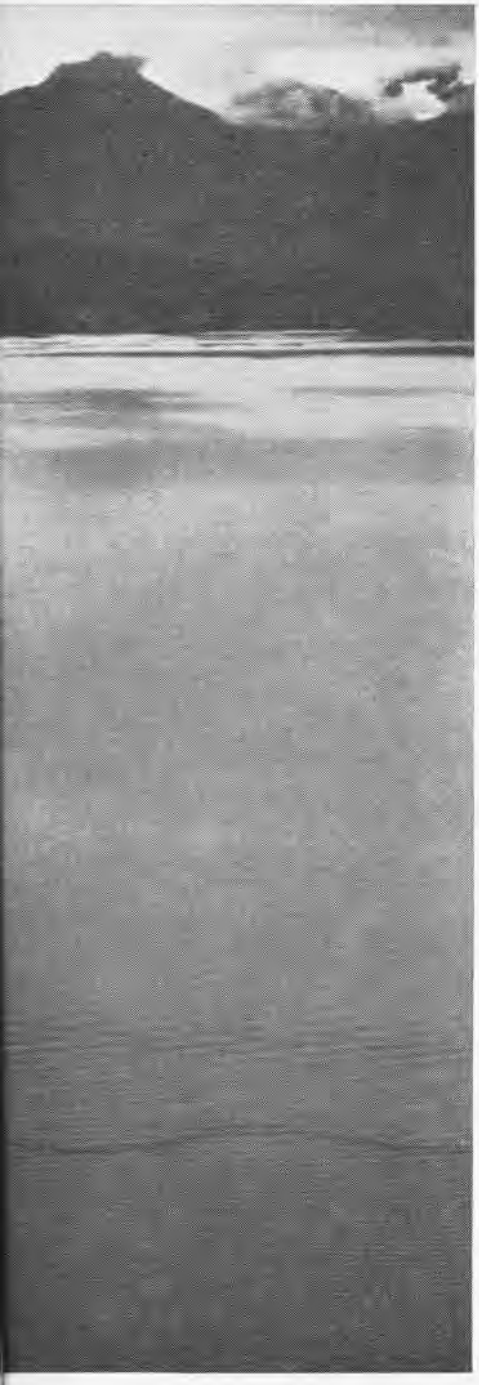
NAVAL AVIATION NEWS

48th Year of Publication

AUGUST 1967

THE WIDE WORLD OF NAVAL AVIATION

Global Naval Aviation? Within a matter of days, Naval Aviation News received these stories: the USA's effort at the Paris Air Show (cover, page 5); the first scheduled austral winter flight to the Antarctic (page 18); NS Kodiak's re-supply of a remote Arctic scientific station (September issue); the Blue Angels' tour in the Mediterranean area (page 11) and action in the Tonkin Gulf, which recenty included a smashing attack by Big E pilots (page 36). From pole to pole, from Southeast Asia to Southeast Med—that's really Global Air.



NAVAL AVIATION NEWS

FORTY-EIGHTH YEAR OF PUBLICATION AUGUST 1967

■ IN THIS ISSUE

■ THE STAFF

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■ COVERS

JOC John D. Burlage made the front cover shot of the entrance to the U.S. Pavilion at the Paris air show: a replica of the "Spirit of St. Louis" centered in a representation of that city's "Gateway to the West" arch . . . . Captain Henry Gorman, USN photographed carrier in Alaskan waters (U.S. Naval Institute prize-winning picture of USS Bennington, CVS-20).

NAVAL AVIATION NEWS

'Shrike' Production Rises

Two Plants are Providing Missiles

The Navy has increased the production of *Shrike* missiles which are now available for use on Navy and Air Force planes in combat.

Shrike, an air-to-ground guided missile, is a direct countermeasure to enemy radar. The missile was developed by the U.S. Navy at its Naval Ordnance Test Station, China Lake, and the Naval Ordnance Laboratory at Corona, Calif. Industry provided product design and pilot production assistance for the missile components.

The *Shrike* missiles are now being produced by Texas Instruments, Dallas, and Sperry Farragut, Bristol, Tenn.

Shrike is effective in destroying or suppressing enemy radar sites. It was first fired publicly in mid-1963. The missile takes its name from the small, lightning-quick bird which attacks the eyes of its enemies. The missile emulates its namesake as it blinds the long-range eyes of military radar.

The lightweight missile is an all-weather weapon which can be carried and launched by a variety of U.S. fighter and attack aircraft. Many firing tests of various components or of the entire missile have been conducted by NOTS developers on China Lake ranges. Its distinctive high explosive warhead is especially designed to destroy radar targets.

SKYHAWK LAUNCHES A SHRIKE MISSILE

The missiles can be launched from the aircraft either individually or in rapid succession. When underway on its own at supersonic speeds, *Shrike's* guidance system directs it to the target. In penetrating enemy radar defense, the weapon provides an easier and quicker destruction of ultimate objectives.

The *Shrike's* solid fuel motor and metal casing were adapted by NOTS engineers from items already in stock. The unit cost of *Shrike* thus is significantly less than for most missiles in the nation's arsenal.

LADEN WITH SHRIKES, AN A-4 PREPARES FOR TEST MISSION ON CHINA LAKE RANGES

HT-8 Sets Record at Ellyson

Flies 100,000 Accident-Free Hours

Rear Admiral Dick H. Guinn recently congratulated Helicopter Training Squadron Eight, Ellyson Field, on setting a record in safe helicopter flight. The squadron is reported to be the first helicopter group ever to fly 100,000 hours without an accident.

HT-8 flies the Bell H-13 as a primary trainer and the Sikorsky H-34 as an advanced trainer.

In commending the squadron for the feat, which took one year and seven months, 72,184 flights and accomplished the helicopter pilot designation of 1,112 students, RAdm. Guinn said, "One hundred thousand hours is the world's record for any helicopter squadron anywhere in any service. It's also a record for any single-engine squadron, anywhere. And, it is also a record here in the Training Command."

Capt. R. Q. Wallace heads HT-8.

Midway Weather Unit Cited

Performance Rated 'Outstanding'

The Chief of Naval Operations has awarded the 1966 Naval Weather

Service Award for "outstanding performance" to the Naval Weather Service Environmental Detachment at Midway Island.

The Midway unit is a 24-hour surface weather and upper air observation reporting station. It is an unusual month that does not see at least 300 flight weather briefing folders with wind flow charts and en route weather depictions prepared and distributed to transient flight crews.

The unit, guided by Lt. J. R. Cutter as OinC, consists of two officers and seventeen enlisted men.

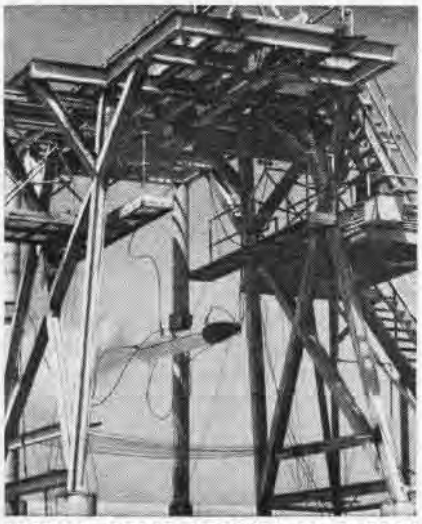
'Captured Missile' Launches

Patent Granted for New Technique

Two mechanical engineers, P. C. Wondra and E. A. Brigner, at the Naval Missile Center, Point Mugu, Calif., are the principal developers of a new laboratory test technique called Captured Launch Test Facility.

The facility enables an air-to-air or an air-to-ground Navy tactical missile to be launched, flown unrestrained briefly and recovered undamaged.

Such a technique cuts down the development time on a missile, since it permits malfunctions to be corrected in the early stages of development. Subscale missile models, full-scale *Phoenix* missile models and actual *Sparrow III's*, with appropriate propulsion units, have been used. A Navy patent was awarded in April. The facility has been described as "a significant milestone" in the art of laboratory testing of air-launched missiles.



PHOENIX MISSILE MOUNTED IN FACILITY

LGEN. MANGRUM PRESENTS VADM. LEE HIS INDIVIDUAL 'EAGLE TROPHY' TO KEEP

VADM. LEE BECOMES THE 'GRAY EAGLE'

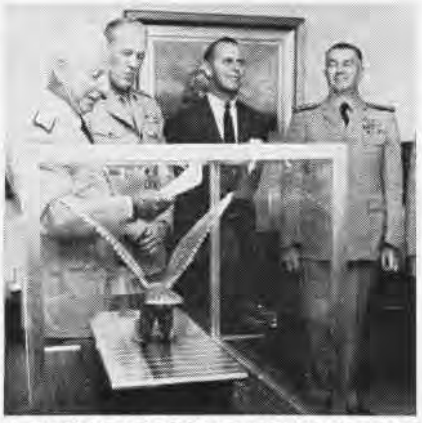
On June 30, Vice Admiral Fitzhugh Lee, Commandant, National War College, became Naval Aviation's "Gray Eagle," taking the place of his predecessor, Lieutenant General Richard C. Mangrum, USMC, who retired. The ceremony was held in the Office of the Chief of Naval Operations. Vice Admiral Thomas F. Connolly, Deputy Chief of Naval Operations (Air), made the presentation in the absence of Admiral David L. McDonald. Present also at the ceremony was Under Secretary of the Navy, R. H. B. Baldwin.

The Gray Eagle Award, sponsored by Ling-Temco-Vought, passes to the Naval Aviator on active duty who has served longest as an aviator. Admiral Lee held the title briefly, for he retired 30 days after receiving the designation. The honor went to Admiral Charles D. Griffin, Commander in Chief, Allied Forces, Southern Europe, on the 31st of July.

Admiral Lee's distinguished career in the Navy began with his appointment to the Naval Academy from which he was graduated and commissioned as an ensign on June 3, 1926. He was designated a Naval Aviator on September 16, 1929, and the following month reported to Bombing Squadron One, later redesignated VF-5, based on the USS *Lexington*.

Throughout the years, he held important posts afloat and ashore. From 1961 to 1964, as Chief of Naval Air Training, he headed the Navy's largest shore-based command.

He holds many ribbons and awards, of which the chief are the Navy Cross with Gold Star, Legion of Merit, Commendation Ribbon and the Navy Unit Commendation.



CONNOLLY, MANGRUM, BALDWIN AND LEE

GRAMPAW PETTIBONE

Crowd of Two

A Fleet replacement pilot (RP), along with his instructor, was scheduled for a series of syllabus training flights in A-4E's from the home field to arrive at the training field in the desert for a two-week weapons training deployment. The scheduled flights included two fueling stops and an RON en route.

This flight had progressed as planned to the second fueling stop. After refueling, the twosome filed an instrument flight plan to their destination for that day. Following the briefing, they manned their aircraft and called for taxi clearance. Clearance was issued to taxi to runway 26, the wind reported variable, 190 degrees—200 degrees at 20 knots. Shortly after the flight commenced taxiing, they were directed to taxi to runway 21, wind reported variable 180 degrees—200 degrees at 23 knots. The flight rogered for the change and proceeded to the newly assigned runway.

After copying the IFR clearance, the flight switched to tower frequency, then was cleared for takeoff, instructed to switch to departure control and monitor the guard frequency.

The RP led the flight onto the runway and took the left side, the instructor taking the right side. The manual fuel control check was performed, engine instruments were checked and an exchange of "thumbs up" was completed. The RP commenced his takeoff roll. Ten seconds later the instructor released his brakes for takeoff.

After approximately 2,000 feet of takeoff roll, the student's starboard tire blew out, causing him to swerve to the right. He crossed the runway centerline, corrected it back to runway heading and paralleled the centerline. Shortly after this development, the RP elected to abort takeoff and placed the throttle in the OFF position. He then switched to guard and transmitted his decision to abort. Meanwhile, the instructor observed the blown tire after commencing his takeoff roll and assumed that the RP was continuing since he did not hear the call to abort.

Noting a rapid closure rate and within 1,000 feet of the RP, the instructor decided that, in order to avoid colliding, he would have to become airborne. He pulled it up into the buffet, raised the gear and succeeded in clearing the other aircraft.

Still in the buffet, however, and experiencing divergent directional and lateral oscillations along with some settling, the instructor decided to eject.

The ejection was routine and the abandoned *Hawk* came to rest in a flat attitude 2,000 feet from the end of the runway.

Grampaw Pettibone says:

Oh, my achin' back! Why are these fellas always willing to try and beat the odds?

A close look at this one revealed the RP had UHF transmitter trouble on the last leg and a bald spot on the starboard tire before he commenced the takeoff.

Correcting these two discrepancies coulda saved the day, not to mention the leader lining up on the downwind side for close interval takeoffs.

As the old sayin' goes, "A stitch in time saves nine," and, though not modern, it's still in style.

Down and Out

The *Phantom* driver and his RIO were scheduled to participate in an Armed Forces Day demonstration. The sortie involved a simulated attack on a bunker by helicopter-borne troops and close air support bombing runs by four F-4B's. (During the dress rehearsal, this particular driver, flying number four position, was advised that his roll-in point for the bomb run was wide of the intended point and that his run-in heading might violate airspace too close to the spectators.)

On the day of the "demo," the brief was conducted much the same

ILLUSTRATED BY Osborn

as the practice session. At conclusion of the brief, the crew headed out and, after conducting a routine preflight and start, taxied out for takeoff. After becoming airborne, the pilot switched the external fuel transfer switch on and found the external wing tank was not transferring fuel. He cycled the switch, pumped the nose up and down, and selected emergency pressurization, but the fuel still would not transfer from the left tank. To keep both tanks at a symmetrical weight, he secured the transfer.

The flight rendezvoused and formed up in the diamond for some additional practice. When the demo coordinator called for the *Phantoms*, the flight leader signalled for a left echelon in preparation for the roll-in. As number four rolled in, he went to 100% and lit burner as briefed. Shortly after, he noticed he was closing on number three so he started his nose up and came out of burner. When he approached the run-in line, he rolled inverted and pulled the nose through to pick up the dive angle.

Momentarily, the driver took his eyes off the other aircraft and glanced in the cockpit. The next thing he knew, he was going straight down. He pulled the power back to idle but the aircraft shuddered each time and rolled to the right.

Altitude was getting scarce when the RIO asked, "Do you have it?" Noting the gravity of the situation, the pilot issued the order to eject and ejected himself shortly thereafter. Both seats and chutes functioned properly, depositing the RIO and pilot on the ground with minor injuries. The F-4 impacted some four miles from the field and was completely destroyed.

Grampaw Pettibone says:

Great jumpin' Jehosaphat! Now that *Phantom's* really no different than any other fixed-wing bird. You gotta have an adequate number of knots to stay airborne, and that shouldn't be too startlin' to very many people. There's been too many of these stall/spin type mishaps in this bird and there ain't no excuse for it.

When you find that you've bled off your airspeed, it's no sin to abort the maneuver in deference to a spectacular finish like this one. Remember, going into a spin is like stepping out on your wife. You might get away with it, but if you don't, bub, you're in hot water.

These lads are lucky. They'll get a second chance. Just wonder how much *they really learned from this fiasco.*

Blunderful

A flight of three F-8's was launched from the deck of a "27 Charlie" in visual flight conditions on a training mission to escort a flight of A-4 aircraft into a target and provide flak suppression.

At approximately 8,000 feet, the two wingmen rendezvoused with their leader. Number two man nosed under and took up a position off the leader's port wing and number three joined loosely on the leader's starboard wing. The leader then gave a signal to number two to cross under and form a right echelon in order to execute a left diving turn at the target. Number two moved down and aft and commenced crossing behind and below the leader.

Number three was worried about the closeness of the maneuver and moved up and outward from the leader. Number two moved his aircraft into a low number two position and was slowly ascending to the parade position when he felt a sharp downward force aft on his aircraft He lost control of the aircraft immediately. It assumed a nose high attitude, shuddered and fell off into a spin.

Number three, who had moved up and outward as number two started his cross-under, had attempted to descend back to his original altitude and position. He felt a sudden thud from below and became engulfed in flames.

The two aircraft were on fire and out of control. Both pilots ejected routinely and were retrieved from the water and deposited back aboard ship in good time.

Grampaw Pettibone says:

What a way to ruin the day! These fellas just made one mistake too many and I believe what started the whole mess was gettin' outa bed on that fateful day.

It makes me shudder to think these wingmen hadn't learned better than to violate each other's air space before they ever left basic. It appears to me that the leader of this trio could've eye-balled this situation a little closer, too, and stopped these fellas in spite of themselves.

Aviation safety is an all-hands job that requires team work, attention to detail and the conviction that "I am my brother's keeper."

WORLD AIRCRAFT ROUNDUP IN PARIS

By JOC John D. Burlage, USN

Photographs by MSgt. Guy R. Dyke, USAF, PH1 James E. Markham, USN, and the author

THOUSANDS *of visitors walk through area of Le Bourget Airport set aside for the Paris air show. The U.S. Pavilion, marked by St. Louis arch replica, is in foreground at left.*

THEY CALLED it the *27e Salon International de l'Aeronautique et de l'Espace.*

If you're not linguistically inclined, that translates to the 27th International Aeronautical and Space Salon.

If you don't like lengthy formal titles, try the "Paris Air Show" for short.

Any way you say it, it was really something.

It was spread all over one end of Le Bourget Airport just outside Paris, France. During the ten days it was held, from May 26-June 4, 16 nations trundled out the best of their space-age aviation hardware to impress each other—and, not incidentally, hundreds of thousands of visitors who came to see all the modern marvels of the world of flight.

Residents of France and countries all over the world, they first braved heavy rains and ankle-deep mud, then a blistering sun, and always an abominable traffic jam, to get a close look at more than 150 different types of aircraft and space vehicles and all the fancy gear somehow related to the magic of flight.

