



WINGS FOR THE FLEET

TRAINING



WINGS

For
The

FLEET

This is the story of training the Navy-Marine Corps air team, a team of dedicated, educated and motivated young men, knowledgeable in many fields and specialists in one. It is the story of the Naval Air Training Command, provider of "Wings for the Fleet!"

This booklet reveals a glimpse of training the men who wear the Navy wings of gold and those who maintain the planes they fly, of ships and planes, and of the challenges that await them.

It shows how dedicated and educated young Americans are trained to take their places on the versatile land-sea-air team.

Naval aviation puts the long-range punch in the striking arm of our global Navy. On all of the world's seas, naval aviators stand ready to protect our nation's interests and, if necessary, to fight in defense of our freedom and security.

Much of the Navy's hopes in fulfilling its mission as the first

line defender of those freedoms rests upon the pilots, the flight crew officers and enlisted men, the flight surgeons and the technicians. This versatile lot is trained by the Naval Air Training Command and molded into a team designed to maintain, manipulate and master the complex instruments, controls, weapons and devices of modern naval aviation.

Despite its most precise equipment ever developed, aircraft capable of streaking through the skies faster than ever before and the biggest aircraft carriers ever built, naval aviation can be no better than the men who man its ships and fly its planes.

Sea and air power are basically manpower. Only with a steady inflow of the highest type young Americans — dedicated men who place their nation and heritage above personal gain — can the Navy expect to maintain at its peak the global peace power and striking power that is naval aviation.



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PRE-FLIGHT — All officer training in naval aviation starts at the Naval School of Pre-Flight at Pensacola, Fla., the city often referred to as the "Annapolis of the Air." Here in 16 weeks the students learn the theory of flight, principles of navigation, meteorology, aviation communications, and the history, traditions, customs and etiquette of the U. S. Navy

PAGES 2-6

BASIC FLIGHT TRAINING—After Pre-Flight, the next step is up—off the ground. This is basic flight training and it lasts eight months. The first hurdle is to solo; the student takes off in a trainer by himself, puts the aircraft through its paces and lands it. Then, the student is channeled into jet or prop training, where he takes on formation flying, cross country hops, night and instrument flying—and learns to land aboard an aircraft carrier at sea.

PAGES 7-11

ADVANCED FLIGHT TRAINING—Here the high polish is imparted to the already highly trained naval aviator. During the four months of advanced training the students train with operational fleet type aircraft of the specialized fields to which they will eventually be assigned—multi-engine propeller-driven planes, high speed jet fighter or attack aircraft or helicopters. Upon completion of advanced training, all students receive their wings and are designated naval aviators. And, for the naval aviation cadets, there's an extra reward: commissioning.

PAGES 12-16

NAVAL FLIGHT OFFICER TRAINING—The non-pilot trainees, upon completion of Pre-Flight go on to Basic Naval Aviation Officer School. Flight officer students take courses in aviation electronics, nuclear weapons, navigation, meteorology and combat information analysis to prepare them for their roles as members of flight crews, as flight officers or air intelligence officers.

PAGES 17-18

WINGS FOR THE FLEET — Being part of naval aviation, either as a pilot or naval flight officer, gives one the chance to serve his nation with pride and dedication at sea or at naval air stations ashore. Wearers of Navy wings of gold also serve in the U. S. Marine Corps and Coast Guard. The ships they call home, the aircraft they fly, the weapons they use and the instruments that guide them in flight are the most advanced that American science and technology can produce

PAGES 19-24

FLIGHT SURGEONS—The Navy's flying doctors receive their military indoctrination training at the Naval School of Pre-Flight and their professional training at the Naval Aerospace Medical Institute, both at Pensacola, Fla.

PAGE 25

TECHNICAL TRAINING—The enlisted maintenance men and technicians responsible for keeping the Navy's versatile aircraft and weapons in a constant state of readiness are trained by the world's largest university, the Naval Air Technical Training Command.

PAGES 26-28

NAVAL AIR RESERVE—The Navy's "Weekend Warriors" make up a highly trained force of aviation personnel, who stand ready to augment regular naval air units in the event of a national emergency. This force consists of citizens-sailors from neighborhoods throughout America, who train one weekend each month perfecting skills learned on active duty.

PAGES 29-30

NAVAL AIR PROMOTERS—The Blue Angels, the Navy's official flight demonstration team, is naval aviation's biggest promoter. This precision flight team tours the nation each year offering millions of Americans the opportunity to see firsthand the Navy's air arm in action. Other naval aviation promoters are the Naval Aviation Cadet Choir, the Starflight trampoline team, the Flag Pageant, and the Naval Aviation Museum.

PAGES 31-32



FALL IN! . . . They come from all walks of life.



No more curls.



New clothes and no choice of color or style.

For those who wear Navy wings of gold, the U. S. Naval School of Pre-Flight at Pensacola, Fla., is the beginning of all things.

Future naval aviators, flight surgeons and naval flight officers learn to walk and talk again at Pre-Flight. It is the doorway to all naval aviation officer instruction and a new way of life. Airplanes are no longer airplanes. They become aircraft or "birds," with names—such as "Trojan" or "Mentor"—and numbers—"T-28" or "T-34."

At the Naval School of Pre-Flight, the students' lives are geared for one purpose—future flight. But, as eager as the student aviators may be, they find that their first cockpit is a desk and their first flight is close-order drill. All naval air training begins on the ground.

Although basic, Pre-Flight is no boot camp. It provides intensive officer indoctrination and ground school in all phases of naval aviation. Above all it forges, through precept and example, the mental, moral and physical development of the Navy's future aviation officers.

It All Starts at Pre-Flight



Ready to begin a new way of life.



One learns to step out . . .



And take command.



Command ranks within the cadet regiment provide opportunity to develop leadership.

Today most people do not give much thought to the training of a naval aviator. They think flying is simply a matter of climbing into a cockpit, revving up the engines and taking off. Many future naval aviators, too, never stop to think about the detailed training flying involved until they enter Pre-Flight.

Here they are introduced to terms and theories new to their original concepts of flying. They are faced with countless matters: aviation science, principles of flight, navigation, leadership, engines, naval orientation, study skills, aerodynamics, military drill, discipline, customs and courtesy, bearing, swimming and survival. One might ask how matters as far ranging as these fit together.

Each of these subjects is designed to prepare the students academically, mentally and physically for their future task of flying and their role as naval officers.

To do this systematically, the course of instruction at the Naval School of Pre-Flight comprises three phases: military, academics, and physical fitness-survival.

