

ALL HANDS

MAY 1984

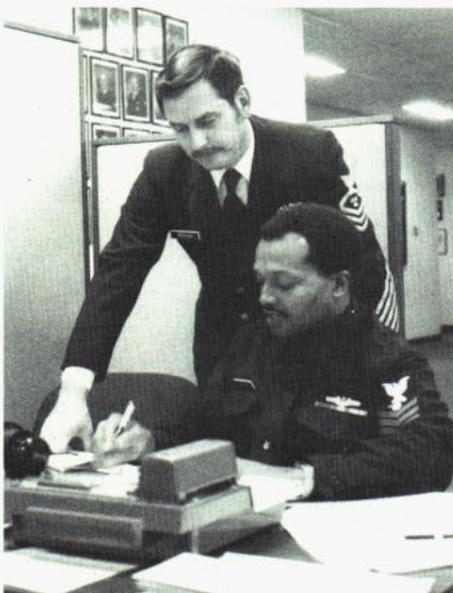


in this issue
Urgent Fury



M 83

SWEATING IT OUT IN THE CINCLANT JOC AFTER THE LANDINGS ON GRENADA.



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ALL HANDS

MAGAZINE OF THE U.S. NAVY

MAY 1984 61st YEAR OF PUBLICATION—NUMBER 807

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Cover: At the height of Urgent Fury, medical facilities were in full operation aboard USS *Guam* (LPH 9). In the painting by Mike Leahy, an Army helicopter has landed aboard *Guam* to deliver a casualty who is being transported to triage in the hangar bay below. Flight deck crew members stand by as Navy A-7 attack bombers fly past. An Air Force AC-130 *Spectre* gunship passes overhead.

Inside Front: Mike Leahy's drawing depicts the scene in the Joint Operations Center at CinCLant Headquarters, Norfolk, Va., during the initial phases of Operation Urgent Fury. Admiral Wesley L. McDonald, Commander in Chief of U.S. Atlantic Command, is in the center.

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Why Are You In The Reserves?



The tradition of a reserve military force goes back to the early days of our country. Instead of professional military forces, the colonists preferred to rely on the militia for defense. Even today, we place strong emphasis on militia and reserve organizations to augment the armed forces in time of emergency.

Federal law established within each military service a reserve component to provide trained units and individuals to meet immediate mobilization needs. The U.S. Naval Reserve was created March 3, 1915. By the end of World War I, about 30,000 reserve officers and 300,000 reserve enlisted members were serving on active duty alongside those in the Regular Navy.

In World War II, 75 percent of the Navy's members who served on active duty were reservists. During the Korean conflict, about 25 percent of the Navy's people on active duty were reservists. Navy reservists also served in Vietnam when mobile construction battalions and air squadrons were recalled to active duty.

The need for combat-ready, highly motivated and professionally capable reservists is still strong. Today, there are more than 19,000 officers and 76,000 enlisted members in the Naval Reserve. To find out what kind of people serve as reservists, *All Hands* interviewed nine members (see names in box) who drill at the Naval and Marine Corps Reserve Center, Washington, D.C. This sampling—two officers, two chief petty officers, and five first and second class petty officers—reveals a spirit that speaks for many reservists.

Why did you join the reserves?

Wilkerson: For two reasons basically: one, it's a hedge against inflation from a retirement standpoint, and, secondly, I enjoy being affiliated with the Navy.

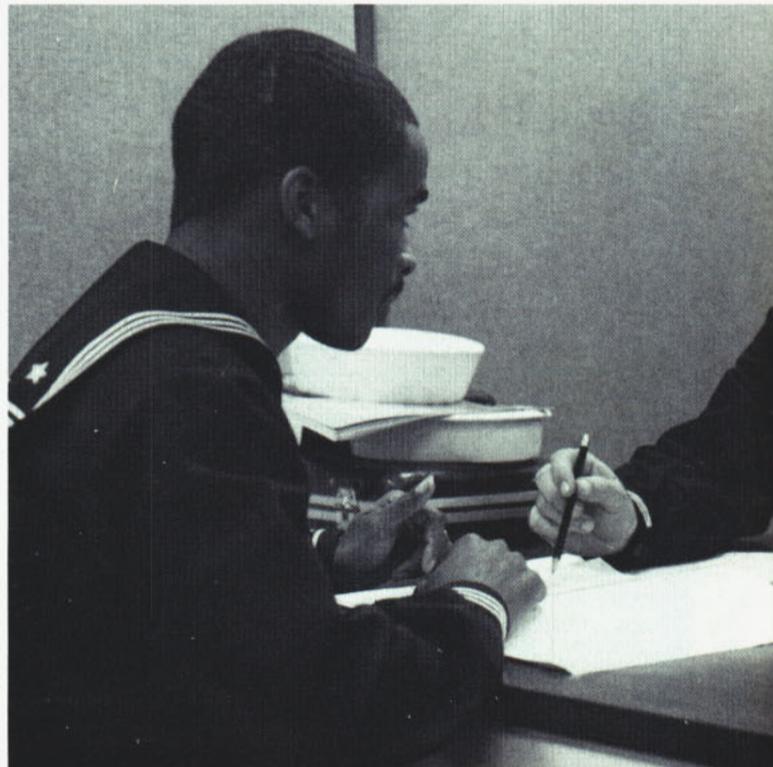
McKinney: I spent eight years in the Regular Navy. When I got

out, a chief mailed me a card telling me about the reserves. Of course, I had eight years in, and that's a lot of time to throw away, so I decided to join the reserves. I like it.

Butt: I'd voice the same feelings. I spent nine years on active duty and made a decision to get out of the Navy. I didn't see that there was much sense in throwing away nine years when I could spend another 11 in the reserves, augment my income and have a retirement benefit at age 60. My perspective has changed a little bit over the last four years because of the people I've been associated with in my reserve unit. They're top quality.

Truslow: I put in 11 years active duty, and I made the decision to get out, but I didn't want to throw away my active duty time. The reserves is a good-paying part-time job with a retirement.

Shoemaker: I served 7½ years active Navy, and I got out in



Above: YN2 Maryann Lillock assists in recruiting new people into the naval reserve program. Right: RM1 Ronald Lavender helps fellow reservists by serving as command career counselor.

1967. In 1979, I decided to come back into the reserves, so I first joined the Army National Guard for three years. Then the Navy got a new program (Advanced Pay Grade program) that would allow Navy vets to come in at their old rate, or, if they never had prior service, they could come in with an equivalency rate. That's when I joined the Naval Reserve.

Lilliock: I had no prior military service. I'm one of those people who came in under the APG program. Basically, you are given credit for your work experience and education. I've been in since 1978 serving as a yeoman and I like it. I also help out the recruiters and I enjoy that very much.

Digman: I came in because I had something to prove. In 1972, I got out of the Navy and I was out for eight years. I talked to a recruiter and couldn't see throwing away that time.

Lavender: It was a combination of several things. I came in and I liked the reserve program. I liked what it stood for and the affiliation between the Regular Navy and the reserves. I find it very fulfilling.

Why have you stayed?

Digman: I think the question really should be: Have you ever thought about going active duty? I believe we lose more reservists to active duty than we do to going back on the street because we are afforded the benefit of seeing everything the Navy has to offer.

Butt: I agree. We lose more people to the active community than we do to civilian life. Interestingly enough, I had three APGs in my unit who are now on active duty.

McKinney: I don't think it's a question whether you are going to stay in the reserves or get out because most people have prior service. When you decide to come in the reserves you plan to stay because you don't have to be here. I can leave today.

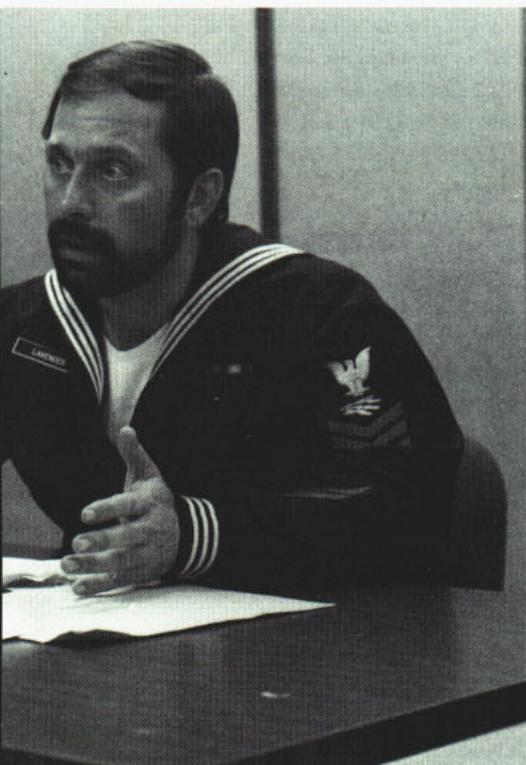
How do you relate with the active-duty fleet?

McKinney: I just came back from Commander in Chief, U.S. Atlantic Fleet, Norfolk, and Commander, Submarine Force, U.S. Atlantic Fleet, and the first day it was a kind of, "Well, he's just a reservist." Everybody kind of shied away from me, but after the first day, I fit right in like everybody else. As a matter of fact, they put me in charge of a watch, and it worked out fine. They treated me just like I was Regular Navy.

Shoemaker: When I went on active duty, I requested to go aboard a ship, so they sent me to USS *Mahan* (DDG 42) in Charleston, S.C. I got there about 6 p.m. and it was raining. I was carrying my sea bag, wearing my dress blues, and here comes a first class and a chief and they say, "You're Shoemaker, right? We've been waiting for you for two weeks. We've got to get this shore power aboard." So, in the pouring rain—in my dress blues—we're pulling shore power cables aboard ship. From the very moment I got there it was like, "We need you." And I worked my head off and enjoyed it. I'm looking forward to my next active-duty training.

Butt: I think the relationship between active-duty types and reservists on active duty has to be somewhat of a two-way street. Those on active duty have to understand that there may be some break-in time when a reservist comes aboard.

Wilkerson: The key to the change in attitude toward reservists is that we have more volunteers now than "mandatories." I think that the mandatories really didn't want to be in anyway, but they had to be in for another two years and they had to drill and go on their ACDUTRA. The volunteers, however, were in to make a contribution. The active duty people know now that, when the volunteers are there, they're going to get quality work from professionals. The volunteers are going to blend right in with the rest of the group.



Interviewees

Lt.Cmdr. Arthur L. Butt
Management Consultant

DS2 James S. Digman
Computer Equipment Analyst

RM1 Ronald M. Lavender
Construction Inspector

YN2 Maryann L. Lilliock
Legal Assistant

RM1 Louie T. McKinney
U.S. Marshal assigned to Interpol

EM1 James R. Shoemaker
Electronics Specialist

Ensign Edward L. Springer
Electrical Engineering Technician

MMC William H. Truslow
U.S. Capitol Power Plant
Asst. Watch Foreman

EMC Bobby G. Wilkerson
Instruction Manager

Reserves

How do your employers feel about your being in the Naval Reserve?

Lillock: My employer is very positive about it; he's in the reserves himself. When I showed him my orders, he said, "Oh, you're going on military duty, too." There was no question about being relieved for the two weeks and military leave was granted. My boss is very supportive and I appreciate that.

Digman: On my last ACDUTRA, I went to multilevel management school. My employers would have had to pay for that, but I got it through the military. I see nothing but the positive aspect every time I go on active duty.

Is your service in the reserves important?

Springer: If I wasn't making a contribution, I wouldn't be here.

Digman: One of the reservists who came to the unit asked me, "What are you doing in the reserves?" I don't know why that person is in, but I'm here because I'm gung-ho. I like the Navy and always have.

Has being in the reserves heightened your sense of patriotism?

Butt: Yes, it has. I was in the active Navy during the height of the Vietnam War, when being in the military was considered by some to be a less-than-honorable profession. I think the military now is a proud profession.

Wilkerson: I think being in the reserves is patriotic; it's like raising a flag in front of your house. Putting on your uniform once a month and walking out the front door is a way of showing your patriotism.



The Long Career Of JOCM Bryant



JOCM James R. Bryant (right) with Sheriff Floyd Tidwell of San Bernardino County, Calif.

Master Chief Journalist James R. Bryant is the Naval Reserve's senior enlisted journalist and an example of the success one can achieve as a reservist.

His affiliation with the Navy began in 1944 as a 17-year-old aviation radioman third class awaiting deployment with a dive bomber squadron aboard USS *Ranger* (CV 4).

Spending his first two years as an active reservist, Bryant decided to enlist in the Regular Navy from 1946 to 1951. After leaving the service, he attended San Bernardino Valley College, earned an associate of arts degree, and embarked on a career as a sportswriter and editor.