Nine of the aircraft they saw—either in static display or in aerial demonstrations held the last two days of the show, or both—were provided by the U.S. Navy.

Along with aircraft and personnel from the U.S. Army and the U.S. Air Force, Navy planes and men were sent to Paris as part of Defense Department support of the U.S. Department of Commerce which coordinated American participation in the air show.

Included in Navy displays and flight demonstrations were the McDonnell-built F-4B *Phantom II*, Ling-Temco-Vought's A-7A *Corsair II*, North American's OV-10A *Bronco*, the Grumman E-2A *Hawkeye*, Boeing-Vertol's UH-46A *Sea Knight*, the Sikorsky CH-53 *Sea Stallion*, the Lockheed P-3A *Orion*, Douglas' TA-4F *Skyhawk* and the Grumman-built F-11A *Tiger* (flown by the *Blue Angels* flight demonstration team).

Also at the show was the LTV-Hiller-Ryan XC-142A V/STOL aircraft. Although it was provided by the Air Force, it is a tri-service experimental plane which included a Navy commander in its crew.

These were the Navy planes that shared display and air space with such other U.S. military aircraft as the Air Force's variable-wing F-111A twin-jet fighter, built by General Dynamics, and the huge Lockheed C-141 *Starlifter*, plus the Army's amazing XH-51 rigid-rotor helicopter, also a Lockheed product, and the Grumman OV-1 *Mohawk* observation plane.

Altogether, the crowds streaming into Le Bourget could view a total of 24 military and 13 civilian U.S. aircraft and space vehicles—the latter including a replica of North America's X-15 rocket plane, the new Martin-Marietta SV-5J Manned Lifting Body and a walk-through model of the same company's *Titan* rocket booster.

Also on display from the U.S. were:

Air Force—the Northrop F-5A *Freedom Fighter*, Sikorsky's HH-3E *Sea King*, the North American Aviation F-100 *Supersabre*.

Army (all helicopters)—Hughes' OH-6A *Cayuse*, the Bell AH-1G *Huey-Cobra* and UH-1 *Iroquois*, Boeing-Vertol's CH-47A *Chinook*.

Civilian—Douglas DC-8 *Super 61*, Lockheed's civil versions (L-200 and L-100, respectively) of the *Starlifter* and *Hercules* military transports plus the same firm's *JetStar*, the Lear Jet *Model 23*, the Rockwell-Standard *Jet Commander*, North American's *Sabreliner*, the Dassault (Pan American) *FanJet Falcon*, the Beech *King Air*, Mooney *Mustang M-22*, Cessna F-172, Piper *Cherokee 140*, Bell *Jet Ranger* helicopter.

Five of the civil aircraft—the *JetStar, Model 23, Jet Commander, Sabreliner* and *Falcon*—are jet-powered, executive-type aircraft; the *King Air, Mustang*, F-172 and *Cherokee* are propeller-driven planes.

Together with the military's eight jet-powered and five propeller-driven aircraft, plus the eight helicopters and three space vehicles, the civilian entries in the air show represented one part of a concerted U.S. effort to present some of the best examples available of this country's accomplishments in the thriving, highly competitive aerospace and aviation fields.

ALL TOLD, the American representation at the air show—called this country's biggest in the history of the Salon—was the result of coordination between no less than five government agencies and the aerospace/aviation industry.

Theme for the U.S. endeavor was "In the Spirit of Lindbergh." With the 40th anniversary of Charles Lindbergh's historic trans-Atlantic flight to Paris as a base from which to operate, America showed off the monumental strides she has made in flight both within and without the earth's atmosphere since 1927.

She did so with interior and exterior events and displays that ranged from the flight of a near-perfect replica of Lindbergh's *Spirit of St. Louis* to an exhibit provided by the National Aeronautics and Space Administration, called "Challenge in Space."

The *Spirit* replica, transported to France in the hold of the *Starlifter* jet transport (sharply contrasted by the SV-5J, which was also brought from the U.S. in the same Air Force plane), was piloted by veteran stunt flier Frank Tallman after it was built by his California firm, Tallmantz Aviation.

Once Tallman had flown it down the Seine River through Paris to commemorate Lindbergh's feat, the plane was mounted under a replica of the famous St. Louis, Mo., "Gateway to the U.S. West" arch at the entrance to the U.S. Pavilion at Le Bourget.

One of four national pavilions utilized for the first time at the Paris air show (the others belonged to Russia, Great Britain and France), the U.S. structure contained a kaleidoscope of colorful, animated displays.

Designed to have a heady aural and visual impact on the visitors who entered the pavilion—space and aviation experts and worldwide industry representatives as well as the general public—the displays were the products of government agencies and 16 major aerospace firms (in the open national exhibit section) and of 43 companies (in the private commercial section).

The 30,000 square feet of display space helped continue the U.S. theme begun just outside the entrance by the mounted *Spirit* replica, the *Titan* walk-through, the X-15, poised on its stand, and the SV-5J.

Inside, NASA used models, photographs on panels, motion pictures and other methods to present its "Challenge in Space" exhibit. Visitors learned about launch vehicles, got a satellite's-eye view of earth and a human-eye look at the moon's surface.

From the Atomic Energy Commission came a display that featured nuclear and electrical propulsion for space vehicles, while the Environmental Science Services Administration highlighted the relationship between an aviator and his environment.

The U.S. aerospace industry became the theme for the Federal Aviation Administration's exhibit; it included a film depicting the differences between what Lindbergh went through and what goes now in flights across the North Atlantic.

MOCK-UP *of English-French Concorde supersonic transport was one of the show's features. U.S. displayed a cutaway model of its SST.*

AMERICAN *astronauts David Scott and Michael Collins chat with Soviet cosmonaut Belayev; translator is Irene Van Veen, U.S. Embassy.*

WITH FRENCH *propulsion and radar equipment in foreground, a U.S. Army helicopter performs over a portion of Le Bourget airfield.*

SOVIET *Mi-10 helicopter was one of several aircraft Russians displayed during air show.*

VOSTOK *rocket booster (right) was one feature of the Soviet effort for Paris Salon.*

HH-3E *Sea King lands at Le Bourget after ending its first non-stop transoceanic flight.*

A film was also one feature of the U.S. Information Agency's contribution to the pavilion show; it was called "Behind the Spaceman."

Private films included in the national exhibit were General Electric, United Aircraft, the Garrett Corp., North American, Wyman-Gordon Corp., Litton Industries, Northrop, Beech Aircraft, McDonnell, Trans World Airlines, Pan American, Boeing, Ling-Temco-Vought, General Dynamics, Communications Satellite Corp. and Bell Helicopter.

COUPLED with the U.S. aircraft in the open exhibition area nearby, the pavilion represented an over-all American effort to prove that this country continues as the leader in the space and aviation fields.

The press and public indicated it was mostly a successful effort.

It's a good thing it was; there was plenty of competition. For instance:

• At one corner of the open exhibition area, virtually surrounded by some of Russia's biggest and best helicopters and aircraft, the Soviet *Vostok* rocket —first used in April 1961 to put Yuri Gagarin into orbit around the earth— pointed its nose skyward from its berth on a railway flatbed car. It was the first public display of even a mockup of the *Vostok*.

• Inside their pavilion, the Russians continued to play their space advancements for all they were worth. No less than ten Soviet space vehicles, including examples of the first to land on the moon and the first placed in a moon orbit, were included in the displays.

• In the field of conventional flight —if such a term should be used—a full-scale mockup of the French-English *Concorde* supersonic transport dwarfed most of the aircraft on display in the open exhibit area.

• France, incidentally, capitalized on her status as host nation to offer what was described as the largest number of aerospace and aeronautic equipments of any of the countries.

• Competing with America's XC-142 V/STOL for public attention was England's jet-powered P.1127, a plane with complete V/STOL capabilities that is highly maneuverable (NA-News, September 1966, pp. 19-21).

• France also displayed a V/STOL aircraft, as well as announcing, while the show was in progress, the unveiling of her own variable-wing *Mirage G* jet-fighter prototype. After the show, however, France announced she would not go into production of another swing-wing jet she and Britain had originally intended as a major fighter aircraft of the 1970's.

• More than 150 manufacturers cooperated with the British government and the Society of British Aerospace Companies to produce, at Le Bourget, Britain's biggest effort to date at any overseas aviation exhibition.

• Other aircraft on display ranged from the tiny French, four-seat DR-253 *Regent* to Britain's *Beagle Pup*, the Polish H-15 *Polyvalent* helicopter, the twin-turboprop, Franco-German *Transall* military cargo plane, the SAAB 105 trainer/strike jet being built for the Swedish Air Force, and the Russion YAK 40 jet transport in its first overseas appearance.

• Holland showed off her F.28 *Fellowship* twin-jet, medium-range liner. Japan had a *Mitsubishi* MU.2 executive plane on hand. An attention-getter from Sweden came in the form of the *Viggen* ("Lightning"), a Mach-2-plus STOL aircraft, with four delta wings, that was displayed in model and cockpit mockup form.

• Altogether, some 520 of the world's air and space firms were represented by displays and exhibits—either in the national pavilions, in the main hall or in the 130 chalets nearby.

In short, if you like aircraft and aviation/aerospace-oriented equipment fascinates you, and you happened to be in or near Paris when the air show was being held, Le Bourget was the place to visit.

One visitor to the airport who thought so was Vice Admiral Alexander S. Heyward, Jr., USN, Chief of Naval Air Training.

Accompanied by Rear Admiral Henry L. Miller, Navy Chief of Information, and Rear Admiral E. E. Fawkes, then Vice Chief of the Naval Air Systems Command, Admiral Heyward toured Le Bourget as part of his primary mission of emphasizing the importance of the European tour of the *Blue Angels* (see related story on pages 11-13).

"I have absolutely no reservations in saying this is an excellent example of a good presentation of aircraft and aircraft-oriented systems," Admiral Heyward said during an interview for *Naval Aviation News*.

Recognizing the air show as "an opportunity for many manufacturers, some of them pioneers in aviation, to display their products" to potential buyers as well as the general public, the admiral said he was keenly interested in the displays presented by U.S. industry—"especially because much of what is here is used in one way or another by the Navy."

He thought public reaction to Navy participation in the show was excellent. "I've only had a chance to talk with a few [Navy] people," he said, "but those I have talked with told me that they were very enthusiastic about the reaction obtained from visitors."

Throughout his discussion on the air show, Admiral Heyward praised Navy inclusion in U.S. participation. "I was

especially impressed by Navy influence, Navy-oriented products and Navy people all the way through the show."

THE NAVY effort that so heartened Admiral Heyward was the result of a lot of work—often under extremely difficult conditions—by more than 70 Navy officers and enlisted men who either accompanied their aircraft from such diverse locations as NATC PATUXENT RIVER, Md., and the deployed carrier USS *America*, or who were sent to Paris on temporary additional duty to join the DOD task force that supported U.S. military participation in the show.

Working closely with their counterparts in the Air Force and the Army, these Naval Aviators, line officers and enlisted men coped with all the headaches of a joint effort involving not only the U.S. military but American civilians and foreign officials.

They arranged and re-arranged flight schedules, often on extremely short notice, and tackled minor and major maintenance and logistics problems.

They learned and used terms, technical phrases and regulations completely alien to any Navy operation.

They did their best—often under the most trying conditions—to keep press and public informed of both U.S. military and civilian participation in the Salon.

Perhaps most important, they continually dealt personally with journalists and the general public, answering a barrage of questions about their aircraft and equipment—and they often fielded those questions while they stood in rain or sun in the open exhibition area, sometimes fighting their way through a language barrier to get the point across.

Paris in the spring may make for a fine vacation, but for the Navy men sent there as part of the air show participation it was a bed of roses with more than a fair share of thorns.

But if the work was difficult, the accomplishments—often in the form of record-setting flights—helped to compensate. Some of the more notable for the military included:

• A record-setting flight by two A-7A's, non-stop and unrefueled, from NATC PATUXENT RIVER to Evreux, France, near Paris (NANEWS, July 1967, p. 12).

• The first trans-Atlantic crossing of the F-111A, also non-stop and unrefueled. Air Force Lieutenant Colonel Ray O. Roberts was aircraft commander of the F-111 that made the flight to Le Bourget, while Maj. Robert K. Parsons commanded another of the variable-wing jet fighters; this one landed at a base in England.

BRITISH *delta-wing Vulcan overflies airfield as aerial demonstrations bring show to end.*

• The first non-stop, trans-ocean flight by helicopters, two Air Force HH-3E *Sea Kings* (a version of the Navy's SH-3 the Air Force has nicknamed the *Jolly Green Giant*). The helicopters, commanded by Maj. Herbert Zehnder and Maj. Donald B. Maurras, departed the U.S. from NAS NEW YORK for the 4,270-statute-mile flight.

Although it was not a DOD-sponsored endeavor, one of the most newsworthy events during the show involved American military personnel. They came in the form of Air Force Lieutenant Colonels Michael Collins and David R. Scott, and their meeting, as U.S. astronauts, with Russian cosmonauts generated plenty of excitement.

Scott and Collins first talked with Pavel Belayev and Konstantin Feoktistov aboard a Russian airliner on display at Le Bourget. Three days later Belayev climbed into an *Apollo* spacecraft being shown at the U.S. Pavilion and shot questions about its operation to Scott, who served as "flight instructor." The second meeting of the astronauts and Belayev began at the Russian Pavilion.

FLIGHT *plan for aerial demonstration is a topic for Navy LCdrs. Wheatley and Pirotte.*

THERE WERE other U.S. accomplishments at Le Bourget, of course. Some of them included:

• The arrival of Aero Spacelines' *Mini Guppy*, an outsized cargo transport designed to ferry such difficult cargo as rocket boosters. In the *Guppy's* hold was a "people pod" named the *Skylounge;* slung under a helicopter, it can carry airline passengers from city centers to airports.

• A reminder to air show visitors that the U.S. plans to be very much in the supersonic transport business, in the form of an 18-foot cutaway model of Boeing's SST provided for the FAA exhibit at the U.S. Pavilion. In its own display, Boeing presented a three-dimensional suggestion of how airports might be set up to cope with the aircraft of the 1970's.

• An automatic flight control system, which has already landed a jetliner at Kennedy Airport in New York, featured in Sperry Phoenix Company's exhibit.

• The arrival of Eastern Airlines' DC-8-61 "stretch-jet," capable of carrying more passengers than any commercial jet now in the air, with a Congressional party aboard. It was the first time the 251-passenger airliner had been seen in Europe.

But no matter how impressive the efforts of the U.S. and the other 15 nations may have been, everything that was done the first eight days took a back seat to the aerial demonstrations held June 3-4.

Up to then, air show visitors who paid roughly 80 cents to get into the show grounds had to be content with watching practice flights of some of the aircraft—although the barrel rolls and loops performed by the Army's XH-51 helicopter, along with maneuvers performed by other aircraft, were almost a show in themselves.

But on June 3-4, when the cost of admission went up to as much as $8.00, hundreds of thousands of spectators watched as more than 150 different

aircraft took off from and performed over the Le Bourget field. It was a dazzling demonstration of sheer air power, but it was marred by the death of a member of the French Air Force's flight demonstration team when his Fouga *Magister* jet crashed just moments before the show was to end.

Featured in the aerial demonstrations were virtually every flyable aircraft that had been on display at Le Bourget —plus some that hadn't been shown.

Starting with the towing of three gliders at 10 a.m. June 3, the 14-plus hours of fly-bys during the two days ran the gamut as little helicopters buzzed all over the field and huge transports were launched in a deafening roar from a runway directly in front of the crowds. For the Navy, the aerial demonstrations included flights by all the displayed aircraft and the *Blue Angels'* demonstration.

The *Blues* performed June 4, as did the Air Force *Thunderbirds* and teams from several other countries. There was the XC-142, hovering at one end of the field, while the F-111 flew by in both its slow and supersonic configurations. With its exhausts sending dust and debris flying, the P.1127 rolled out to the field, zipped off the runway, performed some dandy rolls, and then astounded everyone with a V/STOL demonstration.

The helicopters were all over the place. The A-7 was launched; so were the *Mohawk* and the *Phantom*. A huge Russian jet transport and the equally awesome *Starlifter* took off one after another. There was the YAK 40 and the F-5. France launched her *Mirage* F-2, *Mirage V*, *Mirage IV-A* and *Mystere 20*, then heartily impressed the crowd with a major fly-by.

Planes rolled down the runway, bearing such names as *Belfast*, *Andover*, *Victor* and *Vulcan*, or designations like VC-10, TA-4F, TU-134 and F-28. Timed to the second, they all performed for the crowd's pleasure. It was quite a way to end the show.

And end it did—for those who had paid their money to see it.

FOR THOSE who had worked to put it on, including the Navy men and the rest of the U.S. DOD team, there was still a matter of wrapping up. Aircraft had to be flown back to bases or ships. Closing reports had to be written.

But when the last aircraft left Le Bourget, and the last report was neatly typed, some of the Navy men who were there may still have wondered exactly what—besides helping to show off a bunch of planes, space vehicles and sundry related gear—they had proved.

One answer may be found in statements made by Gibson McCabe, president of *Newsweek* magazine, during a series of meetings sponsored by his publication while the show was in progress. He had this to say:

"For the aerospace industry, the Paris air show is more than a mere display case for new hardware. It is a biennial report on man's continuing struggle to cross the last frontier.

"Those who are intimately concerned with the technical progress of this highly innovative industry may perceive in the accomplishments of faster and more efficient transport nothing more than triumphs of engineering and design, but the fact is that creative engineering has a powerful and continuing impact on many aspects of life on this planet.