In the military phase, the students learn the manual of arms, military etiquette, formations and other military procedures.

Work Begins

HAY FOOT, STRAW FOOT . . . "Look, Mister, you're marching, see . . . When you move your left foot forward, you swing your right arm forward, see. It takes time . . ."

In no time at all, marching and formations become routine.





Classes are conducted by seasoned aviators.

In the academic phase, the students spend 249 hours in the classroom gaining the textbook knowledge necessary for air action. They study math, physics, engineering, aerodynamics, aviation science, navigation, flight physiology and study skills. All this general and technical pre-flight information must be mastered before the student aviators will be strapped into the cockpits of their first trainers.

Pre-Flight's academic department prepares the student academically for the task of flight.



Although tight, the training schedule allows for individual instruction.

Countless hours are spent at the study table.





Physical Fitness

The pace of modern naval aviation requires a properly conditioned body as well as an alert mind. During Pre-Flight, more than 120 hours are devoted to physical fitness and survival training.

Considered the most demanding and rugged phase of Pre-Flight, the PT and survival training provide the students with the strength and stamina required for the long grind ahead.

Along with the continuing exercises and calisthenics, survival and self-preservation tactics are demonstrated and practiced. About 50 hours are spent in swimming and water survival alone. After mastering the basic strokes and being able to tread water for 20 minutes and to swim a mile while fully clothed, the students are dunked and dragged through the water as they learn to escape from a submerged aircraft or a parachute harness. Of course, no student ever thinks he will have to bail out, but it pays to know—just in case.

In addition to water survival, candidates learn to live off the land. They learn in the classroom the difference between harmless and dangerous vegetation and animals and put their knowledge to practice when they take to the woods for realistic survival training exercises.

Physical fitness training is tailored directly to the needs of the naval aviator . . . it develops coordination and self confidence.



One learns how to survive in the event of a crash at sea.

. . . And to live off the land.



The Lighter Side

IT'S NOT ALL WORK AND NO PLAY . . . Pensacola, like all of Florida, is famed as a place in the sun. The "Annapolis of the Air" is surrounded by more than 50 miles of white beaches. Water sports and other forms of recreation and relaxation keep the Pre-Flight students from becoming dull boys.



Northwest Florida's snow-white beaches and future pilots bring gals running.



Pensacola abounds with history . . .



... Formal social engagements

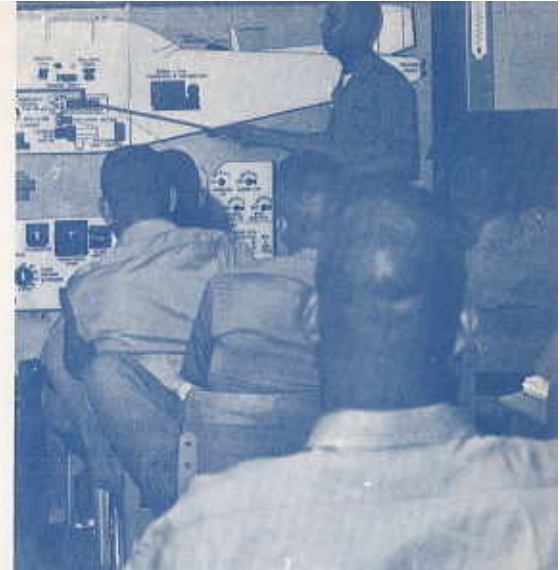
... And, informal enchanting evenings.





The first milestone is passed.

Pre-Flight Ends And... On to Primary



... Then back to the class room.

The big day finally arrives with blaring bands, another parade, a diploma and a hardy "Well Done!" Pre-Flight ends.

At this stage of training, the student aviators have already proved they have what it takes. They have shown that they are properly motivated and have the will to get a job done and the sincere desire to fly.

Having passed the first milestone, the future naval aviators make their first move. Naval flight officer trainees go to nearby Sherman Field and all pilot trainees report to Saufley Field.

At Saufley, the student pilots' anticipations begin to build up. From their classrooms, they get their first glimpse of the long rows of sleek trainers. The T-34 Mentor awaits them. But first, more classes.

The theories of Pre-Flight give way to the facts of primary training. After endless hours of ground school and familiarization training in the mock-up of the T-34 cockpit, the students learn the exact position of the throttle, the rudder pedals, the landing gear handle, the fuel gauge, ignition switch, climb and turn indicator, trim tab handles, and the other instruments so vital to an aircraft in flight.

The issuance of flight gear, including individual flight helmets, gives the students unquestioned proof that they are finally ready for their first flights.



Getting the feel of things to come.



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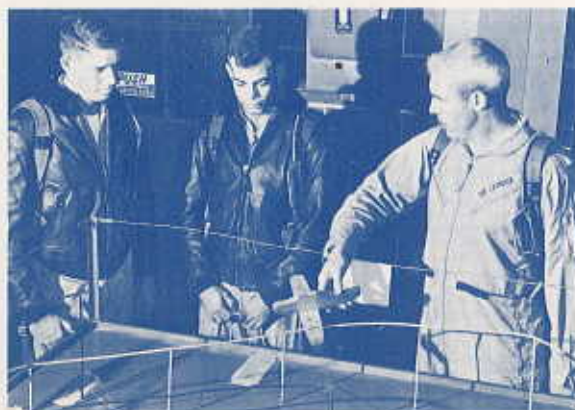


And, there they are.

Relax! It's only a net.



Here's the flight pattern.



It won't be long now.



Easy does it.





SOLO . . . A thrill never to be equaled.

After all those weeks of waiting, the student aviators finally make their first flights. And, in most cases, it is far from what they expect. It is difficult to feel exultant when one is tense, has knots in his stomach, perspires freely, and becomes airsick. After a few more flights, however, things are different; the students learn to relax.

A veteran flight instructor is assigned to each four or five flight trainees and stays with the same students throughout the nine weeks of primary training, applying pressure when needed, providing much-needed encouragement and all the advice and experience he has at his command.

After 12 flights and endless hours of briefings and consultation, the instructor-student comradeship comes to an end. The students, having mastered their basic air work, proper landing techniques and prevention of and recovery from unusual flight situations during the dual pilot-instructional flights, are ready to solo.

This is the big test. All the nights of studying, the hours of marching, the physical endurance, the theories and procedures memorized—all are compressed into the moment of

truth. Butterflies and nervousness disappear as the runway unfolds and the fledglings prove they are masters of the situation. The thrill of a student pilot's first solo will never be equaled.

