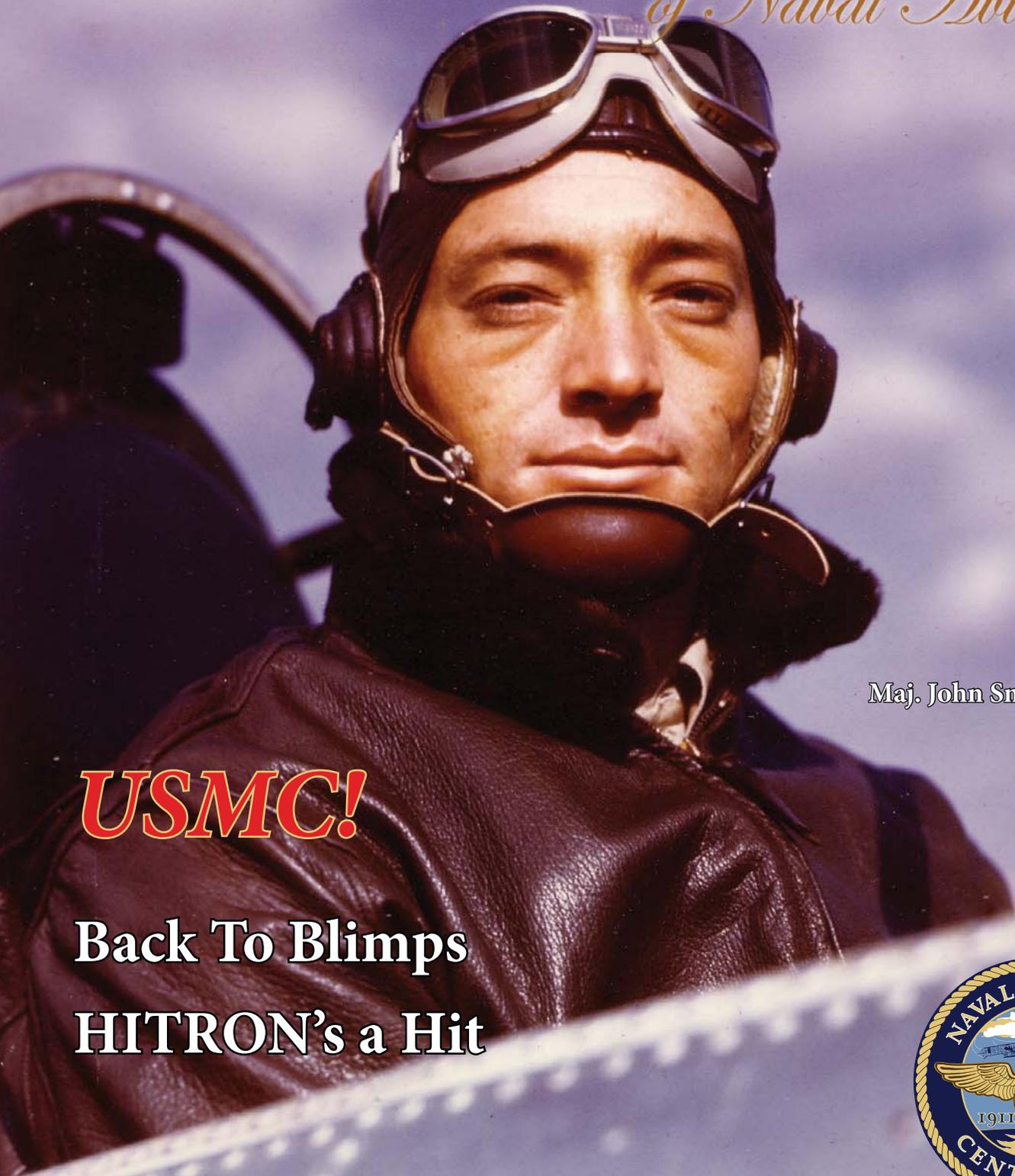


Spring 2010  
Vol. 2, Issue 2

100 Years of Progress and Achievement

# CENTENNIAL

*of Naval Aviation*



Maj. John Smith, USMC

***USMC!***

**Back To Blimps**

**HITRON's a Hit**





**Naval Air Forces  
Official Publication  
Vol. 2, Issue 2**

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**Tiny Tim 11**

COVER: Major John L. Smith USMC in a Grumman F4F Wildcat at NAS Anacostia in November 1942. A Medal of Honor recipient, he was also a Marine Corps ace who, as Commanding Officer of VMF-223 shot down 19 enemy aircraft. (NHHC)

# Word From the 'Air Boss'



**Vice Admiral  
Tom Kilcline  
Commander, Naval Air Forces**

We are now within a year of our kick-off event in San Diego, and Centennial activity is picking up rapidly across the nation. The

Centennial Task Force is in the detailed planning phase of aligning Navy, Marine Corps, Coast Guard and NASA events during 2011. Our partners in industry and Naval Aviation organizations are gearing up to support Centennial activities across the nation.

