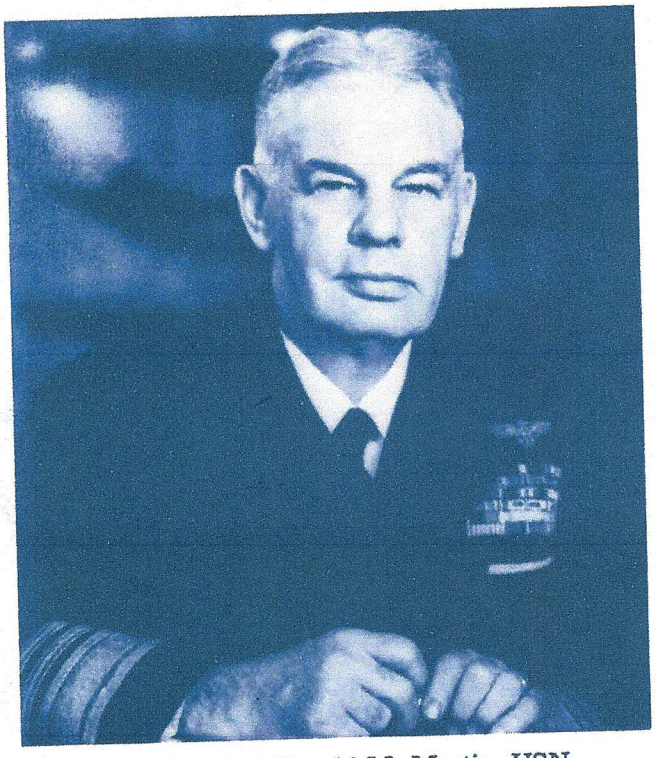
MEET THE U. S. NAVY'S

P5M SEAPLANES

PACIFIC FLEET DELIVERY
APRIL 30, 1953



Vice Admiral Harold M. Martin, USN.

Vice Admiral Harold M. Martin, USN, who will accept the Marlins today on behalf of the Fleet, is the Commander Air Force, U. S. Pacific Fleet, a post he has held since April 1, 1952. For more than a year prior to taking over the NAS San Diego based unit, he was Commander of the U. S. Seventh Fleet in Korean waters.

Admiral Martin graduated from the U. S. Naval Academy in 1918 and received his Navy wings in December, 1921. Subsequently, as commander of Patrol Squadron 10, he made the first Midway to Pearl Harbor flight and in 1938 was ordered to Washington to compile a text book on aerial navigation.

When the Japanese struck at Pearl Harbor, he was commander of the Naval Air Station at Kaneohe Bay, Hawaii. In 1942 he became Commandant, Naval Operating Base, Midway, and later was commander of the USS San Jacinto in many strikes against the Japanese in the latter stages of the war.

More recent assignments have included Commander Carrier Division 33, Commander Task Force 49; Commander Fleet Air Wing 17; Commander of Carrier Division Five and Task Force 38; Chief of Naval Air Technical Training; Commander U. S. First Fleet and Commander U. S. Seventh Fleet.

Adm. Martin wears the Victory Medal and the Destroyer Clasp for World War I, the American Defense Medal, Asiatic-Pacific ribbon with seven battle stars, the American Theatre ribbon, Philippine Liberation ribbon, Navy Occupation ribbon, World War II Victory Medal, China Service Medal, Korean and UN ribbons.

In addition to the Legion of Merit and Silver Star, he has been awarded the Distinguished Service Medal, a Gold Star in lieu of second Legion of Merit, the Bronze Star Medal, Presidential Unit Citation, Navy Unit Commendation, and the Korean Medal of Military Merit, Taegu Award (Presented by Syngman Rhee, President of Korea.)

U. S. NAVY
P5M-1
M A R L I N

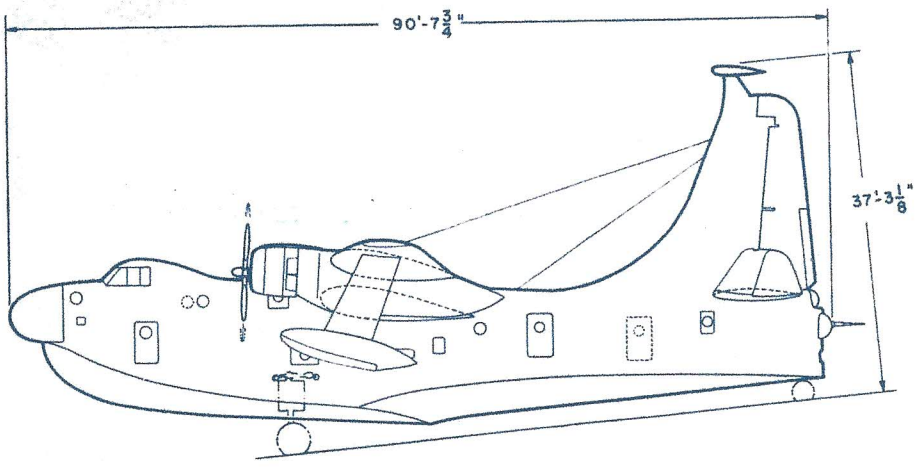
Throughout aviation history the U. S. Navy and The Glenn L. Martin Company have teamed together in the production of water-based aircraft which have played significant roles in national defense.

