, the electrical connector mounting hole at the top center of the electrical unit housing has been eliminated to increase load-bearing capacity and to reduce corrosion and maintenance.

All triple ejector racks are scheduled to be replaced by the end of FY 86. Conversion will be accomplished with retrofit kits and new procurement, with distribution controlled by ComNavAirLant and ComNavAirPac.

Lt. C. W. Hammond



### How Do You Spell Relief?

The A-7 Corsair was readied for launch for a ferry mission to transfer custody of the aircraft to another squadron. This was the aircraft's first flight following an extensive corrosion control inspection in which all panels and all avionics bay components were removed, cleaned and replaced.

During the post-start checks, the aircraft's radios were found to be very weak and scratchy with volume full up, and the TACAN would not lock on in either azimuth or range. The pilot, an experienced A-7 driver (with 3,100 total flight hours), decided to continue with the launch. Following the catapult shot, he anchored VFR overhead the ship at 14,000 feet to await clearance to his destination ashore. Repeated radio checks with the carrier continued to be weak and garbled and the TACAN was confirmed to be inoperative.

The pilot climbed to 19,500 feet and proceeded VFR en route to his destination 150 miles to the south. He could not achieve radio contact with the flight center. However, he was able to receive faint transmissions from other aircraft. He switched to emergency IFF and could hear approach control acknowledge his code 7700 squawk.

The pilot sighted a large clearing in the cloud coverage over the area of his destination and made a visual descent to 2,000 feet while dumping fuel to 4,500 pounds. At level-off, he realized he was about 25 nautical miles northwest of the naval air facility. As he proceeded southwest, the cloud ceiling and visibility gradually lowered. He made landing checks and reduced speed to enhance his visual navigation.

The A-7 pilot continued to hear faint intermittent radio transmissions, including a report of rain in the vicinity of the landing field. Anticipating a possible landing delay, he raised the gear to conserve fuel and lowered the hook to prepare for a wet runway recovery.

In the meantime, another "no radio" aircraft was inbound to the same field and the tower had made several attempts to contact it. A U.S. Army helicopter reported sighting a Navy A-7 aircraft with gear down, possibly the "no radio" aircraft which they had been trying to contact.

Nearing the field, the A-7 pilot's attempts to contact the tower were unsuccessful. He heard a tower transmission referencing an emergency aircraft eight miles northeast of the field and erroneously assumed that the call referred to him. He continued heading southwest and descended to 800 feet to maintain visual flight. At two miles from the field, he was at 600 feet altitude in light rain.

Tower personnel initially sighted the A-7 at one mile east of the airfield and assumed it was the emergency aircraft with which they had made contact. The A-7 overflew the tower from east to west at 600 feet, rocking its wings, and then broke left to land on runway 19 (duty runway



was 01). Tower personnel then lost sight of the aircraft due to the low clouds and poor visibility. They regained visual contact as the aircraft turned through the 90-degree position and transmitted, "Aircraft turning on final, check gear down, you're cleared to land," and gave him a steady green aldis light. The pilot heard only a portion of the transmission. He acquired the meatball and touched down on centerline just short of the arresting gear. The hook engaged the gear and the aircraft came to rest seven feet right of centerline, with only one slight problem. The pilot had failed to lower the landing gear. The 1,000 feet of runout was on the belly of the aircraft.



Grampaw Pettibone says:

Holy abrasive arrestments! A wheels-up landing can ruin your whole day, gang.

This show started with the pilot's decision to continue the flight with the questionable aircraft, and gradually went downhill from there. Several factors contributed to the breakdown of normal habit pattern and ended in a grinding halt with the pilot's failure to execute the landing checklist and lower the gear. The wheels/flaps cockpit warning light was flashing but was unconsciously ignored by the pilot. Due to the poor visibility and radio difficulties, even this experienced pilot became overly preoccupied with locat-

ing the field, determining the duty runway and landing the aircraft. He did not hear the tower tell him to "Check gear down" when turning final, nor their call to "Go around" as he crossed the landing threshold. This call was blocked out by background noise. He had earlier turned off the guard receiver due to interference from a foreign station.

Quite often the discomforting abrasiveness of a wheels-up landing can apply to some areas which are far more sensitive than the aluminum belly of the aircraft. And to use words of our good friend Roger Stauback, this is truly a case of where a couple of roll-aids (say la gear) would certainly have spelled relief.



**"You have to  
bloom where  
you're planted."**

**I**t is early morning at the Pentagon. Daylight is just beginning to show as Vice Admiral Robert "Dutch" Schoultz pulls his aging Mustang into the parking stall near the mall entrance. His day as Deputy Chief of Naval Operations begins at the pace at which it will go most of the next ten or twelve hours. The rangy six-footer takes the steps two at a time, at a near run. And more often than not he is met at the entrance by an aide who begins an informal briefing that lasts through 300 or so yards up stairwells and down the long corridors into his fourth floor office.

It is a long way from the University of Nebraska's NROTC to the job as Naval Aviation's top man. With few exceptions, most of his assignments along the way were, as he puts it, "where things are happening." It includes flying with torpedo and attack squadrons in the early days following WW II, and a tour as commanding officer of Attack Squadron 93. In the late 1960s, he was a fleet staff strike warfare officer, and had command of the carrier *Forrestal* in 1971-72 and the U.S. Sixth Fleet battle group in 1977-79.

Those who work closely with him laud his enthusiasm and point out that he is a loyal team player. He can also be disarmingly candid. In a luncheon address, he noted that he had only been in his new job a short time, and it recalled to him his father's advice that "You have to bloom where you're planted." Added Schoultz, "... I ought to be blooming like crazy [at the Pentagon]."

On this particular Tuesday, like most, there will be some fertilizing. But most of the day by far will be given to the real world of running a show that carries with it responsibility for almost a quarter of a million military and civilian men and women in the Naval Aviation community, approximately 5,500 aircraft aboard 14 carriers and 30 air stations and facilities, and assets deployed to just about every point on the globe you could think of, and a few you never even heard of. Putting it into perspective, one Pentagon source explained, "A top civilian executive in this type of position would probably be paid five times his salary and not have half the responsibility."

*(Continued on page 6)*

**Right, Vice Admiral Schoultz arrives at the Pentagon. Opposite page, VAdm. Schoultz pauses to listen during discussions.**



# **LIFE IN THE**



# ***FAST LANE***

Story and Photos by  
JOC Kirby Harrison



Every day for Naval Aviation's boss and his staff is fast-paced at a near run. It is also a juggling act, where there is always one more event scheduled than there is time. Rear Admiral Cecil Kempf is the assistant deputy and by virtue of having been in the job for one and one-half years is VAdm. Schoultz' good right hand. Executive assistant Captain Jack Austin\* runs interference for the boss, and aide and administrative assistant Lieutenant Commander Bob Leitzel keeps the admiral on schedule. Helen Takemori is the executive secretary and, after almost 13 years of working for four previous deputies, is nearly unflappable. Asked if any one day is easier than another, she replies with a smile, "Not so you'd notice it." Yeoman Senior Chief Jack LaGrow smiles in agreement. He handles many of the paperwork chores with Mrs. Takemori, including evenly dividing the job of staying late with a boss who rarely leaves before 7 p.m.

This Tuesday starts with the usual schedule briefing, followed by a review of the morning message traffic. One message notes that the reserve long-range patrol squadrons have completed an agreed-to 250 flight hours in support of the Coast Guard's drug interdiction efforts. The Coast Guard would like more. The response from the patrol wing is that additional flight-hour support without additional funding would adversely affect the reserve long-range patrol community's operational readiness status. Another message concerning evaluation of the new F/A-18 *Hornet* elicits an emphatic groan from Schoultz. The aircraft has been the subject of much debate in recent months. It is a debate, the admiral feels, that has been played out of proportion. The message traffic is followed by a phone conversation with Vice Admiral "Dick" Seymour, the boss at the Naval Air Systems Command, to iron out questions on research and development funding, and to discuss the new high-speed antiradiation missile.

All this by 8 a.m., and a refill of the coffee pot.

There is a meeting with Rear

\*Capt. Austin was executive assistant at the time this story was written. He has been relieved by Captain Dave Frost.

Admiral David Harlow, Commander Naval Military Personnel Command, and barely time to get down to the 9:30 a.m. conference with Secretary of the Navy John Lehman on the F/A-18. The meeting runs late and the UH-1 *Huey* helicopter is already on the pad outside the Naval Aviation offices. The trip to the Naval Air Test Center at Patuxent River, Md., will take a little more than 40 minutes and VAdm. Schoultz will spend the time glancing through the *Wall Street Journal* and musing over what he will say to the guests at the combined Association of Naval Aviation and Engineering and Science Society luncheon. He rarely uses a written speech for such occasions.

This particular talk will present a "view from the bridge" and, following an introduction that lists many of his previous jobs, his first comment is to note that "If you didn't learn anything else from that introduction, you learned that I'm old."

He responds to critics who question the new *Hornet's* range by pointing out that the aircraft can be refueled in flight and that the average strike mission during Vietnam was less than 270 miles, well within the envelope of the F/A-18. "The advantage offered by the F/A-18," he says, "is in the flexibility it provides the battle group commander."

On the subject of the badly needed VTXTS jet trainer, Schoultz says the Navy plans to go ahead with the purchase of 300 of the British Aerospace/McDonnell Douglas-built aircraft as part of an overall \$6 billion program. In order to cut costs, he says current plans are for some of them to be "dry" *Hawks* not for use in carrier qualification. "The first [*Hawk*] will be purchased in 1985; the other buys will follow gradually."

He notes in his talk the near-future need to upgrade the engines and the avionics package in the F-14 *Tomcat*, explaining that the new *Phoenix C* has a range considerably outside the radar capability of the aircraft. It is a situation he describes succinctly as "dumb." And, in closing, he issues a challenge to engineers to find less expensive ways to do things and to avoid redundant systems. "Overengineering can drive us out of business."

Luncheon is followed by an update briefing on the facilities and programs

at the Naval Air Test Center. By the time it is over, time is already short and a tour of two sites is cancelled. The visit to the new F/A-18 test/simulator facility goes as scheduled and the admiral takes obvious pleasure in "flying" the *Hornet* simulator in mock air combat.