"It has been suggested that most people only care about the news when it affects them personally. Perhaps this explains why thoughtful people the world over are fascinated by developments in space research. They realize that its fruits are changing their business and private lives.

"And what could be more newsworthy than that?

"It is news when an industry enhances a sense of global consciousness —based on the speed of jet travel. It is news when growing numbers of the world's people have a chance to travel —and see for themselves that, everywhere, men share similar problems and aspirations. It is news when new capabilities in cargo delivery inspire global marketing strategy—and allow for tactical exploitation of that strategy. And it is news when a man from earth ventures into space, not only as a technical accomplishment of the present, but because of what such an accomplishment portends."

NAVY OFFICERS AND ENLISTED MEN IN PARIS

THE FOLLOWING list of Navy officers and enlisted men participating in the 27th International Aeronautical and Space Salon at Le Bourget Airport near Paris was compiled from locator cards maintained by the DOD Joint Task Force.

LCdr. Charles R. Albritton, RVAH-5; Ltjg. Barr H. Attaway, VR-24 (Det 91); ADR1 Roy E. Bachtell, VP-11; AO1 Enrico P. Barbabella, NATC Patuxent River; Cdr. Ralph B. Bennie, AFFTC (Navy) Edwards AFB, Calif.; AMH2 Buddy D. Bigham, NAS Patuxent River; Capt. Henry H. Bishop, BUPERS; LCdr. John E. Bley, VAW-122; AF2 Julius W. Blanton, USS *Sylvania*; LCdr. Donald E. Blish, USS *Sylvania*; Maj. William Boone, Hq. USMC.

ADJ3 John S. Bobot, USS *Sylvania*; AMS1 John M. Bowers, VF-33; JOC John D. Burlage, NANEWS; Capt. Oliver S. Burnette, OASD (PA); AMH1 J. C. Burton, VAW-122; AXAN Frank A. Clark, VP-11; Ltjg. William O. Corbett, VF-33; Capt. (USMC) Jimmie A. Creech, NAS Patuxent River; Lt. Alexander B. Daunis, HS-11; Cdr. Richard S. Davidson, RVAH-5.

YN1 Olen O. Drain, CinCUSNavEur; Ltjg. Joseph W. Duffy, VF-33; AE1 James R. Everly, NATC Patuxent River; Lt. Kent "L" Fixman, USS *America*; Captain Marvin J. Franger, CinCUSNavEur; Cdr. Charles W. Fritz, NATC Patuxent River; Lt. R. Ginieczki, VAW-122; AMS1 Donald M. Greenleaf, VP-11; AX1 James K. Griffin, VP-11; Capt. (USMC) Alec Gillespie, NATC PATUXENT RIVER.

PN2 Larry D. Grimes, ComNAVActs UK; LCdr. G. W. Grosskopf, NASC; ADJ1 John W. Harris, VAW-122; LCdr. Sidney T. Hodge, VP-11; Lt. Thomas H. Hoivik, USS *Sylvania*; AE2 Stanley H. Hojnacki, USS *America*; LCdr. Paul I. Hunter, NavMatCom; Lt. Virginia E. Jackson, CHINFO; Lt. Albert B. Jerrard, VP-11; ADJ1 John R. Kennan, USS *Sylvania*.

Ltjg. William Kerry, VAW-122; YN3 Gordon Kilpatrick, ComNavActs UK; ATN3 Richard V. Klinetobe, USS *Sylvania*; ADJ1 John S. Kranak, NATC Patuxent River; Lt. Stewart D. Langdon, NATC Patuxent River; AO1 Charles E. Lewis, VP-11; ADJ2 Robert M. McGann, VP-11; Lt. Richard C. Macke, NATC Patuxent River; ADJ2 M. T. Magnes, VAW-122; PH1 James E. Markham, CinCUSNavEur; Capt. Berton Otto, DCNO (Air).

AMSAN Lewis M. Pettross, NAF Mildenhall, England; LCdr. James H. Pirotte, RVAH-5; Capt. (USMC) Lawrence L. Reed, NATC Patuxent River; AE2 Kenneth B. Rutledge, VP-11; Capt. Lundie L. Sherretz, USS *America*; PH3 Norman E. C. Sill, CinCUSNavEur; AMH1 Richard D. Slater, NAS Patuxent River; ADJ3 Albert E. Smyrychynski, NATC Patuxent River; Capt. Bernard S. Solomon, NavMatCom; AX3 Jerome P. Tesnier, VP-11.

Ltjg. George K. Thach, III, VP-11; Lt. Robert E. Tucker, VF-33; Ltjg. James H. Twombley, VP-11; LCdr. Dale R. Vandermolen, NATC Patuxent River; Ltjg. Stephen E. Vercollone, USS *Little Rock*; ADJ2 Richard M. Wenzel, VF-33; LCdr. Henry Weyrich, Jr., USS *Tallahatchie County*; LCdr. Gary Wheatley, NATC Patuxent River; Lt. Winfield J. Whitcomb, ComFAirMed; AQF3 Kenneth D. Woodall, VF-33; AE2 B. J. Younger, VAW-122.

BLUE ANGELS' OVERSEAS TOUR

By JOC Al Palmer, USN

ITALY . . . Tunisia . . . Turkey . . . France . . . then Florida—it's all in a month's travel for the U.S. Navy's globe-trotting *Blue Angels* of the Naval Air Training Command.

The famed precision flight team covered the 20,000-mile jaunt in 26 days during May and June to demonstrate the precision flying skill required of Naval Aviators. It was the second European tour for the *Blue Angels* during their 21 years of existence. They made their first overseas tour in 1965.

Flying Grumman-built F-11A *Tigers*, painted in dark blue and trimmed in gold, the *Blue Angels* performed in four countries—six shows in all—during the present tour. The F-11A is the sixth Grumman-built aircraft the *Blues* have flown since they were organized in Jacksonville, Fla., in 1946.

BEFORE *Paris performance, Blue Angels posed for photo at Arc de Triomphe. From left: Lt. Fred Wilson, Lt. Vince Donile, Lt. Hal Loney, Capt. (USMC) Fred Craig, LCdr. Bill Wheat (OinC), Lt. John Allen, Lt. Red Hubbard, Lt. Norm Gandia, and Lt. Dave Rottgering (PAO).*

An estimated half a million people watched the Navy and Marine Corps precision fliers go through their aerial maneuvers, which have been hailed as the most intricate of any ever performed.

The largest turn-out, as expected, was at the 27th Paris International

THIS TF-9 *Cougar appears to be flying without a pilot as four F-11A Tigers of the Blue Angels sweep overhead in echelon formation during a performance at Incirlik, Turkey. Actually the Cougar remains on the ground while its pilot, Lt. Dave Rottgering, narrates the show.*

TWO BLUE ANGELS *are framed by the flags of the United States and Italy as they streak upside down in opposite directions over the Bay of Naples during their performance on 20th of May.*

AT GAETA, *the Blue Angels pass over USS Little Rock, flagship of Commander, 6th Flt.*

Aeronautical and Space Salon at Le Bourget Airport where more than 150,000 people looked on.

In this performance, however, the *Blue Angels* were forced to cut their normal 30-minute show to 13 minutes because of the great number of performances. The *Blue Angels* were further hindered when one of the aircraft developed engine trouble on the runway and never made it into the air.

The tour, which encompassed Europe, North Africa and the Middle East, was a first for some of the pilots and the maintenance crew.

Three performances were staged in Italy at Gaeta Bay, Naples and Aviano. Gaeta, a town which is now the home port of the U. S. Sixth Fleet flagship, USS *Little Rock,* was the site of the opening show on May 19. For many of the Italians, it was the first time they had ever seen an air show.

For the second show on May 20, thousands of people circled the Bay of Naples and other thousands watched the *Blues* from their villas high above the Mediterranean.

At Aviano, people came from small towns as far as 150 miles away to watch the *Blue Angels.* This sprawling air base is located at the foot of the Alps which served as a magnificent background for the team's third show.

In Tunisia, the *Blue Angels* performed for their most enthusiastic crowd. Although the attendance fell far below that anticipated for Tunis, a city of 700,000 people, the populace was most receptive after the team performed. Some came by camel, others by horseback to see the team in action. Traditionally dressed Arab women, with children clinging to their dresses, lined the field. At the beginning, very few even spoke, but just looked on in awe as the *Blue Angels* manned their aircraft.

But when the pilots walked from their aircraft after the demonstration, autograph-seekers swarmed about them. "They were by far the most enthusiastic spectators," said LCdr. Bill Wheat, officer-in-charge of the *Blues.* Wheat, who joined the *Blue Angels* in December 1966, leads the team in his No. 1 *Tiger.*

YOUNGSTER *(left) finds Blue Angels' performance a little nervy as he bites his nails.*

The audience at Incirlik Air Base, Turkey, was predominantly American and provided a "home town" audience for the last performance before the Paris air show.

"The tour was very successful," said LCdr. Wheat. "Our relationship with foreign officials was outstanding. Their warm receptions made the tour most rewarding."

Receptions were held in Naples and Tunis for all members of the team. At the reception in Tunis at the 300-year-old Palace of the Rose, the team was saluted by Tunisia's colorful Berber guards. Host for the occasion was the Minister of Defense for Tunisia, Mr. Ahmed Mestiri.

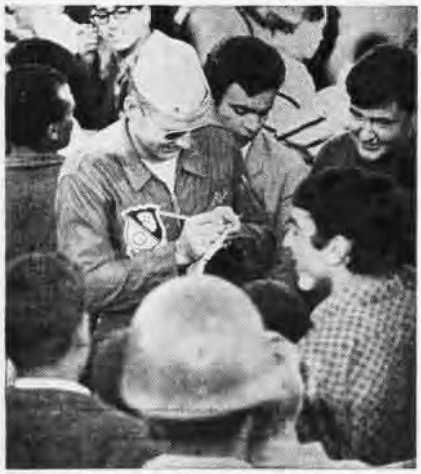
Members of the team in addition to LCdr. Wheat are Captain Fred Craig, USMC, who has been a *Blue Angel* since December 1964; Lt. John Allen, who flew 129 combat missions in Vietnam, then joined the team in December 1966; Lt. Red Hubbard, a member since November 1964; Lt. Norman Gandia, who has been with the team since December 1965; and Lt. Hal Loney, a combat veteran of Vietnam with 130 combat missions in the F-8 *Crusader,* who joined the team in February 1967. Other team members are: Lt. Fred Wilson, naval flight officer, Lt. Vince Donile, assistant maintenance officer, and Lt. Dave Rottgering, PAO for the *Blue Angels.*

TO INSURE *safe precision flight, the Blue Angels have their own maintenance men with them. Here ADJ3 Wayne Crane and AT3 Gerald Gates make repairs on one of the F-11A Tiger jets.*

LT. LONEY, *pilot of No. 6, checks cockpit as ADJ3 Richard Ford checks landing gear.*

BERBER GUARDS *at 300-year-old Palace of the Rose in Tunis salute Blue Angels as they arrive for reception given by Minister of Defense.*

GEN. HABIB *Tabib, inspector general for Tunisian Army, shows plaque Wheat (R.) gave him to U.S. Ambassador, the Hon. Francis Russell.*



TUNISIAN *autograph seekers swarm around LCdr. Wheat after the Blue Angels' air show.*

AIR FORCE *personnel gathered in force when the Blue Angels made a visit and put on an air show at Incirlik, Turkey, flying their repertoire with the precision for which they are famed.*

THE SIXTH FLEET AND THE MIDEAST CRISIS

By JO2 B. G. Plaxton, USN

CVA-66 MEN 'MAN THE RAIL' TO SEE BULLET-RIDDEN, TORPEDO-SCARRED USS LIBERTY

"THIS is the Captain speaking. If you have been reading *The Daily Eagle*, you know that tensions between Israel and the Arab States have been rising fast. As soon as we finish with the last of our Poopdeck exercises, we will be heading back to our old stamping grounds in the Sea of Crete. Right now chances of making Cannes look rather slim."

The date was Thursday, May 25. For the next 48 hours, *America* (CVA 66) steamed east and south from the coast of Spain, through the Straits of Malta and on to the Sea of Crete to join up with the ships of Task Group 60.2, the carrier USS *Saratoga* (CVA-60) and her destroyers. The carrier task force, under the command of Rear Admiral L. R. Geis, was ready for any contingency, prepared to carry out any orders given.

For the next week, the officers and men of *America* listened to the nightly news report over WMAR-TV, the carrier's closed circuit television station, and read every bit of new in *The Daily Eagle*. Headlines told of a worsening situation. First, Egypt moved troops into the Gaza Strip, demanding that the United Nations Peace-Keeping Force be withdrawn. Then, Israel beefed up her forces and, in turn, each of the other Arab countries put her armed forces on alert. As war clouds darkened, the United Arab Republic closed the Gulf of Aqaba to Israeli shipping.

The Plan of the Day on Saturday, May 27, announced that the disbursing office was accepting French francs. No francs, no Cannes.

During this time, the 77,000-ton carrier conducted normal flight training operations off the Island of Crete and held two major underway replenishment operations.

On Monday, May 29, seven American newsmen, representing the wire services, the three major television networks and several individual newspapers across the country, flew aboard. These seven were soon joined by others, 29 in all, including media representatives from England, Greece and West Germany. They lined the signal bridge and the flight deck, their cameras recording the cycle of flight operations, refuelings, and the tempo of shipboard routine. At night, Bob Goralski of NBC News and Bill Gill of ABC News teamed up to present the WMAR "Gill-Goralski Report," a half hour on the latest developments for the Mideast and around the world.

America's presence was soon noted, and the giant carrier had other less welcome visitors. The Soviet destroyer DDG-381 joined us the morning of June 2. Armed with surface-to-air guided missiles, the Russian destroyer was constantly cutting in and out of the carrier's formation.

Shortly after noon on June 7, Vice Admiral William I. Martin, Commander Sixth Fleet, sent the Soviet DDG a message, in Russian and English. The message read:

"Your actions for the past five days have interfered with our operations. By positioning your ship in the midst of our formation and shadowing our every move, you are denying us the freedom of maneuver on the high seas that has been traditionally recognized by seafaring nations for centuries.

"In a few minutes, the task force will commence maneuvering at high speeds and various courses. Your present position will be dangerous to your ship as well as the ships of this force.

"I request you clear our formation without delay and discontinue your interference and unsafe practices."

The Soviet DDG-381 soon left us but her sister ships stayed with us for days, harassing *America* and her escorting destroyers.

On the morning of June 5, while *America* was refueling from the oiler USS *Truckee* (AO-147) with the Carrier Division Four Band and the rock 'n roll combo of the *Truckee* playing against one another, the word came that the Israelis and the Arabs were at war.

That afternoon the bosun's pipe called the crew to a general quarters drill and all hands rushed to their battle stations.

When general quarters was secured, the word was passed over the 1-MC to set Condition Three, an advanced state of defensive readiness.

The Sixth Fleet was ready. In a few days, the two carrier task groups had come together from the far ends

of the Mediterranean without having had to obtain clearance from any other nation. With the support ships of Task Force 63, the Sixth Fleet's service force, the carriers and destroyers could remain on station indefinitely, taking on black oil, aviation fuel, ammunition, medical supplies and bread and butter.

On Wednesday afternoon, June 7, the destroyer USS *Lloyd Thomas* (DD-764), in company with *America*, obtained a sonar contact, which was classified as a "possible" submarine. Admiral Geis immediately dispatched the *Thomas* and the guided missile destroyer USS *Sampson* (DDG-10) to investigate the contact. *Sampson* obtained contact quickly and coordinated *Thomas* in tracking the possible submarine.

America launched one of her antisubmarine helicopters, an SH-3A *Sea King* of HS-9, and gained sonar contact on the "possible" submarine. At midnight, one contact was reclassified as a "probable" submarine. At that time, no known or friendly submarines were reported to be in the area of the contact. The destroyers maintained good sonar contact through the night.

At 5:30 A.M. on June 8, a Navy SP-2H Neptune of VP-7, coordinating with the destroyers and helicopters, obtained a Magnetic Anomaly Detector (MAD) confirmation over the contact.

Admiral Geis announced the "probable" submarine's presence at noon. The newsmen, still embarked, dashed off stories. But the "probable" sub was soon overshadowed.

AT ABOUT 2:00 P.M. local time, the technical research ship USS *Liberty* (AGTR-5) was attacked accidentally by Israeli torpedo boats and jet fighters. At the time, the *Liberty* was approximately 15 miles north of the Sinai Peninsula in international waters and in position to assist in communications between U.S. diplomatic posts in the Mideast and aid in the evacuation of U.S. dependents from the area, if necessary.

However, the first word that reached *America* and the Defense Department in Washington gave no indication of who the attackers were. *America* responded. The flight deck came alive. In a matter of minutes, F-4B *Phantom* interceptors were in the air to ward off any possible attack against task force units. At the same time, bombs and rockets moved from the magazines deep within the ship to the flight deck. Four A-4 *Skyhawks* were loaded and launched together with fighter cover.

As the planes sped towards the *Liberty*, word was received from Tel Aviv that the attackers were Israelis and that the attack had been made in error. The planes were recalled with their ordnance still on the bomb racks —another demonstration of how the Fleet commander had complete knowledge and control of the situation.

However, the attack on *Liberty* had cost the lives of 34 crew members with 75 wounded, 15 seriously. Admiral Martin dispatched two destroyers, USS *Davis* (DD-937) and USS *Massey* (DD-778), with LCdr. Peter A. Flynn, Medical Corps, and two corpsmen from *America* on board. The destroyers rendezvoused with *Liberty* at 6:00 A.M. local time on June 9, and the medical personnel, including a second doctor from one of the destroyers, were transferred immediately to *Liberty*.