We are happy to have you on board today for the ceremonies marking activation of the first Pacific Fleet Squadron (VP-40) using Martin P5M-1 Marlins—the Navy's newest anti-submarine seaplane.

MISSION

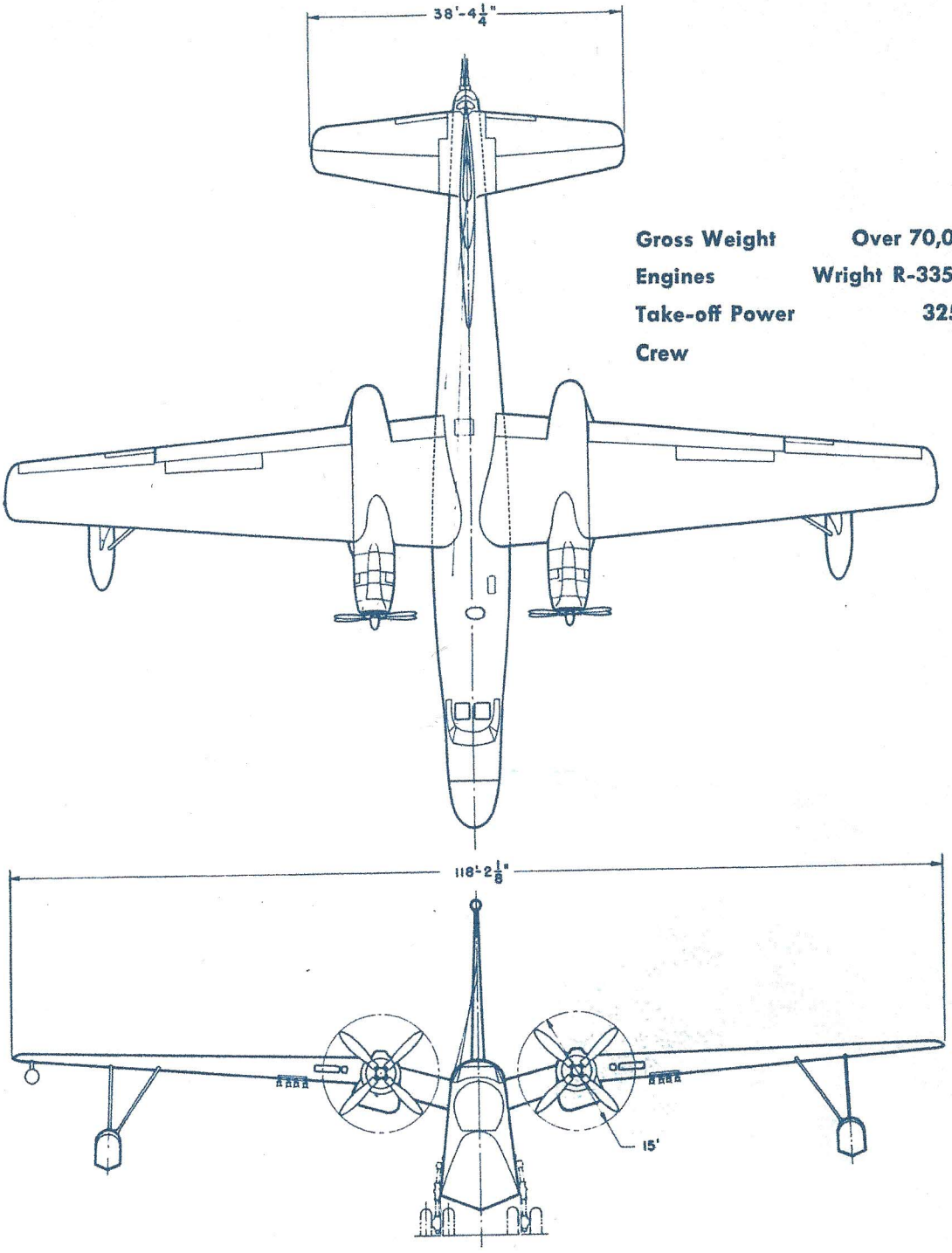
Modern warfare, depending on disruption of enemy supply lines, has created the problem of preventing strangulation of our own supply lines by the enemy. Adequate material can only be moved by sea, where it is particularly vulnerable to submarine attack, therefore, early detection and destruction of undersea craft is of paramount importance to the convoys.

