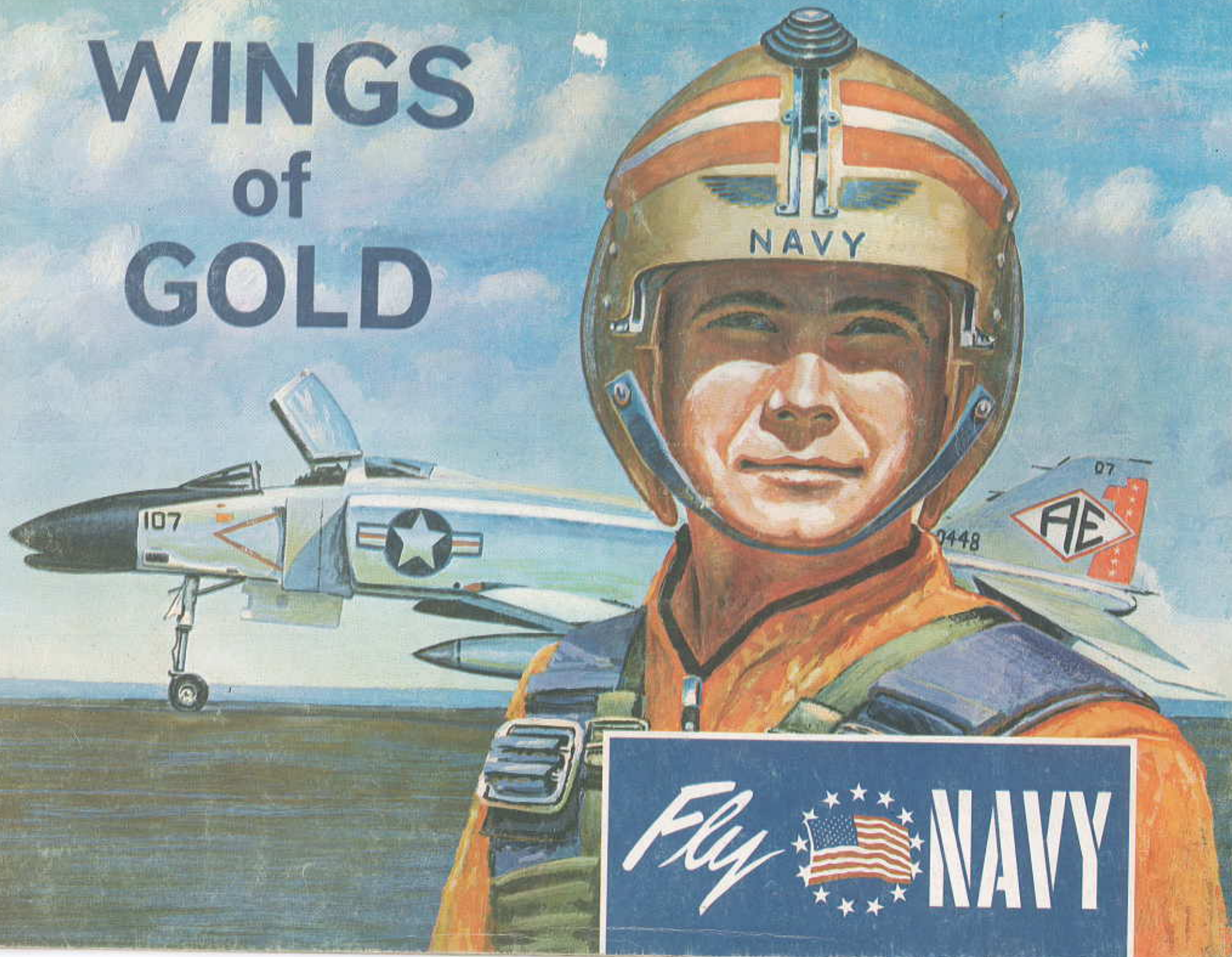


WINGS of GOLD



Fly  **NAVY**





N AVAL AVIATION— THE ALL-AMERICAN TEAM

It was just as you had imagined. The pre-briefing the night before, then this morning in the Ready Room, all dressed in your flight gear, drinking the inevitable coffee and enjoying the good-natured camaraderie, the outlet required to mask an underlying seriousness.