Convinced by a friend that he should build on his eight years of military service, Bryant rejoined the Naval Reserve as a

journalist in 1963. He later became the Naval Reserve's first senior chief journalist in 1968 and master chief journalist in 1971. His success as a reservist is mirrored in his civilian career where he became an account executive with a Los Angeles public relations firm and the first public information officer for the San Bernardino County Sheriff's Department.

Bryant—a member of Naval Reserve NIRA Detachment 319 of Los Angeles—said he has always worn his uniform with pride throughout his career and "heartily recommends the life of a reservist to all those who want to contribute a measure of their time."

— JOC John R. Corbett,
NR NIRA Det 319, Los Angeles

Prairie's Reservists



BM2 Wosje aboard USS Prairie.

James Wosje leads a double life. As a civilian, Wosje is a traveling salesman. As a selected reservist serving aboard USS *Prairie* (AD 15), he spends his days operating a paravane crane or taking care of the weather decks. Wosje is a boatswain's mate second class.

More than 90 reservists, including Wosje, reported to *Prairie* last October to fill critical billets before the ship departed on its 23rd Seventh Fleet deployment. Many are serving nine-month tours, although their reasons for volunteering are varied.

Wosje, who had three years of prior active duty, joined the Naval Reserve to make extra income in 1972. Recently he applied for active duty status.

ET2 (DV) Dearl Hankins, who joined the reserve to become a diver, has never been an active duty sailor. In both his civilian and military roles, Hankins is an electronics technician. He decided to be-

come a diver because he likes the water. Hankins plans to re-enlist, but he intends to remain a reservist.

MM3 Albert Fortin had still another reason for volunteering: "I feel like I'm doing a very patriotic thing." Fortin said that the training he receives aboard *Prairie* will help him when he goes back to his civilian job. "I've had the opportunity to work hands-on with a lot of different machinery," he said.

Whatever the reasons for joining the Naval Reserve—extra income, job variety, or training and education—the men and women who lead double lives also serve a dual purpose. Not only are there personal rewards, but reservists help maintain the readiness of the nation's defenses.

—Story by JO3 Lynne Gladstone
—Photos by PHAN William Leake,
USS *Prairie* (AD 15).



Opposite page: MMC William Truslow supervises junior personnel and ensures that the reserve unit functions efficiently. Left: Ensign Edward Springer, an electrical engineer, supervises machine shop personnel.

a lot of time required outside their normal drill weekend to do paperwork and administrative tasks. When you drill a weekend, outsiders say, "Well, you did your weekend and that's it for the month." That's not it. There's a lot of time involved outside your normal weekend.

What's the best part of being a reservist?

Lilliock: I find that one of the best parts is meeting shipmates from all walks of life. I think the reserves bridge the gap between men and women. Women now are given more opportunity to be in managerial positions, and this is carried over into the reserves.

Digman: I like the Navy uniform and I am proud to wear it. When I put on my uniform, others see me differently. It's a little something extra.

Lavender: I like the camaraderie. It's interesting to meet others with common goals.

Butt: I think there are two things: one is the contribution we make to national security, and the second is that reservists are indispensable. The country needs us.

Shoemaker: I enjoy working with younger sailors. I've got expertise I can pass on and they appreciate it.

McKinney: I find it's been beneficial being in the reserves because you meet people from different fields. In my civilian job, I can call on those reservists sometimes to help me out. □

—By JO1 Dale Hewey

What do you dislike about the reserves?

Shoemaker: A 12-day work week—that's a drill weekend sandwiched between two work weeks.

Digman: It seems to me that we have more papers to push than anyone anywhere in the world doing anything.

Butt: For every 16 hours in a drill weekend, I spend at least twice that much of my own time filling out related papers.

Lavender: Among officers and senior enlisted members, there's

Does The Code Of Conduct Still Apply?

By IS2 Greg Eanes, Hdqtrs, USEurCom

During the war in Vietnam, a great many American prisoners of war wrote, recorded and signed statements derogatory to the United States and the American war effort. For the most part, these statements were forced from the Americans after weeks of brutal torture and harsh treatment. Other statements, however, were made quite freely, sometimes enthusiastically, and in direct conflict with the Code of Conduct for members of the armed forces of the United States.

The Code of Conduct was created in 1955 after revelations of the mistreatment and questionable conduct of individual U.S. prisoners of war returning from Korea. The code was to serve as a guide for the behavior of all American servicemen and women who might be captured in any future conflicts. The concepts of the code were not original but were merely a written version of military traditions and principles dating back to pre-Revolutionary War days.

The conflict in Vietnam was different from other wars the United States had been involved in because it was an undeclared war with no clear-cut military objective or defined military fronts. It was also the first conflict in which American servicemen had a written Code of Conduct, and it was in the Southeast Asian jungles and North Vietnamese prisons that the code and its principles were severely tested.

The government of Hanoi thought it could not defeat the United States on the open battlefield but felt it could win its

political objective on the propaganda front. According to John Hubbell in *P.O.W.*, the communist government in Hanoi "would bring a weight of world and American opinion against the American war effort in Vietnam, and in time that weight of opinion would prove to be irresistible . . . Hanoi set out to enlist the aid of its American prisoners on what it deemed to be the war's most important front. . . ."¹

Probably the most violated article of the code was Article V, which contains the following statement: "I will make no oral or written statements disloyal to my country and its allies or harmful to their cause." Though it sounded simple to do, it wasn't, and the American POWs found out in short time the extremes their North Vietnamese captors would go to in order to obtain "confessions" and anti-war statements.

One example is that of Air Force Colonel Robinson Risner, the senior ranking officer prisoner in Hoa Lo Prison in December 1965. Risner underwent a brutal session of torture for a simple statement. He was blindfolded, tied, beaten and led around on the end of a rope for hours before he was taken into an interrogation room and slammed to the floor.

"The tight blindfold remained. The guards tied Robbie in torture ropes. Tight half-hitches were applied to one arm, from wrist to shoulder. As each loop was strung, a guard stood on the arm and pulled the rope as tightly as he could. Then he took the rope a few inches up the arm and tied a new half hitch. Every few loops, he

stopped and slapped the tied arm, as though it were a package of meat that had to be secured as tightly as possible. The same thing was done with the other arm. Then the arms were pulled behind his back and tied together from the elbows to the shoulders.

"Robbie felt his right shoulder pull out of its socket, and he could feel the left shoulder trying to pull out. Pain seemed to be exploding all through him, but its vortex was the chestbone, which strained tightly against the skin; he was sure that momentarily it would bust out of his body . . . the intensity of the pain stunned him. He could not believe the agony that was in him, a living evil, writhing into every nerve ending. There was no part of him that was not suffering. . . ."²

Risner was kicked, beaten and screamed at while in this position. After several hours of this treatment, Risner signed a "statement of apology to the Vietnamese people."³

Risner had been broken, but he did resist to the utmost of his ability as is required by the Code of Conduct. Under such brutal actions, it is impossible to uphold the code in its literal sense. It is possible, however, to live up to it in spirit by trying to adhere to the code to the best of one's mental, physical and emotional abilities.

Risner and the other men in the North Vietnamese prison system soon learned this. They formulated policies reflecting the importance of striving to live by the

Code of the U.S. Fighting Force



1.

I am an American fighting man. I serve in the forces which guard my country and our way of life. I am prepared to give my life in their defense.

4.

If I become a prisoner of war, I will keep faith with my fellow prisoners. I will give no information or take part in any action which might be harmful to my comrades. If I am senior, I will take command. If not, I will obey the lawful orders of those appointed over me and will back them up in every way.

2.

I will never surrender of my own free will. If in command, I will never surrender my men while they still have the means to resist.

5.

When questioned, should I become a prisoner of war, I am required to give name, rank, service number, and date of birth. I will evade answering further questions to the utmost of my ability. I will make no oral or written statements disloyal to my country and its allies or harmful to their cause.

3.

If I am captured I will continue to resist by all means available. I will make every effort to escape and aid others to escape. I will accept neither parole nor special favors from the enemy.

6.

I will never forget that I am an American fighting man, responsible for my actions, and dedicated to the principles which made my country free. I will trust in my God and in the United States of America.



Code Of Conduct

spirit of the code and to resist enemy demands to the utmost of their abilities. Once broken, the American POWs were instructed to "roll" by giving their captors something unimportant to satisfy them. They also were instructed to minimize the overall gain of the enemy by misspelling or mispronouncing words so that any American who read or heard the statements would know they had been made under extreme duress. In this way, the American POWs were able to undermine North Vietnamese propaganda efforts and gain some sort of self-satisfaction after being forced to participate in something they were adamantly against doing. Once a man had recovered by "rolling," he was expected to go back to the hard-line resistance posture.

Not all the American captives felt this way, however, and some not only openly cooperated with the Vietnamese but also joined them. One group of enlisted men called the "Peace Committee" made tapes and wrote statements for the Vietnamese and Viet Cong which denounced the U.S. involvement in Indochina. Some even made appeals to U.S. soldiers to leave their units and join the Vietnamese.

One member of the Peace Committee went out of his way to help the Vietnamese and asked the Vietnamese camp commander if he could write something to help the anti-war movement. His offer was refused, but he wrote a statement anyway. Surprisingly enough, instead of being thanked for his "contribution," he was criticized for his bad spelling and grammar. This criticism did not stop the young man though—he went on to make some 30 anti-war recordings. One was addressed to then President Nixon:

"I no longer want to fight for you, or anyone like you. In fact, I won't ever again fight for your kind of American democracy. I will, as I said, fight for my real American people and country. Not you, Mr. President, because you don't represent the real American. . . ."⁴

This young man willfully violated the Code of Conduct and admitted that although he was subject to some slight harassment for breaking camp regulations, he was never tortured. Another tape he made

accused a fellow American prisoner of murdering 15 Vietnamese prisoners by shooting them at point-blank range. This violated Article IV of the code which requires, in part, keeping faith with fellow prisoners. He placed the welfare and possibly the life of the accused prisoner in danger.

There is also the case of a Marine lieutenant colonel and a Navy commander who had one of their own conversations taped and widely broadcast. The two men "emphatically assured each other that America's Vietnam intervention was deplorable, that the undeclared war was illegal, that their captors had every right to call them criminals and that they were subject to prosecution as such. They agreed that since the American prisoners in North Vietnam were criminals, the U.S. military Code of Conduct did not apply, that the captives would be foolish to abide by it. They made it clear that they had no intention of adhering to the code, and reminded each other that imprisoned criminals in the United States got time off for good behavior."⁵

The Navy commander later expressed regret at his actions and rejoined the other POWs in their resistance. The Marine continued his actions until the end of the war even going so far as to incite subordinates to disregard orders from the senior ranking officer prisoner.

Department of Defense policy, at the conclusion of hostilities, was not to press charges or court-martial any returning POWs for anything they may have done in prison. Individual POWs were free to initiate charges, however, and the eight members of the Peace Committee, the Marine officer and another Navy officer were charged with a variety of offenses including aiding the enemy, conspiracy, mutiny, soliciting other prisoners to violate the Code of Conduct and causing or attempting to cause insubordination and disloyalty. Though adequate grounds were believed to exist for prosecution, all charges were dropped by the various department secretaries, and the men were discharged or retired from their services. (Note: The only man to face court-martial for collaboration with the enemy was Pri-

vate First Class Bobby Garwood after his return from Vietnam in 1979, some six years after the signing of the Paris Peace Accords that officially ended the war in Vietnam. Though acquitted of desertion, punishment for other charges included forfeiture of pay, reduction in rate to E-1 and a dishonorable discharge.)

Because the U.S. government did not court-martial former POWs who willfully violated the Code of Conduct, many military men began to question whether the code is applicable to today's service member.

In 1976, a Defense Review Committee was established to "reaffirm the validity of the Code of Conduct for its intended purposes or to recommend such changes as necessary."⁶ The committee's investigation included interviews with ex-POWs and hostile peacetime detainees, experts in POW behavior, and representatives from organizations concerned with prisoners of war.

Almost all of the former POWs expressed support for the code, crediting it as a great aid in their survival because it provided a framework to live by and a needed simple unifying philosophy to work toward. Colonel Ben Pollard said, "The Code of Conduct, in my opinion, served the American POWs in Hanoi amazingly well . . . I absolutely believe that a permissive POW policy that would replace the current Code of Conduct would be the greatest disservice you could ever do to a future POW."⁷

One of the main points the former POWs seemed to want to express was that it is not humanly possible to adhere strictly to the code in the literal sense but that it is possible to abide by it in spirit. The code is not a law but a set of guidelines meant to see the American service member through troubled times so he can return home with his honor and self-respect intact. If a man is broken and strays from the code, it must be known that he can regain his honor by "bouncing back" and assuming a resistance posture.