In the words of *America's* senior medical officer, Commander John J. Gordon, "The ship's own crew (one doctor and two corpsmen aboard) apparently had done a very fine job of initial treatment."

At 10:30 A.M., two helicopters from *America* rendezvoused with *Liberty* and began transferring the more seriously wounded to the carrier.

An hour later about 350 miles east of Souda Bay, Crete, *America* rendezvoused with *Liberty*. Crewmembers lined the catwalks, silent, watching the helos bring 50 wounded and nine dead from *Liberty* to *America*. As the *Liberty* drew alongside, nearly 2,000 of the carrier's crew were on the flight deck and, unrehearsed, gave the *Liberty* and her crew a tremendous cheer.

America's medical team worked round the clock removing shrapnel metal, treating various wounds and burns. Doctors Gordon, Flynn and Lt. Donald P. Griffith worked for more than 12 hours in the operating room, while two other doctors, Lt. George A. Lucier and Lt. Frank N. Federico, made continuous rounds in the wards, aiding and comforting the wounded.

As the fighting went on between the Israelis and the Arabs, a weary quiet settled over the carrier's flight deck. Ready, the mighty ship waited for any possible situation, but the planes never left the decks.

However, as the Israeli forces moved to speedy victory, the Arabs charged that Sixth Fleet aircraft were providing air cover for Israeli ground forces. As witnessed and reported by the newsmen on board, these charges were completely false. The U.S. Sixth Fleet, as with all other American forces, remained neutral.

On Wednesday morning, June 7, Admiral Martin issued the following statement to the press:

"It would have been impossible for any aircraft from the Sixth Fleet to have flown the support missions alleged by various Middle Eastern spokesmen. . . . No aircraft of the Sixth Fleet have been within a hundred miles of the eastern coast of the Mediterranean, specifically Israel and the UAR. Furthermore, no Sixth Fleet aircraft has entered the territorial airspace of any Middle Eastern or North African nation during the current period of tension."

The Admiral gave members of the press copies of both *America's* and *Saratoga's* flight plans for the days in question and a run-down of the task force's position at all times during the conflict. He pointed out that a check of the carriers' ordnance inventory would refute the charges, that both the number of pilots and aircraft embarked had changed only with the return of personnel and planes from the Paris Air Show.

A memorial service was held on Saturday, June 10, on the carrier's flight deck. As the often repeated words of the Navy Hymn echoed across the wind-swept deck, the meaning was only too obvious—"Oh, hear us when we cry to Thee for those in peril on the sea."

As Israeli forces pushed towards the Suez Canal and the Jordan River, appeals for a cease-fire came from many quarters. The tension relaxed aboard ship. The crew took time out for an 11-bout boxing smoker in the hangar bay. With a running commentary by the Gill-Goralski team, nearly 2,000 crew members crowded around the ring while others watched the action over closed circuit television.

America continued on station for several more days, but the air was lighter. The newsmen left, our uninvited Soviet guests called no more, regular flight operations were resumed.

USS JOHN F. KENNEDY IS LAUNCHED

WITH THE WORDS, "I christen thee *John F. Kennedy*," the nine-year-old daughter of the late President smashed the bottle of champagne across the bow of CVA-67. The huge attack aircraft carrier was launched at Newport News, Va., home of the shipbuilding company.

Caroline was accompanied by her mother, her brother and other members of the Kennedy family.

Guests included President Johnson, SecDef Robert S. McNamara, SecNav Paul H. Nitze, Richard Cardinal Cushing, Adm. D. L. McDonald, Adm. T. H. Moorer and high officials.

President Johnson concluded his address with these words: "No President understood his nation's historic role or purpose better than John F. Kennedy. . . . Let this ship we christen in his name be a testament that his countrymen have not forgotten."

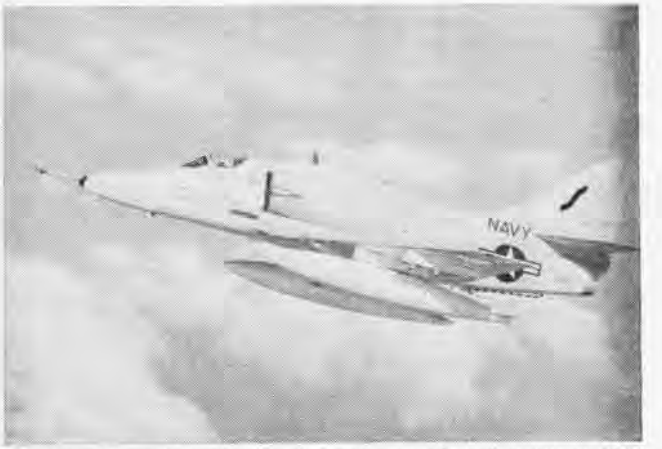
SECNAV, THE PRESIDENT, KENNEDY FAMILY, SECDEF, AND SHIPBUILDER D. A. HOLDEN

CROWDS THRONGED THE DOCKSIDE SPACES FOR THE PROGRAM LAUNCHING U.S. NAVY'S NEWEST AIRCRAFT CARRIER, JOHN F. KENNEDY

Navy designation	CVA–67
Type of vessel	Attack carrier
Propulsion	Conventional
Horsepower	Over 200,000
Speed	Over 30 knots
Length over-all	1,051 ½ feet
Length between perpendiculars	990 feet
Depth at C–L flight deck	97 feet, 4 inches
Contract date	April 30, 1964
Keel laid	October 22, 1964
Christening	May 27, 1967
Delivery	Spring 1968
Area of flight deck	4.56 acres
Displacement (standard)	61,450 tons
Number of crew (including air group)	5,222

CAROLINE KENNEDY CHRISTENS THE SHIP

PUSHED BY STURDY TUGS, THE GIGANTIC CARRIER IS AFLOAT IN THE JAMES RIVER, NOT FAR FROM SHIPYARD WHERE IT WAS BUILT



NAVY'S NEWEST SKYHAWK, *the A–4F, recently has been undergoing service suitability trials conducted by the Service Test Division of the Naval Air Test Center, Patuxent River, Md. The J52–P–8A engine was evaluated as to its air start characteristics in flights which were conducted over the desert, staged out of Palmdale, Calif. The A–4F has been delivered to operational training squadron VA–125 at NAS Lemoore. An upper avionics compartment aft of the cockpit brings a new look to the Skyhawk. Other advances over earlier A–4 versions include a more powerful engine, nose wheel steering, wing-lift spoilers. Over 1,900 A-4's have been delivered since the first one back in 1956.*

VX-6 Deep Freeze Mission

First Routine Mid-Winter Fly-In

The Navy's first regularly scheduled flight to Antarctica during mid-winter took place late in June.

The principal purpose of the 2,300-mile flight was to transport five U.S. scientists and one technician to McMurdo Station. For the 197 Navy men and scientists wintering over, it brought welcome mail and fresh provisions.

The flight was made in a VX-6 ski-equipped LC-130 *Hercules*. VX-6 is home-based at NAS QUONSET POINT, R.I. Pilot for the flight was Commander Fred Schneider, VX-6 C.O. Rear Admiral J. Lloyd Abbot, Jr., Commander, U.S. Naval Support Force, Antarctica, was a passenger.

Although this was the first regularly scheduled flight during the Antarctic winter, *Deep Freeze* aircraft have previously made four emergency winter flights to evacuate injured personnel.

New Building at Monterey

Will be Designated Ingersoll Hall

In June, ground was broken for a new academic building for the U.S. Naval Postgraduate School in Monterey, Calif.

In the photo, Admiral Raymond A. Spruance (left) and Rear Admiral E. J. O'Donnell, superintendent of the school, assist Admiral Royal Eason Ingersoll (center) as he breaks ground for what will be named Ingersoll Hall. The $1,624,000 facility will be named for Admiral Ingersoll; his late father, Rear Admiral Royal Rodney Ingersoll; and his son, Lt. Royal Rodney Ingersoll II, who was killed aboard the *Hornet* in 1942.

Admirals Ingersoll and Spruance figure largely in WW II naval history. Ingersoll was commander-in-chief of the U.S. Atlantic Fleet at the same time Spruance was commander of the U.S. Fifth Fleet in the Pacific.

Construction of Ingersoll Hall will take ten months. When completed, the building will contain classrooms, faculty offices, a small auditorium, a computer center and a closed-circuit television system. It will provide 72,000 square feet of space.

ADMS. SPRUANCE, INGERSOLL, O'DONNELL

Three Accident-Free Years

VC–7 Accumulates 36,000 Hours

In May at NAS MIRAMAR, Fleet Composite Squadron Seven completed 36,000 hours and more than three years of accident-free flight. During the three year period, VC-7 flew seven types of aircraft.

VC-7 provides utility aircraft services to units of the Pacific Fleet. These services include towing of aerial targets and launching of self-propelled targets for surface-to-air and air-to-air gunnery and missile firing; inflight refueling training; and towing airborne targets for the training of personnel and the calibration of electronic equipment.

Commander Bernard Tesch, Jr., is the commanding officer of VC-7.

Satellite Still Operating

Tracking Stations Pick up Signals

The Navy's experimental navigation satellite 4-A, oldest operating satellite in space and the first to carry a nuclear power supply, marked its sixth anniversary in orbit on June 29.

One of the experimental forerunners of Navy's navigation system, the drum-shaped, 175-lb. satellite continues to signal Navy tracking stations on command. It has traveled more than 878 million miles in its 30,360 revolutions of the earth.

Although it has lost its voice, it is now estimated that the orbital lifetime of the 4-A is another 200 years.

FF-1 PLACED IN NAVAL AVIATION MUSEUM

ON JUNE 9 at Forrest Sherman Field, NAS PENSACOLA, Fla., a Navy admiral stood and reminisced about an aircraft that was flown aboard the old USS *Lexington* during the early days of his naval career.

Vice Admiral Alexander S. Heyward, Jr., Chief of Naval Air Training, looked over the Grumman FF-1, flown to Pensacola by William Scarborough, safety engineer and consulting pilot for the Lunar Module program of the Grumman Aircraft Engineering Corporation, and accepted the early model on behalf of the Naval Aviation Museum. Admiral Heyward was accompanied by Rear Admiral Dick H. Guinn, CNABaTra.

The FF-1 was Grumman's first aircraft and the first retractable landing gear fighter in carrier squadron service. A two-place biplane, 27 were built for the Navy in 1933. With a wing span of 36'6"; length of 24'6" and height of 11'1", the FF-1 had a climbing rate of 1,150 feet per minute, a range of 732 miles, a maximum speed of 201 mph, a ceiling of 22,400 feet and a landing speed of 65 mph.

For many years, no FF-1 aircraft were known to exist. In 1962, J. R. Sirmons, an Oklahoma crop-duster found one, an exported G-23, in a junk yard in Nicaragua. He bought it, made it ready to fly and repainted it as an FF-1.

Shortly after the FF-1's arrival in the United States, a Grumman representative heard of its existence and invited Sirmons to fly the aircraft to Bethpage for an open-house show at Peconic. So much enthusiasm was aroused that Grumman purchased it and completed its restoration as an FF-1. To preserve it, Grumman offered it to the U.S. Naval Aviation Museum.

The day before the presentation, Scarborough had flown past the Pensacola-based aircraft carrier, USS *Lexington*, which a group of Naval Aviators from the classes 1914 through 1938 were visiting as a part of their reunion program.

The FF-1 bears the proud insignia of the *Red Rippers*, first adopted by VF-5, the only regular Navy squadron to fly the FF-1's (NANEWS, March 1967, page 16). It also bears the original colors of Fighter Squadron Five.

GRUMMAN'S SCARBOROUGH FLEW GRUMMAN FF-1, 1933 NAVY FIGHTER, TO PENSACOLA

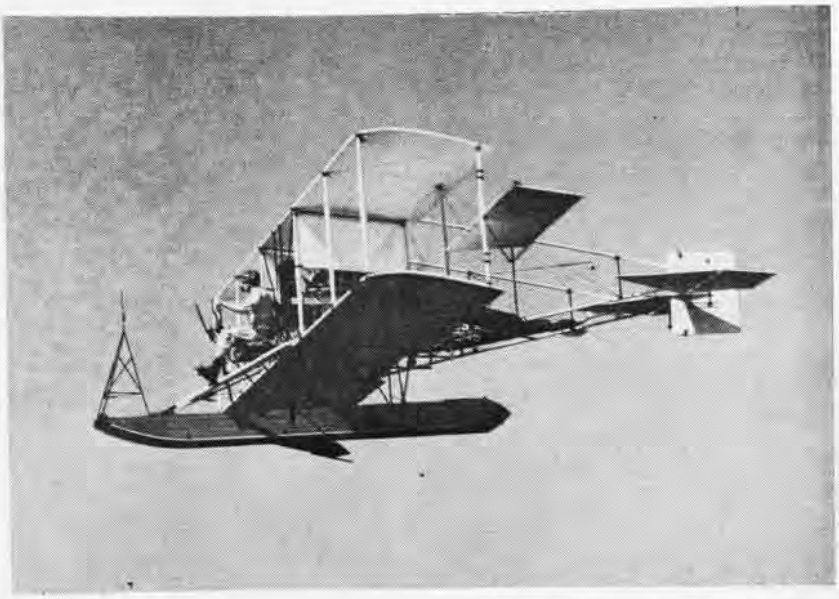
ANCIENT BIPLANE COMES TO REST BEFORE OPERATIONS BUILDING AT SHERMAN FIELD

RADM. GUINN LOOKS ON AS VICE ADMIRAL HEYWARD ACCEPTS FF-1 FROM SCARBOROUGH

Salute to NAS North Island

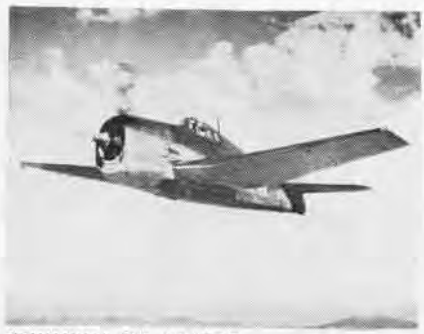
HALF A CENTURY AT SAN DIEGO

North Island and San Diego are part and parcel of the story of Naval Aviation. Construction at NAS North Island in 1918 (above) is a reminder of its pioneering days. In just 50 years, aviation has progressed to the streamlined aircraft and facilities of today. Yet even this scene was by no means Naval Aviation's start, for seven years earlier, on March 31, 1911, Lt. T. G. Ellyson reported that he had "qualified in practical aviation." In 1961, a replica of the Curtiss A-1 in which Ellyson trained landed on San Diego Bay to celebrate the Fiftieth Anniversary of Naval Aviation.



Early Naval Aviators were men of daring, for everything about the new element required thought, planning, and know-how. At right is Lt. John H. Towers, standing between two companions at San Diego, in front of a Curtiss hydro-aeroplane. In 1913, he led the Navy's first aviation unit with the Fleet. His career was studded with great exploits and he became in 1945 a full admiral and Commander in Chief of Pacific Fleet/Pacific Ocean area. Admiral Towers is now enshrined in the Aviation Hall of Fame....Another great in the march of aviation progress was Rear Admiral William A. Moffett, the first Chief of the Bureau of Aeronautics (right)....Below is the first commanding officer of NAS North Island, Lt. E. Winfield Spencer who, on November 8, 1917, reported to San Diego with orders to establish a permanent air station for training purposes. For over two years, he held the command with honor and distinction....Below, at right are the officers of VP–6, commanded by Commander William M. McDade, who on Jan. 28-29, 1937, flew 12 new Navy seaplanes from San Diego to Honolulu. It was the longest over-water flight to that date: 2,553 miles in exactly 21 hours and 48 minutes.

CURTISS SB2C HELLDIVER



GRUMMAN F6F HELLCAT

VOUGHT F4U CORSAIR

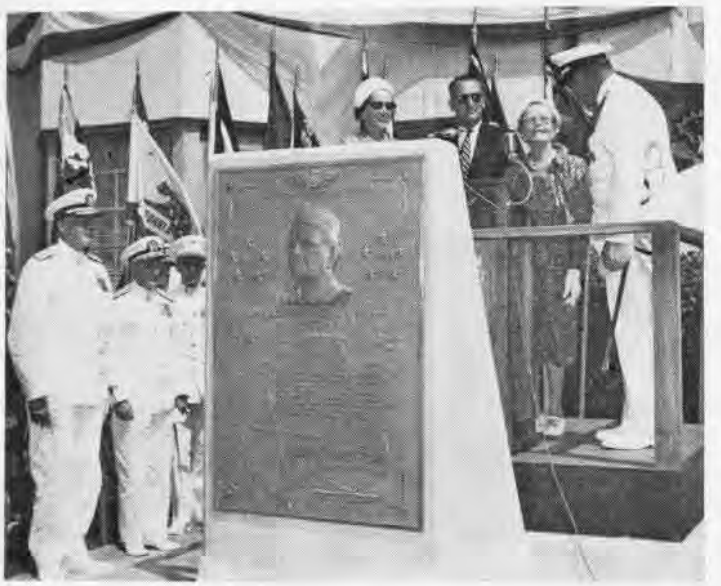
CONSOLIDATED PBY-5A CATALINA

When World War II opened, North Island was already alerted to the conflict in which the station was to serve in manifold capacities. Six months before Pearl Harbor, CNO had established at San Diego an advanced carrier training group to indoctrinate Naval Aviators. Within two weeks after the Pearl Harbor attack, one-fourth of the station's stock of aeronautical spares was en route to Hawaii. Above and at left are shown a few representatives of the aircraft that helped win the battle of the Pacific. The aircraft below, the Skyraider and the Fury, were both post-war developments.

