

NAVAL AVIATION NEWS

September-October 1993



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COVERS – Front: Rick Mullen, Malibu, Calif., received honorable mention in the bimonthly ANA Photo Contest with this refueling shot of HMH-769 RH-53Ds and an HC-130 of the California Air National Guard's 129th ARS over Arizona. Back: LCdr. T. R. Prochilo captured a Carrier Air Wing 3 fly-by of John F. Kennedy (CV 67).

RAdm. Riley D. Mixson
Director, Air Warfare

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By RAdm. Riley D. Mixson, Director, Air Warfare



'93 Symposium

I recently had the pleasure of attending and speaking at the Association of Naval Aviation (ANA) 1993 symposium in New Orleans, La. For those of you not familiar with this organization, it was formed to support active duty Naval Aviation and is composed of retired, active duty and other people who are drawn together by an interest in our profession. Its only purpose is support, and that support has been nothing short of outstanding over the years.

Lead by VAdm. Bill Lawrence, USN (Ret.), ANA's president, the recent symposium presented updates on the Naval Aviation Plan, Marine Aviation, Aircraft and Weapon Systems Modernization Program, the new Navy Doctrine Command, Aviation Personnel and Training, AIRLANT, AIRPAC, and Air Reserve reports. VAdm. L. W. Smith, Jr., gave the keynote address on our mission as defined by "...From the Sea." The Honored Awards Guest speech was given by VAdm. J. O. Tuttle during lunch and was very well received by the

audience. VAdm. Tuttle's speech was a call to support Naval Aviation and the decisions being made by those responsible for leading the way into the next century. As always, the symposium was an opportunity to talk about, argue and point out other ways and ideas about how things should be done. This is good! These type discussions at gatherings such as this go a long way toward improving our complete understanding of issues faced today and generating questions and solutions which help bring Naval Aviation voices together, allowing us to speak as one. The importance of this unity cannot be understated. VAdm. Lawrence spoke eloquently on the argument of land-based bombers versus bombers from our carriers. There is no question which wins in the discussion from a tactical, historical or budgetary standpoint.

As summer recedes and autumn arrives, we in Washington are fully engaged in planning and funding the course of Naval Aviation and, for that matter, the en-



RAdm. R. D. Mixson

J01 (SW) Eric Sestit



Secretary of the Navy John H. Dalton

tire Navy. We see the phenomenal changes affecting our profession continuing, and there is no reason to believe that this pace will slow anytime soon. We in N88 (Air Warfare) continue to devote all of our finely honed skills to aggressively planning Naval Aviation's future given the many budgetary, strategic, political and doctrinal effects of factors which impact our decisions. Our strength lies in the affordability and effectiveness of the Naval Aviation Plan. It is never easy for an organization to get smaller, because people and equipment are affected. I understand the hurt out there when we do away with an aircraft type and community and disestablish front-line squadrons. But, in the final analysis, these changes will make Naval Aviation stronger in the coming years. The performance of all of you in Naval Aviation continues to make me proud to be here. Keep'em flying - safely!

Lastly, we welcome a new civilian voice as our Secretary of the Navy. As a Navy veteran, Secretary Dalton understands the trials of Navy life and has accepted the challenge to represent our interests. WELCOME ABOARD Secretary Dalton!!

Catapult Calamity

An experienced Naval Aviator with over 4,000 flight hours was making his first catapult shot and arrested landing in an FA-18 *Hornet* during transition training after flying A-7 *Corsair IIs*. There was 26 knots of wind over the deck.

As the catapult fired, the pilot heard a loud bang, as if something had struck the left side of the *Hornet*. He glanced down to check engine instruments but did not focus on them. Once airborne, he felt "an enormous sensation of settling." From his peripheral vision, he sensed that the water was coming up at him so he selected both afterburners.

Still believing he was settling, he reached for the ejection handle and missed. He glanced down, visually acquired the handle and pulled it with his right hand. The ejection sequence was successful and he was retrieved by helicopter. The aircraft climbed then circled back toward the ship before diving and impacting the water several hundred yards abeam the landing signal officer platform.



Grampaw Pettibone says:

Holy Hornets! Heckuva way to lose a flyin' machine! A review of the PLAT (Pilot Landing Aid Television) tapes revealed pitch oscillations once the FA-18 was in the air but also indicated that the aircraft didn't settle abnormally – though the pilot was convinced otherwise. Hmmm...

The pilot had been medically down for a few days with a viral upper respiratory infection but got an "Up" chit about three weeks before the mishap. He'd been putting in long hours, however, and had experienced unusual fatigue, although he didn't consider it important enough to consult a flight surgeon. After the accident, blood tests revealed the pilot was suffering from postviral fatigue syndrome, with a secondary mild anemia – a condition that "predisposes one to mistakes, errors in judgment and task saturation, and can impair



Maintenance "dove the ducts," found no FOD (foreign object damage) and the tires checked OK. But the pilot never told maintenance he suspected a compressor stall, which would have downed the aircraft.

It follows that when the pilot heard the loud bang during the cat stroke, he became distracted. His instrument scan broke down and perhaps due to the lack of confidence in the engines, he was persuaded to eject.

As to the pitch oscillations: per procedure in the *Hornet*, the pilot launched with right hand on right knee and doesn't remember grabbin' the stick, although he wasn't sure. If he did, it coulda been in reaction to the bang and caused those oscillations. Anyway, since it was his first shot in the FA-18, it was a new experience compared to the A-7, which performs differently off the cat.

Traditionally, Naval Aviators are "can-do" people and Gramps salutes

performance in an emergency situation." But that ain't all.

Let's go back a bit in time. Immediately following the arrested landing that preceded the "final" cat shot, the pilot heard a loud pop that he thought may have been a compressor stall. Flight deck personnel also heard the pop and thought the *Hornet* had blown a tire or fodded an engine.





that mindset. But we're also supposed to "exercise sound judgment," which is a fancy way of sayin': USE COMMON SENSE. This aviator had no business being on a flight schedule in a high-performance flyin' machine feelin' the way he did.

Feelin' (and bein') fit is part of responsible flyin'. This gent shoulda recognized he wasn't up to snuff and gone back to sick bay, which is where he ended up anyway.

Wall of Weather

The *Seasprite* crew was on a multi-day cross country returning to home base. On the morning of the fourth day, they launched from a USAF base in mid-USA to a second base in the same state. The meteorologist forecast icing at 3,000 feet and recommended the *Seasprite* fly Special VFR (visual flight rules) under the overcast, which was 2,500 feet at launch time. Visibility was excellent.

As the *Seasprite* proceeded westward, the ceiling got lower and visibility decreased. Eighty miles from the departure point, a wall of low clouds loomed, extending for miles in both directions across the route of flight. Now at 1,500 feet, the helo followed an interstate highway. But

weather worsened and the crew had to descend and slow down. Twenty minutes later, the ceiling and visibility had deteriorated even more, so the helo continued onward at 500 feet and 55 knots. The plot (weather) thickens.

Vehicles on the road were going faster than the aircraft. All casual communication within the *Seasprite* ceased as the pilot, copilot and aircrewman studied the threatening weather. Power lines or tall antenna structures suddenly looming out of the dark weather were real possibilities.

Finally, as the nerves of all hands were taut with anxiety, the enlisted crewman declared solemnly but resolutely over the intercom, "You know, this is the kind of situation you read about in 'Grampaw Pettibone!'"

The remark struck home. Tension suddenly dissipated. The pilots realized they had been pressing too hard. It was time to give in to the weather, reverse course and return to base, which they did. They made their way back to the starting point and completed their journey safely, later.



Grampaw Pettibone says:

**From the mouths of aircrewman
God bless 'em all.**

**The lads up front in the *Seasprite*
got so caught up in making it through**

the goo they lost touch with that great and enduring friend of all flyers – common sense – just like the fella in the FA-18, above. It took the wisdom of the aircrewman to yank them back from the edge of a possible predicament. What's wrong with another day on the road compared to tangling with a power line, which accordin' to Gramps' last count has won more battles over aircraft than the other way around!

T'ain't nothin' wrong with fearin' the weather, no matter what aircraft you're in. Plus, in peacetime, no mission justifies goin' up against a force that could be mightier than you.

A tip of Gramps' cloth helmet to LCdr. Greg Gallagher, HSL-34.



Roosevelt Returns to the Med

Secretary of Defense Les Aspin approved an order July 14, directing U.S. aircraft to deploy and join NATO's planned air support to the United Nations protection force in Bosnia. In response, Norfolk-based carrier *Theodore Roosevelt* (CVN 71) and *Arleigh Burke* (DDG 51) transited the Suez Canal July 15 and returned to the Mediterranean to support the mission.

The operation is an extension of Deny Flight, the enforcement of the no-fly zone over Bosnia-Herzegovina launched by NATO officials in conjunction with the United Nations on April 12.

Materials Lab Holds Ground Breaking

Ground breaking took place June 11 for the new Aircraft Technology Laboratory at NAS Patuxent River, Md. The 65,000-square-foot facility is the first phase of a larger construction project resulting from the Base Realignment and Closure Commission's 1991 recommendation to close the former Naval Air Development Center, Warminster, Pa., and transfer its functions to southern Maryland.

The new "Materials Lab," as it is commonly known, will be the center for the Navy's research and development efforts in aircraft structural materials, aircraft protective and propulsive materials and corrosion protection for structures and avionics.

The lab is expected to be completed in early 1995, with personnel from Warminster transferring to Patuxent River in mid-1995.



Beech Aircraft's first JPATS PC-9 MkII production prototype.

JPATS Competition Continues ...

Beech Aircraft is flying two prototypes of its PC-9 MkII entrant in the Joint Primary Aircraft Training System (JPATS) competition. A third prototype completed its maiden flight July 29.

Beech is proposing the PC-9 MkII, a missionized version of the Pilatus PC-9 primary pilot trainer, for the joint U.S. Air Force and U.S. Navy program to replace existing primary trainers.

In other JPATS news, Textron Aerostructures announced that it has joined forces with the Lockheed Aeronautical Systems Company-led team competing for the JPATS program. The Lockheed JPATS team includes Aermacchi S.p.A. of Varese, Italy, and Rolls-Royce plc of Bristol, England.

Carrier Aircraft Navigation System Award

The Navy ordered 196 additional AN/ASN-139 Ring Laser Gyro Carrier Aircraft Inertial Navigational Systems (CAINS II) from Litton's Guidance and

Control Systems Division. The systems will be used to retrofit the Navy's FA-18A/B combat aircraft.

CAINS II employs proven strap-down technology to provide a system that is form, fit and function-compatible with Litton's AN/ASN-130A, a conventional inertial navigation system previously supplied to the Navy for its carrier-based aircraft.

The ASN-139 is currently operational in the FA-18, AV-8B, F-14D, A-6E and EA-6B aircraft.

AMDOs Celebrate Silver Anniversary

The Aerospace Maintenance Duty Officer (AMDO) community celebrated its silver anniversary July 5. AMDOs provide full-time aircraft maintenance and integrated logistics support throughout the life cycle of each naval aircraft and weapon system.

Based on studies conducted in the late 1950s and early 1960s, the Chief of Naval Operations directed that a professional maintenance officer corps be established to oversee aircraft maintenance from flight decks or overseas runways to naval aviation depots and the systems command.

The AMDO designator (1520) was proposed by the Bureau of Personnel in June 1967. This group has since grown to more than 600 officers. In January 1991, RAdm. Donald Eaton became the first AMDO flag officer.

Photographer's Mates Get Their Wings

In a move to make Photographer's Mates (PHs) more easily identified as members of the aviation community, the Navy uniform board has decided to add a pair of wings to the PH specialty mark. The current insignia depicts a photographic lens being pierced by light rays. The new insignia will remain the same except for the addition of the wings. PH was the only aviation community rating whose specialty mark did not include wings.

Enlisted photographers have been in the Navy since 1918, but the rating has gone through many changes throughout the years. One subspecialty, Aviation Photographer's Mate, was identified by winged insignia until it was combined with the general Photographer's Mate rating in 1952.

The uniform change will be phased in during the next two years and will affect about 1,400 sailors. This is the first major alteration to an enlisted specialty mark since the mid-1980s.

FA-18s Use New Laser Target Designator/Ranger

U.S. Navy and Marine Corps FA-18 pilots are using new Nite Hawk Forward-Looking Infrared (FLIR) pods equipped with

Laser Target Designator/Rangers (LTD/R) to autonomously deliver laser-guided bombs on target.

The FLIR-LTD/R pod enables the *Hornets* to mark a target with a laser beam, which a laser-guided weapon can then follow to hit the target with pinpoint precision. Previously, FA-18s had to use lasers from the ground or other aircraft to mark targets so they could deliver precision-guided weapons. Until now, the A-6E *Intruder* was the only Navy carrier-based tactical aircraft that could simultaneously illuminate and deliver laser-guided weapons.

Delivery of the new FLIR-LTD/R pods began in January 1993 to forward-deployed *Hornet* squadrons in the Mediterranean Sea and Persian Gulf. Deliveries to other fleet squadrons are continuing throughout this year.

Saratoga Returns to Sea

After an eight-month overhaul, *Saratoga* (CV 60) returned from a week of successful sea trials June 28, marking the first major milestone in the carrier's

final deployment cycle.

During the at-sea period, the crew put the ship through an exacting series of tests to ensure every system aboard would be ready for extended underway operations. In addition to refurbishing the ship's eight boilers and eight generators, the flight deck and all three hangar bays were resurfaced and berthing compartments were renovated to improve living conditions.

The air department was able to test the ship's catapults and arresting gear with the help of VSs 24 and 27, based at NAS Cecil Field, Fla., and a contingent of FA-18s, A-6s and F-14s from NAS Patuxent River, Md. The *Red Lions* of HSL-15, who will accompany *Saratoga* on her last deployment, also embarked for the at-sea trials.

For the Record ...

→ **Marine Headquarters & Headquarters Squadron 28** departed MCAS Cherry Point, N.C., for Exercise Ocean Venture and never returned. While deployed to NS Roosevelt Roads, P.R., in May 1993, the squadron was redesignated **Marine Tactical Air Control**

Squadron 28 to reflect its new mission of controlling air defense in support of Marine forces.

→ **VP-47** shifted its home base from NAS Moffett Field, Calif., to **NAS Barbers Point**, Hawaii, on June 29 while maintaining a two-plane detachment at NAS Adak, Alaska.

→ **VFC-12**, a reserve adversary squadron based at NAS Oceana, Va., flew its last mission in the **A-4 Skyhawk** on July 16. The squadron is transitioning to the **FA-18 Hornet**.



A plane director gives the takeoff signal as a HMH-363 CH-53D Sea Stallion launches from Theodore Roosevelt during Operation Deny Flight.



→ An **F4F Wildcat** and an **SBD Dauntless** are now on display at the National Museum of Naval Aviation, Pensacola, Fla., in a new **Underwater Recovery Exhibit**. Designed to educate visitors on the recovery and refurbishing processes of museum display aircraft, the exhibit features two aircraft in the condition in which they were rediscovered underwater.

A new display, the **Underwater Recovery Exhibit** at the National Museum of Naval Aviation, NAS Pensacola, Fla., features this SBD Dauntless.

→ The **Malaysian Ministry of Defense** has announced it will order eight McDonnell Douglas **FA-18D Hornets** as part of a program to modernize its air force. The *Hornet* order accompanies an order for 18 Russian **MiG-29s**.

→ The **V-22 Osprey** resumed flight testing June 17, following



The first AV-8B Harrier II Plus entered service July 8 and was assigned to VMA(AW)-542, Cherry Point, N.C. The Harrier II Plus gives the Marine Corps three versions of the Harrier II.

Cpl. Richard A. Smith

the completion of a series of design changes and modifications that enhance the aircraft's overall safety. The flight was the first for the V-22 since aircraft number 4 crashed last year at Marine Corps Air Facility, Quantico, Va.

→ The Argentine Air Force is buying 36 mothballed U.S. A-4Ms for \$125 million to replace its surviving 16 A-4B/Cs. The A-4s, with an enhanced air-to-air combat capability, will bring the Argentine Air Force 5th Aviation Group's two fighter-bomber squadrons up to pre-Falkland War strength.

→ Four U.S. Marine flyers were buried at Arlington National Cemetery June 11, nearly 26 years after they were killed when their helicopter crashed during an approach to a landing zone in South Vietnam. The bodies of Capt. David Frederick, 1st Lt. Craig Waterman, Lance Cpl. Earnest R. Byars and Lance Cpl. Robert L. Biscailuz were returned to the U.S. after a joint U.S.-Vietnamese field investigation located the bodies.

→ The decommissioned aircraft carrier *Coral Sea* (CV 43), was towed to Baltimore, Md., for dismantling, despite efforts of former crew members to find a city where the ship could be retired as a museum. Deals with several cities fell through and the Navy sold the aircraft carrier to NR Marine, a New York-based company, for \$748,999. It will take an estimated 15 months to dismantle the ship.

→ An F-14 from VF-213, NAS Miramar, Calif., crashed aboard *Abraham Lincoln* (CVN 72) July 20. The accident occurred at approximately 9 a.m. (PDT) while the ship was conducting routine flight operations in the Indian Ocean. Although pilot Lt. Matthew W. Claar and radar intercept officer Lt. Robert D.