Leaving the test center, he stops for a moment to chat with one of the side-boys assigned to pipe him over. It is, says Lt.Cdr. Leitzel, typical of a naturally gregarious man who enjoys talking with people and listening to their thoughts. "He will get involved in answering a question, and sometimes we have to nudge him to keep to the schedule," says Leitzel.

By 4 p.m. he is back at the Pentagon and in a meeting with the Arctic Steering Committee to discuss cold weather warfare. Afterward, there are more messages and phone calls. By 5 p.m., when many in the Pentagon are carrying briefcases toward the exits, Schoultz is closeted in his office and up to his elbows catching up on paperwork. Talk among the staff is already shifting to the next day's schedule. RAdm. Kempf heads up the hill to the Navy Annex for a meeting. Capt. Austin is fielding phone calls and Lt.Cdr. Leitzel alternates between going through messages and trying to reserve a racquetball court. The admiral enjoys racquetball almost as much as golf and Leitzel does his best to work some kind of exercise into the boss's schedule. An earlier working-Saturday morning, he recalls, was followed by golf at Andrews Air Force Base. Little more than halfway around the course, it began to rain. The admiral and his party merely lowered their heads and played through.

A few minutes after 7 p.m., the door to the inner office swings open and VAdm. Schoultz is pulling on his coat as he comes out. There is a social engagement on the schedule and he is already late. Lt.Cdr. Leitzel accompanies him as far as the first stairwell, ensuring that the boss has an idea of what is scheduled for the next morning.

The guard at the mall entrance hardly notices, nodding as VAdm. Dutch Schoultz leaves. An admiral working late at the Pentagon is not unusual. The top man in Naval Aviation is no exception, and the long day is part of the territory. ■





VAdm. Schoultz is accompanied by aide Lt.Cdr. Leitzel as the admiral leaves the Pentagon after a 12-hour day.



In September 1982, Vice Admiral Robert "Dutch" Schoultz succeeded Vice Admiral Wesley McDonald as Deputy Chief of Naval Operations for Air Warfare. Now the top man in Naval Aviation, he is no stranger to the Pentagon scene. And despite four tours of duty in the nation's capital, his career has more often involved duty with squadrons or other operational units. The former executive officer of the carrier *Roosevelt* and commanding officer of *Forrestal* is considered by those who have worked with him to be a tireless advocate of Naval Aviation. They acknowledge him as a boss who is concerned about those around him and is able to get the most from both people and material resources. If he has a reluctance to be in the spotlight, it is balanced by his relaxed public image and a tendency toward giving candid answers to tough questions.

The following are a series of remarks taken from interviews and talks in which the new air boss has participated, giving a view from the top of where Naval Aviation is going and what can be expected in the near and more distant future. (Cont'd on pg. 10)



Above, VAdm. Schoultz chats with one of the sideboys assigned to pipe him away after a visit to NAS Patuxent River. Opposite page, the admiral reflects during a briefing at the Patuxent River Naval Air Test Center.

# ...TO FIGHT AND WIN

Story and Photos by JOC Kirby Harrison

A new Deputy Chief of Naval Operations for Air Warfare takes a look at the future of Naval Aviation.

● On the job now for almost six months, VAdm. Schoultz generally considers it *organized chaos* from which a great deal of satisfaction comes in keeping it organized. He has spent much of the early months getting the F/A-18 program off the ground and into operational status.

*I wasn't surprised that it was a little chaotic. The F/A-18 question has taken up a lot of my time. I have been surprised at the exceedingly high cost of equipment. Matching that with the budget has been a daily challenge to try and get things done that we want to do, within the fiscal constraints that we have.*

*I think the F/A-18 problem has been resolved in the eyes of the Defense Department. We'll still have some continuing inquiries in Congress through the spring briefings, but the Secretary of Defense will sign out the results of the Defense Acquisition Review Board, which will be positive. We all agree that we will continue with production. Right now we're continuing with our original plans to buy out the program. For the Marines particularly, it's a fantastic aircraft and fulfills all their mission requirements in spades.*

● The Marine Corps is due to begin receiving the much improved AV-8B *Harrier II* in the near future. It is an aircraft that is much easier to handle in the transition from forward flight to hover, and much more stable on the landing approach. According to VAdm. Schoultz, the program is on track although there are some questions still to be answered.

*The prices [on the AV-8B] look like they're staying within bounds. For the Marine Corps, of course, it's eventually going to be their primary attack aircraft. It looks like we're going to increase the number of buys in next year's budget. The aircraft is a dramatic improvement over the AV-8A. It will go farther and carry twice as much ordnance, and it's a lot easier to control in flight. The transition period from forward flight to hover, which used to be so critical in the AV-8A, now has been simplified by improvements in engineering. I think it is going to be our first truly viable V/STOL aircraft.*

*It doesn't make sense to train someone in the TAV-8A and then send him to fly the AV-8B, because they have such different flight characteristics. It's a completely different aircraft in that respect. So we would like to get the TAV-8B into the budget. We're going to have to work on that because it is expensive.*

*We should have programmed it into the first buys of AV-8Bs, but because of budgetary reasons we left it out. Now we have to put it in somewhere down the line. It may require that we give up some AV-8B type aircraft to get this trainer version under the tent of the total obligation authority.*

● Decisions are now being made concerning the carrier onboard delivery (COD) service, hoping for aircraft with additional range and more of them. With the phasing-out of the aging C-1 *Trader* COD aircraft, an agreement with Grumman for the purchase of an additional 39 improved C-2A *Greyhounds* is good news for deployed carriers. The first is due from Grumman in 1985, and the remainder will be delivered over the following five years.

*We have a multiyear buy on for the new C-2As, which will be greatly improved aircraft over the current C-2As. They will have better maintainability, availability and, hopefully, some engineering improvements. They won't have a great deal more range, but there aren't very many places in the world where we need more than the 1,100 to 1,200-mile range that the current C-2A provides. And we now have in the Pacific four of the US-3s (a COD-configured S-3 Viking), which are long-range and can go 2,000 miles to provide critical spare parts and small numbers of personnel. We also have demonstrated fleet flexibility by deploying two of these aircraft to the Mediterranean to assist in logistics support of the U.S. Marines in Lebanon. In terms of logistics, our vertical onboard delivery aircraft, RH-53Ds in Sigonella, Italy, are doing a lot of heavy short-range work. We hope that the C-2As, C-12s and C-9s we're getting for logistics work will do the whole job, without our having to buy a new type of aircraft."*



*"It may require we give up some AV-8B type aircraft to get this trainer . . ."*

*"We have a multiyear buy on for the C-2A, which will be a greatly improved aircraft."*



● The Navy has in recent years been considering improving inflight refueling to extend the range of attack aircraft. Among the ideas has been use of the S-3 Viking in a tanker configuration and Boeing stretch 707 tankers for land-based refueling support.

*The stretch version of the Boeing 707 is one option, part of an ongoing study for Navy and Marine Corps refueling requirements. We're looking at some shore-based air-to-air refueling to replace some of the older C-130s the Marine Corps is using, and at the capability to refuel carrier aircraft with land-based tankers in certain scenarios. We're also buying more KA-6Ds for onboard use, and looking at all our requirements and other options. You can develop a scenario where 707s as long-range, heavy-capability refueling aircraft could provide that service to transiting Marine aircraft groups. We haven't made a first decision on the stretch 707s yet, but it's part of the many considerations in our long-range tanker study.*

The Navy has recently been looking at the Bell/Boeing tilt-rotor aircraft as part of the JVX program. Also undergoing testing by Sikorsky is an advancing blade concept helicopter. The JVX program is looking for an aircraft to replace the present medium-lift helicopters flown by the Marine Corps.

*The JVX project is a joint development program. The Navy has been given the lead in that program for 50 percent, the Army 34 percent and the Air Force 16 percent. It's now a Navy-led program with a Marine as project manager. The Navy needs that aircraft for a follow-on version of the Marine medium-lift helicopter in the 1990s. The tilt-rotor is one of the prime candidates to fulfill that mission because it is a flying prototype now. Also, Sikorsky is flying an advancing blade concept as a competition. We're just examining what the final version will look like.*

● VAdm. Schoultz is an enthusiastic advocate of dual sourcing as a means of saving the Navy money. The idea of using two sources for manufacture of hardware has already been practiced successfully in a number of projects.

*We are attempting in every acquisition effort of ours to provide a dual source so that there are two contractors, particularly prime contractors, who are working on every major system. This provides competition not only in price but in development and in our product improvement program. What we did with the Sparrow missile is probably the best example, where we have two contractors and the price has almost gone in half. And we're continually making improvements in that missile.*

● As the new air boss, VAdm. Schoultz is already planning for the future. He acknowledges the problems but foresees improvements in both the quality of people and equipment.

*Our short-range goal is to be ready to fight and win in today's world with today's weapons. Our long-range goal is to improve our capability, to be flexible enough to change, and to ensure our personnel will improve their skills as we receive equipment with greater capabilities. That is probably one of the biggest goals in Naval Aviation — to keep our people up front with talent and knowledge. We certainly have more combat experience than any other branch of the service, and we've got to keep this talent moving forward.*

*I would like our people to know that they are in the forefront of the Navy and have tremendous potential for leading our Navy in the future. Naval Aviation is as important, or more important, today as it has ever been. Our people are true professionals, and I expect nothing less than that. There are many challenges and many opportunities facing us. I would hope they will all stay on and see Naval Aviation progress through the coming years. ■*

*"The Navy needs that (JVX) for a follow-on version of the Marine medium lift helicopter of the 1990s."*

*"We are attempting in every acquisition effort . . . to provide a dual source . . ."*

*"Our people are true professionals, and I expect nothing less than that."*

# The Path to

By Captain Jeremy D. "Bear" Taylor

The fourteen largest, most complex, intensively manned and capable warships in the world are the aircraft carriers of the United States Navy. Flexible, mobile and versatile, they are the centerpieces of the Navy's battle groups and are traditionally the first in and last out of the crises areas where U.S. national interests are challenged. A fifteenth carrier, USS *Lexington*, is an auxiliary aircraft landing training ship used in aviation training at NAS Pensacola, Fla.

The carriers are all commanded by Naval Aviators or Naval Flight Officers in compliance with an act of Congress following recommendations made by the President's Aircraft Board in November 1925. Chaired by Dwight Morrow, the board considered a wide number of aviation issues arising from early military application of aircraft. The issue of carrier command was included as one of the "most difficult questions" considered by the board.