This issue focuses on the Marine Corps and their contributions to our rich Naval Aviation heritage. It also touches on the helicopter maritime interdiction concept of operations used by the Coast Guard and the successful first flight of a U.S. Navy blimp for the first time in 48 years.

Look for the Centennial Task Force to provide a detailed events schedule in the summer issue. Next year is shaping up to be something we all can be proud to be a part of – The Centennial of Naval Aviation.

- VADM Tom "Killer" Kilcline, USN

## From the Editor

As Admiral Kilcline wrote, we are within a year of the kick-off of the Centennial of Naval Aviation. Our regional coordinators, and many other activities and organizations, both inside and outside the DoD are gearing up for 2011.

This issue of Centennial magazine focuses on the great accomplishments of the United States Marines in Naval Aviation. The stories of individuals like Joe Foss, John Smith, Marion Carl, Harold Bauer and others is the stuff of legend in the annals on Naval Aviation.

And now, back to the future. Airships. For the first time in 48 years, the Navy owns and is operating a lighter-than-air vehicle, the MZ-3A blimp. You can read about it right here!



- CAPT Richard Dann

## Centennial Force Leadership



VADM Thomas Kilcline  
USN  
Commander, Naval  
Air Forces



LtGen George Trautman  
USMC  
Deputy Commandant for  
Aviation



RADM Pat McGrath  
USN  
Vice Commander, Naval  
Air Forces  
Commander, Naval Air  
Force Reserve



CAPT Mike Emerson  
USCG  
Chief of Aviation

# The Navy Goes Back To Blimps



For the first time since 1962, the Navy has flown its own Lighter-Than-Air (LTA) aircraft. Here, Goodyear MZ-3A is shown in its hangar at NAS Lakehurst, New Jersey. The MZ-3A is 178 feet long and has a volume of 170,000 cubic feet of helium. The aircraft is operated by Scientific Development Squadron ONE (VXS-1) at NAES Lakehurst New Jersey. (US Navy Photo)

*By LT Robert Marcum and Mr. Rick Zitarosa*

The United States Navy resurrected its Lighter-Than-Air (LTA) program on March 2, 2010. Under the banner of Scientific Development Squadron ONE (VXS-1), working in conjunction with its parent organization, the U.S. Naval Research Laboratory (NRL), and Naval Air Systems Command (NAVAIR), the MZ-3A airship took to the skies over Naval Air Engineering Station (NAES) Lakehurst, New Jersey, on a Functional Check Flight and training event for its pilots and ground crew. The operational events to be flown in the coming weeks and months will be the first LTA operations since the Navy decommissioned the last ZP (LTA Patrol) squadron in 1962. The MZ-3A - Bureau Number (BuNo) 167811 - is the first Navy airship to be purchased since 1960.

Manufactured by American Blimp Corporation based in Hillsboro, Oregon, the MZ-3A is a Government Owned/Contractor Operated, commercial “off the shelf” asset that is a slightly modified version of the “Lightship” model seen hovering over sports stadiums and major outdoor events. The airship’s dimensions reflect a much smaller platform than its ancestors with an overall length of 178 feet, a volume of 170,000 cubic feet of helium and air, and two Lycoming engines producing a top speed of 55 mph. However, the MZ-3A offers a 3000-lb payload capacity coupled with a fuel burn rate of approximately 10 gallons per hour at cruising speed and even less when holding station in “loiter” mode. It is an

excellent platform for the missions supported by VXS-1 in the realm of airborne Science & Technology (S&T) research.

Several Department of Defense (DoD) and industry entities have displayed interest in taking advantage of the capabilities manned airships bring to the table. NRL and NAVAIR have already coordinated several MZ-3A Science & Technology projects ensuring the future value of this type of platform for the years to come. Through the diligent efforts of the squadron’s Government Flight Representative, VXS-1 has trail-blazed the return of Navy airships to flight; this concerted effort has ensured the historical return of LTA to the U.S. Navy.

NAVAIR is continuing to perform research into the development and procurement of future airship platforms. In the interim, VXS-1 will continue to serve the DoD and Fleet with manned airship operations in support of S&T missions with the MZ-3A.

