

VF-211, VF-24 PILOTS DOWN FOUR MIGS---Pilots of Crusader squadrons VF-211 and VF-24 have been credited with downing four MIG 17 interceptors during a single day's operations in the skies over North Vietnam.

The VF-211 kills were recorded by Commander Paul Speer, commanding officer, and Lieutenant (j.g.) Joseph Shea and the VF-24 kills by Lieutenant Commander Bobby C. Lee and Lieutenant Phil Wood.

Operating from the Seventh Fleet carrier Bon Homme Richard in Tonkin Gulf, the Crusader pilots scored their kills with air-to-air missiles May 19 while flying protective cover for attack bombers carrying out a strike at a thermal power plant 1.1 miles north of the center of Hanoi.

A dispatch from the Bon Homme Richard reported that "the MIG score for VF-211 to date stands at five kills and four damaged, which makes this squadron the first ace squadron for the Navy in Vietnam. Thus far in the Bonnie Dick's third combat tour in Southeast Asia, she has accounted for six confirmed MIG kills, one probable, and at least one damaged in aerial combat."

CRUSADER



FIGHTER REPORT

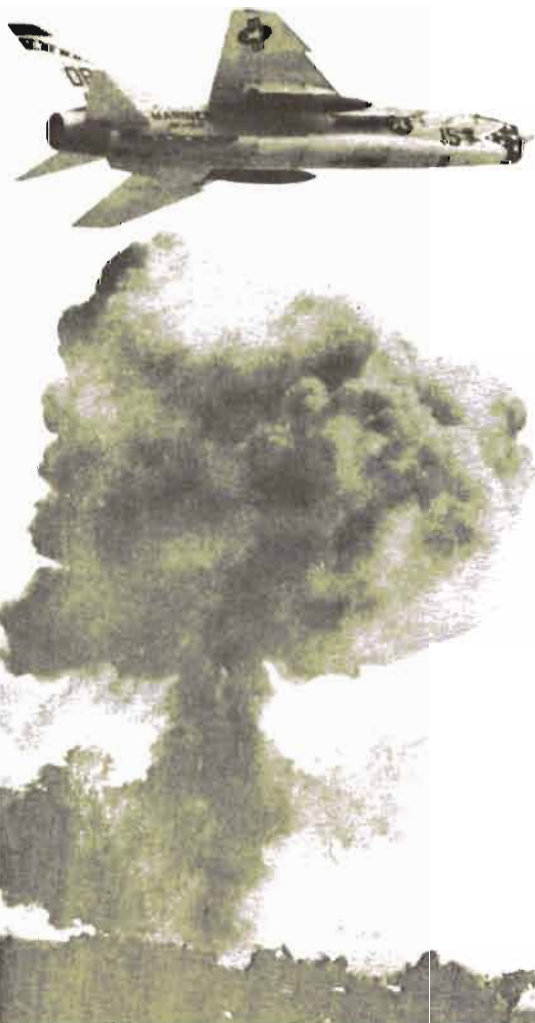


F-8 pilots are performing both fighter and attack roles in the war in Vietnam. U.S. Navy photo shows Mighty Mouse rockets streaking toward ground support targets.

F-8 PILOTS SUPPORT GROUND FORCES---Flying attack missions as well as fighter missions, Crusader pilots are in action in a dual combat role in Vietnam. Detachable, wing-mounted pylons provide for delivery of heavy loads of bombs and air-to-ground missiles and rockets in support of ground forces. Reverting to the fighter role, pilots use 20-millimeter cannon and fuselage pylon Sidewinder missiles for air combat. (U. S. Navy photos)



Air-to-ground rockets deal destruction in close support missions.



Photographic Crusader banks for run over rugged Vietnam terrain. (above)

Marine Crusaders hit Viet Cong mortar positions in bombing attack. (left)

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TICONDEROGA PILOTS RETURN FROM VIETNAM---Crusader pilots of VF-191, VF-194 and a detachment of VFP-63 have returned to NAS Miramar after seven months of duty with the Seventh Fleet in the western Pacific.

Their deployment was aboard the USS Ticonderoga, which carried out its third Vietnam tour.

The two fighter squadrons, operating as units of Carrier Air Wing 19 under Commander Billy Phillips, were commanded by Commander Thomas Cawley and Commander William F. Conklin. Lieutenant Commander Clyde Hamilton was the officer in charge of the photographic detachment.

During combat operations over both North and South Vietnam, F-8 pilots carried out reconnaissance, armed escort, flak suppression and air-to-ground strike missions and delivered many tons of bombs and rockets against enemy targets.

In all, Carrier Air Wing 19 pilots flew 11,672 combat sorties during the deployment, including 127 sorties a day on three occasions, and delivered more than 9,300 tons of ordnance. They were credited with destroying 583 barges, 318 trucks, 569 bridges, 254 storage areas and 105 boxcars and with inflicting heavy damage on other strategic targets, including the Haiphong thermal power and cement plants.



F-8 zeroes in on Tiger Island, a vital enemy supply transfer point.

VF-53 BOMBS GUN EMPLACEMENT---Pilots of Crusader squadron VF-53 blasted an anti-aircraft gun emplacement five miles north of the demilitarized zone in Vietnam in combat action May 18.

The fliers of Commander Paul Gilchrist's squadron operating from the USS Hancock in Tonkin Gulf hit their targets with 500-pound bombs, causing a secondary explosion. They were part of Carrier Air Wing 5 aerial forces supporting the military campaign in the southern part of the zone by pounding enemy troop concentrations, gun and bunker positions and supply areas.

SHANGRI LA COMPLETES MEDITERRANEAN CRUISE---Crusader pilots of VF-13, VF-62 and a detachment of VFP-62 have returned to NAS Cecil Field after a six-month cruise in the Mediterranean area aboard the USS Shangri La.

AIR FORCE PILOT FLIES WITH VF-211---Air Force Captain Ronald H. Lord, an exchange pilot serving with VF-211 aboard the USS Bon Homme Richard, was in action against enemy MIGs recently during the course of many missions along the coast and over the mainland of North Vietnam.

Captain Lord was flying combat patrol with Lieutenant Commander M. O. Wright when they encountered three MIGs while on a mission over an airfield 35 miles north of Hanoi. Lieutenant Commander Wright dropped in behind the trailing MIG and fired a Sidewinder missile up its tailpipe.

"It was a beautiful hit," Captain Lord recalled. "The MIG just came apart at the seams."

A short time later a MIG was spotted on the tail of an attack bomber and Captain Lord went to the rescue with cannon fire, forcing the enemy to break off and head for the protective cover of a nearby flak site.

"On my second burst I could see the bullets twinkling in his left wing," the Air Force pilot reported.



CRUSADER COMPLETES DECADE OF SERVICE---March, 1967 marked completion of 10 years of operational service by the Crusader.

Fighter and photo pilots have logged more than 1,500,000 flight hours and made more than 250,000 carrier landings since the airplane reached the Fleet. Currently, Crusaders are operating with more than 30 Navy and Marine Corps squadrons and Naval Reserve activities.



2,000-HOUR AWARDS SLATED---Presentation of plaques to pilots who have logged 2,000 hours in Crusader cockpits will be made at the 11th Tailhook Reunion, October 13 through 15 at the Flamingo Hotel, Las Vegas.

This year's recipients will include Commander John Dixon and Lieutenant Commanders L. R. (Moose) Meyers, Bill Kiper, Pete Peters and Dick Cavicke. Last year's honorees were Commander Billy Phillips and Lieutenant Commanders Bruce Morehouse, Dave Perault and T. R. Swartz. (Qualified pilots who may have been overlooked despite an intensive effort to locate all 2,000-hour pilots should present their logbook totals to their commanding officer, who will forward a nomination to a Vought Aeronautics Division representative or to this publication).