On the basis of testimony from military and civilian aviation leaders, the Morrow Board recommended that selections for command or for general line duty on aircraft carriers and tenders, for command of flying schools, or for other important duties requiring immediate command of flying activities be confined to Naval Aviators. Congress subsequently enacted 1926 Public Law, Title 10, U.S. Code, Section 5942, which stated that the commander of an aircraft carrier or tender must be a line officer who is designated a Naval Aviator or Naval Aviation Observer. A February 1970 amendment substituted the phrase "Naval Flight Officer" for "Naval Aviation Observer."

The path to carrier command, therefore, remains limited and well defined. Superior performance in repeated assignments as a carrier aviator or flight officer and as a commanding officer of at least one aviation unit, normally a carrier-based squadron, invariably precedes selection for major command of an amphibious or support force deep draft ship. Selection for carrier command is made from the survivors of this winnowing process and each year 5 to 10 are screened for assignments to carrier command. There is no more prestigious, responsible or challenging captain's assignment in Naval Aviation. It is the goal that the most ambitious seek and few attain.

Contenders for carrier command will typically record between 800 and 1,200 carrier landings and between 4,000 and 6,000 flight hours, while completing six to eight extended cruises during three or four squadron and air wing tours. Most will concurrently qualify as underway officer of the deck and command duty officer before completing a tour as a department head aboard a carrier. Some will have also served on a major afloat staff.

Many will have served as air wing commanders responsible for the leadership and management of several squadrons. More than 2,000 officers and men and about 90 carrier-based aircraft are the principal assets under his supervision. The air wing commander is a unique warrior. As the oldest and most senior combat leader in the wing, he goes first. He doesn't lead from the rear echelon and direct

more junior airmen to the van. He goes in front and is the first to meet the enemy. He thrives on tough missions, and night and all-weather flying. He leads. He is a tactician and operator who is most often characterized by a bold and aggressive fighting spirit tempered by well-developed judgment. He is savvy in naval warfare, including antiair warfare, antisubmarine warfare and power projection. He is a weapons expert who knows how to fight and win. He is an experienced survivor in a profession unforgiving of human error.

Other carrier commanding officers will ascend to that most highly sought responsibility via selection and assignment as carrier executive officers. Few billets in the Navy are as demanding and difficult as that of a carrier X.O., or as effective in preparing a successful aviation squadron commanding officer for ship and carrier command. A relentless schedule of operational and administrative activity must be carefully executed so that the operational readiness of the unit, safety and welfare of the crew, and material condition of the carrier reach and remain at high levels. He is an experienced carrier airman who can effectively manage extensive human and material resources, and an expert in solving problems and getting things done. He possesses uncommon loyalty and stamina. After serving two years as the right hand of a carrier C.O., he knows carriers.

From these billets, contenders for carrier command enter training pipelines that will prepare them for ship command. Before they take over a deep draft major command, they will complete additional courses in shipboard engineering, ship handling, tactics and leadership.

Some contenders will assume command of amphibious force ships in the LPH, LPD and LKA classes, while others will skipper support force ships in the AOE, AOR, AO and AFS classes. Operating with battle and amphibious readiness groups, they will make more than 50 port entries and exits in large ships of deep draft (up to 37 feet), and operate their ships in heavily trafficked waters, steaming independently and in formation. All this will be done in numerous exercises that show the flag in several countries. In short, they will master the heavy responsibility of *Captain*.

For those who are selected for nuclear power training following completion of aviation squadron command, the route to carrier command is especially arduous. After 30 to 36 months of sea duty as a squadron X.O. and then C.O., they complete 16 months of intensive nuclear engineering training. They then serve two to three years as operations and executive officers on nuclear-powered carriers. Carrier command selection ensures these extraordinary performers two or three additional years of consecutive sea duty. They are among the most capable and dedicated to serve their country.

Carrier command is likely to come to only those Naval Aviators or Naval Flight Officers who set their sights early and who pursue, with unswerving perseverance and skill, the proven paths initially narrowed by Congress in 1926. ■

# Carrier Command

Coral Sea sports a full deck during a lull between flight operations.



*The following profiles of the present carrier commanding officers show the paths they took to the ultimate Naval Aviation career assignment.*



**Captain Denis T. Schwaab**  
C.O., USS America (CV-66)  
Home Port: Norfolk, Va.

Sea Duty: VF-33, Natops/safety; VF-161, Natops/maintenance/operations; VF-151, X.O./C.O.; *Independence*, X.O.; *Coronado* (AGF-11), C.O.

Shore Duty: Naval Air Test Center, project officer/head of ordnance branch; Naval Missile Center, flight test officer; ComNavAirLant, asst. chief of staff.

Training/Education: Officer Candidate School; George Washington University, MS; Naval War College; Surface Warfare PCO School.

Significant Decorations: Meritorious Service Medal (2); Air Medal Strike/Flight Award (14); Navy Commendation Medal with Combat V, Navy Commendation Medal.



**Captain Lyle F. Bull**  
C.O., USS Constellation (CV-64)  
Entered overhaul in December 1982  
at Bremerton, Wash.

Sea Duty: VA-128, administrative/maintenance; VA-196, X.O./C.O.; *Enterprise*, air operations; VA-128, C.O.; ComCarGru-7, asst. chief of staff for operations/plans; *San Jose* (AFS-7), C.O.



Shore Duty: OpNav, attack weapons systems program coordinator.

Training/Education: Officer Candidate School; Surface Warfare PCO Course.

Decorations: Navy Cross; Distinguished Flying Cross; Meritorious Service Medal; Air Medal Strike/Flight Award (19); Navy Commendation Medal with Combat V (7); Vietnam Gallantry Cross; Vietnamese Armed Forces Honor Medal (first class).



**Captain Robert J. Kelly**  
C.O., USS Enterprise (CVN-65)  
Home Port: Alameda, Calif.

Sea Duty: VA-105, safety/maintenance/operations; VA-72, X.O./C.O.; Enterprise, operations/X.O.; Paul Revere (LPA-248), C.O.

Shore Duty: NavAirSysCom, deputy chief of engineering division; F-14B/F-15 joint engine project.

Training/Education: U.S. Naval Academy; Naval Postgraduate School, AeE; Naval Nuclear Power School and prototype training; Surface Warfare PCO School.

Decorations: Air Medal Strike/Flight Award (10); Navy Commendation Medal with Combat V (2).



**Captain Jeremy D. Taylor**  
C.O., USS Coral Sea (CV-43)  
Home Port: Alameda, Calif.  
(Plans call for a home port change to Norfolk, Va., in the coming months.)

Sea Duty: VA-113, Natops/safety/operations/maintenance; ComCarStkForSeventhFlt/ComCarGru-5, strike plans officer; VA-46, X.O./C.O.; CVW-3, Commander; Kalamazoo (AOR-6), C.O.

Shore Duty: ComFAir, Jacksonville, VA training officer; OpNav, head of tactical air analysis section/deputy head of strike warfare branch; OpNav, deputy director of general planning and programming division.

Training/Education: Naval Aviation Cadet Program; Naval Postgraduate School, B.A.; U.S. Army War College; Surface Warfare PCO School.

Decorations: Legion of Merit; Distinguished Flying Cross; Bronze Star; Meritorious Service Medal; Air Medal Strike/Flight Award (19); Air Medal Individual Award (2); Navy Commendation Medal with Combat V.



**Captain Bobby C. Lee**  
C.O., USS Forrestal (CV-59)  
Entered the service life extension program (SLEP) in January 1983 at Philadelphia, Pa.

Sea Duty: VF-174, Natops/safety; VA-37, Natops/safety/administrative; VF-174, operations; VF-122, X.O.; VA-147, X.O./C.O.; Franklin D. Roosevelt (CV-42), asst. air officer; CVW-9, Commander; Niagara Falls (AFS-3), C.O.

Training/Education: Naval Aviation Cadet Program; Naval Postgraduate School.

Decorations: Silver Star; Distinguished Flying Cross; Meritorious Service Medal; Air Medal Strike/Flight Award (23); Air Medal Individual Award (2); Navy Commendation Medal with Combat V.

**Captain Edward W. Clepton, Jr.**  
C.O., USS Dwight D. Eisenhower  
(CVN-69)  
Home Port: Norfolk, Va.



Sea Duty: VF-114, operations/maintenance; VF-102, X.O./C.O.; Eisenhower, X.O.; El Paso (LKA-117), C.O.

Shore Duty: Naval Air Test Center, F-4 flight test division; U.S. Navy representative in Dept. of State Executive Seminar on National and International Affairs.

Training/Education: U.S. Naval Academy; Naval Test Pilot School; Naval Nuclear Power School and prototype training.

Decorations: Meritorious Service Medal; Air Medal Strike/Flight Award (12); Navy Commendation Medal with Combat V (3); Navy Commendation Medal (2); Vietnam Gallantry Cross with gold star.

**Captain Jerry C. Breast**  
C.O., USS Independence (CV-62)  
Home Port: Norfolk, Va.



Sea Duty: VA-163, operations; VA-82, X.O./C.O.; America, operations/X.O.; Savannah (AOR-4), C.O.

Shore Duty: Naval Air Test Center, VA/VF project officer/head of weapons system test division; OpNav, F/A-18 program coordinator.

Training/Education: Naval Reserve Officers Training Corps, Vanderbilt University; Naval Postgraduate School;



Catholic University, MS; Naval Test Pilot School; Naval War College; Surface Warfare PCO School.

Decorations: Silver Star (3); Distinguished Flying Cross (3); Air Medal Strike/Flight Award (30); Air Medal Individual Award (5); Navy Commendation Medal with Combat V (5); Navy Achievement Medal with Combat V.



**Captain D. Bruce Cargill**  
C.O., USS John F. Kennedy (CV-67)  
Home Port: Norfolk, Va.

Sea Duty: VA-22, Natops/administrative/maintenance/operations; VA-113, X.O./C.O.; *Kennedy*, X.O.; *Sylvania* (AFS-2), C.O.

Shore Duty: Naval Air Test Center, VA project officer/program manager; ComNavAirLant, training officer; OpNav, V/STOL program coordinator.