Now the filling out of the flight plan . . . talking over the problem . . . pilot, navigator, tactical evaluator, all contributing, adding their bit. Then to Operational Control . . . the OpCon Center—Navy always seems to shorten, abbreviate, or combine words.

The air intelligence officer gives you the final briefing before take-off—positions, call signs and frequencies, type of search, weather report.

Now you're approaching the plane and you look around at the other members of "your team." You realize scenes like this are taking place at many other naval air stations, and aboard U.S. aircraft carriers in all parts of the globe. A bit of special pride has crept into your step and your glance.

You didn't need all that talk about motivation . . . this is what you've always wanted to do, these are the special ones you wanted to join with ever since your hero-worshipping days of grammar school.

And you think back. Only a few short weeks ago, this moment, this plane, this mission, was story-book stuff . . . the things you read, or saw in the movies, or on TV. Now they're vital, alive, and a part of you.

And you? . . . You've become a part of them, a part of the greatest All-American team you can ever join—Naval Aviation.





THE YOUNG GIANT

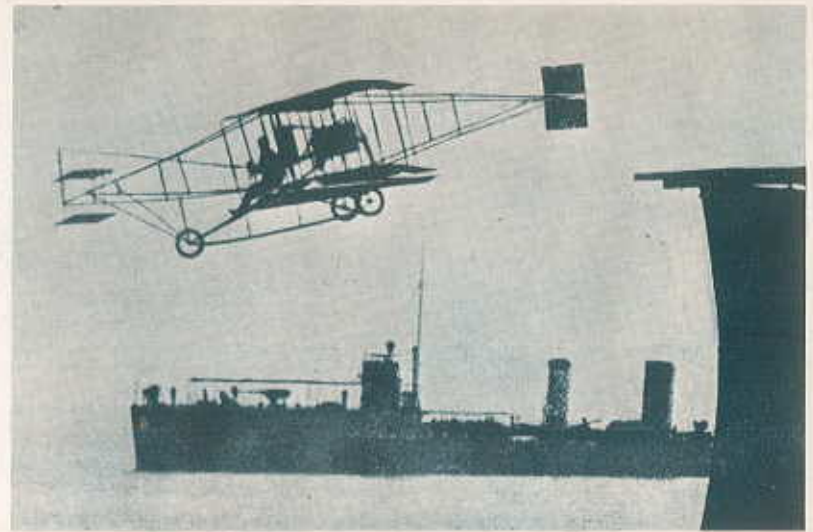
The take-off, in November, 1910, of a four-cylinder Curtiss biplane, from the wooden platform built onto the old cruiser *Birmingham*, was a momentous occasion.

Today, catapulting the jet-attack A6A *Intruder* from the deck of the nuclear-powered, super-carrier *Enterprise* is almost commonplace.

In between, Naval Aviation has been testing, training, searching, re-testing, researching, preparing, practicing, and growing, growing, growing. . . .

So quickly did Naval Aviation grow that many of its early pioneers are still around—and they are probably still marveling at all the changes that have taken place in their lifetimes.

In World War II, Naval Aviation met its greatest test, and passed it gloriously. Staggered by early losses, the Navy came back swinging. In the end, training, production, and performance paid off. The courageous and patriotic people from all over an outraged America helped deliver a knock-out blow to the im-



perious but ill-informed Japanese. "Don't Tread On Me" was as potent a warning in the days of Admirals Halsey and Mitscher as it was in the days of Commodore John Paul Jones.

Much of the progress, and many of the improvements to Naval Aviation stem from these exciting and anxious times. The technical, mechanical, and electronic advances and improvements were immense.