The basic mission of the P5M-1 Marlin is anti-submarine warfare, and primary emphasis has been placed upon the production of a fully integrated weapon capable of seeking out and destroying these vessels. Equipped with the latest and most powerful radar available and other highly classified devices, the Marlin is capable of locating a schnorkel equipped submarine either completely submerged or with only its breathing apparatus above the surface. The Marlin carries an ample supply of large depth



charges or torpedoes in its large nacelles together with rockets under its wing so that rapid destruction of submarines can be made following location. It is also equipped with a powerful searchlight for night attacks. In addition, anti-icing and other special equipment required for all-weather, day and night operations is installed.

The purpose of the long streamlined hull is to extend the operational flexibility of the Marlin seaplane to any waters on the globe and facilitate operation under the most severe rough water conditions. Many other design features combine to make possible anti-submarine operations using only a ship

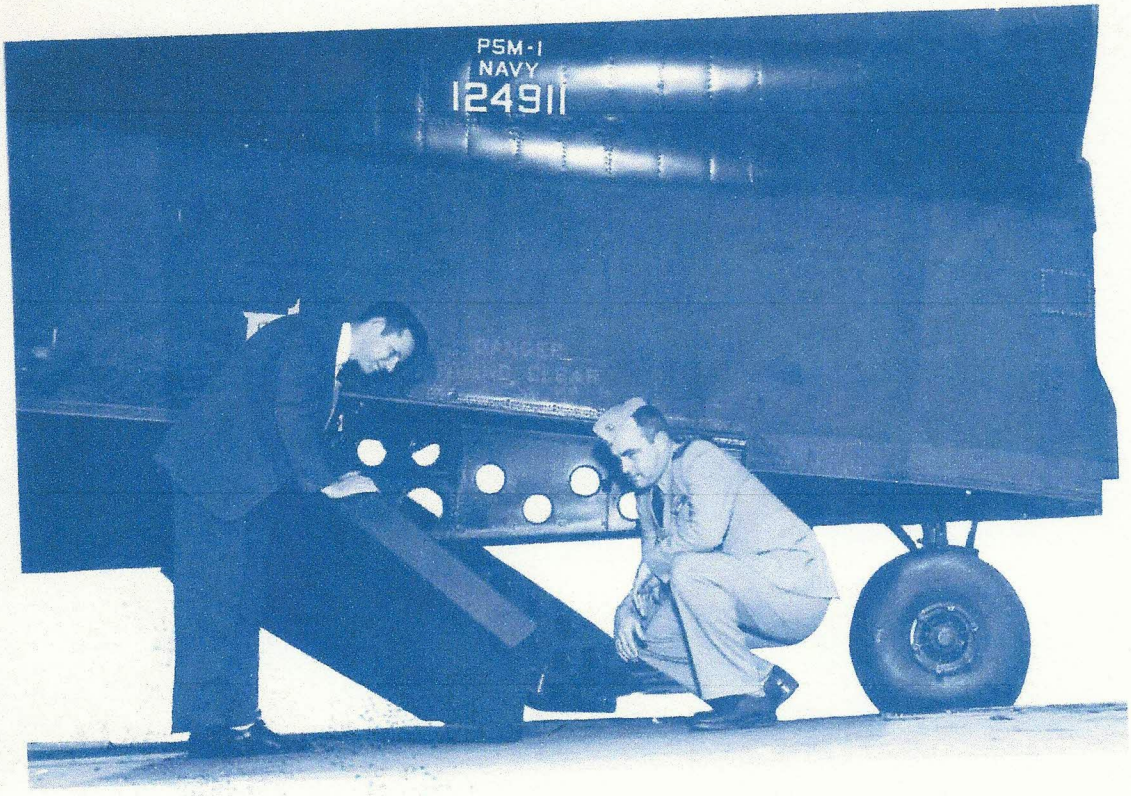


Gross Weight	**Over 70,000 lbs.**
Engines	**Wright R-3350-30W**
Take-off Power	**3250 BHP**
Crew	**7**

(seaplane tender) as base in areas where there are no bases for operations of other type aircraft, thus providing a means of combating undersea craft, on short notice, wherever they strike.

