

THE FURY



THE QUARTERLY NEWSLETTER OF THE HICKORY AVIATION MUSEUM

“It All Started With a Fury”

Price: Free

A Good Time to Be a Member!

This issue’s lead stories concern two major events coming up in October and November. In October, Navy Attack Squadron VA-82 will hold a reunion at the Museum. In November the Museum hopes to host a visit by Warbirds from the Collings Foundation, although at press time this was unconfirmed. To successfully conduct these events we need those rare, precious resources, **VOLUNTEERS** and **FUNDING!** Read on to see how **YOU** can be part of history at the Hickory Aviation Museum!

F-14 Cockpit Nears Completion

By Tom Burkhalter

A year ago the Museum acquired the stripped shell of an F-14 Tomcat cockpit. Thanks to the efforts of Museum volunteers the cockpit will be restored to exhibition status in time for the Hickory Oktoberfest, October 8 through 10.

Restoration project managers Eddie Rosamond and Perry Fry, with team members Chris Knollmeyer, Brian Laws and Jim Malcolm, along with Jim Rosamond and Gregg Kirby, have spent Thursday evenings and Saturday mornings for the last two months on this task. The cockpit shell had
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VA-82 Reunion

By Kyle Kirby

On the first weekend of October the Hickory Aviation Museum will play host to one of the most important events in our history to date, the reunion of the VA-82 Marauders. The Marauders are a distinguished group of naval aviators who, with their families, will descend upon Hickory from all points of the compass! Reunions such as this one are usually held at military bases or larger museums. The draw is an A-7A Corsair II, our very own Streetcar 313, who herself is a three-tour Vietnam veteran, flying with both VA-82 and VA-37! Reuniting the aircraft with pilots who flew her in combat is something few other facilities can offer.

The folks coming to this reunion aren’t often given credit for their accomplishments in the service of this country. Forty years ago they were nuggets and
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veterans, naval aviators who would take a brand new weapons system into the skies of the most heavily defended targets of human history. The early A-7 drivers were elite in many respects, paving the way for a community of aviators that would be associated with the A-7 for a quarter of a century. This would come to include USAF pilots once that service evaluated the aircraft. The Marauder reunion thus represents a fraternity that got in on the ground floor with the A-7.

The A-7 was designed as a replacement for the A-4 Skyhawk, with greater range, payload and more advanced avionics allowing for more reliable weapons delivery. This boiled down to a proving ground for remarkable technologies and some pretty unique missions. Despite those unique missions the A-7 suffered the lowest loss rate of any fixed-wing fast-mover in the Vietnam War. Was the aircraft good? Heck yeah! Were the pilots good? Among the best of the best! They literally ushered in the combat capability and technologies eventually used in Desert Storm. The A-7 fraternity deservedly stands shoulder to shoulder with any group of warriors that have ever fought for this great nation!

The Museum will also pay just tribute during the reunion to an aviator who made the final sacrifice. Cdr. David "Scotty" Greiling of VA-37 was killed in action in July of 1968. During the reunion we will paint Scotty's name and rank on the side of Streetcar 313 in tribute to his memory. Scotty's daughter, Karen DeBellis, will come from Hawaii to attend along with Scotty's brother and sister from Washington state.

At present at least 40 people plan to attend the reunion, including same party crashers who will be welcome because they were A-7 drivers!

Visit www.va82reunion.myevent.com, the official reunion website. The full schedule of events and the Dedication Ceremony brochure can be found there. We'll kick things off at 1700h on Friday, October 1, 2010 with a BBQ and a casual meet-and-greet. The Dedication Ceremony for Cdr. Greiling will be on Saturday.

This is a rare event and a great honor for our Museum and for the local community as well. Come out on October 1st and 2nd to meet these great veterans and attend the Dedication Ceremony!

Morgan's Corner

By Bob Morgan

Here's another story from Morgan's Corner. It is for the fearful and the fearless. It is a humorous ghost story and one of my favorites. But first, let me digress about the Golden Age of Aviation as a lead-in to the ghost story.