This is the first issue of the Crusader FIGHTER REPORT, designed to tell the continuing story of the F-8 aircraft by highlighting the progress and achievements of user squadrons, pilots and other personnel. The cooperation of service personnel in helping to attain this objective by stimulating a flow of information and photographs will be appreciated.

CRUSADER



FIGHTER REPORT



Crusader starts climb out after rocket firing run on a Viet Cong emplacement screened by dense foliage in Vietnam. F-8 pilots are flying both attack and fighter missions in combat action. (U. S. Navy photo)



HANCOCK PILOTS BLAST ENEMY---Pilots of VF-53, led by Commander Paul Gillcrist, destroyed anti-aircraft gun emplacements in North Vietnam as waves of Carrier Air Wing 5 planes from the USS Hancock carried out saturation bombing operations.

"We rolled in and put every one of our bombs right on the gun sites and their firing ceased completely," Commander Gillcrist reported. "We also tore up their trenches, revetments and camouflaged guns."

F-8 pilots also were in action as CAW 5 planes blasted the Phly Ly railroad complex, an important transshipment area 35 miles south of Hanoi.

"From my vantage point above the main striking force," Lieutenant (jg) Clayton Ramskill, of VF-51, reported. "I could see a number of flak sites being wiped out. The bombers dropped their loads in the rail yards."

CAW 19 COMMANDER REPORTS MIG "SHORTAGE"---Commander Billy Phillips and his fellow pilots of Carrier Air Wing 19 dealt hard blows to the enemy during a tour of combat duty over North and South Vietnam. They also ran into a lot of anti-aircraft fire and surface-to-air missiles. And they ran into one disappointment: no Communist MIG fighters.

"We wanted to run into the MIGs," Commander Phillips told newsmen when Crusader squadrons VF-191, VF-194 and a detachment of VFP-63 returned to NAS Miramar after seven months of duty with the Seventh Fleet aboard the USS Ticonderoga. "Believe me, we tried to find them, but never even saw one. What's odd about it is that pilots from other carriers tangled with MIGs, but not us. Very disappointing."



Pilots returning from combat missions, he said, were forced to rely heavily on instrument approaches to the carrier---1,167 in one month alone---because "65 per cent of the time the visibility and ceiling were miserable."

Captain Ward Miller, the Ticonderoga's skipper, agreed. "Sometimes," he said, "our pilots would be landing with a ceiling of 100 feet. There were times when you couldn't see the aircraft until it was practically at the end of the flight deck. This is tough flying, especially at the end of a difficult combat mission."

(Commander Phillips, promoted to captain, relieved Captain Jack Christiansen on July 14 as commanding officer of CRAW 4, NAS Cecil Field. Captain Christiansen has been assigned to command the USS Tappahannock.)

VF-194 PILOTS AIDED IN RESCUE---VF-194's skipper, Commander William F. Conklin, told reporters about the part Crusader pilots played in the rescue of a Skyhawk pilot whose plane had been hit by anti-aircraft fire after he took part in the bombing of a cement plant in Haiphong.

Mortar shells and small arms fire ringed the downed pilot after he ejected and splashed down only about 100 yards from shore in Haiphong harbor. Crusaders immediately formed a rescue combat air patrol overhead and Commander Conklin ordered the shore gun emplacements strafed as he and his men took evasive action. "We had two close misses from missiles," he said.

A helicopter summoned from a destroyer flew through the flak and rescued the Skyhawk pilot despite three hits from small arms fire. No one was injured.

"The whole operation lasted 18 minutes," Commander Conklin told the newsmen. "It felt like 18 hours."

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'BONNIE DICK' PILOTS RACK UP MISSIONS---Pilots of Crusader squadrons aboard the USS Bon Homme Richard (VF-24, VF-211 and a detachment of VFP-63) are continuing intensive operations against the enemy in North Vietnam.

The photos below have been added to the pictorial record of F-8 missions during the carrier's third combat tour in Southeast Asia. (U. S. Navy photos)



Crewmen fuel planes for mission.



Catapult officer gives launch signal.



Ordnanceman secures Sidewinder missile.



Another F-8 prepares for launching.



"SANDY" BUTTON LOGS 2,000 HOURS---Lieutenant Commander Ralph L. (Sandy) Button, serving with VF-53 aboard the USS Hancock, has been added to the roster of pilots who have logged 2,000 hours in Crusader cockpits.

The "Iron Angels" pilot recorded his 2,000th hour in the F-8 while flying a combat mission over North Vietnam.

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COMMANDER ALDERN LEADS VF-191---Commander Donald D. Aldern has relieved Commander Thomas J. Cawley as commanding officer of VF-191, NAS Miramar, California.

Commander Cawley has been assigned for a tour of duty aboard the USS Enterprise.

Commander Aldern has served as the squadron's executive officer since October, 1966, participating in combat operations in Vietnam aboard the USS Ticonderoga.



CHOPPER MAKES 18-MINUTE RESCUE---Only 18 minutes after he ejected from his Crusader five miles off the coast of North Vietnam, Lieutenant (jg) Thomas R. Hall, Jr. was rescued by a helicopter from the USS England.

When the VF-211 pilot's plane was hit by ground fire while he was heading inland, he turned back toward the Gulf of Tonkin and patrolling Seventh Fleet vessels. He was barely able to reach the water before bailing out and maneuvering his parachute to land as far away as possible from several enemy junks below.

Attack bombers were dispatched to prevent any attempt by the crews of the junks to capture the downed pilot while the helicopter was on its way. Hoisted aboard the 'copter, piloted by Lieutenant Benjamin Garvin, Lieutenant Hall was returned to the USS Bon Homme Richard ready to add to his total of more than 100 missions.

Another swift rescue reported in June took place when Lieutenant (jg) John R. Miller, of VF-24, was picked up by a Navy helicopter within 30 minutes after he bailed out deep in enemy territory in North Vietnam.

Lieutenant Miller's F-8 was hit by antiaircraft fire while he was flying protective cover for a reconnaissance plane photographing bomb damage to the Uong Bi thermal power plant near Haiphong, demolished by other pilots from the Bon Homme Richard. His radio was knocked out and, unable to make it to the Gulf of Tonkin, he headed for hilly terrain and what he thought was "a fairly good chance" of being rescued.

"I worried that no one would see me," he said after he was rescued. "I thought I was the last plane off the target and I had no radio to tell them that I was going to jump. Suddenly I saw an A-4 on my port wing. That was some relief---someone will know where I am."

The pilot of the Skyhawk, Commander Marvin M. Quaid, stayed with the Crusader pilot, circling the area and calling for the helicopter while Lieutenant Miller ejected at 3,000 feet and his parachute floated down. The 'copter's pilot, Lieutenant (jg) Robin Springer, spotted the chute in the trees and the hoist rescue was carried out quickly.

VF-24, VF-211 PILOTS BAG THREE MIGS – Crusader pilots flying from the USS Bon Homme Richard shot down three MIG 17 interceptors July 21 in a dogfight over North Vietnam.

Credited with the kills were Commander Marion H. "Red" Isaacks, executive officer of VF-24; Lieutenant Commander Robert L. Kirkwood of VF-24; and Lieutenant Commander Ray G. "Tim" Hubbard of VF-211. Lieutenant (jg) Phillip W. Dempewolf of VF-24 was credited with a probable kill.

The aerial battle began when eight MIGs "just popped up out of the clouds" and tangled with five Crusaders flying cover for fighter-bombers striking at the Ta Xa fuel storage complex about 30 miles northwest of Haiphong.