Training/Education: Naval Reserve Officers Training Corps, University of Washington; Naval Postgraduate School; Massachusetts Institute of Technology, MS; Naval Nuclear Power School and prototype training.

Decorations: Legion of Merit; Distinguished Flying Cross; Air Medal Strike/Flight Award (19); Navy Commendation Medal with Combat V (2); Vietnam Gallantry Cross.



**Captain Robert C. Taylor, Jr.**  
C.O., USS Kitty Hawk (CV-63)  
Home Port: San Diego, Calif.

Sea Duty: VMA-332, operations/X.O.; VA-83, operations/X.O.; VA-122, X.O.; VA-192, X.O./C.O.; VA-125, C.O.; *Ranger*, X.O.; *Camden* (AOE-2), C.O.

Shore Duty: OpNav, head of carrier warfare branch.

Training/Education: Officer Candidate School; Naval War College; Chapman College, MS; Surface Warfare PCO School.

Decorations: Silver Star; Distinguished Flying Cross (6); Bronze Star; Meritorious Service Medal; Air Medal Strike/Flight Award (32); Air Medal Individual Award (11); Navy Commendation Medal with Combat V; Vietnam Gallantry Cross with gold star.



**Captain James W. Ryan**  
C.O., USS Lexington (AVT-16)  
Home Port: Pensacola, Fla.

Sea Duty: VF-194, C.O.; *Constellation*, air officer; *Wabash* (AOR-5), C.O.

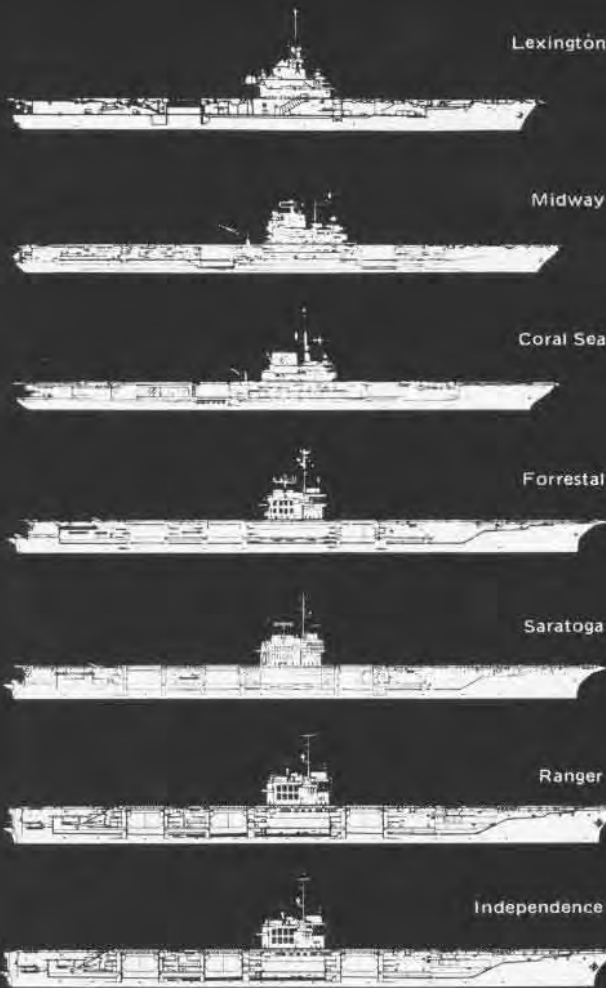
Shore Duty: OpNav, program coordinator for air-to-air weapons; CinCPacFlt staff.

Training/Education: Naval Aviation Cadet Program; San Diego State University, B.A.; Naval War College; Industrial College of the Armed Forces; Senior Officer Ship Material Readiness Course.

Decorations: Bronze Star; Meritorious Service Medal; Air Medal; Navy Commendation Medal with Combat V.



An aerial stern view of *Independence* underway in the eastern Mediterranean.



Drawings not to scale



# Carriers

Captain Charles R. McGrail, Jr.  
C.O., USS Midway (CV-41)  
Home Port: Yokosuka, Japan



Sea Duty: VF-143, safety/administrative; 4535 Combat Crew Training Squadron, flight commander; VF-96, X.O./C.O.; VF-121, C.O.; ComCarStkForSeventhFlt/ComCarGru-5, asst. chief of staff for operations/plans; *Tripoli* (LPH-10), C.O.

Shore Duty: Naval Missile Center, project pilot/test conductor; HQMilAsstCom, air operations officer; BuPers, aviation Lt.Cdr./J.O. assignment branch head.

Training/Education: U.S. Naval Academy; Senior

	Lexington	Midway	Coral Sea	Forrestal Saratoga	Ranger Independence
	AVT-16	CV-41	CV-43	CV-59/60	CV-61/
Length, Waterline	820' 0"	900' 0"	900' 0"	990' 0"	990' 0"
Overall	890' 3"	977' 2"	978' 0"	1046' 0"	1047' 6"
Beam, Waterline	103' 0"	121' 0"	121' 0"	129' 4"	129' 4"
Overall	171' 3.5"	243' 0"	231' 0"	250' 8"	255' 0"
Displacement (tons)	44,200	64,222	62,700	78,200	79,200
Flight Deck Length	884' 7"	977' 2"	978' 0"	1040' 0"	1047' 6"
Maximum Width	162' 9"	258' 6"	236' 0"	252' 8"	249' 1"
Area (sq. ft.)	98,351	156,640	144,044	173,758	174,480

Nimitz steams in the North Atlantic en route to NATO's Teamwork 1980 in Norway.



Kitty Hawk



Constellation



Enterprise



America



Kennedy



Nimitz



Eisenhower



Vinson



Some of these specifications undergo changes from time to time.

# Today

Kitty Hawk Constellation	Enterprise	America	Kennedy	Nimitz	Eisenhower	Vinson
CV-62/64	CVN-65	CV-66	CV-67	CVN-68	CVN-69	CVN-70
990' 0"	1040' 0"	990' 0"	990' 0"	1040' 0"	1040' 0"	1040' 0"
147' 6"	1101' 0"	1047' 6"	1051' 0"	1092' 0"	1092' 0"	1092' 0"
129' 4"	133' 0"	129' 4"	128' 6"	134' 0"	134' 0"	134' 0"
251' 8"	253' 11"	252' 0"	270' 6"	252' 8"	252' 8"	252' 8"
80,000	89,400	78,600	81,086	91,685	91,505	91,400
147' 6"	1101' 6"	1047' 6"	1051' 0"	1092' 0"	1092' 0"	1092' 0"
150' 0"	248' 3"	243' 3"	267' 0"	250' 8"	250' 8"	250' 8"
3,300	193,179	196,179	195,267	203,162	203,162	203,162

Officer Ship Material Readiness Course; Surface Warfare PCO School.

Decorations: Legion of Merit; Bronze Star; Meritorious Service Medal; Air Medal Strike/Flight Award; Air Medal Individual Award; Navy Commendation Medal with Combat V.



Captain Raymond P. Ilg  
C.O., USS Nimitz (CVN-68)  
Home Port: Norfolk, Va.

Sea Duty: ComCarDiv-7, flag Lt. and aide; VA-65, Natops/safety/operations; VA-42, X.O.; VA-176, X.O./C.O.; *Enterprise*, operations/X.O.; *Wabash* (AOR-5), C.O.

Shore Duty: Naval Air Test Center, project pilot/flight project coordinator.

Training/Education: U.S. Naval Academy; Naval Test Pilot School; Naval Nuclear Power School and prototype training.

Decorations: Distinguished Flying Cross; Bronze Star with Combat V; Air Medal Strike/Flight Award (10); Air Medal Individual Award; Navy Commendation Medal with Combat V (3); Navy Commendation Medal; Purple Heart.



**Captain Anthony A. Less**  
C.O., USS Ranger (CV-61)  
Home Port: San Diego, Calif.

Sea Duty: VA-105, safety; VA-12, X.O./C.O.; CVW-9, Commander; *Wichita* (AOR-1), C.O.

Shore Duty: Navy Flight Demonstration Squadron (*Blue Angels*), C.O.; OpNav, exec. asst. to DCNO (Air Warfare); CincPacFlt, exec. asst.

Training/Education: Aviation Officer Candidate School; Surface Warfare Officers Advance Course.

Decorations: Air Medal Strike/Flight Award; Navy Commendation Medal with Combat V.



**Captain Leonard G. Perry**  
C.O., USS Saratoga (CV-60)  
Home Port: Mayport, Fla.

Sea Duty: VS-38, administrative/maintenance/operations; VS-33, X.O./C.O.; ComCarStkForSeventhFlt/ComCarGru-5, ASW air/asst. operations; *Kitty Hawk*, navigator/X.O.; *San Jose* (AFS-7), C.O.

Shore Duty: Madrid, Spain, asst. U.S. naval attache; ComNavAirPac, ASW training officer; OpNav, deputy director of carrier programs.

Training/Education: Aviation Officer Candidate School; Armed Forces Staff College; Defense Intelligence School; Defense Language Institute.

Decorations: Meritorious Service Medal with gold star; Navy Commendation Medal.



**Captain Richard L. Martin**  
C.O., USS Carl Vinson (CVN-70)  
Home Port: Norfolk, Va.  
(Plans call for a home port change to Alameda, Calif., in the coming months.)

Sea Duty: VF-162, operations/Natops/X.O.; VF-2, C.O.; *Nimitz*, X.O.; *Francis Marion* (LPA-249), C.O.

Shore duty: ComFAir, Miramar, F-14 program manager/project officer; ComFitAEWWingPac, F-14 management information system.

Training/Education: U.S. Naval Academy; Naval Postgraduate School; University of California, MS; Naval Nuclear Power School and prototype training; Surface Warfare Advance Course.

Decorations: Meritorious Service Medal (2); Air Medal Strike/Flight Award (6).







Above, Kitty Hawk takes on fuel from an oiler between exercises, while Constellation is shown in October 1981 (l.) preparing for an eight-month WestPac deployment.

By JO1 Dale Gamble and JO2 Bob Miller

Spectators crowded Pier 86 on New York's Hudson River on August 3, to pay tribute to a lady of steel and the men who sailed in her. In opening ceremonies attended by Secretary of the Navy John Lehman, Jr., and New York City Mayor Edward Koch, the WW II aircraft carrier *Intrepid* became an open page of history as a floating sea-air-space museum.