After four more solo flights and additional instructional hops in the T-34, training at Saufley ends. Those destined for duty in jets proceed to Meridian, Miss., and future propeller-aircraft pilots go to Whiting Field at Milton, Fla.

Having learned to crawl at Pre-Flight and to walk at Primary, the student aviators learn to run during their basic prop training. And, the T-28 Trojan, referred to as the "Beast," is the pacesetter. It is a demanding, high-powered aircraft which out-performs most fighters used during World War II.

During 25 weeks at Whiting, the prop-pilot trainees receive instruction in precision and acrobatic flights, basic instrument and night flying. Included with the flight training are more hours of classroom study and simulated instrument flight training.

With these phases mastered, the students progress to radio navigation, formation tactics, air-to-air gunnery and day-and-night navigation.



At Whiting, a new instructor and a new plane.

"Touch and go" landings ashore ready students for real thing at sea.



Basic Jet Training



While the prop students are spinning at Whiting, the future jet pilots are undergoing a similar six-month training cycle at McCain Field, Miss. Both courses are practically identical; only the environment and aircraft are different. At Meridian the jet students train in the T-2 Buckeye.

Cruising at speeds in excess of 500 miles per hour at 30,000 feet becomes a matter of routine for the jet trainees. High-altitude, high-speed formation and aerobatic flights, radio instruments, and night and day navigation open new fields of interest. The trying days of Pre-Flight and Primary begin to pay dividends.

Basic jet training involves more than jockeying jets. On tap are more than 250 hours of deskwork and classroom instruction. School days never seem to end. The pace increases as class work instruction is conducted simultaneously with on-the-job training in aerology, communications, engineering, principles of flight, special weapons and more naval officer training.



Student aviator conducting pre-flight check.

Formation of T-2 Buckeye jet trainers over Pensacola.





Tail hook down.



... On deck.



Carrier Quals

Jet and prop students are required to make a number of landings aboard an aircraft carrier at sea. This is perhaps the most exacting test of skill and the most rewarding accomplishment of basic flight training.

Before the student aviators are qualified to land on a carrier, they practice on a simulated flight deck painted on familiar and unmoving terra firma. They learn to land all over again, this time using a mirror optical landing system, a tail hook and series of cables.

Once proficient in practice landings ashore students put their skill and learning to the test of setting their Trojans and Buckeyes down on the bobbing deck of a carrier cruising in the Gulf of Mexico. After two successful touch and go and six arrested landings, the student pilots are carrier qualified. With this hurdle completed, basic training ends and the students head west to Texas for advanced training.



Touch and go . . .

Readied for "cat shot."



And, on to Texas

Advanced training, conducted in the vicinity of Corpus Christi, Tex., is the graduate school of the Naval Air Training Command. Here, the student pilots and naval flight officer trainees are polished for their places on the versatile air-sea team.

Upon completion of basic flight training, the students are highly capable pilots. They are all well versed in the general duties of a naval officer and are experienced in navigation, instrument flying and other talents that set them apart from their earth-bound brothers.

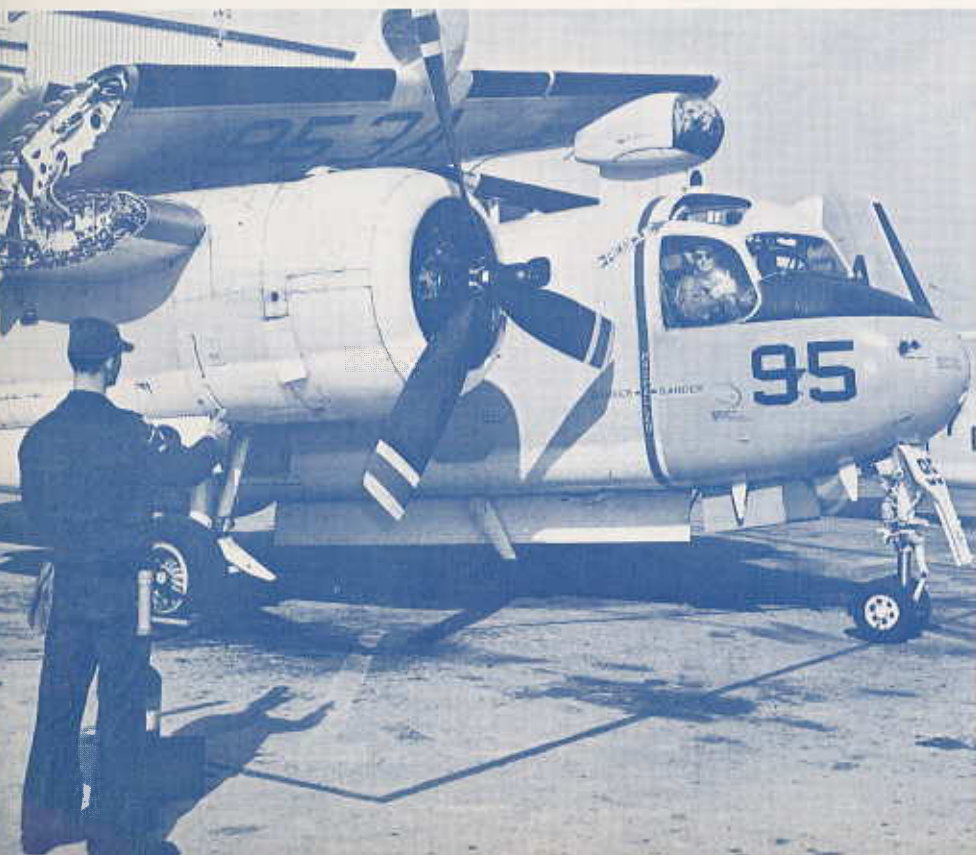
In a sense, there is little more for the Basic Air Training Command product to learn. Yet, in another sense, there is everything.

In Basic, the student pilots mastered training aircraft only. In advanced training, they must master the ultimate: operational fleet-type aircraft.

It is the function, then, of the Advanced Training Command to take the already highly qualified aviators turned out by the Basic Air Training Command and prepare them for duty with the fleet in the most advanced naval combat aircraft in the world.



You meet another new bird . . .



Learn what makes it tick.

And, become its master.



Multi-Engine Training



Then take that bird to sea . . .

And, become carrier qualified.



Comradeship is the key to teamwork . . . Teamwork is the key to success.

At Corpus Christi the prop pilot trainees who have been elected to fly the Navy's long-range patrol, antisubmarine or logistic support aircraft, undergo 20 weeks of multi-engine training.