Fuller both ejected, Claar was killed in the mishap. Fuller was treated for injuries. Six people aboard the ship were treated for minor injuries as a result of the accident. An investigation has been initiated.

→ An A-6 Intruder from VA-75 NAS Oceana, Va., crashed while on a routine training mission at approximately 11:30 a.m. EST in a wooded area of the Jefferson National Forest, 30 miles northwest of Roanoke, Va. The pilot of the aircraft, Lt. Paul A. Ambrogi, and the bombardier/navigator, Lt. Joseph K. Rough, were both killed. The Navy is investigating the mishap.

→ The Navy's first "supercarrier," *Forrestal* (AVT 59), will be decommissioned September 11 at Pier 6E at the Philadelphia Naval Shipyard. *Forrestal* became the Navy's training carrier in February 1992 and was undergoing a 14-month overhaul in Philadelphia when the ship was designated for decommissioning.

→ The FA-18E/F successfully completed its preliminary design review July 2 in St. Louis, Mo. The next step for the FA-18E/F is a two-part critical design review scheduled to take place at Northrop next spring and at McDonnell Douglas in the summer of 1994.

Disestablished ...



HSL-30

A July 28 ceremony at NAS Norfolk, Va., marked the disestablishment (officially September 30) of Helicopter Antisubmarine Squadron Light (HSL) 30 after over 33 years of service. Cdr. James F. Boland was the last CO of *King Neptune's Horsemen*.

Established at NAS Lakehurst, N.J., on July 1, 1960, as Helicopter Utility Squadron (HU) 4, the squadron was formed from a split of HU-2 in order to accommodate the expanding role of helicopters aboard ships. While HU-2 continued deploying detachments aboard aircraft carriers, HU-4 provided detachments for non-aviation Navy and Coast Guard ships. Its helicopters provided search and rescue, transport, naval gunfire spotting, photography and ice reconnaissance services for the fleet. Its fleet of aircraft included a wide variety of helicopters, including the HTL-7 (TH-13N), HUL-1 (UH-13P), HRS-3 (CH-19E), HSS-1 (SH-

34G), HUS-1 (UH-34D), UH-34E, SH-34J, UH-46A and UH-2B.

On July 1, 1965, HU-4 was redesignated Helicopter Combat Support Squadron (HC) 4. During Sixth Fleet operations in 1965, HC-4 was the first squadron to demonstrate the usefulness of vertical replenishment (VERTREP) of ships at sea, using UH-46As. HC-4 deployed a detachment to Vietnam in 1967 aboard *Mount McKinley* (LCC 20). A permanent VERTREP detachment was set up at NAS Norfolk, forming the nucleus of HC-6, a VERTREP squadron established on September 1, 1967.

By 1969, HC-4 had phased out all of its helicopter models except for the UH-2B, and had seen the last of its Coast Guard icebreaker support operations. The twin-engined HH-2D began to replace the UH-2B in 1970. In 1971, HC-4 was directed to form detachments of Light Airborne Multi-Purpose System (LAMPS) helicopters, with antisubmarine and antiship targeting capabilities, aboard destroyers and frigates. Initially using HH-2Ds, the squadron received SH-2Ds, leading to the squadron's being redesignated HSL-30 on March 1, 1972.



SH-2F

PHAN Sean Griffiths

While deploying LAMPS detachments, HSL-30 also maintained utility detachments in support of the Sixth Fleet and Commander Middle East Force flagships. The squadron moved from Lakehurst to Norfolk in July 1973, and on August 17, 1973, its LAMPS detachments formed HSL-32, with HSL-30 becoming the fleet readiness squadron (FRS) for Atlantic Fleet H-2 squadrons. In this role, the squadron trained pilots, aircrewmen and maintenance personnel to operate the HH-2D, SH-2D and eventually the SH-2F.

HSL-30 phased out its deploying combat support detachments in January 1975, except for Detachment Alpha, its hydrographic and geologic survey detachment. Until its shutdown on September 30, 1990, Detachment Alpha deployed aboard USNS *Harkness* and USNS *Chauvenet*, accumulating over 4,600 hours in support of the Oceanographer of the Navy.

In October 1992, HSL-30 became the Navy's only H-2 FRS with the disestablishment of its Pacific Fleet counterpart, HSL-31. By the time of HSL-30's last flight on June 4, 1993, the squadron had trained over 920 pilots, 515 aircrewmen and 3,200 maintenance personnel. HSL-30's demise came about with the Navy's decision to phase out the SH-2 helicopters from active service by March 1994.

VMO-1 Deactivated ...



A July 28 ceremony at MCAS New River, N.C., marked the deactivation (officially July 31) of Marine Observation Squadron (VMO) 1 after almost 50 years

of service. Lt. Col. Jerry G. Gelling was the last CO of the last active Marine Corps VMO squadron.

VMO-1 traces its origins as the artillery spotting unit of VMO-155, activated on October 27, 1943, at Quantico, Va., and equipped with OY-1 "Grasshoppers." The squadron deployed to the South Pacific in January 1944 via San Diego, Calif., being redesignated VMO-1 on February 12, 1944. In July 1944, VMO-1 launched ashore from escort carriers and engaged in combat against the Japanese during the invasion of Guam, flying 213 missions with no losses, and became the first squadron to land on liberated American territory. During February and March 1945, VMO-1 supported Marine ground forces as they seized the island of Iwo Jima.

VMO-1 returned to the U.S. from Guam in January 1946 and was based at MCAS Cherry Point, N.C., until May 1947 when it moved to Peterfield Point, Camp Lejeune, N.C. The squadron's OY-1/2 aircraft were supplemented by HO5S helicopters in July 1952 when the squadron moved to New River and OE-1 observation aircraft in 1953. During the Korean War, VMO-1 trained many pilots and observers for duty in Korea. By 1956, the HOK-1 (OH-43D) had replaced the HO5S.

VMO-1 deployed aboard ship in 1958 for possible duty in Lebanon but was recalled before being ordered to the Middle East. In 1960, VMO-1 pilots made landings aboard *Boxer* (LPH 4) in their OEs. During an exercise in 1963, VMO-1 became the first squadron to fly aircraft through helicopter corridors under live artillery fire. In 1962, the squadron deployed aboard ship to waters off Cuba during the Cuban Missile Crisis. In 1964, two of the squadron's OH-43Ds were flown by C-130

cargo planes to Peru to rescue a group of engineers trapped by hostile natives.

In 1964, VMO-1's OH-43Ds were replaced by UH-1E "Hueys." In 1965, the squadron supported the U.S. intervention in the Dominican Republic with two detachments. Also in 1965, the O-1Cs (formerly OE-2s) were phased out, leaving VMO-1 an all-helicopter squadron until July 1968, when it acquired OV-10A *Bronco* aircraft. A detachment of UH-1Es deployed to Peru in 1970 aboard *Guam* (LPH 9) as part of assistance to that country's earthquake victims, flying its "Hueys" to altitudes in excess of 15,000 feet. Also in 1970, the squadron temporarily acquired seven AH-1J *SeaCobra* helicopter gunships for evaluation. VMO-1 transferred its UH-1Es in February 1971, becoming an exclusively fixed-wing squadron.

When VMO-6 was deactivated on December 31, 1976, VMO-1 began rotating detachments with VMO-2 to Okinawa to operate with Headquarters and Maintenance Squadron 36, providing OV-10 support to the Marines in the Far East. In February 1980, the squadron received its first OV-10Ds, which gave the squadron a

night reconnaissance capability. In September of that year, during an exercise off Norway, VMO-1 conducted the first OV-10 launches from an LHA, *Saipan* (LHA 2). By 1983, the squadron was supporting drug interdiction missions, for which it would be awarded the Navy Unit Commendation. During the late 1980s, VMO-1 supported exercises in Norway, Denmark, Honduras, the Mediterranean and the Caribbean, also forming a special operations-capable standby alert detachment.

In December 1990, VMO-1 embarked its OV-10s aboard *America* (CV 66) and *Theodore Roosevelt* (CVN 71) hurrying to the Persian Gulf. The *Broncos* launched from the carriers off Spain and continued to the war zone with several fuel stops. Stationed at Jubail, Saudi Arabia, the squadron flew over 1,000 combat sorties in support of the coalition forces that liberated Kuwait from Iraq, losing one crew to enemy action.

VMO-1 returned to New River in April 1991, and participated in various exercises until deactivation. Its mission has been assumed by FA-18D strike fighters and AH-1W helicopter gunships.



A VMO-1 Bronco launches from America (CV 66).

Disestablishment/deactivation articles by LCdr. Rick Burgess.



Iwo Jima Decommissioned

Just six weeks short of 32 years of active service, the amphibious assault ship *Iwo Jima* (LPH 2) was decommissioned on Wednesday, July 14, in a ceremony at Naval Station, Norfolk, Va. The last skipper was Captain Ralph K. Zia.

Iwo Jima was named for the epic struggle to gain control of the tiny Pacific island of Iwo Jima from 20,000 determined Japanese defenders. She was the first ship designed from the keel up as an amphibious assault ship.

After commissioning on August 26, 1961, *Iwo Jima* was home-ported in San Diego, Calif., and for nine years, beginning in 1963, made six deployments to the western Pacific. During each deployment, the ship played an active role in Southeast Asian operations and participated in more than 30 amphibious landings in Vietnam.

In May 1972, LPH 2 departed San Diego for her new home port in Norfolk. Six weeks after arriving, the ship departed for the first of 12 Mediterranean deployments.

In October 1973, in reaction to the Middle East crisis between Israel and Egypt, the ship departed more than a month earlier than scheduled with only a five-day notice. During that deployment, *Iwo Jima* also participated in Nimbus Star, an operation to clear mines from the Suez Canal.

In 1976, during her fourth Mediterranean deployment, *Iwo Jima* took part in the evacuation of civilians from Beirut, Lebanon.

Following the fifth deployment to the Mediterranean from July 1978 to February 1979, *Iwo Jima* sailed to New York City where the ship and crew played host to a nationally televised Bob Hope birthday special.

From May to December 1983, *Iwo Jima* was once again off the coast of Beirut providing command, control and logistic support for the U.S. contingent of the multinational peacekeeping force. The ship also provided medical support to the Marines wounded in the tragic bombing of the Marine barracks in Beirut.

In August 1990, two weeks after the ini-

tial deployment of troops to the Persian Gulf for Operation Desert Shield, *Iwo Jima* became the first amphibious assault ship to deploy to that area. The ship remained in theater, conducting Marine landings and providing mine-countermeasure support throughout Operation Desert Storm.

During *Iwo Jima's* twelfth and final deployment to the Med, from May to November 1992, she remained underway 84 percent of the time. On her last cruise, the ship sailed in the Adriatic off the coast of the former Yugoslavia providing search and rescue support for United Nations flights as part of Operation Provide Promise. She also provided medical support to *Saratoga* (CV 60) and the Turkish destroyer *Mauvenet* after the unfortunate missile-firing accident during Exercise Display Determination 92.

Several survivors of the battle for Iwo Jima attended the decommissioning ceremony, which was highlighted by a fly-over by Marine Corps AV-8 *Harriers*. ■

Information courtesy of Naval Surface Force, U.S. Atlantic Fleet, Public Affairs.

7th Ranger Decommissioned

Saturday, July 10, marked the end of an era when the 36-year-old aircraft carrier *Ranger* (CV 61) was decommissioned. Admiral Robert J. Kelly, Commander in Chief, U.S. Pacific Fleet, was the keynote speaker.

More than 5,000 dignitaries and guests, including former *Ranger* crew members from all parts of the country, watched as the commissioning pennant was lowered and the crew, followed by commanding officer Captain Dennis V. McGinn, departed the ship for the last time.

Ranger, whose service earned the nickname "Top Gun of the Pacific Fleet," was commissioned August 10, 1957, at Newport News, Va. The 81,000-ton aircraft carrier was the seventh ship over the past 200 years to bear the name. The first *Ranger* was skippered by John Paul Jones in 1778. The Navy's first aircraft carrier named *Ranger*, CV 4, was commissioned in 1934 and decommissioned in 1947.

Ten years later, CV 61 was commissioned. *Ranger* has been home-ported in San Diego, Calif., since 1975 when it moved there from Alameda, Calif. During her distinguished naval service, more than 100,000 members of the Navy-Marine Corps team have served aboard *Ranger*. During that time, the ship conducted 21 western Pacific deployments and participated in operations from Vietnam to the Persian Gulf. She most recently served in support of Operation Southern Watch in the Arabian Gulf and Operation Restore Hope off the coast of Somalia.

Fully manned, *Ranger* was a floating city of more than 5,000 people. Its galleys served over 17,000 meals each day and its air conditioning units could have cooled the Empire State Building. As preparations for the decommissioning were made, most of the crew transferred to other duty assignments. Only 700 crewman remained to take part in the ceremony.

The ship was towed to Long Beach Shipyard in California for further preservation and then will be towed to Bremerton Naval Shipyard in Washington, where she will be "mothballed" and maintained as part of the ready reserve fleet. ■

Story and photo courtesy of USS *Ranger* Public Affairs.



Ranger's Last Trap

Two Navy pilots made history recently by landing the last fixed wing and last rotary wing aircraft aboard *Ranger* (CV 61).

Lieutenant Mark A. Garcia, landing signal officer with Carrier Air Wing 2, made *Ranger*'s last arrested landing March 11 in a VF-124 F-14 *Tomcat*. Lt. Garcia was assisted by Lieutenant Jim Taylor, a VF-124 radar intercept officer. This 330,683rd landing marked the end of an illustrious career for the 36-year-old carrier.

Two days later, Lieutenant Ron L.

Ravelo of HS-14 piloted his SH-3H *Sea King* to a night landing on *Ranger*. "I take great pleasure," Ravelo said, "in participating in such a monumental and historic occasion, not to mention marking the end of an era."

Copilot for the final antisubmarine warfare mission was Lieutenant (jg) John Donelan, who had been on *Ranger* only a short time. "It was especially gratifying to me," Donelan said, "being the new kid on the block and closing out a chapter in *Ranger*'s proud history."

Story and photo courtesy of USS *Ranger* Public Affairs.



Top Gun of the Pacific Fleet

A History of USS Ranger (CVA/CV 61)

By Steven Hill

Ranger (CVA 61), the third *Forrestal*-class aircraft carrier built, was laid down by Newport News Shipbuilding and Dry Dock Company on August 2, 1954. She was christened by Mrs. Arthur W. Radford, wife of the former Chairman of the Joint Chiefs of Staff, on September 29, 1956. Eleven months later, on August 10, 1957, she was commissioned, Captain Charles T. Booth commanding.

Ranger was initially assigned to the Atlantic Fleet on October 3, 1957. The next day she departed Norfolk, Va., to conduct her shakedown cruise. Attack Squadron (VA) 85 and Fighter Squadron (VF) 82 of Carrier Air Group (CVG) 8 were joined aboard *Ranger* by VF-21 of Air Task Group 181, VA-12 of CVG-1 and Heavy Attack Squadron 9. Commander Martin D. Carmody, ComCVG-8, served as the commanding officer for the shakedown air group.

The carrier and CVG-8 operated along the Atlantic Coast and in the Caribbean Sea, conducting air operations and individual ship exercises. During the cruise, VA-12 CO Commander Marshall P. Deputy, Jr., flying an A-4 Skyhawk, made the first jet landing aboard the carrier, while VF-21 became the first F11F-1 *Tiger* squadron to operate aboard a carrier.

In November, *Ranger* visited her first foreign port, the capital of the Dominican Republic, Santo Domingo. She returned to the Caribbean in January of 1958, sans CVG-8, and completed her final acceptance trials. The ship then returned to Norfolk and prepared to depart for the West Coast and permanent assignment to the Seventh Fleet.

CVG-14 flew cross-country from Miramar, Calif., to Norfolk and joined *Ranger* on May 26, 1958. Then, after operating off the eastern seaboard for three weeks, the carrier began her transit to the West Coast and her new home port at Alameda, Calif. During the trip, *Ranger* and CVG-14 visited cities in five different countries. The transition was completed on August 20.

The remainder of 1958 was spent

qualifying pilots of CVG-14 for *Ranger's* first western Pacific (WestPac) deployment. She departed Alameda on January 3, 1959, and arrived in Hawaii on the 10th. Final predeployment training commenced upon her arrival and was concluded on the 17th.

On February 22, *Ranger* departed Hawaiian waters to begin her first operational deployment. She was the first supercarrier to deploy with the Seventh Fleet and was the flagship of Rear Admiral H. H. Caldwell, Commander, Carrier Division 2. CVG-14 and *Ranger* conducted air operations off Okinawa, Japan, and participated in maneuvers with SEATO (Southeast Asian Treaty Organization) naval units out of Subic Bay. From July 5 to 8, *Ranger* was deployed in an emergency status maintaining patrol off the east coast of Formosa due to increasing tension between the Chinese Nationalists and Chinese Communists. On July 15, the carrier's first WestPac deployment came to an end. She returned to Alameda on July 27. During her maiden deployment, *Ranger* launched in excess of 7,000 sorties.

Following a brief yard period, which began on August 1, *Ranger* continued to conduct carrier qualifications and individual ship exercises until the end of 1959.