According to Lieutenant Colonel Philip Smith, the code "gives you strength, it gives you something to fight for. . . ."⁸ Former Vietnam captive Seaman Doug

Hegdahl reiterated that sentiment when he said he viewed the code something "like the Ten Commandments. Everybody I knew in captivity violated the Code of Conduct if you take it literally, but in spirit, I don't think many people did break the code. It's an inspirational code. . . ."⁹

The former POWs pointed out the code was important in giving the camp organization something to strive for in the way of a common goal. This unified effort pulled them through and kept them closer together. That unity was necessary for the survival and welfare of every individual. Without it, many men may have lost hope,

the will to resist, the will to live, and many more may have died in captivity.

One example of the damage caused by disunity and lack of purpose can be seen in the situation of those servicemen kept in Viet Cong jungle camps in South Vietnam. Many of the enlisted men were not that familiar with the Code of Conduct and were not sure what was expected of them. No solid organization or clear-cut chain of command was established, nor was there a common goal or purpose. According to former POW Lieutenant Colonel Floyd Kushner, USA, a medical officer, the law of the jungle prevailed in the southern camps. This disunity caused men to lose hope, and this may have indirectly hastened the death of 10 of 22 men interned in one particular camp. When the remaining POWs were finally transferred to regular North Vietnamese POW camps, they encountered team spirit, organization and a defined leadership among the POWs already there. The result was a high feeling of obligation to the group or the team. This change of environment caused Dr. Kushner's health and mental outlook to greatly improve. Working together with other Americans for a common goal helped pull him through his ordeal.

The Defense Review Committee eventually "concluded that the Code of Conduct is a valid and necessary instrument

which establishes high standards of behavior for all members of the Armed Forces."¹⁰ The only change recommended by the committee was in Article V, where the word "bound" was replaced by "required" for purposes of clarification.

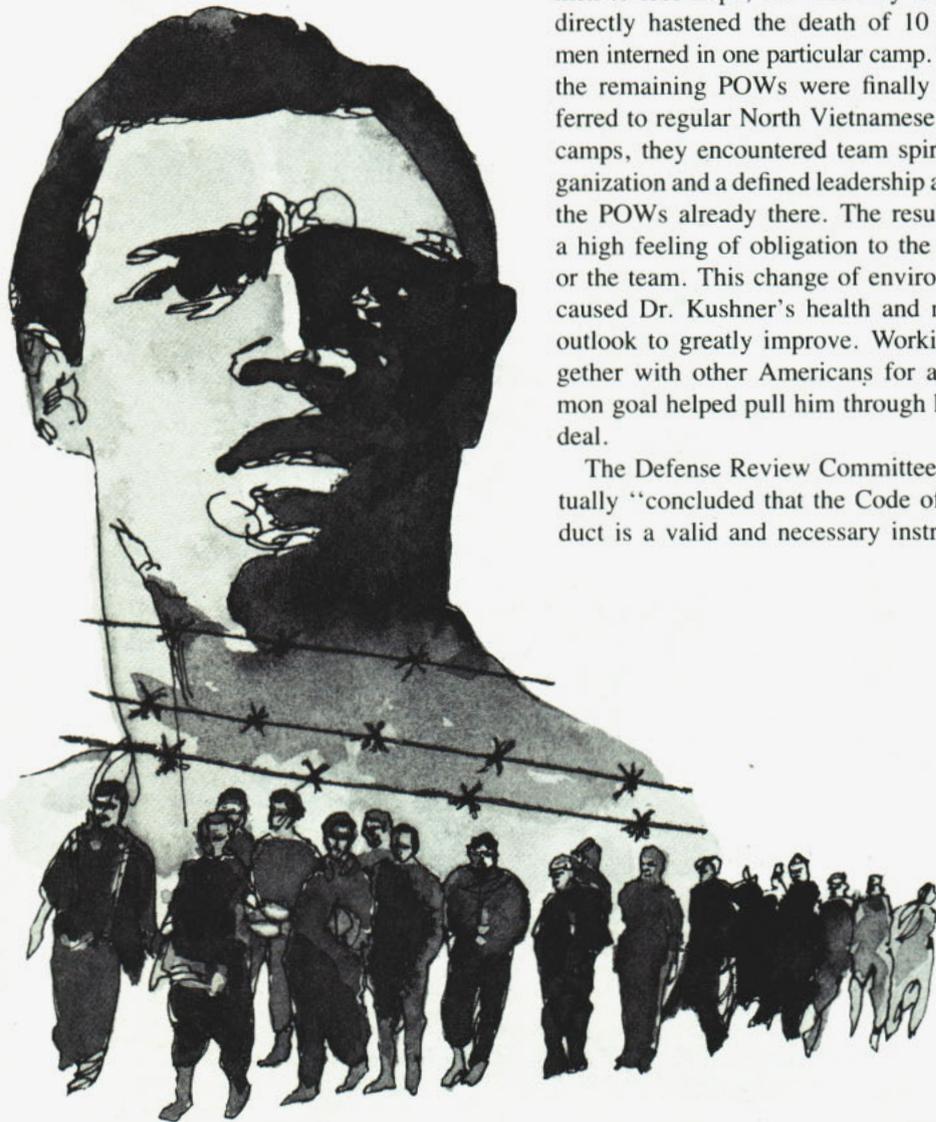
There is no doubt the Code of Conduct is needed; many of the returnees from Southeast Asia "attributed their very survival to the inspiration provided by the Code of Conduct."¹¹ This inspiration and attitude can best be reflected in a statement Colonel Robinson Risner made shortly after his return from seven years of captivity:

"... In contrast with the every man for himself behavior of many captured U.S. servicemen during the Korean War, the POWs of the Allied POW Wing (in Vietnam) developed a high degree of organization that helped ease life in the camps somewhat. Let me say that we had a comradeship amongst us, a loyalty, an integrity that may never be found again in any group of men."¹²

With this in mind, there can be no doubt the Code of Conduct is valuable and is applicable to today's service member. It is an ethical guide that can help American military men and women survive capture and imprisonment with their self-respect and dignity intact so they can one day return home with honor. □

NOTES

1. *P.O.W.* (New York: Reader's Digest Press, 1976), p. 109.
2. *Ibid.*, pp. 134-5.
3. *Ibid.*, p. 135.
4. Gloria Emerson, *Winners and Losers*, (New York: Harcourt/Brace/Jovanovich, 1976), p. 232.
5. *P.O.W.* p. 479.
6. Report of the Defense Review Committee for the Code of Conduct, 1976, vol. I, p. 4.
7. *Ibid.*, vol. II, p. 149.
8. *Ibid.*, vol. II, p. 53.
9. *Ibid.*, vol. II, p. 172.
10. *Ibid.*, vol. I, p. 8.
11. *Ibid.*, vol. I, p. 7.
12. *Newsweek*, 26 Feb. 1973.



NAVSTAR GPS

Navigation System May

By CWO2 Merle F. Jacobsen, Public

The NAVSTAR Global Positioning System's prototype receivers are so accurate a Marine officer said he was nearly "mugged by the navigators" who wanted to keep the portable model aboard their ship after he had finished field testing.

A naval officer said high level Navy commanders had to order commanding officers to return the GPS equipment temporarily installed in their ships for testing. Shipboard navigators just didn't want to let go of the accuracy, although they could use GPS only a few hours a day because the system's satellite constellation isn't complete.

Accuracy is the word one hears again and again from people working on GPS.

NAVSTAR Global Positioning System is a space-based radio position and navigation system that provides extremely accurate three-dimensional position data, velocity information and system time to suitably equipped users anywhere on or near the earth. It consists basically of satellites, ground control and user equipment. A Defense Department project, GPS involves the four U.S. military services, Australia and nine NATO countries, the Defense Mapping Agency, and the Transportation Department (including the Coast Guard).

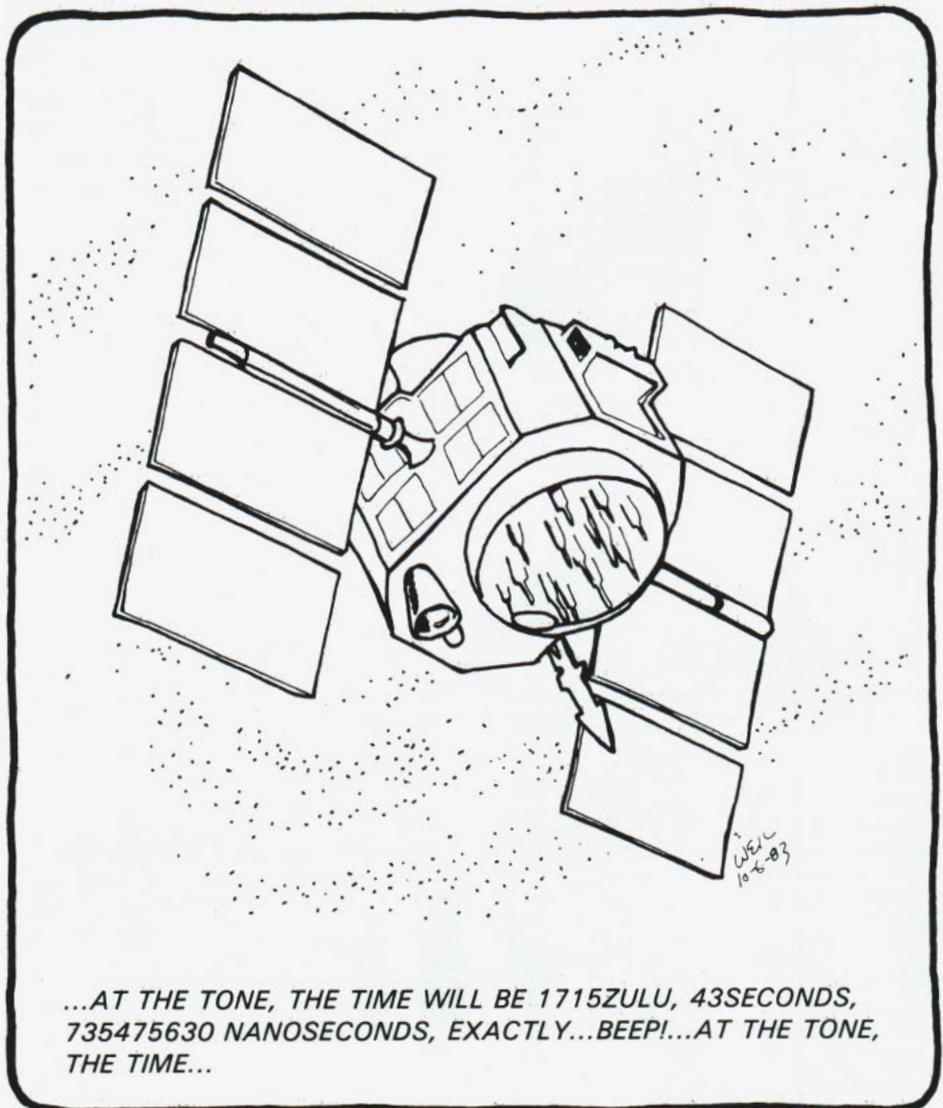
GPS, as a concept, originated in 1973 and is derived from two Navy-sponsored satellite navigation programs—Transit and Timation—along with programs sponsored by the Air Force and other organizations. Phase I testing began in 1977, followed by Phase II in 1980.

User equipment is designed for installation in ships, aircraft and motorized vehicles, such as tanks. The latter version, also designed to be carried by people, is called a manpack. The final version will weigh about 17 pounds.

GPS receivers get good marks from fleet units where they have been tested. "When available, NAVSTAR GPS was used as the primary means of navigation," said a statement from the aircraft carrier USS *Constellation* (CV 64). "It became pointedly clear that NAVSTAR GPS was far superior in accuracy than any of the nav-

igational systems currently aboard *Constellation*."

The manpack has been used on a ship to tell the PLRS (position locating reporting system) where the ship was. During one Navy-Marine Corps amphibious operation, a manpack was used to navigate a landing craft from a ship offshore



...AT THE TONE, THE TIME WILL BE 1715ZULU, 43SECONDS,
735475630 NANOSECONDS, EXACTLY...BEEPI...AT THE TONE,
THE TIME...

Put Sextant In Mothballs

Affairs Officer, USS Nassau (LHA 4)

through a simulated minefield to the beach.

Lieutenant Commander Edward Hallahan, an aeronautical engineering duty officer who heads the Navy User Equipment Test and Evaluation Team for GPS, is enthusiastic about the system and its future in the military.

