



# *F-8 Crusader Association*



***LACB 30***  
***San Diego 2018***  
***Dinner Program***

## LAST ANNUAL CRUSADER BALL HISTORY

1ST NAS MIRAMAR, APRIL 1982 - DAVE BEAM

2ND NAS OCEANA, MAY 19, 1984 - CHUCK TINKER

3RD NAS PATUXENT, MAY 18, 1985 - MIKE WELCH

4TH NAS POINT MUGU, MAY 17, 1986 - MOON VANCE

5TH NAS MIRAMAR, MAY 16 1987 - CHUCK LOWRY

6TH NAS MIRAMAR, MAY 21, 1988 - RED BEST

7TH NAS MIRAMAR, AUGUST 11, 1989 - CAL SWANSON

8TH NAS MIRAMAR, OCTOBER 26, 1990 - HOSS PEARSON

9TH NAS MIRAMAR, OCTOBER 19th 1991 - ED BROWN

10TH WASHINGTON, D.C. OCTOBER, 1992 - HOT DOG BROWN

11TH DALLAS, NOVEMBER 6, 1993 - DENNIS DUFFY

12TH PHOENIX SEPTEMBER 2, 1994 - BILL HAUPRICH

13TH SAN DIEGO, OCTOBER 7, 1995, Mo Wright

14TH PENSACOLA, OCTOBER 24-27 - 1996 Chuck Tinker

15TH RENO NEVADA W/TAILHOOK Sept 4-7 1997 - BILL RUSSELL

16TH PENSACOLA May 20, 1999

1999 DECEMBER 1-3, although not an LACB many went to France for the official retirement of the F-8.

17TH SAN DIEGO, OCTOBER 5, 2000 - BRUCE BOLAND

18TH NAS OCEANA, SEPTEMBER 20, 2001 - DAVE WINIKER

19TH FRENCH CRUSADER BALL Hyeres, OCTOBER 3-6, 2002 - ANTOINE GUILLOT

20TH SAN DIEGO, OCTOBER 16, 2003 - BOB PEARL

21ST PENSACOLA, OCTOBER 5-8, 2005 - CHUCK TINKER/CHUCK KLUSMANN. The first one scheduled for Oct 2004 was cancelled due to Hurricane Ivan that destroyed a lot of Pensacola. Hurricane Katrina hit just before this one but it was not cancelled.

22ND SAN DIEGO MAY 12, 2007 - BOB PEARL

23RD SAN FRANCISCO, MAY 01, 2008 - RICH KEEFER

24TH DALLAS TX OCTOBER 7, 2009 - DENNIS DUFFY

25TH PENSACOLA, MAY 05, 2011 - CHUCK KLUSMANN

26TH RENO W/TAILHOOK SEPTEMBER 6-8, 2012 - JOHN HOLM

27TH SAN DIEGO/CORONADO MAY 21, 2014 - BOB PEARL

28TH SAN DIEGO OCTOBER 02 2015 - RICH REDDITT

29TH SAN DIEGO MAY 3 - 6 2017 DAVE COWLES

30TH SAN DIEGO/LA JOLLA SEPTEMBER 26-29 2018 MIKE WALDRON

# **Agenda**

**1800 Cocktails**

**1900 Bagpipe, Call to Seating**

**Parade the Colors - provided by Sea Cadets of San Diego  
National Anthem**

**Pledge of Allegiance - ADM USN (ret) Tom Hayward**

**Retire Colors**

**POW Recognition - CAPT USN (ret) Chuck Schroeder**

**Invocation - RADM USN (ret) Jay Campbell**

**1900 Dinner**

**Announcements and Remarks - LACB 30 Chairman-  
CAPT USN (Ret) Mike Waldron**

**Remarks from F-8 Crusader Association President -  
CAPT USN (Ret) Dave Cowles**

**Centerpiece giveaway**

**Dance**

## A BRIEF HISTORY OF THE F-8 CRUSADER

In September of 1952, the Navy announced a requirement for a new fighter. It had to be magic! It was to fly supersonic in level flight, and have range & endurance far beyond any jet aircraft then known. It was to have the strength, reliability, precise handling characteristics, and the gentle breeding to operate from 27 CHARLIE carriers.