Commander Isaacks described the dogfight as "reminiscent of World War II – a real hassle. Their pilots were pretty good and they were aggressive. But they weren't good enough today. They made some mistakes." Moreover, he said, the Crusader was "a better aircraft. We out-turned them all the way."

Commander Isaacks downed his MIG with a Sidewinder missile. Lieutenant Commander Kirkwood said he had fired a Sidewinder at the same enemy plane. "Just as the missile left the launcher," he reported, "Commander Isaacks' missile hit and the MIG wasn't there anymore."

Lieutenant Commander Kirkwood shot down another MIG moments later with his 20-millimeter cannon. Lieutenant Commander Hubbard's kill also was scored with cannon fire.

The Crusaders flown by Commander Isaacks and Lieutenant Commander Kirkwood were hit during the battle but both pilots were able to fly 130 miles over enemy territory and the Gulf of Tonkin to return to their carrier.

"I came out in good shape," Commander Isaacks said. "I got hit in the starboard aileron area. I would guess it was his cannon. This guy was chipping away at me like an old pro. I saw fireballs go past my aircraft. I looked behind and it was a dad-gummed MIG. He chewed up my wing a little bit but I was able to outmaneuver him even though I had a hole in my wing."

Lieutenant Commander Kirkwood landed aboard the "Bonnie Dick" with heavy damage in the tail section of his plane.

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"CRUSADER COLLEGE" COMMAND CHANGES – Commander Robert S. Chew, Jr., has assumed command of VF-124, the Navy's largest Crusader squadron, at NAS Miramar, California, relieving Commander William L. Woods, Jr.

The new skipper reported for duty after attending the Air War College, Maxwell AFB, Alabama, following service as commanding officer of VF-194. Commander Woods has been assigned to the staff of Commander Carrier Division Nine as assistant operations officer.



Change of command ceremonies (photo) included passing of a 600-year-old Crusader sword from Commander Woods (left) to Commander Chew. The weapon, typical of those carried in the Crusades, was presented to "The Crusaders" squadron by Lieutenant Commander Bruce Morehouse for use at official functions.



HANCOCK PILOTS RETURN FROM VIETNAM – Pilots of Crusader squadrons VF-51 and VF-53 and a detachment of VFP-63 were aboard when the USS Hancock returned to the West Coast last month after 102 days "on the line" in the Gulf of Tonkin during a seven-month deployment.

Pilots of Carrier Air Wing 5, of which the Crusader units were a part, flew more than 8,900 combat sorties while on duty at "Yankee Station."

Commander R. E. Ferguson, CO of VF-51, took command of the wing during the deployment and Commander W. I. Parrish, executive officer, assumed command of the squadron. VF-53 is commanded by Commander P. T. Gillcrist and the VFP-63 detachment was led by Lieutenant Commander J. M. Schulze.



VF-211 XO MAKES 600TH TRAP – Returning to the USS Bon Homme Richard after a strike in North Vietnam, Commander Ralph B. Rutherford, executive officer of VF-211, made his 600th carrier arrested landing July 15.

The landing was his 102nd aboard the "Bonnie Dick," his 467th trap in a Crusader, and his 586th trap in a jet aircraft. He has flown 70 combat missions over North Vietnam.



COMMANDER WHITMAN LEADS VF-62 – Commander Donald L. Whitman relieved Commander William F. Rau as commanding officer of VF-62 in change of command ceremonies at NAS Cecil Field, Florida.

Commander Whitman reported to VF-62 after service as executive officer of VF-194. Commander Rau was assigned to report to the air department aboard the USS Saratoga.

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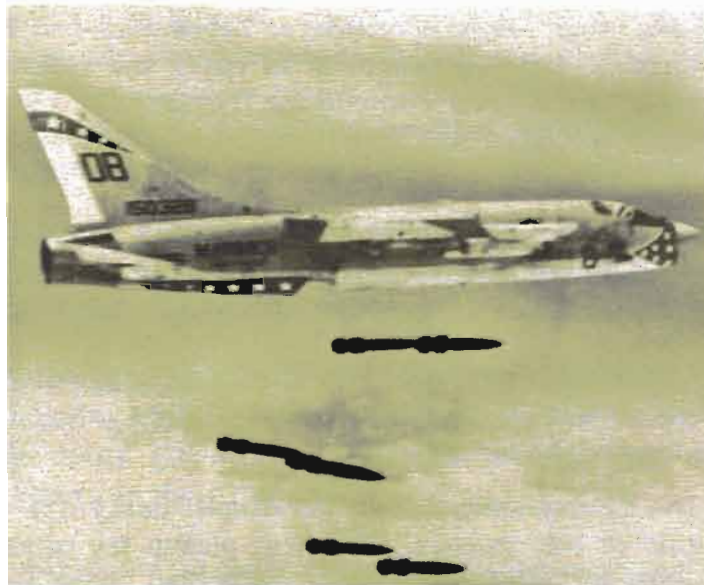
VMF-235 PILOTS PILE UP MISSIONS – Marine All Weather Fighter Squadron 235 has recorded a total of more than 9,140 day and night combat missions by individual pilots during 14 months of support for operations in both South and North Vietnam.

Flight hours recorded during the 14-month period ending in July totaled 11,570. In May, a record month, 1,028 hours were logged as 854 sorties were flown in close support of Marine ground forces.



More than 100 missions have been flown by each of 15 "Death Angels": Major J. C. Brown, Major H. T. Berwald, Major D. E. Cathcart, Captain R. L. Beavis, Major D. E. Dilley, Captain J. D. Borgman, Captain N. Marshall, Captain J. W. Dohrman, Captain J. E. Herlocker, Captain J. I. Cunningham, Captain J. L. Lucas, Lieutenant Colonel E. R. Rogal, Major H. F. Witter, Captain G. D. Cummings and First Lieutenant R. V. Sabia.

Eight VMF-235 pilots have passed the 1,000-hour mark in Crusader cockpits during service with Marine Aircraft Group 11 at Da Nang. On this roster are Major Brown, Captain R. D. Walters, Captain Marshall, Captain Cunningham, Major Dilley, Major J. G. Cooper, Major A. L. Frucci and Captain J. F. McNelly.



COMMANDER HAYES HEADS VFP-62 – Commander Morris L. Hayes has relieved Commander Norman L. Youngblood, Jr. as commanding officer of VFP-62, NAS Cecil Field, Florida.

Commander Youngblood has been assigned as air warfare officer on the staff of Commander Carrier Division Three. Commander Hayes had served as the squadron's executive officer since January, 1966.

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VF-162 PILOT RESCUED FOR SECOND TIME – Shot down for the second time while flying missions over North Vietnam from the USS Oriskany, Lieutenant Commander Demetrio "Butch" Verich, of VF-162, was rescued by a "Big Mother" helicopter as enemy troops climbed a cliff where he had eluded capture for 15 hours.

When he alighted from the rescue chopper back aboard the Oriskany (photo), participants in a flight deck reception included Commander C. A. L. Swanson (left), CO of his squadron, and Commander B. H. Shepherd (right), Commander Attack Carrier Air Wing 16.



The Crusader pilot had ejected and landed in jungle growth in rugged terrain after the tail section of his F-8 was hit by ground fire during a July 17 strike against a railroad yard south of Hanoi.

"I could hear my plane crackling as it burned nearby and I knew I had to get away fast or get captured," he said. While other planes from the Oriskany worked the heavily-defended area over to keep the enemy from reaching the downed pilot, he headed for high ground "as fast as I could go."

"As darkness fell, forcing the planes to leave," he reported, "I found a cave and decided to hide there – I figured our planes would return in the morning." From his refuge he could hear North Vietnamese soldiers hunting for him with scout dogs a few hundred feet below.