Scientific Development Squadron ONE (VXS-1) provides airborne research platforms for the Naval Research Laboratory, the United States Navy, U.S. Government, and its contract agencies. VXS-1 – homeported at Naval Air Station Patuxent River, MD - maintains a fleet of three uniquely-configured, research-modified Lockheed NP-3D “Orion” aircraft, two RC-12s, one MZ-3A Lighter-Than-Air (LTA) airship, and over 200 unmanned aerial systems. Committed to safety, VXS-1 has logged over 64,000 flight hours and completed over 42 years of accident free flying. VXS-1 has been awarded the Chief of Naval Operations Aviation Safety Award.

# Lt Col Harold W. “Indian Joe” Bauer

By Dr. Fred Allison, History Division, U.S. Marine Corps

“He’s my man!” exclaimed Marine World War II fighter pilot Jeff DeBlanc. He spoke of Lieutenant Colonel Harold W. Bauer. DeBlanc was understandably enthusiastic. In the dark days at Guadalcanal when the Japanese dominated sky and sea, Bauer coached junior pilots (they nicknamed him “Coach”) on air tactics. DeBlanc recalled Bauer’s trademark tactic: “This is the way you fight the Japanese Zero, if he’s coming head on to you, I want you to go head on to him, you’ll kill him before he will kill you every time, don’t ask me any questions, do what I tell you.” DeBlanc and others heeded Bauer’s coaching and succeeded at air combat. They also survived; Bauer ironically did not.

Harold W. Bauer was born in Kansas in 1908, he attended the Naval Academy and graduated in 1926. He was a superb athlete, excelling at lacrosse, football and basketball. Fellow midshipman called him “Indian Joe” due to his dark complexion and square jaw. He opted for the Marines and served as a ground officer until deciding to go into aviation. He earned his naval aviator wings of gold in 1936. Bauer flew observation and fighter aircraft and in 1941 was the executive officer of VMF-221 based at NAS San Diego. The day after the Japanese bombed Pearl Harbor the squadron boarded the U.S.S. Saratoga (CV-3) and sailed for Hawaii. Originally slated to reinforce the garrison on Wake Island, the squadron diverted to Midway, arriving on Christmas day 1941. Slightly more than a month later, Bauer was promoted to major and was sent to Hawaii where he took command of VMF-212, the “Hell Hounds.” Soon thereafter, they deployed to the new South Pacific air base at Noumea, New Caledonia, arriving in April 1942. Major Bauer led a detachment forward to Efate, one of the New Hebrides islands where he supervised the construction of a new airfield at Port Villa.

Once the Marines landed on Guadalcanal, August 3, 1942 Bauer’s VMF-212 was ironically not moved forward to operate from Henderson Field. Instead, his best pilots were pulled out and assigned to VMF-223 which was headed for Henderson Field, while the less experienced VMF-223 pilots went into Bauer’s squadron. Bauer occasionally went up



to Guadalcanal on his own to fight and in so doing, gained ace status. The Hell Hounds in mid-October were sent forward as a squadron to Guadalcanal to shore up the decimated “Cactus Air Force”—the joint aviation force operating at Guadalcanal. Just as Bauer’s squadron was landing at Henderson Field, Japanese Val dive bombers appeared and plunged down in an attack on a Navy supply ship unloading critical supplies. Although his fuel was almost gone, Bauer aborted his landing and instead attacked the dive bombers. He quickly destroyed four of them before his own critical fuel state forced him to land. For these actions, Bauer was awarded the Medal of Honor.