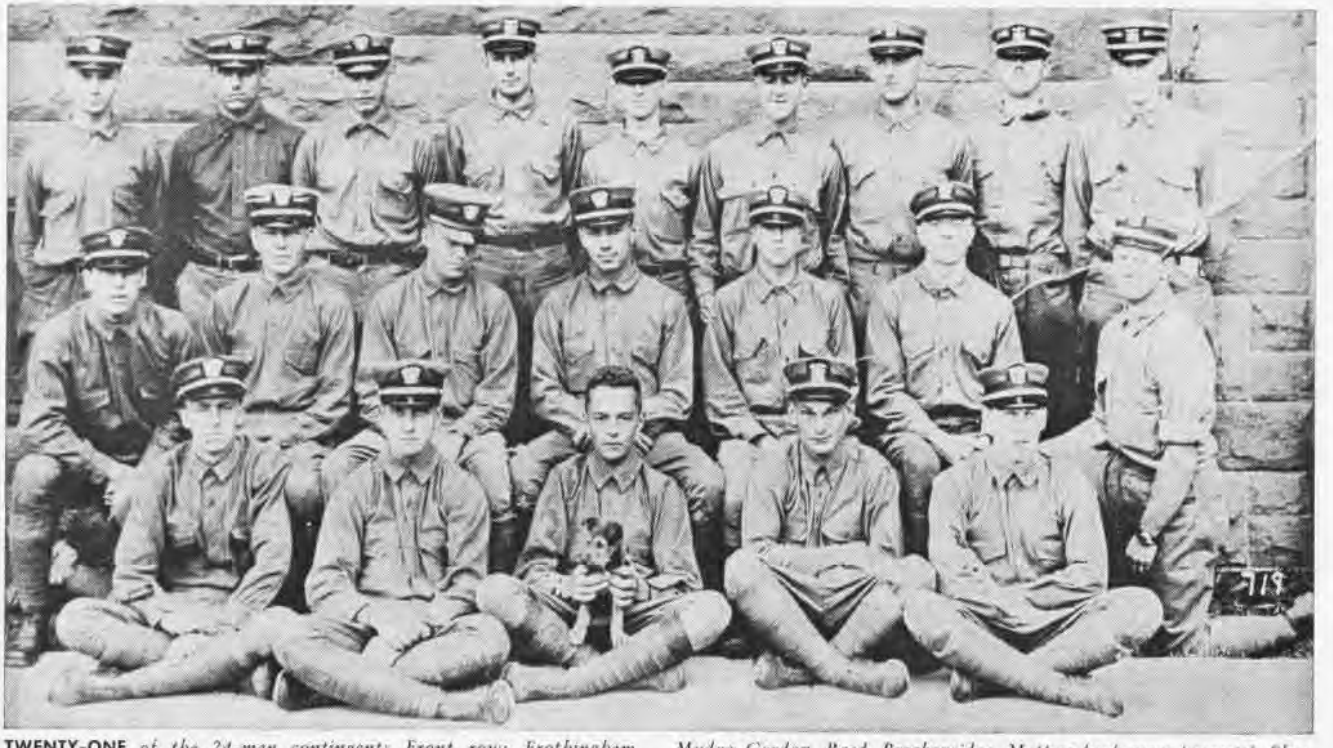
GRUMMAN TBF/TBM AVENGER

DOUGLAS AD SKYRAIDER

NORTH AMERICAN FJ-1 FURY



On August 20, 1961, the field at North Island (above) was named Halsey Field (upper left) in honor of the late Fleet Admiral William F. Halsey, Naval Aviator and famed leader of the Third Fleet in WW II. The name of Halsey is linked not only with the names of his fellow admirals—McCain, Mitscher and Spruance—but also with the weapon they forged, the fast carrier attack force, a power in Navy's arsenal to this very day. In the fall of 1961, a large docking facility was completed to meet the needs of the new and larger CVA's which require the services of the Naval Air Rework Facility, formerly the Overhaul and Repair Department (left). Below, the carriers Ticonderoga, Kitty Hawk, and Constellation are stationed in the San Diego harbor.



TWENTY-ONE *of the 24-man contingent: Front row: Frothingham, Butler, Wright, Swift, Warburton; middle row: Zunino, Randolph, Mudge, Gordon, Read, Breckenridge, Matter; back row: Forrestal, Shea, Goldthwaite, Chapman, McCoid, Halstead, Tenney, Clarkson, McCann.*

Naval Aviation in World War I

TRAINED BY THE ROYAL FLYING CORPS

By J. Sterling Halstead
Naval Aviator No. 160

AN INTELLIGENCE mission* could hardly have departed with less fanfare. Only the gold braid on the naval officers' caps was conspicuous, although the naval khaki uniforms looked a bit like Theodore Roosevelt's "Rough Riders." They came through Boston's old North Station singly and in groups of two or three and disappeared into the semi-darkness of the train shed outside.

Mostly strangers to each other, the 24 men found their billets in the last car of the Montreal Express. So began the mission of the group that later came to be known in United States Naval Aviation as the "Canadians."

We had expected to go to NAS SQUANTUM, Mass., but instead we had been ordered to active duty with the Royal Flying Corps at Toronto.

The detachment was made up of 11 Princetonians: Gavin Breckenridge, William F. Clarkson, James V. Forrestal, Harold F. Gibson, Harry B. Gordon, Robert Matter, Richard H. McCann, William F. Mudge, Edward L. Shea, William J. Warburton and Frank A. Zunino. The two ensigns in command, Frederick S. Allen and Francis I. Amory, were from Harvard as were Duval R. Goldthwaite, Paul S. McCoid and Duncan H. Read. I was a 1916 graduate of Yale and had entered Harvard Law School. Philip B. Frothingham was from Dartmouth and Stuart M. Butler, Thomas H. Chapman, Arthur H. Wright, Rettig A. Griswold, Henry Swift and Robert D. Randolph had college affiliations which I do not recall.

The first time we assembled at the University of Toronto parade ground for drill, the Commandant of the Ground School greeted us and asked whether we had among us anyone who could instruct us in drill. Our replies being negative, Sgt. Sedgewick, a typical Rudyard Kipling soldier from the Coldstream Guards, was appointed our drill master.

We were told to take notes on everything so that we could bring back to the U.S. Navy complete information on the subjects taught, the equipment and the methods used. The first day, however, all we took back to our barracks were very sore feet and very tired muscles.

After two weeks of putting in long hours on the parade ground—four to six hours a day—we were all in wonderful shape. We finished our training with a lasting affection for Sgt. Sedgewick.

* Under the title of "A Mission to the Royal Flying Corps," J. Sterling Halstead, Naval Aviator No. 160, wrote for the U.S. Naval Institute Proceedings, February, 1965, pp. 78-94, a detailed account of the training in 1917 of young candidates for Naval Aviation Wings. This article describing training in Canada is a précis of that account. The pictures are taken from the collection of Harold F. Gibson, Naval Aviator No. 156.

The drilling and ground school lectures and classes crowded our days through July and August. We were taught theory of flight, rigging, engines, machine gunnery, bombing, aerial photography, meteorology, instruments and astronomy. We listened with rapt attention to Canadian and British officers with combat or front line experience.

We were thoroughly schooled in the Lewis and Vickers machine guns by noncommissioned officers. We learned to live with the guns, to break down and reassemble them at top speed, to clean them and to recognize and correct various types of jams to which they were subject. We came to understand the workings of the various types of aerial gunsights then in use, but our firing experience was deferred until we reached the advanced flying school in October.

"Artillery Observation" was the now well-known system of reporting and directing artillery fire by "wireless," as the RFC called it, from the air. In the ground school, the cadets had the benefit of a mock-up of a landscape showing a battlefield with a seat for the pilot hung high above and fitted with a sending key. A system of lights on the map below simulated the results of artillery fire. The spot, where each shot "struck," was reported by wireless key and checked by the instructor.

In the engines class, we examined and, in some cases, took apart and reassembled various types of aeroplane engines, including the English Daimler, the American Curtiss, used in training airplanes in Canada, and the French Clerget and *Gnome* rotary. Our lectures covered the design, material and working of the carburetor and magneto, the timing of engines, theory and practice.

In the class in rigging, we learned in detail how aeroplanes were constructed from specimens of wings from planes that had crashed. We learned to mend the holes in fabric, by sewing, patching, and then painting with aeroplane varnish.

The theoretical side of flying was presented in lectures. We learned why an aeroplane flew and how it was controlled, plus a glossary of new terms. The classes in bombing, aerial reconnaissance, contact patrol and map reading were all closely related to operations on the Western Front.

Our only recreation during this period was to walk downtown in Toronto after our work day was over. The city was full of men in uniform, many of them RFC cadets as well as Canadian ground troops. The spectacular officer's uniform was notably missing, however; the officers were allowed to wear mufti when off duty to avoid constant saluting.

Our naval officers' caps brought us immediate attention. We were tagged the "American Naivy" by the British soldiers and the name stuck to us until we returned home.

One effect of our evening ramblings was to convince us that we were badly dressed compared to the RFC cadets. Our officers had tried without success to get some information from Washington about our own winter naval aviation uniforms. We decided to do something about the situation ourselves. The prime mover in obtaining uniforms was Jack Warburton of Princeton, a member of the Wanamaker Clan.

The name of the tailor selected, as I recall, was "Follet & Sons." The uniforms were of green gabardine, as the Navy had indicated that the naval aviation winter uniform was to be green like that of the Marines. As several of us had tried to have our khaki summer uniforms copied with strikingly unsatisfactory results, we were forced to decide on the British jacket or "tunic" as they called it, with a flaring skirt and belt. The belt did not have the shoulder strap like the Sam Browne belt but we added that just before leaving Canada. With the naval officer's hats equipped with green gabardine tops, our outfit might have passed for "Florenz Ziegfeld Aviators."

Our uniforms were finished just before the end of August, when we had expected to be leaving for flying camp. But there was not room for us at any flying camp, so we were sent to Longbranch on the lake shore some miles southwest of Toronto where we were quartered in tents. We stayed there only a week. Soon we were again on a train, bound for a flying camp in eastern Ontario at Deseronto, about 40 miles from Kingston.

Upon arrival, we stood on the station platform awaiting orders. Aeroplanes were coming and going overhead, motors roaring and wings flashing in the sunlight as they banked and turned. It was a new and fascinating world. Upon arriving at Camp Rathburn, we wandered down to the hangars and spent the greater part of the afternoon watching flying operations. Some of the Canadian officers began taking us up on what was known as our "joy hop."

After taking off and climbing well above the field, the RFC pilots would make a few sharp banks, standing the ship first on one wing and then the other, then turn back to the aerodrome, coming in for a landing in a steep dive. It was over almost before we knew it had happened. I staggered away toward the hangar a little dizzy after my flight. Nearly three weeks passed before we were off the ground and in the air again.

There was always a shortage of aeroplanes, owing to crashes which in many cases did not injure the pilot but always put the aeroplane out of use for a minimum of several hours. This shortage was aggravated by the fact that, after soloing, student pilots were allowed to wander all over eastern Canada and sometimes landed so far away from camp that it took several days to truck the plane back.

One of the Canadian cadets, a stocky little American from Louisiana named Winkler, was ordered by an 18-year-old British lieutenant to take a plane up and stay three hours. He attempted to do just that. We had all been instructed that gas tanks in Curtiss trainers held only enough for two and a half hours' flying. Winkler somehow managed to stay up three hours and five minutes, then made a forced landing in a field full of boulders without even blowing a tire. To compound the errors, however, the "leftenant" took off with Ed Shea in the front seat and flew over to survey the situation. When he attempted to land, he hit a boulder with one wing. The crash gave Ed some minor cuts and bruises. Both aeroplanes had to be dismantled and trucked back to camp, a process which took days.

Instructors were finally assigned to us and our flight training began. When my instructor, Lt. Goldstein, indicated that he thought I was ready to solo, he was more confident than I was. That night a black cat crossed my path and, for the first time in my life, I was disturbed by it. But the insignia of our squadron was a black cat and

apparently both of them were good luck because I soloed without mishap.

On the first solo flight, our cadets experienced a sort of monotony of tension. This was described by Randolph after his flight, "I sat up there for two hours waiting for the tail to fall off." There were many things we knew could happen but they never did.

Of course, we had our share of crashes: Tom Chapman managed to land nose first, but with tail almost perpendicular, on top of one of the hangars. He was not even scratched. Getting him down without upsetting the aeroplane on top of him, however, was a precarious job.

Jim Forrestal, who was both capable and careful, at first found it exceedingly difficult to make landings. He broke the back of one plane, demolished the undercarriage of another, and spoiled a third, fortunately without any injury to himself. After that, he had no further difficulty.

We had to learn to fly entirely by "feel" as we had no instruments except an altimeter and a "rev counter" showing the speed of the motor. We learned by watching and following the instructor's use of the controls. The members of our unit soloed after periods of dual instruction that ran from a maximum of six hours to a minimum of 45 minutes compared with the ten hours dual then required in the flying schools of the U.S. Army and Navy.

Fortunately, even the worst crash that any of us had did not result in an injury. One afternoon during our last week at Deseronto, an aeroplane came in just over the tree tops. We expected the pilot to land (though he was coming in crosswind) because one wing was drooping and the motor was missing badly. Instead, he made an uncertain turn off the field, flew over a barn, missed a silo by a few feet and disappeared. A quick check showed that the pilot was Floyd Clarkson.

Again Clarkie came in, executing the same maneuver in an even more shaky fashion. This time, however, he did not return and the sound of his motor died out quickly beyond the trees. At this point the black ambulance which we called "Hungry Liz" dashed down the road. None of us expected to see Clarkie alive.

An agonizing hour passed. Then up came "Hungry Liz" and out stepped Clarkie unscratched, looking for all the world as if he had been to Eternity and back. He had ended his strange flight in a flat tailspin which caused the aeroplane to collapse into kindling wood as it struck, leaving the pilot unhurt in the middle of the pile.

GORDON *and Read, Naval Aviators 151 and 145, model two types of uniforms they wore.*

One day we had word that we were expected at the Camp Borden Advanced Flying School on October 1. It was also rumored that if we finished our requisite 50 landings and ten hours of solo time sooner, we would be granted leave to go home in the meantime. Since I needed only four hours to finish, I decided to get them out of the way at once. I easily put in two hours in the morning, but in the afternoon, I found that the only aeroplane was a new Canadian Curtiss JN4, then in the process of being assembled. By four o'clock, I obtained permission to take it up.

It was a wonderful little aeroplane and extremely pleasant to fly compared with the somewhat exhausted JN4B's we had been using. I turned east along the lake for a while, then north, and then headed for camp. After several of these laps, I noticed the sun was getting low over the horizon. On one pass, I saw the lights coming on at camp and in Deseronto, but the sky was still light.

Watching the night come on was so engrossing that I overlooked the significance of what I was seeing. Suddenly the light in the west vanished and darkness crowded in. I was several miles east and north of the camp when, without warning, my engine, which was new and stiff, sputtered once and stopped dead. I must have been about 1,000 feet above the trees.

There was no time to think. From some newborn instinct, I pushed the nose of the aeroplane over into a steep dive. The treetops were coming up faster when, miraculously, the motor started. The air pressure on the propeller generated by the dive had cranked the engine.

I headed for camp, circled once and, seeing a motor lorry with its headlights showing up a few yards of grass on the field, was able to land with no trouble at all. It was just six o'clock. I had completed my ten hours and was ready for leave.

When I returned, our unit was sent north by train into the Georgian Bay and Lake Simcoe country to the advanced flying school.

THE WEATHER was always cold and windy during our stay at Camp Borden. On some days, it blew so hard that the underpowered Curtiss training aeroplanes were badly tossed about. We were constantly on the edge of trouble in turns at low altitudes near the aerodrome and in making landings, avoiding sideslips and spins.

On one of the first flights I made at Camp Borden, coming back to the field, I nosed over a few miles from camp to lose altitude from 2,000 feet. The aeroplane, which was rigged nose heavy, dropped out from under me so quickly in an almost perpendicular dive that I had the sensation of falling at lightning speed minus an aeroplane.

On another occasion, McCoid and I were slated to fly to Toronto 70 miles away. A strong wind was blowing, and when I took the aeroplane assigned to me up to try the air, the wind nearly turned it over. Much to the displeasure of our Canadian Flight Commander, I concluded it was too rough to make the trip that day.

McCoid took off after a time but had to make a forced landing near Lake Simcoe, far off the course to Toronto. He did not get back to camp for two days. A Canadian cadet took my plane and crashed so badly that he lost the sight of both eyes.

The threat of a forced landing was the hazard most constantly present in our minds at Borden as it had been in Deseronto. At Borden, however, the course included some preparation for such a contingency. We were required

to make landings in a 50-foot circle, cutting the motor at a stated altitude, and our performance was checked by our Flight Commander. Whenever a cadet was in the air and had the opportunity, he was apt to hunt for a spot to try such a landing. It was good practice and, besides, landing in a farmer's field had an attraction approximating an appearance in a circus parade.

Some daily flying was devoted to formation, but this was largely a gesture; some, to climbing for the altitude test, 8,000 feet. The hazard of the latter was that the JN4 sometimes stalled as it approached that height, and as none of us was given training in stalls or in spins which might follow, those cadets who experienced either were apt to do the wrong thing. So far as I can remember, the only remedy given us for a spin was reverse rudder and aileron, which did not agree with the theory later taught us by the U.S. Navy—to put the controls in neutral. I recalled this argument in the spring of 1918 as I spun a Navy Burgess seaplane into San Diego Bay.

The remainder of the 40 hours flying required to finish the course was devoted to bombing practice, artillery observation and aerial gunnery.

