CRUSE BOOK 656





patrol
squadron
forty

CRUISE

B O O K

1966 — 1967

The History of Patrol Squadron Forty

Patrol Squadron FORTY, a seaplane squadron, was commissioned on January 20, 1951 at the U.S. Naval Air Station North Island, San Diego, California, approximately six months after hostilities began in Korea. The original Patrol Squadron FORTY, which had been commissioned a few years before the outbreak of World War II and had performed its vital mission during the war and in the tense period which followed it, had been decommissioned in 1950.

The squadron completed its formation and training in San Diego, flying the famous PBM "Mariner" seaplane. In May, 1951, the squadron departed for Japan to commence combat operations under the Commander of Fleet Air Wing SIX. It arrived at Iwakuni and began operations as the first all-reserve squadron to fly in the Korean War. Its first combat patrols were flown in June, beginning the six month period during which the squadron patrolled the Tsushima Straits, flew cover for replenishment groups in the Yellow Sea and Sea of Japan, and made weather reconnaissance flights for the fleet forces. In December 1951, Patrol Squadron FORTY departed Iwakuni for the United States. It conducted extensive training operations out of North Island until August 1952, when it returned to the combat area.

The squadron arrived at Sangley Point in September, and from its home away from home in Sangley Point conducted operations in the waters surrounding the Philippine Islands. It also operated under the Commander of Fleet Air Wing TWO on the Formosa Straits patrol until March 1953, when it returned to the United States. The squadron was the first to deploy to the Western Pacific without loss of either men or aircraft, and for its operations on this tour Patrol Squadron FORTY was awarded the Korean Presidential Unit Citation. Arriving in San Diego in April 1953, the squadron turned in the PBM "Mariner" and made the transition to the P5M "Marlin", the last seaplane the Navy would fly. FORTY was the first west coast squadron to get the new plane.

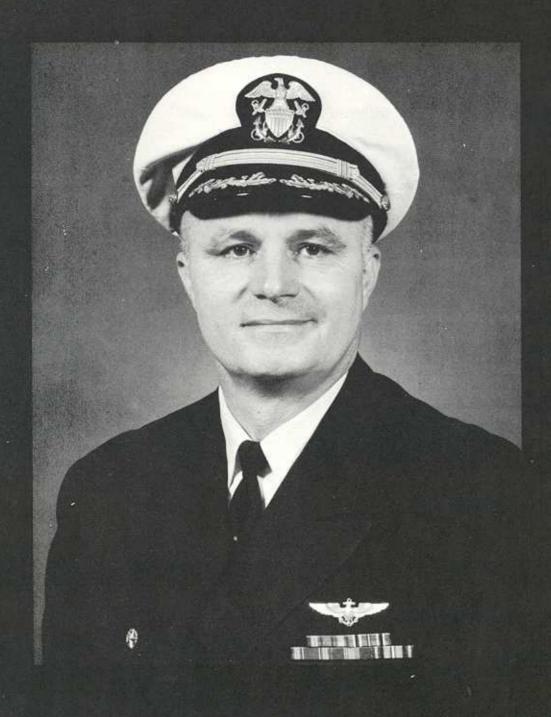
With the end of the Korean War, the squadron began a series of tours in the Western Pacific area. In 1959 the squadron worked closely with surface and air forces, both Chinese Nationalist and American, during the Quemoy and Matsu crisis. Working out of Boko Ko in the Pescadores, the men of FORTY flew the Formosa Straits patrol and received the Armed Forces Expeditionary Medal for their work. Also in 1959 the squadron was told it would change its home port from San Diego to Sangley Point, Republic of the Philippines. While home ported at Sangley Point, the squadron transitioned to the P5M-2, basically the same plane as the P5M-1, but with a high-mounted horizontal stabilizer and an improved anti-submarine warfare capability. This is the version of the "Marlin" the squadron flies today.

For over four years the squadron flew patrols in the Philippine area and over the South China Sea. One of the more memorable operations was in 1960 out of Davao, in the southern Philippines, where the USS Floyds Bay had steamed and taken up station. The squadron flew around the clock prosecute a goblin, and this mobile base operation in the Celebes Sea extended the Marlin's range south of the equator. In November 1963, Patrol Squadron FORTY was informed that it would resume the six month deployment schedule, and in March 1964 the squadron returned to the U.S. Naval Air Station North Island, having been relieved at Sangley Point by Patrol Squadron FORTY-EIGHT. Soon after the return to North Island, the Commanding Officer received notification that the squadron had won the Battle Efficiency Award for the 1963-64 competitive cycle.

In February 1965 Patrol Squadron FORTY returned to Sangley Point and started patrolling the familiar waters of Southeast Asia. In May 1965, the squadron gave the "Marlin" its first taste of combat when it conducted extensive tender operations with USS SALISBURY SOUND and USS CURRITUCK. It operated from such places as Ko Samui, Thailand, the Con Son Islands off the coast of South Vietnam, and Culao Cham, near Da Nang, South Vietnam. This was the first time since World War II that the concept of advance base tender operations was used under combat conditions, and the "Marlin" was given a change to demonstrate its unique mobility.

Patrol Squadron FORTY was relieved by Patrol Squadron FIFTY in August 1965 and returned to San Diego. In February 1966, after six months in San Diego, the squadron returned to Sangley Point, and, after flying ocean surveillance flights out of Sangley Point, the squadron again joined the tender off the coast of Vietnam and participated in "Market Time" operations. Working closely with Vietnamese and U.S. surface units, the squadron did its share in the effort to prevent the infiltration of communist arms and munitions into South Vietnam by sea.

After six months at North Island, the squadron returned to Sangley Point in February 1967 on what will probably be the last deployment of an operational seaplane squadron. The men who flew the P-5 in the skies over the Philippines, the South China Sea, the Formosan Straits, and Vietnam, and the men of Patrol Squadron FORTY who are flying them now, realize with some nostalgia that the present deployment of Patrol Squadron FORTY will mark the end of a long and satisfying era in Naval Aviation. But that nostalgia is tempered by the prospect of flying the land-based, turbo-prop P-3 Orion, the Navy's newest and most sophisticated patrol aircraft.



Commander Harry J. HINDEN left Patrol Squadron FORTY to attend the Naval War College at Newport, Rhode Island. He assumed command of the squadron on 15 June 1965. A native of Pana, Illinois, he entered the naval service in January 1944. After attending Mercer University in Macon, Georgia, and completion of flight training at Pensacola, Florida, he received his commission and was designated a Naval Aviator on the 28th of February 1947. Commander HINDEN began his early career in seaplanes, flying the PBY and later flying the PBM with Patrol Squadron 105, which was later designated VP-45. From January 1950 to March 1952, Commander HINDEN served as a flight Instructor at Corpus Christi, Texas. He then attended the Aviation Officer's Electronic School followed by an assignment to Air Transport Squadron SIX, flying through Europe and North Africa. He attended the United States Naval General Line School, and in 1955, served on the Staff of the Chief of Naval Air Reserve Training. In November 1958, Commander HINDEN reported to Patrol Squadron 49 and in early 1961, he was assigned to the Bureau of Naval Personnel. After attending the Armed Forces Staff College in Norfolk, Virginia, Commander HINDEN reported aboard Patrol Squadron FORTY in August of 1964 as Executive Officer.

Commander Longino's Remarks Change of Command Ceremony 10 June 1966 Naval Station Sangley Point Republic of the Philippines

"Admiral Monroe, Captain Kendrick, Captain Johnson, distinguished guests, officers, and men of Patrol Squadron Forty.

In 1958, Patrol Squadron FORTY moved to Sangley Point with a homeport change. In November of 1963, another homeport change put the Squadron in a deployed status and in March, we returned to North Island bag and baggage. Eleven months later, as a deployed squadron, we returned once again to Sangley Point and since have been on a six and six rotation.

The Awards Manual indicates that for record purposes, the Vietnam conflict dates back to 1958. This being true, Patrol Squadron FORTY has been out of this area for only seventeen months in the last eight years of conflict. I don't believe any other operational unit of the Armed Forces of the United States has such a record.

Since VP-40 went into a deployed status in November of 1963, and counting up to the end of this present deployment, we will have spent sixteen months at Sangley and sixteen months at North Island, a fifty-fifty split since late in 1963.

An operating schedule such as this poses many problems in training, in transferring aircraft, and in family separations. It is not desirable by any means, but in times of conflict, desirability must take a back seat.

On the other hand, this operational schedule does have its plus factors.

Patrol Squadron FORTY was the first to use the P-5 in combat operations. Patrol Squadron FORTY was the first to fully explore the advanced base concept for the modern seaplane, and Patrol Squadron FORTY brought to full realization the requirement for flexibility inherent only in the seaplane.

It's true, that there are no plans at present for a replacement for the P-5. If the seaplane, the plane that established a place for the Navy in aviation, does pass into the annals of history, we of Patrol Squadron FORTY can be proud that we assisted in maintaining its reputation throughout its long history. This has not been done by one man, or even a small group. This has been done by each individual here today and by those who have stood on this same ramp in days past who as individuals have understood and accepted their responsibilities and have performed with pride and with the knowledge that their contribution has immeasureably supported freedom throughout Southeast Asia.