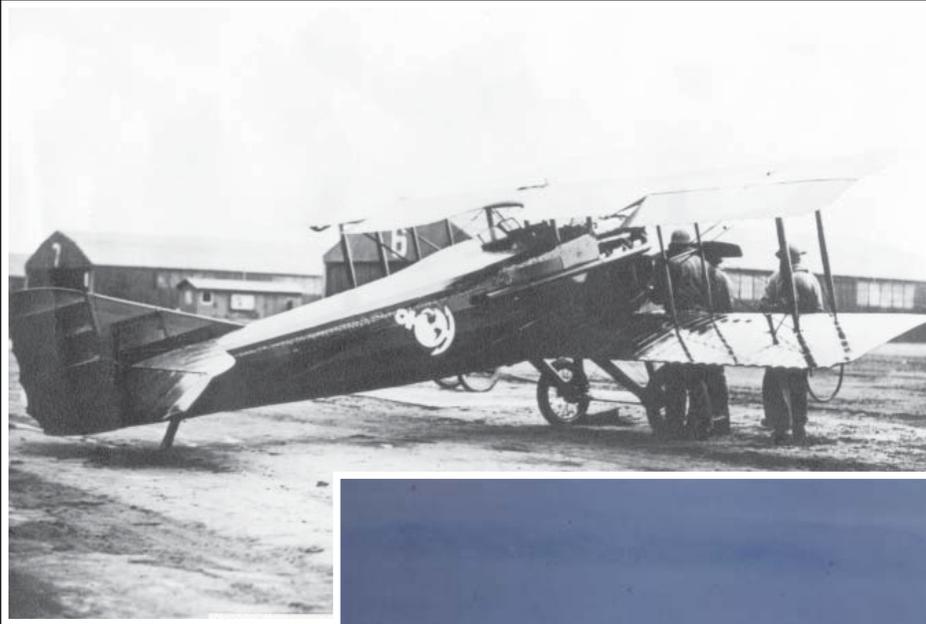
In the culminating battle of Guadalcanal on 14 November 1942 when Marine and Navy pilots beat back a final Japanese attempt to deliver reinforcements, Bauer’s F4F ‘Wildcat’ fighter went down when ambushed by Zeros. Bauer bailed out and his wingmen pilots, one of whom was Joe Foss, saw him alive and afloat in his life vest. To better Bauer’s survival chances Foss tried unsuccessfully to dig his life raft out of his seat pack to toss out to Bauer. Although night was fast approaching a Navy rescue crew flying a Grumman J2F “Duck” amphibian, with Foss aboard tried to locate Bauer that night without success. Rescue attempts continued, over the next four days, again unsuccessfully.

Bauer was declared killed in action after the war. Bauer’s widow Harriette and son Bill, whom himself became a Marine fighter pilot, received his Medal of Honor in ceremonies at Miramar, California. Military officials dedicated the airfield he helped establish at Port Villa, Efate to him. Known today as Bauerfield, the government of Vanuatu, formerly New Hebrides, continues to honor his memory and the contributions he and his fellow American aviators made in protecting the island from the Japanese during World War II.



Marine F4F-4 Wildcats and Army Air Force P-38 Lightnings taxi out for takeoff on Guadalcanal. Closest aircraft has a field-mod 42-gal centerline drop tank, while the next Wildcat has a wing mounted tank, starboard side only. (NMNA)

# A GLANCE AT THE PAST - MARINE SCRAPBOOK - SEMPER FI



The famous SPAD S.VII was more commonly seen in U.S. Army Air Service markings, but here is one that was flown by the Marines at North Island shortly after the end of World War One. Note the Eagle, Globe and Anchor insignia. (MCRD Collection)



In-flight photo of a Douglas SBD-1 assigned to Marine Bombing Squadron TWO (VMB-2) over the Los Angeles area circa 1940. The markings denote this as the Commanding Officer's aircraft. (Thomas E. Doll Collection)

A Douglas F3D-2 Skynight night fighter of VMF(N)-513 during the Korean War. Skynights shot down more enemy aircraft in Korea than any other Navy/Marine Corps aircraft. Note the unusual MODEX of "12 7/8". (Thomas E. Doll Collection)





Four Sikorsky UH-34Ds assigned to HMM-362 of the 1st Marine Air Wing are seen here over the Danang area of South Vietnam circa 1967-68. In 1962, HMM-362, under LtCol Archie Clapp, was the first Marine unit of any type to deploy to South Vietnam. (MCRD Collection)



Pictured here is an AV-8A Harrier assigned to VMA-513. The Harrier was the first production Vertical/Short Take-Off (V/STOL) aircraft to enter operational service in the US military. (MCRD Collection)

**U.S. 5TH FLEET AOR - An MV-22B Osprey from Marine Medium Tiltrotor Squadron (VMM) 263 (Reinforced), 22nd Marine Expeditionary Unit (22nd MEU), prepares to take off from the amphibious assault ship USS Bataan (LHD 5). The aircraft were flown to Camp Bastion, Afghanistan, where they were transferred to VMM 261 and used to support the 2nd Marine Expeditionary Brigade. November 2009 marks the first time the aircraft will be used in Afghanistan. The 22nd MEU is serving as the theater reserve force for U.S. Central Command. (U.S. Navy photo by MC2 Julio Rivera/Released)**



# Around the Services

## HITRONs are a Hit in Jacksonville

Since its inception the U.S. Coast Guard's Helicopter Interdiction Tactical Squadron (HITRON) based in Jacksonville, Florida has been the cornerstone of the Coast Guard's Airborne Use of Force (AUF) program. HITRON is also the shining star of Aviation Special Missions (ASM) for the Coast Guard and has become the blueprint for similar programs throughout the world.