I was most fortunate during my flying career to visit most of the world, stayed at fine hotels, paid per diem that covered my expenses and made an excellent salary. All this for something I thoroughly enjoyed -- flying the big airplanes. It was like stealing; I was on a paid vacation.

I have been asked many times what my favorite country was and this is my reply-I liked them all. Every time I visited a country for the first time it was a brand new adventure. Interesting and informative, but if I had to choose one, it would have to be Ireland. Those of you who have been to Ireland know why it is called the Emerald Isle. The greenery is fantastic, plus the castles and abbeys, old homesteads, old inns and best of all, the Irish people. I inquired one time how the greenery was so well maintained and the answer was because of the Little People. Never once did I hear an Irishman say leprechaun.

Back in 1957 my company, Slick Airways, went through the second of its periodic upheavals. It shut down but one aircraft was retained plus one crew. This was to keep from losing our operating certificate. To this day, I can't understand why this happened. We were one of the largest airfreight airlines. In addition, Slick had more passenger charter flights across the North Atlantic than Pan Am had scheduled. We had one of the largest fleets of DC-6 aircraft, the best at the time.

So there I was, not working, and looking for employment. But it didn't take long. This was the infancy of small charter airlines called Supplementals. Six Slick captains received a call from Overseas National Airlines. They had just taken delivery of brand new DC-6's with all the goodies plus radar. They did not have enough crews checked out (qualified) and we were to fill in. I had nine months of the most enjoyable flying ever. O.N.A. was a well managed airline with fine personnel.

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In those days, a round trip from the Eastern U.S. to Europe flying a DC-4 totaled about 50 flight hours. A DC-6 could fly it in 26 hours. Now a jet can fly it in 15 hours. Because of flight time and duty limitations, we had to have extra crew members. This was referred to as a heavy crew. All the U.S. and foreign carriers utilized heavy crews.

O.N.A. did not adhere to this. We would depart the U.S. to Shannon, Ireland with a normal single crew. The flight time and duty times were easily within single crew limitations. We would arrive in Ireland and layover for a rest. Another crew would then take the plane to various destinations in Europe and return to Ireland. Then, another crew would take over for the return to the U.S. It worked beautifully. It was less tiresome for the flight crews, easier on operating costs and much more flexible.

Halfway between Shannon Airport and the city of Limerick was Bunratty Castle. Next door was the Corbett House, a very large mansion built in 1620 and inhabited by many of the Corbetts. This is where we laid over. It was so much better than the usual hotel and much more interesting.



Front entrance to Corbett House, now Bunratty Castle Hotel, with Bunratty Castle in the background

In Ireland, anywhere you find an old building you will find a ghost and Corbett House had a ghost. And now for the ghost story. The ghost was a headless horseman that rode a white horse and carried his head under his left arm. I still believe this is where Washington Irving got his idea for The Legend of Sleepy Hollow.

Not far from the Corbett House were several farms and on one there was a family pet. It was a very old white draft horse that was so sway-backed it's belly almost touched the ground. Mr. Corbett decided to have a little fun but we had to wait for the perfect night and it was not long time coming. One late evening many of us were assembled in the pub area including most of the Corbetts, some hotel guests, the usual locals and two priests. Stories were being told, someone might play a guitar and some singing.

One thing we all had in common-having a little liquid libation. Most Irish refer to their libation as a pint, toddy or medicinal compound. Never have I met a sick Irishman. The perfect evening had arrived for Mr. Corbett's fun. A typical Irish evening with light misty rain, clouds almost to the ground and greatly reduced visibility. Several of us were clued in to what was to happen.



Farm in village of Bunratty – home of the Headless Horseman's steed?

Mr. Corbett said "I hear something" and asked one of the uninformed if they heard it and naturally they said "no." He then asked one of the informed if they heard something and they said "yes." He asked me if I heard something and I answered "Yes, I hear something and it's outside."