It is with a sense of pride that I relieve Commander Hinden today as Commanding Officer of the world's finest seaplane squadron and the United States Navy's most experienced unit in Southeast Asia. I respectfully request a continuation of the assistance and cooperation which the officers and men of Patrol Squadron FORTY have traditionally given their Commanding Officer.

All existing orders and directives remain in effect."



COMMANDER HUGH E. LONGINO



COMMANDER HUGH E, LONGINO

Commander Hugh E. LONGINO reported aboard Patrol Squadron FORTY on 18 January 1964. Commander LONGINO entered the naval service in July 1945 and received his commission upon graduation from the U.S. Naval Academy in June 1949. He attended flight training at Pensacola, Florida, and was designated a naval aviator on the 17th of November 1950. Commander LONGINO began his career as a naval aviator with the assignment to VR-2 at the U.S. Naval Air Station, Alameda, California, In carly April of 1953, he returned to Pensacola, Florida, as a Flight Instructor, and in June of 1955, was assigned to VP-1 at the U.S. Naval Air Station, Whidbey Island, Washington. From June of 1958 to January 1960, Commander LONGINO was assigned to the Staff of Commander Fleet Air, Whidbey Island where he served as the Assistant Operations Officer. This tour was followed by his assignment to the Bureau of Naval Weapons, where he served as Project Officer in ASW Research and Development until August 1962. After attending the Naval War College at Newport, Rhode Island, Commander LONGINO reported aboard Patrol Squadron FORTY and assumed the duties of Operations Officer.

Commander LONGINO is a native of Texarkana, Arkansas, and is married to the former Phyllis Jacobson of Texarkana, Texas.



COMMANDER JOSEPH P. SMOLINSKI, JR.



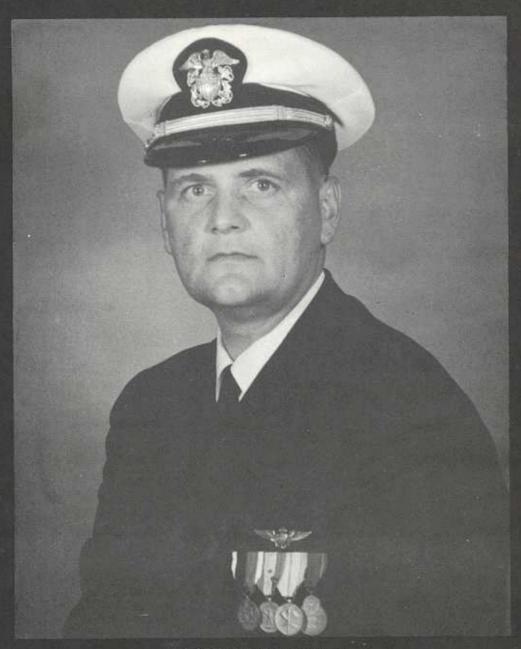
COMMANDER JOSEPH P. SMOLINSKI, JR.

The Executive Officer, Joseph P. Smolinski, Jr., CDR, USN, entered the Naval Service on 13 February 1946. After attending Mohawk College in Utica, New York, and upon completion of flight training at Corpus Christi, he was designated a Naval Aviator as a Midshipman on 15 September 1949. He received his commission on the first of April 1950.

Commander SMOLINSKI began his career as a Naval Aviator at Chincoteegue, Virginia, where he served with VU-4. In 1952 he returned to Corpus Christi as a flight instructor. After this tour he reported aboard Patrol Squadron FORTY-SIX at North Island, California. Commander Smolinski then attended George Washington University in the District of Columbia. There followed an assignment at the Bureau of Naval Weapons in Washington, where he served as Project Officer in the Engine Procurement Section. In September 1961 Commander Smolinski reported to Commander Fleet Air Norfolk for duty as Flag Secretary.

After attending the Armed Forces Staff College in Norfolk, he reported to Patrol Squadron Eleven and served as Aircraft Maintenance Officer and Operations Officers until reporting to Patrol Squadron FORTY in May 1966. He assumed the duties of Executive Officer on 10 June 1966.

Commander and Mrs. Smolinski, the former Jo Ann Kern of Bishop, Virginia, reside with their six children in Coronado, California. Commander Smolinski, a native of Utica, New York, matter-of-factly describes Mrs. Smolinski as "the world's best wife."



LCDR. CYRIL P. SMITH

The Administrative Officer, C. P. Smith, LCDR, USN, first served in the surface Navy from 1953 until 1954 aboard the USS O'HARE, a destroyer. After receiving his wings in 1955, he spent four years in the old VP-49—when it was based in Bermuda. He then served two tours of duty in Norfolk, Virginia from 1960 to 1965. LCDR Smith then joined VP-40 on the West Coast, where he has served as Administrative Officer.

Mr. Smith is a graduate of King's College in Wilkes Barre, Pennslyvania, and both he and Mrs. Smith are natives of Pennslyvania. The Smiths have four children; Stephen, age 10, Gabrielle, 8, Timothy, 6, and Sean. 5.

ADMINISTRATION





LCDR C. P. SMITH ADMINISTRATIVE OFFICER



LT J. V. RAMSDELL ASSISTANT ADMINISTRATIVE OFFICER



LTJG G. D. WILCOX CMCO



J. C. STRCENER, YN2



C. G. JACKSON, YN3



R. J. FRAME, SN

PERSONNEL . . .



LCDR L. E. GOEWEY PERSONNEL OFFICER



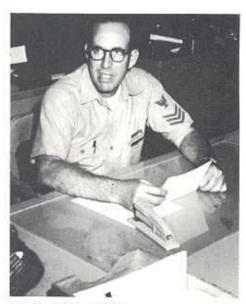
LT C. W. McCOY GENERAL MILITARY TRAINING OFFICER



CHIEF ERSKINE PERSONNEL CHIEF



LTJG S. W. IGNATIUS ASSISTANT PERSONNEL OFFICER



RHODES, AMSI GMT COUNSELOR



LTJG R. OMAN LEADERSHIP DEVELOPMENT AND ENLISTED RETENTION OFFICER





J. G. SIMPSON, PN3



W. F. THOMAS, PN2



J. F. PARMETER, PN3



K. A. MABRY, PN3

FIRST LIEUTENANT ...



LTJG D. V. HERBERT FIRST LIEUTENANT



L. F. PETERSON, AFCM LEADING CHIEF



W. A. HAMILTON, AFCM LEADING CHIEF



R. L. JOHNSON, ABHC FIRST LIEUTENANT CHIEF



W. E. KIRKLAND, ABH2 FIRST LIEUTENANT P.O.



J. E. HARRIS, SN MAIL ORDERLY



C. M. BOZE, AN DUTY DRIVER



DE SANTIS, AN DUTY DRIVER

DATA ANALYSIS



W. B. FURLONG, AEC DATA ANALYSIS, CHIEF







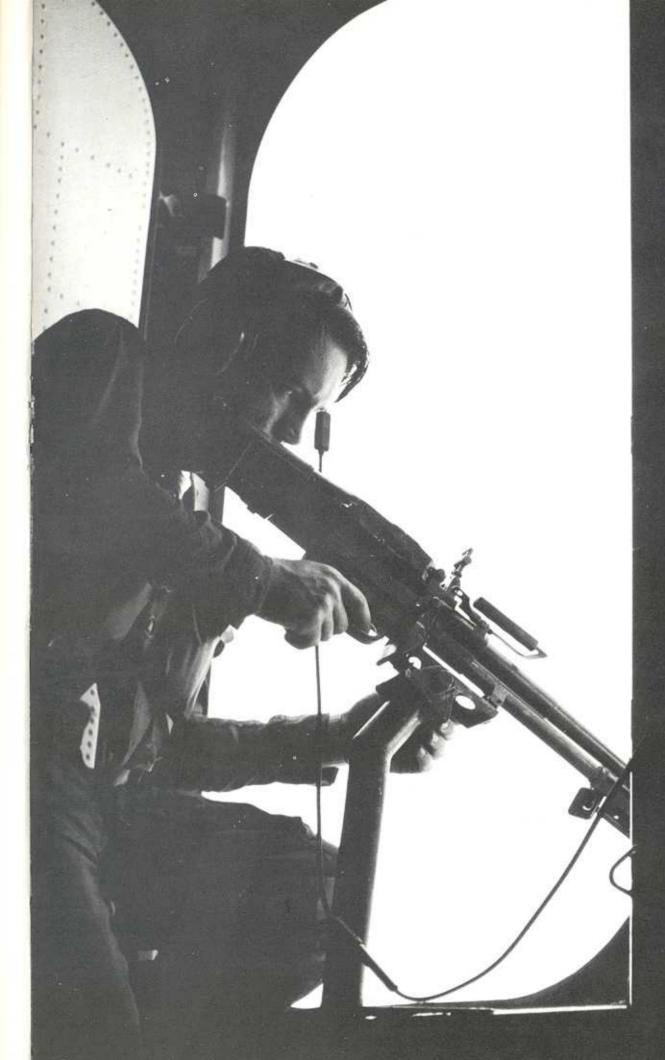


U. H. SIGWERTH, AN









R A S



The Operations Officer, W.E. Greenleaf, CDR, USN, received his wings and commission in 1951 and spent his first tour of duty with VP-49 out of Bermuda. After a tour as flight instructor at Corpus Christi, Commander Greenleaf flew with VAP-61 out of Guam. He served aboard the USS Ticonderoga for two years as Combat Information Center Officer before reporting to the Naval Missile Facility at Point Arguello as Range Facility Control Officer. Commander Greenleaf reported aboard VP-40 in June 1965 and has served since then as Operations Officer.