"Navigation is the key to so many things," Hallahan said, "that most of us don't have the time to think of all the applications."

The GPS program, still in Phase II, currently uses more sophisticated, smaller receivers that are easier to operate and maintain. Phase I equipment, Hallahan said, was "advanced development model equipment" gear.

Hallahan's predecessor, Lieutenant Commander Dennis R. Sadowski, a pilot turned AEDO, explained GPS in a newsletter for AEDOs and aeronautical maintenance duty officers.

Sadowski said testing shows GPS is capable of determining position within 50 feet or less and is accurate within a tenth of a meter per second for velocity and within 100 nanoseconds (a nanosecond is one billionth of a second) for time.

In 1988, when GPS is scheduled to become fully operational during Phase III, the system's 18 satellites will provide 24-hour coverage for users on or near the surface of the earth, Sadowski said.

Sadowski, now assigned to the staff of the Pacific Fleet Naval Air Force commander in San Diego, pointed out a number of other characteristics of GPS in his article. Among them are:

- Continuous availability of fix information in all weather.
- User passive users, for example, receive the signals from the satellites and don't risk giving away their locations with emissions.

- No problems with frequency allocation or saturation limit.

- Use of the system can be denied to the enemy and is resistant to imitation and jamming of signals.

In addition to providing data in the Military Grid Reference System, GPS receivers will be able to convert automatically from one grid system to another at the user's choice.

Although GPS will make some systems obsolete, inertial navigation will remain because it's self-contained and can't be jammed, Sadowski said. In fact, the inertial navigation and global positioning systems complement each other. GPS can be used to align the inertial navigation system and also keep it from drifting. In turn, inertial navigation output assists GPS in its satellite acquisition and tracking.

GPS-assisted inertial navigation also will save precious time in launching aircraft. For example, carrier aircraft equipped with inertial navigation must be programmed by the ship's inertial navigation system before launching. The process of loading a plane's inertial navigation system takes about 15 to 30 minutes for both land- and carrier-based aircraft.

With GPS, a plane can be launched immediately and can have its inertial navigation programmed in flight—a significant advantage to the F-14 *Tomcat* aboard a carrier or an Air Force B-52 *Stratofortress* at a strategic command base.

Sadowski said some GPS satellites will be put into position by various space shuttle missions, a cheaper alternative to placing them into their fixed orbits by missile. When the constellation is complete, it will have 18 active satellites and three active spares.

If a satellite quits operating for any reason, a spare can be maneuvered into the

non-operating satellite's position. "It's just like changing a light bulb," Hallahan said. Each satellite will have multiple atomic clocks for super-accurate timekeeping. The



NAVSTAR GPS

Naval Research Lab is the lead agency for developing the clocks.

Twenty-four hour global coverage isn't available now because only five GPS satellites (launched between 1980 and 1983) are in orbit, and the earth must rotate into the correct position before the system's full capabilities can be used.

For example, when four satellites are "in view," GPS provides three types of information: position in three dimensions (latitude, longitude and altitude), velocity and time. Although each satellite continuously transmits time, position and velocity information, a receiver must process signals from four satellites in order to get full use from GPS.

User equipment will come in three categories based on the number of channels—five, two or one—each set has. Five-channel sets will be installed in submarines and most high performance aircraft. Other types of ships and aircraft will be equipped with two-channel GPS receivers.

The single-channel manpack will be used for most ground applications, including motorized land vehicles, and for landing and special purpose craft.

Multichannel receivers can receive signals from more than one satellite at one time to provide quicker fixes. Single-channel sets must read data from each satellite in serial fashion before computing a fix.

Except for the ships USS *Kitty Hawk* (CV 63), USS *Constellation* (CV 64) and USS *La Jolla* (SSN 701), all homeported in San Diego, most of the service's platforms are being tested at Yuma. Navy GPS tests also are conducted at the Naval Air Development Center, Warminster, Pa., where most of Hallahan's technical team is stationed.

Hallahan's boss, Commander Kenneth Aanerud, is the Navy deputy program manager for GPS. They are located at the Los Angeles Air Force Station, home of the Air Force Systems Command's Space

Division. The Air Force is the executive service for GPS and is responsible for the program's satellite and control segments.

Aanerud, also an AEDO and a former S-3 *Viking* pilot, said the Navy plans to put GPS aboard more than 6,000 platforms, representing 77 classes of ships and aircraft. "Each class has some unique installation problem and must be made to interface with GPS," he said.

As a department head of the Navy Space Systems Activity, Aanerud supervises the Navy team within the Joint Program Office. Aanerud's several hats, which include on-site management responsibilities for the Naval Electronics System Command, also keep him on the move between Los Angeles and Washington. Navy participation in the GPS program is directed by Commodore Dennis Brooks, the director of Navy Space Programs and by Captain Bill Boissenin, assistant for GPS.

Multiservice, multinational work is involved in the GPS user equipment segment. Hallahan's team in Los Angeles, for example, includes an American civilian engineer, a German Air Force lieutenant colonel, two U.S. Navy lieutenants and lieutenant commanders from the navies of Norway and Great Britain.

The British and Norwegian naval officers are Hallahan's carrier team, while the German *Luftwaffe* pilot and one U.S. Navy lieutenant coordinate GPS testing in the A-6 aircraft and the submarine, respectively.

LeutnantOberst (Lieutenant Colonel) Ernst Willert, who flies F-4 *Phantoms* and F-104 *Starfighters* in the *Luftwaffe*, is one of two West German participants. However, Willert said he is "totally devoted to the U.S. Navy task" of testing GPS in the A-6.

Lieutenant Robert H. Hart, an SH-3H *Sea King* helicopter pilot and a former enlisted submariner, manages GPS testing aboard *La Jolla*. Now an AEDO with more than two years of GPS experience, Hart coordinates GPS work with contractors, the submarine and operators of an underwater tracking range near San Clemente Island.

"GPS is going to significantly improve the submarine's position locating ability," Hart said. "There's no continuous 24-hour system now." The NavSat system, for ex-



ample, provides only periodic fixes.

As with some other navigation systems, a GPS-equipped submarine will simply expose an antenna and won't need to surface to get a fix. "GPS also will be able to reset the on-board, dual miniature inertial navigation system," Hart said. "GPS is the single largest avionics/electronics program ever undertaken by the Department of Defense."

Hart, who wrote a thesis on low velocity GPS applications in helicopters for a master's degree in systems technology, said SEAL teams and other Navy swimmers will use the manpack. "It's also going to be used for space shuttle navigation," Hart added, explaining that GPS can be used up to "500 miles above the surface of the earth."

Information from the satellites, which will be about 11,000 miles into outer space, may be used to program aircraft or missiles with "waypoints" instead of flying direct routes. Therefore, the aircraft or missile can change altitude and direction between the launch site and target.

That capability allows the plane or missile to avoid detection systems or hazards between the two points by taking advantage of changes in terrain and course. An aircraft set is capable of storing 200 waypoints; a manpack can store nine.

Air Force First Lieutenant Neil Campbell, a former Navy enlisted man and a member of the testing detachment at Yuma, explained how the proving ground measures GPS accuracy. His job includes helping to plan, execute and analyze tests for all host vehicles except Navy ships.

Yuma proving ground officials say their range, which has six lasers, is the most advanced in the Free World. Each laser tracker, mounted in a separate van, can pinpoint a target within 1 meter at a range of 34,000 meters. Although each laser unit is capable of tracking a target, many tests require more than one laser for redundancy and increased accuracy.

Campbell said GPS test results are matched with data from the lasers, which have a known accuracy. Although several lasers often track the same object, Campbell said, only one is designated as true.

"We coordinated bombing tests and the [GPS] receiver itself decided when to release the bomb. We did some instrument

landing tests and had the aircraft follow the terrain at a constant altitude from the surface of the earth," Campbell said. "In another test, a rendezvous of a P-3 *Orion* aircraft with a ship at sea was accurate within the width of the ship."

Campbell added, "They've already bought the satellites. It's not a matter of if, it's a matter of when. Right now, we're still in the stage of getting the bugs out."

Darwin Abby, a retired Air Force major who shares offices with Campbell, has more than nine years of experience, including active-duty time, with GPS.

Now employed with an engineering consulting firm providing technical support to the Air Force Space Division, Abby started out with the space division headquarters in Los Angeles before coming to Yuma as commander of the GPS testing detachment. He also has experience working with the Defense Mapping Agency and before that worked in the Air Force's geodetic organization.

"GPS is a positioning system and a lot of people need positions. There's no question that GPS can satisfy DoD's requirements as we know them," Abby said, but "it can't do everything for everybody."

Abby said GPS won't eliminate inertial navigation, for example.

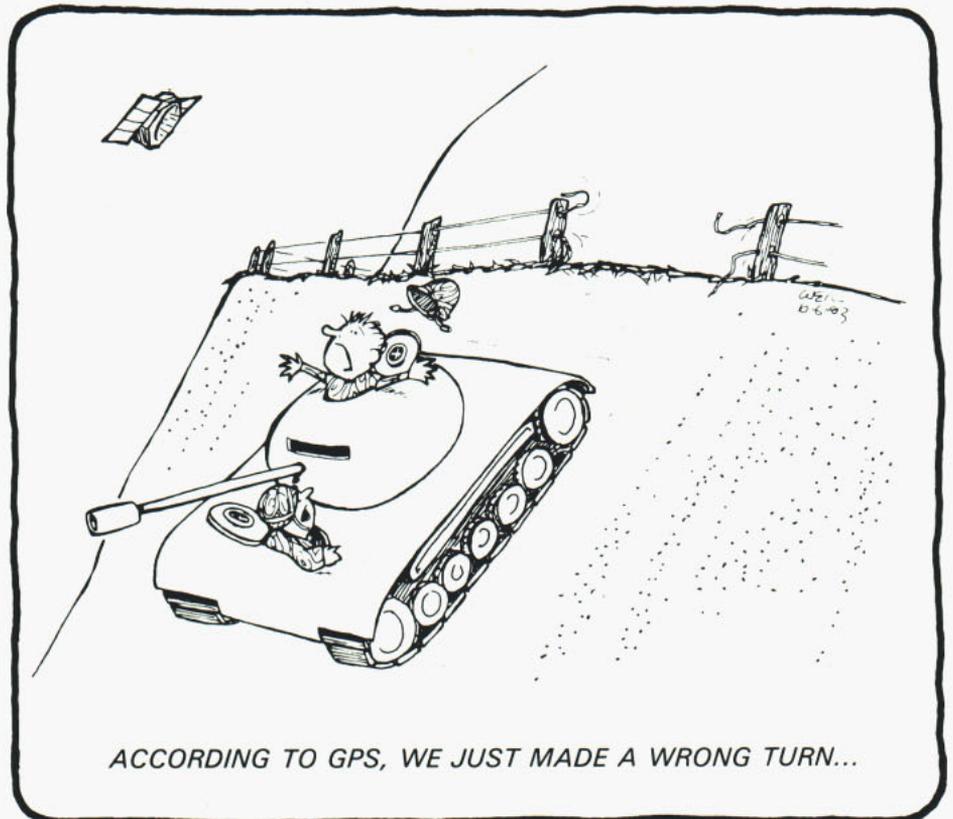
Abby said Yuma was chosen as the primary test site for GPS receivers because of three factors: lasers, responsiveness and weather. A survey was done before choosing Yuma, he said, and none of the other testing centers had all three factors.

Yuma's lasers are said to be the most accurate of those in the military's test centers, and the desert proving ground has the largest number of them. The Yuma range also can provide data at the same time a test is being conducted, rather than having to wait for processing of film and other information.

While GPS receivers won't become part of the regular military inventory for about four years, a few sailors will start operating the receivers in 1984. In addition to quartermasters, operations specialists, electronics technicians and aviation electronics technicians, some radar intercept officers will learn to operate and maintain GPS sets at a school.

What will become of other navigation systems?

Hallahan, a naval flight officer in patrol aircraft before switching to AEDO, said



NAVSTAR GPS

LORAN C and NavSat will be shut down eventually, while other systems, like inertial navigation, will remain as backups to GPS. Because user sets merely receive and process information from the satellites and don't communicate with them, an unlimited number of ships, aircraft and other units will be able to use GPS. The GPS satellites' higher frequency signals will be relatively unaffected by atmospheric and ionospheric conditions that can downgrade the accuracy of other radio-navigation systems.

GPS will have many applications within DoD and will be put to many civilian uses as well.

