



LIGHT PHOTOGRAPHIC SQUADRON

Sixty-two

.....27 NOVEMBER 1957 NEWSLETTER

"VFP-62 ENTERS SUPERSONIC ERA"

F8U-1P....Another Milestone for 62

Light Photographic Squadron 62 has officially entered the supersonic era with the arrival of the first operational photo Crusader. The long awaited F8U-1P landed at Cecil Field last week. The 1,000-miles-an-hour-plus photo reconnaissance airplane is now being torn apart, studied, and rebuilt by Maintenance. A small detachment headed by Lcdr Bill Freese is now over at Cecil Field working with VF-103, a Crusader squadron. The detachment so far, is composed of 5 Officers and 13 enlisted men.

Pilots are undergoing extensive training at Cecil Field in F8U-1P procedures. Ground school, one day introduction procedures in the mobile trainer, and several flights in the Operation Flight Trainer are scheduled for our prospective members of the "1,000 miles per hour" club. Some officers will fly up to Norfolk in the near future for the partial pressure suit introduction. Representatives from Chance-Vought, Fairchild Camera, and Chicago Aerial have been working closely with personnel in the squadron in orientation of the intricate working components of the Crusader.

"GOING PLACES AND DOING THINGS"

The hot, steaming sun beat down upon the men of Detachment 33 as they began the process of loading 11,000 pounds of gear aboard the USS INTREPID. Thus began a routine that was to be repeated again and again, around the world, that is, if all was to go as scheduled. First to GIMO and then back to JAX and then off again on the Intrepid for the NATO cruise. Perspiration poured profusely again as the men off-loaded the 19th of August and traveled to Oceana, Virginia for a 10 day period. After this brief delay the Detachment on-loaded aboard the Intrepid again and departed for the north Atlantic. Scotland, England and France played host to the men as they enjoyed themselves to the limit in each of these ports. The Intrepid now made a 180° turn and headed back for the states. "Around the world" was no longer the goal of DET 33 because now the cruise was cut down to 3 months. After off-loading at Norfolk the men were transported to Jacksonville. Another brief interval of six days lapsed when the detachment again hoisted sea-bag to shoulder and departed for a new snip, the USS Forrestal. This deployment lasted only 10 days, returning to Jacksonville again on the 14th of November. By this time the on-loading and

off loading business was becoming routine and it was also evident that the "Around the world" cruise was definitely 'out'. All eyes turned to sea once again as all hands of the detachment headed for Mayport to On-Load aboard the USS Forrestal. Bunks were assigned, flight jackets were checked out and all preparations were made for the forthcoming cruise when it was announced that the cruise was cancelled. So, the routine was again put into motion and with skilled cooperation all gear was off-loaded thus making it a 24 hour deployment. As it stands now, all personnel in the detachment sit and wonder when the next call will come and where, when and if they will be going.....

" EDUCATION "

The August Ser vice-wide exam results finally came in and have been posted. The cramped quarters of the Education Office has been the center of much activity now that the "results" have come in plus the fact that all correspondence courses must be in by 16 DEC so that personnel may qualify for the February exams. There is a great deal of "red tape" involved after courses and recommendations have been turned in so it is strongly advised that all personnel involved pay heed to the afore-mentioned date. On the lighter side....the Education office boasts that they have the only five foot full life picture (in color) of Jayne Mansfield in the hangar, (Note replica of poster.....). One overheard comment was....."Maybe the Education Office will get more business now that there is a buxom, blonde and bushy beauty up thar".

Anyone interested in acquiring some additional manuals to study in preparation for the forthcoming February exams should drop into the Education office. They recently received a shipment of up-to-date manuals on most all rates.

A list of the successful participants of the August Service-wide exams are as follows: For DET 36, USS RANDOLPH. The following named men will be advanced on 1 DEC 1957.



DUPUY, W. O., AM3 to AM2; LIPSONEYER, M., AK3 to AK2; RYAN, J. W., SN to PM3; BIRD, L. passed examination but did not have enough final multiple to be advanced; FIRILA M., and PHELPS, C. R. passed with a high enough score to be designated as a striker on 1 DEC 1957, but not enough to be rated; DEBOSE, J., GRISM, G. M., JESK, T. D., MC KEE, E. T., and HALL, W. G. failed the written exam; DURDEN, D. W. and ELKINS, W. K. had exams in which discrepancies were noted and results will be returned at a later date.