Both Commander Greenleaf and his wife are natives of New Jersey. They have three children: Glenn, 11 years old, Sandra, 10, and Debra, 5.

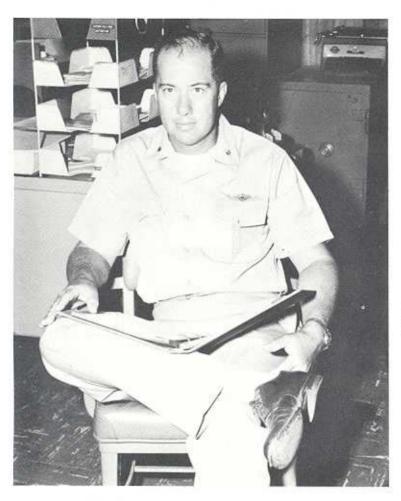




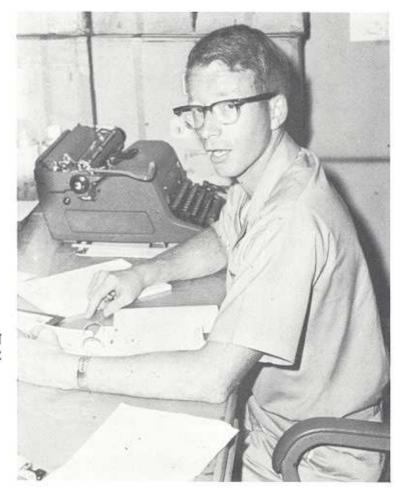








LCDR G. R. WILLIAMS TACTICAL OFFICER



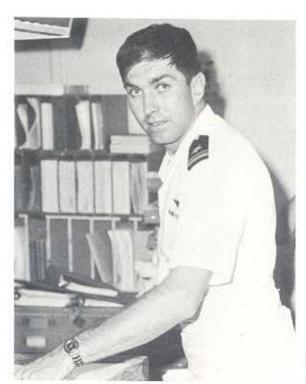
LT J. H. HARMAN ASW TACCO OFFICER



LT J. G. WOOD AIR INTELLIGENCE OFFICER



ENS R. A. STORWICK ASSISTANT AIO/PHOTO OFFICER



D. G. COOK, AIR INTELLIGENCE YEOMAN

LTJG C. V. GARNETT AIR NAVIGATION OFFICER

THE TACTICS OFFICE



LT L. C. SCHERER ASW TACTICAL SEARCH OFFICER



LTJG E. J. BUCCIARELLI ASW TACTICAL LOCALIZATION OFFICER



LTJG E. F. KING ECM OFFICER



LTJG J. J. BOLING ASW TACTICAL ATTACK OFFICER

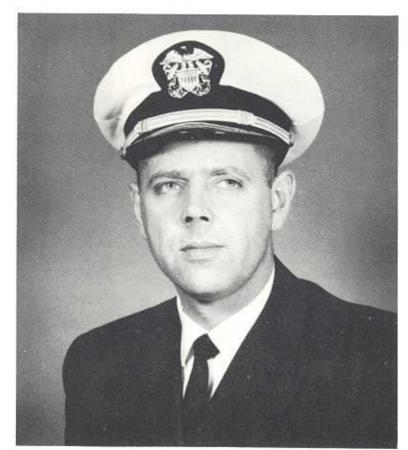


LTJG L. J. DICKSON TACTICAL SEARCH OFFICER



LTJG J. G. TRELEASE MINE WARFARE OFFICER

SCHEDULES



LCDR R. J. JARWIN FLIGHT OFFICER



LT W. K. LAVERTY SCHEDULES OFFICER



LTJG T. R. SHANNON ASSISTANT SCHEDULES OFFICER



LTJG T. F. BEESON LOGS AND RECORDS OFFICER



G. A. TRUITT, AXC OPERATIONS CHIEF



R. V. STEPHENS, SN



J. L. STULL, SN



LCDR D. A. BROWN STANDARDIZATION OFFICER



LT W. J. MALAY FLIGHT TRAINING OFFICER



LT W.E. LONG SURVIVAL TRAINING OFFICER

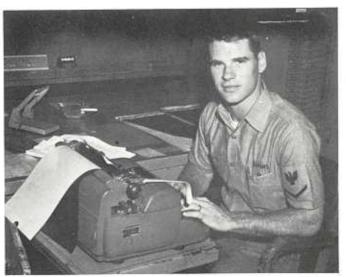


LT W. R. ABEL TRAINING OFFICER

TRAINING



LTJG A. J. LENNING ASSISTANT STANDARDIZATION OFFICER



W. C. KUHNS, YN3 TRAINING YEOMAN



LT C. J. DIETER COMMUNICATIONS OFFICER



LTJG B. J. KENNEDY ASSISTANT COMMUNICATIONS OFFICER



J. R. KOEN, SN COMMUNICATIONS YEOMAN



H. HOFF, RD1



COMMU

1 0 N S

LT W. C. NEAL COMMUNICATIONS OFFICER



LTJG R. E. GRAY RPS CUSTODIAN



R. J. DINGES, SN COMMUNICATIONS TAD



LCDR. JAMES D. HENSON

The Maintenance Officer, J. D. Henson, LCDR, USN, is a graduate of Washington University in St. Louis, Missouri. After OCS and 19 months aboard the USS Hornet as the Fire Control Officer, he began his flight training at Pensacola, Florida. His first assignment after receiving his wings in 1957 was with VP-50, which was flying out of Whidbey Island at that time. Next came shore duty with Fleet Air Wing Six in Iwakuni, Japan, followed by a tour with VT-6 at Pensacola from 1961 until 1965. After five months with VP-31, LCDR Henson reported to VP-40 in April 1966.

LCDR Henson is originally from Pearcy, Arkansas, and met his wife in San Diego. The Hensons have four children: Mark, age 13, Kimberly Ann, 9, James Jr., 7, and Deborah Sue, 5.

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LCDR J. D. HENSON MAINTENANCE OFFICER



LCDR W. G. GILBERT ASSISTANT MAINTENANCE OFFICER



LT W. L. VINCENT QUALITY CONTROL OFFICER



LTJG FAHS, ASSISTANT QUALITY CONTROL OFFICER



LT C. T. SMITH AVIONICS/WEAPONS DIVISION OFFICER



ENS J. S. DURLING ASSISTANT MAINTENANCE CONTROL — LOGS AND RECORDS



N. J. TASSLER, AMHC MAINTENANCE CHIEF



LT A. F. WHALEY MAINTENANCE CONTROL OFFICER



ENS G. E. GERHARD ASSISTANT MAINTENANCE CONTROL OFFICER

R. D. MURRAY, ATC MAINTENANCE CHIEF



CYCLIST



L. T. MILNER, AZ3



WEINER, AZ2



M. C. HASSELL, AZ2









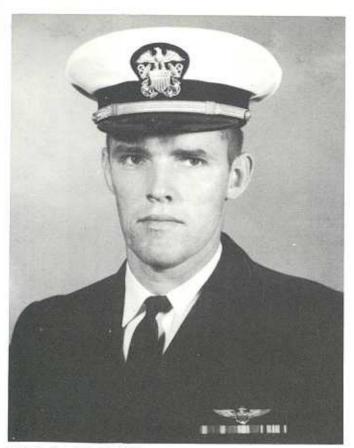








MAINTENANCE STAFF



LT B. G. BILLINGS MATERIAL OFFICER



LTJG R. F. BUIE ASSISTANT MATERIAL OFFICER



F. A. DANDAN, AK1



J. L. MARTIN, ASM2



TAYLOR, AK1



DICKERSON, ADR3



D. G. WALLER, AN



G. P. ROBERTS, AN

MATERIAL



LT N. H. JOHNSON LINE DIVISION OFFICER



LTJG R. S. FARWELL ASSISTANT LINE DIVISION OFFICER

LINE



REYNOLDS, ADRC



B. J. BOYLE, AX3 LINE SUPPORT











FLIGHT CREWS

The men who do

the job . . .