With the new year, *Ranger* began to increase her level of activity in preparation for her second WestPac deployment. Between January 14 and 20, 1960, she participated in Strike Exercise 30-60. Then, on February 6, she departed CONUS for Hawaii, arriving there on the 13th. CVG-9 was embarked and conducted extensive training exercises that included air defense, offensive air strikes and day and night carrier qualifications.

Ranger's second WestPac deployment commenced February 6 and concluded August 30. A third WestPac deployment was completed between August 11, 1961, and March 8, 1962.

Next, *Ranger* operated between Hawaii and the West Coast conducting individual ship exercises. Several different air



groups and Marine Corps squadrons operated from her deck, including CVG-12, CVG-9, CVG-11, Marine Composite Reconnaissance Squadron 3, Marine Fighter Squadron 542 and VA-125. From October 1, CVG-9 was embarked in preparation for the carrier's fourth WestPac deployment.

On November 9, *Ranger* sailed from Alameda bound for Hawaii to complete the final phase of her predeployment train-



Ranger lies at anchor off Waikiki Beach, Hawaii, February 17, 1959, during her first operational deployment. CVG-14 is embarked.

tions, which were completed on January 5. For two days, January 17 and 18, HMS *Hermes* conducted joint exercises with *Ranger*. VF-96 *Phantoms* made several touch and goes aboard the Royal Navy carrier.

During the spring of 1963 tensions were growing in Laos, prompting *Ranger* to divert to the South China Sea on May 1 for possible operations. Nothing developed, however, and she was allowed to continue her normal operating schedule.

Following this cruise, *Ranger* reported to San Francisco Naval Shipyard on August 7 for an overhaul, her first extensive yard period since joining the fleet in August 1957. *Ranger* emerged from the yards on February 10 and conducted sea trials, followed by four weeks of intensive, graded training under the command of the Fleet Training Group. Carrier qualifications commenced in April, and by June Carrier Air Wing (CVW) 9 was embarked and ready to deploy. (Carrier Air Groups were redesignated Carrier Air Wings on December 20, 1963.)

Ranger departed San Francisco on August 5, commencing a cruise in which the carrier and her air wing would participate in combat operations for the first time. Already that day, President Johnson had ordered the Seventh Fleet to strike bases used by North Vietnamese naval craft in retaliation for the attacks on destroyers *Maddox* (DD 731) and *Turner Joy* (DD 951). After reporting to the Seventh Fleet, *Ranger* sailed for Yokosuka, Japan, via Subic Bay.

Ranger and CVW-9 began contingency operations in Southeast Asia on November 28, 1964. On February 7, 1965, President Johnson ordered the first retaliatory strikes against North Vietnam since the Gulf of Tonkin incident the previous August. Under the code name "Flaming Dart I," *Ranger* launched strike aircraft from CVW-9 to attack the Vit Thu Lu Barracks. However, as the strike force approached the target, weather in the area deteriorated and the strike was recalled. Although flak was reported, all aircraft returned safely. On February 11, *Ranger* launched aircraft of CVW-9 to strike the Chanh Hoa Barracks near Dong Hoi in North Vietnam under the code name "Flaming Dart II." This time the weather cooperated, enabling the strike package

to level the target area. *Ranger* continued launching strikes and armed reconnaissance missions as directed throughout March and into April.

On April 9, four F-4B *Phantoms* from VF-96 engaged Chinese Communist MiG-17s in a high-altitude dogfight. The MiGs reportedly dropped their wing tanks, and the fight was on. One *Phantom* crew observed a MiG-17 erupt into a fireball. Another section of *Phantoms* fired two Sparrows and two Sidewinders without success. However, when the fight was over, only three *Phantoms* joined up for the return to *Ranger*. The missing F-4B was manned by Lieutenant (jg) Terry Murphy and Ensign Ron Fegan. Official speculation on the loss of Murphy and Fegan indicated that they got into a slow-speed dogfight with a MiG-17 and lost. The destruction of the MiG-17 was never officially confirmed by the Navy.

On April 13, sailors fought a fire in *Ranger's* Number 1 Main Machinery Room. The fire was brought under control in 1 hour and 20 minutes. One fatality was reported.

On May 6 *Ranger* steamed into her home port at Alameda. Three aircraft, one F-4B *Phantom II* and two A-1H *Skyraiders* had been lost in combat, resulting in the death of three pilots and one radar intercept officer.

After undergoing a four-month overhaul, *Ranger* began predeployment training for another cruise. CVW-14 was embarked when *Ranger* departed Alameda on December 10, 1965. From January 10 to August 5, 1966, the carrier launched air strikes against targets in North Vietnam. *Ranger* and CVW-14 received the Navy Unit Commendation for their participation in combat operations in Southeast Asia during this cruise. A total of 15 aircraft were lost in combat, the highest number of combat losses that any of *Ranger's* embarked air wings sustained during the war.

Between October 1966 and May 1967 *Ranger* completed a refit in Puget Sound Naval Shipyard. CVW-2 joined her in September and brought several new aircraft types along. VA-147 took the new Vought A-7A *Corsair II* into combat for the first time. This light attack aircraft would eventually replace the highly successful Douglas A-4 *Skyhawk*. VA-165 embarked with Grumman A-6A *Intruders*, the Navy's new all-weather medium attack aircraft. Departing Alameda on November 4, *Ranger* steamed toward Yankee Station in



Ranger (CVA 61) launches aircraft of CVW-9 during her fourth WestPac deployment May 16, 1963. F-8Cs of VF-91 have just launched, while a VF-96 F-4B and a VA-93 A-4C await their turn.

ing. By November 26, she was on her way to WestPac.

Ranger's fourth WestPac deployment got underway on November 9. On January 3, 1963, *Ranger* joined *Kitty Hawk* (CVA 63) to conduct joint opera-

the Tonkin Gulf. Combat operations commenced on December 3 and continued for the next five months.

Operations were interrupted in January when the North Koreans seized USS *Pueblo*. *Ranger* departed Yankee Station on January 27, 1968, and steamed to the Sea of Japan, arriving on February 1. *Enterprise* (CVAN 65) and *Ranger* remained off the South Korean coast for the rest of the month.

Following the crisis, *Ranger* subsequently returned to the Gulf of Tonkin via Sasebo, Japan. *Ranger* returned to Alameda on May 25, ending her seventh operational deployment.

*During her next deployment, combat operations were again interrupted by the North Koreans when they shot down an EC-121 over the Sea of Japan. *Ranger* spent one week in the area before beginning her journey back to Alameda.

By the fall of 1970, the condition of American prisoners of war (POW) being held in North Vietnam was becoming critical. A rescue of POWs being held at Son Tay, North Vietnam, was attempted on November 21. *Ranger* launched F-4J *Phantoms* of VFs 21 and 154 to provide TARCAP (Target Combat Air Patrol) for a series of diversionary strikes in support of the rescue attempt. All aircraft returned safely. Although the mission failed to liberate any of the POWs, it did succeed in ensuring better treatment of them.

On January 28, 1973, the Vietnam cease-fire took effect. Carriers *Ranger*, *Enterprise*, *America* and *Oriskany* canceled all combat sorties into North and South Vietnam.

The following day, at the request of the Laotian government, *Enterprise* and *Ranger* launched 81 combat sorties into Laos to interdict lines of communications. On February 25, *Ranger* and *Oriskany* launched combat support sorties into Cambodia at the request of the Cambodian government.

Following her last combat cruise to Southeast Asia, which ended on June 23, 1973, *Ranger* returned to conducting regular deployments to the western Pacific and Indian Ocean.

Although the rest of the decade passed by relatively quietly for *Ranger*, world events did require her presence on two occasions. In 1976, *Ranger* was ordered to the Indian Ocean to operate off the coast of Kenya, because Ugandan military forces had threatened to enter Kenya. *Ranger* reported on station July 12 and

departed August 7. Then, during the Iranian Hostage Crisis, *Ranger* prepared for possible contingency operations during her fifteenth WestPac cruise.

Meanwhile, several new aircraft types entered the fleet during the decade. The Tactical Electronic Warfare (VAQ) community received the Grumman EA-6B *Prowler*. VAQ-135 embarked with the type aboard *Ranger* for the first time during her 1976 WestPac cruise. The F-4 *Phantom II*, which distinguished itself over Vietnam, was being replaced by the Grumman F-14A. The *Tomcat*, with its variable sweep wings and twin tail, was first deployed aboard *Ranger* with VFs 1 and 2 in September 1980.

CVW-2, normally embarked aboard *Ranger*, was reorganized several times between 1979 and 1990. VFs 21 and 154 reported to CVW-14 with their *Phantoms*, while VFs 1 and 2 reported to CVW-2. CVW-2 cruised aboard *Ranger* twice in this configuration completing two WestPac deployments. Following completion of the second deployment on October 19, 1982, VAs 25 and 113 were released to begin transition to the McDonnell Douglas FA-18A *Hornet*. On July 15, 1983, CVW-9 returned to *Ranger* for the first time since her inaugural combat cruise off the coast of Vietnam in 1965. CVW-2 returned to *Ranger* in 1986 sans her light attack squadrons, embarking instead with two A-6E *Intruder* squadrons, VA-145 and VMA(AW)-121. Following return from *Ranger*'s 1989 WestPac deployment, VA-155, with A-6Es assigned, replaced the Marines of VMA(AW)-121.

After the Vietnam war, *Ranger* completed numerous training exercises, carrier qualifications, fleet exercises and two reserve carrier air wing deployments. She had undergone several refits, adding capability and removing equipment that was not necessary, such as her eight 5-inch gun turrets. *Ranger* was scheduled to participate in the Service Life Extension Program in 1991, a major overhaul that would extend her service life well into the next century. However, this was not to be for, once again, her participation in combat was required.

On August 2, 1990, Iraq invaded Kuwait. Four months later, on December 8, *Ranger*, with CVW-2 embarked, departed San Diego, Calif., on an unscheduled deployment in support of Desert Shield. She arrived on station in the Arabian Gulf on January 12, 1991. January 15, she entered the Persian Gulf.

At 0400 on January 17, *Ranger* began launching her first strikes of the war; Operation Desert Shield had become Operation Desert Storm. During the first 24 hours, *Ranger* and CVW-2 launched three strikes into southeast Iraq and Kuwait. On the second day of operations, four A-6Es of VA-155 lifted from *Ranger*'s deck. At low altitude and at high speed, the *Intruders* proceeded to their target. Approximately 365 nautical miles from *Ranger*, the number two aircraft, flown by Lieutenants William T. Costen, pilot, and Charles J. Turner, bombardier/navigator, was struck by antiaircraft fire and destroyed. The crew, unable to eject, was killed.

On February 6, an F-14A of VF-1, flown by Lieutenant Stuart Broce, pilot, and Commander Ron McElraft, radar intercept officer, destroyed a Soviet-built Mi-8 helicopter with an AIM-9M Sidewinder missile, achieving the F-14's only aerial victory of the war. CVW-2 provided SEAD (Suppression of Enemy Air Defenses) support for Kuwait Air Force strikes against targets in occupied Kuwait and for two Royal Air Force strikes against Shaibah Air Base in Iraq. During one intense 46-hour period, squadrons embarked aboard *Ranger* were responsible for sinking or damaging over 48 Iraqi surface craft.

The Allied ground offensive commenced at 0400 on February 24. Four days later, exactly 100 hours after the beginning of the ground offensive, President Bush declared a cease-fire. The war was over. *Ranger* returned to NAS North Island, Calif., on June 8, receiving the largest homecoming crowd ever at that station.

From July 12 to 24, *Ranger* conducted carrier qualifications for CVW-15. On July 25, she began a period of restricted availability that lasted until October 28. She then ran sea trials off the coast of southern California and in November hosted carrier qualifications for CVW-14.

After the new year, *Ranger* began predeployment training and by the end of July 1992 was prepared to embark on what was to be her final operational deployment. Departing North Island on August 1, *Ranger* steamed to WestPac one more time.

World events continued to ensure that the United States' third supercarrier would be kept busy. On August 27, 1992, the United Nations established a "no-fly zone" in southern Iraq. Concurrently, the situation in Somalia was deteriorating into anar-

chy prompting Operation Restore Hope, the UN-authorized effort to relieve mass starvation amid factional fighting in Somalia.

Ranger arrived on station in the Persian Gulf on September 16, prepared to enforce the "no-fly zone." When Operation Restore Hope got underway on December 9, *Ranger* operated off the coast support-

ing the humanitarian effort. In January, *Ranger* was relieved by *Kitty Hawk* and sailed for home, arriving at North Island on the 31st.

On March 13, *Ranger* logged her final trap when CVW-2 landing signal officer Lieutenant Mark Garcia and Lieutenant Jim Taylor, a VF-124 radar intercept officer, brought a VF-124 *Tomcat* aboard

during a 24-hour material inspection off the coast of California. The following day, she sailed into port for the last time. On July 10, 1993, *Ranger* was decommissioned at NAS North Island, ending a 36-year career. ■

Mr. Hill is an archives technician in the Aviation History Branch of the Naval Historical Center.

Ranger (CVA/CV 61) Deployments

Shakedown

4 October 1957 to 6 December 1957

CVG-8 Tailcode: AJ, GM
VF-21 F11F-1
VF-82 F3H-2, F3H-2N
VA-12 A4D-1
VA-86 AD-5, AD-6
VAH-9 A3D-2

Transit to West Coast

26 May to 20 August 1958

CVG-14 Tailcode: NK, VV, RR, PP
VF-144 F9F-8, F9F-8B
VA-116 FJ-4B
VA-145 AD-5, AD-6
VA-146 FJ-4B
VA(AW)-35 Det F AD-5N
VAW-11 Det F AD-5W
VFP-61 Det F F9F-8P

First WestPac Cruise

3 January to 27 July 1959

CVG-14 Tailcode: NK, PP, VV, ZC
VF-141 F4D-1
VF-142 F8U-1
VA-144 FJ-4B
VA-145 AD-6
VA-146 FJ-4B
VAH-6 A3D-2
VAAW-35 Det F AD-5N
VFP-61 Det F F8U-1P

Second WestPac Cruise

6 February to 30 August 1960

CVG-9 Tailcode: NG, VR, SS
VF-91 F8U-2
VF-92 F3H-2
VA-93 A4D-2
VA-94 A4D-2
VA-95 AD-7
VAH-6 A3D-2
VAW-13 Det M AD-5Q, AD-5W
VCP-61 Det M F8U-1P

Third WestPac Cruise

11 August 1961 to 8 March 1962

CVG-9 Tailcode: NG, PP, RR
VF-91 F8U-2
VF-92 F3H-2
VA-93 A4D-2N
VA-94 A4D-2N
VA-95 AD-7
VAH-6 A3D-2
VAW-11 Det M WF-2
VFP-63 Det M F8U-1P

Fourth WestPac Cruise

9 November 1962 to 14 June 63

CVG-9 Tailcode: NG, RR, PP
VF-91 F-8C
VF-96 F-4B
VA-93 A-4C
VA-94 A-4C
VA-95 A-1J, A-1H
VAH-6 A-3B
VAW-11 Det M E-1B
VFP-63 Det M RF-8A

WestPac/Vietnam

5 August 1964 to 6 May 1965

CVW-9 Tailcode: NG, RR, PP
VF-92 F-4B
VF-96 F-4B
VA-93 A-4C
VA-94 A-4C

VA-95 A-1J, A-1H
VAH-2 Det M A-3B
VAW-11 Det M E-1B
VFP-63 Det M RF-8A

WestPac/Vietnam

10 December 1965 to 25 August 1966

CVW-14 Tailcode: NK, RR
VF-142 F-4B
VF-143 F-4B
VA-145 A-1J, A-1H
VA-146 A-4C
VA-55 A-E
RVAH-9 RA-5C
VAH-2 Det F A-3B
VAW-11 Det F E-2A

WestPac/Vietnam

4 November 1967 to 25 May 1968

CVW-2 Tailcode: NE
VF-154 F-4B
VF-21 F-4B
VA-22 A-4C
VA-165 A-6A
VA-147 A-7A
RVAH-6 RA-5C
VAW-115 E-2A
VAH-2 Det 61 KA-3B
VAW-13 Det 61 EKA-3B

WestPac/Vietnam

26 October 1968 to 17 May 1969

CVW-2 Tailcode: NE
VF-154 F-4J
VF-21 F-4J
VA-22 A-4F
VA-147 A-7A
VA-165 A-6A
RVAH-9 RA-5C
VAH-10 Det 61 KA-3B
VAQ-130 Det 61 EKA-3B
HC-1 Det 61 UH-2C

WestPac/Vietnam

14 October 1969 to 1 June 1970

CVW-2 Tailcode: NE
VF-21 F-4J
VF-154 F-4J
VA-56 A-7B
VA-93 A-7B
VA-196 A-6A
RVAH-5 RA-5C
VAQ-134 EKA-3B, KA-3B
VAW-115 E-2A
HC-1 Det 8 SH-3A

WestPac/Vietnam

27 October 1970 to 17 June 1971

CVW-2 Tailcode: NE
VF-154 F-4J
VF-21 F-4J
VA-25 A-7E
VA-113 A-7E
VA-145 A-6A, A-6C
RVAH-1 RA-5C
VAQ-133 EKA-3B, KA-3B
VAW-114 E-2B
HC-1 Det 2 SH-3G