But equally provident were the things the Navy learned about training its young Naval Aviation Officers. And now *that* training, *your* training in Naval Aviation is the best there is!

The formula is simple: To have the best, start with the best!



FIVE PIPELINES

To obtain its naval aviation officers, the Navy has developed several training programs. These programs are designed to give college graduates, undergraduates, and enlisted men with college backgrounds, regardless of race, creed, or national origin, a chance to earn a commission in naval aviation. Successful candidates may be awarded the coveted Wings of Gold of the Naval Aviator or the Naval Aviation Observer, plus the opportunity to serve in ships of the world's greatest fleet.

There are five programs, or pipelines, that make up the pattern of Naval Aviation training, which lead to commissioned officer status:

1. AVIATION OFFICER CANDIDATE (AOC)
—*A pilot training program*—open to male citizens between the ages of 19 and 26 who have been graduated from an accredited college or university with a baccalaureate degree. Successful candidates are commissioned as ensigns, U. S. Naval Reserve (USNR), after four months of pre-flight training, then continue pilot training until they earn their Wings of Gold.
2. NAVAL AVIATION CADET (NAVCAD)
—*A pilot training program*—open to male citizens between the ages of 18 and 25 who have completed at least two full years in an accredited institution of learning. They are commissioned as ensigns, U. S. Naval Reserve, and receive their wings upon successful completion of flight training.
3. NAVAL AVIATION OFFICER CANDIDATE (NAOC)—*Training as a Naval Aviation Observer*, as flight crew member or for nonflying assignment as Air Intelligence Officer. This program is open to male citizens between the ages of 19 and 27½ who have earned a baccalaureate

degree from an accredited college or university. Successful completion of Pre-flight School leads to commissioning as ensign, U. S. Naval Reserve. This is followed by further training at Basic Naval Aviation Officer School. They receive their wings and designation as Naval Aviation Observers, within their particular specialty, upon successful completion of training.

4. OFFICER CANDIDATE AIRMAN (OCAN)—*This Naval Aviation Observer program* is available to male citizens between the ages of 18 and 25 who have completed at least two full years at an accredited college or university. They are commissioned as ensigns,

U. S. Naval Reserve, and receive their wings and designation as Naval Aviation Observers upon successful completion of 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 aviation observer training*, depending on their qualifications and preference. Following graduation they are commissioned ensigns, U. S. Naval Reserve, and receive either pilot or observer training.





P RESENTING PRE-FLIGHT

The U. S. Naval School, Pre-flight, at Pensacola, Fla., is the beginning of all things to Navy Air. From the lessons of war and the practical application of classroom theory, evolved the steps and the schedule, the rules and regimen, that encompass pre-flight training.

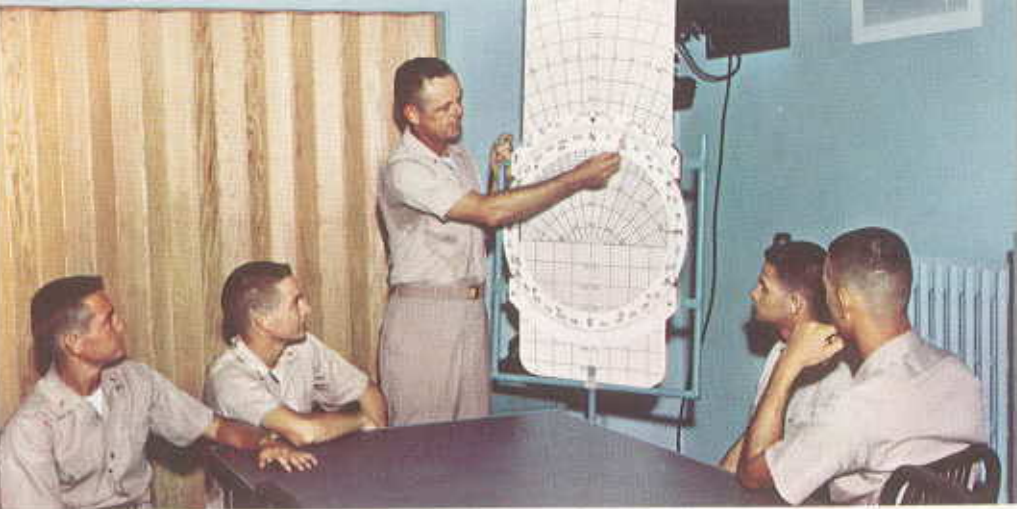
Although it is basic, it is not a "boot camp." Pre-flight provides four months of intensive officer indoctrination and ground school in all subjects relating to Naval Aviation. However, the mental, moral, and physical development of the Navy's future aviation officer is forged by precept and example. The traditional concept of the naval officer is the cornerstone of the training. You are considered first a naval officer, and then a naval *aviation* officer. The words of John Paul Jones apply to you today, as they did to the naval officer of yesteryear.