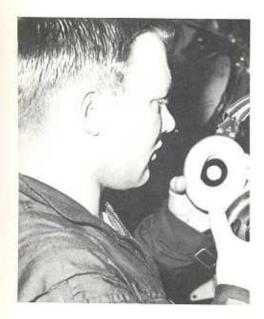


C R E W O N E

















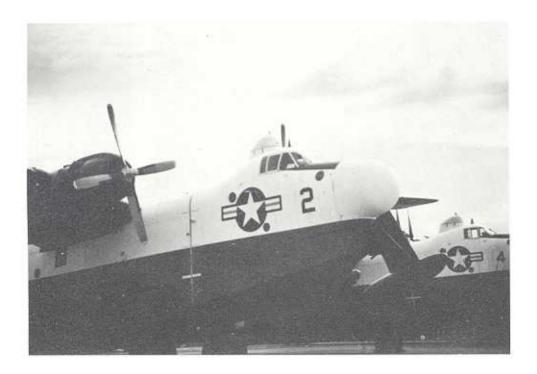
STANDING: (L to R) Vance ADR1, LTJG C. V. Garnett, Lt. P. G. Schneider, CDR H. E. Longino, Lt. WR. Abel, LTJG R. S. Farwell KNEELING: (L to R) Edwards AO2, Hicks AMS2, Woempner AX3, Moeller AX2, Oster AX1, Wood AE2, Lewis AX2











C R E W





T W O



STANDING: (L to R) Moore AX3, Ens Gerhard, LCDR Smith, LCDR Steele, LTJG Dickson, Diou ATN3

KNEELING: (L to R) Colson ATN2, Ancrum AE2, Mercer AO1, Cullison AX2, Armstrong AMS2, Keller AMH2











C R E W









T H R E



STANDING: (L to R) Shapp ADR3, LTJG Gillenwaters, Lt Ramsdell, LTJG Fahs, Ford AT1 KNEELING: (L to R) Schultz AMH3, Norvo AX3, Tancredi AX3, Frank ATR2, Jones AOAN











C R E W











F O U R



STANDING: (L to R) Pulliam AO2, W. Laverty, CDR Greenleaf, LTJG P. G. Smith, LTJG Bucciarelli, Roadruck, AMS2

KNEELING: (L to R) McIsaac ADR3, Higgins AX1, Patterson AE3, Kitchens ATN2,

Henson AX2, Calbeck ATR3







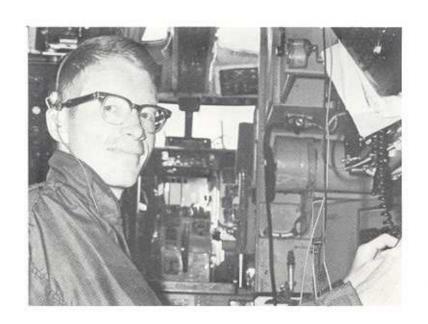






STANDING:(L to R)Sorenson AOAN, McKenzie AE3, LTJG Kammeyer, Lt Long, Lt Harman, Lewis ADR2 KNEELING: O'Neal AT1, Buchheit ATRAN, Scales AMS2, Miller AX3, Weber AX3

CREW























CREW SIX













STANDING: (L to R) Carlile ADR3, LTJG Spence, LCDR Jarwin, Lt Johnson, LTJG R. A. Smith, Schnautz AX1.

KNEELING: L to R Barnett ATN2, Sorenson AMS2, Bagg AO2, Deposito AX3, Clinton AE2, Fanning ATN2















C R E W

STANDING: (L to R) Valett ADRI, LTJG Sørrick, Lt. Vincent, CDR Smolinski, LTJG Boling, LTJG Buie

KNEELING: (L to R) Wentherly AX3, Gardener AMH3, Smith AO3, Potter AX2, Plaugher AX2, Barth AE3, Renoud AX3











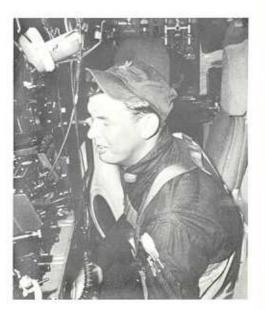


S E V E N







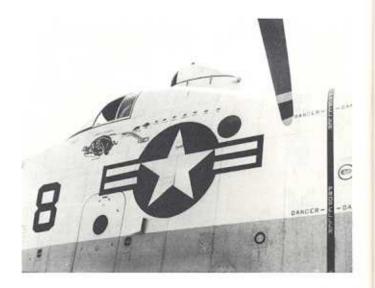












CREW EIGHT















STANDING:(L to R)Perrotta AMS3, LTJG Taisler, Lt. Neal, LTJG Herbert, Moore ADR2 KNEELING:(L to R) Slack AE3, Evans ATR3, Young AO3, Taisler AX2, Williams AX1



























C R E W N

N E



STANDING: (L to R) Fussell AMH3, LTJG King, LTJG Lenning, LCDR Williams, LTJG Ignatius, Bossier AO1, KNEELING: (L to R) Kulas AE3, Fisher ADR2, Bartlett AXAN, Leatherwood ATR2, Aaberg ATN3, Caldwell AT1

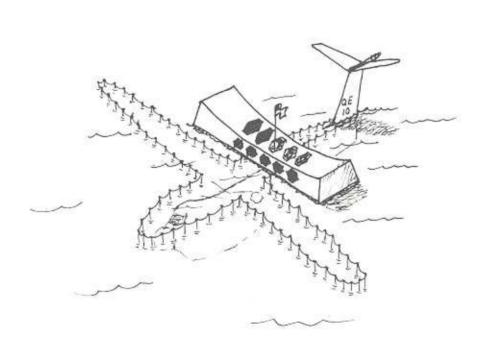












CREWTEN





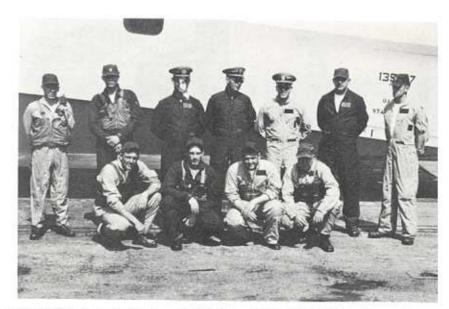












STANDING: (L to R) Donahue ADR1, Brown ATR3, LCDR Henson, Lt McCoy, LTJG Shannon, Eichelberger AMH2, Senko ATH2, KNEELING: (L to R) Cooke AE3, McNicolas AOAN, Shepard AX2, Ritchie AT1











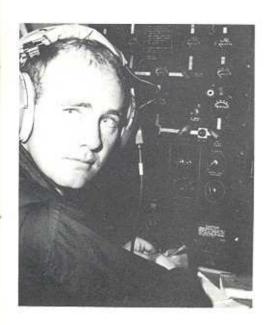
E C R E V W E N



STANDING: (L to R) Ullrich ADR2, Lt Wood, LCDR Goewey, LTJG Wilcox, Ens. Durling, Hammett AX3, KNEELING: (L to R) Johnson AO3, Stenger AMS3, Gylulay ATN3, Wentz ATR3, Carrell AX3, Ranta AE2











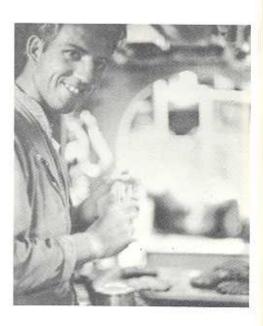


















CR EW TWELVE

















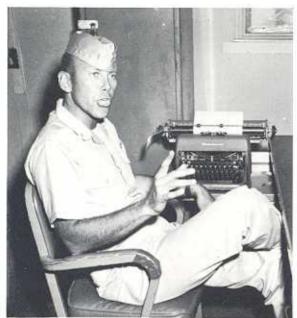
STANDING: (L to R) Motley AO2, LTJG Tourtellott, Dr. Prevatt, Lt. Malay, Lt. Billings LTJG Beeson, Johnson AX3. KNEELING: (L to R) Ellstrom ATN3, Wright AE3, Crumb AX3, Winter ATN3, Tweedale AMH2, Roe AMS2







AVIONICS



W.O. S. J. GOODMAN ELECTRONICS BRANCH OFFICER



J. R. FINLEY, ATC AVIONICS CHIEF



CHIEF CROSBY AVIONICS CHIEF



J. H. BAGGE, AN



J. R. STEPHENS, AX1



A F R A M E C



L. to R. J. D. RIGSBY, AMH3, LTJG W. R. SPENCE, AIR FRAMES BRANCH OFFICER, J. L. WINBERRY, AMS2



LTJG C. C. KAMMEYER, AIRCRAFT INSPECTION BRANCH OFFICER



L. to R. GUTHRIE, K. L., AMHAN, STENGER W. M. AMS3, FLOCK, B. D. AMH1, TASSLER, N. J. AMHC

WORK CENTER 140



G. L. HALL, AMSI



W. F. CLARK, AA



USSERY, AZC



M. J. RODGERS, AMH3



BELL, W. E. WARNER, AMS3



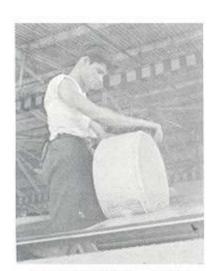
C. J. OLIVER, AE3



LTJG H. K. TOURTELLOTT POWER PLANTS BRANCH OFFICER



R. D. PARKER, ADR3



J. J. CONVERY, ADR3

POWER PLANTS



C. J. YEAGER, ADR3



R. T. ANGUS, ADR2



C. W. FRY, ADRAN



J. F. KING, AN, REA, ADR2, W. KEISTER, ADRAN



BARTON, ADJ3



BARTON, ADJ3 R. J. REED, ADR3



G. W. MOSSIER, ADRAN



W. R. WARMAN, ADR3, COLE, ADR2, BOTT, ADR1



G. R. JOYCE, A01



R. B. PRATER, A01

ORDNANCE



LEMASTER, ADJ3 (on right)