View of the Shannon Estuary from Bunratty – imagine a foggy night with the Headless Horseman in the foreground...!

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Everyone went to the front entrance, stepped outside and barely visible was this apparition—a white horse with a headless rider holding something in his left arm. Mrs. Corbett gasped and fainted. The two priests' right arms were in perpetual motion making the sign of the cross. This apparition made a few more moans, turned and disappeared into the mist. We had this navigator who was the horseman. He found a long cape which he draped over his head, and the head itself was some dirty laundry rolled up.

In the middle 1970's I had an extended mechanical delay in Shannon and had time to look up the Corbetts. Many had departed this world but I did locate Dom, one of the sons. The area surrounding the Corbett House and Bunratty Castle is now a tourist haven. A Holiday Inn is close by, shops and too many people. The first thing Dom asked me was if I remembered the ghost. Of course, who can forget a ghost! Dom was not one of the inner circle and still isn't included.

Those of you who live by the computer can go to Google Earth. Halfway between Shannon Airport and Limerick are the Corbett House and the Bunratty Castle. You can see grassy slopes in front of the house, the marshes and the Shannon River. The Corbett House is now called the Bunratty Castle Hotel.

Before signing off, another story. One morning I met Mr. Corbett out on the front lawn with two of his dogs. His attire that day was the usual cap, a plaid jacket, knickers, high laced boots and a shotgun over his shoulder. He said to me in his broad Irish brogue "Morgan, would you like to take a walk with me. I'm going to the river to get a brace." I did not want to display my ignorance of what a brace was and said yes. He shot two ducks (a brace) for that evening's dinner. In a subsequent edition, I'll have another ghost story.

Enjoy.
Bob Morgan

Aircraft Recognition

Ling-Temco-Vought A-7A Corsair II

This jet attack aircraft was made by the same company that built the F4U Corsair fighter of World War II. The A-7A deployed aboard US Navy aircraft carriers in 1967 during the Vietnam War, THE FURY / September 1, 2010 / 4

flying its first combat mission on December 4, 1967, with VA-147 aboard the USS *Ranger*. The A-7 series served the US Navy through Operation Desert Storm in 1991. The series was highly popular with pilots for its stability, which made it a superlative weapons delivery platform. It was never renowned for speed or acceleration, being known by the nickname of SLUFF, or "Slow Little Ugly Fat Fellow."

Among the technological "firsts" credited to the A-7A were the first Head-Up Display (HUD) employed on any combat aircraft, coupled with a digital weapons computer that enabled weapons delivery from a greater distance. It used the same turbofan engine, the Pratt & Whitney TF30 with 11,350 lbs of thrust, developed for the FB-111 Aardvark but without the afterburner.

Performance depended on the model, but in general the A-7A had a top speed of 698 mph at sea level with an operational ceiling of 42,000 feet. Range varied with mission loading but without refueling could be up to 1200 miles. Empty weight is 14,857 pounds, max gross is 31,994 pounds. The A-7A carried two Colt Mk. 12 20-mm cannon inside the fuselage. Later models like the A-7E carried a GE Vulcan 20-mm Gatling gun.



Streetcar 313, the Museum's A-7A Corsair II

The Director's Corner

By Jeff Wofford

What is a museum?

When you think about a museum, what comes to mind? Is it a place that smells of old paper and formaldehyde, with people walking around quietly admiring a trinket, an artifact, a stuffed animal or a *(continued on next page)*

diorama from some bygone age? Docents walk around with stern looks on their face patrolling the hallways and making sure that you don't touch a thing.

Or, is your idea of a museum a lively place where visitors can participate and interact, yes, even touch the displays and flip switches? Visitors are able to ask questions, talk to knowledgeable persons and have a good time?

In my travels I have been fortunate to see a lot of museums, from The Imperial War Museum in Duxford England, to the Pacific Aviation Museum in Pearl Harbor Hawaii. Each museum has its own persona. Some are grand and spectacular like the Udvar-Hazy Center in Washington. Others are small and quiet like the Cambridgeshire Museum of Natural History in St Ives England.