Long distance trucking companies will save time and fuel, and, therefore, money, by using GPS for coast-to-coast hauls. By using maps with grid coordinates and comparing them with information from a GPS receiver, Hallahan said, truck drivers will be able to tell very rapidly if they miss a turn or take a wrong highway.

Merchant shipping, fishing fleets and pleasure craft probably will have GPS receivers eventually, Hallahan said. In the case of merchant ships and oil tankers, GPS will save time and fuel because ships will navigate along one continuous course instead of navigating from one fix to another.

For fishing fleets, the ease of accurate rendezvous will probably be the important attraction. Like larger vessels, private pleasure craft will be able to use GPS to pilot themselves in and out of harbors between channel buoys in all types of weather. Owners of private craft probably will buy GPS sets for safety reasons, such as avoiding hazards and not getting lost.

Other civilian land-based users will include luxury car owners.

According to Hallahan, major auto companies are already working on GPS receivers for some of their most expensive models. The luxury auto GPS set may have an information display similar to the one

seen in the James Bond movie "Goldfinger" whereby American agents trailed a Goldfinger auto that had been fitted with a transmitter. The car, which showed as a light on a cathode ray tube screen mounted on the dashboard in the agents' auto, moved along a highway strip map.

Japanese scientists already have developed digital strip maps that can be displayed upon cathode ray tubes and would be ideal for adapting to GPS.

GPS will be especially valuable in search and rescue operations and in systems for aircraft collision avoidance and maritime hazard warning. One day, tiny personal GPS sets will allow individuals to navigate anywhere from the concrete canyons of New York City to the winding tropical waterways of Louisiana or Florida to the crags of our nation's tallest mountains. GPS is expected to enhance exploration for oil and mineral deposits and to precisely locate faults in the earth's crust as well.

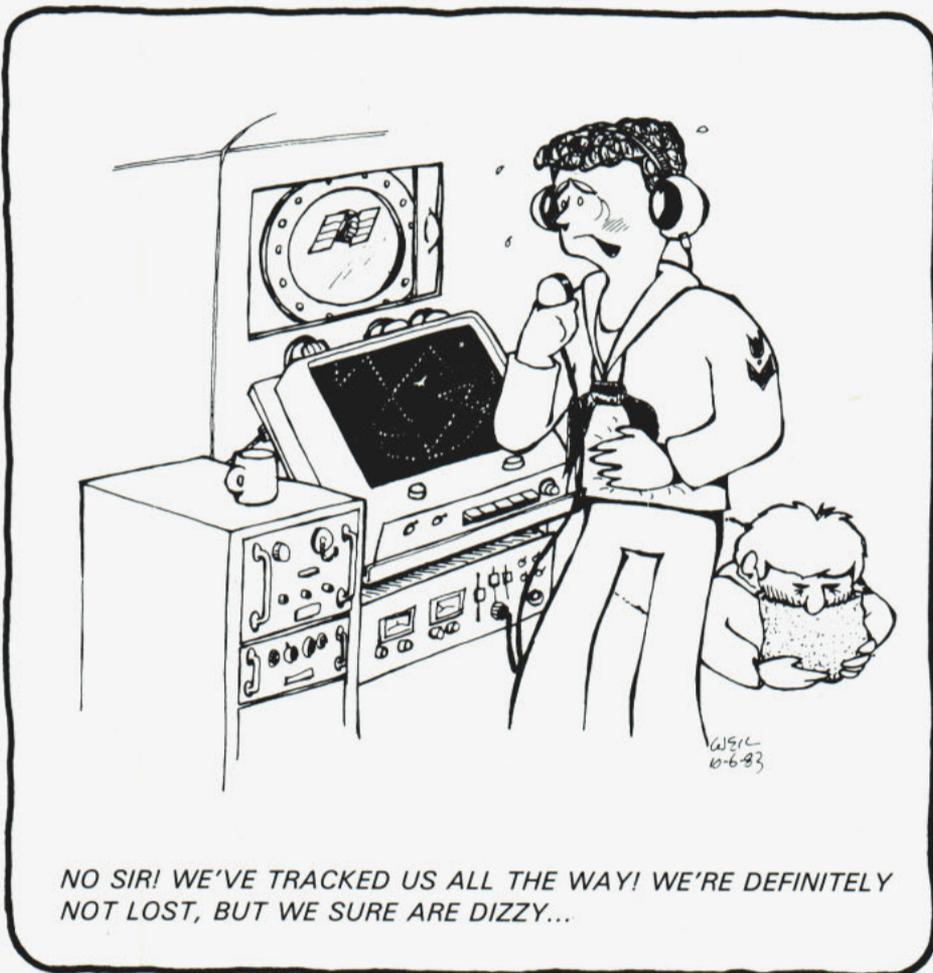
The satellites, which will be in circular orbits with a 55-degree inclination to the earth, will transmit at 1227.6 and 1575.42 MHz. Each satellite is designed for a life of 7½ years and will be powered by solar energy supplemented by batteries.

In the control segment, satellites will be tracked and their position coordinates and timing information will be updated daily. The control segment includes an operations center, four monitor stations and three ground antennae.

The operations center will calculate signal accuracy, and the monitor stations will passively track the satellites. The antennae will relay data to the satellites.

An interim control station now operates at Vandenberg Air Force Base, Calif. A permanent station—part of the consolidated Combined Space Operations Center—will be built in Colorado Springs, Colo. It will be operational in 1985 and will reach full capability in 1987.

The monitor tracking stations will be located at Ascension Island, Diego Garcia, Kwajalein and Hawaii's Oahu island. An antenna will be co-located at each tracking station, except Oahu. □



Cartoons by Lt. Cmdr. Fred Weil

A Yank In The RAN 'Down Under'

A Navy Commendation Medal came as something of a late Christmas surprise for Lieutenant Elihu E. Kincaid. It was presented Sept. 1, the first day of spring in Australia. Late for Christmas? On the first day of spring?

Maybe, but Kincaid is serving "Down Under" with the Royal Australian Navy. He is currently the only exchange sea "posting" the U.S. Navy has with the Royal Australian Navy, a billet he has held for a year.

So, to feel a little closer to home, Kincaid and his family had a Christmas celebration in July—complete with Santa and house decorations. The mild Australian winter at least gave a link with the white Christmas he usually has at home in the states.

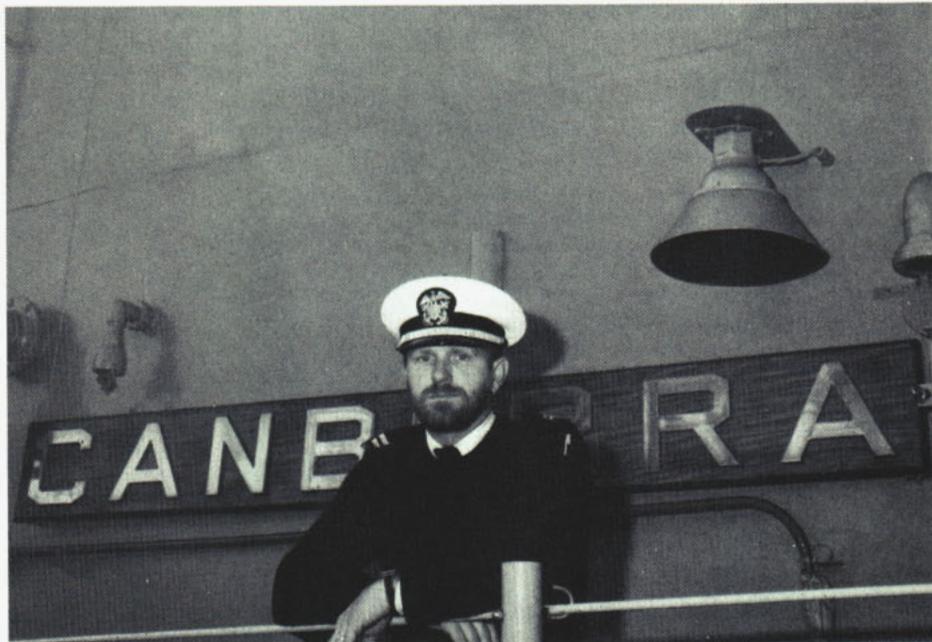
Kincaid's commendation was for his "superb professional expertise in improving the missile firepower of the *California*-class nuclear guided missile cruisers" earned while aboard USS *South Carolina* (CGN 37).

South Carolina was his last U.S. ship. His first ship with RAN has strong links with the U.S. Navy. It is HMAS *Canberra* (FFG 02)—an *Oliver Hazard Perry*-class guided missile frigate. Aboard *Canberra*, Kincaid is the gunnery officer or more simply, "Guns." That translates to an ordnance control specialist in the U.S. Navy.

Back home he would maintain and operate the fire control system. But as "Guns" he has responsibility only for its operation. A weapons electrical officer maintains the system.

Kincaid says he has settled into the Australian way of life quickly. He sports a full beard, wears a woolly pully in winter and even shorts in summer as part of the RAN uniform. But there's no escaping the fact he's in the U.S. Navy.

Having him on board adds to the education of *Canberra*'s officers, if not to their joke repertoire. Kincaid and his RAN colleagues have found that language has provided possibly the biggest source of



similarities and differences between the United States and Australia.

"For an exchange officer, an Oxford dictionary should be compulsory," Kincaid said.

His service writing with Webster's dictionary spelling has raised a few eyebrows and even a few red pens. But practice makes perfect.

He's also coming to grips with RAN helm orders. A U.S. Navy order of "right 15 degrees rudder" becomes "Starboard 15" in RAN. And when Kincaid talks about a glass of bug juice, his colleagues no longer wonder about diet in the U.S. Navy but realize he's talking about limers, the saline-cordial thirst quencher.

Speaking both variations of English has elevated Kincaid into the position of linguist. Earlier this year as *Canberra* worked with two U.S. battle groups in the Indian Ocean, Kincaid acted as "interpreter." He was a go-between for the Texans with a drawl and the "Oz lingo" radio operators.

The admiral of one of the battle groups was so impressed with *Canberra*'s performance (and possibly Kincaid's interpretation) he sent an observer across to see how it ticked.

On the home front, too, Kincaid is finding a melting pot of Australian and American ways. "My youngest son, Aaron, is a fair dinkum Aussie," he said. "He's picking up the accent real quickly."

Kincaid's wife, Barbara, and other sons, Mark, 18, and Paul, 15, are not far behind, but by all reports they're enjoying the slower Australian lifestyle. The Kincaid family lives in The Hills district of Sydney, a little more than an hour's travel from the city's heart. They have access to a butcher, baker and green grocer; Sydney has yet to reach the supermarket saturation stage of the United States.

"We've been accepted very well," Kincaid said. "All of our neighbors have bent over backwards to welcome us, and the people are very friendly."

That was probably a comforting thought when *Canberra* left Sydney for 10 weeks to take part in Exercise Kangaroo '83.

With a year of his tour behind him, Kincaid will soon be notified of his next billet. But for the present he is the senior American officer afloat in the RAN.

"Doing your own paper work is hell," he said. □

—Navy News RAN

P-3 Orions Searching

P-3C *Orion* aircraft aren't the sleekest or fastest of the Navy's aircraft in comparison with fighter and attack jets like the F-14 *Tomcat* or F/A-18 *Hornet*.

Rather than scream through the skies as do its fighter and fighter/attack counterparts, which look for trouble in the air and on the ground, the Navy's P-3C squadrons (nine *Orions* per squadron) cruise at a respectable 330 knots true air speed on four turboprops. Their "ears," in the form of sonobuoys, bob along the ocean surface listening for submarines they can hear but not see.

And, unlike fighter and attack jets which usually operate with no more than a crew of two, the *Orion* generally hosts a 12-man anti-submarine force which is needed to fly the aircraft and



For Big Fish

Photos by PHC Chet King, FltAVComLant

operate the two and one-half tons of electronic, magnetic and sonic detection equipment.

Three pilots, two flight officers, three sensor operators, one in-flight technician, one ordnanceman and two engineers are the norm for an *Orion* crew conducting all-weather anti-submarine warfare, surface surveillance, anti-shipping, and even search-and-rescue. Those missions average eight to 10 hours but P-3s can stay aloft for as long as 18 hours.

With its highly skilled sub-seekers, the P-3C *Orion* is a silent and formidable foe to submarines lurking below. P-3C *Orions* and their crews are often an unfamiliar yet aggressive part of the Navy, helping to keep the world's commercial sea lanes open. □



Clockwise from far left: A P-3C Orion from VP-45 returns to NAS Sigonella, Sicily, in the early morning hours. AO2 Jim Wheatly gives the "thumbs up" after cleaning a P-3's windows. The lighted hangar is the scene for maintenance work which goes on around the clock. AW3 Spencer Cunningham checks sonobuoys for an upcoming mission. Lt. Mike Price, navigator/communications officer, goes over paperwork during a flight. PHC Ken Thornsley operates an Agiflite camera during a surveillance mission.