Soon after dawn, Crusaders, Skyraiders and Skyhawks penetrated heavy anti-aircraft fire and swept in to cover the rescue. "They tore the place up pretty well," Lieutenant Commander Verich said. "It was a little scary but my friends were out there and I knew things would be all right." Three MIGs attempting to interfere with the operation were driven off by F-8 pilots.

Lieutenant Commander Verich fired a signal flare to pinpoint his location when the helicopter from the USS Hornet arrived with Lieutenant Neil Sparks (left photo) as pilot, Lieutenant (jg) Robin Springer (right photo) as copilot, and two crewmen, AMM Alvin Massengale and AEM Teddy Ray.



The rescue was carried out despite heavy fire which left a five-inch hole in one side of the chopper. The first pickup try missed but on the second attempt the Crusader pilot grabbed the cable and "hung on for dear life" as he was hoisted aboard while half a dozen enemy soldiers climbed toward the spot where he had been hiding while awaiting rescue.

Lieutenant Commander Verich's first rescue and return to the Oriskany took place in August, 1966, after his Crusader was hit by anti-aircraft fire over North Vietnam. He was able to keep the plane in the air long enough to reach the Gulf of Tonkin, then ejected and was picked up and returned to the carrier in short order.

"This time," he said, "it took a little longer."



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FIGHTER REPORT

EIGHT PILOTS RETURN WITH MIG KILL CREDITS – Crusader pilots returning to home base at NAS Miramar, California with credit for eight individual MIG kills during combat over North Vietnam included (photo, left to right) Commander Paul Speer, commanding officer, VF-211; Lieutenant Commander M. O. Wright, Lieutenant (jg) Joe Shea and Lieutenant Commander Ray G. "Tim" Hubbard, of VF-211; and Commander Marion H. "Red" Isaacks, executive officer of VF-24.

Also credited with kills during deployment aboard the USS Bon Homme Richard were Lieutenant Commander Bobby C. Lee, Lieutenant Commander Robert I. Kirkwood and Lieutenant Phil Wood, of VF-24.

Lieutenant Commander Wright scored the first of the kills May 1 while flying cover for a strike force hitting Kep airfield north of Hanoi. Commander Speer, Lieutenant Shea, Lieutenant Commander Lee, and Lieutenant Wood recorded their kills May 19 while escorting bombers on a raid on a power plant close to the center of Hanoi. Commander Isaacks, Lieutenant Commander Kirkwood, and Lieutenant Commander Hubbard downed their MIGs July 21 while flying cover for bombers striking at a fuel storage complex north of Haiphong.

The eight kills by the VF-211 "Checkmates" and VF-24 "Checker-tails" pilots boosted to 11 the total of MIGs shot down by Crusader pilots during the war in Vietnam. This total represents more than half of the 21 MIGs accounted for by Navy pilots and aircraft.

"BONNIE DICK" AIR WING HIT ENEMY HARD – Carrier Air Wing 21 pilots aboard the USS Bon Homme Richard delivered 5,506 tons of ordnance on targets in North Vietnam in carrying out 73 major strikes and 8,897 combat sorties during the carrier's third tour of duty in the Gulf of Tonkin.

The "Bonnie Dick" spent 112 days on the line at Yankee Station during its deployment of nearly eight months. In addition to the eight MIG kills credited to pilots of VF-211, commanded by Commander Paul Speer, and VF-24, commanded by Commander D. J. Ellison, a ninth kill was credited to Lieutenant Commander Theodore D. Swartz, of VA-76, who downed a MIG with an air-to-ground rocket fired from his A-4 bomber. Air wing pilots also destroyed five MIGs on the ground in a raid on the enemy air base at Kep.



ORISKANY PILOTS STRIKE IN NORTH VIETNAM – Pilots of Crusader squadrons flying from the USS Oriskany are participating in repeated September strikes at strategic targets in North Vietnam.

Crusaders and A-4s struck near the heart of Haiphong, bombing a highway bridge three miles south of the city and knocking down two of the structure's spans.

Three strikes were made on the Thanh Hoa railroad and highway bridge two miles north of that city. Post-strike photos showed the northern approach to the bridge had been cut in several places.

Flying through heavy ground fire, pilots targeted the Thanh Hoa railroad yard two miles southwest of the city. Tracks were torn up by 500-pound bombs and five boxcars were damaged.

Crusader pilots scored direct hits on the Chau Lam highway bridge south of Vinh. The span was ripped by 1,000-pound bombs and was sinking into the water as the F-8s departed.

The Crusader fighter squadrons aboard the Oriskany are VF-111, commanded by Commander Bob Rasmussen, and VF-162, led by Commander C. A. L. Swanson. A detachment of VF-111 is serving aboard the USS Intrepid with Lieutenant Commander F. S. Teague as officer in charge.



COMMANDER RUTHERFORD HEADS VF-211 – Commander Ralph B. Rutherford relieved Commander Paul Speer as CO of VF-211 in change-of-command ceremonies September 8 at NAS Miramar, California.

Commander Speer has been assigned to duty on the staff of Commander Carrier Division Three. Commander Rutherford had served as the squadron's executive officer since September, 1966.

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FIRST REMANUFACTURED CRUSADER DELIVERED – The first F-8H remanufactured Crusader has been delivered to the Navy under an accelerated program for "modernizing" 225 F-8D and F-8E aircraft to improve their capabilities and extend their service life with the Fleet until the mid-1970s.

The initial F-8H, formerly designated as an F-8D, was flown to the Naval Air Test Center, Patuxent River, Maryland, for test programs and checking out of new features incorporated in the plane. The pilot was Captain Alec Gillespie, USMC.



During the remanufacturing program, the Crusader was equipped with a new wing, pylons, and a new landing gear. Radar and fire control system revisions and other improvements were incorporated.

Remanufacturing also is scheduled for 150 earlier-version F-8A, F-8B and F-8C Crusaders and for 20 RF-8A photo planes.



VF-191 PILOT LOGS 2,000 HOURS – Lieutenant Commander John B. Nichols, of VF-191, NAS Miramar, California, logged his 2,000th hour in a Crusader last month while flying a bombs and rockets practice mission over the Chocolate Mountains range.

Captain S. W. Vejtasa, Commander Fleet Air Miramar, extended congratulations (photo) after the milestone flight.

Lieutenant Commander Nichols has been flying with VF-191 since April, 1966, and was in combat over Vietnam during the squadron's recent deployment aboard the USS Ticonderoga.

The names of the "Satan's Kittens" pilot and of Lieutenant Commander Dave "Snake" Morris, of VF-124, and Lieutenant Commander Bob McDonough, VF-194, have been added to the select roster of 2,000-hour Crusader pilots who will be honored by plaque presentations during the 11th Tailhook Reunion at the Flamingo Hotel, Las Vegas, October 13 through 15.



"TALLY HO! MIGs!" – In an article in the September/October issue of Popular Aviation magazine, Lieutenant Philip V. Vampatella tells the story of his MIG kill June 21, 1966 while serving with VF-211 aboard the USS Hancock.



"RED DEVILS" PROVIDE GROUND SUPPORT – The "Red Devils" of VMF(AW)-232 have flown more than 5,500 combat sorties during operations in Vietnam since November, 1966, primarily in the ground support role. Squadron pilots have participated in every major Marine Corps operation conducted during their time in-country.