One of my favorite aviation museums is the Pima Air and Space Museum in Tucson Arizona. Pima sits right next to Davis-Monthan AFB (The Bone Yard). Pima has well over one hundred airplanes ranging from a PT-17 Stearman to the SR-71 Blackbird. It's a big place with multiple hangers and many airplanes displayed outside. I have been there multiple times and still haven't seen it all. Beyond all of that, the thing that sets Pima aside is the people. All of the volunteers and employees are having a good time. They really care about what they are doing. Once a week, WWII Veterans get together for lunch (sound familiar). I have been fortunate to have been invited several times to these lunches. Naval Aviators and Army Air Corps and Air Force Fighter pilots tell stories, jokes, and just plain enjoy themselves.

One of the reasons I love (yes, love, why else would you put up with all of the craziness) the Hickory Aviation Museum as much as I do, is that we have that same mindset. Our museum is a "hands on" museum where our visitors can walk up and put their hands on an F-14 Tomcat and can sit in an A-7 Corsair, can view everything from an ejection seat to a Norden Bombsight. Tours are given by a very diverse group, everything from plumbing equipment salesman and freight airline dispatcher to a retired businessman or FEDEX driver. The common denominator is that each and everyone care about the museum. The Hickory Aviation Museum has a heart. If you ever doubt that, come out on the first Saturday of the month and see what goes on with our veterans program.

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Listen to Linda as she takes a group of school children through the museum on a tour. Or sit down and spend some time with Harvey on Friday.

So I'm glad to say that our museum is like my second example, not the first. But we have to be careful and not let trivial things bother us or get in the way. By design, people all have different personalities. We all have unique ideas and viewpoints. The key to staying on track is being able to recognize this and realize that at times we will have to agree to disagree.

One of my proudest moments with this museum was last summer when a group of visitors walked up to me and told me that they had been touring aviation museums for a couple of weeks. They had been at the Smithsonian Air and Space Museum a few days earlier. They wanted to let me know that they thought our museum was "really cool" and that we were a lot of fun. They were excited that they had actually been able to walk up and put their hands on an honest to goodness F-14. To me, that was the ultimate compliment.

Let's make sure that we always keep the heart beating in our museum.

VA-82 Attack on Than Hua Bridge

By Adm. Leighton "Snuffy" Smith, USN-Ret.

In 1972 I was a lieutenant commander serving as the Operations Officer of VA-82, flying A7 Corsairs off the USS America. We had been scheduled for a Med cruise, to begin in June or July 1972, but about two weeks prior to departure, our destination was changed to the Tonkin Gulf. We arrived on Yankee Station in midsummer. Intelligence suggested that despite USAF attacks in May 1972 that dropped part of the western end of the bridge, the bridge was still usable and remained on the target list. It was assigned to VA-82 as a target to be struck on 4 Oct, 1972.

On that "Alpha Strike", which I planned, briefed and led, I headed up a flight of four A7's against the Bridge. Two of us carried the 2000 pound Fat Albert Walleye II TV guided bombs; two others carried two each 2000 GP Bombs. The plan was to release the two Walleyes simultaneously with both aimed at the center pier of the bridge. The two A7's carrying the 2000-lb. GP bombs were to time their roll in and release so that their weapons hit the
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western span of the bridge shortly (very!) after the Walleyes hit. My theory was that if we got enough heavy ordnance hits as near simultaneously as possible, we actually had a chance to drop the bridge. During the Walleye delivery, my wingman, Lt. JG Marv Baldwin, stayed tucked in pretty tight through roll in and, as briefed, got a bit of separation as we began the glide towards the target. Marv transmitted "lock on" when he had a good Walleye lock on his aim point. I had a good lock so counted down from 3 to 1 then called for release. Marv and I pickled at almost at the same time. Unfortunately, my Walleye went stupid (I think it was hit by 37-mm flak right after the drop). Marv's weapon hit pretty close to his aim point but my Walleye and the other weapons missed. Clearly we were disappointed but not to worry!! We would go again!