Ten Days Of



U.S.
NA

Urgent Fury



Mission Accomplished

Grenada, one of the smallest independent nations in the Western Hemisphere and one of the southernmost Caribbean islands in the Windward chain, has an area of only 133 square miles. The population is 110,000. But size is not necessarily the determining factor when governments consider strategic military locations. The Cuban government knew the value of Grenada's location when it decided to utilize the former British colony as a holding place for arms and military equipment, complete with a major airport. Eastern Caribbean nations fully understood the implication of the communist threat and called upon the United States for help. The response was Urgent Fury, a multinational, multiservice effort.

To get the full story of how the United States responded—what actually happened on Grenada, and especially why Urgent Fury had to take place—All Hands sent artists, photographers and journalists on a wide-ranging assignment. They asked questions and drew on information from the people who planned the rescue mission, from those who took part in it, and from others who witnessed the unfolding sequence of events during the 10 days from Oct. 25 to Nov. 3, 1983. Like Urgent Fury itself, the presentation on these pages is the result of a multiservice effort.

—The Editor

* * *

Not until about 40 hours before H-hour were commanding officers of the ships told what the mission in Grenada would be—to evacuate U.S. citizens, neutralize any resistance, stabilize the situation and maintain the peace. That didn't leave much time to get the ships ready.

On board USS *Guam* (LPH 9), flagship of Amphibious Squadron Four, Aviation Ordnanceman Third Class George Boucher Jr. staged ammunition for vertical replenishment to the other four ships of the Marine amphibious group—USS *Barnstable County* (LST 1197), USS *Manitowoc* (LST 1180), USS *Fort Snelling* (LSD 30) and USS

Trenton (LPD 14). He wondered why Marine CH-46 pilots were flying in unfavorable winds on that dark night of Oct. 24; the helicopters had trouble lifting the pallets as the ships rushed through the water.

Down in the flag spaces, the operational commander, Vice Admiral Joseph Metcalf III, and his staff studied the plan for Operation Urgent Fury.

In the hangar bay, ammunition stacked to the overhead and machine guns laid in rows were ready to be installed in choppers. Forces of the 2d Battalion, 8th Marines, packed their field gear and cleaned weapons.

Stateside, Army Rangers and 82nd

SEALS reconnoiter Pears Airport/Grenville area. The decision to go ashore by waterborne means or helicopter-borne assault was critical to the planned landing in the Pears Airport/Grenville area. Coral and rough seas eventually resulted in a decision by the task force commander to launch the assaulting Marines via helicopters. Reconnaissance of the Pears Airport/Grenville area took place in the early hours of Oct. 25, long before the helicopter force arrived.

NAVY SEALS RECON BEACH
PEARLS AIRPORT—GRENADA

Urgent Fury

USS Guam (LPH 9) launches helicopter assault force. Marine helicopters rendezvous above Guam and its support ships before heading in to the landing zone several hundred meters south of Pearls Airport. Here an AH-1 SeaCobra of HML-167 rounds up several CH-46s of HMM-261. The CH-46s formed a loose column of three aircraft sections led by two SeaCobras. Two more SeaCobras brought up the rear of the helicopter assault force. Dawn was barely breaking at 5 a.m. as the helicopter-borne Marines touched down in the landing zone.

Army Rangers parachute onto the airfield at Point Salines. A gun crew manning a Soviet-made ZU-23 23mm rapid-fire twin-barreled cannon worked frantically to jack up the back of the gun mount. By about 5:30 a.m., the first Air Force C-130s approaching the airfield were met by heavy ground and anti-aircraft fire. Only one C-130 managed to disgorge its cargo of battle-ready Rangers on that pass. Other C-130s regrouped before dropping to 500 feet over the runway where the balance of the Ranger force floated down. Obstacles had been placed there to deter American aircraft from landing. Air Force AC-130 Spectre gunships mauled the Cuban/Grenadian defenders who attempted to fire at the Rangers.





Airborne Division paratroopers assembled and prepared for departure to Grenada.

Out of sight in the darkness, the USS *Independence* (CV 62) task group, including USS *Richmond K. Turner* (CG 20), USS *Coontz* (DDG 40), USS *Caron* (DD 970), USS *Moosbrugger* (DD 980), USS *Clifton Sprague* (FFG 16) and USS *Suribachi* (AE 21), steamed into position off the coast of Grenada.

Toward midnight, Hull Technician Second Class Timothy Stevens descended one of *Guam's* fireroom ladders to weld a leaking economizer on a boiler. He didn't mind that reveille would sound in a little more than two hours; he was going to be up anyway.

At the 2 a.m. reveille, Mess Management Specialist Seaman Stephen Green started serving breakfast to the first few officers who trickled into the ward-

room. His counterparts on the mess decks fed Marines and ship's crew. No one expected the lines would remain open for the rest of the day—and for the next five days.

The first heliborne landing force launched before dawn from *Guam's* flight deck. Marines of Echo Company huddled in the helos, wondering what kind of resistance they would encounter. Many had been in the Corps for less than a year.

When the helicopters touched down at Pearls Airport at 5 a.m. on Oct. 25, the PRA—People's Revolutionary Army—greeted the Marines with bursts from small arms and machine guns. In pairs, the Marines scrambled out of the helos and immediately dug in, waiting for the choppers to leave.

Three Soviet-made 12.7mm guns on a nearby hill fired at helicopters bring-

An American student from the St. George's University Medical College expresses her appreciation to two 82nd Airborne troopers. Other students queue up behind the loading ramp of a waiting Air Force C-141 transport. After the Rangers had cleared the runway, several Air Force transports landed on the partially completed but serviceable runway. The Rangers went on to drive the Cuban/Grenadian defenders back from the immediate area and rescue American medical students from the True Blue campus at the east end of the runway. Rangers quickly located and rescued other medical students from their quarters farther east.

Urgent Fury

Marine SeaCobra co-pilot/gunner Captain Jeb Seagle rescues pilot Captain Tim Howard. It was mid-afternoon of the first day of the rescue mission, and Howard and Seagle were making firing runs on Fort Frederick and a nearby cluster of buildings. Howard recalled that the tops of all the buildings from where ground fire was coming had bright green roofs, so it was difficult to ascertain exactly where the heaviest fire was coming from. Next to Fort Frederick was a Cuban headquarters building with the Cuban flag flying overhead. When the Cubans realized that Americans were coming, they moved their flag-draped pole a couple of hundred meters north to old Fort Matthew, where a mental hospital was located. The Cubans, who armed the mental patients with automatic weapons and forced them to fire at aircraft flying overhead, had installed a BTR-60 armored personnel carrier in the trees near the hospital. Ground fire was intense, and heavy caliber rounds thudded into the starboard side of the SeaCobra. Other cannon rounds, perhaps from the 20mm cannon of the BTR-60, slammed into the cockpit, severing Howard's right forearm and wounding him seriously in the right leg. Seagle was knocked unconscious as the SeaCobra went into autorotation, its main rotor revolutions per minute dangerously low. Almost drained from shock, Howard dove the SeaCobra down toward a clear area to land. As it plummeted toward the ground, Seagle's head bobbed senselessly against his gunsight. Howard screamed, trying to arouse Seagle. As the SeaCobra flared for touchdown, Howard wrapped his left leg around the cyclic control stick and brought in all the collective pitch he could muster with his left arm. The SeaCobra's tail rotor furrowed into the turf and separated from the tail boom. The cockpit windows were blown out and the engine covering flew off. The skids groaned and spread apart as the full weight of the gunship came to rest upon impact. Miraculously, the SeaCobra remained upright. The SeaCobra was burning fiercely when Seagle came to. "Tim," he shouted, "let's get the hell out of here." Seagle climbed out of the SeaCobra as Howard lurched out of his armored seat and fell to the ground.

Small arms fire splattered around them. About 40 yards away from the SeaCobra, Howard beseeched Seagle to save himself. Seagle said he'd get help and return. He made only 40 to 50 yards when a hail of gunfire snuffed out his life.

Another SeaCobra attempted to relieve Howard from his ordeal by directing in a med-evac helo and suppressing the wicked small arms fire. Heavy caliber rounds struck the defending SeaCobra, causing a fatal dive into St. George's harbor.

A Marine CH-46 landed nearby and an HMM-261 crew chief carried Howard to safety. It had been an hour and a half since his ordeal began.



ing in the second assault—Marines of Fox Company—to the town of Grenville, just south of Pearls, at 6 a.m. SeaCobra attack helicopters were called in to silence the guns and Fox Company landed amid light mortar fire.

Echo and Fox companies moved slowly and cautiously after their landings; after a couple of hours, most of the resistance at Pearls and Grenville was beaten down.

"Commanders were directed to ensure minimum casualties to both friendly and Grenadian people," said Commodore Robert S. "Rupe" Owens, Commander in Chief Atlantic, deputy chief of staff for operations. "We didn't want to go down there and tear the island apart. We had to move slowly, making sure we had good defensive positions, and not exposing ourselves."

Army Rangers, arriving at the airfield

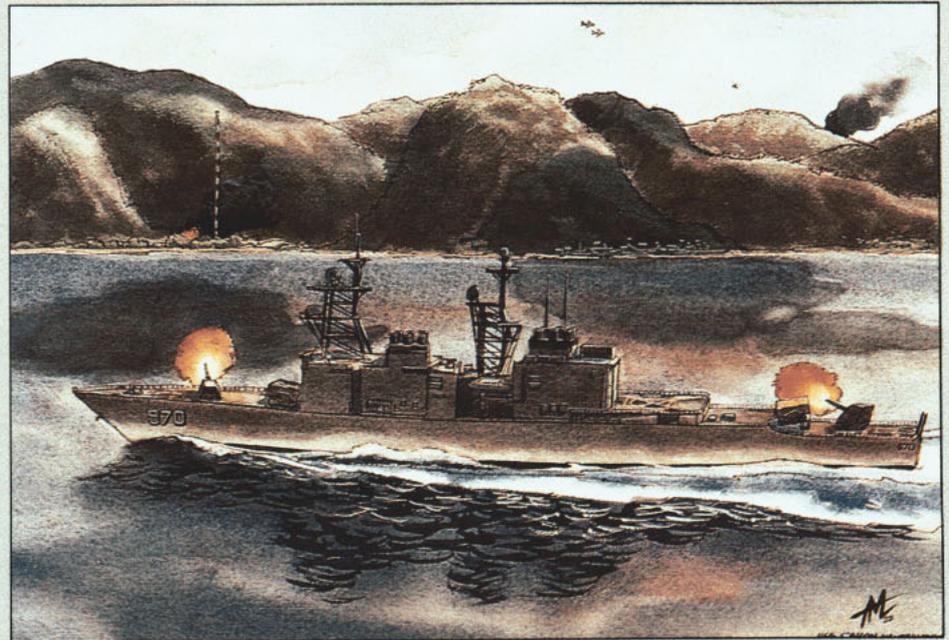
at Point Salines at dawn the same day in C-130 aircraft, met much stiffer resistance than the Marines were encountering at Pearls. To avoid the anti-aircraft fire, the Rangers jumped from a very low altitude—500 feet. Machine-gun fire blasted at aircraft and Rangers on the ground. But U.S. Air Force AC-130 gunships silenced the hostile fire with devastatingly accurate blasts.

"The Cubans and PRA were very well placed," said Captain Thomas Scott, CinCLant assistant chief of staff for current operations. "They had occupied the high ground and strategically placed their anti-aircraft positions around the airfield before the initial assault by U.S. and Caribbean forces. They were probably where we'd have been if we'd been on the resisting side."

The airfield at Point Salines was



USS Caron (DD 970) silences "Radio Free Grenada" with its 5-inch guns.



blocked, a clear sign an assault was expected.

"There were reports in the press on Saturday (Oct. 22) that the Organization of Eastern Caribbean States had met," Scott said. "Right after that meeting, someone passed the word to Grenada that the United States and a Caribbean peacekeeping force would invade, probably within 24 or 48 hours. In fact, word was put out on Grenada radio that the invasion would occur on Sunday."

On Sunday, however, the United States was still discussing the risks of the operation and trying to ascertain how much resistance the Caribbean peacekeeping force would meet.

"Three or four dozen Cuban Army regulars were in Grenada," said Captain Thomas A. Brooks, CinCLant assistant chief of staff for intelligence. "They were not organized into a regular mili-

tary unit, but were primarily advisers and instructors to the Grenadian military.