COMMANDER PARRISH LEADS "SCREAMING EAGLES" – Commander W. I. Parrish has relieved Commander R. E. Ferguson as commanding officer of VF-51, NAS Miramar, California. Commander Ferguson has been assigned as Commander, Carrier Air Wing 17 with the Atlantic Fleet. The new skipper of the "Screaming Eagles," formerly executive officer, became acting CO last May when Commander Ferguson assumed duties as acting CO of Carrier Air Wing 5 during deployment aboard the USS Hancock.



"GUNFIGHTERS" SHARPEN MARKSMANSHIP – Demonstrating the Crusader's "gunfighter" role, pilots of VF-124 chewed up high and low altitude banners and high altitude maneuvering darts during gunnery operations at MCAS Yuma, Arizona. Five towed darts were destroyed in flight and multiple hits were scored on four others.

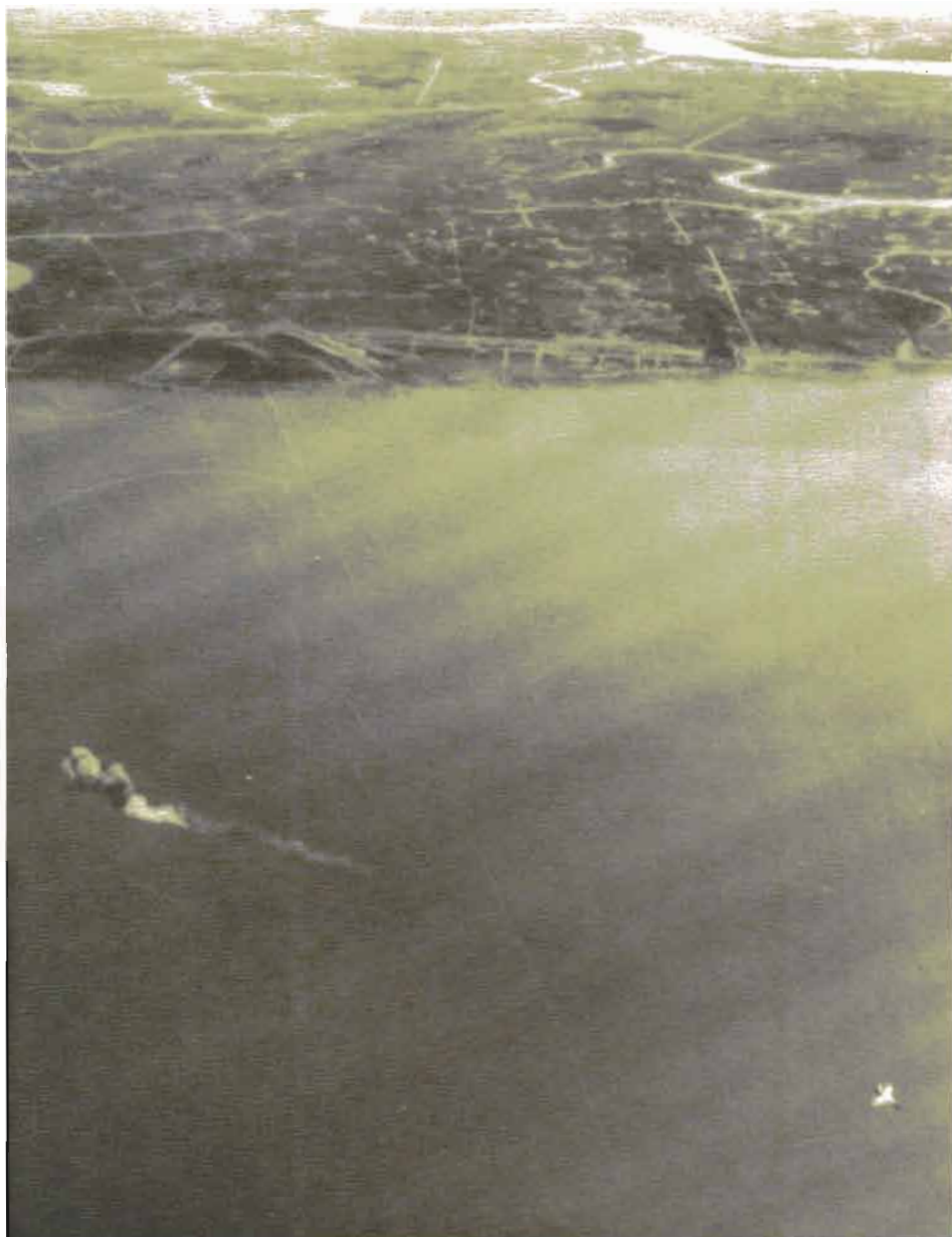
The aerial marksmen included (kneeling, left to right) Commander D. B. Miller, Lieutenant (jg) J. B. Cannon, Lieutenant Commander R. J. Cavicke, Lieutenant (jg) R. J. Lambe, Lieutenant (jg) W. C. Moody, and Commander S. W. Hubbard. Standing: Lieutenant Commander A. L. Alexander, Lieutenant (jg) S. U. Ramsdell, Lieutenant A. E. Lansdowne, Lieutenant N. E. Miller, Ensign D. J. Wilcox, Lieutenant (jg) J. R. Musitano, Lieutenant R. J. Woodrow, Lieutenant J. L. Unruh, Lieutenant (jg) C. M. Taylor, Lieutenant (jg) T. A. Morgenfeld, and Lieutenant F. D. Bachman. Commander J. C. Dixon, Jr. and Commander H. L. Terry were not present when the photo was taken.



CRUSADER



FIGHTER REPORT



SAM BLAST MISSES CRUSADER — This unusual photo showing a surface-to-air missile (SAM) exploding behind a Crusader off the coast of North Vietnam was released October 12 by the Department of Defense. The unretouched picture was taken by Lieutenant Commander Ronald Sonniksen, officer in charge of the F-8 Light Photographic Squadron 63 detachment aboard the USS Oriskany. The Crusader which escaped the SAM blast was flying from the carrier as fighter escort during a successful photo mission.

HAIPHONG SHIPYARDS BLASTED—Crusader pilots from the USS Oriskany were in action October 12 as shipyards near the center of Haiphong were blasted for the first time during the air war over North Vietnam.

Heavy damage to a shipyard 1.6 miles northwest of the key port was reported after an attack by Crusaders and Skyhawks. Direct hits were scored on drydocks and buildings, and columns of smoke billowed more than a mile into the air.

In an October 8 raid, the Oriskany's F-8s and A-4s battered the Kien An airfield six miles southwest of Haiphong. Bomb damage assessment photos showed deep craters in the field's 5,900-foot center runway.



TEAM STRIKE HITS PORT FACILITY—Crusaders, Phantoms and Skyhawks from the USS Oriskany and the USS Coral Sea hit the Cam Pha port facility in a coordinated September strike 46 miles east-northeast of Haiphong.

"I had a good view of the bombing and saw the dock area just disappear in a cloud of smoke and debris," reported Lieutenant (jg) Lawrence J. Cunningham, who was flying a flak suppression mission. "Then I looked around and saw the eastern end of the rail facilities erupt in great explosions."

The Oriskany's planes were the first to hit the target. "There was a big fire raging on the pier and I saw bombs impacting right in the middle of the railroad repair facility," said Commander Burt Shepherd, commanding officer of Carrier Air Wing 16.



F-8 PILOTS BOMB COASTAL DEFENSES—Three coastal defense installations near Thanh Hoa in the Panhandle region of North Vietnam were bombed as Crusaders from the USS Oriskany continued September strikes.

In another F-8 operation, a storage area 11 miles south of Vinh was rocked by a secondary explosion during a bombing attack. "Lieutenant Robert PUNCHES got the secondary," Commander John S. Hellman reported. "When his bombs hit the target, a column of flames and heavy smoke shot up into the air."