For DET 37, U.S.S. FRANKLIN D. ROOSEVELT: The following named men passed the examination and may be advanced on 1 DEC 1957.....FOSTER, R. J. AN to PM3; GAGNE, E. N., AM2 to AM1; JACKSON, G. P. AM3 to AM2; DASCH, S. J. ADJAN to ADJ3; BOBBIT, J. C., AOUAN to AOU3; OCONNOR, J. F., SN to YNT3. MC GRANE, E. J. passed with a high enough score to be designated as a striker on 1 DEC 1957, but not enough to be rated. ALKA, R. L. and ROYS, R. A. passed the exam but did not have enough final multiple to be advanced. CLONTZ, E. E., WOODEN, D. E., KONGER, R. E., MORENO, A., RICHARDSON, J. and WATSON, L. D. failed the written examination.

" S Q U A D R O N S C R I B B L I N G ' S "

....Carl F. Quandt, PH1, has probably been in and out of VFP-62 more times than any other man in the Squadron. When he first entered the Squadron he missed formal commissioning by two weeks, beginning his first tour with VC-62, which lasted from April 1949 till December 1949, deploying upon the USS MIDWAY. Quandt was transferred in DEC 1949 and returned again in FEB 1953 to begin his second tour. This one lasted 33 months and during this period he deployed upon the USS WASP, a world cruise and also a 7th Fleet Cruise aboard the USS CORAL sea. In November of 1955 he was again transferred out of the Squadron. Quandt reported aboard last week to begin his third tour with VFP-62. Overheard lament from LTJG Custer....."From watching his man come and go I'm beginning to realize that I've been here a long, long time!"

....The "Operations F8U-1P" project is still expanding. Ed Christensen, a representative from the Chicago Aerial Industry is spending some time with VFP-62. He was originally sent to VAP-62 and is now spending a week or so with us. He is working with the F8U pilots and the photo-mates on the camera control system.....

....Supply bid farewell to LTJG Charlie Smith and welcome his relief, LTJG Barry Erickson. As a token of remembrance the personnel in the supply office presented Charlie with a billfold. It is presumed that Barry is appreciating his new duties as supply officer in that he has spent the last year and half at sea. He reported from the KIETH, DD 775.

....The cigar smoke hung heavy on the hangar deck and through it walked a man wearing a sign on which was painted....."BOOT CHIEF". The man wearing the sign was "Chief" Charlie Butz, who officially was made "Boot" Chief on Monday, the 18th of November.

....There were two particularly outstanding occurrences involving Sixty-two pilots on the Essex during the recent CarQuals. First, there was Lt. Everett Garrett's joining of the Century Club on the CV-9 and then there was LtJG Spider Johnson's graphic

display of why not to let that meatball get below the datum line when you're close to the ship, (especially at night!!)

Lt. Garrett made six landings last week to make a total of 101. His first 95 were made back in 1951-52 when he was flying F4U Corsairs with VF-53. These were also his first mirror passes, first in a jet, first angled deck landings, and the biggest kick of all.....the first cat shots.

.....62 almost reached its goal in the recent Community Chest United Fund Drive. All hands are to be congratulated. To add incentive in reaching 100% at division level a 72 hour pass was awarded. The divisions reaching this mark are as follows: Admin, Supply, Photo Maintenance, Ordnance, Line, 1st Lt., and DET's 36 and 37.....

... ON THE SPORTS SCENE ...

Basketball

With the intramural basketball league set to open this week, the 62 cagers have been practicing fast and furious for the opener with O and R this week. Several practice games have been played and prospects for the 57-58 season continue to look bright. In a game played against the Jacksonville YMCA All-Stars on November 5, the locals came out on the short end of a 64-63 score in a close, hard fought battle on the victor's court. In a rematch the following week, the 62 team led by last year's high point man Charlie Hudson, convincingly trounced the YMCA, 60 to 52. In a scrimmage game against the Jax Navy varsity last week, Hudson and Bill Bogart led the blue and gold to a slight lead at half time and the 62ers managed to stay even at the end of the third quarter. The two platoon system of the varsity enabled Coach Herb Stovall's boys to pull away for a comfortable win.

FLASH....FLASH....O and R became Sixty-two's first victim Tuesday night, as Charlie Hudson led the Blue and Gold to a lop-sided 89 to 18 triumph. Hudson poured through 29 points to take a comfortable lead in the individual scoring race.