S. H. BLUDSTONE, A03 F. M. CATRON, A03



W. C. YOUNG, A03

LTJG R. A. SMITH, AVIATION EQUIPMENT OFFICER



R. J. SITZMANN, AME3 H. L. NEATFIELD, AME3



R. J. SITZMAN, AME3

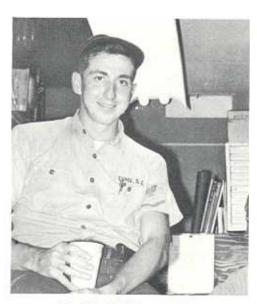
AVIATION EQUIPMENT



J. E. ALLEN, PR1



G. K. WOLSCHLEGER, AME2



D. G. CONE, AME3

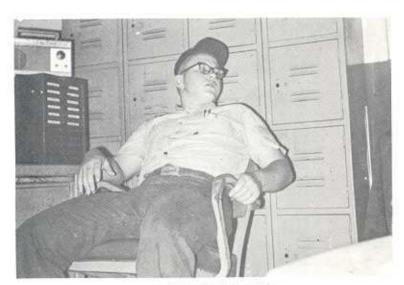


LTJG W. E. GILLENWATERS ELECTRICAL INST. BRANCH OFFICER



R. H. PARKS, AEC

ELECTRIC SHOP



E. E. SHIRLEY, AE2



C. CALL, AE3



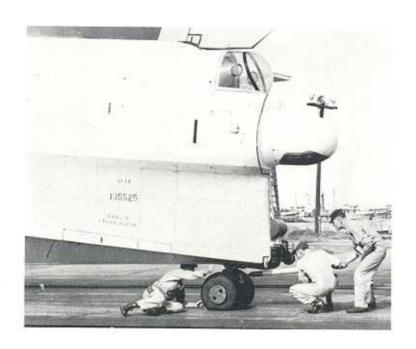
B. W. CARPENTER, AN



P. L. THOMAS, AN

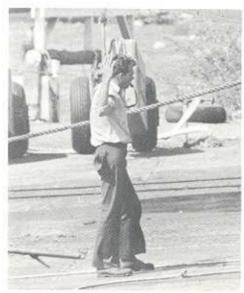
V. G. MONTI, AA

BEACH CREW, in action . . .



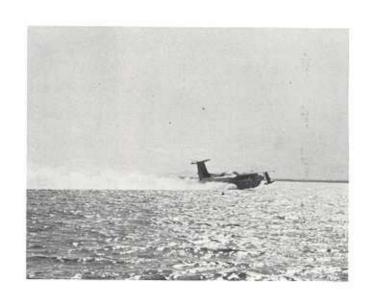






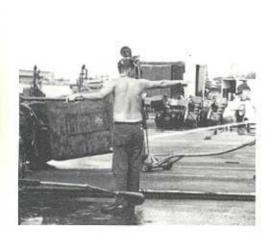




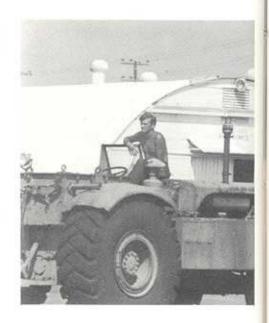


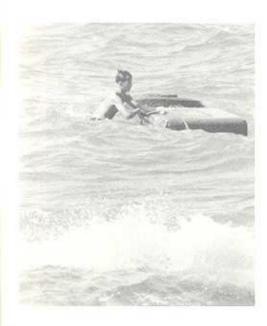




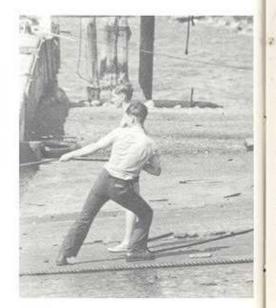










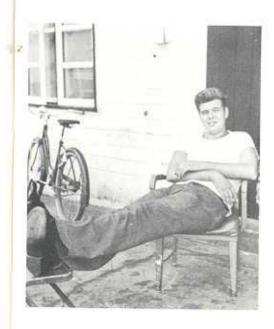






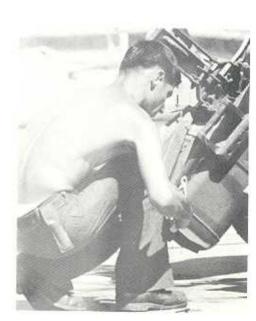




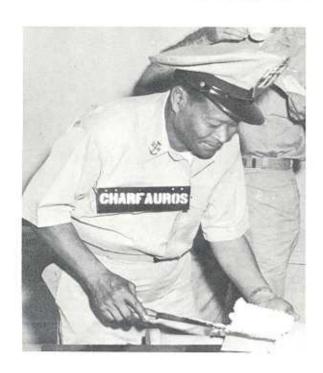


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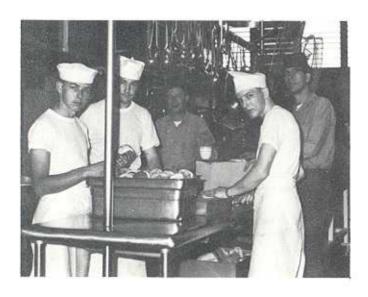




TAD PERSONNEL















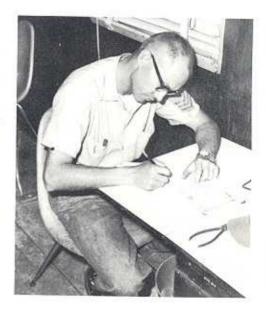




LEFTOVERS















siyasat ...

Somewhere in the waters of the South China Sea off the coast of the Philippine archipelago, an enemy submarine lay in wait for a convoy carrying Philippine Marines north. No one knew the destination of the troops, but their arrival was vital to the success of the SEATO forces against the enemy attack. As the convoy moved north, maneuvering through narrow island passages, hugging the shoreline to avoid detection, the planes and men of Patrol Squadron FORTY, working with Allied surface and air forces, searched the track ahead of the convoy. hoping to find the sub-

marine before it had a chance to delay or destroy the advancing convoy.

Over the open water on the approach to Manila Bay, ahead of the destroyer screen, one of Patrol Squadron FORTY's P-5 Marlins flew back and forth trying to pick up a trace of the submarine. Intelligence had determined that if a submarine were to launch a torpedo attack, it would be here. Years of training would be put to use in this one mission, and, with all of their electronic sensors peaked up for max performance, the crew of the big seaplane sat tensed in front of their gear, watching for the almost imperceptible deflection of a needle that would tell them what they all wanted to know. Three hours had passed, and the convoy was in the heart of the danger zone.

"Tacco, radar. Contact bearing 320 at 8 miles. I evaluate as surface contact, possible snorkle."

"Roger radar. Desig Rat #1. Take us in."

Almost immediately the contact turned sinker, but the men had the one clue they needed. They moved in for the kill.



The teletype clicked out the Plane Commander's contact report, and Allied destroyers turned and headed at flank speed toward datum. Using information radioed to it by the Marlin's crew, the British destroyer HMS Aisne, the first to arrive, attacked the submerged submarine with rocket-launched torpedoes. Shortly thereafter the submarine surfaced and found itself surrounded by Allied ships, its attempted penetration of the convoy's defenses thwarted. The convoy steamed into Manila Bay on schedule and off-loaded its troops, its mission accomplished.

The "enemy" submarine was USS Carbonero, and it was participating in the SEATO war exercise called "SIYASAT". The objective of the eight-day exercise was to test the ability of the Allied forces to defend the Philippines from attack. Australia, Thailand, Great Britain, the United States, and the Republic of the Philippines contributed men, ships, and aircraft to the exercise, which was directed by Maj. Gen. Segundo P. Velasco, of the Philippine Air Force.

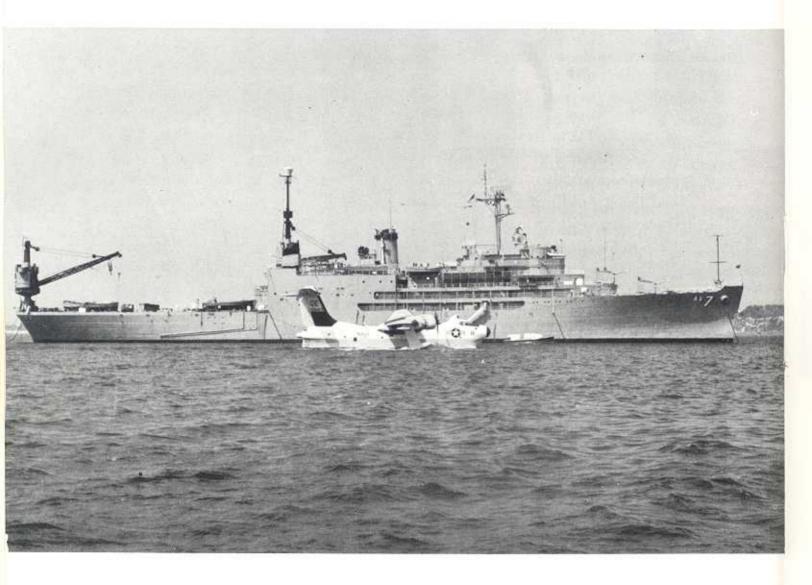
Special emphasis was given to surface and air anti-submarine warfare, and Patrol Squadron FORTY, under the operational control of Commander Fleet Air Wing EIGHT, Captain H. S. Ainsworth, did its share in the effort to protect the northbound convoy.