2,000-HOUR CRUSADER PILOTS HONORED—Pilots who have logged 2,000 hours in Crusader cockpits were honored when the 11th Tailhook Reunion took place October 13-15 in Las Vegas, Nevada.

On the select roster were Commander John Dixon, CAW 8, and Lieutenant Commanders L. R. "Moose" Meyers, VF-51; Bill Kiper, CRAW 12; R. L. "Sandy" Button, VF-53; Bob McDonough, VF-194; John Nichols, VF-91; Dave "Snake" Morris and Dick Cavicke, VF-124; and "Pete" Peters, VF-111.

Plaques were presented by L. J. Walton, F-8 program director, Vought Aeronautics Division, LTV Aerospace Corporation.

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COMBAT PILOT BELIEVES IN FIREPOWER — Commander Marion H. "Red" Isaacks, executive officer of VF-24, is a firm believer in having plenty of Crusader firepower when flying over "MIG country" in North Vietnam.

"It took about one combat mission to convince me that I wanted as much 20-millimeter ammunition and rockets as I could carry," he says.



Back from Vietnam on rotation with credit for a MIG kill during a dogfight near Haiphong, Commander Isaacks paid a visit last month to the LTV Aerospace Corporation plant in Dallas, where the F-8Cs flown in combat by VF-24 had been returned for installation of hardpoints for ordnance-carrying pylons. Photo shows miniature MIGs painted on the ventral fins of the squadron's Crusaders to indicate the four kills and one probable accounted for by "Checker-tails" pilots during deployment aboard the USS Bon Homme Richard.

VF-24's executive officer said enemy anti-aircraft missile and gun emplacements on the ground in North Vietnam caused more concern for squadron pilots than MIGs in the air. But, he conceded: "The MIGs are good for the morale. I guess there's more glamor to shooting down a MIG than shooting up a SAM site."

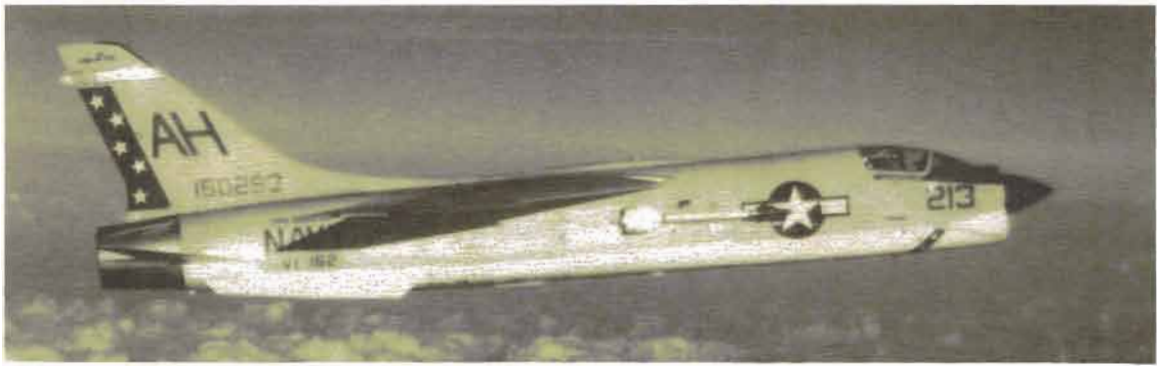


VF-51 GETS F-8H CRUSADERS — The first F-8H remanufactured Crusaders assigned to an operational squadron have been delivered to VF-51, NAS Miramar, California.

The F-8Hs were flown from Dallas to Miramar by Commander W. I. Parrish (right in photo), skipper of the "Screaming Eagles," and Commander C. H. Tuomela, class desk officer, COMNAVAIRPAC.

VF-51 returned to the West Coast in July after combat action over Vietnam during deployment aboard the USS Hancock.





"HUNTERS" POUND ENEMY TARGETS--- Flying both fighter and attack missions, the "Hunters" of VF-162 have dropped almost 1,000,000 pounds of bombs in operations since July from the USS Oriskany against enemy targets deep in North Vietnam.

Backing up repeated strikes in the Hanoi and Haiphong areas during August and September, squadron maintenance personnel achieved overall Crusader availability of more than 81 percent for the two-month period.

In a particular demonstration of bombing ability, a flight of four "Hunters" led by Commander C. A. L. Swanson, the squadron's CO, placed their 2,000-pound bombs directly on target in a September strike against the southeast Haiphong highway bridge. The flight included Lieutenant Commander Dick Leach, Lieutenant Commander John "Black Mac" McDonald, and Lieutenant (jg) Jim Shaw, who was quoted as saying: "It was the most accurate bombing I've ever seen. I was the last one of our flight to roll in and I could see the bombs exploding right on top of the bridge. It was fantastic."

Pilots of Carrier Air Wing 16's attack squadrons swept in with their bombs after the Crusader flight and later photos showed the bridge had been toppled into the water below.



VFP-62 REUNION SCHEDULED---A reunion for former officers of Light Photographic Squadron 62 is scheduled for December 8 at NAS Cecil Field, Florida.

Public Affairs Officer T. B. Bowman, requesting that those interested in attending contact him for detailed information, reports that the reunion will be a prelude to January 5, 1968, when VFP-62's mission of providing aerial photographic reconnaissance in support of Atlantic Fleet operations will be shifted to VFP-63, NAS Miramar, California.



ATTENTION: PUBLIC AFFAIRS OFFICERS---Public affairs officers for all Crusader Navy and Marine Corps squadrons and activities, including Reserve units, are requested to make certain that Fighter Report is on their distribution lists for all news releases and photo releases. This cooperation is vital to the objective of reporting the progress and achievements of Crusader squadrons, pilots, and other personnel.

CRUSADER



FIGHTER REPORT



Wide World Photos

ENEMY GUNNERS 'WING' CRUSADER – Enemy ground fire tore a big chunk out of the right wingtip of this VFP-63 photo-reconnaissance Crusader flying a mission over Haiphong but its pilot was able to return safely to the flight deck of the USS Intrepid off the coast of North Vietnam.



ORISKANY PILOTS TAKE "TIME OUT" – With two-thirds of a combat deployment behind them, pilots of F-8 squadrons VF-162 and VF-111 and other Carrier Air Wing 16 squadrons aboard the USS Oriskany headed for a short period of relaxation from the war in Vietnam when the carrier steamed out of the Gulf of Tonkin early this month.

Since July 11, the Oriskany's pilots had flown 144 major strikes over North Vietnam, including participation in October in the biggest single strike of the war, the attack on the heavily-defended Phuc Yen air base 18 miles northeast of Hanoi.

"Phuc Yen demonstrated that we can get in, strike, and get out of any target, no matter how well defended," said Commander Elbert "Ed" Lighter. "We've got the experience and confidence --- things you must have to look at numerous SAMs in the air at one time and still make your strike and get out."

VF-162'S SKIPPER CITES EXPERIENCE FACTOR - "We spent more time over the beach attacking targets in our first line period this year than we did in the whole of last year's cruise," Commander C.A.L. Swanson, skipper of VF-162, told a shipboard reporter as the USS Oriskany left the line in the Gulf of Tonkin.

"We can do this," he said, "because we've become more proficient, our orientation with enemy territory is more thorough, we can see changes on the ground and know where to look for good targets - - - and heavy opposition.

"One of the fruits of experience is the reduced strain in preparing for an attack," Commander Swanson added, comparing 1967 operations with those during previous deployment aboard the Oriskany last year. "Then the areas were strange to us and so were the particular procedures for making large attacks."



"HUNTERS" BLAST KEY BRIDGE - Missions flown during October by the "Hunters" of VF-162 included partial destruction of a highway bridge at Phat Diem, 26 miles northeast of Thanh Hoa.