WestPac/Vietnam

16 November 1972 to 23 June 1973

CVW-2 Tailcode: NE
VF-154 F-4J
VF-21 F-4J
VA-25 A-7E

VA-113 A-7E
VA-145 A-6A, A-6B, KA-6D
RVAH-5 RA-5C
VAW-111 Det 1 E-1B
VAQ-130 Det 4 EKA-3B
HC-1 Det 1 SH-3G

WestPac/Vietnam

7 May 1974 to 8 October 1974

CVW-2 Tailcode: NE
VF-154 F-4J
VF-21 F-4J
VA-25 A-7E
VA-113 A-7E
VA-145 A-6A, KA-6D
RVAH-13 RA-5C
VAW-112 E-2B
VAH-2 Det 4 A-3B
HC-1 Det 4 SH-3G

WestPac/IO

30 January to 7 September 1976

CVW-2 Tailcode: NE
VF-154 F-4J
VF-21 F-4J
VA-25 A-7E
VA-113 A-7E
VA-145 A-6E, KA-6D
VAW-112 E-2B
HS-4 SH-3D
VAQ-135 EA-6B
RVAH-5 RA-5C

WestPac

21 February to 22 September 1979

CVW-2 Tailcode: NE
VF-154 F-4J
VF-21 F-4J
VA-25 A-7E
VA-113 A-7E
VA-145 A-6E, KA-6D
VAW-117 E-2B
RVAH-7 RA-5C
VAQ-137 EA-6B
VS-29 S-3A
HS-4 SH-3H

WestPac/IO

10 September 1980 to 5 May 1981

CVW-2 Tailcode: NE
VF-1 F-14A
VF-2 F-14A
VA-25 A-7E
VA-113 A-7E
VA-145 A-6E, KA-6D
VAW-117 E-2B
VAQ-137 EA-6B
HS-2 SH-3H

WestPac/IO

7 April to 19 October 1982

CVW-2 Tailcode: NE
VF-1 F-14A
VF-2 F-14A
VA-25 A-7E
VA-113 A-7E
VA-145 A-6E, KA-6D
VAW-116 E-2C
VS-21 S-3A
VAQ-137 EA-6B
HS-2 SH-3H

Central America/WestPac/IO

15 July 1983 to 29 February 1984

CVW-9 Tailcode: NG
VF-211 F-14A
VF-24 F-14A

VA-192 A-7E
VA-195 A-7E
VA-165 A-6E, KA-6D
VAW-112 E-2C
VAQ-138 EA-6B
HS-8 SH-3H
VS-33 S-3A

NorPac/WestPac

18 August to 20 October 1986

CVW-2 Tailcode: NE
VF-1 F-14A
VF-2 F-14A
VMA(AW)-121 A-6E
VA-145 A-6E
VAW-116 E-2C
VAQ-131 EA-6B
VS-38 S-3A
HS-14 SH-3H

NorPac

2 March to 29 April 1987

WestPac/IO

14 July to 29 December 1987

CVW-2 Tailcode: NE
VF-1 F-14A
VF-2 F-14A
VMA(AW)-121 A-6E
VA-145 A-6E
VAW-116 E-2C
VAQ-131 EA-6B
VS-38 S-3A
HS-14 SH-3H

WestPac/IO

24 February to 24 August 1989

CVW-2 Tailcode: NE
VF-1 F-14A
VF-2 F-14A
VMA(AW)-121 A-6E
VA-145 A-6E
VAW-116 E-2C
VAQ-131 EA-6B
VS-38 S-3A
HS-14 SH-3H

WestPac/IO/Persian Gulf

(Desert Shield/Desert Storm)

8 December 1990 to 8 June 1991

CVW-2 Tailcode: NE
VF-1 F-14A
VF-2 F-14A
VA-155 A-6E
VA-145 A-6E
VAW-116 E-2C
VAQ-131 EA-6B
VS-38 S-3A
HS-14 SH-3H
VRC-30 Det C-2A

IO/Persian Gulf

(Southern Watch/Provide Relief)

1 August 1992 to 31 January 1993

CVW-2 Tailcode: NE
VF-1 F-14A
VF-2 F-14A
VA-155 A-6E
VA-145 A-6E
VAW-116 E-2C
VAQ-131 EA-6B
VS-38 S-3A
HS-14 SH-3H

WestPac = western Pacific
IO = Indian Ocean
NorPac = northern Pacific

1993 Sailors of the Year

By JOCS(AW) Theresa Dunn

It was a rewarding sense of accomplishment for me with the Navy downsizing to know we can still move up," said Chief Aviation Machinist's Mate Hydraulics (AW) Thomas G. Carter. Carter is one of four sailors recently named by Admiral Frank B. Kelso II, Chief of Naval Operations (CNO), as the Navy's 1993 Sailors of the Year. "The recognition was overwhelming; I wasn't used to being in the spotlight. I've been goal oriented, but I never expected this," Carter concluded.

As the Navy's top shore sailor, Carter was joined by Disbursing Clerk First Class (SW) Joselito T. Baluyot, representing the Pacific Fleet; Boatswain's Mate First Class (SW) Joseph Wilson, Atlantic Fleet; and Hospital Corpsman First Class Raymond G. Cooper, Naval Reserve.

The four were selected from over 400,000 sailors as the "Navy's finest." Each was awarded a Navy Commendation Medal and meritoriously advanced to Chief Petty Officer by Adm. Kelso. "The selection of these four individuals from the many nominees placed in competition was extremely difficult, particularly in view of the impressive records of all those nominated," the CNO said. "The pride and professionalism and dedication of all candidates were obvious and all should feel justifiably proud of their achievements and contributions to our Navy."

After their selection and advancement, all four men were brought to Washington for a week of honors and meetings with high-ranking military and civilian officials, including calls on the vice president; Senator Sam Nunn, chairman of the Armed Services Committee; Chairman of the Joint Chiefs of Staff; and the Chief of Naval Operations. During the week, they were also honored at a reception prior to the Navy Summer Pageant performance at the Washington Navy Yard Chief Petty Officers Club and presented a one-week

R and R at their chosen CONUS location.

Chief Carter will spend the next year working for the Master Chief Petty Officer of the Navy (MCPON), and the other two active duty Sailors of the Year will work for their respective Force Master Chiefs. For some, that means a family move. For the Carters, it meant leaving their Jacksonville, Fla., home and moving to Washington, D.C. While it took some warming up to the idea, Carter said his family was pretty excited about the move. "My wife is an RN and she will be working at Georgetown University Hospital, and this is a terrific place for my children to be — in such an historical area," he said.

After his tenure with the MCPON, the newly appointed chief will get his choice of duty. When asked where he wants to go, he said, "To sea, of course." But, there is another consideration, since he is also a candidate awaiting the results of a Limited Duty Officer selection board.

AMHC(AW) Carter will be joined by his wife, Virginia, and their two children, 11-year-old Marcus and 6-year-old Courtney. While Chief Carter, his wife and daughter were enjoying recognition week in Washington, and their R and R in San Diego, Calif., Marcus was celebrating his own victories with his all-star baseball team at Florida State's training camp. ■

PH2 Eddie E. Cordero



Virginia Carter proudly watches as Adm. Frank B. Kelso II presents her husband, AMHC(AW) Thomas G. Carter, a certificate honoring him as the 1993 Shore Sailor of the Year.



DKC (SW) Joselito T. Baluyot and wife, Jing-Jing; AMHC(AW) Thomas G. Carter and wife, Virginia; BMC(SW) Joseph Wilson and wife, Joann; and Hospital Corpsman First Class Raymond G. Cooper.

PH3 Dale S. Black

After OP-05 ... What Changed?

By Cdr. Russ Jowers and N88 Staff

On January 1, 1993, OP-05 became N88 and the Assistant Chief of Naval Operations (Air Warfare), Rear Admiral Riley D. Mixson, became Director, Air Warfare. The billet was reduced from a three-star to a two-star flag billet and now reports to the Deputy Chief of Naval Operations for Resources, Warfare Requirements and Assessment (N8), a three-star flag officer, currently Vice Admiral William A. Owens. Other than changing all the office codes, the fleet should not notice any significant changes to their relationship with the new Air Warfare. The phone numbers, spaces and faces remain virtually unchanged; however, the functions of the office within the budgetary process changed. What were the changes?

In conjunction with the reorganization of the Office of the Chief of Naval Operations (OPNAV), the Navy established a new process to allow broad assessments among traditional resource sponsorship areas. These assessments provide an ongoing review of mission tasking, including force levels, types of platforms required and future systems – all in the context of joint operations. The assessment process examines how future operations will be conducted and includes reviews of: mission areas where other services could provide assistance, other service programs that contribute to the missions of the naval service, and other service programs whose success is important to the naval service. The eight assessment areas are shown in the table.

To improve the Planning, Programming and Budgeting System and to reduce the emphasis on platforms and facilitate the growing emphasis on joint warfare, the Office of the Chief of Naval Operations reorganized its staff during the summer and fall of 1992. Of particular significance is the subordination of the three major resource sponsors (surface, submarine and air) under a single "Navy voice." This greatly enhanced the decision-making process and increased coordination. Consensus is now reached through the Resources and Requirements Review Board (R3B). The R3B is chaired by N8, and is attended by flag and general officers representing key Navy and Marine Corps organizations. Prior to the reor-



The Pentagon.

ganization, the resource sponsors conducted ad hoc liaison with the Fleet Commanders in Chief (CinCs). The reorganization changed the structure and focus of the OPNAV staff by aligning the headquarters to mirror the Joint Staff, creating an Expeditionary Warfare Division (N85) headed by a Marine major general, and establishing a separate CinC Liaison Office (N83), headed by a Navy admiral. The latter ensures that the inputs of the war-fighting CinCs are represented in each phase of the planning and programming process. The Expeditionary Warfare Division is responsible for identifying and programming expeditionary warfare requirements to ensure the successful prosecution of littoral operations.

For the first time, those organizations responsible for generating military requirements, which when validated are the basis for programs, are counterbalanced within the N8 organization by those organizations responsible for overall planning, programming and management. This anchors decisions to the fiscal environment and works for consensus among all warfare sponsors. These changes also shift focus away from a "platform" mindset

to an increased emphasis on missions and capabilities across all naval warfare areas.

Thus, by recognizing what type of military capabilities national leaders need, and then evaluating the Navy's required contribution to America's joint war-fighting capabilities, the Navy is structuring, equipping and training to meet the concrete operational challenges of a still-dangerous world. ■

Joint Mission Area Assessments

Mission Areas

- Joint Strike
- Joint Littoral
- Joint Surveillance
- Joint Space and Electronic Warfare/Intelligence
- Strategic Deterrence
- Strategic Sealift Protection

Support Areas

- Readiness, Support and Infrastructure
- Manpower, Personnel and Shore Training

Aviation Antisubmarine

Story and Photos by JO1(SW) Eric S. Sesit

As the Navy prepares for the 21st century and the shift from blue water operations to the littoral, the missions of many enlisted ratings are being reevaluated and changes made to meet these new challenges. One such rating is the Aviation Antisubmarine Warfare Operator (AW). For many years, AWs were on the forefront of the cold war, seeking and tracking Russian submarines. But with the demise of the cold war, AWs are finding new opportunities to expand their career field.

By definition, AWs operate airborne radar and electronic equipment used in detecting, locating and tracking submarines. They also operate radars to provide information for aircraft and surface navigation. They serve as helicopter rescue crewmen and as part of the flight crew on long-range and intermediate-range aircraft. They also brief, debrief and evaluate flight crews aboard aircraft carriers and at overseas tactical support centers and provide antisubmarine warfare assistance to battle groups.

The basic requirements to become an AW include a qualifying minimum score on the Armed Services Vocational Aptitude Battery test, 20/20 vision or correctable, good depth perception and the ability to meet the Navy's requirements of a second class swimmer.

AWs must initially obligate to serve a five-year enlistment. Their training begins with six weeks of Naval Air Crew Candidate School (NACCS) in Pensacola, Fla., where sailors learn the basic aircraft and survival skills needed in their job.

"The name Aviation Antisubmarine Warfare Operator is somewhat of a misnomer," AWCM(AW) Sam Hindman, the AW detailee, said. "Most of our job involves aircrew and survival work. Because of the constant flying, aircrew qualification is the first step in becoming an AW. Since we currently have a shortage of search and rescue (SAR) swimmers, any sailor who demonstrates good swimming ability at NACCS will probably go on to attend SAR training. An added incentive is promotion to third class petty officer upon successful completion



of SAR training and the 12-week AW "A" school in Memphis, Tenn."

After A school, the AWs proceed to various fleet readiness squadrons (FRS) where they will be indoctrinated to fleet operations based on their specialties: AWH (helicopters), AWN (nonacoustic) or AWA (acoustic). These assignments vary in length from 26 weeks at a helicopter antisubmarine FRS to 32 weeks at an air an-

AW1 Pete Morin (right) is briefed on safety procedures by AW2 Jeff Massey before their helo flight. Both sailors are stationed at VX-1, Patuxent River, Md.

tisubmarine (fixed wing) FRS.

AWs earn Navy Enlisted Classification (NEC) codes based on the different aircraft in which they fly. Each aircraft requires at least one NEC. There are two NECs for P-3s, depending on the variant of the aircraft.



Warfare Operator

Recently, the AW rating opened to women. "There are plenty of women already flying in naval aircraft and they all attended NACCS," Hindman said. "As a result, the training pipeline is already in place and the women who choose to enter the AW rating will be treated just like any other sailor who meets the criteria. The only difference is that Patrol Squadron (VP) 30 is the only FRS currently available for women to do their training. The first woman AW is already in the pipeline and should be at VP-30 sometime this fall."

Everyday in the fleet brings new challenges and tasks to the AW community. According to AW2(NAC) Jeff Massey of Air Test and Evaluation Squadron 1, Naval Air Warfare Center Aircraft Division, Patuxent River, Md., and an SH-60B crewman, "When we're on deployment, if we're not flying, we're out there turning wrenches with the rest of the detachment. We do our part in maintaining the aircraft."

Even so, AWs sometimes get the undeserved reputation as having an easy life. "The guys in the det might see us at 0900 when we head out on a mission and then not see us again until the next day," AW1(AW) Rick Beatty of the Navy Bureau of Personnel said.

"We're out flying and nowhere to be found and they're 'turnin and burnin' back at the base," added Hindman. "The truth is we spend an hour briefing a mission, an hour and a half working to preflight an aircraft, maybe 12 hours in the air and then come home to debrief the mission for

two hours. On a deployment, the workload can blend the days into one very long time.

"Additionally, most missions that AWs fly are graded and evaluated," Hindman said. "This gives the flight crew a good idea of how the crew operated as a team. AWs are evaluated on the analytical facets of their mission."

The AW rating is currently undergoing changes. Foreign submarines are still patrolling the world's oceans and AWs spend much of their time searching for them. But antisubmarine warfare operations are beginning to take a back seat to the other areas of the AW rating, which include drug interdiction patrols, logistics support and close-in combat support.

"As the Navy's mission has shifted to the littoral, AWs are placing greater emphasis on combat SAR and strike rescue," Hindman said. "These are things that we've always done, but we're putting more effort into training for these missions. As a result, AWs will begin filling billets as instructors for combat SAR training sometime this fall. Combat SAR is taught in Fallon, Nev., while air wings go through predeployment workups."

Continuous training plays a large part in every AW's career. They must undergo an annual flight physical and a water survival/physiology test every four years. They must also pass an annual NATOPS (Naval Air Training and Operating Procedures Standardization) exam and check flight.

As of July 1993, there were 2,987 AWs

in the Navy. Many are assigned as aircrew working SAR and other missions, while others are assigned by their NEC. A third class petty officer can expect to spend 45 months at sea and 24 months ashore. A second class serves 48 months at sea and 36 months ashore, while first class, chief and senior chief petty officers go to sea for 42 months and then return to shore duty for 36 months. A master chief's time will be split between sea and shore duty by spending 36 months at each.

"Overall, the rating is 93-percent manned, but the E-6 level is 120-percent manned. This obviously creates a bottleneck for people trying to advance to chief," Hindman said. "The last round of early outs was offered to senior and master chiefs with 18 to 19 years of service. This should help ease the log jam in the years to come and make advancement opportunities better for our younger sailors."

"It's a great rating to get into," concluded Hindman. "The travel is great and there is a lot of it. From my perspective, chasing a submarine is a real kick in the pants. If you like to fly, this job is definitely for you." ■



A thorough preflight inspection is performed by AW2 Jeff Massey.

Water survival training is an ongoing evolution for AWs. AWCS(AW) Croxton of VX-1 hones his survival skills by rescuing HM2 Mathew Swain in a pool exercise.

The Amphibian Scouts, Part 1

By Hal Andrews

Some things change and some things don't. This is as true for Naval Aviation as for the rest of the world. Building three competitive prototypes to meet a new aircraft requirement isn't even thought about today. But once, it wasn't uncommon – even in the depression years of the early 1930s. However, the effect of uncertainties in mission requirements and "putting 10 pounds in a five-pound bag" wasn't any different in yesterday's simpler projects than it is in today's complex programs. In 1931, the Navy's Bureau of Aeronautics (BuAer) set out to provide the fleet a two-seater scout amphibian capable of performing the scouting mission from carriers, cruisers and battleships, including light bombing of targets sighted, and extended gun spotting for the battleships. The three experimental prototypes that were built were found in Navy trials to be unsuitable for service.