The first West Coast squadron to fly the Marlin and the first to give her a taste of combat in Vietnam, Patrol Squadron FORTY, under its Commanding Officer, H. E. Longino, CDR, USN, will have the privilege of being the last to fly the Marlin in combat. Many old-timers claim that tail-hookers and wet-bottoms are the only aircraft worthy of the Navy, and these same men, years hence, will tell stories of take-offs with green water washing over the bow and wings and open sea landings in six foot seas. Those were the days when iron men flew aluminum seaplanes. The SIYASAT exercise

marks the last time the Marlin, the Empress Dowager of the patrol plane force, will participate in a SEATO operation. A long and satisfying era in Naval Aviation is coming to an end.



TENDER OPERATIONS



Two hours before midnight, the hot evening air hangs motionless over the smooth surface of Cam Ranh Bay. An occasional mortar bursts dimly on a distant hilltop and its report drifts out over the Bay, a soft rumble, faint as an echo. The crews, asleep in their planes, barely hear them; weeks of listening to the periodic thud of underwater percussion grenades, designed to ward off frogmen saboteurs, have accustomed them to the sounds of war.

Inside the dimly lit Ready Room aboard the seaplane tender USS CURRITUCK, the crew of QE-10 listens to Ens. Storwick, the Air Intelligence Officer, give an account of the latest attempts of the infiltrators to slip arms and munitions through the coastal defenses. He warns the crew that the dark of the moon will serve as a perfect cover for gunrunning.

Just before midnight the big seaplane takes off from the calm water of the bay, lighting up the night with the burst of flame from its rocket boosters.

Clear of the pass. Turn to port. Head north

Four hours out of Cam Ranh Bay, QE-10 drones north along its secret track, keeping its radar eye alert for junks and trawlers. The crew has already spotted eleven contacts. By radio, by light signals, each has been challenged. Those which failed to respond were illuminated by the plane's powerful searchlight, and a report on the ship's size, course, and position radioed back to home base.

Five hours out of Cam Ranh Bay. The coffee is getting stronger. The red light on the flight deck accentuates the lines of fatigue beginning to show on the faces of the crew. The monotonous whine of the engines has had its effect. But the aroma of bacon frying in the galley drifts up to the flight deck, and the men perk up. Each rubs weary eyes and scratches a stubbled chin, ready to go for the last leg of the patrol.

To starboard, in along the Vietnamese coast, looms a tropical squall; to port, an American destroyer cruises up the coast toward an unknown destination. Between these two yellow-green blips on the radar scope, the Marlin courses along its track in total darkness, its running lights out, just beyond range of small arms.

On the outbound leg the dark skies over the coast flashed and glowed with artillery fire and flares, and now, as the sky lightens with the dawn, thin wisps of smoke rising from the hillsides are the only evidence of the night's battles.

Its mission over, QE-10 turns gently inbound past the hills which mark the entrance to Cam Ranh Bay. The machine guns are stowed and the crew prepares for landing. It isn't glamorous, and ofttimes it's slow and frustrating, but the men who fly the patrols know that their presence has helped stop the flow of arms into South Vietnam by sea. And that gives them satisfaction.

THE BRIEF







MAKING THE AIRCRAFT













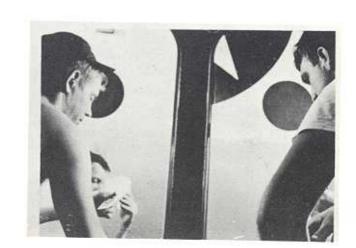


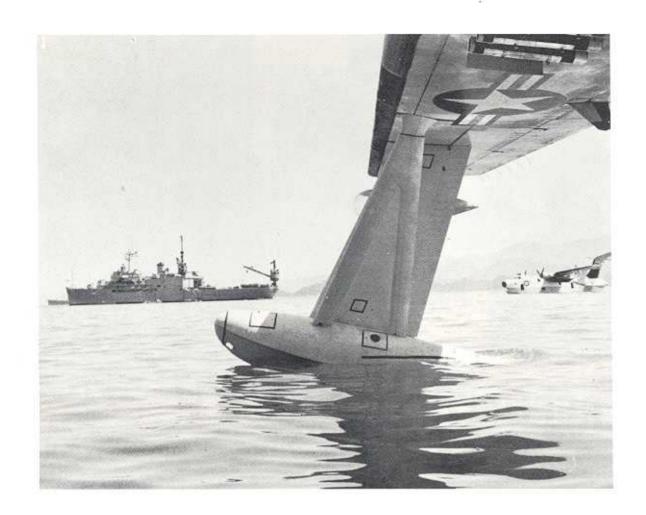
REFUELING

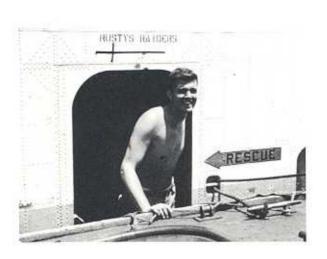


BUOY WATCH



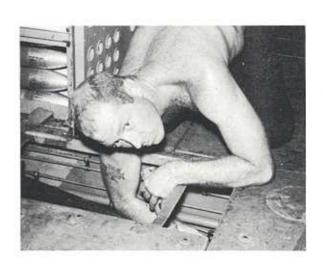






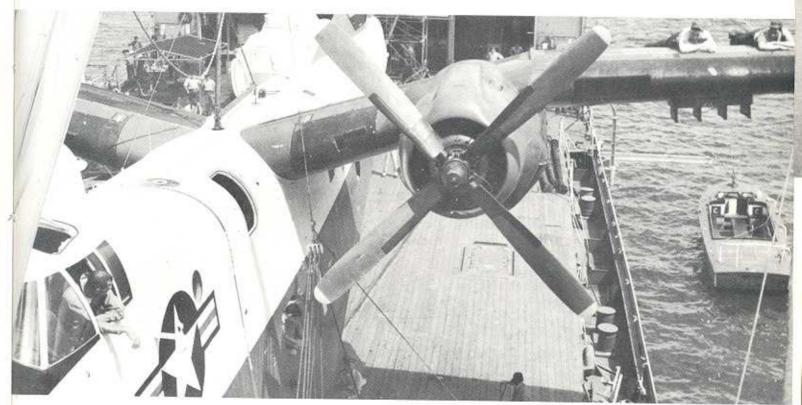






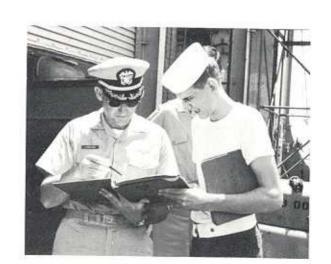








V,



BT UNCLAS SEAPLANE TENDER OPERATIONS 1. AS CURRITUCK CLOSES OUT THE SEADROME AT CAM RANH BAY. IT MARKS THE LAST COMBAT OPERATION OF THE SEAPLANE IN THE U.S. NAVY. THE TENDER AND SEAPLANE TEAM HAS PERFORMED WITH DISTINCTION IN BOTH PEACE AND WAR, AND THE COMPLETION OF THIS LAST ADVANCE BASE OPERATION MARKS THE END OF A PHASE OF NAVAL AVIATION DATING BACK TO THE INCEPTION OF THE NAVAL AIR ARM. 2. THE ROLE PLAYED BY THE TENDER/SEAPLANE TEAM IN THE VIETNAM WAR IS RECOGNIZED, AS WELL AS ITS PAST ROLE IN EVERY IMPORTANT NAVAL OPERATION. THIS TEAM HAS SET A MARK OF EXCELLENCE WHICH WILL ALWAYS BE REMEMBERED IN THE NAVY. EXTEND MY ALOHA AND WELL DONE TO THE SEAPLANE TENDERS AND THE P5 SQUADRONS. ADMIRAL ROY L. JOHNSON. BT

UNCLAS
TENDER SEAPLANE OPERATIONS
1. IT WAS A DISTINCT PLEASURE TO PARTICIPATE WITH YOU IN THE FINAL SEAPLANE COMBAT OPERATION IN SUPPORT OF MARKET TIME.
2. THE SEADROME/SEAPLANE CONCEPT HAS BEEN WITH NAVAL AVIATION FROM ITS EARLIEST DAYS AND HAS PROVIDED FLEXIBILITY AND UNSTINTING SUPPORT FOR MANY OPERATIONS DURING ITS LIFETIME.
3. YOU CAN REST ASSURED THAT YOU CONTINUED TO CARRY OUT YOUR SURVEILLANCE MISSION FAITHFULLY RIGHT TO THE END, AND I WANT TO EXPRESS THE APPRECIATION OF CINCPACFLT AND MY APPRECIATION TO THE PERSONNEL OF ALL SEA PLANE TENDERS AND P-5 SQUADRONS AND WISH THEM CONTINUED SUCCESS IN THEIR NEW ENDEAVORS.
VADM JOHN J. HYLAND

BT
UNCLAS
1. UPON TERMINATION OF YOUR FINAL DEPLOYMENT AT CRB I WISH TO
EXTEND A HEARTY WELL DONE TO BOTH THE CURRITUCK AND PATRON 40.
2. ALL OPERATIONAL COMMITMENTS WERE MET IN THE SAME PROFESSIONAL
MANNER IN WHICH YOU HAVE ALWAYS OPERATED. ADDITIONAL COMMITMENTS
WERE ACCEPTED CHEERFULLY AND PERFORMED MOST EFFECTIVELY.
3. WE OF THE STAFF WILL MISS OUR PERIODIC TRIPS TO CRB WITH
YOUR FINE TEAM. D. W. COOPER, COMPATFORSEVENTHFLT.
BT

UNCLAS E F T O

1. THE MARKET TIME PATROL, ON 11 APR, WITH VADM HYLAND AT THE CONTROLS, MARKED THE END OF AN ERA IN NAVAL AIR OPERATIONS.