Bombing was the easiest. The RFC had a ground support device consisting chiefly of a mirror in which the bombing plane was reflected. The bombing pilot sent down a "wireless" signal in lieu of releasing a bomb and the enlisted man watching the mirror could determine from the position of the reflection of the aeroplane whether the bomb would have hit the target.

Artillery observation consisted of flying figure 8's over a tent several miles from camp and reporting the location of puffs from small smoke bombs previously laid out and fired by an enlisted man. The report by the pilot was sent by wireless in the now well known "clock code." As the Curtiss JN4 had no compass, confusion was easy.

Aerial gunnery training on flexibly mounted Lewis guns was given to pilots riding in the training aircraft as passengers along with cadets being trained as observers. The Canadian pilots flying these gunnery hops were volunteers, probably because it was regarded as a suicide profession. Two pilots would often put themselves into difficulties by maneuvering their planes in simulated combat. A camera device, which took a single still picture when "fired," produced a print showing whether the gunner's aim would have scored a hit.

The other part of aerial gunnery training, actual firing at a sleeve target towed by another aeroplane, was carried out with Lewis guns on flexible mounts bolted to the top wing of the gunnery plane. The cadet fired from a standing position in the rear cockpit. The pilot of the tow plane crossed the flight of the training plane at a right angle and sufficiently ahead to give a clear chance for a burst of fire at the sleeve target without the tow plane coming into the line of fire. This could be hazardous.

No safety belts were provided for the cadet, so that as soon as I spotted the target approaching from the right, I stood up in the rear cockpit and started firing. It was a long reach, lengthening as the target got further away. Without intending any gymnastics, I climbed up until I was standing on the rear seat. As I followed the target, suddenly the towing ship and its pilot appeared in the middle of my ring-sight and I found my gun aimed point blank at his tail. Fortunately nothing happened, and I hastily turned my gun away and slid back into the seat. That night I expected at least there would be rumors of bullet holes in the towing ship, but I heard none.

Just before we finished the course at Borden, Ens. Fred Allen told us that we were going to be instructors in the U.S. Navy's flying schools. At the end we wrote reports on various phases of our training.

'PETE' GIBSON *with favored leather helmet over steel lining; note black cat insignia.*

It was still October when we returned to the Boston Navy Yard. The brass on our hats and the bright green of our uniforms seemed to look brighter and more conspicuous in the autumn sunshine of Boston. As we swung by the Marine sentry at the gate, with clicking heels and our Sam Browne belts and British open-collared tunics, we heard a bystander remark that we were a detachment of the Italian Navy.

At the door of the building where we had received our orders in July, we halted and broke ranks never to form again. But the mission was not ended. A new and far more important phase was soon to begin.

TOWARD the end of November, our commissions and orders came through. We were divided between Bay Shore and Hampton Roads Naval Air Stations to qualify on seaplanes and flying boats, which required only a few days, and then we were scattered.

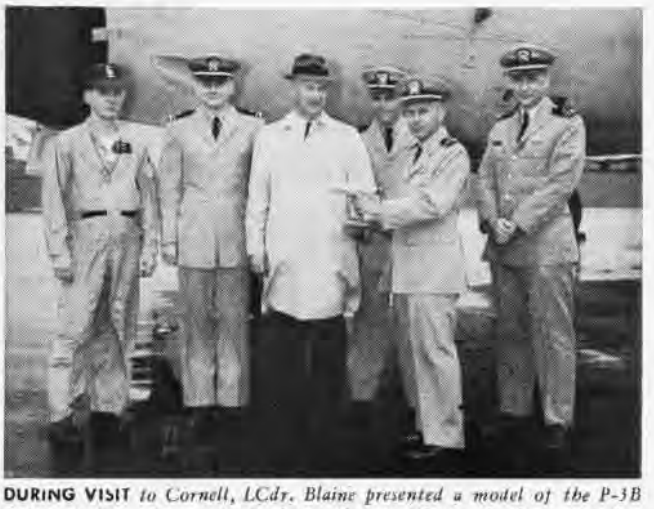
The largest contingent from Bay Shore, including Allen, Gibson, Gordon, Clarkson, Swift and others, went to Pensacola where they developed an advanced flying and aerial gunnery school patterned after Camp Borden. Duncan Read was soon sent to Miami and remained in command there until the Armistice.

Breckenridge, Butler, Frothingham, McCann and Wright were sent to stations in England and France; Frothingham and Wright never returned. Ed Shea and I were ordered to San Diego, Calif., where, with Ensigns A. K. Warren and Bert Ames, Naval Aviators trained at Pensacola, we joined with LCdr. E. Winfield Spencer, then commanding officer of an air mechanics school located in Balboa Park, in founding NAS NORTH ISLAND. Our only other claim to distinction from that duty was the privilege which we enjoyed of dancing once on Saturday nights, at the Hotel del Coronado, with the C.O.'s wife, now the Duchess of Windsor.

Jim Forrestal, with Goldthwaite, was sent to the Navy Department in Washington to help in the task of spreading the lessons learned and the material brought back from Canada. There he worked under the Assistant Secretary of the Navy, Franklin D. Roosevelt, who, years later, would appoint Jim his Secretary of the Navy.

FLEET AIR WINGS ON PATROL

AT SIGONELLA, *Chief Johnson presents Giuseppe with a watch from all of his foster parents as his proud mother and grandfather look on.*



DURING VISIT *to Cornell, LCdr. Blaine presented a model of the P-3B Orion to Mr. James A. Perkins, the president of the university.*

VP–16 Returns Home

In June, VP-16 returned to home base, NAS JACKSONVILLE, after six months and over 7,000 flight hours in WestPac. In the six months the *Eagles* were deployed, they touched down on runways in Hawaii, Guam, Philippines, Okinawa, South Vietnam, Japan and Hong Kong. They launched over 500 operational missions.

Commander D. C. Carruth relieved Commander D. D. Spoon as commanding officer just before the squadron returned home.

Foster Parents

Before VP-23 left the Med to return to home port, NAS BRUNSWICK, its pilots and men found time to meet their foster son at NAF SIGONELLA.

In 1961, through the Foster Parents Plan, VP-23 adopted Giuseppe (Joey), a nine-year-old Italian boy from Reggio, Calabria, a city in the mountainous region of southern Italy. For six years, the squadron has supported Giuseppe and his fatherless family with monthly allotments that enable him to go to school and buy books. Without the squadron's help, Giuseppe would have had to go to work to support his family. Now 15, he hopes to become an accountant.

When they came from their village to Sigonella, Giuseppe, his mother and grandfather finally met Joey's 340 "parents."

One highlight of the visit to Giuseppe was the presentation of a watch. In the picture, Leading Chief Johnson gives Giuseppe the watch while (left to right) Commander H. R. Lockwood, VP-23 C.O.; Ltjg. R. B. Mabie and Chief H. R. Camardese look on.

VP–26 Visits Colleges

VP-26 recently flew three P-3B's to the campuses of Cornell University and Rensselaer Polytechnic Institute to meet NROTC students.

This gave LCdr. Thomas E. Blaine an opportunity to visit his alma mater, Cornell. Commander Alexander Wasilewski, Jr., and Lt. R. A. March, alumni of Rensselaer, visited there.

The weekend visits were made to acquaint NROTC students with ASW operations in the Atlantic Fleet and the role Navy's patrol aviation forces play in the nation's defenses. The visits included movies, lectures, a P-3B static display and demonstration rides for interested students.

Over 100 students and several university personnel from both schools participated in the activities.

Patrol Squadron 26, commanded by Commander J. A. Cochran, is based at NAS BRUNSWICK, Maine.

VP-2 Wins Whidbey Trophy

VP-2 scored a clean sweep in the Totem Pole competition held recently at NAS WHIDBEY ISLAND. Three crews from VP-2 were in direct competition with three crews from Patrol Squadron 17.

Plane commander of Crew 8, the winners, was LCdr. Brad R. Briggs. Crew 2, led by LCdr. William S. Scantlin, placed second; and Crew 1, piloted by Commander R. B. Campbell, was third.

Captain E. J. Winters, Chief of Staff, ComFAir Whidbey, presented the totem to Commander Campbell, commanding officer of VP-2.

The Totem Pole competition is held quarterly among the Whidbey-based patrol squadrons.

Home Again

VP-22 returned to NAS BARBER'S POINT in June after a six-month deployment to Naval Station, Adak.

While on deployment, the squadron received the Battle Efficiency E. Now squadron personnel sport a hashmark denoting VP-22's second consecutive Battle E.

In March, the squadron set an all-time high in P-3A flight hours by flying 1,540 hours while maintaining 77 percent aircraft availability.

When they left Barber's Point, Commander Jack D. Fuller was C.O. Commander John T. Coughlan led the *Blue Geese* home.

VP-42 Sets Squadron Record

VP-42, led by Commander H. L. Beesley, recently set a new squadron record when its pilots flew 1,446 hours in one month.

High-flight-time crews were Five and Six. Crew Five flew 148.8 hours and Crew Six, 148.7.

The squadron's 12 *Neptunes* rotate between Sangley Point and Tan Son Nhut Air Base, Saigon.

Number 14

Commander Owen A. Kidd became the 14th commanding officer of VP-50 when he relieved Commander Harlan R. Purdy in ceremonies held at NAS NORTH ISLAND.

The change of command marks a new era in the history of the squadron. Commander Purdy is the last C.O. of the seaplane squadron and Commander Kidd is the first to command the unit as a land-based squadron. Since its activation in 1950, the squadron has flown the P-5 *Marlin*. Now it will transition to the P-3 *Orion*.

Commander Purdy's next assignment is with Commander Fleet Air Wings, Pacific, at Moffett Field. Commander Kidd had previously been executive officer of Patrol Squadron 50.

Exchange Visits

Crew Five of the Canadian Air Force Maritime Patrol Squadron 405 from Greenwood, Novia Scotia, arrived at NAS NORFOLK recently for a three-day visit with VP-56.

Flight Lieutenant Peter Correy and his 22-man crew were welcomed by Commander J. M. Brozena, squadron C. O., and Commander R. J. Touch, X.O. The Canadians were flying one of their squadron's *Argus* aircraft.

VP-56's Flight Crew 10 completed the exchange when they traveled to Greenwood for a three-day visit.

These visits promote an exchange of ideas concerning patrol aviation between Canadian and U.S. ASW forces.

VP-6 Hosts VX-1

At NAS BARBER'S POINT, VP-19, commanded by Commander John C. Wold, was host to a detachment from Air Development Squadron One, NAS KEY WEST.

The detachment of two P-3 aircraft, led by Commander Wendell A. White, C.O. of VX-1, went to Barber's Point to evaluate a new ASW system. Commander White was accompanied by two foreign exchange officers, Squadron Leader Gordon Acklam, RAF, and Squadron Leader Robert D. Hopkins of the Royal Canadian Air Force.

Personnel from the Naval Air Development Center, Johnsville, Pa., and manufacturers' representatives assisted in the evaluation and maintenance of the new equipment.

Awards

During recent inspection ceremonies, Commander M. O. Paul, commanding officer of VP-17, presented LCdr. Ralph L. Spaulding with the Joint Service Commendation Medal for his efforts as Chief, Systems Branch, Engineering Division, Defense Communications Agency, European area. LCdr. Spaulding held the post from July 1963 to September 1966.

Commander Paul also presented six men with letters of commendation for "outstanding contributions to the squadron's electronic warfare efforts" during the recent deployment to the Far East. Receiving letters were ATC D. C. Auten, ATCS K. M. Hayes, ATR3 R. A. Rothlisberger, ATN2 R. D. Larson, AX3 T. E. Urban and AX3 T. W. Smith.

Rinse Facility

VP-4 personnel at NAS BARBER'S POINT have designed and constructed a fresh-water washdown/rinse to aid in corrosion control on their P-3A *Orions*.

The system, constructed almost entirely of salvaged materials, consists of two spray nozzles attached to the top of two hydraulic aircraft maintenance stands which are positioned on each side to wash the top of the aircraft. A perforated pipe, approximately 190 feet long, in a trough in the concrete ramp between the stands, washes the underside of the aircraft. After each flight, the aircraft taxi between the stands for washdown.

Because the squadron's *Orions* fly ASW missions at low altitudes over the water and receive a great deal of salt spray, a fully automatic wash and rinse facility was necessary. Previously, corroded aircraft were sent to Alameda for sandblasting and repainting.

AT NORFOLK, *the members of Crew Five of the Canadian Air Force Maritime Patrol Squadron 405 and their hosts from Patrol Squadron 56 stand alongside the Canadians' Argus aircraft.*

SELECTED AIR RESERVE

HELICOPTER SQUADRON *911 at NAS South Weymouth exemplifies the kind of training Reservists receive. Above, left, a Reserve pilot preflights the engine section of his SH-3A Sea King before embarking on a training flight. At center, a sonar transducer is lowered as an aircrewman gets instruction in sonar equipment. At right, through the window of one Sea King is seen another flying formation with it.*

Training and a Rescue

VP-724, home-ported at NAS GLENVIEW, recently completed a two-week active duty training period at Naval Air Stations Brunswick, Maine, and Jacksonville, Fla. VP-21 was host for the period at Brunswick.

One evening while attempting a qualification exercise off the coast of Cape Cod, VP-724's Crew Two responded to an alert announcing the ditching of an Air Force EC-121 radar picket plane off the coast of Nantucket Island. Crew Two cancelled their exercise and flew to Nantucket where they were one of the first aircraft to arrive over the wreckage of the downed aircraft. Their timely location of the wreckage aided surface units in the rescue of the aircraft's navigator, the only man who survived the explosion.

Shortly after the SAR effort, Crew Two along with Crew One departed for Jacksonville where they participated in an ASW exercise. Crew One qualified for Alpha status, the highest rating an ASW crew can acquire, and Crew Two obtained Bravo status.

More than 3,500 man-hours of training were accumulated by the squadron led by LCdr. G. T. Culpepper.

Hollywood Style?

Recently, the Navy Photographic Center, Washington, D.C., spent three days at NARTU WASHINGTON filming the daily routine for a movie version of the present slide/tape command presentation of the NARTU.

Directed by Duke Struck, a news director with WTOP, a Washington television station, and a reserve photographer with the Naval Air Reserve Division, the film will be a half-hour documentary of the training mission of NARTU WASHINGTON and its Weekend Warriors.

Vietnam Airlift

When 57 officers and men of VR-773 returned to Los Al from two weeks of active duty, they had flown more than 55,700 nautical miles. Using NAS BARBER'S POINT as its operational base, the squadron achieved maximum qualifications both in aircrew and maintenance readiness training while delivering priority cargo to Vietnam and making support flights to NS ADAK.

Members of VR-873, home-based at NARTU ALAMEDA, recently flew 300 hours in support of the Vietnam airlift. Flying their C-118 out of Barber's Point in support of VR-21, the Weekend Warriors delivered tons of strategic cargo to Southeast Asia during a two-week period.

In the past two years, Reserve squadrons attached to NARTU ALAMEDA have flown over 40 of these supply missions.

Statistics show that since these flights began, Naval Air Reservists have flown more than 27,000 accident-free flight hours and approximately 15,000,000 ton-miles of freight in support of the airlift.

Twenty-Fifth Anniversary

The 25th anniversary year of NAS LOS ALAMITOS opened on May 31.

Although back in 1928 a YN3 and a lieutenant used an ancient aircraft to train southern California's Naval

Air Reservists in the area, the present 1,500-acre site was not acquired by the Navy until 1941. Six months after the outbreak of WW II, the station was commissioned as an air group staging center. On July 1, 1946, Los Al became a Naval Air Reserve Training station and is now the largest of the 18 activities in the Naval Air Reserve Training Command. Today Los Al is host to 39 Selected Air Reserve squadrons and units, with more than 4,000 Reservists a month attending weekend meetings.

One highlight of the silver anniversary events occurred the last week in July when the station played host to the 36th Annual National Model Airplane Championships.

Captain Douglas J. Finlay is the station's commanding officer.

Awards at Alameda

NARTU ALAMEDA recently held its annual military inspection and a presentation-of-awards ceremony.

Three thousand Naval Air Reservists fairly sparkled as they went through their Annual Military Inspection before Vice Admiral A. S. Heyward, Jr., Chief of Naval Air Training, and Rear Admiral W. S. Guest, Chief of Naval Air Reserve Training.

In the picture with Rear Admiral Guest are Commander Haskell Robins, NARDiv-87(L) commanding officer, and Commander Bain S. Allen, executive officer of the NARTU.

Both Admirals expressed their satisfaction with "the sharp appearance and outstanding military bearing" of the 30 Reserve squadrons and units presented for inspection.

Rear Admiral Guest presented Secretary of the Navy Commendation for Achievement awards to 13 Reservists for their contributions to the Weekend Warrior airlift to Southeast Asia.

This is the first time that this award has been given to inactive Reservists. The men receiving it—all members of Alameda's Reserve Fleet Tactical Support squadrons—qualified by voluntarily flying five or more cargo missions to points in S.E. Asia which included Da Nang and Saigon.

Receiving the awards were: Commanders Robert C. Munn and Lyman B. Hitch, LCdrs. Robert A. Dunn and Andrew J. Carlson, Lt. Lawrence H. Schlang, AMC Lovell B. Petty, ADR1 Dewey L. Wise, ADR1 John Trimingham, AT1 Oliver L. Smith, PR1 Frank J. Tuma, ADR2 Denton H. Duncan, ADR2 Ignacio M. Apodace and ADR2 Ray B. McJenkin.

An audience of nearly 2,000 persons witnessed the inspection and presentation, and the performance of an outstanding NROTC drill unit from Stanford University.