In his address, Secretary Lehman gave credit to the men who have made possible a new life for *Intrepid*, among them Zachary Fisher, founder and chairman of the Intrepid Museum Foundation. He also noted the arrival of the amphibious tank landing ship USS *Boulder* at Brooklyn's Floyd Bennett Field, an event reopening the city as a home port for the Navy. "This is only the beginning of a new era," he told guests and spectators. "The Navy is coming back to New York."

*Intrepid's* final trip to New York City almost never happened. The ship was destined for some junk yard as a final resting place. "I couldn't believe a ship with a history that has not been equaled. . . would be scrapped," said Fisher.

*Intrepid* was delivered to the Navy in August 1943, the beginning of a distinguished, colorful career. On station in the Pacific in the late days of WW II, she was hit seven times by either torpedo or kamikaze attack. As the ship lay crippled and nearly dead in the water at one point, her crew continued to fight. Pilots from *Intrepid* destroyed 650

PH2 Ed Van Eckert



New York City Mayor Ed Koch (r.) presents a certificate of appreciation to Zachary Fisher for his work in bringing the carrier *Intrepid* to New York City as an air-sea-space museum.

# *Intrepid*

Right, the carrier *Intrepid* is at rest in her new home on Manhattan's west side. Opposite page, the Manhattan skyline is a backdrop for a P-2 patrol aircraft that is part of the flight deck display aboard the carrier.



enemy planes in WW II and helped sink the Japanese super battleships *Musahi* and *Yamato* along with a number of other vessels.

*Intrepid* remained in service and was ready when fighting began in Korea. And with the Navy rapidly moving into the jet age, she was one of the first carriers to undergo modernization, overhaul and redesignation to handle the new high-performance jet aircraft. *Intrepid* was also ready for the conflict in Vietnam and, during one of three tours in the Tonkin Gulf, her crew set a record for the fastest launch of aircraft. In seven minutes they launched 15 loaded planes, sending an aircraft off every 28 seconds.

With a lifetime spanning three wars, *Intrepid* also made a mark at other events. She was the recovery ship for Project *Mercury Aurora 7* with Astronaut Scott Carpenter, and *Gemini III* with John Young and Virgil Grissom. Even after her decommissioning in 1974, the big carrier played an active role. In 1976 she was selected by the U.S. Congress as the Navy and Marine Corps Bicentennial Exposition Ship in Philadelphia.

Today, after a face-lift and museum-tailoring, she is an exhibit covering 150,000 square feet. Included are the hangar bays, flight deck and bridge. There are plans to outfit an additional 200,000 square feet below the hangar decks.

The hangar bays present Navy themes, among them: the story of a modern carrier battle group with aircraft models

and a motion picture; *Intrepid's* role in action during WW II with a film presentation of the Leyte Gulf battle; relics from the earliest days of flight; and a display of man's aviation and maritime future.

On the angled flight deck are static aircraft displays that include the P-2 *Neptune*, F-11 *Tigercat* and A-4 *Skyhawk*. Visitors may also walk through the ship's combat information center.

*Intrepid* was donated to the Intrepid Museum Foundation by the U.S. Navy in December 1980. The foundation has spent approximately \$22 million in donations in arranging *Intrepid's* restoration, conversion and rebirth.

Retired Senior Chief Boatswain's Mate Andrew J. Mandrackie considers it money well spent. "This is the best thing for the Navy," says the 36-year Navy veteran who was instrumental in the ship's refurbishing and mooring, and now lives aboard to care for the rigging, deck equipment, small boats, and line-handling. "Truthfully," he confesses of his job, "it's like dying and going to sailors' heaven."

But more importantly, he adds, *Intrepid* and ships like her are part of the country's history and as such are important in teaching future generations. "They're seeing the vessels that kept us free," he explains.

The museum is open seven days a week from 10 a.m. to 7 p.m., and there is a nominal charge for visiting the ship. ■

# *Intrepid* Finds a Home



PH2 Ed Van Eckert



# The Cat Roars On

Put Luke Skywalker into the cockpit, throw a tarp over the canopy and he'd think he was in his X-wing fighter.

That's how exotic the F-14 *Tomcat* is. Though it's been 12 years since the first one flew on December 21, 1970, there are few planes that can keep up with this variable sweep-wing, twin-engine, two-place fighter today. The F-14 is a plane built for change.

When Grumman Aerospace engineers designed the *Tomcat* in the late sixties, the aerospace industry was entering an era of remarkable new engines, and weapon and avionic systems. The weapons would be controlled by powerful computers then being developed. Exotic new materials would allow the design of even more powerful and fuel-efficient engines. So, the *Tomcat's* airframe had to be good enough to be the Navy's frontline fighter then, and also grow with the great strides being made in electronics and materials into the year 2000 and beyond.

To date, Grumman has built 526 *Tomcats*, 446 of which have gone into the U.S. Navy inventory. The other 80 were produced for the Iranian Air Force. Plans now call for the manufacture of more than 800 *Tomcats*,





which means that production is expected to run well into the 1990s.

"Because the *Tomcat* has been around for a while, people tend to forget what an enormous technological advance it represented at the time of introduction," Rear Admiral George Furlong, Jr., Commander Fighter Airborne Early Warning Wing, U.S. Pacific Fleet, wrote recently. "It was an even greater leap than the one we made upgrading from the F-8 *Crusader* to the F-4 *Phantom*. In that transition, we went from a clear-day, single-place fighter armed with guns and early heat-seeking *Sidewinder* missiles to our first two-place, all-weather fighter armed with radar-guided *Sparrow* missiles as well as *Sidewinders*. From the F-4 to the F-14 was an even longer leap; *Tomcat* was our first multiple-track, multiple-attack, air-to-air fighter weapon. And, to my knowledge, it's still the only one of its kind in the world."

For a long-range punch, *Tomcat* uses the lethal *Phoenix* missile. It can carry six of these Hughes-built weapons on a mission and with the AWG-9 multiple target tracking system it is a combination that defines the phrase "fleet defense." "The F-14 gives the aircraft carrier a quantum leap in

protection with the multiple-shot *Phoenix* capability," notes James Perry Stevenson in his book *Tomcat*.

The AWG-9 system can track two dozen enemy aircraft more than 100 miles away and attack six of them at that range with *Phoenix* missiles.

Commander John Wilson and his backseater, Lieutenant Commander Jack Hawver, were the first to test that capability of the *Tomcat* back on November 21, 1973. Their AWG-9 radar picked up six target drones between 85 and 115 nautical miles. They attacked. The six *Phoenix* missiles were launched within 37 seconds of each other, resulting in four drones "killed." One malfunctioned before the missile ever reached its target and one *Phoenix* had an internal failure. It was an auspicious beginning for a remarkably sophisticated weapon system.

The *Tomcat* is just as deadly as the distance between it and the attacker decreases. The crew can attack enemy aircraft with *Sparrow* or *Sidewinder* missiles or their M61A-1 *Vulcan* 20mm cannon.

Captain Richard Vance, skipper of the East Coast training squadron VF-101, says, "I think it is a super-performing airplane." Vance, who sat at the OpNav F-14 desk at the Pentagon before his current assignment, flew the *Tomcat* in combat exercises, often against a score or more planes, often facing fighters from the Air Force and from allied nations. "It's obvious to me, with the tactics the Navy uses, the aircraft is superior.

There is a second point of view of the *Tomcat*. It comes from the man who sits in the back seat of the F-14, the Naval Flight Officer (NFO). NFOs first came to prominence in the fighter world for their work in the workhorse F-4 *Phantoms*. They became even more important when a place was made for them aboard the *Tomcats*.

One of the pioneering F-14 NFOs is Commander Sharer, who is winding up a tour as skipper of the VF-11 *Red Rippers*. He took his first flight in an F-14 on May 15, 1972. He became the Navy's first *Tomcat*-qualified backseater when he was part of the Navy flight acceptance team stationed at Grumman Aerospace as the first F-14s came off the production line.

There have been a lot of changes since he first began his career as a Naval Flight Officer. "The NFO is maybe four times busier," he notes. But it's the very complexity of the system, Sharer explains, that makes *Tomcat* so effective as a fleet defender. "The two-man crew, the plane's weapon system and the aerodynamic abilities of the variable sweep wing make this a *hot fighter*."

Plans are to keep the F-14 a hot fighter for at least the next 20 years. With the updates both in production and on the drawing board, the *Tomcats* of the future will be able to do even more, and do it better.

Two recent changes extend the vision of both the flight crew and the fleet commanders themselves.

One is the tactical air reconnaissance pod system (TARPS). Inside

An F-14 *Tomcat* from VF-124 goes to afterburners as the pilot begins his take-off run at NAS Miramar.



JOC Kirby Harrison

the TARPS pod are three cameras that allow the *Tomcat* to carry out a photoreconnaissance mission and also fulfill its fighter role. VF-84 was the first squadron to take TARPS to sea, deploying in May of 1981.

The second change is the television camera set (TCS). This fuselage-mounted telephoto and wide-angle-equipped television camera will let the aircrew make positive visual identification of aircraft which are flying far beyond the range of their eyesight. The TCS will be entering service this year.

Other updates are coming soon. F-14s will receive programmable radar signal processors and increased memory capacity for the computer. Also coming soon are the new AIM-54C model of the *Phoenix*, the AIM-9M *Sidewinder* and the AIM-7M *Sparrow*.

But, what about the future, the late 1980s, the 1990s and beyond the year 2000? How will the *Tomcat* change to meet threats which will exist then?

"If I had to choose only one major improvement," Furlong wrote, "it would have to be the powerplant. I believe we need an engine with more reliability — one that is more reliable throughout its entire performance envelope, has more thrust and burns less fuel."

Advances in engine technology will help in two other ways, Furlong explained. "New, more advanced engines, combined with advances in air-to-air missile technology, might even enable the F-14 to carry eight or more lighter and smaller missiles with even better long-range performance than the present *Phoenix*."

A new missile is now being tested which will replace not the *Phoenix* but the *Sparrow*. AMRAAM (advanced medium-range air-to-air missile) is a Hughes-built launch-and-leave missile being developed for use on a number of American fighter aircraft, including the *Tomcat*.