2. TENDER SUPPORTED ADVANCED SEADROME OPERATIONS HAVE PERFORMED MANY TASKS OVER THE YEARS BUT NEVER MORE SPLENDIDLY THAN IN OPERATION MARKET TIME FROM OCTOBER 1965 TO THE PRESENT.

3. TO THE OFFICERS AND MEN OF PATROL SQUADRON FORTY AND THE USS CURRITUCK, WHO HAVE THE DISTINCTION OF ENDING THE ERA, I EXPRESS MY GRATITUDE AND CONGRATULATIONS FOR YOUR OUTSTANDING PERFORMANCE OF DUTY AND TIRELESS EFFORTS.

4. FAREWELL AND GODSPEED. RADM WARD SENDS.

BT



Patrol Squadron Forty



Communder Patrol Force Seventh Fleet



USS Carritack

This is to certify that

the men of Patrol Squadron FORTY

participated in the last Seaplane - Tender Operations conducted by the United States Navu

Cam Ranh Bay. Republic of Vietnam

March - April 1967

Commander U. S. Navn

Communiting Officer Patrol Squadron Forty D. W. Cooper

Communider Patral Farce Seventh Fleet (Wayne E. Hammett. Captain U. S. Navy Communiting Officer USS Carritack (GIV-7)

"Wiseman Two, you are cleared downwind for landing seaplane one three. Wind one two zero at twenty-three knots."

Patrol Squadron FORTY's Number Two Marlin seaplane gently turned inbound for landing alongside USS CURRITUCK, anchored at Cam Ranh Bay, South Vietnam.

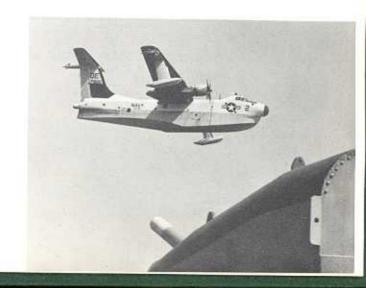
Under normal circumstances this landing would have been routine, one of several that occurs every day as Patrol Squadron FORTY flies its Market Time patrols out of Cam Ranh Bay, working with CURRITUCK on the last seaplane tender operation to be conducted by the U.S. Navy. In this case, however, the pilot of "Two-boat" was Vice Admiral A. M. Shinn, Commander Naval Air Forces U.S. Pacific Fleet.

In February, when CDR Hugh E. Longino, the Commanding Officer of Patrol Squadron FORTY, called on Vice Admiral Shinn and reported his squadron ready for deployment, the Admiral stated that he would meet the squadron at Cam Ranh Bay and fly one of the last patrols flown by seaplanes. On 30 March at 1505 Admiral Shinn landed at NAF Cam Ranh Bay. He traveled immediately to USS CURRITUCK, flagship of Rear Admiral D. W. Cooper, Commander Patrol Force Seventh Fleet. After a short meeting with Captain W. E. Hammett, CURRITUCK's Commanding Officer, and the staff, Admiral Shinn donned flight gear, and at 1645 he was again airborne. With Admiral Shinn in the left seat and CDR Longino as his co-pilot, the air-

craft headed toward the Market Time area, where the seaplanes maintain constant surveillance along the Vietnamese coast in search of infiltrators.

The flight was limited in duration, but it gave the Admiral a chance to view firsthand the mission the scaplane performs in helping defend South Vietnam. It also gave him the opportunity to renew his acquaintance with the seaplane Navy, a branch of Naval Aviation with which he was intimately associated some twenty-five years ago and has followed closely ever since.

Soon the seaplanes will fade into history. In making his last flight in the Marlin, Vice Admiral Shinn helped close out their long career with the U.S. Navy.





DEPARTMENT OF THE NAVY

UNITED STATES PACIFIC FLEET
AIR FORCE
PATROL SQUADRON FORTY
FRO SAN FRANCISCO 96601

FF12/VP40/10:rjf 1650 Ser:

From: Commanding Officer, Patrol Squadron FORTY

To: The men of Patrol Squadron FORTY

Subj: Letter of Commendation

1. The Seaplane commenced its active duty with the United States Navy in the second decade of this century. It established the major share of world's records accumulated by the Navy in the early years of aviation. In World War II, the PBY Catalina gained prominence island hopping across the Pacific to be followed by the PBM Mariner during the Korean conflict. In the Vietnam crisis, the P5 Marlin achieved its first taste of advanced base combat operations. The story of the seaplane in the U. S. Navy has been a proud one, and now you have had a part in insuring that this tradition has survived through its entire span.

- 2. During the period of 19 March through 12 April 1967 Patrol Squadron FORTY shared with USS CURRITUCK the privilege of conducting at Cam Ranh Bay Vietnam, what will probably be the last seaplane tender operation conducted by the United States Navy. During this period an aircraft was maintained on station continuously in support of Market Time anti-infiltration efforts accumulating a total of 860 flight hours. This was done with seven SP-58 aircraft at the tender maintaining an availability of 94.38 percent.
- 3. You are commended for your part in insuring that historians will speak highly of the seaplane from start to finish. The final phases have been accomplished under trying conditions, with old equipment, shortages, and extended deployments. The professionalism you have demonstrated, the long hours you and your shipmates have expended, and above all, the pride of accomplishment you have exhibited, have all worked together to make this possible. The trust placed in you by history has been well met. Well done.
- 4. A copy of this letter will be made a part of your permanent Service Record.

H. E. LONGINO

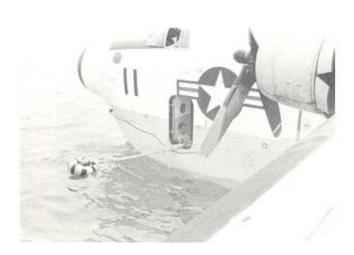
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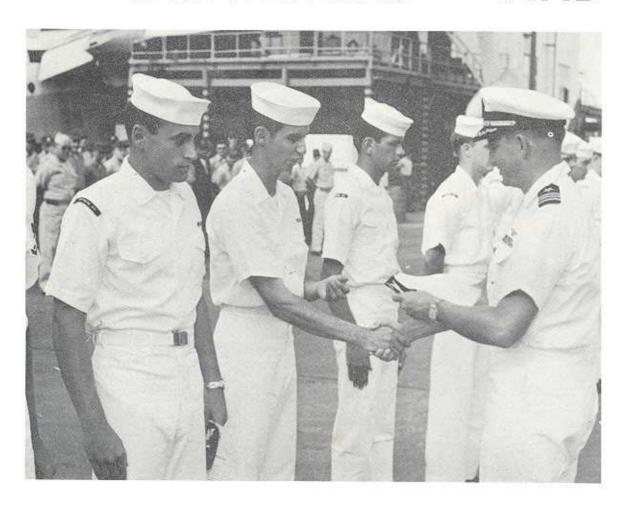




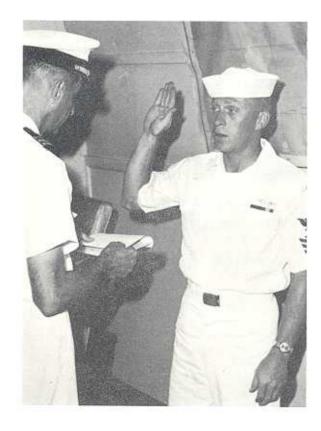


INSPECTIONS

AND



200 R E M E S







Richard Martin, AX1, reenlisted...

Richard Martin, AX1, reenlisted in March at Sangley Point, and the Executive Officer took a special pleasure in administering the oath. Except for a brief tour at FAETUP-AC, North Island, as a Julie-MAD instructor, all of Martin's ten years in the Navy have been spent at VP-40. In June, when Commander Smolinski assumes command, Martin will have served the squadron under nine different skippers.