"The weather wasn't too good and we had a real low ceiling," Lieutenant Robert PUNCHES reported. "The skipper (Commander Swanson) pointed out the three-span bridge and said 'Let's get it' and that's exactly what we did. I rolled right after he did. After the smoke cleared, we took another look and saw that the first span had disappeared into the water."

In another October operation, the "Hunters" destroyed a large flak site which had opened fire on an Oriskany strike group converging on a rail yard near the center of Haiphong.

"There was plenty of flak," said Lieutenant Commander Robert B. Arnold, a strike group pilot. "We saw a huge 85-millimeter site firing from across the river, but it had been silenced by the time the first strike planes got over the target."

The silencing was credited to Crusader pilots of VF-162. "We rolled in and walked our bombs right across the site," said Lieutenant Commander James P. O'Neill. "They didn't fire any more."



"SUNDOWNERS" HIT SUPPLY TRUCKS - Flying over North Vietnam in search of enemy supply trucks, pilots of VF-111, the F-8 squadron led by Commander Bob Rasmussen, scored twice in one of their last missions before the USS Oriskany went off the line temporarily.

"We were scanning the highways north and northeast of Haiphong, hunting for trucks," said Lieutenant Commander Richard A. Peters. "The flak was coming up rather heavy but our hunting was fruitful. We spotted two and rolled in on them, firing our missiles and getting direct hits on both of them."

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Photos by PH3 Wayne Metzger

NAS ATSUGI SERVICES SEVENTH FLEET AIRCRAFT – Servicing Crusaders and other aircraft utilized by the Seventh Fleet is one of the jobs performed by the Aircraft Maintenance Department at NAS Atsugi, Japan.

The department's operations include aircraft and engine inspection and testing, incorporation of service changes required to update aircraft, removing or arresting corrosion, repair of aircraft, engines and aeronautical components, repainting, and test-flying rejuvenated birds for the Fleet and for base activities.

Left photo above shows VF-111 Crusader from the USS Oriskany undergoing preflight check prior to a test hop after completion of maintenance repair work. Left to right: ADJAN D. L. Browning, Lieutenant Commander A. C. Wartman and ADJ3 E. L. Wood. In right photo, aircraft maintenance is scheduled by AQC R. H. Sloan (left) and AZ3 G. T. Grosz.

The Aircraft Maintenance Department, largest single department within the NAS Atsugi organization, is comprised of 19 officers, 643 enlisted men, 114 Japanese nationals, and 19 U. S. civilians. It is headed by Commander P. S. Arp.



VMF-215 WINS SAFETY AWARD – VMF-215, NAS Olathe, Kansas, has won the Chief of Naval Operations Safety Award for the 1967 fiscal year. The squadron's skipper is Lieutenant Colonel John W. Hatcher.

The Crusader squadron previously won the award in 1956, when its pilots were flying the piston-engine F4U Corsair.



COMMANDER MILLER LEADS AIR WING 5 – Commander D. B. Miller has assumed command of Carrier Air Wing 5 at NAS Miramar, California, relieving Commander R. E. Ferguson, assigned to command Carrier Air Wing 17 with the Atlantic Fleet. Wing 5 includes Crusader squadrons VF-51 and VF-53.

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VF-124 PILOT WINS COATES AWARD - A design for a service change to the fire control system of the Crusader has won the Rear Admiral Coates Award for 1967 for Lieutenant Alan E. Lansdowne, an instructor pilot serving with Fighter Squadron 124, NAS Miramar, California.

When the award was presented November 8 in Washington, D.C., the Naval Air Systems Effectiveness Advisory Board cited Lieutenant Lansdowne for "fostering the design, manufacture and installation of a system that contributes greatly to the reliability, maintainability, serviceability and safety requirements for the maximum operational integrity of Naval air weapons."

The system provides pilots maneuvering against enemy fighters with "heads up" eye level indication of missile and gun firing range without need for visual reference to cockpit controls.



In the development of the design, Lieutenant Lansdowne worked with other F-8 pilots and with personnel of the Vought Aeronautics Division, LTV Aerospace Corporation.



REMANUFACTURING PROGRAM PROGRESSES - While Crusader squadrons and pilots continue combat action over Vietnam, flying both fighter and attack missions, remanufactured F-8s with increased capabilities are coming off the assembly line under a Naval Air Systems Command program for extending the service life of the aircraft until 1975.

The current F-8H model, remanufactured from the original F-8D, will be followed on the remanufacturing schedule by the F-8J, F-8K, F-8L and F-8M fighters - - now designated, respectively, as the F-8E, F-8C, F-8B and F-8A. Twenty additional RF-8A photographic Crusaders will be remanufactured as RF-8G aircraft.

In all, 395 fighters and photographic planes will be remanufactured to lengthen the life span of the Crusader, which completed 10 years of operational service with the Fleet in March of this year.

The remanufacturing program includes installation of a new 4,000-hour wing providing twice the fatigue life of the original wing and equipped with hardpoints for external stores pylons. All aircraft will be equipped with an improved nose landing gear and fuselage strengthening will be accomplished by use of structural doublers and stiffeners or, in some cases, installation of new structural members.

Other aircraft improvements, varying in some instances according to model, current life span, or because a particular capability or improvement has already been incorporated, will include improved main landing gear, radar and fire control revisions, armor protection, improved gun pneumatic system, hard harness wiring, integral starter probe, improved interior and exterior lighting, and improved arresting hook shank.

12TH CRUSADER MIG KILL RECORDED – The 12th MIG kill credited to Crusader pilots during the air war in Vietnam was scored December 14 as the climax of what was described as "an old-fashioned dogfight".

Lieutenant Richard E. Wyman, flying with the "Hunters" of VF-162 from the USS Oriskany in the Gulf of Tonkin, fired an air-to-air missile and sent the MIG down in flames in a rice paddy 32 miles southeast of Hanoi.

The aerial battle began developing when four MIG-17 interceptors jumped an A-4 Skyhawk and a Crusader flying at 18,000 feet 32 miles southwest of the major port city of Haiphong. The Navy pilots alerted Crusaders in the area and engaged the MIGs in a fierce dogfight which lasted six minutes before the enemy aircraft disengaged and headed northwest.

Responding to the air alert, Lieutenant Wyman and his skipper, Commander C. A. L. Swanson, arrived on the scene and began making close passes and firing their 20-millimeter cannon at one of the fleeing MIGs. "The skipper and I made alternate passes at him," Lieutenant Wyman said, "and he kept wheeling and firing back. The front of his plane was lit up with cannon fire. I got my sights on him once but he turned so hard I couldn't get off a shot. The skipper made another run and then I went in again.

"The air was hazy and the MIG had olive drab camouflage that blended in with the terrain. It was tough to keep him in sight. I tried to get him over the horizon so I could see him against the sky. I had to bite my tongue to keep from firing—I didn't want to waste a shot. I turned into him as hard as I could and followed him into a bank. He started to roll out of the bank, then he seemed to change his mind. I was right behind him and I fired a missile."

The missile hit the MIG's left wing near the fuselage. "The wing fell off," Lieutenant Wyman reported. "Red fire streaked along the left side of the plane as it cartwheeled down into a rice paddy. There was a big ball of flame when it hit."

Commander Swanson said: "That was probably the longest MIG engagement of the air war over North Vietnam. That MIG pilot was a tiger. He was there to fight. I'm sure he was one of their best pilots."

Lieutenant Wyman added: "The dogfight started at a fairly high altitude but we were barely above the ground when it ended. We saw a lot of North Vietnam today and North Vietnam saw a lot of us."