Three of a Kind ... Sort of

Putting together several of the technical advances of the time was seen by both BuAer and some airplane designers as the path to meet the need. The integrally supercharged air-cooled engines had established their suitability and both Wright and Pratt & Whitney (P&W) offered new ones in a class just under those used for the standard shipboard aircraft, with less power, weight and, importantly, fuel consumption. More general use of all-metal construction was becoming the norm. With the success of Grumman's retractable main wheel landing gear for amphibian floats, combining these advances in a new design promised a small aircraft suitable for all shipboard scout/observation needs with flexible ship basing.

The BuAer design staff finally settled on a monoplane design by late 1930, adding another new technology. Folding wings overcame the larger shipboard "spot" otherwise required as compared to typical biplanes. So that a scout could attack a surface target, plus the standard need to defend itself, both a fixed forward and a flexible rear gun were installed, and a small bomb would be carried on each wing. In contrast to the "standard" Loening amphibians of the time, while the nose design was similar, the fuselage/hull stepped down behind the pilot's cockpit,

and the gunner/radioman's cockpit was below and behind the pilot. The basic hull extended aft behind this engine and crew nacelle, and then upwards to carry the tail surfaces.

While the BuAer design work was proceeding, Grover Loening, having sold his original company and amphibian design, had his new company's small staff exploring different small amphibian concepts. His approach for a smaller amphibian scout airplane was different from either his previous amphibious designs or BuAer's scout. It was a biplane with the lower wings at the top of a typical flying boat hull, the engine at the front of a nacelle on the upper wing centerline, and a cabin between the hull and the upper wing engine nacelle, enclosing the pilot and gunner/radioman. The cabin arrangement offered an improved environment as well as permitting good search vision for both crewman and more effective intercommunications. It was also pointed out that the engine accessories could be reached from the cabin for in-flight maintenance/repair, if needed. Unlike BuAer's design, which featured semi-monocoque hull construction, its hull had a metal frame with aluminum alloy panel covering. Loening actively pursued BuAer contract support for his design.

By early 1931, Sikorsky, well known for its amphibian aircraft, came up with a third concept. The pilot and crewman would be in tandem cockpits in the hull with the engine in a pod above where the monoplane wing was mounted on the hull. BuAer's Design 106, with its basic carrier and/or cruiser scout mission(s), was reviewed by appropriate BuAer personnel both in general and in detail. It could be powered by either the P&W R-985 or the Wright R-975; both were rated at 400 horsepower. The fixed forward-firing gun was deleted, but the capability for steep angle (60-degree) dives with pullout were to be provided, carrying two 250-pound bombs.

With Assistant Secretary for Air approval, action was initiated to contract for the experimental Loening and one Design 106 from industry through an informal design competition, using FY-31 money which meant contracts by June 30. BuAer's engineering staff prepared a type specification, based on Design 106. Loen-

XSG-1



ing built a preliminary mockup of the cabin arrangement, and action to contract for the XS2L-1 was initiated in April while industry proposals were being prepared in response to the Navy's request. Proposals were received from six companies in May, as well as from the Naval Aircraft Factory, Philadelphia, Pa. In addition to proposing on Design 106 directly, alternate designs were proposed by some companies. Great Lakes proposed two alternates, one of them a biplane version of Design 106, and Sikorsky proposed either a reworked version of its own previously submitted design or a direct 106 design.

In early June, the decision was made to contract the Sikorsky 106 and the Great Lakes biplane alternate as the XSS-1 and XSG-1, respectively. All three contracts were dated June 30! With his direct dealings, Loening had an initial headstart but his small staff had trouble dealing with the engineering details, so all three projects went ahead in parallel.

Significantly, three months later, a complete relook at all scout requirements was initiated by BuAer, looking at all facets, with inputs from the fleet addressing both strategic and tactical uses of the fleet and its aviation components. This effort extended into 1932.

XSG-1

Over the first several months following contract award, design activities at Great Lakes proceeded normally. BuAer agreed with the company's decision to use the 400-horsepower Pratt & Whitney R-985A Wasp, Jr., and issues relating to dive-bombing capabilities (60-degree dive angle, pullout G and bomb-release clearance) were resolved. Mockup inspection in October resulted in typical minor changes.

Late in the year, the continuing BuAer investigations of carrier and cruiser scout requirements resulted in changes. In October, speed was not important. In December, BuAer requested a change to the 550-horsepower R-1340 Wasp to give greater speed. Great Lakes, concerned over the already increased weight and decreased performance of the evolving design, proposed other modifications as well, including a new NACA (National Advisory Committee for Aeronautics, forerunner of NASA) wing section and increased fuel capacity. With the high cost of engineering the engine change, BuAer opted for only the others. A company-developed wing-hinge pin change to provide very rapid wing folding/unfolding was also approved early in 1932. Inspection of the revised mockup was held in late February. Concern was felt over the difficulties of pilot cockpit access; no improved arrangement could be defined, so only the usual minor changes were made in the now well-defined design details.

Construction and component testing proceeded through the spring and summer. Assembly and ground testing were completed in September and the XSG-1 flew on the 15th. Initial flights revealed seriously deficient performance. Removal of the exhaust collector that came with the engine gave a large increase in speed, and other problems were also tackled. The major one was tail vibration at higher speeds. Airflow investigations indicated the aft nacelle configuration, faithfully following BuAer Design 106, was a major contributor. A streamlined upper cowling and gunner's window panels configuration gave significant improvement, at least with the panels closed. Trimming the stabilizer leading edge minimized stabilizer alone vibrations. A closeable pilot's cockpit

canopy brought the vibrations back; vertical vanes on either side of the nacelle were tried unsuccessfully and the canopy was discarded.

With these changes, the overweight and performance deficient XSG-1 completed its preliminary demonstration flights at Cleveland, Ohio, having flown a total of 50 hours. BuAer modified the specification guarantees towards the actual results, with an agreed reduction of about 10 percent in the overall contract price, and the airplane was ferried to Anacostia, D.C., for demonstration and trials in late November.

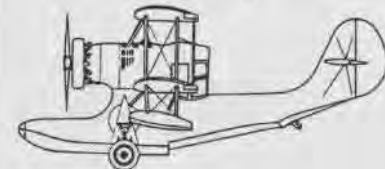
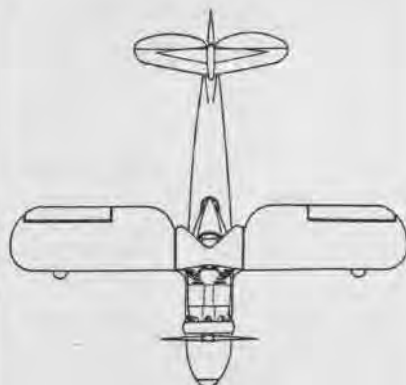
Demonstration was completed on December 3 and trials began. By this time, use of the amphibian scouts for bombing attacks was no longer of interest and the trials evaluated the XSG-1 purely as a scout, with only the flexible .30 machine gun as armament. Performance trials were completed in mid-February 1933 and the XSG-1 was ferried to Norfolk, Va., for arresting and water tests. In March, it returned to Anacostia for completion of trials. Due to the unsatisfactory flight characteristics at low speed, the catapult trials at the Washington Navy Yard were cancelled and trials were completed before the end of the month. With deficient performance in all respects and poor flight characteristics overall, the XSG-1 was considered unsuitable for service use and unacceptable as an experimental aircraft. After agreeing on another contract cost reduction similar to that previously imposed, the XSG-1 was accepted for record purposes in September, having meanwhile been ferried to the Naval Aircraft Factory for use in ground testing. ■

Note: The XS2L and XSS will be covered in "The Amphibian Scouts," Part 2, *Naval Aviation News*, November-December 1993.



XSG-1

Span	35'
Length	32'7"
Height	13'
Engine:	Pratt & Whitney R-985A 400 hp
Maximum speed (S.L.)	126 mph
Service ceiling	9,000'
Maximum range (overload)	892 mi
Crew:	2 (pilot and gunner/ radioman)
Armament:	One flexible .30 machine gun; two 250-pound bombs



XSG-1



High Ener-G, High- α

Twice a year, approximately three dozen carefully selected men and women embark on a unique personal adventure: they enroll as Test Pilots Under Instruction (TPUIs – pronounced Tapooies) at the U.S. Naval Test Pilot School (USNTPS), NAS Patuxent River, Md. They will be trained to define and “push the envelope” for the aircraft and systems they will ultimately test. But in the

process, they will also be pushing their own personal envelopes, since the focus and perseverance needed to survive at USNTPS will be more than most students have ever needed to muster.

It is their high-energy approach to their profession that has made the strongest impression on me. TPUIs are constantly pulling Gs in their personal lives, as well as in the cockpit, as they stress themselves in

new academic and flight situations. Their high- α (high angle of attack) motivation is an essential ingredient in their careers, since for most graduates, USNTPS is only a beginning. Test Pilot School credentials are a mandatory prerequisite for Carrier Suitability, Strike Aircraft Directorate, and other flight test assignments and, of course, for USNTPS instructors.

All text and art © Hank Caruso

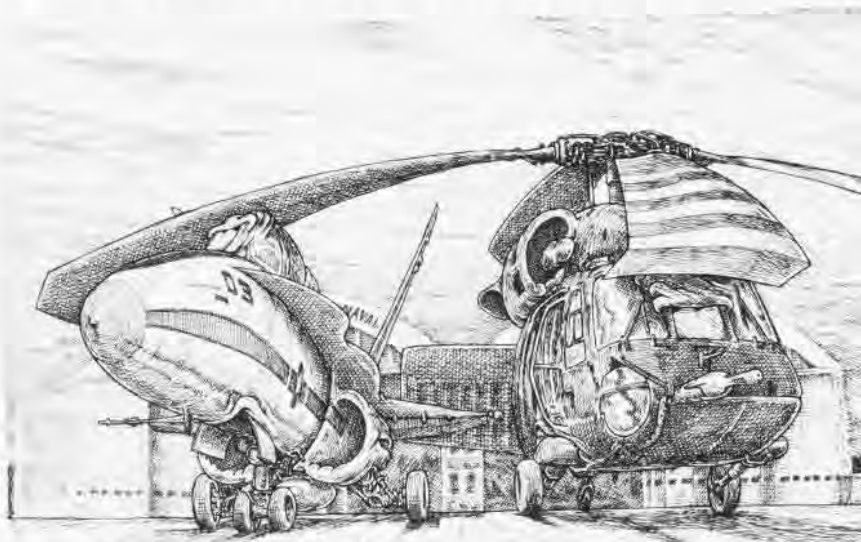


Contrary to the stereotypical “hot shot” image of the test pilot, the TPUI is as much an engineer as a pilot. The school teaches its students to build up to a flight test goal in rigorously logical increments

based on disciplined planning, flying and reporting. As a result, TPUIs spend 50 percent of their time in the classroom, 50 percent in the cockpit and 50 percent writing reports.

The Spirit of the U.S. Naval Test Pilot School

The philosophy of the Naval Test Pilot School is to expose TPUIs to all possible flight situations and basic flight principles. Therefore, the school maintains a stable of fixed and rotary wing aircraft to provide greater insight into their distinctly different personalities.



The ultimate expression of the high- α attitude that typifies the spirit of the Naval Test Pilot School graduate is the U.S. astronaut program. All of the astronauts representing the Navy have been USNTPS alumni.

Even though all TPUIs possess the same basic core qualities, each class has its own distinct personality. This personality is expressed in the unique logos that each class adopts and is perpetuated in the engaging display of all class logos that appears at each reunion event.



Acknowledgments: I don't know how to single out any one person for thanks. Many USNTPS COs, instructors and students have provided me with so many opportunities and insights over the decade that I have had the pleasure to work with the school. To all of these exceptional people, my most sincere thanks for your trust and friendship!

The Fighting Lady Lives

Story and Photos by JO1(SW) Eric S. Sesit



Yorktown sits proudly at Patriots Point Naval & Maritime Museum in Charleston, S.C.

An imposing monument to Naval Aviation is moored at Patriots Point Naval & Maritime Museum in Charleston, S.C. She is an eternal reminder of the men of Naval Aviation, who lived, fought and died defending our country's freedom. Some know her from her heroic past as "The Fighting Lady." To the survivors of the battles in the Pacific, and to the thousands of visitors who walk across her quarterdeck every year, she is known as the National Memorial to Carrier Aviation. To the U.S. Navy, she was *Yorktown* (CV 10).

According to David A. Clark, Deputy Curator of the *Yorktown* museum, "CV 10 was commissioned in April 1943. She was named for *Yorktown* (CV 5), which was heavily damaged in the Battle of Midway and sunk three days later by Japanese torpedoes. During WW II, CV 10 earned 11 Battle Stars and the Presidential Unit Citation. She was decommissioned in 1947 and brought back to service in 1953 after extensive modernization and upgrading of her catapults. Although *Yorktown* saw no action in Korea, she earned five Battle Stars in Vietnam. In 1970, she was decommissioned again."

Mothballed in Bayonne, N.J., *Yorktown* was destined for the scrap pile. Fortunately, James T. Bryan, founder of the Yorktown Association and who had served as *Yorktown's* armament division officer during WW II, was determined to save the "Fighting Lady." Bryan, along with members of the Yorktown Association, began his campaign to save the ship.

By coincidence, in 1973, South

Carolina began searching for a ship to be its centerpiece for a newly established maritime and naval museum located in Charleston. Bryan and the Yorktown Association, desperately determined to save *Yorktown* from the scrap pile, seized the opportunity and joined forces with South Carolina. In 1975, the Navy turned over *Yorktown* to South Carolina for the cost of one dollar. The only stipulation was that the carrier had to be used as a museum, not a floating restaurant or amusement park.

In the years that followed, Jim Bryan, the Yorktown Association and the staff at Patriots Point have worked to make *Yorktown* much more than a museum. In addition to the six self-guided tours that let visitors explore virtually every inch of the ship and the well preserved aircraft that grace her hangar and flight decks, *Yorktown* also houses the Carrier Aviation Hall of Fame, the Carrier Aviation Test Pilots Hall of Honor, and a memorial that has come to be known as the "Arlington of Carrier Aviation."

Bryan, who serves as Executive Director of the Yorktown Association, said, "The Carrier Aviation Hall of Fame inducted its first awardee in 1981. The Hall of Fame honors those people who contributed substantially to carrier aviation. A board meets every two to three years to decide who will be enshrined. A total of 42 men have been

Elementary students gaze in awe at the names of fallen heroes. More than 8,000 men are enshrined in the "Arlington of Naval Aviation."

The National Memorial to Carrier Aviation

honored so far and this October, we'll have our first new inductees since 1990."

The Hall of Fame consists of bronze plaques bearing reliefs of the inductees and brief descriptions of their contributions to carrier aviation. The plaques are mounted on the superstructure of the ship on the flight deck.

Located on the forward port side of the hangar deck is a wall dedicated to the personnel who risked their lives testing and evaluating new aircraft and systems. The James B. "Jimmie" Taylor Test Pilot Hall of Honor has inducted 16 legends since 1987. Named for Lieutenant Commander Taylor, inductees are selected by committee headed by LCdr. Taylor's son, and induction ceremonies are held every two years during *Yorktown* reunions.

In 1979, Bryan and the Yorktown Association made the decision to open the decks of *Yorktown* to her 143 sister carriers who had no memorials of their own, establishing *Yorktown* as Naval Aviation's National Memorial to Carrier Aviation. Nowhere on the ship is this more evident than in the forward hangar bay. Here, the "Arlington of Naval Aviation" memorializes on 104 bronze plaques, the names, rank, rating, division and squadrons of 8,080 men who died in combat while serving aboard carriers or who flew from their decks.