They make some 70 flights and spend more than 230 hours aloft in the training version of the twin-engine S-2 Tracker, one of the aerial workhorses of the fleet.

There, the emphasis is on airborne endurance and long-range capabilities. The multi-engine training flights span distances and hours never before encountered by the students. One flight, for example, keeps them aloft for more than 14 hours—seven as pilot and seven as observer.



The F-9 Cougar.

Upon arriving in Texas, jet trainees are assigned to auxiliary air stations at Kingsville or Beeville, where they are introduced to a new bird — the F-9 Cougar. This swept-wing fighter aircraft is capable of speeds in excess of 550 knots. Advanced jet students make 80 flights totaling 120 hours in the Cougar.

Besides the 120 hours aloft, students spend 110 hours in ground school studying advanced engineering, instrument and operational navigation, meteorology, flight rules and regulations, weapons and leadership.

After soloing in the Cougar, the advanced students spend half their days in the classroom and the other half flying.

As the advanced training progresses, the students sharpen their skills with cross-country flights to test their navigational ability. They launch live rockets and missiles, and punch targets with cannon fire. Formation flying becomes second nature, and carrier quals in the high-speed F-9 become a matter of routine.

Each obstacle faced in advance training becomes smaller and less difficult. The students, after a year of extensive training, begin to feel at home in the air.

Although the schedule is as busy and bustling as ever, the students now advance with sureness and confidence. All the things they struggled with in pre-flight, primary and basic have become second nature as the students move on to more-advanced aircraft.

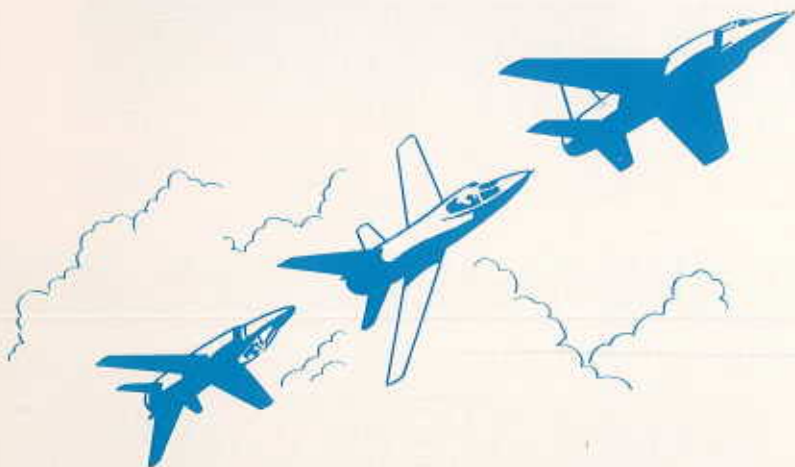


Precision and formation flying soon become a matter of routine.



Student and instructor . . . an unbeatable combination.

Advanced Jet Training



At last, the students get their first chance to fly a high performance, supersonic aircraft. And it is the famed F-11 Tiger, the plane flown by the Navy's world renowned flight demonstration team, the Blue Angels.

In 22 flights in the Tiger, student aviators become proficient in high-

speed, high-altitude, air-to-air combat tactics, ordnance delivery and ground control intercept procedures.

Having tamed the Tigers, the student aviators are now ready to move up to the big leagues and take their places on the Navy's versatile air-sea team.





Helicopter Training

All Navy, Marine Corps and Coast Guard helicopter pilots are trained at Ellyson Field, Pensacola, Fla., the Navy's only facility for training pilots of rotary-wing aircraft.

"Chopper" students at Ellyson vary in rank and experience. They range from aviation cadets with no more flying background than basic flight training, to veteran combat pilots with thousands of flight hours.

The classroom, however, is still very much a part of the training regardless of one's background. A different concept of aerodynamics must be mastered and new systems and procedures have to be learned.

Helo training covers a demanding 12-week schedule. All students spend 80 hours in the classroom and the same number of hours in the air.

After basic ground school the students master the H-13 Sioux, the primary helicopter trainer, then the advanced H-34 Seabat.

Once the helicopters are mastered, trainees concentrate on operational tactics. The Marine trainees stress vertical envelopment, the Coast Guard on search and rescue, and the Navy students emphasize antisubmarine warfare.



Ready for solo.

. . . Ellyson Field, Pensacola, Fla.



Training the Naval Flight Officer

Today there is a new breed of naval aviation officer wearing wings of gold. They are naval flight officers, (NFOs), the non-pilot officer crewmember.

All NFO students complete the same Pre-Flight schooling as pilot trainees. Upon graduation, however, the NFO students attend the 16-week Basic Naval Aviation Officer School at Pensacola's Sherman Field.

The student NFOs receive specialized training in radar, electronics, navigation and other applied and associated fields vital to the conduct of modern naval air operations.

All naval flight officer trainees receive instruction in NFO indoctrination, aviation electronics, air intelligence, communications, nuclear weapons, meteorology, combat information analysis and naval leadership.

Upon completion of the basic school, the NFO trainees proceed to schools at Corpus Christi, Tex., and Glynco, Ga. for final specialist training and designation before assignment to fleet air units.



Communications.



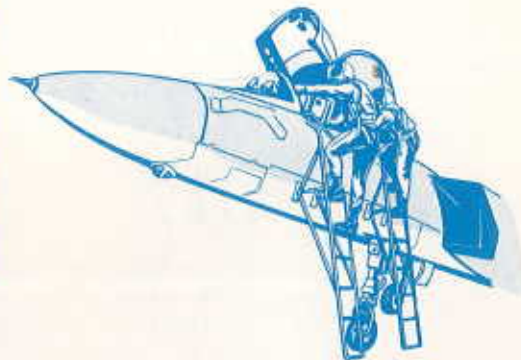
Airborne navigation training.

Naval Flight Officers get acquainted with second seat of F-4 Phantom.





NFOs specializing in antisubmarine warfare train with mockup of submarine's combat intelligence center.



Airborne radar control.



The A-5 Vigilante attack bomber and reconnaissance plane is one of many aircraft in which NFOs serve.

Simulated airborne intercept training.





Wings for the Fleet

When the advanced courses in all training are completed, the student aviators receive their coveted Navy wings of gold.

This proud badge, worn only by members of the world's greatest flight team, more than makes up for all the weeks and months of hustle and hard work.

The Navy wings of gold represent 18 months of extensive, and at times exhaustive, training. They represent a \$120,000 investment by the American taxpayer, for this is what it costs to train one naval aviator.