The next day, the bridge again appeared on the target for a strike to be conducted on 6 Oct. Since I had done the one on the 4th, I was assigned to brief the strike for the 6th. Our CAG, Jim Joy, led the Flak suppression part of the strike and our Skipper, Don Sumner, led our four plane A7 division. Once again, Marv Baldwin was on my wing; the skipper had Lt. JG Jim Brister with him. Marv and I had the Fat Alberts and the Skipper and Jim carried the 2000 pounders. We planned the same attack but this time we came in from the south. As Marv and I prepared to roll in from about 15,000 feet, Don and Jim hauled ass west to their roll in position. Marv was again tucked in tight and we rolled into about a 30 degree dive, reduced power and popped speed brakes so we had a bit more time in the run. That was a seriously dedicated maneuver!! Marv got locked up very quickly and called same. I was also locked on, so began the countdown to release. We pickled the two Walleyes simultaneously. Both of our Fat Alberts hit the aim point with Marv's hitting the center pier. Don and Jim released their bombs so that they hit very nearly at the same time as our Walleyes. The whole place was covered in smoke and dust so we really could not tell what damage we might have caused. We did what was "normal" and headed "feet wet"! After everyone was safely over the water, Don flew back towards the bridge to see if the dust had cleared enough to get BDA. Despite flying nearly directly over the bridge, he could not determine what, if any, damage we had inflicted.

Fast forward to the afternoon strike: A gaggle hit a target up in the Hanoi area and our Viggie recce guys were tasked to do a photo run for BDA following that strike. The pilot, Wes Rutledge, ran by the bridge on his way to feet wet. About 1830, I got a call from the CAG AI suggesting that I come down as he had something he thought I might want to see. I arrived to a crowded room and a huge photo of the bridge with the pier buckled and the western span broken and in the water! What a beautiful sight.

"The Bridge" was a thorn in our sides for years. I always figured some lucky guy would knock it over with a well placed MK 76 but was mighty happy to be part of the four plane strike on October 6th, 1972 that, in the words from the award, "... post strike photography confirmed that this vital link and frequently struck target had at last been completely severed and rendered useless to the enemy."

The Timeline

Here are some notable aviation "firsts" occurring between September 1 and November 30:

11-21-1783. Jean-Francois Pilatre de Rozier and Francois Laurent, Marquis D'Arlandes, make first manned balloon flight in a Montgolfier hot air balloon – the first flight of an aircraft –16 km. across the Bois de Boulogne, Paris, France.

Sept.-Oct., 1902. Wright Brothers fly Glider No. 3, a design based for the first time exclusively on their own research, in controlled glides of up to 600 feet.

11-30-1907. Glenn Curtiss forms first US company dedicated to aircraft manufacture.

10-16-1909. World's first commercial airline, DELAG (Deutsche Luftschiffahrts AG), formed in Germany by Graf Ferdinand von Zeppelin.

10-7-1919. KLM, Royal Dutch Airlines, is formed.

Nov. 1917. First intercontinental flight. Zeppelin L-59 takes 15 tons of supplies from Bulgaria to German East Africa, 4200 miles in 95 hours.

11-4-1923. A world speed record of 267.16 mph is set by a Curtiss R2C-1 of the US Navy.

10-23-1922. Reversible pitch prop demonstrated by American Propeller Company.

10-31-1933. Air France inaugurated as an amalgamation of several smaller French airlines such as L'Aeropostale, inheriting 259 aircraft of 35 different types.

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9-29-1931. World speed record of 406.94 mph set by Flt. Lt. Stainforth of the RAF in a Supermarine S.6B seaplane.

10-14-1947. Capt. Charles Yeager flies the Bell X-1 rocket-powered research aircraft past Mach One in level flight.