Captain Duncan Campbell is commanding officer of NAS ALAMEDA and Captain J. M. Hestilow leads the Naval Air Reserve Training Unit.

Navy Family

CPO Joseph A. Herda's own private navy dropped anchor at NAS TWIN CITIES recently when Chief Herda and his three sons showed up for drill.

Herda, leading chief of NARMU-812, recruited his three sons for the Naval Air Reserve as soon as they were old enough to sign the enlistment contracts.

AR Stephen joined the Reserves two months ago, on his 17th birthday; AN David signed up two years ago and just recently returned to NAS TWIN CITIES after a tour of active duty in Machinist's School at NAS MEMPHIS; and AD3 Joseph is stationed at NAS LOS ALAMITOS.

Although his specialty is mechanics, Chief Herda's family often accuses him of having taken a second specialty—recruiting. He has also enlisted three of his brothers.

Chief Herda, who has been affiliated with the Navy ever since Pearl Harbor, has maintained a record for perfect attendance at drills.

RADM. GUEST *takes a close look at personnel of NARDiv-87(L) during Alameda's AMI.*

CHIEF HERDA *compares notes with his three sons in the engine build-up shop at NAS Twin Cities. From left are Stephen, David and Joseph, the last home on leave from NAS Los Al.*

AT SEA WITH THE CARRIERS

PACIFIC FLEET

TICONDEROGA (CVA-14)

With two wars, eight WestPac deployments and now three Vietnam tours to her credit, the USS *Ticonderoga,* commanded by Captain Ward Miller, returned to her home base at NAS NORTH ISLAND May 29th after nearly eight months duty with the Seventh Fleet.

The big carrier with some 80 planes and 3,200 Navy men racked up many a "first," she claims, for her third Vietnam tour that began in October 1966.

Among her feats, *Tico* became the first carrier to notch three Vietnam tours of duty; her CVW-19 pilots led the first strikes inside the city limits of Haiphong; she boasts the first Naval Aviator, Commander Chuck Hathaway, to fly more than 300 combat missions over Vietnam; and *Tico* was host to the first Navy pilot (Ltjg. John W. Cain) to be plucked from the waters of Haiphong Harbor. *Ticonderoga* pilots laid down a total of 9,300 tons of ordnance on enemy targets during her deployment.

The *Tico* also set a record for the number of CCA landings which frequently were made at night or in extremely bad weather. The ship's radar controllers directed a total of 6,755 approach landings, 2,064 of which took place during April.

Operating in the Tonkin Gulf, *Tico* pilots made more than 13,000 arrested landings, bringing the total to more than 100,000 since the carrier was recommissioned in 1954.

Her pilots flew a total of 11,672 sorties during the 126 days actually on the line. They destroyed or damaged some 583 barges, 318 trucks, 469 bridges, 254 storage areas, 105 boxcars and other targets. Her planes inflicted severe damage in strategic attacks on Haiphong's thermal power and cement plants late in April.

Ticonderoga's Air Wing 19, commanded by Commander Billy Phillips, includes A-4 Attack Squadrons 192 and 195; F-8 Fighter Squadrons 191 and 194; F-8 photo aircraft in Det. Echo, Photo Reconnaissance Squadron 63; E-1B *Tracer* planes in Det. Echo, VAW-11, and A-3 aircraft in Det. Echo of Heavy Attack Squadron Four.

COMING IN *smoothly to USS Ticonderoga is an F-8 Crusader which has been operating in the Tonkin Gulf. Topflight radar and CVA–14's enlisted controllers bring it safely through haze.*

HANCOCK (CVA-19)

When a 750-pound bomb broke loose from an attack aircraft being catapulted from the *Hancock* in the Gulf of Tonkin, it had barely stopped when explosive ordnance disposal men went racing to disarm it and take it below to replace the fins and take it on another launch. Bombs are not armed to explode until after they leave the aircraft in flight and have a certain amount of air travel. The aircraft was a Douglas A-4 *Skyhawk* belonging to VA-93.

Vice Admiral John J. Hyland, Commander Seventh Fleet, congratulated

two officers on milestone landings. Commander Henry G. Bailey, commanding officer of VA-115, made his 800th carrier landing and Commander James H. Wynn III, VA-94 skipper, made his 700th landing. Both milestones were set the same day.

CONSTELLATION (CVA-64)

Two men, serving aboard *Constellation*, have been honored for their achievements in the 1966 Freedom's Foundation essay contest, "Defending Freedom Safeguards America."

GMT3 Lawrence A. Rothrock and SMSN Dennis Morgan were presented the George Washington Honor Medals by their commanding officer, Captain John M. Thomas. They were also given an all-hands recognition of a job "well done" in a broadcast over the ship's closed circuit TV system.

Morgan's prize included $1,000 for his essay. It was Morgan's second try. "I entered in 1965 and didn't win, so I was determined to win this time," Morgan said.

At NAS OCEANA, Lt. Charles W. Bolinger received the Navy Commendation Medal for service in Vietnam. Bolinger won the medal while he was with VA-65 on a Southeast Asian deployment aboard USS *Constellation*.

As avionics and weapons officer, Bolinger was responsible for the maintenance of the electronics systems of the A-6 *Intruder* flown by the squadron. He was cited for "his superlative knowledge, leadership and tireless efforts" which resulted in VA-65's enjoying "weapons availability and performance unequalled by any other deployed A-6 squadron."

BON HOMME RICHARD (CVA-31)

The 22-year-old attack carrier recorded her 133,000th arrested landing when Ltjg. Mike Erskine, of VA-76, landed his A-4C *Skyhawk* on *Bonnie Dick's* deck. He had just flown a successful mission over Vietnam. Erskine has registered better than 200 carrier landings and 130 combat flights over North Vietnam. The San Diego-based carrier is on her third wartime cruise in the Gulf of Tonkin.

CORAL SEA (CVA-43)

For the first time since coming from the factory, the A-7A *Corsair II* came aboard a carrier in June for its carquals on the *Coral Sea*. Coming aboard with the *Corsair II* was VA-122 which engaged in simulated combat operations off the coast of California.

Coral Sea's Supply Department recently received two awards. Vice Admiral Allen M. Shinn, Commander Naval Air Force, presented the ComNavAirPac Award and Ney Memorial Award to *Coral Sea's* Supply Department and General Mess.

The ComNavAirPac award is given to the ship that is the best of its type in supply operations. The Ney Award was presented to *Coral Sea* for its outstanding and efficient management, preparation and serving of food.

Commander Dorsey V. Wilson, supply officer, and Ltjg. James E. Lipsett, food services officer, accepted the awards.

Coral Sea's commanding officer, Captain William H. Shawcross, wrote a letter of commendation to each man concerned.

Commander Thomas H. Replogle, X.O. of VF-161, made the 167,000th landing on the USS *Coral Sea* on May 25. He was flying an F-4 *Phantom II*.

KITTY HAWK (CVA-63)

Completing her second combat tour in Vietnam waters, USS *Kitty Hawk*, commanded by Captain Paul E. Pugh, returned June 19th to her home port of San Diego. She moored at the North Island quay wall where thousands of relatives and friends were on hand to greet the 3,700 Navy men.

Local squadrons from the embarked CVW-11 made their final launch from the carrier on the 17th and 18th of June. VAW-114, led by its commanding officer, Commander L. H. C. Thiel, arrived on the 17th; Fighter Squadrons 114 and 213 landed at Miramar on the next day. They are commanded by Commanders G. H. Halloland and J. H. Wilson, respectively. Det. C of HC-1 flew into Ream Field on the 19th with LCdr. Amos O. Hanson as officer in charge.

During her seven months deployment, *Kitty Hawk* pilots flew more than 10,000 combat missions in the course of which they dropped over two million pounds of ordnance.

CAPT. THOMAS, *Constellation's C.O., congratulates SMSN Morgan (C), GMT3 Rothrock on their prizes in Freedom's Foundation essay contest.*

VADM. SHINN *with Coral Sea's Cdr. Dorsey (L); Capt. L. E. Shea, ComNavAirPac Supply Officer; and Capt. Shawcross, carrier C.O.*

HIT IN *wing, Ltjg. G. L. Hausmann plugged into a tanker to replenish fuel he was losing and got his plane safely back to the Enterprise.*

VA-93 *pilot aboard Hancock, LCdr. John J. Lahr, climbs from his A-4 Skyhawk after returning from his 200th mission over North Vietnam.*

KEARSARGE (CVS-33)

Rear Admiral Burton H. Shupper, ComASWGru Five, presented the Navy Unit Commendation to HS-6 in ceremonies aboard *Kearsarge*. Commander Warren H. Lockwood, HS-6's commanding officer, accepted the commendation. The *Kearsarge* squadron earned the NUC in recognition of its exceptionally meritorious service in Southeast Asia from July 1 through November 23, 1966.

Admiral Shupper also congratulated Commander James M. Gammon, who received the Bronze Star for meritorious service in connection with operations against the enemy while serving as C.O. of CVSG-53, which is composed of three squadrons, including HS-6.

Lt. Paul Yancey and his copilot, Ltjg. Robert Young, in their S-2E *Tracker* made the carrier's 111,000th arrested landing.

YORKTOWN (CVS-10)

Services commemorating the 25th anniversary of the sinking of the USS *Yorktown* (CV-5) were held on board the USS *Yorktown* (CVS-10) June 4, 1967. The first *Yorktown* was damaged by Japanese carrier-based aircraft on June 4, 1942, and went down after experiencing a torpedo hit in the Battle of Midway on June 7, 1942.

More than 100 people, many of whom were on board the old *Yorktown* during the Battle of Midway, attended the services. During the Battle of Midway, Vice Admiral (then Captain) Elliot Buckmaster was commanding officer of USS *Yorktown* (CV-5), Rear Admiral Arnold E. True (then Commander) was commanding officer of destroyer USS *Hammann*, and Rear Admiral (then Commander) Max Leslie commanded Bombing Squadron Three.

After the opening prayer for the memorial service, Captain William M. McCulley, commanding officer of CVS-10, gave a few words of welcome. Remarks to the gathering were delivered by MMC Clyde G. McClure, USN (Ret.), RAdm. True and VAdm. Buckmaster.

A helicopter dropped a wreath at sea to commemorate the loss of CV-5.

HARBOR TUGS *nudge the USS Shangri La to her berth at Mayport, Fla., as she returned following an eight-month deployment with the Sixth Fleet. At right is the USS Franklin D. Roosevelt.*

RANGER (CVA-61)

Captain W. E. Donnelly, Jr., commanding officer of the *Ranger*, opened the Chief Petty Officer's Lounge and Mess facilities and the Crew's Lounge-Library at Bremerton when the ship was nearing the end of its overhaul.

The two spaces were extensively remodeled. Both the crew and CPO lounges have color TV sets, new furnishings and wood paneling. The CPO lounge also has a stereophonic system.

Two *Ranger* crewmen were among 22 honorary civic officials selected to represent their commands during Bremerton's twelfth annual Armed Forces Week celebration.

The *Ranger* representatives were PN1 Donald L. Westfall, selected as Honorary Mayor of Bremerton, and

AB1 Gene F. Finney, Honorary Fire Captain.

Petty Officer Westfall is one of *Ranger's* Naval Career Information counselors and Petty Officer Finney is assigned to the ship's V-2 Division.

ATLANTIC FLEET

SARATOGA (CVA-60)

The XC-142A V/STOL transport plane, en route to the Paris air show, was on the flight deck of the USS *Saratoga* at sunrise as the carrier steamed through the Straits of Gibraltar. On the catwalks and on the bridge, a large group of officers and enlisted men stood by as the XC-142A marked another aviation milestone, taking the ship's mail to Rota, Spain. It was the first time that a V/STOL transport had carried U. S. mail.

SHANGRI LA (CVA-38)

When USS *Shangri La* returned to Mayport the end of May, she brought with her 2,800 officers and men. Carrier Air Wing Eight included Attack Squadrons 81 and 83, Fighter Squadrons 13 and 62, VS-1 and a Light Photographic Squadron 62 detachment.

It was *Shang's* fifth Med deployment since she joined the Atlantic Fleet in 1960. During her eight months in the Med, she operated with the Sixth Fleet and participated in various NATO exercises.

AMERICA (CVA-66)

When she fired her 5,000th aircraft off the deck, the USS *America* was participating in a bilateral exercise with Spain. The signal to fire was given by catapult officer Lt. David Stouppe, hurling the 35-ton *Skywarrior* down the deck and into the air.

This was a special event as well as a milestone. First Class Aviation Equipment Boatswain's Mate Howard J. Didier was a passenger in the jet tanker. A 13-year veteran, Didier has personally supervised most of catapult No. 3's launches since *America* was commissioned in January 1965.

It was Didier's first flight off the *America*. When he hit the flight deck for his first arrested landing, he had one word to describe his feelings, "Sensational!"

F. D. ROOSEVELT (CVA-42)

In June, the 63,000-ton veteran of the Vietnam War completed a six-week refresher training course in two weeks while operating out of Guantanamo Bay.

"The accelerated training program had nothing directly to do with the Middle East conflict," said Captain Martin G. O'Neill, the carrier's C.O. "Since the *FDR* was operationally inactive after our return from Vietnam February 21, our main concern was to get the ship, her crew and the air wing ready again as quickly as possible—just in case we're needed anywhere on the globe."

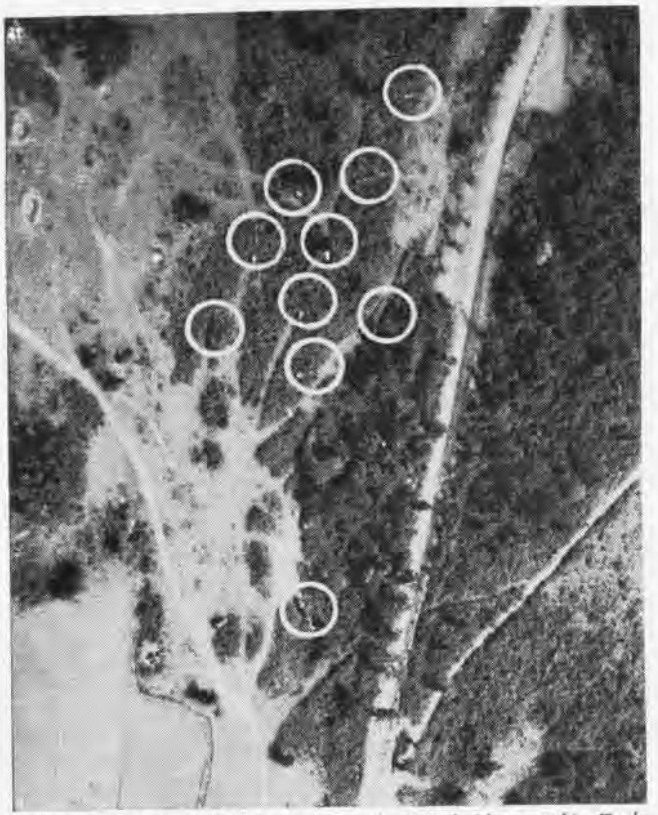
At a ceremony held at Cecil Field, Fla., officers and men attached to VA-172 were presented awards by Commander R. D. Harris, Jr., commanding officer, for achievements in Vietnam waters while the squadron was embarked on the *FDR*. The squadron was engaged in combat operations in North Vietnam as a part of Carrier Air Wing One from August 1966 to December 1966.

ESSEX (CVS-9)

A closed circuit TV system is being installed on the *Essex*, the nation's oldest active carrier. The installation was helped greatly by a generous donation of television equipment from TV station WPRO, Providence, R. I.

Essex recorded her 132,000th arrested landing on June 1 while the carrier was in the North Atlantic en route to the Med. Lt. Richard A. Bey, attached to VS-22, made the landing in his Grumman S-2E *Tracker*. Copilot was Lieutenant John S. Baker.

TRAINING PAID *off on USS Randolph when flight deck crew twice rigged a barricade in 60 seconds. The first Tracer, piloted by Lt. Bob Voss, VAW-121, had a tail hook snap off on its first landing attempt but came in safely to the barricade on the second try. The second E-1B, piloted by Lt. Peter Paroni, also of VAW-121, had its port engine feathered right after takeoff. These were the first emergency landings aboard CVS-15 in the last six years to require the use of a barricade and the first barricade landings involving VAW-121.*



SHARP PHOTOGRAPHIC *interpretation by Chief Photographic Technician Ulrey revealed ten SAM missiles almost hidden by camouflage.*

PHANTOMS *and Skyhawks hit the area with 500-lb bombs and rockets; nine of ten missiles were destroyed despite heavy AAA fire (circle).*

'BIG E' PILOTS DESTROY MISSILE STAGING AREA

On June 7, aviators from the USS *Enterprise* (CVAN-65) staged a spectacular "coup" when they attacked a camouflaged missile staging area 50 miles southwest of Hanoi.

Air-to-ground missiles, 2.75-inch rockets and 500 and 750-pound bombs, delivered by A-4 *Skyhawk*, A-6 *Intruder* and F-4 *Phantom* pilots, caused numerous orange secondary explosions and five secondary fires, with multi-colored smoke billowing up to 5,000 feet. Nine transporters and three trucks were destroyed.

The missiles were detected by photographs taken by an RA-5 *Vigilante* flown by LCdr. Franklin G. Hamrick. The white, cigar-shaped SAM's were picked out of a heavily wooded area by Chief Photo Technician J. T. Ulrey.

Leading the strike against the SAM's was the commander of CVW-9, Captain James L. Shipman.

Ltjg. Charles E. Boehmer of VF-96, an RIO, said "You should have seen what we left behind! Great big SAM's curling all over the place. They're no good anymore."

Ltjg. Kenneth L. Roberts reported, "There was an uncontrolled missile spiraling in the air and others were exploding on the ground."