While gaining the wings of a naval aviator or naval flight officer proves that the wearer has successfully completed the rigid training required for such an honor, the real meaning is that he is ready to join the fleet.

The Navy has taught the wearer of those wings to fly. It has trained him as an aviator or naval flight officer. But, he is more than a flyer. He is a naval officer, too.

The wearer of Navy wings of gold takes pride in the defense force of which he is an integral part. He now stands shoulder-to-shoulder with the thousands of other naval aviators dedicated to the defense of the United States and the free world.

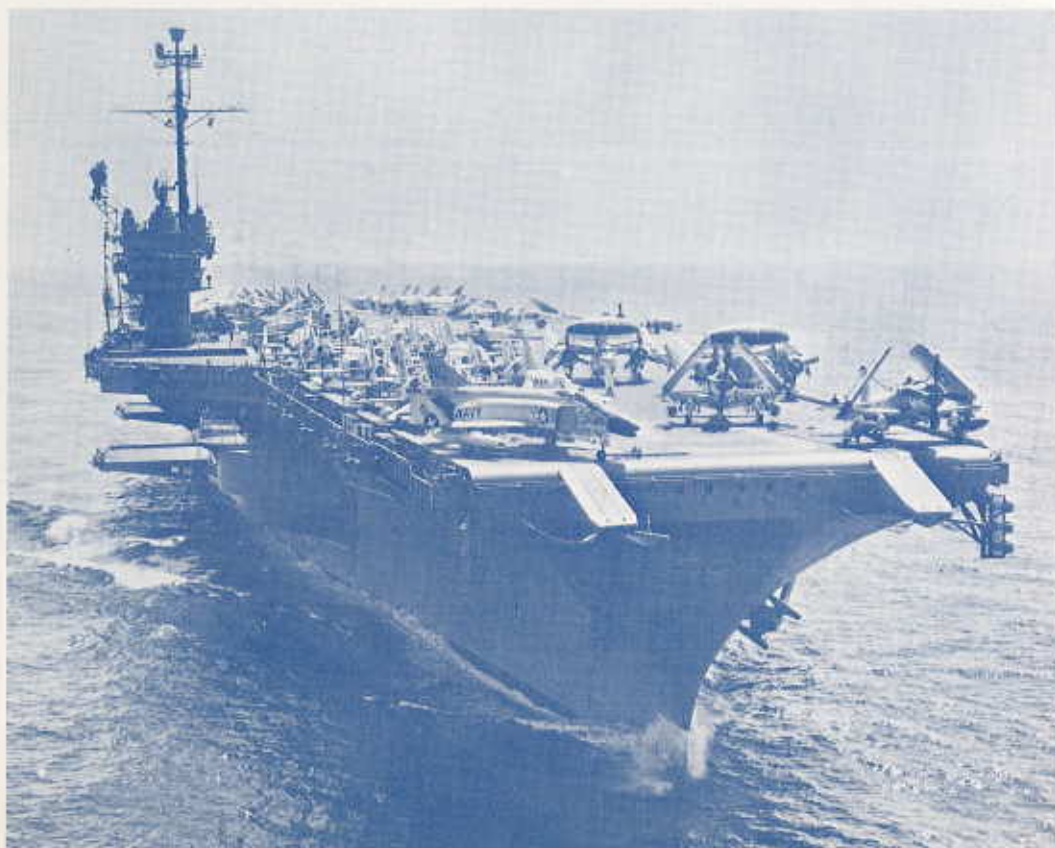
Nuclear-powered attack carrier Enterprise.



Tools of the Trade

Gone are the days of mighty, heavily gunned battleships. Today the big guns of the fleet are swift jet bombers, supersonic fighters and the venerable "workhorse" prop-driven aircraft carried where they are needed, when they are needed by powerful floating airfields.

Seapower is the determining factor in a great nation's security. The United States stands secure because of its seapower—seapower with the added dimension of the sky.



Attack carrier Ranger.



Ships are not merely hulks of metal floating on water, nor are planes mere machines traveling on a fluid of air. Beneath, behind, beside and inside the metal and machines is a man and men—highly trained men of the Navy's versatile sea-air team.



Attack carrier Constellation.



Antisubmarine support carrier Bennington.

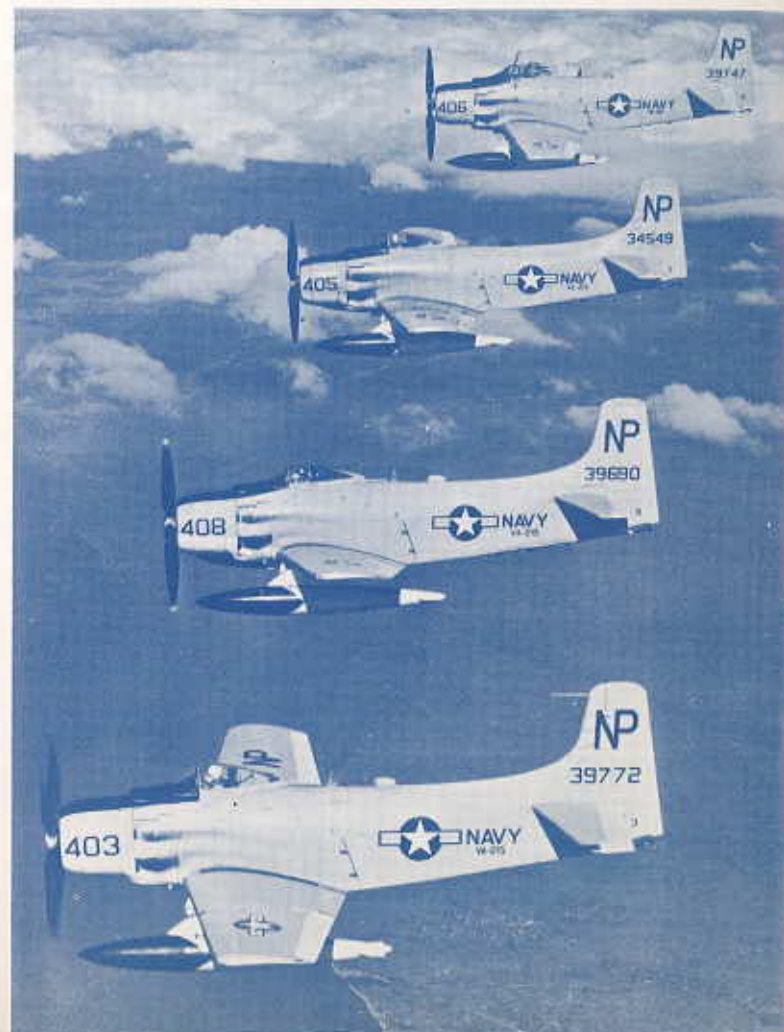


F-4 Phantom fighter-bomber.