"We also need stall-free engine performance to take advantage of the aircraft's remarkable aerodynamic performance throughout the flight envelope," Furlong said.

Some of the other big changes planned for the future will be hard to spot. They'll be made in the avionics suit.

There is the avionics integration

program (AIP), which will give the F-14 all-digital electronics. Commands from the crew or the computers will no longer be sent through mazes of wires. Instead, they will be sent through common wires to the various systems. Each system will be able to find its particular commands by the prefix, more accurately called the address, which precedes each command. Such a system greatly reduces the amount of hard wiring on the aircraft and simplifies the whole avionics system. New computers and display for the crew are also part of AIP.

Changes are planned, too, for the AWG-9 weapons system's radar. With the updates, the radar will perform better, especially in an environment of electronic countermeasures.

The tremendous increase in electronic warfare systems will make another planned addition to the *Tomcat* and all other tactical aircraft in all the services very welcome. The joint tactical information distribution system will allow data and voice information to be transmitted securely. The transmissions will also be jam-proof.


Two other planned improvements will protect the crew and plane from electronic attack. They are the airborne self-protection jammer and the ALR-67 defense electronic countermeasures system.

Aviators in the fleet can start looking for these improvements late in this decade or in the early 1990s.

The *Tomcats* of today seem a thousand years removed from the fighters of only 40 years ago. Pete Remington, the F-14 program director at Grumman Aerospace, flew F4F *Wildcats* (another Grumman plane). "That machine was so simple," he recalls. "The only fighting weapon we had was a machine gun. The most complex avionics system was a radio range receiver."

Fighters, he says, have evolved in these four short intervening decades to where the *Tomcat* "can shoot other planes down before those other aircraft can even see it on radar, let alone visually."

And tomorrow? What will fighters a generation or two beyond the *Tomcat* be able to do that the F-14 cannot? "Hey," says Sharer, "you're talking *Star Wars!*" ■



A Tomcat prepares to spring into a threatening sky.





# Golden Eagles



By Rear Admiral P.E. Hartmann,  
USN(Ret.)

The U.S. Navy's only ace in WW I was Ensign David S. Ingalls (Naval Aviator No. 85), a member of the First Yale Unit, whose combat service was with the British Royal Air Force. He was credited with shooting down four enemy aircraft and one or more balloons in 1918 while flying a Sopwith *Camel* with RAF 213 Squadron, attached to the Northern Bombing Group.

Ingalls was one of a group of early Naval Aviators who many years later became charter members of the Early and Pioneer Naval Aviators Association — now known as the *Golden Eagles*. In 1956, the Secretary of the Navy invited Navy pilots who were veterans of WW I to a cruise aboard USS *Forrestal* at Mayport, Fla. Fifty-nine early aviators were present and from this gathering came the idea of forming a permanent group.

The association was formally established the following year with a membership of 77 drawn from the 250 living Naval Aviators having the lowest numbered designations. Also included were those who were on the *Forrestal* cruise but who might not otherwise have been eligible. It was also decided that others could be endorsed for membership by the governing board based on special service to Naval Aviation.

The first "pilot," the association's

designation for its president, was Vice Admiral P. N. L. Bellinger whose tireless efforts to prove the value of aircraft in naval warfare were instrumental in gaining the acceptance of Naval Aviation in the fleet.

Among the original members were those who had served in the famed Yale units. These were pilots who learned to fly at their own expense while undergraduates at Yale before the United States became involved in WW I. All were volunteers and they contributed much to the development of the flying Navy.

Another of the founding members was Lieutenant Commander (later Rear Admiral) A. C. Read (Naval Aviator No. 24) who blazed the first air trail across the Atlantic in 1919 in the Navy's NC-4 flying boat. Captain Holden C. Richardson (Naval Aviator No. 13), another charter member, was the Navy's first engineering test pilot. He pioneered in nearly all areas of aeronautics, especially seaplane floats and flying boat hulls.

Bellinger, Read and Richardson are among those enshrined in the Hall of Honor at the Naval Aviation Museum in Pensacola.

The first meeting of the association was at NAS Pensacola in March 1958. It was more than just a first meeting since it also included a tour of the air station facilities and a cruise on the training carrier USS *Antietam*. The orientation pointed up to the old timers how far Naval Aviation had advanced from their active duty days.

As the years went by, changes were made by the association. In 1961, the

Naval Aviator qualification number for membership was increased from 250 to 400, and in 1962 the Early and Pioneer Naval Aviators Association acquired a subtitle — the *Golden Eagles*. The following year, in order to make possible later expansion of membership as attrition took its toll, eligibility was increased to include Naval Aviators whose contributions were in new aspects of Naval Aviation or who contributed substantially to its mission.

Eligibility was again extended in 1971 to include Naval Aviators with qualification numbers up to 600. At the same time, a limit of 200 was placed on the total number of members. In 1977, a new plan was drawn up for the selection of additional members by a committee patterned after the BuPers selection boards. The choice was to be made from among those who pioneered as *pilots* in new areas of Naval Aviation or worked toward its betterment.

With increased stress on the "pioneer" part of its name, the association has sought to induct new members who are modern pioneers, in a sense: aces with the highest scores in both the Navy and Marine Corps in WW II and, more recently, Navy and Marine Corps astronauts.

This small organization will continue to reflect the growth of Naval Aviation in the future as it has in the past. The *Golden Eagles* hope that they present an enduring picture of the forerunners in Naval Aviation, preserving the goals toward which young Naval Aviators may aspire. ■





Rosendahl as a lieutenant.

# Vice Admiral Charles Emery Rosendahl

*“Our course should be guided by the lamp of experience — past performance — and by the beckoning beacon of the future. . . .”*

By Jeanne Gray Hamlin

Charles E. Rosendahl believed in airships and during the development of their use he always seemed to be where the action was.

In the world of lighter-than-air flight, he was known for his expertise and firsthand knowledge, and was a long-time avid supporter of the military uses of the rigid airship. During the course of his illustrious 32-year career, he was deeply involved in the United States' interest in the airship; survived an airship crash; flew in the history-making, around-the-world flight of the German *Graf Zeppelin* in 1929; commanded several U.S. Navy airships; witnessed the dramatic fiery crash of the *Hindenberg* at NAS Lakehurst in 1937; wrote extensively on the subject of lighter-than-air aircraft; and, more than 25 years after his retirement, was a passenger on the Navy's last airship flight in 1962.

Born in Chicago, Ill., on May 5, 1892, he spent part of his youth in Cleburne, Texas, before receiving his appointment to the Naval Academy in 1910. Following graduation from the academy, he served in various assignments on cruisers and destroyers before reporting to NAS Lakehurst, N.J., for training in lighter-than-air craft in April 1923. After receiving his designation of Naval Aviator #3174 (airship) on November 22, 1924, he was assigned to duty at NAS Lakehurst flying airships, balloons and aeroplanes.

On September 3, 1925, Rosendahl was aboard *Shenan-*

*doah* as navigator when the airship was destroyed in a severe storm which broke it apart near Ava, Ohio. A large section plunged to earth carrying with it, among others, her commanding officer Lieutenant Commander Zachary Lansdowne. Rosendahl, along with six other crewmen, rode the airborne remnant of the airship to earth by free-ballooning.

Rosendahl took command of the dirigible *Los Angeles* at NAS Lakehurst on May 10, 1926. While serving in that capacity, he went to Germany in 1928 to study airships under construction. He also participated in trial runs of *Graf Zeppelin* and in her first westward crossing of the North Atlantic. In May 1929, he assumed command of the Rigid Airship Training and Experimental Squadron to which *Los Angeles* was attached. Rosendahl had additional duty at Lakehurst in preparation for *Graf Zeppelin's* around-the-world flight as its U.S. Navy observer.

After a short tour at the Bureau of Aeronautics, he was given the job of fitting out the dirigible *Akron* in April 1931 and assumed command when she was commissioned the following October.

Rosendahl returned to line duty in June 1932 as First Lieutenant aboard the battleship *West Virginia*, flagship of Commander Battleships and Battleship Division 4. The next year he joined the cruiser *Portland* as her navigator.

In June 1934, he went back to NAS Lakehurst as its commanding officer. During this tour, Rosendahl served as U.S. Navy observer aboard *Hindenburg* on flights over the North and South Atlantic and was at Lakehurst on May 6, 1937, when the dirigible's hydrogen gas exploded, destroying her.

After a tour as X.O. of USS *Milwaukee*, a unit of Cruiser Division Three, he reported to the Pentagon where he was assigned in May 1940 to the Office of the Secretary of the Navy and in February 1941 to the Office of the Chief of Naval Operations in connection with lighter-than-air projects. In April 1942, he returned to the Bureau of Aeronautics as Special Assistant (Lighter-than-Air) to the Chief of the Bureau.

Rosendahl's next tour of sea duty was as C.O. of the cruiser *Minneapolis* during WW II. It was damaged in an encounter with the enemy off Guadalcanal on November 30, 1942, but continued to fight until the enemy was turned back.

When relieved of command of *Minneapolis*, then Rear Admiral Rosendahl became Chief of Naval Airship Training at NAS Lakehurst on May 15, 1943. There, he supervised the building of many blimps used in submarine patrols off the Atlantic and Pacific Coasts and became involved in nearly 100 experimental flight, engineering, electronic, and laboratory projects. As the principal advisor on lighter-than-air, he contributed to the success of the airship program.

Rosendahl retired from the Navy on November 1, 1946, as a vice admiral. It seems only appropriate that he was a passenger on the last flight of a Navy airship in August 1962 — closing the Navy's final chapter on lighter-than-air craft.

On May 14, 1976, Charles E. Rosendahl — the Navy's Lighter-than-Air pioneer — died at the Philadelphia Naval Hospital at the age of 84. ■

## XV-15 Tilt Rotor Goes To Sea

Bell Helicopter's XV-15 went to sea last year aboard the amphibious assault ship *Tripoli* (LPH-10). Under calm sea conditions and winds not exceeding 25 knots, Lieutenant Commander John Ball and Bell test pilot Dorman Cannon made 54 takeoffs and landings aboard *Tripoli*.

Operations were conducted from the center, forward and aft spots, and included vertical takeoffs and landings as well as five short takeoffs, transitioning to flight after 100-foot rolls.