The Vought Corporation, an aircraft maker with longstanding tradition for using unconventional concepts, won the ensuing competition with a fighter plane that incorporated several ingenious ideas. Among them were the high wing design, the variable incidence wing, and a clever approach to tucking the main landing gear into a narrow fuselage. They were all linked in a series of tradeoffs to maximize performance and aerodynamic stability in the fighting configuration, while allowing provision for landing aboard a carrier. The radical, two position wing configuration was designed with the wing hinged to the fuselage at its rear attachment point and a screw jack actuator attached at the front end of the single piece wing which formed the top of the fuselage. As the wing was reconfiguring from a high speed shape to that needed for slow speed flight through extension of high lift devices (flaps & droops), the wing would simultaneously rotate on the hinge, increasing its incidence (angle between wing and fuselage) by seven degrees. It leads to the age-old question; did the leading edge of the wing raise, or was the fuselage lowered? In any event, the same angle of attack on the wing allowed tolerable approach speeds for carrier landings while allowing a much shorter and lighter weight landing gear to be built into the elongated fuselage which housed the Pratt & Whitney J57 with afterburner, lots of fuel & initially, a rocket pack. At the same time, the two-position wing provided good visibility over the nose while the wing maintained the cocked-up angle necessary for carrier landings.

## MILESTONES

On March 25<sup>th</sup> 1955, John W. Konrad, a native of San Diego and a veteran pilot of the 1948 Berlin airlift, flew this revolutionary machine on its maiden flight, and went supersonic. In April, 1956, Cdr. R. W. 'Duke' Windsor landed the CRUSADER aboard USS Forrestal and 4 months later, won the Thompson Trophy for the Navy by flying 1015.42 miles per hour.

On June 6<sup>th</sup>, 1957, two Crusaders of VX-3 launched from the Bon Homme Richard off the California coast and headed east. Refueling over Dallas, they recovered aboard the new carrier, Saratoga, off Jacksonville, Florida. President Eisenhower observed the recovery. The flight lasted 3 hrs, 28 mins. The pilots were Capt. Robert G. Dose, CO, VX-3, and Lt Cdr. Paul Miller.

On July 16<sup>th</sup>, 1957, Major John Glenn and Lt. Charlie Demmler launched on Project Bullet, an attempt at a transcontinental speed record. Lt. Demmler aborted during the flight after suffering damage while aerial refueling, and Major Glenn completed the flight in 3 hrs, 23 min, for a record average speed of 725.55 miles per hour.

A total of 1,266 Crusaders were built, including 42 for the French Navy. Before the assembly line closed, 448 of these had been rebuilt into more advanced models. 71 Navy and Marine Squadrons operated Crusaders. Navy fighter squadrons operated the Crusader from March, 1957 (VF-32) until the final deployments of VF-191 and VF-194 aboard Oriskany ending in March, 1976. The Marines operated the Crusader from Dec, 1957 (VMF-122) until late 1968 (VMF (AW)-235). The active duty photo squadrons stopped flying the Crusader with VFP-63 in June, 1982. Both fighter and photo CRUSADERS were operated extensively by Navy and Marine Reserve units. The reserves continued flying photo CRUSADERS in VFP-206 until January, 1987. Thirty-five F-8H CRUSADERS were transferred to the Philippine Air Force in late 1977 and flown until January, 1988. CRUSADERS were operated at sea by the French Navy until 28 October 1999.

There were 18 confirmed kills by the F-8 Crusader during the Vietnam War. Three were lost in air-to-air combat. 84 Crusaders were lost from direct enemy action. 517 Crusaders were destroyed. The total number of Crusader hours flown: 2,368,153.

## LASTS

Last trap operational USN F-8 was on USS Oriskany 2 February 1976 Jack Hamilton CO VF-194.

Last Cat by operational USN F-8 was from USS Oriskany the fly-off to NAS Miramar on 2 March '76

Last Navy fighter F-8 attached to a fighter squadron training fighter pilots, May 19, 1976. Chip Meyers.

Last Trap RF-8G Barry "Flavius" Gabler, 18 Oct 86, CV-66

Last Cat RF-8G Barry "Flavius" Gabler, 18 Oct 86

Last Navy F-8 Squadron Light Photographic Squadron Two Zero Six, Disestablished April 1986, When the Fat Lady Sang -LITERALLY!

Last Navy Flight RF-8G Dave Strong, April '87, NAF Washington-Dulles

There have been a total of 142 squadrons and/or reporting custodians that flew the Crusader over the years.