11-24-1955. First flight of Fokker F27 Friendship.

9-7-1952. Capt. Iven Kincheloe flies the Bell X-2 research aircraft to a world altitude record of 126,200 feet.

10-28-1956. Pan American Airlines inaugurates Boeing 707 in transatlantic service, flying from NY to Le Bourget with 111 passengers.

11-9-1961. Major Robert White flies the X-15A to a speed record of 4093 mph at 101,600 feet.

Got a favorite aviation fact? Next issue covers years 1783 to present for the months December through February.

Volunteers and Projects

Linda Hill has taken over running the Gift Shop from John Kamstra.

Jim Malcolm has assumed the additional responsibility of tour director.

Tom Burkhalter is presentation director.

Upcoming Events

On the first Saturday of every month the Museum hosts a gathering of veterans from 11 a.m. to 2 p.m. Free coffee and donuts! Meeting dates from September through December are: September 4, October 2, November 6 and December 4. The Museum's monthly membership meeting will follow the gathering of veterans, beginning at 2 p.m.

NOTE: October 2 meeting may be folded in with the VA-82 Reunion scheduled for that date.

Publication of the December newsletter will be on December 15 instead of December 1.

Contact Us!

Got an idea for an article? Did we get something wrong in one of our articles? Want to join the Museum? Best approach to contact: come to one of our monthly meetings, held on the first Saturday of every month at 2pm in the old Terminal Building of THE FURY / September 1, 2010 / 7

the Hickory Regional Airport. You'll meet interesting people and best of all get to see the Museum! Otherwise write the editorial staff: Tom Burkhalter, pausert@embarqmail.com, or Kyle Kirby, owstoni7@aol.com. Or visit the Museum's website at www.hickoryaviationmuseum.org.

F-14 Cockpit

(from p. 1)

been stripped of its in-place hydraulic system, leaving no way to raise or lower the canopy to permit access to the interior. The team's first task was to improvise a hydraulic system just to raise the canopy. Once the canopy was open roughly a quarter-ton of concrete chunks had to be removed before the condition of the cockpit interior could be assessed. That condition was initially assessed as "grim." Anything of salvage value had been removed. This included all the flight, engine, navigation and detection instruments, computer displays, HUD, controls and ejection seats among other items. Brackets to hold the instruments or displays were twisted, bent or simply gone. External fuselage panels were damaged or missing.

Working in one of the hottest and most humid of Carolina summers the volunteers cleaned out the concrete debris, straightened or replaced instrument brackets and holders, designed and installed a permanent hydraulic system to raise and lower the canopy, replaced or repaired fuselage panels and began the process of finding instruments and displays to restore the cockpit interior to the appearance of operational status. It is now about two-thirds complete.

Repair issues still to be addressed include the installation of ejection seats and placement of appropriate decals.

In the end this cockpit will never again be part of an operational aircraft. Instead it will be a monument to those who fly and serve. And that, at the Hickory Aviation Museum, is our goal.

Congratulations, team, on all your hard work!

Editorial Staff

Tom Burkhalter, Editor

Kyle Kirby, Associate Editor

Bob Morgan, Associate Editor

Contributors

Leighton "Snuffy" Smith, Adm., USN-Ret.

HICKORY AVIATION MUSEUM

MEMBERSHIP APPLICATION

“Preserve, Honor, Educate”

3101 9th Avenue Dr. NW Suite 22-A

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828-323-1963

www.hickoryaviationmuseum.org

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MEMBERSHIP: Individual (\$35/year) _____ Family (\$40/year) _____

Please tell us a little about your interest in aviation:

The Hickory Aviation Museum is dedicated to PRESERVING our aviation history, HONORING those who serve or have served in the US Armed Forces, and EDUCATING the public concerning aviation-related issues and history.

Membership meetings are held on the first Saturday of each month at the terminal building of the Hickory Regional Airport. The Hickory Aviation Museum is a 501(c)(3) Tax Exempt organization.