A-6 Intruder attack bomber.

A-1 Skyraider attack bomber.



C-2 light cargo plane.



F-8 Crusader all-weather fighter.





P-3 Orion and P-2 Neptune patrol planes.



EC-121K early warning Constellation.



SH3A Sea King antisubmarine helicopter.



C-130 ski-rigged Hercules.





Marine pilot indicates he's "ready to go."

Marine Aviation



Aerial refueling.

Marines board helicopters at sea for vertical assault.



Marine Aviation is a weapon as vital to the Navy-Marine arsenal as the Corps' artillery or infantry. The Marine Corps, as part of the Navy, is authorized by law to maintain balanced land and air units to support all types of fleet operations.

Specifically, Marine air elements are charged with maintaining air superiority over assigned areas, isolating battlefields and providing direct support to ground forces. As a secondary or collateral duty, Marine air groups have certain responsibilities to the Navy.

To meet its world-wide commitments, the Marine Corps maintains a fleet of some 1,100 operational aircraft of all types. They are the same attack, fighter and logistic aircraft as used by the Navy. The Marine air arm comprises about 50 squadrons and three wings.

The 15 Marine fighter squadrons, averaging 20 planes each, fly supersonic F-8 Crusaders and F-4 Phantoms, and the 13 attack squadrons use A-4 Skyhawks and A-6 Intruders. The Leathernecks also have 13 helicopter squadrons with 15 or 24 choppers each, depending upon the squadron's mission. In addition, the Corps maintains a number of observation, transport, refueling, maintenance, reconnaissance and support squadrons.

All Marine pilots and observers receive the same training within the Naval Air Training Command as their Navy and Coast Guard counterparts. They are also designated naval aviators or flight officers and wear the Navy wings of gold.

Aviation Medicine



Ejection seat trainer.

Aviation medicine is a highly specialized field concerned with the adaptation of man to flight. This is an unending task as aircraft become faster and more maneuverable and reach greater heights. Supersonic flight and the conquest of space are no longer visionary dreams but real objectives which challenge every young aviator and physician who is alert to the future of aviation, both civil and military.

Navy medical officers have the opportunity to become aviation medical specialists on the aeronautical team. The Naval Aerospace Medical Institute at Pensacola, Fla., provides a six-month course of instruction leading to the designation of flight surgeon. The Institute trains about 160 flight surgeons and examiners each year.

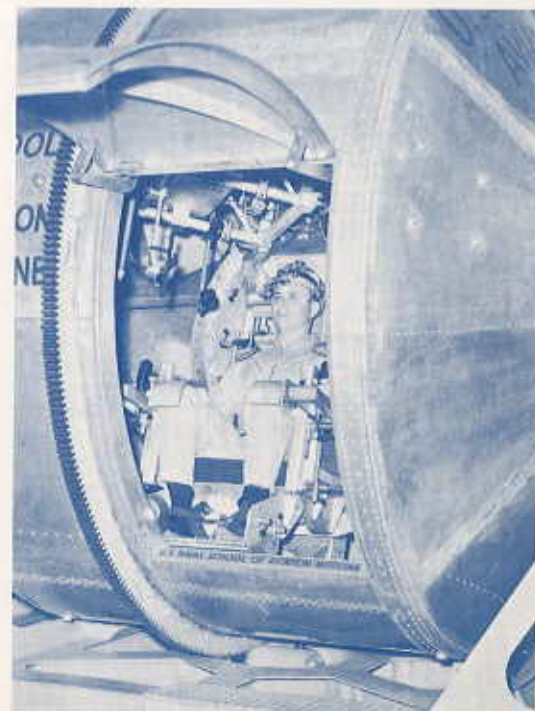
All flight surgeon trainees undergo two weeks of military orientation and indoctrination at the Naval School of Pre-Flight, 16 weeks of classroom and clinical studies and six weeks of flight training.

The student flight surgeons receive special training and practical work in the medical fields particularly important to aviation and in problem areas created by the stresses present in the environment of the naval aviator.

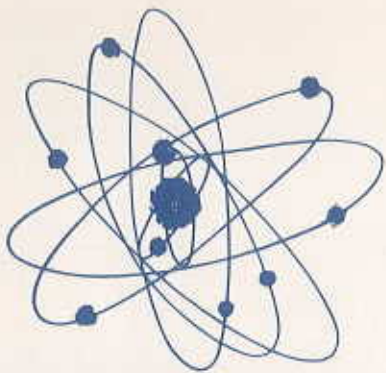
The flight surgeon wings, awarded upon graduation from the Naval Aerospace Medical Institute, signify a physician well qualified to assume an important role in the Navy's aerospace organization.