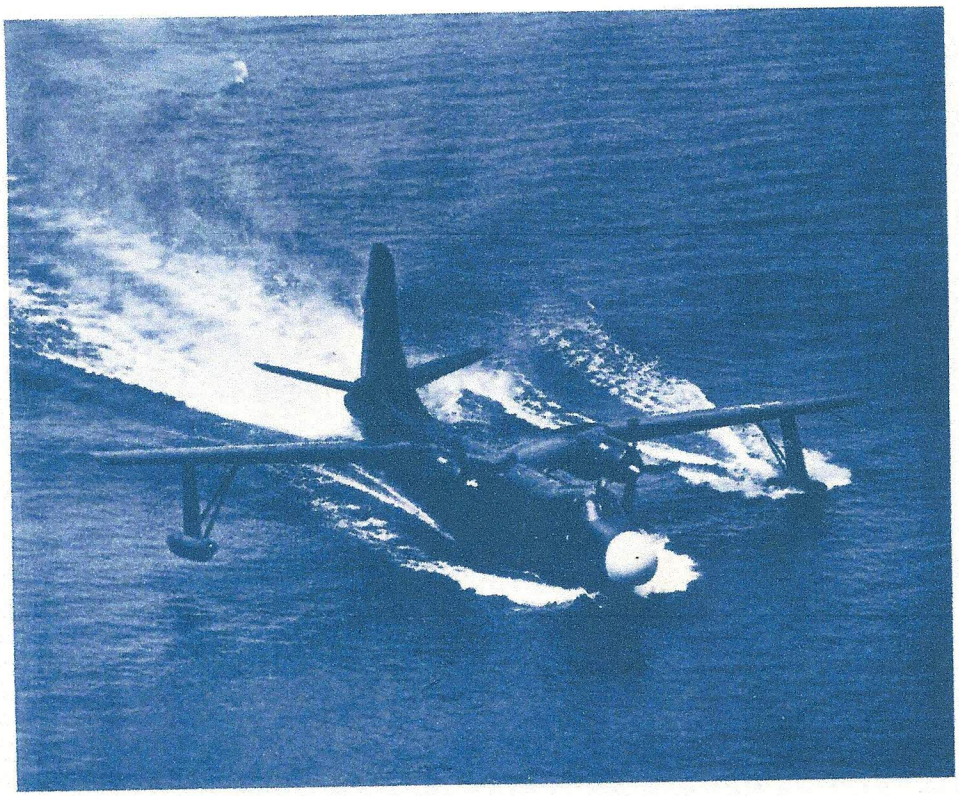
To facilitate operations in restricted waters, a new device called the "hydroflap," not previously used on seaplanes, was developed for the P5M. The hydroflap acts as a water rudder, operated by the pilot for use in turning, or they may be extended simultaneously to act as brakes.

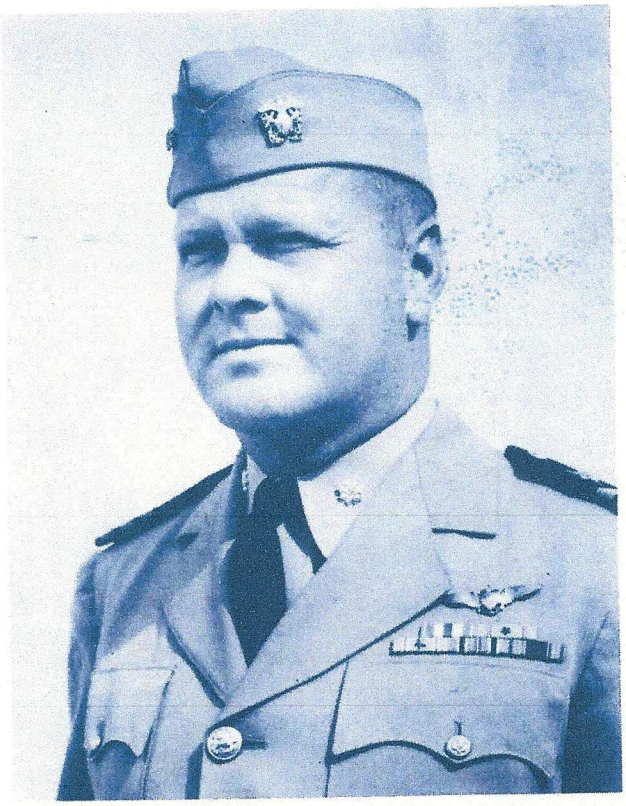
The P5M's range makes it possible for the plane to remain in the air for long periods of time. Thus, tremendous areas can be covered by one aircraft, and, should an enemy be contacted, the plane will have sufficient endurance to remain on the spot and make sure of the "kill."



John D. Pierson, Chief, Hydrodynamics Section at Martin, and Lt. Com. Kenneth J. Mathis inspect the newly developed hydroflaps. These hydroflaps may be used either as rudders for surface maneuvering, or extended together to act as an efficient brake and sea anchor.

The Marlin, making a minimum radius turn. The addition of the hydroflaps has reduced the normal turn radius of approximately 800 feet to less than 300 feet . . . making the P5M-1 the most maneuverable seaplane of its size.





Cdr. J. M. Kellam, USN
Commanding Officer, VP-40

THE GLENN L. MARTIN COMPANY
BALTIMORE 3, MARYLAND