"I started this project more than 13 years ago," Bryan said. "The names go



Carrier Aviation Hall of Fame

Frank Akers, RAdm., USN
 William E. Blewett, Jr., Aircraft Carrier Shipbuilder
 William O. Brice, LGen., USMC
 Godfrey deC. Chevalier, LCdr., USN
 J. J. "Jocko" Clark, Adm., USN
 John G. Crommelin, Jr., RAdm., USN
 Robert E. Dixon, RAdm., USN
 Donald W. Douglas, Carrier Aircraft Builder
 Arthur L. Downing, Capt., USN
 Donald B. Duncan, Adm., USN
 Albert K. Earnest, Capt., USN
 James H. "Jimmy" Flatley, Jr., VAdm., USN
 James V. Forrestal, Statesman
 Leroy R. Grumman, Carrier Aircraft Builder
 * Verne W. "Pappy" Harshman, LCdr., USN
 William F. Halsey, Jr., Fleet Admiral, USN
 Cecil E. Harris, Capt., USNR
 Arthur R. Hawkins, Capt., USN
 Edward H. Heinemann, Carrier Aircraft Designer
 Arnold J. Isbell, Capt., USN
 Henry J. Kaiser, Aircraft Carrier Builder
 Ernest J. King, Fleet Admiral, USN
 William I. Martin, VAdm., USN

David McCampbell, Capt., USN
 Charles J. McCarthy, Carrier Aircraft Builder
 Clarence W. McClusky, Jr., RAdm., USN
 William A. Millington, BGen., USMC
 Marc A. Mitscher, Adm., USN
 William A. Moffett, RAdm., USN
 Joseph T. O'Callahan, Capt. (CHC), USN
 Edward H. "Butch" O'Hare, LCdr., USN
 Alfred M. Pride, RAdm., USN
 Arthur W. Radford, Adm., USN
 James D. Ramage, RAdm., USN
 James S. Russell, Adm., USN
 Clinton A. F. "Ziggy" Sprague, VAdm., USN
 John S. "Jimmy" Thach, Adm., USN
 John S. Towers, Adm., USN
 Frederick M. Trapnell, VAdm., USN
 Eugene A. Valencia, Cdr., USN
 Stanley W. "Swede" Vejtasa, Capt., USN
 John C. Waldron, LCdr., USN

To be inducted October 1993

Richard Best, LCdr., USN
 Arnold Lund, Col., USMC
 Frederick H. Michaelis, Adm., USN
 Donald E. Runyon, Cdr., USN
 James B. Stockdale, Adm., USN

James B. "Jimmie" Taylor Test Pilot Hall of Honor

Marion E. Carl, MGen., USMC
 Robert M. Elder, Capt., USN
 Theodore G. Ellyson, Cdr., USN
 Eugene B. Ely
 Donald D. Engen, VAdm., USN
 Lawrence E. Flint, Capt., USN
 Robert L. Hall, Grumman Aircraft Corp.
 James L. Pearce, Lt., USN
 Forrest S. Petersen, VAdm., USN
 Robert O. Rahn, Capt., USAAF
 Charles A. Sewell, Lt. Col., USMC
 Robert K. Smyth, Lt., USN
 Apollo Soucek, VAdm., USN
 James B. Taylor, LCdr., USNR
 W. Paul Thayer, LCdr., USNR
 Frederick M. Trapnell, VAdm., USN
 Richard M. Wenzell, North American Aviation

back 51 years and are current through the Gulf War. I found when I started that the Navy did not keep names of all the men killed during this time period, so the research was quite time consuming."

Bryan estimates that the memorial is about 98-percent accurate. Besides the Vietnam Memorial, this is the largest collection of names memorialized in the country. Sadly, few people know about it, inspiring the name The Unknown Memorial.

"Of all the names listed, only about 80 relatives of the deceased are aware that their loved ones have been memorialized

aboard *Yorktown*," Bryan said. "For many of these families, the last time they heard or saw anything official about their relatives was when they received notice that they had been listed as killed or missing in action."

Bryan would like to spread the word of this memorial so that the relatives of the dead will know their loved ones have not been forgotten and will forever be enshrined aboard *Yorktown*.

Many of the compartments in *Yorktown* have been dedicated to the ships and men who served in past wars, and the carrier continues to open new exhibits and

memorials to honor past heroes. A new museum will open onboard *Yorktown* this October. The Congressional Medal of Honor Museum will display the names of 3,419 people who have received the country's highest military honor.

"The museum will include all recipients of the medal from the Civil War to the present," said Michael Williams, Director of the Congressional Medal of Honor Society, which sanctions the museum.

"The museum will contain medals of winners, along with their citations and displays which will rotate over time."

Yorktown is the showpiece of Patriots Point. Along with the carrier and the 20 aircraft that are displayed on her decks are four other ships: *Laffey* (DD 724), *Clamagore* (SS 343), Coast Guard Cutter *Ingham* and the first nuclear-powered merchant ship, *Savannah*. All are open to the public for tours.

Aviation enthusiasts will find *Yorktown* enticing. Her size dominates the harbor and she has been maintained in excellent condition. As a visitor walks her decks, the displays bring the ship to life, making it easy to imagine what life was like aboard a WW II carrier. The *Yorktown* Association and the staff of Patriots Point offer a tour worth taking through the annals of Naval Aviation. ■

Note: Patriots Point is not located aboard Naval Station, Charleston, therefore, the proposed base closure will not affect the museum or *Yorktown*.



Visitors to *Yorktown* are treated to a walk through history. The hangar and flight decks are full of WW II-era aircraft in mint condition.

Fleet Carrier Combat Operations, 1943 to

Compiled by Steven Hill

Following the campaign at Guadalcanal, the United State Navy was able to accomplish two important tasks – tasks that were vital to the defeat of the Japanese Navy. First, it reorganized the carrier air groups. The redundancy of having to separate squadrons flying the same aircraft type was not necessary, so carrier-based scouting squadrons (VS) were first redesignated as bombing squadrons (VB) and were then disestablished. Meanwhile, to solve the fighter shortage, the complement of fighter aircraft in the air groups was increased to 36 planes per squadron. Second, new types of aircraft and aircraft carriers were introduced to the fleet. The new carrier-based air superiority fighter, the Grumman F6F-3 *Hellcat*, began replacing the F4F *Wildcat*, and deployment of the new *Essex*-class fleet carriers and *Independence*-class light carriers made up for the loss of the prewar carriers *Lexington* (CV 2), *Yorktown* (CV 5), *Wasp* (CV 7) and *Hornet* (CV 8).

With reorganized air groups, new carriers and improved aircraft, the United States Navy was prepared to begin an offensive that would eventually lead to the very heart of the Empire of Japan – Tokyo.





1944

SBD-5 Dauntless dive-bombers of VB-16 embarked aboard Lexington (CV 16) proceed to their target on Saipan during the invasion of the Marianas Islands, June 14, 1944.



50 Years Ago – WWII

Sep 18: A three-carrier task force (RAdm. C. A. Pownall), attacked Tarawa, Makin and Abemama atolls in the Gilbert Islands.

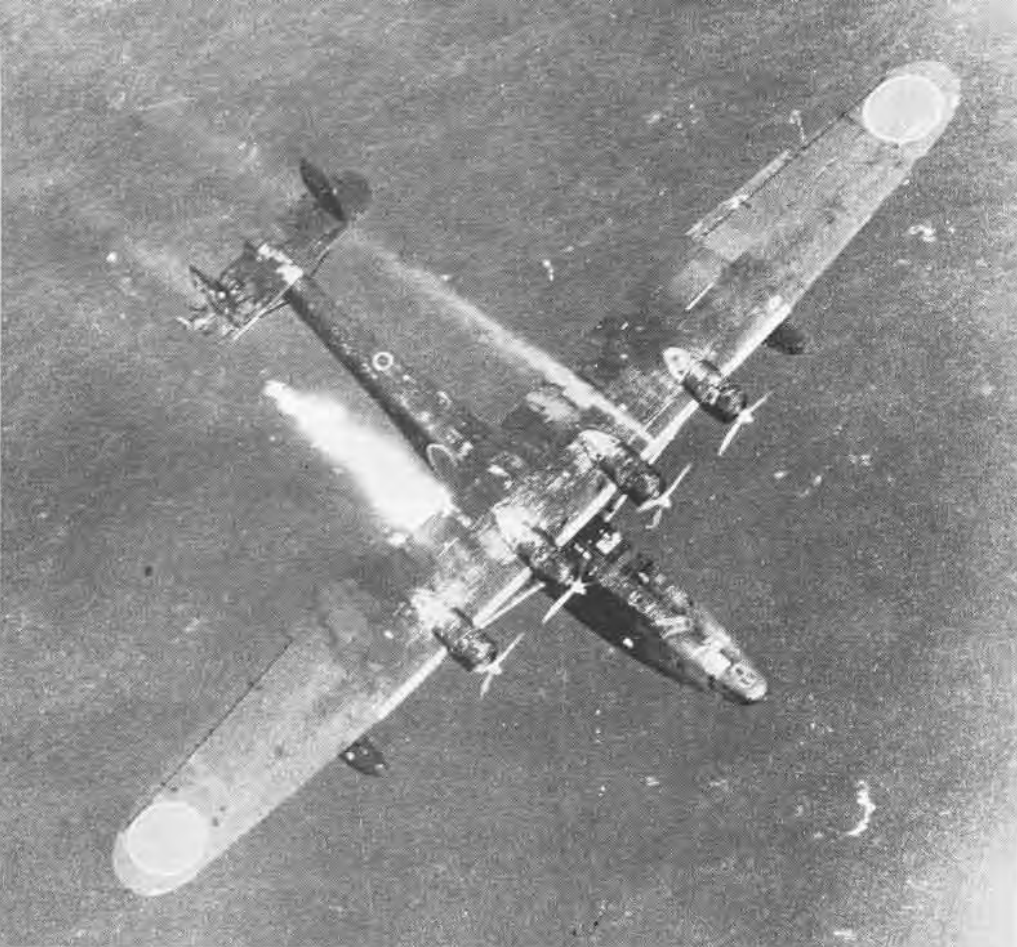
Oct 1: The authorized complement of fighters in Essex-class carrier air groups was raised, increasing the total aircraft normally aboard to 36 VF, 36 VB and 18 VT. The authorized complement for CVL groups was established at the same time as 12 VF, 9 VB and 9 VT, revised in November 1943 to 24 VF and 9 VT and remained at that level throughout the war.

Oct 5-6: Second Wake Raid – Task Force 14 (RAdm. A. E. Montgomery), composed of 6 new carriers, 7 cruisers and 24 destroyers – making it the largest carrier task force yet assembled – bombed and bombarded Japanese installations on Wake Island. During the two-day strikes, ship handling techniques for a multicarrier force, devised by RAdm. F. C. Sherman's

staff on the basis of experience in the South Pacific, were tested under combat conditions. Lessons learned from operating the carriers as a single group of six as two groups of three, and as three groups of two, provided the basis for many tactics which later characterized carrier task force operations.

Oct 16: The Navy accepted its first helicopter, a Sikorsky YR-4B (HNS-1), at Bridgeport, Conn., following a 60-minute acceptance test flight by LCdr. F. A. Erickson, USCG.

Oct 31: Lt. H. D. O'Neil of VF(N)-75, operating from Munda, New Georgia, destroyed a "Betty" during a night attack off Vella Lavella – the first kill by a radar-equipped night fighter of the Pacific Fleet. Maj. T. E. Hicks and TSgt. Gleason from VMF(N)-531 provided ground-based fighter direction.



A Kawanishi H6K5 Navy Type 97 flying boat, code-named Mavis, under attack by a Navy patrol bomber of VB-109, May 7, 1944. Encounters such as these were also common for Grumman F6F Hellcats flying Combat Air Patrols (CAP) in support of the carrier task force.



SB2C-1 Helldivers of VB-8 aboard Bunker Hill (CV 17) are preparing to launch in support of the invasion of the Mariana Islands, June 14, 1944. The Helldiver, replacement for the Douglas SBD Dauntless, was never as well liked as its predecessor and was soon dubbed the "Beast" by the crews who flew it.



Torpedoes intended for VT-2 TBM Avengers are pushed in front of a VB-2 SB2C Helldiver aboard Hornet (CV 12) in preparation for an anti-ship strike.



A Japanese freighter is struck by a torpedo during an antishipping strike. The torpedo's wake is visible in the foreground.



Avenger 86, a TBM-1C assigned to Hornet (CV 12), flies above the task force during the invasion of the Mariana Islands, June 1944.



Lt. Harry "Mule" Mueller, VF-1, is about to engage the barricade aboard Yorktown (CV 10). The Hellcat suffered a tailhook failure following the July 24 raid on the Bonin Islands.





TBM-1C Avengers get the signal to launch during combat operations somewhere in the Pacific. Squadron and ship are unknown.



Ordnancemen service 1,000-pound bombs on the hangar deck of Yorktown amidst Hellcats of VF-5, while off-duty officers and men watch a movie in the background.



A very special Hellcat undergoes maintenance while aboard Essex (CV 9), July 30, 1944. This F6F is the personal aircraft of Cdr. Dave McCampbell, Commander of Air Group 15. McCampbell is considered the Navy's highest scoring ace of WW II, being credited with the destruction of 38 Japanese aircraft in aerial combat. Unlike the Air Force, the Navy has never published an official list of its aces.

F6F-3 Hellcats of VF-16 fill the flight deck of Lexington (CV 16), November 1943.





VB-10 SBD-5 Dauntlesses form up over Enterprise (CV 6) bound for the Caroline Islands, March 29, 1944.



VF-1 Hellcats embarked aboard Yorktown (CV 10) escort strike aircraft during combat operations, June 1944.



A view to a kill. A Zuikaku-class aircraft carrier receives a bitter pounding by Navy strike aircraft during the Battle of Leyte Gulf, October 25, 1944. Three light carriers and one fleet carrier, the Zuikaku, were lost by the Japanese during the battle. Zuikaku was the last veteran of the raid on Pearl Harbor at the time of her loss.

MCAS El Toro Command Museum: Preserving the History of Marine Corps Aviation

Story and Photos by Sgt. John Cordero



An F4U-5NL, a TBM 3E and an AH 1G are a few of the many aircraft a visitor can see at the MCAS El Toro Command Museum.

The Command Museum at MCAS El Toro, Calif., tells the history of Marine Corps aviation's ongoing loyalty to the country and the Corps. In preserving the artifacts which bear witness to that loyalty, the museum encourages Marines to continue the tradition.

The Teton Sioux have a saying: "A people without history is like wind upon the buffalo grass." What this means is that the wind will always blow and the grass always grow, but people cannot understand who they are and where they are going without an understanding of where they have been. The museum displays where the Marine Corps has been and what it has done.

"By collecting and displaying artifacts which were and are pertinent to the mission of Marine Corps aviation, we hope to make the public better acquainted with the role of the Marine Corps in upholding the policies of the United States government," said Harry Gann, museum curator.

In 1989, Brigadier General D. V. Shuter, Commander of Air Bases, Western Area, asked retired Brigadier General Jay W. Hubbard to assemble a volunteer group which formed the MCAS El Toro Historical Foundation on June 30. The purpose of the nonprofit organization was to provide the volunteer support required to staff the museum and to raise private donations, both in money and artifacts.

"All I did was muster volunteers," said BGen. Hubbard, chairman of the foundation. "The air station deserves full credit for the museum, and our volunteers deserve the credit for making it operate."

The Command Museum's purpose is to collect, restore, preserve, and display Marine Corps aviation artifacts – with emphasis on West Coast units. It is operated by volunteers who run the gift shop, restore and preserve aircraft, update the research center, and donate artifacts.

Everyone driving down Marine Way can't help but notice the many aircraft on display – aircraft like the R4Q *Boxcar*, based here in the 1950s, and the PBJ-1, the Navy version of North American's B-25 *Mitchell* bomber.

Wall-to-wall paintings immediately grab one's attention when entering the museum. The drawings depict Marine Corps aviation throughout its changing years.

The main gallery contains photographs which give a chronological perspective of Marine Corps aviation from WW I to recent years, including Operation Desert Storm. The vintage photographs commemorate such events as WW II, Korea, and Vietnam.

Continuing through the museum, one visits the "Fritz Gemeinhardt" room filled with model airplanes, representing most of the aircraft types flown by the Marine Corps. Retired Master Sergeant W. F. "Fritz" Gemeinhardt donated the airplanes to the museum in 1991. The Douglas HD 2 *Dolphin* light amphibious transport and the Bell/Boeing V-22 *Osprey* experimental vertical takeoff and landing prototype are just a few of the 54 models on display.

At the museum gift shop, located next to the model room, Marine aviation buffs can find a wide variety of hard-to-find

items to add to their memorabilia. Those desiring to learn more about Marine aviation can do so by taking advantage of the museum's video collection, books, and files. Future plans are to organize and maintain a well-stocked study room with a supporting library. This will provide in-depth information for the more-than-casual visitor.

"[While] it would be impossible for us to gather, in retrievable form, the information that would completely encompass all the roles of Marine Corps aviation, we can act as a guide directing people to other sources," Gann explained. These include the station library, the Marine Corps Air-Ground Museum in Quantico, Va., or other museums.

The museum hangar adjacent to the main building displays a maintenance control room and ready room. The hangar is periodically used to conduct maintenance and restoration on aircraft, as well social events such as change of command receptions.

By properly maintaining its collections, the museum delays the natural deterioration of artifacts. Conservation also involves the restoration of objects, as nearly as possible, to their former condition.

"The museum is open to all and we encourage everyone to come visit," said Gann. "We'd even like to recruit some visitors to become volunteers," he added. ■

For information on museum hours of operation and how you can take an active part in the Command Museum, call (714) 726-4380.

Anniversaries

The **National Museum of Naval Aviation**, Pensacola, Fla., celebrated its 30th anniversary June 8.

Twenty-five years ago, the Director of Naval Communications, then RAdm. Bernard F. Roeder, was tasked with determining if an airborne very low frequency communications system was feasible. Adm. Roeder selected a young lieutenant fresh out of Naval Postgraduate School in Monterey, Calif., for program manager. At the end of their first meeting, Adm. Roeder looked the lieutenant in the eye and said, "Take Charge and Move Out." Then he uttered the now famous acronym which he had hastily scribbled on his notepad: **TACAMO**.

Today, that idea has evolved into two large Navy squadrons consolidated under their own operational and administrative wing - Strategic Communications Wing 1, Tinker AFB, Okla.