### Counter Drug Ops

For counter drug operations, HITRON aircrews deploy aboard Coast Guard cutters and are aided in the hunt for drug-laden go-fast boats by Maritime Patrol Aircraft (MPA). After sighting a suspect vessel, the MPA alerts the cutter and other law enforcement and intelligence agencies. The cutter launches the HITRON helicopter to intercept the suspect vessel. MPA will vector the HITRON aircraft to the target of interest and remains on scene as an extra set of eyes in the sky. The aircrew use sirens and radio communications in both English and Spanish to signal the boat crew to stop. If the suspect vessel fails to stop, the helicopter crew takes up a firing position alongside the go-fast and fires warning shots across the bow. If the warning shots fail to persuade the suspect vessel to stop, the helicopter crew repositions for disabling fire. Most go-fasts have multiple engines, and the Aviation Gunner will continue to fire into these engines until the vessel is no longer able to make way. Once stopped, the vessel is boarded by an armed Coast Guard Boarding Team.

HITRON has assisted many foreign military organizations

including the British and Dutch Royal Navies in developing AUF programs of their own to assist in the War on Drugs. The US Navy has also solicited HITRON to assist with developing their AUF program along with Coast Guard Law Enforcement Detachments (LEDET) to expand the US's counter drug assets in the Caribbean Sea and the Eastern Pacific Ocean.

Due to HITRON's success, Coast Guard's Ports, Waterways and Coastal Security (PWCS) AUF capability has expanded and many of the Coast Guard's existing air stations are armed and able to provide airborne security to every major port in the United States.

### Always Ready

HITRON stands poised and ready to defend our shores and fulfill the Coast Guard's motto, *Semper Paratus*—"Always Ready." In 2009, coincidentally 10 years after the completion of the AUF proof of concept, HITRON successfully conducted 32 counter drug interdictions, surpassing the previous record of 30 interdictions set in 2005. In addition to a record-breaking number of interdictions last year, HITRON also qualified their first female aviation gunner, and she already has 6 interdictions to her credit.

To date, HITRON Jacksonville is credited with 178 interdictions, directly preventing 189.48 tons of cocaine, 10.22 tons of marijuana and 304 pounds of heroin worth over \$9.5 billion from reaching America's neighborhoods and keeping those profits out of the hands of narco-terrorists. HITRON continues to be at the forefront of our nation's war on drugs.

**The MH-65C Dolphin is the main aircraft asset of the HITRON. HITRON aircraft are armed with the Barrett M107CQ 12.7 mm anti-material rifle and M240G 7.62 mm machine gun. (Courtesy of Ted Carlson/Fotodynamics)**





## 2010 Blue Angels Schedule:

### March

13 NAF El Centro, CA  
20-21 MacDill AFB, FL  
27-28 NAS Kingsville, TX

### April

10-11 NAS Key West, FL  
17 Charleston AFB, SC  
24-25 Vidalia, GA

### May

1-2 St. Joseph, MO  
8-9 Tuscaloosa, AL  
15-16 Andrews AFB, MD  
22-23 MCAS Cherry Point, NC  
26 USNA, Annapolis, MD  
28 USNA, Annapolis, MD (fly-over)  
29-30 Jones Beach, NY

### June

5-6 Eau Claire, WI  
12-13 Milwaukee, WI  
19-20 Cape Girardeau, MO  
26-27 St. Cloud, MN

### July

3-4 Traverse City, MI  
10 Pensacola Beach, FL  
17-18 Dayton, OH  
24-25 Idaho Falls, ID  
31 Anchorage, AK

### August

1 Anchorage, AK  
7-8 Seattle, WA  
14-15 Chicago, IL  
28-29 Portsmouth, NH

### September

4-6 Cleveland, OH  
11-12 Scott AFB, IL  
18-19 NAS Oceana, VA  
25-26 MCAS Kaneohe Bay, HI

### October

1-3 MCAS Miramar, CA  
9-10 San Francisco, CA  
16-17 Dobbins AFB, GA  
23-24 NAS Jacksonville, FL  
30-31 Ft. Worth Alliance, TX

### November

6-7 Homestead AFB, FL  
13 NAS Pensacola, FL

## Naval Aviation Quilt Challenge



By Kelly Gallagher-Abbott, photo by Stephanie Cox

The Naval Aviation Museum Foundation, located at the National Naval Aviation Museum in Pensacola, Florida is sponsoring a nation-wide quilt challenge to honor and commemorate the Centennial of Naval Aviation in 2011. Special events are being planned nationwide to commemorate this milestone, including air shows, Fleet Weeks, Navy Weeks, and other displays honoring naval flight.