The tilt rotor XV-15, developed under a joint NASA/Army program in 1973, has both helicopter and fixed wing capabilities. It is a candidate concept in a joint services vertical lift aircraft program. The aircraft is basically that of a fixed wing configuration. The wingtip-mounted turbine engines swivel to allow either helicopter or fixed wing flight. With a flick of a switch, the engines rotate from vertical to a position parallel to the ground. The XV-15 reaches speeds of approximately 350 miles per hour in the fixed wing mode.

## Quoth the Ravens, Evermore

Dividing your assets isn't always as simple as it may appear, but the *Ravens* of Attack Squadron 93 recently managed quite well. When the carrier *Midway* steamed north from her home port in Yokosuka last year, three A-7E *Corsair IIs* and half the squadron deployed aboard the ship. The remaining 10 *Corsairs* went south for a major aircraft swap-out with VA-113 at NAS Cubi Point.

Flying numerous surface surveillance missions and supplementing the combined air defense net for the task force during exercises in the northern Pacific, the three *Raven* A-7s aboard *Midway* got a close look at the usual Soviet bomber and surface craft

Lt.Cdr. Ball received a familiarization flight in the XV-15 a week before the shipboard evaluation and subsequently logged 10 hours in preparation for the sea period trials.



Wearing Navy colors, the XV-15 operates off the amphibious assault ship *Tripoli*.

escorts. They not only kept pace with operations but also managed an impressive overall landing grade of 3.4.

At one point, VA-93 assets were scattered to points as diverse as the Aleutians, Kuanan Air Force Base in Korea and NAS Cubi Point in the Philippines.

*Raven* skipper Commander Jay Finney describes the demands of permanent forward deployment to WestPac as "the Navy's most consistently realistic combat training. It means developing and sustaining the will and critical ability to go anywhere at a moment's notice and carry any fight to any potential enemy." Lt. D. G. Vander Ende

## Coming and Going With the Carriers

In September last year, the carrier *Midway* steamed north from her home port of Yokosuka, Japan, to meet *Enterprise* for three weeks of operations with the *Big E's* battle group. Fresh from the Bremerton shipyard, *Enterprise* and *Midway* engaged in a training schedule that marks the first time the two have joined forces.

The Navy has recently been given the green light to build two additional *Nimitz*-class, nuclear-powered flattops.

## Phantoms Outfly Falcons

The *Devil's Disciples* of Fighter Squadron 301 recently proved the aging F-4 *Phantom* is still effective.

The 47-man Naval Air Reserve squadron det, from NAS Miramar, Calif., engaged in mock aerial combat against U.S. and Pakistani Air Force F-16 *Falcons* during a 12-day special dissimilar air combat training program near Hill AFB, Utah, late last fall.

The venerable *Phantoms* tangled with their more sophisticated adversaries in 77 dogfights, and were able to outfly and outfight the *Falcons* in many of them.

The Pakistanis expressed delight at the way VF-301 pilots and radar intercept officers handled themselves.

## When the Herks Come Back To McMurdo

One of the sure signs of summer in Antarctica, and the most welcome to wintering-over scientists, is the fly-in from the United States of LC-130 *Hercules* transports.

Last season, six LC-130 ski-birds, flown by U.S. Navy's VXE-6, Point Mugu, Calif., descended on McMurdo like robins in spring. Their task was to resupply National Science Foundation (NSF) outposts across 5.5-million-square miles of Antarctica.

The as yet unnamed carriers will be hull numbered CVN-72 and CVN-73, respectively. Both will be constructed in Newport News, Va., where the fifth nuclear-powered carrier *Roosevelt* (CVN-71) is currently being assembled. *Roosevelt* was originally contracted to be completed in 1988, but new government incentives may see delivery more than a year ahead of schedule, according to the Newport News Shipbuilding and Drydock Company.

"The American Navy flies very differently," said wing leader Shah Sadid of the Pakistani Air Force, "especially in the manner they maneuver their aircraft...that was most impressive."

The U.S. Air Force also enjoyed the Navy's participation in the event. "We really appreciated VF-301 coming up," said Lieutenant Colonel Jim Fauske, operations officer for the 421st Tactical Fighter Squadron, "They definitely helped us in our training. They did better against us than we ever expected in those camouflaged *Phantoms*. We've never seen F-4s employed as well as the Navy does it." Lt.Cdr. Gar Pilgrim

"From early October, when the first LC-130 opens the continent, until February, the ski-birds shuttle continuously across the polar cap, stockpiling enough supplies to support more than 1,000 scientists and sailors for a year," an NSF spokesman said.

Built by Lockheed-Georgia Company, the LC-130 is credited with revolutionizing the scientific exploration of Antarctica. Its immense cargo area enables the plane to haul 27,000 pounds of supplies and personnel.

The LC-130's powerful propjet engines thrive on the cold air and its ski-and-wheel landing gear enable the aircraft to use paved surfaces, or ice and snow.

A loaded *Hercules* transport can fly more than 2,500 miles without refueling.

During Operation *Deep Freeze '82*, VXE-6's *Hercules* fleet airlifted six-million pounds of cargo, 3,158 passengers, and 20,000 pounds of mail to outlying scientific stations throughout Antarctica. Joseph Dadney



A ski-shod Lockheed LC-130 Hercules transport offloads at a field camp in the Morozumi Mountain Range, Antarctica.



## Records

Several units marked accident-free flight operations in years: VS-32, 18; NS Rota, 15; VF-301, VAW-114 and HML-267, 12; VR-24, 9; VT-10, 8; VA-305, 6; HS-75, VA-95 and VT-21, 4; HMH-363, 2; and NavAir-ResFor, 1.

Other units recorded accident-free operations in hours: TraWing-3, 56,000; VT-23, 51,000; VMA(AW)-121, 45,000; VF-301, 41,700; VMA(AW)-242, 30,000; VA-304, 27,000; HMH-462, 22,800; VA-37, 20,980; VA-105, 15,000; and VAW-78, 6,000.

The following individuals marked personal milestones: VAW-116, *Ranger*: Lt. Cdrs. James Reaghard and Robert Harris reached their 2,000th accident-free flight hour flying the E-2C. Cdr. Robert Ekstrom and Lt. Cdr. Daniel Summerall, 1,500. Cdr. William Bokesch, C.O., Lt. Christopher Kinney, Steve Ambrose, Kevin Clark, Carter Greenwood, Stephen Bridges, Ronald Monroe, N. L. Lilly, and William Hantjis, 1,000.

VAW-123, *America*: Achieving 100 arrested landings: Lt. Bob Baker, Mike Bradberry, Kevin Mitchell, Paul Grossgold, Ernie Hawkins and Ltjg. George Rodriguez. Cdr. Ray Bunton, X.O., surpassed the 3,000-hour mark flying the E-2C.

VAQ-129, *Constellation*: Cdr. Bob Baratko recorded *Connie's* 228,000th trap recently when he landed one of the squadron's EA-6B *Prowlers*.

## Awards

Lt. William F. Ferris was chosen as VT-9's 1982 Instructor of the Year at Meridian, Miss. VT-9 provides intermediate jet training in the T-2C *Buckeye*.

Admiral John G. Williams, Jr., Chief of Naval Material, has announced the winners of the 1982 Chief of Naval Material Productivity Excellence Awards. The winner representing the aviation community was NARF Cherry Point, N.C.

Lt. Cdr. Christopher R. Henry, a test pilot at the Antisubmarine Aircraft Test Directorate of the Naval Air Test Center has won the 1982 Admiral Merlin O'Neill Officer of the Year Award, which recognizes junior officer achievements at the Test Center. The Award was established

by the Retired Officers Association in memory of the former U.S. Coast Guard Commandant.

The U.S. Naval Test Pilot School (TPS), NAS Patuxent River, was recently presented the Navy's Meritorious Unit Commendation by RAdm. E. J. Hogan, Jr., commander of the Naval Air Test Center. The school was credited with achieving standards of excellence in safety, maintenance, curriculum advancement and overall multination test pilot training, in spite of shortages in aircraft and instructors, and budget cuts. From June 1, 1981, to July 1, 1982, TPS flew 35 aircraft in over 1,200 scheduled syllabus flights per class, accruing over 7,000 accident-free hours. A 100-percent syllabus flight completion rate was accomplished while maintaining 11 different types of aircraft. The school also expanded its academic and flight test curricula by establishing the first V/STOL testing syllabus. TPS director is Cdr. Sandy Coward.

Lt. William T. Busch of VS-30 was recently named the ComNavAirLant Junior Pilot of the Year. During 1982, he was the top tailhooker for two grading periods in CVW-17 embarked on *Forrestal*. In the second period he won top honors with a 4.0 average.

## Blue Angels



During their recent trip to Hawaii, the Navy's *Blue Angels* executed air-to-air refueling with a U.S. Air Force KC-135 tanker while crossing the Pacific Ocean. At 30,000 feet, Lt. Randy Clark, pilot of the *Blues'* No. 6 aircraft, makes contact to begin refueling, while Nos. 4 and 5 fly nearby in formation.



## Rescues

Three men were clinging to their capsized trimaran *Gonzo* some 300 miles east of Cape Cod, with seas running 20 to 25 feet and chilling October winds. As their emergency locator transmitter (ELT) sent out distress signals, the search and rescue satellite COSPAS was orbiting 600 miles above the earth and monitoring 121.5 MHz, the frequency on which *Gonzo's* ELT was transmitting. Meanwhile, the U.S. Air Force Rescue Coordination Center at Scott AFB was monitoring the information received from COSPAS, was able to determine the vessel's position and notified the Coast Guard in New York. Several hours later, a Coast Guard C-130, assisted by a Canadian Air Force plane, located the trimaran, using the coordinates supplied by COSPAS. The three men were soon recovered by the Coast Guard cutter *Vigorous* — an international rescue effort. The COSPAS/SARSAT (search and rescue satellite-aided tracking) program is a joint U.S., Canada, France and Soviet Union project.

## Disestablished-Established

VR-53 was disestablished at NAS Memphis on October 3, 1982, and immediately thereafter VR-60 was established under command of Cdr. T. K. Howard. VR-53 had flown the C-118B for more than 10 years, accumulating more than 22,000 accident-free flight hours. Cdr. Howard paid tribute to VR-53's Naval Air Reservists and challenged VR-60 personnel to carry on in the same tradition as they began operations with leased DC-9 aircraft.