CDR. RYAN *and Ltjg. Owen of RVAH-7 examine damage to Vigilante after return to base.*

VF-92 pilot Ltjg. David J. Formo said later, "One missile jumped into an open area, skidded around and then blew up."

Following the *Phantoms*' 500-pounders were the rockets and bombs of VA-113 and VA-56. VA-35 *Intruders* smashed more missiles with 750-pound bombs. LCdr. Dale W. Doss said, "When we went in, there was yellow and orange smoke all over the target."

Zooming over the target immediately after the strike was *Vigilante* pilot and commanding officer of RVAH-7, Commander Philip J. Ryan, and Ltjg. James E. Owen. "There were five good fires still burning after the strike," Ryan said. A burst of AAA exploded directly beneath Owen's seat as they were making their run. It blew a large hole in the fuselage, jolting him severely.

Owen said, "Those AAA gunners were getting downright personal."

A CELEBRATION *marked a major milestone of 60,000 accident-free flying hours which Fleet Tactical Support Squadron 50 scored. The total included 8,345 carrier landings. RAdm. M. W. White, Commander Fleet Air, WestPac, joined the officers and men of VRC-50 for the ceremony in front of the squadron's C-2A Greyhound (left) and C-1A Trader. Based in Japan, VRC-50 operates both of these COD aircraft.*

Accident-Free for 11 Years

CG Commends Headquarters Unit

Eleven years of accident-free flying is the proud record of the Marines of Headquarters Squadron, Fleet Marine Force, Atlantic. The squadron is commanded by Maj. J. F. A. Jones. Its ports-of-call are in the Caribbean and the Mediterranean.

Lieutenant General A. L. Bowser, Commanding General, FMF Atlantic, sent a message of congratulation to squadron members.

Launch Complex at PMR

Handles Rockets up to 10 Tons

The first portion of the new Pacific Missile Range (PMR) launch complex on San Nicolas Island was accepted by the Navy on April 26. The facility can handle rocket vehicles up to 20,000 pounds in weight, too large to be fired safely from Point Mugu proper.

According to the operations officer, James R. Deal, two vehicles can be checked out and launched simultaneously. More than two can be accommodated by allowing a reasonable "turn around" period between launches.

Initially, 14 high velocity aerial rockets (HVAR's) were fired to check out the completed portions of the system. Launched at an angle of 78°, the HVAR's attained velocities up to 1,800 feet per second and an altitude and range of about four miles.

All activities taking place on the pads and in the vicinity are televised on 22 monitors. The television signal can also be transmitted by microwave links to the PMR control center at Point Mugu.

The launch complex includes a full-scale ordnance assembly building and storage magazines.

'First' Claimed by VA-127

Flies TA-4F 1,000 Hours in Month

Attack Squadron 127 recently became the first squadron to fly more than 1,000 hours in one month in the Navy's newest jet attack trainer, the TA-4F.

The squadron, led by Commander E. W. V. Webster, has 19 *Skyhawks* and 26 instructor pilots assigned. Led by Lt. N. E. Hoblen who chalked up 74 hours, instructor pilots flew an average of forty-eight hours.

Under the direction of LCdr. W. H. Ashley, maintenance officer, the squadron achieved a utilization figure of 57 hours per aircraft.

New Head at Basic School

Naval Flight Officer Takes Helm

Commander O. W. McGuire recently became the fourth commanding officer of the Basic Naval Aviation Officers School, located at Forrest Sherman Field, NAS PENSACOLA. He relieved Commander Randolph Moore.

Cdr. McGuire is the second naval flight officer to hold this position. He had been the school's executive officer since December 1966. Prior to that, he was the operations officer of Reconnaissance Attack Squadron Six.

AT NAS *Miramar recently, Commander Bernard Tesch, Jr., VC-7, made the first flight of an A-4 carrying a center-of-gravity-towed Dart target. Improved tow and suspension equipment allows the target to remain completely clear of the runway during takeoff. Once airborne, a one-way tow reel streams the target approximately 2,000 feet behind the Skyhawk. Previously the maneuverable target was snatched off the ground or dragged on the runway during takeoff.*

A Reorganization at El Toro

Marines Try Out a New Alignment

On July 1, a new concept in staff organization went into operation at MCAS El Toro. The familiar "G" sections were disbanded in favor of the newer organization containing a Chief of Staff and eight separate departments.

Station planners were also quick to stress that no cutback in manpower is planned. In fact, there may even be an increase in the civilian work force during next year.

As opposed to the normal G-1, G-2, G-3, etc., the air station will now have eight departments: Administrative Services, Personnel, Operations, a Comptroller, Public Works, Supply, Medical, and Dental.

The departments are organized to align the responsibility for facilities and services planning and programming; the authority and responsibility for their execution; and the responsibility and authority for their funding and financial management under the departmental head.

The Personnel Department will control these divisions: administrative, civilian manpower management, the provost marshal, inspection, training, the joint reception center, legal, and ground safety.

The Operations Department will oversee its divisions: reserve liaison, airspace liaison, aviation safety, mission support aircraft and training aircraft, airfield operations, aircraft maintenance, electronics, communications, the airfield at Camp Pendleton, weapons, photographic and structural fire protection.

The Comptroller Department heads the management engineering division, the budget division, accounting, data processing and disbursing.

The Medical Department contains an administrative division and a professional division and so does the Dental Department.

The divisions under the Public Works Department are: administrative, housing, engineering, maintenance and utilities, and transportation.

The Supply Department includes these divisions: planning administration, technical, inventory, control, disposal, material, traffic, food services, commissary, laundry and Marine Corps supply.

The new staff concept, which has been put into effect only at El Toro, will reportedly cut down on the number of special staff officers requiring separate funding and reporting directly to the Commanding General, General W. G. Thrash. Department heads are now responsible for funding and progress reports concerning most of the special projects handled by the air station staff.

Jet Pilot Assists the Doctors

Flies Eye Tissue to Injured Boy

Lt. Richard P. Paschall, VT-4, Sherman Field, Pensacola, recently landed his jet at the University of Florida's Health Center, Gainesville, picked up a packet of frozen eye tissue and delivered it in nearly record time to Pensacola Naval Hospital. A surgical team then performed an emergency corneal graft on five-year-old Johnny Ray, son of SM2 Bobby U. Ray.

A toy dart Johnny had tossed in the air hit him in the eye when it came down. Now, through the speedy and efficient cooperation of pilot and doctors, he has a chance for the return of sight to his right eye.

PERSONAL GLIMPSES

Editor's Corner

SKATEBOARD ON A FREEWAY? In a news release following an attack on North Vietnam, LCdr. Gary Caron, a bombardier-navigator flying from the USS *Constellation*, was quoted: "The flak and SAM's today were no more dangerous than trying to cross the Los Angeles freeway during rush hour on a skateboard."

A Dangling Re-enlistment. For his re-enlistment ceremony, Aviation Electrician's Mate Second Class Ronald Foster wanted "individuality." So Foster and his re-enlistment officer, LCdr. Thomas Bryan, OinC of HC-2 Detachment 66 aboard USS *America*, were suspended on a helo rescue seat 25 feet above the blue Mediterranean Sea off Livorno, Italy, for the swearing in ritual. When the ceremony was over, both men were unceremoniously dunked in Livorno Bay by the flight crew.

FAMILY AT WAR. CWO E. F. McMullin, an electronics technician serving aboard the USS *Hornet* off Vietnam, had reunions with two sons in the Western Pacific. First, he was flown by helo from the *Hornet* to the USS *Bon Homme Richard* for a visit with his son Pat, an ET striker on the CVA. Two weeks later the warrant officer, utilizing the *Hornet's* COD airlift, was flown to Subic Bay, R.P., for a visit with son Mike, an ET2 assigned to the USS *Embattle*, a minesweeper.

Sign of the Times. When the USS *Forrestal* logged another thousandth landing in May, a computer received credit for the milestone landing—or did it? Anyway, the landing—124,000th in CVA-59's history—was made in an F-4 *Phantom II* with the new All-Weather Carrier Landing System (AWCLS) operating. AWCLS took over during the approach and Lt. J. K. Ready of NATC PATUXENT RIVER, Md., sat back and took a "hands off" ride to the carrier's deck.

TIGERS OF DA NANG. Crowded ramp conditions at Da Nang Air Base in Vietnam inspired an award by the 617th Military Airlift Support Squadron, USAF, Vietnam. The award is a painting on black velvet of a weary tiger and is given to units after five visiting crews have reduced scheduled ground time by more than 50 percent. Recently decommissioned, VR-3, last Navy unit operating with the Air Force's MAC, was presented the award early in June for helping reduce the ground congestion at Da Nang.

Survival Tip. Two speakers at a Coast Guard rescue seminar in Hawaii advised pilots and crewmen to "keep busy" if they ever are forced to spend time at sea awaiting rescue. Richard Whittington, a civilian who spent seven days drifting after his boat sank, said he talked to the birds and flying fish. "Talking to birds may sound funny but it kept me busy and that's why I'm alive today," he said.

The other speaker was Navy flight surgeon, Captain R. F. Reinhardt, chief of the psychiatric division at the Naval Aerospace Medical Institute at Pensacola, and he, too, advocated keeping the mind busy in a survival situation. "The mind is the best programmed computer available—use it. It is the only survival equipment you can't leave behind,' Captain Reinhardt said.

CARRY ON! When Commander Nathan Waters retired June 30 as range control officer at Point Mugu, the family name did not disappear from the station's roster. Ens. Deskin Waters, his son (a 1967 Naval Academy graduate), was on board awaiting orders to flight training. At Point Mugu, the younger Waters attended courses at the West Coast base and earned his aircrewman designation on range clearance operational flights.

New Master of Science. Among the 215 recent graduates of the Naval Postgraduate School at Monterey, Calif., was LCdr. Frank Ellis. Still an active Naval Aviator although he lost both legs in an accident several years ago, LCdr. Ellis was awarded a Master of Science degree and was assigned to the Naval Air Rework Facility at Jacksonville, Fla. Ellis recently was named one of California's ten outstanding young men.

SUSPENDED *from a helo, Foster is sworn in for another six years by LCdr. Thomas Bryan.*

AN A-6A *Intruder, flown by Commander Glenn E. Kollman, VA-55 skipper, appears to be making a perfect one-point landing aboard Enterprise in photo taken by LCdr. R. W. Morgan.*

LETTERS

Model Interest Zooms

SIRS: Winning the paper airplane model contest, sponsored by the American Airlines and the Scientific American magazine was a lark. [Announcement of this event appeared on p. 39 of NANEWS, April 1967.] The publicity it evoked was astounding. As a result of it, the three other top winners and I were on the "I've Got a Secret" TV program. Incidentally, the panel did not guess our secret!

Another outcome is that I have received a contract from a publisher to write a book on paper model airplanes and how to make and fly them. The work is well under way—about three-quarters of the text has already been submitted and approved.

I'll let you know the exact title and when it will hit the market, etc., later. It will be a paperback and is, of course, aimed at the young experimenter, but most of the queries I've had are from adults—for their children, no doubt!

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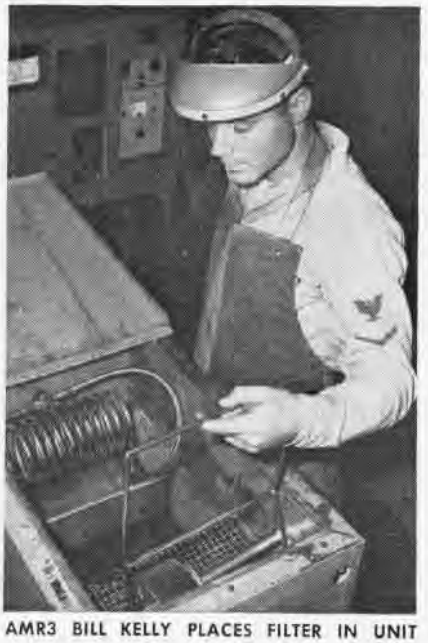
Sound Waves Clean Filters

New 'Maintenance Tool' at Naha

Navy research labs use sound waves in their experimental work, but at NAF NAHA, Okinawa, sound waves function as a maintenance tool.

The Airframes Division of the Aircraft Maintenance Department has two ultrasonic vibrators for cleaning aircraft filters. Seventh Fleet squadrons as well as MCAF FUTEMA and NAF NAHA provide work for the ultrasonic equipment. First, pressure sprays and solvent solutions prepare the filters for their "sonic scrubbing." They are then placed in special baskets and lowered into the ultrasonic cleaning unit where the foreign matter is vibrated off. Various testing devices check the filters for proper flow.



AMR3 BILL KELLY PLACES FILTER IN UNIT

Airframes' excellent handling of filter maintenance has attracted the attention of other naval air stations. Requests for ultrasonic cleaning procedures and methods have been received from both Sangley and Cubi Point, Philippines, where similar ultrasonic cleaning shops are planned.

Nimitz Museum is Opened

Dedicated to All WW II Veterans

The Fleet Admiral Chester W. Nimitz Memorial Naval Museum at Fredericksburg, Texas, is now open. It is located in the historic old "ship" hotel built by Admiral Nimitz' grandfather before the Civil War.

Not long before Admiral Nimitz died, a group of patriotic citizens in his hometown, Fredericksburg, asked him to approve plans for a museum dedicated to him. Admiral Nimitz agreed on the condition that it would honor all Americans who served in uniform in WW II. The museum is designed to stress seapower.

Anyone wishing to contribute to the museum, either financially or with memorabilia, should contact: Fleet Admiral Chester W. Nimitz Memorial Naval Museum, Inc., P.O. Box 777, Fredericksburg, Texas, 78624.

No Accident in 4½ Years

VA-45 Flies 40,000 Safe Hours

Since its recommissioning in February 1963, Attack Squadron 45, commanded by Commander L. G. Bramley, has chalked up 40,000 accident-free hours. VA-45 is based at NAS CECIL FIELD, Fla.

VA-45 provides instrument training to Fleet and replacement pilots who must renew their instrument cards yearly. To do this, the average Fleet pilot flies a six-hour syllabus and the replacement pilot, a 14-hour syllabus.

Recently, VA-45 has also undergone a transition of its own. After flying the A-1 and TF-9J, it now flies the new TA-4F *Skyhawk*.

Marine Helo Rescues Man

Stranded by a Small Boat Fire

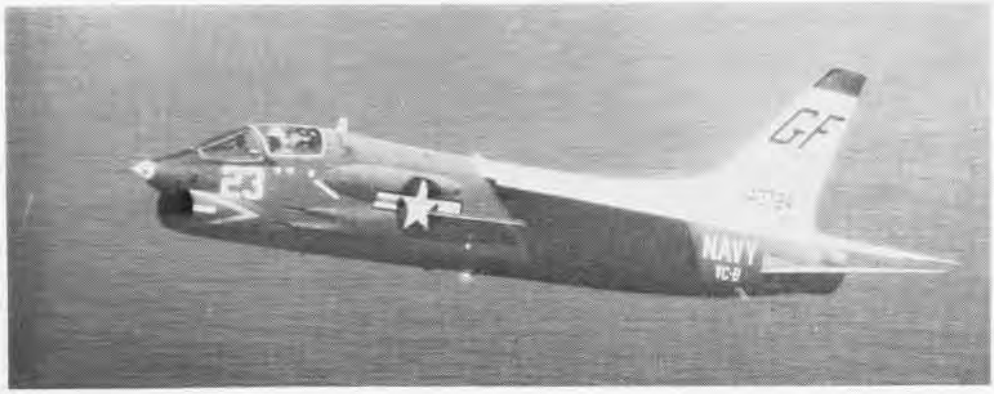
The quick action of a Marine Corps helicopter crew recently saved Mr. Jim Schones of Newport Beach from possible drowning when his small boat caught fire a half-mile offshore near Aliso Beach, Calif.

A CH-46D *Sea Knight* from Marine Medium Helicopter Training Squadron 302 was on a routine training flight when a member of the crew spotted the burning boat. The helo crew immediately radioed Los Angeles radio control who notified the Coast Guard.

Helo pilot Maj. Wiley R. Cable then lowered his aircraft to try and control the flames with spray raised by his rotor wash. When this failed to work, Mr. Schones jumped overboard, clinging to a flotation device. The helicopter picked him up.

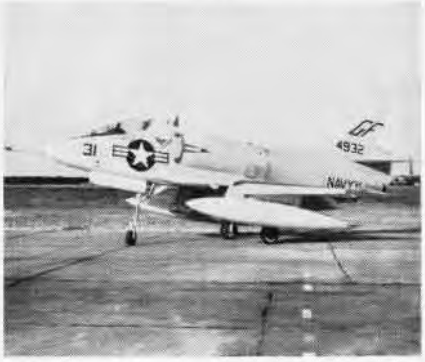
Other members of the crew were Maj. Philip M. Schmidt, copilot; SSgt. J. W. Brantner and Sgt. J. L. Koons.

VICE ADMIRAL *Alexander S. Heyward, Jr., Chief of Naval Air Training, talks with "our man in Paris," JOC John D. Burlage (right), and JOC Al Palmer, editor of "Fly Navy," about the Paris air show. Chief Burlage has been commended for his part in helping set up the Defense section of the show. His story appears on pp. 5-9. Chief Palmer was a member of the Blue Angels' information team.*



VC-8

SQUADRON INSIGNIA



Fleet Composite Squadron Eight, home-based at Roosevelt Roads, is the air service support squadron of the Atlantic Fleet Weapons Range. VC-8 flies six types of aircraft and provides four unique airborne targets in support of Fleet readiness, training, and operational evaluations. Commander M. E. Smith is the C. O.

Naval Aviation

NEWS