... DETACHMENT COORDINATOR'S CORNER

Recent edition of VFP-61 Newsletter indicates that fuel control heat can be used indiscriminately---can be turned on at any time. In delving into the situation, conversation with Grumman Representative raises some controversy on the idea. Speculation admits the possibility that the information was meant for F9F-8 aircraft; the heater installation in the F9F-8P is different and includes camera bay heat. Therefore, maintenance is attempting to get something in writing from Grumman to clarify the issue; until we get it in black and white continue to use fuel control heat only after becoming airborne.

In regard to the use of pylons and flare pads, some vagaries still exist. Jax O & R has preliminary designs for a fix for the pylons; see Aircraft Armament Bulletin #190. It is not definite yet as to who will perform the fix.....squadron or O & R. BuAer has lifted the restriction on the use of pylons and pods, but the Squadron restriction is still in force until the fix is incorporated unless the tactical situation demands the use of the pylons. The

Squadron restriction is based on the primary danger of accidental release of the pylons, which, if occurring over a populated area would result in an "incident" of major proportions. Loss of pylons anywhere over land with flares installed would constitute an "incident". There is no information as yet on catapult end speeds for the F9F-8P with pylons----with or without ASC 462.

The parent squadron is in need of photographs for display purposes. It is requested that all detachments weather the aesthetic eye for good shots that can be used to decorate the Palace.....

Although there is a critical shortage of pilots here at the hcmc base, we have managed to form detachments for relief of those now deployed. It has been rough, with Training Syllabus, FAWTU, the Palace Guard, early release to inactive duty, etc., but detachments 43 and 45 have already chopped and the troops in the field can expect to be relieved on time!

Last minute item; OPNAV NOTICE 3760 of 28 October 1957 cancels out Individual Pilot Time Report due on 31 December 1957. Check subject Notice for details.

News From Photo....

The Squadron has now received the new, revised edition of the Manual Of Naval Photography. OPNAV Instruction 3150.6A. Photo invites your attention to O711, which concerns "Titling Aerial Reconnaissance, Mapping, and Charting Photography". Also, be sure to note information in 1115, concerning the assignment of photographic detachment personnel to the ship's or station's photographic laboratory.

... COMING AND GOING ...

Officers Received

Ens. Richard T. Horan, from PIC, Washington D.C.
LTJG Barry M. Erickson from USS WILLARD KEITH (DD-775)
LTJG Gerald C. Vaught from NATTU, NAS, Pensacola, Florida
LCDR Robert E. Penick Jr., from NATTU, NAS, Pensacola, Fla.
Ens. Morris K. Terry, from Naval Schools Command, Newport, R.I.

Officers Released

LTJG Ronald J. Slavecki,
LTJG Charles G. Smith

Enlisted Received

Carl F. Quandt, P-1, from NAS Johnsville, Pa.
Charles V. Burgess, AD1, from NPIC, Washington D.C.
Harry F. Tyler, A01, from NPIC, Washington D.C.
Robert D. Hudson, AN, From NAS, Port Lyautey,
Bramlett A. Madden, AMG, from USS SARATOGA
Alvin C. R. Wood, ADR3, from NAS, Anacostia, Wash. D.C.
Dewey R. Ward, ATAN, from NATTO, Memphis Tenn.

Enlisted Transferred

Jerry Lamar, MEAN, to NATTC, Memphis Tenn.
James N. Dooner, PH3, to NPC, NAS, Anacostia, D.C.
Herbert E. Watson, PHA3, to NAS, Key West, Fla.
Roy G. Boadwee, to CO, NATTU, Pensacola, Fla.
Richard E. Levy, to RECSTA NORVA, FFT, VF-73
Riley B. Wynn, ADR3, to FAU COMFAIRJAX FFT AIRASRON
To FASRON 9, NAS, Cecil Field, Fla.:
Ronald J. Haight, AN
James A. Davis, AN
Dennis I. McDermott AN
Frank W. Motley, AN
Jack M. Nelson, AN
Herschel T. O'Kelley AN
Harold "J" Shook, AN
Harold T. Gholson, PHC, to NAVBRKS, NAF, Annapolis, Md.
Orville R. Osburn, PHL, to NATTU, Pensacola, Fla.
Noah O. Dupuy, AE3, to NAAS, Whiting Field, Fla.
Rodney, E. Howes, AN to FASRON 9, NAS, Cecil Field, Fla.
John J. Schultz, AN, to FASRON 9, NAS, Cecil, Field, Fla.

Enlisted Released

George A. Syrko, PH2
Louis L. Linker, SN
Robert L. Farrell, ADJ3

Edwin L. Kiem

EDWIN L. KIEM