"In addition to those people, there were a handful of paramilitary Cubans—such as police and secret service types.

"There were also about 600 Cuban construction workers. Contrary to what people might have read, we knew the construction workers were all militarily trained, that they were armed and that they practiced with their weapons. We anticipated that if the PRA elected to oppose the intervention of American and Caribbean peacekeeping forces, the Cubans might fight against us, too."

Brooks added that the Cuban construction workers were lightly armed with personal weapons.

"They were not very effective," he said. "Within a couple of hours most of them had thrown down their arms and surrendered."

Even before securing Point Salines airfield on the first day, Rangers had moved to evacuate American students at the True Blue campus of St. George's Medical Center. The campus, located at one end of the 10,000-foot runway the Cubans had been building, was reached easily and the students were rescued. A second campus at Grand Anse was farther away, and retreating Cubans and

PRA units blocked the Rangers from the students.

By afternoon the Point Salines airfield was secured from all but sporadic mortar and small arms fire, and Rangers were moving against PRA positions near St. George's, the capital. Other Rangers removed obstacles on the Point Salines runway, and elements of the 82nd Airborne Division flew in to add more people and heavier weapons to the assault.

Meanwhile, Fox and Echo companies merged north of St. George's and secured a flat, stadium-like area called the Queen's Racecourse, which the Marines dubbed "LZ Racetrack" (LZ standing for landing zone). The battalion landing team commander set up headquarters there.

"We did a lot of humping today," said Marine Captain Mike Dick, Fox Company commander, after the first day of the operation. He looked over his men and added in a low tone, "It's quite a bit different from Camp Lejeune. We're doing this for real and for keeps."

"The performance of these young Marines has gone one step beyond professionalism. That's a factor of their training and maturity."

During the evening, Marines of Golf Company, from the tank landing ships *Manitowoc* and *Barnstable County*, landed at Grand Mal beach, just north

Urgent Fury



Rangers assault Grand Anse beach in Marine helicopters to rescue more students. The day after the force landed in Grenada, another group of American medical students were located at the Grand Anse Campus of St. George's Medical College. The campus was situated amid a pocket of heavy Cuban/Grenadian resistance just south of St. George's. Several Marine CH-46 helicopters carried in Army Rangers to secure the area as several Navy and Air Force fixed-wing support aircraft suppressed enemy defenders.

of St. George's, with 13 amphibious vehicles and five tanks.

Throughout the first night, a constant stream of logistics aircraft landed and took off from the partially completed runway at Point Salines. Gunfire roared from ships and aircraft. "Kamikaze" flies, mites and gnats with "teeth like the great white shark" added to everyone's discomfort.

The night was as hot as the day had been. The Caribbean air was thick with salt and humidity. Dawn greeted the island with a burning, bright sun.

At first light on the second day, Marine armor supporting the Rangers and 82nd Airborne began final assaults on Cuban and PRA positions around St. George's. With close air support from Navy attack aircraft from *Independence*, Golf Company captured the governor's residence at 7:12 a.m., free-

ing several civilians and Sir Paul Scoon, governor-general of Grenada and representative of Queen Elizabeth.

At Point Salines airfield, soldiers with faces painted green peered out of foxholes. Jeeps crisscrossed the runway at breakneck speeds. The noise was unceasing: the steady whine of C-141s, the constant thumping of helicopters, the scream of a Navy A-6 *Intruder*, sharp staccato bursts of strafing fire, and the low hum of a circling AC-130 gunship. Occasional bomb bursts and mortar fire echoed in the distance. The popping of small arms fire came from just over the hills to the north and west.

But the loudest sounds of all were the cheers of rescued medical students. Casually dressed, they carried only what they had grabbed at a moment's notice. Looking more like tourists than refugees, they cheerfully boarded C-141 air-



Old Glory coming down at Point Salines airfield. With the departure of the final contingent of assault troops from Grenada, members of the Air Force's 375th Security Police reverently haul down Old Glory on Dec. 16, 1983, marking the end of the American presence on Grenada.

Marines take over Pearls Airport. With all but sporadic resistance at an end, Pearls Airport was quickly pressed into service as a "support facility." Marines graced the operations terminal with a new name, "MCAS Douglas" (Marine Corps Air Station Douglas) as depicted by a sign produced by the Marines for the occasion, which hardly related to the Marine Corps History and Museum Division's approved list of names for historical places. Nevertheless, Marines who assaulted Grenada chose to honor the memory of Sergeant Major F.B. Douglass, who lost his life in Lebanon. (Note: The "MCAS Douglas" sign was subsequently retrieved and vociferously protected and escorted back to the United States by members of the Army's 82nd Airborne, who were determined to assure this tribute to Douglass would be returned to its proper place of repose.)



SECURING PEARLS AIRPORT, GRENADA, TEMPORARILY NAMED "MCAS DOUGLAS"

Urgent Fury

U.S. Army Blackhawk helicopters transport members of the Eastern Caribbean Defense Forces into Grenada during Urgent Fury. Photo by JO1(SS) Peter D. Sundberg, FltAV-ComLant.

craft ready to fly to the United States.

In the meantime, students at the Grand Anse campus were still trapped inside a wall of PRA soldiers and Cubans.

“Marine helicopters and Rangers were combined to outflank the line of resistance,” said Scott. “We did a vertical assault—or vertical rescue—and inserted Rangers behind the line. The students were taken out by helicopter while the resisting forces were beaten down.”

Late in the second afternoon the Marines captured Fort Frederick, where they found the PRA’s command and control system plus a room full of automatic weapons.

“We stomped the heart of the resistance here,” said Marine Colonel James P. Faulkner, the Marine amphibious unit commander. “Thereafter, resistance was disorganized.”

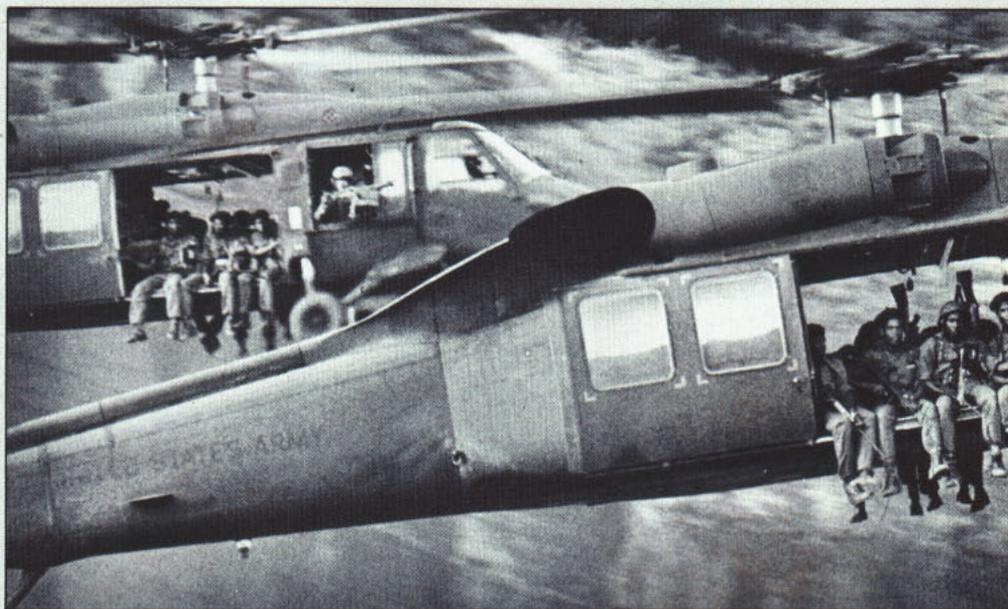
On the morning of the third day of operations, Rangers and Marines, with close air support from the carrier *Independence*, attacked heavily fortified positions at Fort Adolphus, Fort Matthew and Richmond Hill prison above St. George’s. U.S. aircraft flying in the vicinity during the first two days had met a torrent of anti-aircraft fire; three helicopters had been shot down.

One of the heavily defended positions in the area later turned out to be a hospital.

“That was a physically co-located defensive position for the PRA,” Scott said. “It was advertised by flag and by gunfire to be an enemy position”. At about noon, Golf Company secured Fort Matthew, and about a half hour later they took Richmond Hill prison.

When Fox Company marched into Fort Rupert on the second day, they found so many communist weapons that a squad was left behind to guard them.

Echo Company marched north of Pearls Airport and seized Soviet-made AK-47s and rocket launchers, along with three 12.7mm guns. While moving



inland, Marines clashed with an enemy patrol.

“The Marines banged up that squad to a point that they headed the other way,” Faulkner said.

Meanwhile, the 82nd Airborne, with close air and naval gunfire support, moved against the Calivigny military barracks east of Point Salines. The assault completed the last major objective for the peacekeeping forces. Afterwards, the Rangers were airlifted out of Grenada.

The next day—Oct. 28—the 82nd Airborne and Marines linked forces at Ross Beach. They secured St. George’s and began mopping up the last few pockets of resistance scattered around the island.

In St. George’s the peacekeeping forces encountered the biggest surprise of the operation: the civilian population.

“We expected that the people would at least passively accept the situation,” Scott said. “After all, they had been under a 24-hour shoot-on-sight curfew for several days before we got there.”

But the reception the Grenadians gave the peacekeeping force was anything but passive.

“The thing that is most indelibly inscribed in my mind,” said Brooks, “in regard to Grenada, was how incredibly happy they were to see us.” Brooks, on the fourth day of the operation, flew into Grenada with Admiral Wesley L. McDonald, Commander in Chief of the U.S. Atlantic Command, who had over-all command of Urgent Fury.

“The people came up to Admiral McDonald—and they had no way of knowing who he was—shook his hand and said, ‘Thank you and God bless you.’ We encountered this all through St. George’s,” Brooks said. ‘People were leaning out of windows and saying ‘God bless America.’

“As we were passing a street corner, three ladies were dressed up in their Sunday best. One of them held up her index finger and said, ‘Reagan number one.’ Then the ladies had a brief confab and I guess it must have been ladies day, because then one of the others said, ‘Eugenia Charles (prime minister of Dominica) number one; Reagan number two!’” Brooks said, laughing.

“Uniformly and universally, they were very, very happy to see us there,” he said. “I thought it must have been like it was a generation earlier, when Europe was liberated during World War II. We hadn’t anticipated anything like that.”

The Grenadians showed their appreciation with more than words. They gave away fresh fruit, ice water and cases of soft drinks. At Pearls Airport, they cooked rice, meat and fruit for the Marines. The gratitude of the people was a great reward for the members of the peacekeeping force. It made the hardships endured worthwhile and made the troops feel they had done something very noble, that they were very much needed and appreciated.

“Morale is sky high,” Faulkner said proudly. “One reason is how well we



were received by the Grenadians. We were not treated as conquerors, but as friends of the people.”

In fact, according to a survey done by an independent Caribbean firm, 87 percent of the Grenadians believed the intervention by the Caribbean peacekeeping force was a “good thing.” Only three percent didn’t believe the intervention was justified.

That positive reaction came despite a heavy anti-American campaign by the New Jewel Movement.

“The Grenadians had obviously been fed a lot of anti-American doctrine,” Brooks said. “We saw a lot of that down there. But it didn’t take, which must have frustrated the Marxist leadership.”

Fortunately, the Grenadians were so glad to see the Caribbean peacekeeping force that they turned in suspected PRA soldiers, and helped lead their rescuers to hidden arms caches. The PRA soldiers were questioned and, unless they were part of the upper echelon of the Grenadian military establishment, were released.

The remaining Cubans who had not been captured fled to the Cuban or Soviet embassies and were later flown to Cuba.

By Nov. 2, all military objectives had been secured. Next day, hostilities were declared to be at an end. Grenadians went about putting their country back in order—schools and businesses reopened for the first time in two weeks or more.

Urgent Fury was a success, but not without the inevitable tragedies of battle. People did get hurt and die. In the full light of morning on the first day of the operation, helicopters transported wounded to *Guam*. As the helos landed, teams of hospital corpsmen rushed to help carry stretchers. A triage area was set up in the hangar bay. The ship’s doctor, Lt. Dan Walsh, flight surgeons and corpsmen prepared patients for surgery.

As the first casualties were taken to sick bay, an Army UH-60 *Blackhawk* gunship approached *Guam*. The pilot had been shot through the left leg and was bleeding profusely. Anti-aircraft fire had damaged the engine controls. The co-pilot fought the helicopter to the flight deck, but couldn’t shut the engines down.