"It is by no means enough that an officer of the Navy should be a capable mariner. He must be that, of course, but also a great deal more. He should be, as well, a gentleman of liberal education, refined manners, punctilious courtesy, and the nicest sense of personal honor. He should be the soul of tact, patience, justice, firmness and charity."

Everyone in any of the five programs—AOC, NAVCAD, NAOC, OCAN, and AVROC—must successfully complete pre-flight schooling. It is the doorway to all future naval aviation instruction. To fulfill its mission, Pre-flight School is divided into three departments—Academic, Physical Fitness-Survival, and Military.

In the Academic Department, students are provided with the general and technical pre-flight information required before they can progress to the next phase of their training. Some of the





subjects they must master are: aviation science, engineering, navigation, aerodynamics, leadership, naval orientation, flight physiology, and study skills.

The Physical Fitness-Survival Department coordinates the strength and stamina buildups necessary for the rugged training grind.

Along with the continuing exercises and calisthenics, survival and self-preservation tactics are demonstrated and practiced. Candidates go through water-survival techniques, then learn to "live off the land" by participation in realistic survival training demonstrations.

The Military Department is concerned with the routine administration, discipline and military proficiency of each candidate. Here, students learn the manual of arms, military

etiquette, formations, and many other military procedures.

Throughout training, opportunities for recreation and relaxation will keep the student from becoming a "dull boy." The only thing he doesn't do in pre-flight is "fly"—that comes later. Upon successful completion of Pre-flight School, the pilot student and the observer student part paths and start training in their own specialties. They do not become teammates again until they meet in the squadron combat air replacement group. The student pilot moves to primary flight training at Saufley Field. The naval aviation observer trainees report for further training to Basic Naval Aviation Officers School at Sherman Field, both in the Pensacola area.

At Pre-flight graduation, the AOC's and NAOC's are commissioned as ensigns, USNR. The NAVCAD's and OCAN's continue in their present status until completion of training.



P RE-FLIGHT TO PRIMARY

After completing Pre-flight, all pilot trainees report to Saufley Field to begin their primary flight training.

Pilot training is divided into two stages of instruction—pre-solo and precision flight. Dual pilot instructional flights are devoted to basic air work, proper landing techniques, and prevention and recovery from unusual flight situations.

When the student has thoroughly learned all the necessary fundamentals and has convinced his instructor he is safe-for-solo, he will fly his solo check. Successful completion of this flight, gains for the happy student a traditional “thumbs up” sign from the instructor.

Students to receive training in jet-powered aircraft then report to McCain Field, Meridian, Mississippi. Students to be trained in propeller-driven aircraft report to Whiting Field, Milton, Florida.





ON TO WHITING

Upon completion of primary training, the student continuing in the propeller-driven aircraft pipeline reports to Aviation Training Squadron Two at Whiting Field.

While here, the trainee follows through the transition into a higher performance aircraft. He receives instruction in precision and acrobatic flight, basic instrument maneuvers, and night-flying familiarization. Included with the flight training are many hours of classroom study and simulated instrument flight training.