## Et cetera



A CH-53E *Super Stallion* takes on fuel from a C-130 *Hercules* tanker for the first time last fall over North Carolina. Pilots and crews from HMH-464, MCAS New River, N.C., refueled from the Marine tanker from VMGR-252 and performed numerous successful day and night "plugs."



Tony Cordelira

Vice President George Bush inspects U.S. Navy personnel during his recent visit to NAS Bermuda, one of the bases for deployed P-3 Orion aircraft, where the Vice President addressed military personnel, civilians and families.

In a "changing of the guard" ceremony between Sixth Fleet aircraft carriers in the Eastern Mediterranean, *Independence* made a unique presentation to *Nimitz* — a ten-pound bagel! Capt. Jerry C. Breast, *Indy's* C.O., presented the huge bagel to Capt. Paul Ilg, *Nimitz* C.O., as a token of the Norfolk-based carrier's long stay at "Bagel Station" in support of the U.S. Marine contingent in Lebanon.

## Change of Command

NAMI: Capt. Frank E. Dully, Jr., relieved Capt. Patrick F. O'Connell.

PMTC: Capt. Charles R. Gillespie, Jr., relieved Capt. Jim Hickerson.

VA-87: Cdr. Michael F. O'Brien relieved Cdr. Hugh C. Bowles.

VAQ-132: Cdr. Robert S. Weber relieved Cdr. David L. McConagha.

VMA-311: Maj. Michael D. Smith relieved Lt.Col. H. Gary Roser.

VMA(AW)-242: Lt.Col. William Cadieux relieved Lt.Col. William Dale.

VP-24: Cdr. Wayne M. Vickery relieved Cdr. Phillip C. Perine.

VRC-50: Capt. Paul A. Ruth relieved Capt. Charles N. Tanner.

VS-38: Cdr. H. R. Bourland II relieved Cdr. L. M. Telquist.

VT-23: Cdr. John J. Sulfaro relieved Cdr. Norman K. McCoy.

VX-4: Capt. J. M. Welch relieved Capt. R. Charles Schroeder.

**Pirie Award**

Air Traffic Controller First Class Richard M. Schmidt was awarded the Vice Admiral Robert B. Pirie Award as the top Navy Air Traffic Controller for 1982. The citation read in part, "For outstanding professionalism, exceptional performance of duty, and sustained individual excellence as an air traffic controller while stationed at Naval Air Station, Kingsville, Texas. . . ."

The award is named for the former Deputy Chief of Naval Operations (Air), who is credited with maintaining the Navy's air controlman rating following enactment of the Federal Aviation Act of 1958, which created the present National Airspace System. *Ens. S. Bilyeu*



AC1 Schmidt receives the silver VAdm. Pirie trophy from W. T. Higgins, who represented the award's sponsor, AIL division of Eaton Corporation, at a ceremony at NAS Kingsville.

**Davison Award**

The *Golden Hawks* of VA-303, NAS Alameda, Calif., won the F. Trubee Davison Award as the best tailhook squadron in the Naval Air Reserve. During the 1982 competitive period, VA-303 participated in two carrier qualifications, two weapons detachments and a dissimilar air combat maneuvering detachment. Despite a shortage of P&W TF30-P-8 engines for their A-7B *Corsair IIs*, the *Golden Hawks* flew more hours than any other West Coast A-7 squadron.

The McDonnell Douglas-sponsored award honors Lieutenant Davison who, while a student at Yale in 1917, anticipated U.S. entry into WW I and organized a group of fellow students to take flying lessons. The group formed the First Yale Unit, which became the first component of what later was the Naval Air Reserve. Many members of that unit distinguished themselves in combat during WW I. For more of the Yale Unit, see the Eagles' story on page 26.

**Clifton Trophy**

The *Black Aces* of VF-41, NAS Oceana, Va., received the 1982 Admiral Joseph P. Clifton Trophy presented to the best fighter squadron in the Navy. The award is in memory of Admiral Clifton who distinguished himself as a fighter pilot during WW II. The award symbolizes meritorious achievement by a fighter squadron and recognizes the dynamic traits and inspiring leadership exemplified by Adm. Clifton during his naval career.

VF-41's name is engraved on the large silver bowl trophy, which the squadron will retain for one year after which it will be passed to the subsequent award winner. The *Black Aces* will then receive a replica trophy for permanent display.

**Corrections:** It has been brought to our attention that in the Top Gun feature, *NANews*, January 1983, VF-43 at NAS Oceana and NAS Miramar's VF-126 were inadvertently referred to as attack (VA) squadrons. Both are correctly designated as VFs and are the Atlantic and Pacific Fleet adversary squadrons, respectively. Also, the TA-4 photo on page 33 of that issue should have been captioned as belonging to VF-126 vice VA-125.

### Command Histories

Just finished reading your January 1983 issue and would like to add a postscript to your interview with Roy Grossnick regarding the command history program on page 38.

Who uses the command history reports? Well, I can tell you one organization that does, *The Hook* magazine. I would like to take this opportunity to acknowledge all the cooperation we have received from Roy, Clarke Van Vleet and Gwen Rich in obtaining information from the Naval Aviation History Office.

The command histories are of inestimable value in documenting the history of Naval Aviation. We urge all commands to give the utmost cooperation to this small group of individuals who do so much for so many.

Robert L. Lawson  
Editor, *The Hook*  
5126 Central Avenue  
Bonita, CA 92002

### From PBV to Houseboat



Captain William D. Harkins, USN (Ret.), sent us this photo which he took during a trip to Australia. The pleasure boat has been fashioned from the hull of a PBV-5A, an amphibious version of the well-known *Catalina* flying boat of WW II.

As the skipper approaches the beach he just cranks down the gear and, voilà, a built-in trailer! When high and dry, entry is made via a set of steps through the tunnel hatch which once housed a .30-caliber machine gun. Capt. Harkins ran across this unusual craft at Airlie Beach near Proserpine, North Queensland, Australia, in June 1982.

### F9C-2 Model

I just received a copy of the November 1978 issue of *Naval*



*Aviation News*, which was sent to me by a modeller friend. The cover features a model of an F9C-2 on loan to the naval museum in the Washington Navy Yard. I am the builder of that model. I have built several other models of Navy aircraft, such as the F4B-4, O3U-3 on floats, O2C-1 and XFL-1. If I am not mistaken, they are still in the Smithsonian.

I realize that it has been a few years since the publication of this particular issue of *NANews* but, since today was the first time I saw it, I thought I'd let you know that the builder of the F9C-2 is still around and building models.

GySgt. L. M. McCallum, Jr.,  
USMC(Ret)  
749 N. Highland Street  
Memphis, TN 38122

### Reunions, Conferences, etc.

**Selection boards:** E-8 and E-9 Active, March 14, 6 weeks; Reserve Aviation Command Screening, March 28, 5 days; Commander Line Active, April 4, 4 weeks.

**Airborne Mine Countermeasures Reunion/Picnic and HM Officers' Tow Ball** are tentatively planned for the weekend of April 1, 1983, in the Norfolk area. For information and details, contact Lt. Electra Neel at HM-12, NAS Norfolk, VA 23511. Autovon 690-3807/1279 or commercial (804) 444-3807/1279.

**Navy Helicopter Association 35th annual professional symposium and awards banquet**, April 27-29, 1983, Holiday Inn Scope, Norfolk, Va. Write Navy Helicopter Association, East Coast Division, ATTN: Steering Committee, P.O. Box 15092, NAS Norfolk, VA 23511, or call Lt.Cdr. Steve Snigg, autovon 690-2084, commercial (804) 444-2084.

**Naval Test Pilot School reunion and symposium**, April 30, 1983, Cedar Point Officers Club, NAS

Patuxent River, Md. Contact Lt.Cdr. George Hill, Reunion Coordinator, U.S. Naval Test Pilot School, NAS Patuxent River, MD: 20670.

**Lighter-Than-Air reunion**, May 4-6, 1983, Naval Aviation Museum, Pensacola, Fla., coinciding with the enshrinement of VAdm. C. E. Rosen-dahl into the Naval Aviation Hall of Honor. For details, contact Capt. M. H. Eppes, USN(Ret.), 3304 Spring Mill Circle, Sarasota, FL 33579, (813) 922-6381.

**VF-74 Be-Devilers F-4 Phantom reunion**, May 6-8, 1983, NAS Oceana, Va. Contact Lt. K. C. "Dusty" Rhodes, VF-74, FPO New York, NY 09501, autovon 274-2431.

**Marine Aviation reunion** for all Naval Aviators, aviation ground personnel and NAPs who served with Marine Air, May 14, 1983, MCAF Quantico, Va. Contact Judy Skinner, Reservation Secretary, MCAF Quantico, VA 22134, (703) 640-2442.

**USS Tangier (AV-8) reunion**, May 26-28, 1983, Tulsa, Okla. Contact Sherman M. Peters, 1548 E. 43rd Street, Tulsa, OK 74105, (918) 747-5499.

**USS Lexington (CV-2) Club reunion**, May 11-14, 1983, Sheraton-San Antonio Hotel, San Antonio, Texas. For information, contact L. A. Grissom, 8708 Longwood Street, San Diego, CA 92126, (714) 271-1454.

**Reunion Piggyback.** Air group squadrons, carrier ship's company, patrol squadrons, seaplanes, Naval and Marine Corps air base personnel, Naval and Marine Corps Aviators, flight surgeons, and aviation-based physicians, dentists and chaplains are invited to piggyback their 1983 reunions with the Association of Naval Aviation which will hold its annual symposium in Norfolk, Va., June 2-5, 1983. Contact Cdr. H. Cyr, USN(Ret.), 8831 Commodore Drive, Norfolk, VA 23505.

**VPB-117 Liberators reunion**, June 16-19, 1983, New Orleans, La. Write J. B. "Nick" Carter, 17 Athena Court, Little Rock, AR 72207.

**VAP-62 reunion**, June 2-5, 1983, Norfolk, Va. Contact H. C. Cyr, 8831 Commodore Drive, Norfolk, VA 23503, (804) 587-8232.

**Aviation Boatswain Mates convention**, July 19-23, 1983, San Diego, Calif. Contact ABCM James Tuck at (619) 292-9059 or 423-7462.