Awards



VAdm. Jerry Tuttle received the Gray Eagle Award at a ceremony aboard Kitty Hawk (CV 63) June 17, from Mr. Henry Spence, Vice President, Vought Corp.

VAdm. Jerry O. Tuttle, Director of Space and Electronic Warfare, became the latest recipient of the **Gray Eagle Award**. It was passed down from VAdm. Edwin R. Kohn, Commander, Naval Air Forces, Pacific, who recently retired. The title of Gray Eagle designates the Navy or Marine Corps officer who has been an active duty Naval Aviator the longest.

VAdm. Tuttle has announced his retirement from naval service effective January 1, 1994.

Lt. Michael S. Bartkowski, VT-86, received the **George M. Skurla Award** June 22. The award is presented annually to the Naval Air Training Command's top Naval Flight Officer instructor. Sponsored by Grumman Aerospace Corporation, it is named in honor of the company's former Chairman of the Board and is permanently displayed at the National Museum of Naval Aviation, Pensacola, Fla.

Winners of the CY-92 **Adm. Flatley Memorial Award** are *Nimitz* (CVN 68), second consecutive year, and *Tarawa* (LHA 1). The award is presented annually to recognize CV/CVN and LPH/LHA ships which excel in overall contributions to aviation safety.

The following are the CY-92 winners of the **CNO Aviation Safety Awards**:

ComNavAirPac: VA-95; VAQs 35, 131, 132; VAQ-115; VFs 21, 124; VFA-113 (second consecutive year); VP-47; VRC-30 (third consecutive year); VS-38; HC-5; HSs 6, 14 (second consecutive year); and HSLs 33, 45.

ComNavAirLant: VA-42; VAW-125; VFs 45, 103; VFA-82; VPs 15, 30 (special recognition); VRC-40; VS-30; HC-16; HM-14 (third consecutive year); HS-9; and HSLs 34, 42.

CGFMFPac: HMLAs 367 (second consecutive year), 267; HMM-165; HMM(C)-154; VMFAs 232, 235; VMFAT-101; and VMGR-152.

CGFMFLant: HMH-362; HMLA-167; HMMs 266, 365; VMA-542; VMA(AW)-332; and VMFA-312.

CNATRa: HT-8 (second consecutive

year); VTs 3 (second consecutive year), 4, 22 (second consecutive year), 31, and 86.

ComNavAirResFor: HSL-84 (second consecutive year); VA-304; VF-301 (second consecutive year); VFC-12; VP-60; and VR-57.

CG 4th MAW: HMM-764 and VMFA-134.

ComNavAirSysCom: NADep Alameda.

The CY-92 **Grampaw Pettibone Award** went to Cdr. "Dusty" Danielson, NAS Dallas, Texas, Safety Officer, the individual winner; and the "Hormel Hawks" of VAW-114, the unit recipient. Capt. Bob Payne, N88 Aviation Safety Officer, presented the awards for the Director, Air Warfare.

Cdr. Danielson, who submitted 22 aviation safety articles to professional publications in 1992, was the first individual to win the award consecutively. VAW-114's selection was based on its diversity and all-hands approach to safety through written articles and safety procedures.

A change in reporting/recording criteria for aviation safety statistics from calendar year to fiscal year will necessitate adjustment of dates for the 1993 Grampaw Pettibone Award. Submission for 1993 will include the period from January 1, 1993, through September 30, 1994. Subsequent years will then be October 1 to September 30. A change to the instruction will be forthcoming. Questions may be directed to Capt. Payne, N889E, DSN 224-2127 or (703) 614-2127.

1992 Grampaw Pettibone Award presented June 28, at the National Museum of Naval Aviation, Pensacola, Fla.: L to R, Cdr. Mark W. "Dusty" Danielson, Capt. R. L. Payne, Jr., CO Cdr. Jim Patrick and Safety Officer LCdr. Mark Chicoine, VAW-114.



Rescues

Members from HCS-4, NAS Norfolk, Va., rescued a civilian after his Cessna 152 aircraft crashed 17 nm from the base May 15.

While conducting a test flight, crew members aboard an HH-60H search-and-rescue (SAR) helo overheard a radio conversation just before 5 p.m. between the Norfolk approach controller and the distressed pilot. While flying his last solo to qualify for his pilot's license, the man encountered engine problems and declared an emergency.

After receiving authorization from the approach tower, the SAR crew headed toward the last known position of the Cessna, and located it in a bog. The helo made a safe landing in a farmer's field 150 yards away and dispatched two HCS-4 members to assess the crash and render medical attention. The pilot was in shock but otherwise uninjured.

Records

Several units marked **safe flying time**:

Unit	Hours	Years
HC-8		2
HM-12		20
HS-7	10,000	3
HSL-34	27,000	4
HSL-49		3
NAS Key West		19
NAS Moffett Field		6
NAS Pensacola	83,346	22
NRL, Washington, DC		30
NS Roosevelt Roads		20
VA-35		8
VAQ-131	10,000	6
VAW-116	36,000	17
VF-31	23,011	7
VF-41		13
VF-142	40,000	10
VFA-82		6
VFA-125	16,600	1
VFA-136		3
VFA-195	43,800	11
VMFA-232	50,000	14
VMFA(AW)-242	25,000	
VMFAT-101	40,000	
VP-47	126,780	20
VS-38		6
VQ-5	1,633	2
VX-1		8

Special Records



T-34B, the Navy's last recip-powered aircraft model.

LCdr. Jay S. Martin, assigned to Navy Recruiting Area 7, Dallas, Texas, passed his 5,000th flight hour on June 10, flying the Navy's last recip-powered aircraft model, the T-34B, which was also the first aircraft type he flew after joining the Navy.

LCdr. Terry Washburn achieved an aviation milestone by completing 6,000 flight hours in a rotary wing aircraft. LCdr. Washburn is OIC, HSL-48 Det 2, aboard *Hawes* (FFG 53).



Squadron mates presented LCdr. Washburn an honorary large heavy-pencil award to record his accomplishment.

LCdr. Robert Tuttell passed his 5,000th flight hour May 19 while detached to NAS Jacksonville. Tuttell is an aircraft commander, NATOPS instructor and functional check flight pilot in the EP-3J. He has logged over 2,500 hours in the P-3, 1,300 hours in the LC-130 and 1,200 hours in the T-34C.

Cdr. Jim Symonds, XO, VA-165, achieved his 1,000th carrier arrested landing while deployed on *Nimitz* while VA-165 conducted flight operations in the Persian Gulf in support of Operation Southern Watch.

LCdr. Dave Root, VF-154, logged his 3,000th flight hour and his 718th trap in an F-14 *Tomcat*. Root has spent 13 years as a fighter radar intercept officer.

Honing the Edge

A Navy MH-53E *Sea Dragon* claimed a "speed over a recognized course" record in a nonstop and unrefueled flight from Patuxent River, Md., to West Palm Beach, Fla.

The mine countermeasures helo flew



The crew of an MH-53E *Sea Dragon* posed after completion of the record nonstop, unrefueled flight. From left, Lt. Rick Muldoon, copilot; Sikorsky crew chief Larry Sullivan; and Sikorsky H-53E program pilot Jack Carson, aircraft commander.

the 865-statute-mile course from NAWC AD Patuxent River to the Sikorsky Flight Test Facility at Gwynn Field, West Palm Beach, in five hours, 30 minutes, at an average ground speed of 153 miles per hour.

The flight took place under the sanctions of the Federation Aeronautique Internationale and its U.S. representative, the National Aeronautic Association, Arlington, Va.

No modifications were made to the helo for the flight, which demonstrated the MH-53E's long-range, self-deployment capabilities. The purpose of the flight was to transfer the helicopter and equipment to the Sikorsky facility to test upgraded engines.

Scan Pattern

On a recent visit to NADep Cherry Point, N.C., freelance photographer **Mike Kopack**, had an opportunity to inspect VXE-6 LC-130F, BuNo 148319, XD/07. It had recently returned to NAWC Point Mugu, Calif., after completing its 39th annual Operation Deep Freeze deployment

to Antarctica and was undergoing a mechanical checkup at the NADep.

Much to his surprise, staring at him from the port side of No. 07 was none other than that grand old curmudgeon of aviation safety, Grampaw Pettibone. Under the flying conditions of Antarctica, Gramps was a constant reminder of the need for situational awareness.



Grampaw Pettibone intently watches over the crew of a VXE-6 LC-130F.



Ensign Raquel Bini was named to become the first female pilot to train for combat flying in a P-3C. After training with VP-30, Bini will be assigned to **VP-16**, NAS Jacksonville, Fla.

Lt. Catherine McCann will become the first woman Navy pilot to fly in a Marine Corps squadron. In October, she will report to **HMT-303**, Camp Pendleton, Calif., where she will teach students to fly the H-1N "Huey" helicopter.

Change of Command

CVW-8: Capt. John M. Johnson relieved Capt. Charles W. Moore, Jr., 20 May.

HelWingRes: Capt. David W. Moulton relieved Capt. Robert J. Thomas, 10 Jul.

HC-16: Cdr. Daniel L. Hansen relieved Cdr. Charles H. Huffine, 9 Jul.

HM-15: Cdr. Thomas B. Davilli relieved Cdr. Brian E. Dewey, 21 May.

HMM-165: Lt. Col. Gary G. Gisolo relieved Lt. Col. P. R. Westcott, 7 May.

HS-1: Cdr. John Waickwicz relieved Capt. Russell Tate, 10 Jun.

HS-2: Cdr. Carl D. Robertson relieved Cdr. M. M. Herbert, 4 Jun.

HS-6: Cdr. James A. McDonell relieved Cdr. Robert C. Owsley, 3 Jun.

HS-14: Cdr. Richard B. Grahlman relieved Cdr. Richard W. Sluys, 6 May.

HSL-43: Cdr. Thomas M. Cirillo relieved Cdr. Frank E. Pagano, 20 May.

HT-8: Cdr. Jeffrey D. Linscott relieved Cdr. Steven T. Weir, 30 Apr.

MACS-7: Maj. Ronald O. Neher

relieved Lt. Col. Bradley Turner, 13 May.

MALS-29: Lt. Col. D. K. Johnson relieved Lt. Col. R. T. Smith, 24 Jun.

MCAS Yuma: Col. Bill Hansen relieved Col. Bill Cheatham, 25 Jun.

NAESU Philadelphia: Cdr. John D. Van Sickle relieved Cdr. Larry E. Knolhoff, 30 Jul.

NavAvScolCom: Capt. John J. Coonan, Jr., relieved Capt. Robert V. Goodloe, Jr., 30 Apr.

NAWC AD Lakehurst: Capt. Leroy A. Farr relieved Capt. David J. Raffetto, 18 Jun.

NAWS Point Mugu: Capt. Selwyn S. Laughter relieved Capt. Paul J. Valovich, 25 Jun.

Tripoli (LPH 10): Capt. Frank M. Gallic relieved Capt. J. R. Hutchison, 20 May.

VA-52: Cdr. James Engler relieved Cdr. Richard Hess, 15 Jun.

VA-75: Cdr. G. K. Starnes relieved Cdr. T. L. Hagen, 21 May.

VAQ-132: Cdr. R. L. Holbrook III relieved Cdr. R. L. Martin, Jr., 4 May.

VAQ-137: Cdr. Stephen A. Ewell

relieved Cdr. Kenneth G. Krech, 17 Jun.

VAW-114: Cdr. James H. Patrick relieved Cdr. Stephen M. Soules, 27 May.

VF-41: Cdr. John W. Sherman, Jr., relieved Cdr. S. Eric Benson, 28 May.

VF-143: Cdr. Thomas B. Hill relieved Cdr. Shawn M. Smith, 4 Jun.

VFA-86: Cdr. John K. McClain relieved Cdr. Zachary P. May, 21 Jun.

VP-1: Cdr. Mark E. Wisniewski relieved Cdr. R. B. Bowling, 3 Jul.

VP-8: Cdr. Richard D. High relieved Cdr. Stephen M. Wellock, 11 Jun.

VP-24: Cdr. Perth Pearson, Jr., relieved Cdr. Stanley Bozin 21 May.

VR-56: Cdr. Mark G. Estes relieved Cdr. Murry R. Todd, 17 Apr.

VS-32: Cdr. Gerald Mason relieved Cdr. Matthew Tuohy, 4 May.

VS-41: Cdr. Jansen W. Buckner relieved Capt(Sel). Glenn A. Main, 30 Apr.

VT-2: Cdr. John J. Durkin relieved Cdr. John W. Yaeger, 29 Apr.

VT-31: Cdr. George F. Haffey relieved Cdr. Robert C. West, 4 Jun.

By Cdr. Peter Mersky, USNR

Woodward, Admiral Sandy, with Patrick Robinson. *One Hundred Days: The Memoirs of the Falklands Battle Group Commander*. U.S. Naval Institute, 118 Maryland Ave., Annapolis, MD 21402. 1992. 384 pp. Ill. \$24.95.

It's fitting that one of the few first-person accounts of the 1982 Falklands War between Britain and Argentina should be written by the commander of the British task force. This book is not an easy read, however, especially the first few chapters, which are written in a cloying, rambling prose that smacks of an editor completely unfamiliar with his author's subject. Adm. Woodward obviously has a deep, moving, personal story to tell, but some of the opening chapters may put American readers off until they get into the main portion of the book.

One Hundred Days greets the reader with an attractive jacket and fine color portrait of Adm. Woodward. Once inside, the reader will be surprised: the admiral is an accomplished sketcher; 18 of his drawings introduce the chapters. The two photo folios are interesting, although the bulk of the coverage is a gallery of formal portraits of the ship COs, whom the author describes in his book. There's very little illustration of the action or people who actually fought the war.

If you can push through the opening chapters, you will be rewarded with an inside account of this unusual conflict, a little war that caught the world by surprise, and whose outcome hung in the balance a number of times. Stretched to the limits of logistical and emotional endurance, the British were at times hard put to defend their ships from the determined Argentine Air Force. The pilots of the *Skyhawks*, *Daggers*, and *Etendards* demonstrated surprising courage and skill as they flew low in the murky south Atlantic skies into the intense barrage of British flak and surface-to-air missiles.

If the situation had gone better for the Argentinians on the ground, and if, as Adm. Woodward notes in his closing pages, winter had kept to its schedule, the narrow British victory might have been only a stalemate or worse.

As the task force leader, Adm. Woodward was understandably torn between presenting a stern commander's face – brooking no questions of policy and battle plans – and facing the emotional drain and grim reality of the violent deaths of his men and ships in the cold waters of the Atlantic. It is here, and in the descriptions of the engagements between Argentine bombers and British ships, that this book shines.

One Hundred Days is a good book, marred by a few stylistic, admittedly subjective, concerns – and by only one historical error. On page 203, the author reports that American Adm. David Farragut entered Mobile Bay in 1869. A little research would have disclosed that the Civil War had been over for four years and that Farragut damned the torpedoes in August 1864. Adm. Woodward can perhaps be forgiven this relatively minor lapse; he probably had other things on his mind.

Ward, Cdr. "Sharkey." *Sea Harrier Over the Falklands: A Maverick at War*. U.S. Naval Institute, 118 Maryland Ave., Annapolis, MD 21402. 1993. 299 pp. Ill. \$25.95.

This wartime memoir by the top-scoring *Harrier* pilot of the Falklands conflict is a good shoot-from-the-hip autobiography, told in a style typical (I'm told by those who know him) of the author. His language is colorful, full of Royal Navy slang, and has a real feeling of involvement that immediately grabs the reader. Flying in the Royal Navy has its own special lingo, and it takes a little while to become conversant with the terms.

Another difference is that British ships are "wet," and a lot of nonflying activity revolves around the bar, setting up beers.

Cdr. Ward was an experienced carrier aviator, having flown F-4s before transitioning to the *Sea Harrier*, or "SHAR," as he abbreviates it. He took the V/STOL jet as his own, quickly becoming known as "Mr. Sea Harrier," at least as he relates it.

This is a really different read, especially for the American audience. There are times when the author's intense, direct manner and self-promoting style gets in the way of the story, but perhaps that is part of the tale. The book is basically one man's account of a well-meaning squadron commander and his role in a unique conflict. Ward's constant fights with the staff aboard HMS *Hermes*, the task force flagship, are revealing, though sometimes too much.

He constantly reviles the efforts of Admiral Sandy Woodward's people, as well as the overall participation of the Royal Air Force (RAF). He particularly goes after the RAF's long-range attacks – the longest combat flights ever made – against Argentinean airfields, with admittedly only marginal success.

Sharkey's indignance over the overblown RAF PR effort is well founded, and his annoyance is understandable. And, since he was in on the ground floor with the SHAR, literally developing the program for the Royal Navy and seeing it through its early stages, his egotism and self-promoting prose might be forgiven. However, contrary to his view, *Hermes* was just as involved in the war as *Invincible*, Ward's ship.

Wartime memoirs, especially those written by fighter pilots, have to be taken with large amounts of salt. Memories fade or are embellished by time. Old wounds suddenly open again and the author can take advantage of the chance to make them bleed again. But the reader, particularly the American reader, will find this book an unusual variation of that type of account.

Blaugher, Michael A., *Guide to 475 Aircraft Museums*. 124 E.