Progressing to Training Squadron Three, located at the same field, students are trained in four phases: radio navigation flight, formation tactics, air-to-air gunnery, and day-and-night navigation.







T RAINING THE JET PILOT

Officers and cadets who have completed primary training at Saufley Field report to Meridian, Mississippi, for basic training in the Navy's jet-powered planes.

Training is divided in the first phase between aviation ground-training instruction and flight training; then the emphasis shifts to a more complete involvement with actual flying practice and problems.

Students begin flight instruction with transitional hops before soloing in the Navy's basic jet trainer. A combination of dual-pilot and solo hops takes them through the precision and acrobatic stages, which are followed by instrument and night flying.

After the final segment, which includes formation flying, the students report to Sherman Field where they are taught gunnery, and how to land on an aircraft carrier.









CARRIER QUALIFICATION

Each student must qualify at sea, landing on an aircraft carrier. Before he is qualified to land on a carrier, he practices on a simulated flight deck painted on familiar and unmoving terra firma. He learns to land using the mirror optical-landing system. After a series of practice landings that gain him proficiency in this phase of becoming a naval aviator, the fledgling pilot puts his skill and learning to the test at sea by actually landing on a carrier.



Carrier-landing training is so obviously of vital importance in the development of the Navy pilot, that each phase of the training is carefully and meticulously studied and practiced. The success of such training is a firm testimonial to the high calibre of the instructors and their teaching methods, and to the men to whom they impart their knowledge.

At the completion of carrier qualification aboard ship, students then head west to Texas for advanced training.





Each obstacle as you approach it now is a little smaller, a little less difficult. You can take it in stride. Even though the schedule is as busy and bustling as ever, you move through it with sureness and confidence. All the things you struggled to learn in Pre-flight and Primary have become second nature to you as you move steadily ahead in Advanced Flight Training. You know you'll be ready to take your place on the team.

ADVANCED TRAINING

Naval air advanced training is conducted in the Corpus Christi, Texas, area.

One course consists of single-engine advanced training where students learn to fly combat-type aircraft and receive a complete course in instrument flying, gunnery, bombing, and rocket practice.

Another pipeline, in multiengine advanced training, gives students instruction in instrument flight, patrol and scouting procedures, navigational measures, antisubmarine warfare, and other heavy-duty aircraft missions.





W IN YOUR WINGS OF GOLD

When the advanced courses in all phases of training are completed, a most expected but still glorious moment, occurs! *You receive your Navy Wings of Gold.* This proud badge that proclaims you a member of the world's greatest flight team, more than makes up for all the weeks and months of hustle and hard work. For the NAVCAD's and OCAN's this day holds a double reward. Not only are they awarded their wings, they receive their commissions as ensigns, USNR.