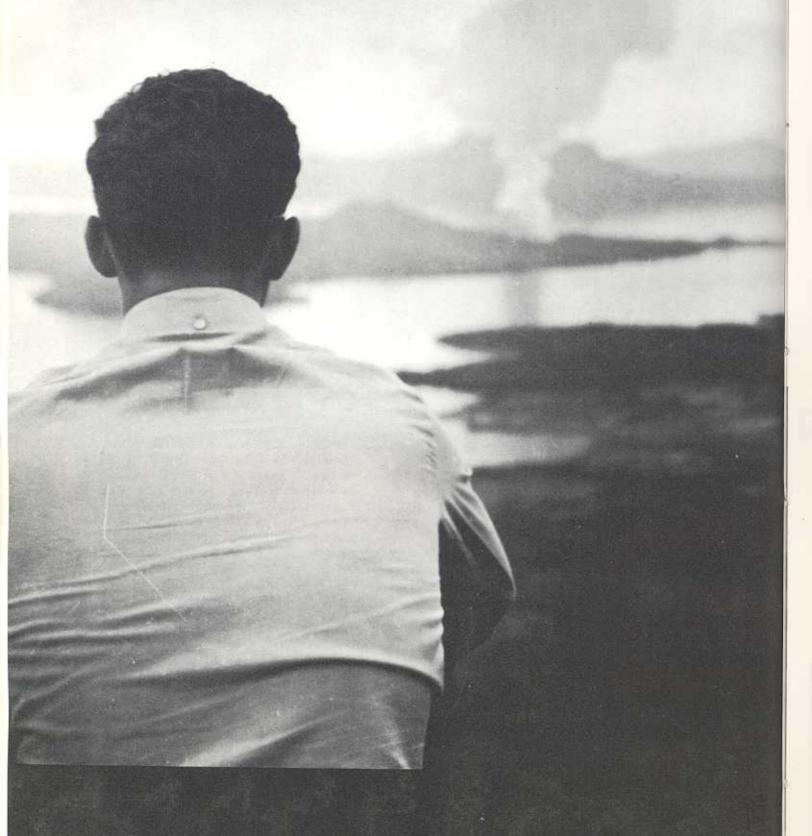
Martin first reported aboard in 1957 and flew as radioman in the Marlin seaplane. He recalls that those were the days when the P-5 Marlins were flown back to the States after each deployment, and Martin said he used to enjoy the trip. "It was a nice ride," he said, "especially since we were going home."





During his eight years in VP-40, Martin has had his share of excitement. One of his sea stories involves a tender operation out of the southern Philippines, where in a period of a few days he sweated through four single-engine emergencies without logging one hour of flight time. Another time he was coming back to Sangley Pt. from a reconnaissance flight on the day after Christmas when a fire broke out in the starboard engine. They ditched the plane in Lingayen Gulf and climbed into life rafts. After drifting in the rafts for a while, they noticed that the fire had gone out and that the plane seemed seaworthy. So they all climbed back aboard and taxied 200 miles to Cubi, where they left the plane. When the crew disembarked from the R4D which had flown them back to Sangley, Martin's father-inlaw was among the relieved well-wishers waiting for them. He had come over from Quezon City as soon as he had heard of the incident.

It is fitting that both Martin's and the Marlin's services with Patrol Squadron FORTY will end at the same time. Both have served the squadron well, and things won't be the same without them.



RECREATION

TO CORREGIDOR ...









and elsewhere













F U N AN

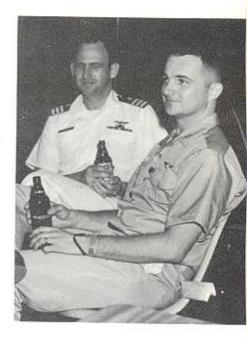












D G A M E S



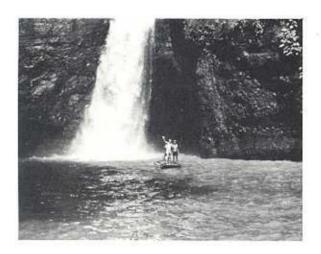


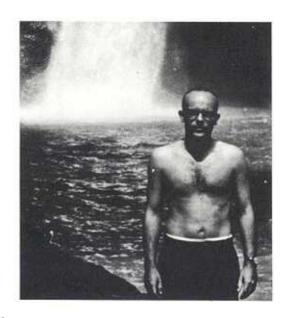


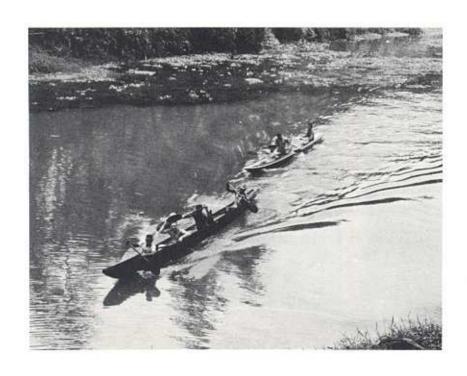
PAGSANJAN FALLS











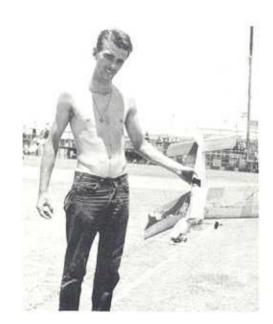
GOOD CLEAN FUN..



The bod













SOME MORE LEFTOVERS ...





"Last year, when I was standing buoy watches, I used to catch fish this big with just bread crumbs ..."



"A little bit more of this black shoe polish should keep the sun out of my eyes and let me get some sleep '



"Coax me."

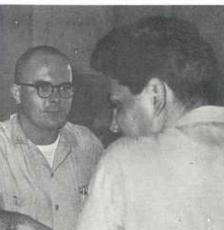


No, Mr. Henson, I'm not wearing my Mac West Why do you ask?"

ODDS AND ENDS..







"I don't believe you."



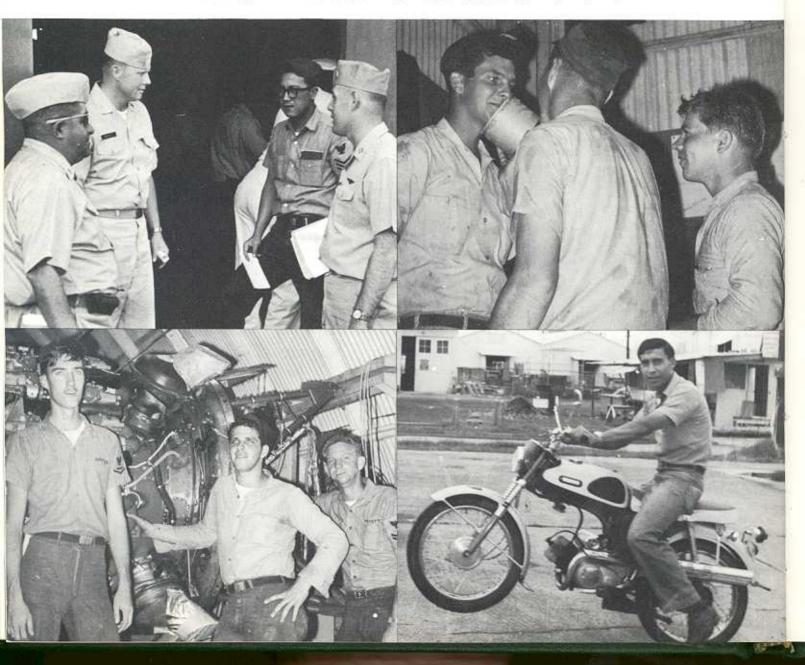




"Hey! Here comes another Marine."



BITS AND PIECES . . .





"Really, sir. That's the funniest thing I've ever heard."





"I'm only a bird in a gilded cage. . . ."



"It's the biggest rat I've ever seen."

MISCELLANEOUS ...



"I'm all man."



Before ... and in between.



"I'm a flyboy"



West Side Story: The King and the Crown Prince.



"How's about buying an ole buddy a coke, ole buddy, ole pal."



"Coxswain! Make QE-9."



"Hey, coxswain! Whoa! Slow down!"



"Why you stupid coxswain! You just punctured my float . . ."



Port lookout: "Pilot, port lookout. I have a ship at eight o'clock, low, even." Pilot: "Roger, lookout. Keep an eye on it."



Port lookout: "Sir, he's now at nine o'clock." Pilot: "Roger, I have him."



Port lookout: "Sir, he's now at ten o'clock, and passing."

Pilot: "Passing?!"



Port lookout: "Yes sir. As a matter of fact, he's already passed us."

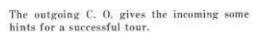
Pilot: "Well, no wonder. He had his movie screen up."



"Cheese . . ."



"He's the SDO because I say so, that's why."





Skate and . . .



Survive...



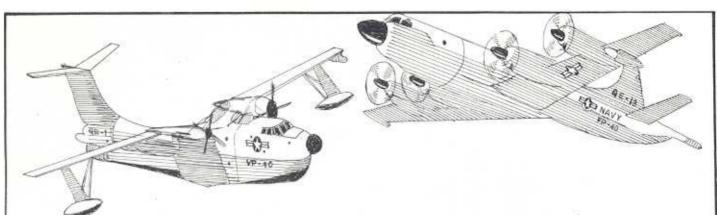
"Gee, and it's all tax-free,"



"I'm ready! I'm ready! Just point me in the right direction!"



"Believe me. It'll never fly."



Be it known that on this fifth day of Aprilin the year of our Lord nineteen hundred and sixty-seven patrol squadron forty, without malice but in a

truly competitive spirit, depicted aircraft, the patrol squadron fortyan errand of assistance Philippines. Be it appropriate recognition commander. Lt. Troub.



did in fact zap the erstwhile property of eight, while it was on in the Republic of the further known that is given to the plane

commander, Lt. Troub, for achieving the distinction of flying patrol squadron forty's first P-3 aircraft while attached to our sister squadron, patrol squadron forty-eight.

H.E. Longino

ZAP...











BUT IT'S GOOD

TO BE HOME.