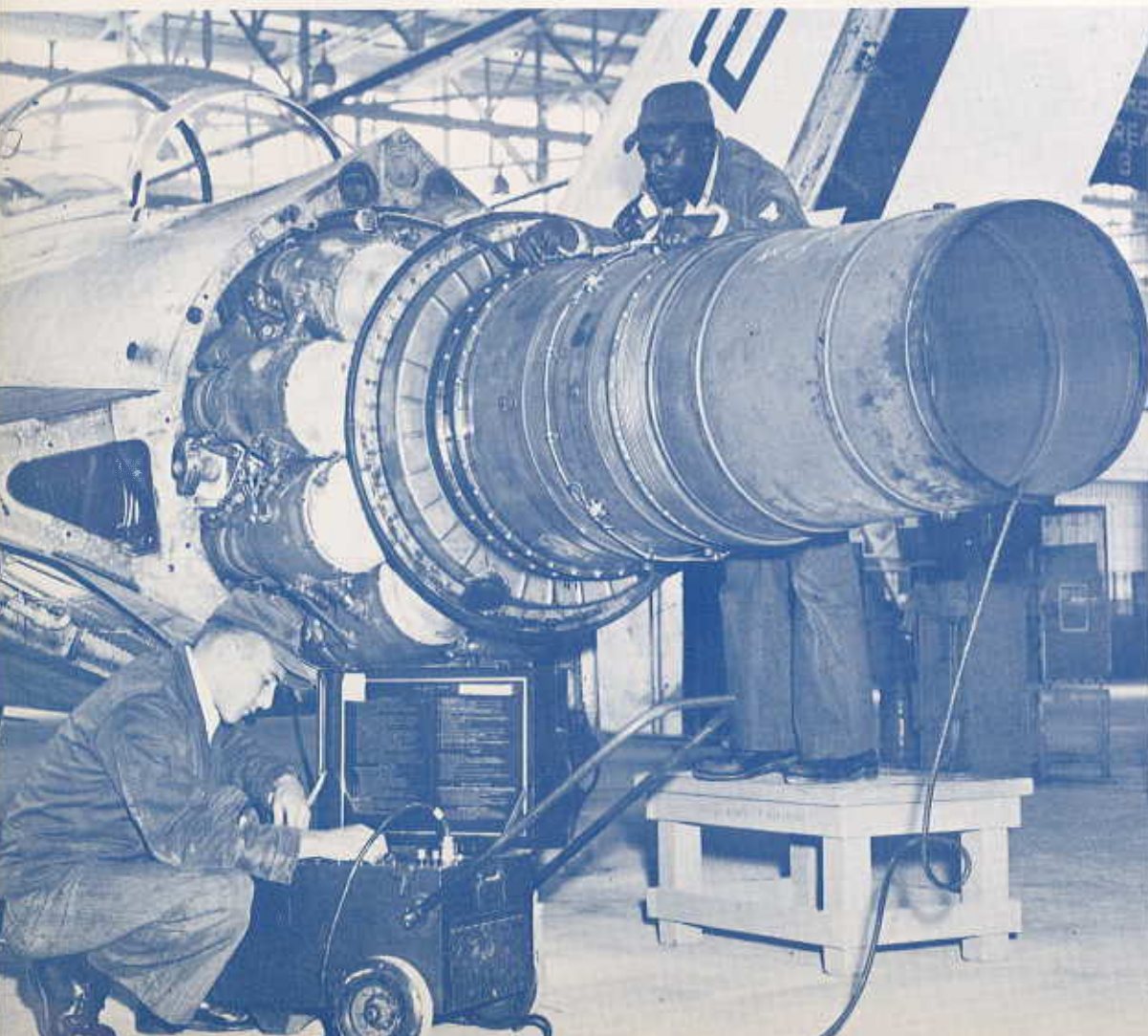
Military indoctrination.



Human disorientation device.



Training Aviation Technicians



The enlisted maintenance men and technicians responsible for keeping the Navy's versatile aircraft and weapons in a constant state of readiness are trained by units of the Naval Air Technical Training Command.

This widespread "trade school" complex is one of five related school systems of the vast naval air university, more popularly known as the Naval Air Training Command.

The Naval Air Technical Training Command is in itself one of the world's largest universities. It offers more than 85 different officer and enlisted courses and its alumni number more than a million.

Tech Training's campus is widespread. Its classrooms are centered at six major training sites in five different states. Eighty-four smaller training detachments are scattered throughout the States and deployed with units of the naval air forces of both the Atlantic and Pacific Fleets.

The headquarters of Tech Training are at Memphis, Tenn. Also at Memphis are a Naval Air Technical Training Center and the headquarters of the Naval Air Maintenance Training Group.

Other facilities of Tech Training are located at naval air technical training centers at Glynnco, Ga., and Jacksonville, Fla., and at naval air technical training units at Philadelphia, Lakehurst, N. J., and Pensacola, Fla.

More than 22,000 students undergo instruction at one time. The greatest concentration (over 13,000) is found at Memphis.

Last year, more than 100,000 students were graduated from 85 different schools and courses. These ranged from basic aviation fundamentals school, lasting but a few days, to a 52-week course in aviation electronics.

While the majority of the training is for enlisted men, a number of classes are conducted for officers. These take in the highly specialized courses for both ground officers and non-pilot flight crew officers in the naval flight officer program.

Aviation machinist.



The quality of training found in the Naval Air Technical Training Command is comparable to that found in the better colleges and universities throughout the nation. Only the most modern teaching techniques, including programmed instruction, are used, and laboratory and shop equipment are the best available. Instructors are hand picked, fleet-experienced personnel who have graduated from instructor-supervisor schools, and ample test materials and training aids are furnished all trainees.

New courses are introduced as the need arises. Some are offered as blocks of instruction within the framework of advanced or specialized schools. Most of them are kept as short as possible, allowing the experienced technician to attend, learn rapidly and return to his fleet billet equipped to do a better job and at the same time teach others to accomplish the task.



Air controlman.



Combat intelligence.

Fire fighting.





Radar operator.



Chemical warfare training.



Arresting gear maintenance.

Aviation support equipment.





Weekend Warriors



Fleet logistic support.



Rescue drill.

Antisubmarine training.



The Navy's Weekend Warriors, a highly trained force of aviation personnel, stand ready to augment regular naval units in an emergency. This force consists of citizen-sailors from neighborhoods throughout America, who train one weekend each month perfecting skills learned on active duty as naval aviators and aircrewmen.

The monthly drill sessions attended by these Weekend Warriors keep them abreast of Navy advances and changes. Pilots fly fleet-type aircraft to maintain proficiency in the air, and enlisted technicians and specialists preserve aviation skills in training sessions in their fields.

The Naval Air Reserve has proved its worth on numerous occasions: Korea, Berlin, Cuba and in support of Viet-Nam operations.

During the Korean Conflict 40 reserve squadrons comprising some 30,000 Weekend Warriors answered the call.

During the 1961 Berlin Crisis, 18 Naval Air Reserve squadrons were activated for one year. In the 1962 Cuban quarantine and again during the fighting in Viet-Nam, the reservists provided valued services to the fleet on a voluntary basis.



Reserve recruiting.

The Naval Air Reserve Training Command has a twofold mission: providing and maintaining sufficient numbers of aviation personnel and squadrons in a stand-by status to augment regular forces in the event of an emergency, and procuring from civilian sources candidates for the Navy's various officer flight training programs.

More than 300,000 Weekend Warriors at 12 stations and six reserve training units support this mission. Seventeen of these activities also provide facilities and equipment for the Marine Air Reserve training program.

A typical reserve training activity has facilities and equipment for maintaining today's operational aircraft. It also provides classrooms, modern training aids and simulators, which assist reservists in developing and maintaining the high degree of combat readiness required for mobilization.

Active duty personnel, specialists in the training and administration of the Naval Air Reserve, operate the reserve air stations during the week. When the Reservists come aboard on weekends the active duty personnel become instructors and supervisors.