As in many things throughout life, the ending of

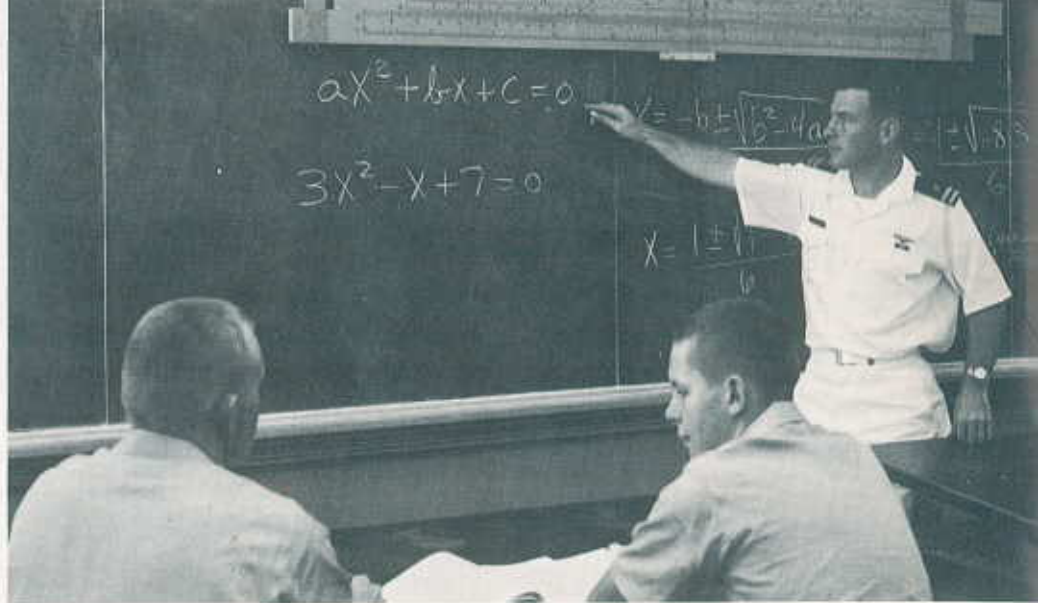
one phase is merely the beginning of another. While gaining the golden wings of a naval aviator or observer proves that you have completed, successfully, the many hours of training required for such an honor, the real meaning is that you are ready to join the Fleet. You can assume the role as one of our Nation's protectors for which you've been striving. To the Navy tradition of daring and devotion, you can add your own daring and devotion, so that our Nation, strong and secure for those before you, will remain strong and secure for you and your children.

THE NAVAL AVIATION OBSERVER—

PRE-FLIGHT THROUGH BASIC.

After completing instruction in Pre-flight, a special group of future Navy flying men arrive at Sherman Field to attend the Basic Naval Aviation Officers (NAO) School. These students follow a course designed to acquaint them with the various specialty fields open to them as aviation observers. The special categories include duties in navigation, radar, electronics, and other applied and associated fields which are vital to the conduct of naval air operations. The Naval Aviation Observer and nonflying students now receive instruction in Naval Aviation Observer indoctrination, aircraft engine maintenance, aviation electronics, air intelligence, communications, nuclear weapons, navigation, meteorology, combat information analysis, and naval leadership.

Prior to graduation, the kind of advanced specialist training they will receive is determined according to the needs of the service and the graduates' personal desires, abilities, and backgrounds.



The specialist categories cover a wide range and include:

FOR FLIGHT CREW DUTY:

Airborne Intercept

Navigator

Bombardier/Navigator

Controller (Airborne)

Electronics Counter-Measures Evaluator

Air Antisubmarine Warfare Tactical
Evaluator

A small number of naval aviation officers who have been found physically disqualified for flight duties, are given additional training to qualify them as Aviation Ground Support Officers. Specialists in these categories are:

Aircraft Maintenance Officer

Aviation Electronics Officer

Air Intelligence Officer

Ground Control Approach/Radar Air

Traffic Terminal Officer

Upon completion of NAO School, Naval Aviation Officers proceed to different specialist schools—Corpus Christi, Tex., Glynco, Ga., Denver, Colo., or Memphis, Tenn.—for final courses and instructions, before assignment to new and challenging jobs with the Fleet.





AVROC... "WILL TRAVEL"

As an Aviation Reserve Officer Candidate (AVROC), you will travel whether you're driving, or "riding shotgun," because the AVROC program is open to both pilot and naval aviation observer trainees.

Here is information for the undergraduate on yet another pathway to dedicated service and teamwork in naval aviation:

The first training session is scheduled for the summer following completion of the sophomore year and the last session following the junior year of college. This training is received at the Pre-flight School at Pensacola and is divided into two summer segments of eight-weeks duration each. An optional plan allows participation in the first session, the summer after the junior year, and in the second session, the summer after receiving the baccalaureate.

Upon successful completion of both sessions, and receipt of a baccalaureate degree, or certification that all requirements for a degree have been completed, candidates will be appointed as ensigns, USNR, in the particular program for which they qualify, and be ordered to pilot or observer training.

The active duty obligation is 3½ years after completion of pilot or observer training.