Quilts have a important place in American history. They have been made to comfort or honor individuals, celebrate special events, provide warmth, and used as art. Contemporary quilt makers meet in small and large groups to share techniques and enthusiasm about their chosen art form, and to create quilts for local and national charities. Large quilt shows and exhibitions exist across the United States, allowing quilt makers access to vendors and supplies, as well as the opportunity to display their work. Those interested in competing have many opportunities, and some contests offer large cash prizes and significant prestige. One form of competition is the quilt challenge. Quilt makers are given certain criteria or requirements, such as using a special fabric or creating a quilt within a chosen theme.

Ms. Kelly Gallagher-Abbott, a quilt maker and past curator for the Hoffman Challenge, the first and currently largest international quilt challenge, will act as curator. Quilters will be invited to make a 40" square quilt to commemorate 100 years of Naval Aviation. Submissions will be due on October 1st, 2010, and will undergo a jury and judging process. Selected and award winning quilts will be unveiled at the Blue Angel Homecoming Event and Air Show at the National Naval Aviation Museum in Pensacola, Florida, November 11th

Continued on Page 10

# Around the Services

## Navy and Marines at the Pusan Perimeter

*Dr Fred Allision and CWO4 Timothy S. McWilliams*

They were “the best orders anybody ever received,” attested Captain Jimmy Thach commanding officer of the USS Sicily (CVE-118): “Render all possible support to ground forces. Direct air support or interdiction at your discretion.” It was the desperately dark summer of 1950, American and South Korean defenders of South Korea were squeezed into the Pusan Perimeter by the North Koreans. Captain Thach’s escort carrier had aboard a squadron of Marine F4U Corsair fighter/bombers,



**Preparing for night operations, ordnancemen secure arming wires to 5-inch rockets on this VMF-214 Chance Vought F4U-4 Corsair. CAPT Thach’s USS Sicily (CVE 118) and her embarked Marine aviators provided crucial Close Air Support in the opening weeks of the Korean War. (NHHC)**

VMF-214, the Black Sheep, whose main purpose was to provide close air support to the Marines of the 1st Provisional Marine Brigade.

Thach, his Sailors and the Marines of the Black Sheep squadron made an impressive team. They flew their first strikes on 3 August off Korea’s south coast where the threat was greatest, a couple of days later Thach took the Sicily, up the west coast of Korea and the Black Sheep struck North Korean targets around Inchon and Seoul. By 8 August however, they were back in position off the south coast of Korea, ready to provide close air support to the Marine infantry of the 1st Provisional Marine Brigade who closed with the enemy that day for the first time of the war. Thach positioned the Sicily close to shore, the best place to be; there were no land bases available in Korea for air operations.

From that day until the Marines were pulled out of the Pusan Perimeter the Sicily-based Black Sheep were ever ready and overhead with effective CAS for the Marine grunts. When fighting was intense, such as around Pohang, Thach parked his carrier within twenty miles of the coast, putting targets just 12 minutes away, the Marine pilots could carry another bomb or napalm tank instead of a fuel tank.

The CAS provided by the Navy/Marine Corps team stood in direct contrast to the chaotic command and control situation that prevailed earlier. Captain Thach, aboard the Sicily, listened to the air strikes on the radio: “It was a beautiful thing,” he recalled, “like going from confusing darkness into bright daylight... You should have seen those pilots when they came back. He’d sigh a big sigh of relief and say, ‘Now we’re doing what we’re supposed to do in the right way.’”

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### QUILT cont. from page 9

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and 12th, 2010. In January, 2011, the quilt displays will begin traveling to nearly 100 events, including air shows, museum exhibitions, Fleet Weeks, military and aircraft conventions, and quilt shows.

This may seem to be a strange collaboration, but it offers a unique opportunity for both the aviators and quilt makers. The Navy will have the chance to educate dimensions of the public with whom they don’t normally have much communication, and quilt makers have an opportunity to share their art form with individuals who are not aware of the contemporary art quilt movement. They also have the opportunity to honor Navy, Marine, and the Coast Guard aviation and to recognize acts of heroism and the sacrifices made by our nation’s heroes.

Quilt makers can choose to donate their entries. At the end of 2011, donated quilts will be auctioned with proceeds supporting a special education project of the Naval Aviation Museum Foundation: The National Flight Academy. The NFA is poised to become the premiere aviation-inspired learning adventure for

our Nation’s youth, delivering a world-class experience that ignites students’ passion for Science, Technology, Engineering and Math (STEM). The curriculum will be based on these principles and is designed to prepare 7th-12th graders to compete in the challenging technological future. Attendees will spend 5 1/2 days in an immersive, aviation-based learning environment reaching beyond the traditional academic experience. Scholarships will be available for qualifying students.