(History and data taken from various books, articles and research by Paul Gillcrist, Peter Mersky, Rich Redditt, Gary Williams, Rob Rivers and others.)

## F-8 EJECTIONS

The first ejection from the F-8 was by then Captain James Feliton (USMC), using the original Vought seat on 4 May 1956 near Greenville, Texas.

Martin Baker documents 514 successful F-8 ejections. These don't include the ejections using the Vought seat nor do they include unsuccessful ejections or those by the French and Philippines.

## COMBAT ATTRITION RATE OF THE F-8 CRUSADER

Between 1964 and 1972 eighty-three Crusaders were either lost or destroyed by enemy fire. Another 109 required major rebuilding. 145 Crusader pilots were recovered, 57 were not. Twenty of these pilots were captured and released at the end of the American participation in the war. Another 43 were missing at the end of the war...In addition there were 16 pilots who went down on photo versions of the Crusader, seven were captured—six returned and one died in captivity.

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## 2018 Committee Members:

Mike "Crane" Waldron - Chairman

Mary "B10" Buonaguidi - Meeting Planner

Dennis "Taco" Bell

Dave "Gator" Cowles

Dick "Cossack" Evert

John "Badger" Holm

Skip "Thumper" Leonard

Jim "Wizard" Ozbirn

Bob "Beeper" Pearl

Chuck "Flash" Schroeder





## Deceased since LACB 29

LEE "BLACKIE" HILL -- 08 Aug. 2018  
ALAN M. PETERSON -- 07 Aug. 2018  
PAUL "PSkar" SKARLATOS -- 16 Jul. 2018  
THOMAS ROBINS "TOM" WEINEL -- 24 Jun. 2018  
JOHN R. "SMOKE" WILSON, Jr. -- 11 Jun. 2018  
H. ROBERT "BOB" PEARL -- 06 Jun. 2018  
HERBERT R. "HERB" JELLANDER -- 05 Jun. 2018  
RICHARD B. LINNEKIN -- 02 Jun. 2018  
HENRY FRANCIS "HANK" McCLOSKEY -- 28 May 2018  
HAROLD "HARRY" HENNING -- 20 Apr. 2018  
PATRICK J. "PAT" CRAHAN -- 19 Apr. 2018  
FRANK RUSSELL DUNNE -- 13 Apr. 2018  
ROBERT "BOB" McDONOUGH -- 04 Apr. 2018  
DAVE WINKLER - Mar. 2018  
WILLIAM I. "BILL" PARRISH -- 15 Mar. 2018  
JOHN A. DeCHANT -- 05 Mar. 2018  
DENIS J. "TACO" BELL -- 27 Feb. 2018  
LORENZO M. "LARRY" SEIN -- 15 Feb. 2018  
BRUCE A. MARTIN -- 02 Feb. 2018  
ALVIN F. "AL" PANNELL -- 29 Jan. 2018  
LIDLE L. "LARRY" LYKINS -- 19 Jan. 2018  
JOHN W. YOUNG -- 05 Jan. 2018  
LEROY R. "LEE" ERMIS -- 29 Dec. 2017  
GEORGE KENDALL "KEN" BALDRY -- 28 Dec. 2017  
JOHN R. "JACK" BATZLER -- 20 Dec. 2017  
CHARLES EVERETT "EV" SOUTHWICK -- 09 Dec. 2017  
THOMAS J. "TOM" HUDNER -- 13 Nov. 2017  
JOHN "MAC" McCARTHY -- 01 Nov. 2017  
MICHAEL DUNNE -- 25 Oct. 2017  
BOB HEISNER -- 9 Oct. 2017  
KENNETH "KEN" JASKOLSKI -- 06 Oct. 2017  
TOM CANN -- 12 Aug. 2017  
THOMAS G. "TOM" HENDERSON -- 19 Jul. 2017  
PAUL H. SPEER -- 15 Jul. 2017  
DIEGO E. "DUKE" HERNANDEZ -- 06 Jul. 2017  
KENNETH W. "KEN" LANGFORD -- 19 Jun. 2017  
RICHARD K. "RICH" MAUGHLIN -- 19 Jun. 2017  
KENNETH L. "KEN" FISHER -- 15 Jun. 2017  
DARL W. "ACE" JEWELL -- 13 Jun. 2017

WHEN YOU'RE OUT  
OF F-8's



YOU'RE OUT OF  
FIGHTERS