BASIC REQUIREMENTS FOR THE AVROC PROGRAM

PILOT TRAINING APPLICANTS:

AGE—Not less than 17 years old at time of making application, nor more than an age which will make them older than 26½ at time of commissioning.

EDUCATION—Must have obtained college sophomore status and be attending an accredited college or university.

TEST—Attain minimum scores of;

Aviation Qualification Test (AQT)3

Flight Aptitude Rating (FAR)5

PHYSICAL—Be physically qualified and aerona-
utically adapted for duty involving actual
control of aircraft.

NAVAL AVIATION OBSERVER APPLICANTS:

AGE—Not less than 17 years old at time of mak-
ing application, nor more than an age

which will make them older than 27½ at
time of commissioning. Adjustment may be
made for those with prior active military
service on a month-for-month basis, not to
exceed 36 months.

EDUCATION—Must have obtained college sopho-
more status and be attending an accredited
college or university.

TEST—Aviation Qualification Test—minimum
score of3

No minimum score is prescribed for the
Flight Aptitude Rating Test.

PHYSICAL—Be physically qualified and aero-
nautically adapted for duty involving flying
as a Naval Aviation Observer. Waivers
will not be granted for applicants whose
visual acuity is less than 20/40, correctible
to 20/20.

GENERAL REQUIREMENTS FOR ALL PROGRAMS

All applicants must be male citizens of the United States. Other requirements as they pertain to particular programs are listed here.

AOC—AVIATION OFFICER CANDIDATE—PILOT

1. - Be a college graduate, baccalaureate degree.

(May apply after having completed $\frac{3}{4}$ of the academic requirements leading to a degree.)

2. Be at least 19 years old and less than 26 at time of application. Must be available to report to Pensacola prior to age 26½.
3. No marital restrictions.
4. Be 64 to 78 inches in height; weight not over 200 pounds; weight commensurate with height.
5. Have 20/20 vision each eye, uncorrected; normal color vision; normal depth perception; normal hearing.
6. Have a minimum of 16 vital, serviceable teeth, 8 on top and 8 on bottom. Any missing incisors must have partial-type replacements. Any dental defects must be corrected prior

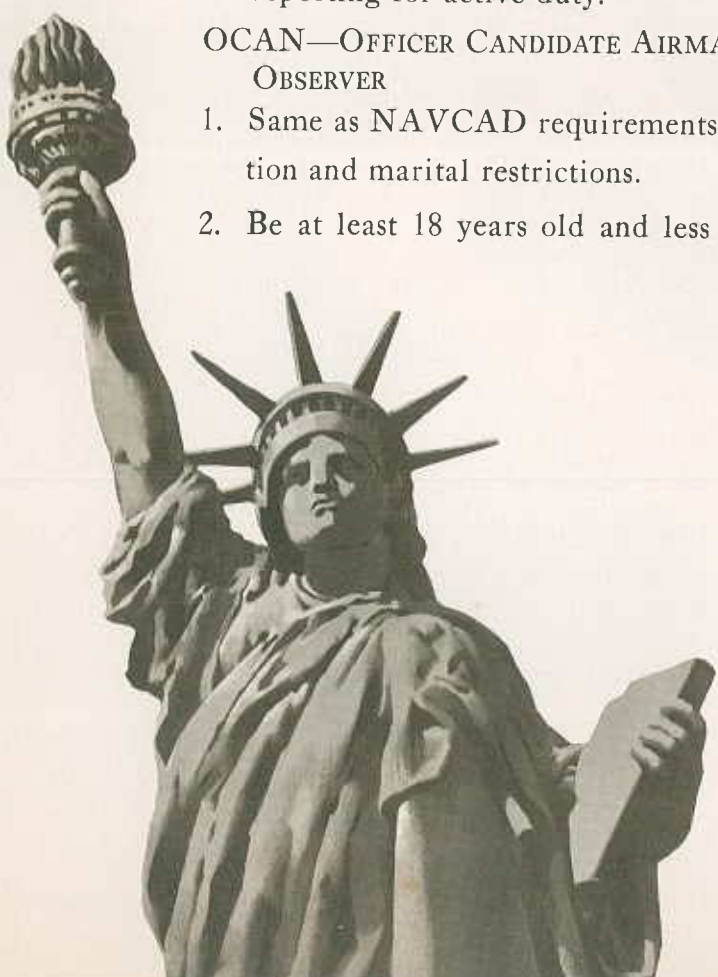
to reporting for active duty.