CRUSADER



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CAPTAIN ELLIS DIRECTS F-8 PROGRAM – Modernization and conversion of F-8A, B, C, D, E and RF-8A Crusaders to F-8M, L, K, H, J and RF-8G configurations is the responsibility of Captain George W. Ellis, whose association with the world's fastest single-engine Navy fighter began 10 years ago when he was serving with VF-211.

Captain Ellis has been F-8 Project Manager (PMA39) since December 15, 1966. Apart from the current remanufacturing program, areas of the F-8 modification program already completed include previous RF-8G conversions, storage breakout and rework of F-8A and F-8B models, and installation of wing "hardpoints" on F-8C Crusaders.

His Navy career began when he entered the U. S. Naval Academy after attending Marion Military Institute. Commissioned in 1945, he served aboard the USS Bataan (CVL-29) and USS Duluth (CL-87) and was designated a Naval Aviator in 1949.



Two ASW "hunter-killer" tours on East Coast jeep and light carriers with VS-22 and Staff, COMCARDIV Fourteen were followed by Advanced Training Command duty as a flight instructor at NAAS Kingsville, Texas. After attending the Naval War College in 1954-1955, he flew with VF-211, deploying to WEST-PAC with Air Group Twenty-One aboard the USS Bon Homme Richard. In May 1957, VF-211 exchanged its FJ-3Ms for F8U-1s, becoming (with VF-154) the first West Coast squadron to transition to the Crusader.

After three years' service with VF-211, he relinquished duties as operations officer and became RAG instructor and F8U maintenance officer for VF-124 at Moffett Field, California. Entering the Naval Test Pilot School in 1959, he became Assistant Branch Head, Flying Qualities and Performance Branch, Flight Test Division, Naval Air Test Center, and subsequently served as Carrier Suitability Branch Head.

As executive officer and then as commanding officer of VF-74, he flew with the "Be-Devilers" from 1962 to 1964. In May, 1964 he assumed command of the "Grim Reapers" of VF-101 at Key West, Florida and conducted Atlantic Fleet replacement training of all-weather fighter crews and maintenance personnel. From May, 1965 to March, 1966 he was operations officer of the USS Forrestal and made the winter Mediterranean cruise with Air Wing Eight. He then served as executive officer and, after seeing the carrier through part of a regular overhaul at NNSY Portsmouth, he was ordered to Washington for temporary duty with the Office of the Chief of Naval Operations (OP-96). His assignment as F-8 Project Manager, NASC, followed.



"CONNIE" RETURNS FROM VIETNAM – The USS Constellation returned to San Diego on December 4 after a seven-month deployment. In change of command ceremonies December 11, Captain William R. Flanagan became the new CO, relieving Captain John M. Thomas.

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MIG KILL DETAILS DISCLOSED – Details of two MIG kills over North Vietnam earlier this year have been disclosed with awarding of Silver Star Medals to VF-24 pilots Commander Marion H. "Red" Isaacks, executive officer, and Lieutenant Commander Robert I. Kirkwood.

Commander Isaacks (center in photo) and Lieutenant Commander Kirkwood were decorated for kills scored July 21 during air strikes from the USS Bon Homme Richard, operating in the Gulf of Tonkin. The presentations were made by Captain S. W. Vejtasa, Commander Fleet Air Miramar.



Commander Isaacks' citation describes his action as flight leader of four Crusaders protecting a strike group attacked by eight MIG-17s while on a mission against the Ta Xa oil storage area 20 miles from Haiphong.

"In the ensuing battle, Commander Isaacks fired two Sidewinder missiles at one MIG-17, which caused them to cease their attack on the strike group and turn to meet the F-8s." Outmaneuvering two of the MIGs, he shot one down with a Sidewinder while under fire from two other enemy aircraft within gun range. His plane was hit several times but he outmaneuvered his adversaries and, although his Crusader was on fire, reversed his turn to reengage the remaining MIGs, whose pilots were then "running for home in afterburner."

The XO of the "Checkertails" then rejoined the strike group, which had reached its targets, dropped its bombs with good results, and was headed back to the coast. "Although his aircraft was on fire during the entire 30-minute flight over hostile enemy territory and 40-minute flight over water to the ship, Commander Isaacks elected to remain with the aircraft and was able to land aboard in spite of imminent danger of control loss or explosion."

Lieutenant Commander Kirkwood, the second section leader in the Crusader flight providing target combat air patrol for 15 A-4 Skyhawks, also fired Sidewinders at the eight attacking MIGs, including the one downed by his skipper. "As he fired his second missile, he observed the MIG explode after being hit by the flight leader."

Then, attacking another MIG, he maneuvered into position for a kill and fired a Sidewinder which exploded alongside his target. "The MIG then turned to the right with Lieutenant Commander Kirkwood close behind. He charged his guns, closed to 600 feet, and began firing while steadily closing the range on the MIG. The MIG was observed to catch on fire, pitch up, and the pilot ejected as Lieutenant Commander Kirkwood passed close aboard."

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VF-191 OFFICERS, MEN HONORED – Special recognition for individual performance during combat duty with the Seventh Fleet in Vietnam has been accorded to 23 officers and enlisted men of Fighter Squadron 191 in award ceremonies at NAS Miramar, California.

The squadron has received the Navy Unit Commendation Award for service aboard the USS Ticonderoga as part of Carrier Air Wing 19 from October 28, 1966 to May 21, 1967.

Presentation of 31 decorations and commendations during the individual award ceremonies included Distinguished Flying Crosses for Commander Donald D. Aldern, skipper of "Satan's Kittens"; Lieutenant Commander John B. Nichols, III, and Lieutenant Commander Robert N. McDonough.

Other awards included: Lieutenant Commander Raymond D. Slingerland, sixth Air Medal; Lieutenant Commander Ronald L. F. Connor, first and second Air Medals, second Navy Commendation Medal; Lieutenant Commander John B. Nichols, III, and Lieutenant James D. Davis, sixth Air Medal, Navy Commendation Medal; Lieutenant Commander Robert N. McDonough, seventh Air Medal, Navy Commendation Medal; Lieutenant William D. Hicks, Jr., seventh Air Medal; Lieutenant David L. Leighton, first and second Air Medals, Navy Commendation Medal; Lieutenant (jg) Dennis E. Shoup, fifth Air Medal, second Navy Commendation Medal.

Secretary of the Navy Commendations for achievement were awarded to W-1 Harold M. DeVries, ADJC James O. Royal, AEC Harold G. Grimes, ADJ1 Victor Brunlow, and AMH1 A. L. McGregor.

Commander Seventh Fleet Commendations were presented to Lieutenant (jg) Robert R. Williams, III, AMSC Thomas W. James, AE1 Joseph H. Dixon, AMH1 Clarence G. Skalsky, and AMH2 Raymond F. Flanagan.

Letters of Commendation from the Commanding Officer were received by AMS3 Philip W. Bryant and ADJ3 Samuel W. Chambliss.



FIRST F-8H "TRAP" RECORDED – The first landing of a remanufactured F-8H Crusader aboard a carrier has been recorded by Lieutenant Commander Ed Hickey, of VF-51, who made the trap aboard the USS Bon Homme Richard off the California coast. Subsequently, carrier suitability demonstrations were conducted aboard the USS Enterprise.



HANCOCK, TICONDEROGA COMMANDS CHANGE – Captain Howard E. Greer has relieved Captain H. P. Streeper as commanding officer of the USS Hancock and Captain Norman K. McInnis has relieved Captain Ward Miller as CO of the USS Ticonderoga.

Captain Streeper and Captain Miller have been assigned to the staff of the Chief of Naval Operations.