Quilts made in the 21st century are different from your grandmother’s quilts. They can include unique and realistic imagery and complex graphic design. Several prominent quilt makers have pledged quilts for this challenge. Entries are anticipated to reflect a rich variety of skills and workmanship, and many will be inspired by personal stories related to naval aviation. Quilters of all ages are formulating design ideas and compiling palettes of colorful fabrics, and are eagerly awaiting the opportunity to create quilts honoring this very special celebration.

For information, please contact Kelly Gallagher-Abbott at (970)224-9975 or visit: [www.navyquilts.com](http://www.navyquilts.com) or [www.navalaviationmuseum.org](http://www.navalaviationmuseum.org).



## 2011 Blue Angels Schedule:

12 NAF El Centro, CA  
19-20 Keesler AFB, MS  
26-27 NAS Meridian, MS

## This Tim Wasn't so Tiny

*Dr. Tom Baughn, History Division U.S. Marine Corps*

Over 100 Chance Vought F4U "Corsairs" of Marine Aircraft Group 51 were staging at Norfolk, Virginia, for deployment to England in July of 1944. Marine Fighting Squadrons 511, 512, 513, and 514 were chosen to carry a newly developed "Tiny Tim" 10 foot rocket with a 150 pound warhead that packed the punch of a 2,000 pound bomb to interdict the German V-1 threat in Europe. The ultimate terror weapon up to that time, the V-1 pulse jet propelled a pilotless winged bomb across the English Channel inflicting 24,000 casualties in London and the English countryside. Guidance systems on such unmanned aircraft were still imperfect, and the resulting randomness of where the bombs would impact produced widespread terror when the distinctive buzz of its engine was heard overhead.

The V-1 had a range of 150 miles and a top speed of 400 miles per hour, shooting down the missile was very difficult using conventional fighter aircraft. Instead, the Allies launched a campaign against the launch sites. Part of Operation CROSSBOW, Project DANNY planned to use Tiny Tim rocket mounted on Marine Corsairs to destroy the German launchers that used a hydraulic ramp to propel the V-1 to 250 miles per hour and enable the V-1's jet engine to function. Germany manufactured over 30,000 V-1s, over 8,000 of which were launched between the summer of 1944 and spring of 1945. Unfortunately the development and mass production of the Tiny Tim was delayed as Cal Tech and China Lake Weapons developers struggled with the problems of launching the more powerful, nearly a foot in diameter rocket without damaging the Corsair and other test aircraft.

The intended utilizations of Tiny Tim rockets is controversial. The deployment of the weapon to strike enemy ships at a distance beyond the range of a ships anti-aircraft capability is thinly documented. Other documents and the historical record reflects that it was predominantly used as an air to ground heavy ordnance to destroy hardened targets – a bunker-buster. Project DANNY would have been the only employment of Marine aviation in Europe during World War II, but was cancelled just two days before deployment.



This Chance Vought F4U-1D is equipped with two 11.75-inch "Tiny Tim" air-to-ground rockets. Tiny Tim was used operationally at the end of World War II and later in Korea. Had Project DANNY been carried out, it would have been the only use of Marine Aviation in the European Theater of War during World War II. (Tom Doll Collection)

### April

2-3 Sun-N-Fun, Lakeland, FL  
9-10 NAS Corpus Christi, TX  
16-17 Fort Worth JRB, TX  
30 MCAS Beaufort, SC

### May

1 MCAS Beaufort, SC  
3-4 NAS Pensacola, FL  
7-8 NAS New Orleans, LA  
8 Flight Academy Fly-over, Pensacola, FL  
14-15 La Crosse, WI  
21-22 Andrews AFB, MD (reunion show)  
25 & 27 USNA show and graduation fly-over  
28-29 Millville, NJ

### June

4-5 Rockford, IL  
11-12 Evansville, IN  
18-19 Davenport, IA  
25-26 North Kingston, RI

### July

2-3 Muskegon, MI  
9 Pensacola Beach, FL  
16-17 Rochester, NY  
23-24 Ypsilanti, MI  
30-31 Kalispell, MT

### August

6-7 Seattle, WA  
13-14 Fargo, ND  
27-28 Brunswick, ME

### September

3-5 NAS Patuxent River, MD  
10-11 Lincoln, NE  
17-18 Millington, TN  
24-25 NAS Oceana, VA