NAVCAD—NAVAL AVIATION CADET—PILOT

1. Have completed 60 semester or 90 quarter hours in an accredited college or university. (May apply after 45 semester or 67 quarter hours for entrance upon completion of 60 semester or 90 quarter hours.)
2. Be at least 18 years old and less than 25 at time of application. Must be available to report to Pensacola prior to age 25½.
3. Unmarried. (Must remain unmarried until commissioned.)
4. Physical requirements same as for the Aviation Officer Candidate (AOC).

NAOC—NAVAL AVIATION OFFICER CANDIDATE—OBSERVER

1. Be a college graduate, baccalaureate degree. (May apply after having completed $\frac{3}{4}$ of the academic requirements leading to a degree.)
2. Be at least 19 years old and less than 27½ at time of commissioning. Veterans with previous active duty may be granted a waiver of the upper-age limit at the rate of month-for-month for previous active service up to 36 months.
3. No marital restrictions.
4. Be 64 to 78 inches in height, weight commensurate with height.

- 
5. Have 20/50 (or better) vision each eye uncorrected, 20/20 corrected (waiver up to 20/200 each eye, uncorrected will be considered); normal color vision; normal hearing.
 6. Have a minimum of 16 vital, serviceable teeth, 8 on top and 8 on bottom. Any missing incisors must have partial-type replacements. Any dental defects must be corrected prior to reporting for active duty.

O CAN—OFFICER CANDIDATE AIRMAN—
OBSERVER

1. Same as NAVCAD requirements for education and marital restrictions.
2. Be at least 18 years old and less than 25 at

time of application. Must be available to report to Pensacola prior to age 25½. Veterans with previous active duty may be granted a waiver of the upper-age limit at the rate of month-for-month for previous active service up to 36 months.

3. Same as NAOC requirements for physical condition.

AVROC—AVIATION RESERVE OFFICER
CANDIDATE—PILOT OR OBSERVER

1. See AVROC requirements previously listed.

YOUR GOLDEN OPPORTUNITY

The great land-sea-air team which is Naval Aviation represents a golden opportunity to serve your country in *her* best interests while serving in *your* best interests.

In Naval Aviation you'll lead a full, vigorous life. The excitement of travel and the challenge of doing new things will be part of many rewarding experiences.

Plan now to be a member of this alert, hard-hitting team with its strong, one-two-three punch. For full details on how you can become a part of your Navy's great Aviation Team, contact your nearest Naval Air Reserve activity.



A NAVY FLYER'S CREED

I am a United States Navy Flyer.

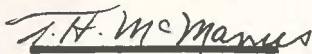
My countrymen built the best airplane in the world and entrusted it to me. They trained me to fly it. I will use it to the absolute limit of my power.

With my fellow pilots, air crews, and deck crews, my plane and I will do anything necessary to carry out our tremendous responsibilities. I will always remember we are part of an unbeatable combat team—the United States Navy. When the going is fast and rough, I will not falter. I will be uncompromising in every blow I strike. I will be humble in victory.

I am a United States Navy flyer. I have dedicated myself to my country, with its many millions of all races, colors, and creeds. They and their ways of life are worthy of my greatest protective effort.

I ask the help of God in making that effort great enough.

Reviewed and Approved
15 June 1964



CDR T. H. McMANUS, USNR
Officer in Charge
U.S. Navy Recruiting Aids Facility



C-DA Tom

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