In addition to the monthly weekend drills, the reservists receive two weeks of active training duty each year. During this period they usually deploy with fleet units and receive operational experience.



Weekend Warriors operate fleet aircraft and stand by to augment regular forces if needed.

Air Reservists receive operational experience during annual two-week training cruise.



Other than the dedicated members of the Navy's air arm, perhaps the greatest promoter of naval aviation is the Blue Angels.

This precision flight demonstration team tours the nation each year, offering millions of Americans the opportunity to see firsthand the Navy's air arm in action.

The Blues are a team of select Navy and Marine Corps fighter and attack pilots with a peaceful mission: to promote naval aviation.

Although hand-picked for this role in the performing spotlight, these pilots and their support crews merely demonstrate the techniques and combat maneuvers developed by Navy pilots.

Flying the supersonic F-11 Tiger, the Blues perform regularly at major air shows. They are on the road approximately nine months each year and practice extensively between shows.

In 1965 alone, during some 70 performances in the United States and in six European countries, the Blue Angels thrilled an estimated six million people with their precision flying.





The Naviators, the Naval Air Training Command Choir, is made up of student pilots who perform during off-duty hours to promote interest in the Navy's flight training programs.

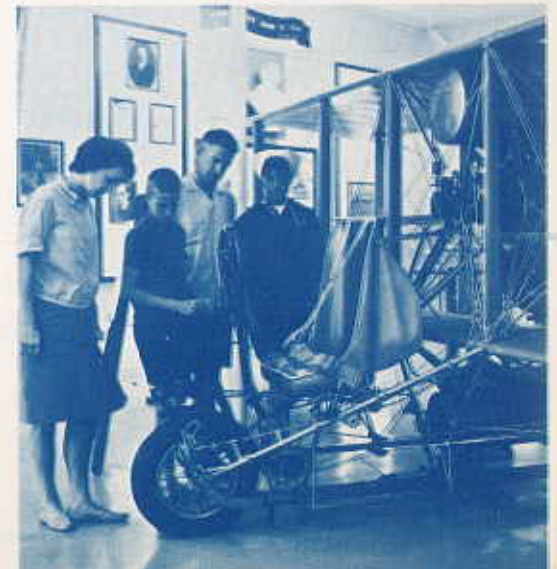
The command's flag pageant, another all-student group, instills its audiences with a feeling of national pride and an awareness of the Navy's air arm.



The Starflights focus public attention on the Air Navy through precision and perfection on the trampoline.



The Naval Aviation Museum at Pensacola, Fla., open daily to the public, traces the development, growth and proud heritage of naval aviation from its beginning to modern-day space flights.



How Does One Become A Member of the Naval Air Team?

The Navy has a number of programs leading to the wide range of naval air training described in this booklet. These programs include the technical training for enlisted men and the training programs for Navy pilots and naval flight officers. Regardless of the training, naval aviation offers individual challenge, prestige, honor and security.

Five different programs are available for the training of pilots and naval flight officers. Each of these begins at Pensacola, Fla., and leads to commissioned officer status. Enlisted aviation training is conducted at the Basic Airman's School at Memphis, Tenn., and the many technical schools at the nation-wide facilities of the Naval Air Technical Training and Naval Air Reserve Training Commands.

Naval air training at Pensacola is designed to give college graduates, two-year college men, and enlisted men with college backgrounds a chance to earn commissions in naval aviation.

The basic requirements for any one of the five officer programs are simple. Regardless of race, creed or national origin, the only limitations are one's age, physical qualifications, education, citizenship and, in some cases, marital status.

The programs leading to commissioned officer status and the wings of a Navy pilot or naval flight officer are

1. AVIATION OFFICER CANDIDATE (AOC)

—A pilot training program open to any male citizen between 19 and 26 who has graduated from an accredited college or university with a baccalaureate degree. Successful candidates are commissioned ensigns, U. S. Naval Reserve, after four months of pre-flight training. They continue pilot training until they earn their Wings of Gold.

2. NAVAL AVIATION CADET (NAVCAD)

—A pilot training program open to any male citizen between 18 and 25 who has completed at least two full years (60 semester or 90 quarter hours) in an accredited college or university. NAVCADs are commissioned ensigns, U. S. Naval Reserve, and are awarded their wings upon successful completion of flight training.

3. NAVAL AVIATION OFFICER CANDIDATE (NAOC)—A non-pilot training program open to male citizens between 19 and 27½ who have earned a baccalaureate degree from an accredited college or university. Successful completion of pre-flight leads to commissioning as ensign, U. S. Naval Reserve. This is followed by further training at the Basic Naval Aviation Officer School for specialized training as a flight crew or ground support officer. NAOCs receive their wings and naval flight officer designations upon successful completion of advanced training in their particular specialty.

4. OFFICER CANDIDATE AIRMAN (OCAN)

—This naval flight officer program is available to male citizens between 18 and 25 who have completed at least two years at an accredited college or university. They are commissioned as ensigns, U. S. Naval Reserve, and receive their wings and designations as a naval flight officer upon successful completion of advanced training.

5. AVIATION RESERVE OFFICER CANDIDATE (AVROC)—This program is open to undergraduates currently attending an accredited college or university who have attained college sophomore status. Qualified applicants are eligible for either pilot or naval flight officer training, depending upon their qualifications and individual preferences.

AVROC students receive pre-flight training at Pensacola in two eight-week summer sessions during their sophomore and junior years of college. They are commissioned upon successful completion of the two summer training sessions at Pensacola and receipt of a baccalaureate degree at their college. Upon graduating from college, the AVROCs enter flight training as commissioned officers.

In addition to these five paths designed specifically for college men desiring naval aviation officer training, the Navy also offers young men interested in naval aviation the opportunity to obtain their college educations and degrees under Navy sponsorship before entering flight training.

This is possible through the U. S. Naval Academy and the Naval Reserve Officer Training Corps (NROTC).

Upon graduation from the Naval Academy or one of the 53 colleges or universities participating in the NROTC program, the student is commissioned an ensign. If qualified, he may then enter flight training.

NROTC and Academy graduates receive five instead of 16 weeks of aviation indoctrination at the Naval School of Pre-Flight at Pensacola before they begin pilot or naval flight officer training.

Young, dedicated men who are interested in careers in naval aviation are urged to contact their nearest Naval Air Reserve activity, naval recruiting station or naval district commandant. Those who are college graduates, or are heading in that direction, are encouraged to examine the pathways briefly described above leading to commissions and careers in naval aviation. For the non-college men, there are unlimited opportunities as enlisted aviation technicians.