### October

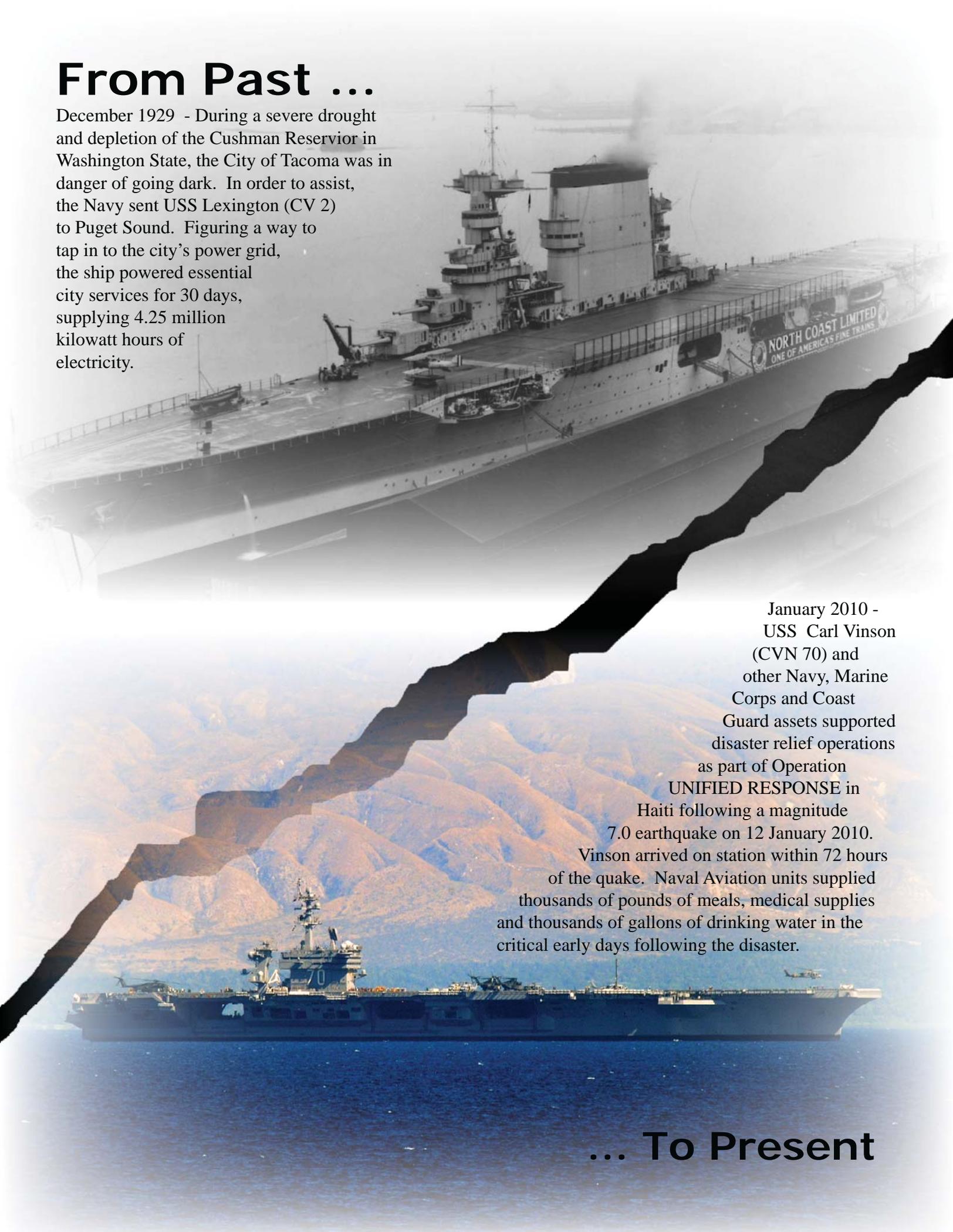
1-2 MCAS Miramar, CA  
8-9 San Francisco, CA  
15-16 NAS Lemoore, CA  
22-23 El Paso, TX  
29-30 San Antonio, TX

### November

5-6 NAS Jacksonville, FL  
11-12 NAS Pensacola, FL

# From Past ...

December 1929 - During a severe drought and depletion of the Cushman Reservoir in Washington State, the City of Tacoma was in danger of going dark. In order to assist, the Navy sent USS Lexington (CV 2) to Puget Sound. Figuring a way to tap in to the city's power grid, the ship powered essential city services for 30 days, supplying 4.25 million kilowatt hours of electricity.



January 2010 -  
USS Carl Vinson  
(CVN 70) and  
other Navy, Marine  
Corps and Coast  
Guard assets supported  
disaster relief operations  
as part of Operation  
**UNIFIED RESPONSE** in  
Haiti following a magnitude  
7.0 earthquake on 12 January 2010.

Vinson arrived on station within 72 hours of the quake. Naval Aviation units supplied thousands of pounds of meals, medical supplies and thousands of gallons of drinking water in the critical early days following the disaster.

# ... To Present