Foster Parkway, Fort Wayne, IN 46806-1730. 1992. 80 pp. \$7.

One of the more offbeat books to come in, this small offset publication is actually a directory of museums in the U.S. and Canada – including restaurants with aviation displays. It's surprising how many F-105s and F-86s there are out there, not to mention F-100s and F-101s. T-33s abound, also.

It's hard to gauge the quality of the displays and the condition of the individual aircraft from the entries, but the book might help with vacation plans.

ANA Bimonthly Photo Competition

Cash Awards: Bimonthly – \$100; Annual – First, \$500; Second, \$350; Third, \$250.

For deadline and submission details, call (703) 998-7733. Mail photographs to: Association of Naval Aviation Photo Contest, 5205 Leesburg Pike, Suite 200, Falls Church, VA 22041-3863.

Rick Mullen of Malibu, Calif., won the bimonthly ANA Photo Contest with this action shot (right) of D Company, 4th Recon Marines fast-roping from a CH-53D *Sea Stallion* in a Tactical Recovery of Aircraft and Personnel mission. Below, JO1 Rebecca Fox Newsom received honorable mention for capturing a CH-46 *Sea Knight* landing in a Naval Mobile Construction Battalion 1 camp in Mogadishu, Somalia, during Operation Restore Hope relief efforts.



The Association of Naval Aviation and its magazine, *Wings of Gold*, is continuing its annual photo contest which began in 1989. Everyone is eligible except the staffs of *Wings of Gold* and *Naval Aviation News*. The ONLY requirement is that the subject matter pertain to Naval Aviation. Submissions can be in black and white or color, slides or prints of any dimension. Please include the photographer's complete name and address, and **PHOTO CAPTION**.



Aviator = Good Role Model

I wish to locate Roger Herbert Patridge. The last I heard from him, he was a lieutenant stationed in Memphis, Tenn., as a flight instructor.

When I was a kid of 14, I visited the aircraft carrier *Boxer*, which was on display in San Francisco. It was there, in 1954, that I met Ltjg. Patridge, who at the time had just been attached to VF-151, flying F9F *Panthers*.

* I was delighted that he talked with me and even more thrilled that he befriended me and agreed to correspond. We corresponded for a period of 18 months, and, on one occasion, he visited me at home with his fiancée. You can imagine for a 14 year old who idolized Navy pilots what a thrill that was for me.

His kindness had much to do with my character development by giving me a role model which carried me well through life. I just want him to know what a great thing he did by giving his time to a young, impressionable boy so many years ago.

My home phone is 408-729-9064.

Manny Interiano
PO Box 32722
San Jose, CA 95152

Combat Art in WW II

Peter Mersky's "Combat Art in WW II," *NANews*, May-Jun 93, brought back many memories, and I'd like to share a few treasures. I was in the Aleutians in 1942, and James S. Russell was our skipper in VP-42. William F. Draper came to Umnak to paint and do his work. He remarked that he had no place to stay, so I invited him to use an empty bunk in our quonset hut. He moved in sacks, paper, paint, easel and all. You'll have to find an August 1943 *National Geographic* to see Draper's oil painting of our cozy little place. Draper left Umnak and moved out to the fleet.

To make this story more unbelievable, there sits Joe Kristufik at his plotting board on the back cover of *Naval Aviation News*. Joe and I were in the same class at Pensacola and had become best friends.

Carl Dillon
2372 Hazel
Beaumont, TX 77702

Jul-Aug 93 Issue

I have comments re: two articles in your Jul-Aug 93 issue. In *Airscoop*, p. 6: "COMSTRIKEFIGHTWINGPAC Becomes Type Wing" stated the wing was originally established on July 1, 1973, as Commander Light Attack Wing, Pacific. Actually, on that date only the name was changed. It was originally established on August 25, 1969, as COMFAIR Lemoore, Calif. I was the first commander and was responsible for the combat training of all light attack pilots, the development of flying tactics based around the new A-7E, and recommendations for improvements in the airplanes, their weapons and their support to make them more combat effective.

On p. 14, in "1992 The Year In Review," you list under May 8 the five naval pioneers inducted into the Naval Aviation Hall of Honor at the National Museum of Naval Aviation, Pensacola, Fla. You state that Lawrence Sperry was inducted because he was the first civilian commissioned in the U.S. Navy Flying Corps in 1917. Actually, there were many reasons. [See "Five Aviators Enshrined," *NANews*, May-Jun 93, pp. 22-23.]

Colorful always, Sperry was probably the only person ever to land his plane on the steps of the Capitol, in 1922, to collect in person from the Assistant Secretary of the Navy his overdue bill for the Navy amphibian aircraft Sperry had designed and built.

Capt. John Lacouture, USN (Ret.)
1204 S. Washington St. #517W
Alexandria, VA 22314

Seaplane Barges

I am conducting research on Luders Marine Construction Co., Stamford, Conn., for a book which will contain information about the 2,000 pleasure and military vessels that the company designed and/or built from 1908 to 1975. The Naval Aviation community saw Luders bomb target vessels during WW II, and input from aviators who may have bombed them or been aboard as observers is requested. I especially need information on the seaplane barges of 1916-17, which were built for the U.S. Navy. The project was top secret at the time, and their existence is largely un-

known. If anyone has any information, please contact me at 207-374-5405 or write:

Bob Wallstrom
PO Box 828
Blue Hill, ME 04614

Fighter Tactics in WW II

I'd like to make two comments concerning "Fighter Tactics in WW II," *NANews*, Jul-Aug 93. First, LCdr. Parsons stated that the "break" serves to minimize the time at slow speed; however, it was originally meant to be more of a safety factor for the operation of the piston engines that fouled spark plugs or cooled down too much with long drawn-out, slow-speed approaches than a serious consideration of a "marauding Zero." Early NATOPS (Naval Air Training and Operating Procedures Standardization) manuals on those high-performance planes carried cautions concerning low power settings and slow speeds. Today, as then, the "break" is a fundamental way to accurately set aircraft intervals for landings aboard ship.

Second, does anyone know what the "weave" was called that was used by the fighter cover for the B-17s flying at 180 indicated when the fighters were flying at 220 indicated over Europe? I know it was used and a lot of films show the fighters crossing at about a 20-degree angle to the bombers in those shots that were taken from below the bombers, looking up at the fighters. I salute those who brought forth tactics that undoubtedly saved lives and shortened the war.

Cdr. W. L. Ridge, USNR-R (Ret.)
NADEP North Island
San Diego, CA 92135-7058

Kudo

I notice that there has been quite a turnover at your offices during the past few years, and how you continue to put out such an excellent naval air historical publication year after year is amazing. I have been collecting *Naval Aviation News* since the 1960s. I consider it the best reference that can be found on just about all the goings on in naval air.

AMCS Daniel A. Ciarlo, USNR(Ret.)
84 Phyllis Drive
Naugatuck, CT 06770-2524

Aircraft Carrier Study Group

The Aircraft Carrier Study Group is a nonprofit organization that publishes a bimonthly newsletter, *Aircraft Carrier Study Notes*. For information, contact Rudolf J. Friedrich, 1539 Fox Meadow Circle, Knoxville, TN 37293.

Atlantic Fleet Support Force/Patrol Wing

I seek contact with staff personnel serving with Commander Support Force RAdm. A. L. Bristol and Commander Patrol Wing Support Force Capt. H. M. Mullinix during May 1941. Wing and Patrol Squadron 52 were based aboard *Albatross* at Argentia, Newfoundland. Contact Capt. W. E. Scarborough, USN(Ret.), 5209 Antares Ct., Atlantic Beach, FL 32233, 904-246-1850.

ANA Photo Contest

Reference the Jul-Aug 93 edition of your fine publication: the photo on page 40 which won the ANA Photo Contest is incorrectly captioned. *Ranger's* (CV 61) lookout is looking at *Flint* (AE 32), in foreground, and *Mauna Kea* (AE 22), to *Flint's* starboard.

Flint conducted the ordnance download of *Ranger* and the partial downloads of *Wabash* (AOR 5) and *Mauna Kea* January 25 to February 3 as the *Ranger* battle group was returning from deployment. Unless *Ranger* took on fuel from *Wabash* three days prior to entering San Diego, *Flint* has the distinction of being the last ship to conduct connected replenishment and vertical replenishment with *Ranger*.

Ammunition ships (AEs) are not exactly the fleet's glamour ships, and rarely do they and their superb crews get much press. So, when the opportunity arises, as in this case, to see us in photo and words, we'd appreciate accuracy. Thanks.

Cdr. P. J. Sharrett
CO, USS *Flint* (AE 32)
FPO AP 96665-3008

Reunions, Conferences, etc.

VA-75 50th anniv. reunion, SEP 10-11, NAS Oceana, VA. POC: LCdr. Dee L. Mewbourne. FPO AE 09504-6215, 804-433-9466/9443.

Princeton (CVL 23) reunion, SEP 15-19, Providence, RI. POC: Robert Schappacher, 2430 Hilltop Ct., Eustis, FL 32726.

Saginaw Bay (CVE 82) reunion, SEP 15-19,

Dubuque, IA. POC: Earl Homman, 4220 Old Mill Rd., Lancaster, OH 43130, 619-945-9831.

VP/VPB-53 reunion, SEP 16-19, Oak Harbor, WA. POC: Harold Jandebour, 201 Sierra Dr., Walnut Creek, CA 94596, 510-935-0872.

VMF/VMA-223 reunion, SEP 22, Anaheim, CA. POC: Rex Hamilton, 2420 Fir St., Glenview, IL 60025, 708-998-6567.

Forrestal (CVA/CV 59) reunion, SEP 22-26, Virginia Beach, VA. POC: Art Billingsley, 2609 Montecito Ave., Eustis, FL 32726, 904-357-4844.

VPB-117 reunion, SEP 22-26, New Orleans, LA. POC: William Swink, 87128 Golf Club Dr., Diamondhead, MS 39525, 601-255-3738.

VF-33 disestablishment, SEP 22-24, NAS Oceana, VA. POC: LCdr. "Truck" Pieluszcak, 804-433-4555/4536.

Bennington (CV/CVA/CVS 20) reunion, SEP 23-25, Denver, CO. POC: Rupert Marshall, 6 McKee Ave., Monessen, PA 15062, 412-584-5732.

CAG-12 Cromwell's Thunderbirds reunion, SEP 23-25, New Orleans, LA. POC: Charles Brown, 145 Seemont Dr., Kingwood, WV 26537, 304-329-1382.

VPB-131 reunion, SEP 23-25, Pensacola, FL. POC: Bob Warnock, 1216 Kilby Terr., Anniston, AL 36201, 205-237-2172.

Marine Corps Aviation Association convention, SEP 23-26, Anaheim, CA. POC: J. P. Monroe, Box 296, Quantico, VA 22134.

WW II AROUs and Unit 140 reunion, SEP 23-26, Scottsdale, AZ. POC: Herb Hughes, 4609 W. Hayward, Glendale, AZ 85301, 602-937-0248.

Saipan (CVL 48) reunion, SEP 23-26, Norfolk, VA. POC: Alex Morrison, 3053 Arabian Dr., Park City, UT 84060, 800-476-4976.

Salamaua (CVE 96) reunion, SEP 23-26, Norfolk, VA. POC: John Smith, 7268 NW 16th St., Ankeny, IA 50021, 515-289-1467.

EAA Fall Festival of Flight, SEP 25-26, Wilmington, DE. POC: EAA East Coast Fly-In Corp., 2002 Elnora St., Wheaton, MD 20902-2706, 301-942-3309.

PB4Y reunion, SEP 29-OCT 3, San Diego, CA. POC: Ron Sathre, 31262 San Andreas Dr., Union City, CA 94587, 415-471-7727.

Suwannee (CVE 27) reunion, SEP 30-OCT 2, St. Louis, MO. POC: Matthew Frkovic, 1224 N. Lake Shore Dr., Catawissa, MO 63015, 314-257-5704.

Core (CVE 13) reunion, SEP 30-OCT 3, High Point, NC. POC: Julian Adams, 3518 Langdale Dr., High Point, NC 27265, 919-869-4722.

Nassau (CVE 16) reunion, SEP 30-OCT 3, Springfield, MO. POC: Sam Moore, 10320 Calimesa Blvd. Sp. 221, Calimesa, CA 93490, 909-795-6070.

VRC-50 reunion, OCT 93, Pensacola, FL. POC: Clint Staples, 6910 Windstream Terr., Orlando, FL 32818, 407-299-8428.

NAS Cecil Field reunion, OCT 1-3, Cecil Field, FL. POC: Clay County Chamber, FL, 800-50-Years.

Langley (CVL 27) Association reunion, OCT 1-3, Philadelphia, PA. POC: William C. Thompson, 7925 Canna Dr., Port Richey, FL 34668, 813-862-0997.

Navy Carrier Air Group 153-15 (1945-49) reunion, OCT 6-10, San Francisco, CA. POC: Capt. Al Rappuhn, 10920 Manatee Dr., Pensacola, FL 32507, 904-492-1829.

Philippine Sea (CV 47) Association reunion,

OCT 7-10, New Orleans, LA. POC: CPO Chuck Davis, POB 597, Levittown, PA 19057-0957, 215-946-3836.

Marine Air Traffic Control Association reunion, OCT 7-9, Orlando, FL. POC: Boyd Murdock, 1935 River Bend Rd., Heber Springs, AR 72543, 501-352-3008.

Saratoga (CV 3, CVA 60, CV 60) reunion, OCT 7-10, San Diego, CA. POC: P. R. Tonelli, POB 9540, Las Vegas, NV 89191, 702-656-1776.

Kaneohe Klippers reunion, OCT 11-15, Mobile, AL. POC: Bud Wieman, 2212 Club House Dr., Lillian, AL 36549, 205-962-4176.

USN/USMC Ground Controlled Approach Assn. (WW2/KOR/VN/Granada/Pan/DS) reunion, OCT 12-15, St. Louis, MO. POC: Nelson Bowers, POB 1812, Sebring, FL 33871, 813-385-12700.

Bismarck Sea (CVE 95)/VC 86 reunion, OCT 12-16, Reno, NV. POC: James Taylor, HC2 Box 298W, Canyon Lake, TX 78133, 210-935-2547.

Leyte (CV 32) (1946-59) reunion, OCT 13-17, Norfolk, VA. POC: Edward Simpson, 119 Fenway Ave., Atco, NJ 08004, 609-753-9362.

VPB-18 reunion, OCT 13-17, Las Vegas, NV. POC: John Mc Gann, 2008 Stockton Ave., Las Vegas, NV 89104, 800-982-7642.

VB/VPB-144 reunion, OCT 13-17, Orlando, FL. POC: Bud Fredrick, 1515 E. Livingston St., Orlando, FL 32803, 407-677-1179.

Shamrock Bay (CVE 84) reunion, OCT 14-16, Corpus Christi, TX. POC: Fred Griggs, 1989 Dancy Rd., Dallas, GA 30132, 404-445-4770.

Cabot (CVL 28) (WW2/KOR) reunion, OCT 14-17, Metairie, LA. POC: John Orazio, POB 105, Orazio Rd., Abita Springs, LA 70420-0150, 504-893-4632.

Kwajalein (CVE 98) reunion, OCT 14-17, Corpus Christi, TX. POC: Monte Allen, 4116 Pembroke Ln., Lees Summit, MO 64064, 816-478-8107.

Lighter Than Air reunion, OCT 16-18, Scottsdale, AZ. POC: Keith Hinrichsen, 653 Alvarada Ln., Cottonwood, AZ 86326, 602-634-0727.

National Chief Petty Officers Association (Navy/Coast Guard) reunion, OCT 21-24, Las Vegas, NV. POC: Bill Williams, Rt. 7, Box 2408, Boerne, TX 78006-9513.

VP-22 (WW2) reunion, OCT 21-24, Indian Wells, CA. POC: Donald Crosby, 188 Brawley Ave., Salton Sea Beach, CA 92274, 619-395-0301.

VOF-1/VOC-1 50th anniv. reunion, OCT 22-24, Pensacola, FL. POC: R. B. Lyon, Rt. 2, Box 578, Purcellville, VA 22132, 703-338-7776.

Mustin (DD 413)/Hornet (CV 8) reunion, OCT 22-25, Baton Rouge, LA. POC: Tom Varnado, 15723 Woodwick, Baton Rouge, LA 70816, 504-273-2371.

Wasp (CV/CVA/CVS-18) reunion, OCT 27-NOV 1, Boston, MA. POC: Richard VanOver, 6584 Bunting Rd., Orchard Park, NY 14127, 716-649-9053.

Altamaha (CVE 18) reunion, OCT 27-31, Charleston/Mt. Pleasant, SC. POC: Nick Lecato, 2021 Hickory Rd., Battle Creek, MI 49017, 616-721-3488 or 813-385-3928.

WW II Navy Bombing Squadron 118 reunion, OCT 28-31, San Diego, CA. POC: A. J. Hopkins, Box 7372, San Diego, CA 92167, 619-222-2930.

The Maritime Helicopter Conference, OCT 28-29, Queen Elizabeth II Conference Centre, Westminster, London, UK. POC: Joyce Zielinski, 111 High St., Burnham, Bucks, SL1 7JZ England, +44-628-604311. Fax +44-628-664075.

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