Chief Aviation Boatswain’s Mate (Hydraulics) Walter Anderson reacted instantly. On his command, a water hose was rushed to the helicopter where a stream of water was directed into the engine’s intakes. The rotor blades stopped and two aircrewmembers aboard the *Blackhawk* scrambled out, beaming with relief. Hospital corpsmen helped the wounded pilot onto a stretcher.

By noon it was obvious to the sailors on *Guam* that the Army, landing at Point Salines, had encountered the heaviest resistance. All the medevacs up to that point had been Army soldiers.

At the end of the operation, 18 American men had died and 116 were wounded. *Guam* had treated 77 wounded, and many others had been sent to Roosevelt Roads Naval Station, P.R.

Other statistics illustrating the intensity of Urgent Fury were recorded on *Guam*’s flight deck: 1,214 launchings and landings; 103,422 gallons of aircraft fuel consumed; 186,968 pounds of cargo lifted; and 13,775 pounds of mail delivered.

Urgent Fury had lived up to its name. But it was only the first stage of what was to become a long deployment. The Marines returned to their ships and Phibron Four and the *Independence* task group set course for Beirut, Lebanon.

On Jan. 24, 1984, Admiral McDonald

summed up the success of Operation Urgent Fury in an address before the House Armed Services Committee.

“In summary, history should reflect that the operation was a complete success,” he stated. “All phases of the assigned mission were accomplished. U.S. citizens were protected and evacuated. The opposing forces were neutralized. The situation stabilized with no additional Cuban intervention. U.S. students have returned to resume their studies at the medical school and tourism is steadily increasing. And, most importantly, a lawful, democratic government has been restored.”

—Story by JO1 William Berry.
Staff Sgt. Robert C. Bernal and Sgt. Chris Grey, MCAS Cherry Point, N.C.; Lt. John Dawson and Lt.j.g. John M. Pratt, USS *Guam*; JOC (SW) Gary Miller and JO2 Wes Pederson, FltAVComLant; JO2 Steve Dow, CinCLant; and Michael Leahy contributed to this article.

Mike Leahy, whose paintings captured the essence of Urgent Fury, is a retired Marine Corps Reserve lieutenant colonel with 30-1/2 years of combined active and reserve duty. He began his military career as a mortarman, advancing to sergeant before becoming a naval aviator. He accumulated 3,000 flight hours as a helicopter pilot. His final tour as a pilot was from 1959 through 1962 with HMX-1, flying Presidents Eisenhower and Kennedy. Leahy was recalled to active duty as a major in 1967 and served for 25 months as executive officer of the Marine Corps combat art program. Leahy, who traveled to Grenada shortly after the rescue mission to do research for the paintings reproduced on these pages, is deputy legislative and public affairs officer for the Naval Air Systems Command. Leahy’s work also appeared in the February 1983 issue of *All Hands*.



Up Front With The Combat Camera Team

By JO1(SS) Peter D. Sundberg, FltAVComLant



I had worn the same uniform for three days. I had weathered heat and tropical rainfall which had turned my combat boots from dust to mud and back again. There was no resemblance between me and the sailors you see on posters.

Yet I felt more of a sense of that sometimes overused, often misunderstood, term pride and professionalism than if I had been wearing dress blues. As one of a seven-member combat camera team, I was documenting one of the largest full-scale military combat operations in recent years: the invasion of the West Indian isle of Grenada.

Shortly after arrival on Grenada, my reaction was one of surprise and pleasure at the positive way the American troops were received by the island residents. It was unexpected, especially for those of us who had seen American casualties medevaced to USS *Guam* (LPH 9) during the initial assault.

None of us had known what to expect when we were flown out of Norfolk to *Guam* three days earlier. We were told that the media would not be allowed on the island until conditions were deemed safe for civilians. Therefore, we would supply still and motion picture coverage of the operation.

Hours before the landing, the Marines were understandably quiet as they

*An exhausted soldier grabs a moment's rest.
Photo by JOC(SW) Gary Miller, FltAV-
ComLant.*

checked and rechecked rucksacks. Small arms, M-16s and other assorted weapons littered *Guam's* berthing compartments—temporary home for the Beirut-bound Marines. The young men of the amphibious unit knew that they would receive their baptism under fire before they ever arrived in Lebanon.

"Have you got all your gear squared away?" asked Sergeant Jon East.

What little gear I had was ready. There wasn't much—my cameras, film, weapons, flak jacket, helmet. I just hoped I'd be able to move fast enough with that load.

Then East asked if we had written our last letter home.

It was a sobering thought. I knew we would be going into combat soon, but the seriousness of the possible consequences hadn't quite hit me. Maybe I was just distracted by the John Wayne movie playing on the ship's television system—"The Sands of Iwo Jima." The "Duke" made war look easy. In any event, I'd soon know how my island would compare with his.

We made a helicopter air assault early the morning of Oct. 25. My team went into the island's commercial airport at Pearls. We met only light resistance, and we captured three Grenadians who seemed genuinely happy to see us. They definitely were not content with the conditions on the island nor with the Cuban influence which they said was becoming more and more oppressive.

We found their attitude to be the norm rather than the exception as we met more and more Grenadians during our sweep of the island.

Upon arrival in St. George's, the capital city, we were met by young men who wanted to be armed so they could join us in routing the Cubans and the local PRA (People's Revolutionary Army), and by young women and children who offered fruit and soft drinks. One young boy asked if I had room for him in my camera bag; a cafe owner offered me a cold beer (which I wanted to accept), but I settled for a coke.

After the securing of Grenada and the arrival of troops from the Eastern

Caribbean Defense Force, we were told that we were to make one more assault—this time against the island of Carriacou, just north of Grenada and thought to be a Cuban stronghold.

The only resistance we encountered on Carriacou was one elderly, slightly intoxicated man who minced no words in explaining his displeasure at having Americans on his island.

Some of us felt a sense of embarrassment because of the man's tirade against us, but East eased our minds and put our presence in the West Indies into perspective.

"Hey you guys, this is only one of the reasons we're here," he said. "So people like him can say anything they want without worrying about what's going to happen to them later."

The momentary embarrassment left us. The pride deepened.

Driving through St. George's, a member of the 22nd MAU has just quenched his thirst, thanks to a Grenadian civilian who handed him a coke. Photo by JO1(SS) Peter D. Sundberg, FltAVComLant.



Esprit de Corps At Roosevelt Roads

By JO1 Brenda Starkey, NavSta Roosevelt Roads

While many Americans were waking up last Oct. 25 to news reports that U.S. troops had landed on Grenada, Roosevelt Roads Naval Station, Ceiba, P.R., had already swung into action in support of Urgent Fury.

On Oct. 24, what Chief Warrant Officer Tommie Fudge of the Aircraft Intermediate Maintenance Department called "the largest gaggle of C-130s amassed at the same time since Da Nang," arrived. Air operations, fuels division and other aviation support people, many working 24 hours on and 24 hours off through the operation, serviced the aircraft.

With so many planes in the air, air traffic controllers had their hands full. They worked with a Federal Aviation Administration representative to devise a "canned route." According to Chief Air Traffic Controlman Dave Johnson, the canned route eliminated the pilots'

need to file a flight plan for each shuttle between Grenada, Barbados and Roosevelt Roads. Even so, air traffic controllers worked eight hours on, eight hours off until Nov. 10.

On the ground, the transient line crew had its own problems finding parking places for all the aircraft.

"It was hectic," Johnson recalled. "Several times we couldn't have parked another aircraft."

Meanwhile, the people in unaccompanied personnel housing searched out all available berthing for the influx of people.

Shortly after Urgent Fury began, the naval hospital was advised to prepare to receive casualties, and a medical mobile augmentation readiness team flew in from Bethesda Naval Hospital to assist.

Casualties arrived in camouflaged C-130s. Waiting medical teams quickly examined the injured in the planes be-

fore releasing them to the hospital.

"It was probably one of the hardest things I've done in my nursing career," said Lt. Linda Kuhn, a nurse. "We'd be told a plane was coming, but sometimes it couldn't take off when it was supposed to, and we'd wait for a long time."

Receiving patients wasn't the only problem—others had to be flown to the mainland.

"Mobilizing 14-20 patients at one time for a medevac was also very difficult," Kuhn said.

During this time, Fleet Composite Squadron Eight transported two casualties to the Veterans Administration Hospital in San Juan.

"When I got orders to Roosevelt Roads, the last thing I thought I'd be doing was taking care of combat casualties," said Lt. Debra Gillespie, a medical-surgical ward nurse. "Everybody worked overtime—12 hour shifts on a good day."

"At first I was uneasy," she added. "It was depressing seeing how badly some of the people were hurt. But none of them said 'Why me?' Most of the patients had a good attitude."

At one point during Urgent Fury, surgery went on for 23 hours straight, according to Hospital Corpsman Third Class Margaret Duggan.

"Thank goodness for the Bethesda team," she said. "They really helped."

The chaplains concentrated on visiting the wounded. Chaplain Bob Burt's



Litter bearers load a casualty into an ambulance at Roosevelt Roads hangar 200. Photo by PH1 Charlene Marshall, NavSta Roosevelt Roads, P.R.

first visit was to a soldier missing an arm, and the chaplain was worried about how the soldier would react. But Burt soon discovered that Rangers are tough.

"They knew the risks they'd be taking when they got into the elite units," he said. "And they took their own losses well."

Father J.N. Nacauli, a Catholic chaplain who was also involved with breaking news of casualties in Beirut to local families, said the ordeal was "a nightmare—my heart was torn apart."

Other people aided in the hospital and visited the wounded. The station USO, wives clubs, Navy Relief and others provided cookies, flowers, shaving kits and newspapers for the patients. One corpsman noted that volunteers kept bringing in food for the hospital staff.

Naval station Marines provided extra

security details, carried litters and donated blood. They also hosted soldiers passing through Roosevelt Roads.

"We treated the soldiers as though they were Marines," said Major Philip T. Hamilton, Marine Barracks executive officer. "We took care of them."

The dental clinic staff and local Seabees also carried stretchers. Some Seabees used their building skills to construct sawhorses to serve as litter supports. Seabees also assisted in security patrols and stood watches.

On the day after the landing, AIMD sent extra people to assist the transient line crew, which was having a tough time keeping up with all the C-130s, C-141s, airborne early warning, control and surveillance aircraft, gunships and KC-10s flying in.

During the operation, the fuels division pumped 2.5 million gallons of jet

fuel into more than 600 aircraft.

"In my 17 years of service, I've never encountered a group with such an enthusiastic attitude," said Lieutenant Commander Robert L. Foster, fuels officer, of his staff.

"There is no difference in the way we fuel a plane for a training exercise or for an emergency like Urgent Fury," he said. "But there is a difference in the esprit de corps. The fuels division people saw, for the first time, how important they really are."

Aviation Boatswain's Mate Airman Sandy Auringer shared her division officer's sentiments. "Before the operation, I didn't feel needed," she said. "But now I know I'm needed."

Johnson summed it up: "Before Urgent Fury, most of the junior people didn't know why the military was here. Now they've got the picture."

Front-Row Seat

By Senior Airman Andrew Knef, Military Airlift Command

The Military Airlift Command's mission commander in Grenada had a front-row seat for the rescue operation, but found the welcoming committee in nasty spirits.

"They knew we were coming," said Major General William J. Mall Jr., who arrived in an MC-130 from the 1st Special Operations Wing, Hurlburt Field, Fla. He was with the first plane-load of Army Rangers to parachute into Grenada and into a stream of 23mm anti-aircraft fire. General Mall, commander of the 23rd Air Force, Scott AFB, Ill., said the enemy first illuminated the aircraft with a searchlight. When half the Rangers had exited the aircraft, he recalled, the Cuban "construction workers" opened fire.

"As soon as the last paratrooper was out the door, the pilot put the aircraft in a dive and executed a maximum performance turn back toward the ocean," said General Mall, who directed the un-

folding mission from his command position. "The pilot undoubtedly saved the aircraft," he added.

The anti-aircraft fire was far more intense than anyone had anticipated. Flying at 500 feet and 120 knots to complete the airdrop, the C-130s were very vulnerable. Heavy ground fire forced the crews of two C-130s following the first aircraft to abort their airdrops. The C-130s suffered minor damage.

At that moment, help arrived in the formidable firepower of AC-130 *Spectre* gunships, orbiting at a higher altitude.

General Mall praised the efforts of MAC's special operation forces who, along with the Marines, spearheaded the Grenada operation.

"This was a very complex mission," he said. "We had a short period of time to plan and had to continue to modify our plan right up to the orbit point. I believe our flight crews made the difference."

Crews from Hurlburt and Pope AFB, N.C., demonstrated their ability to adapt to the changing combat scenario as they approached Grenada for the first time with the initial force of Rangers.

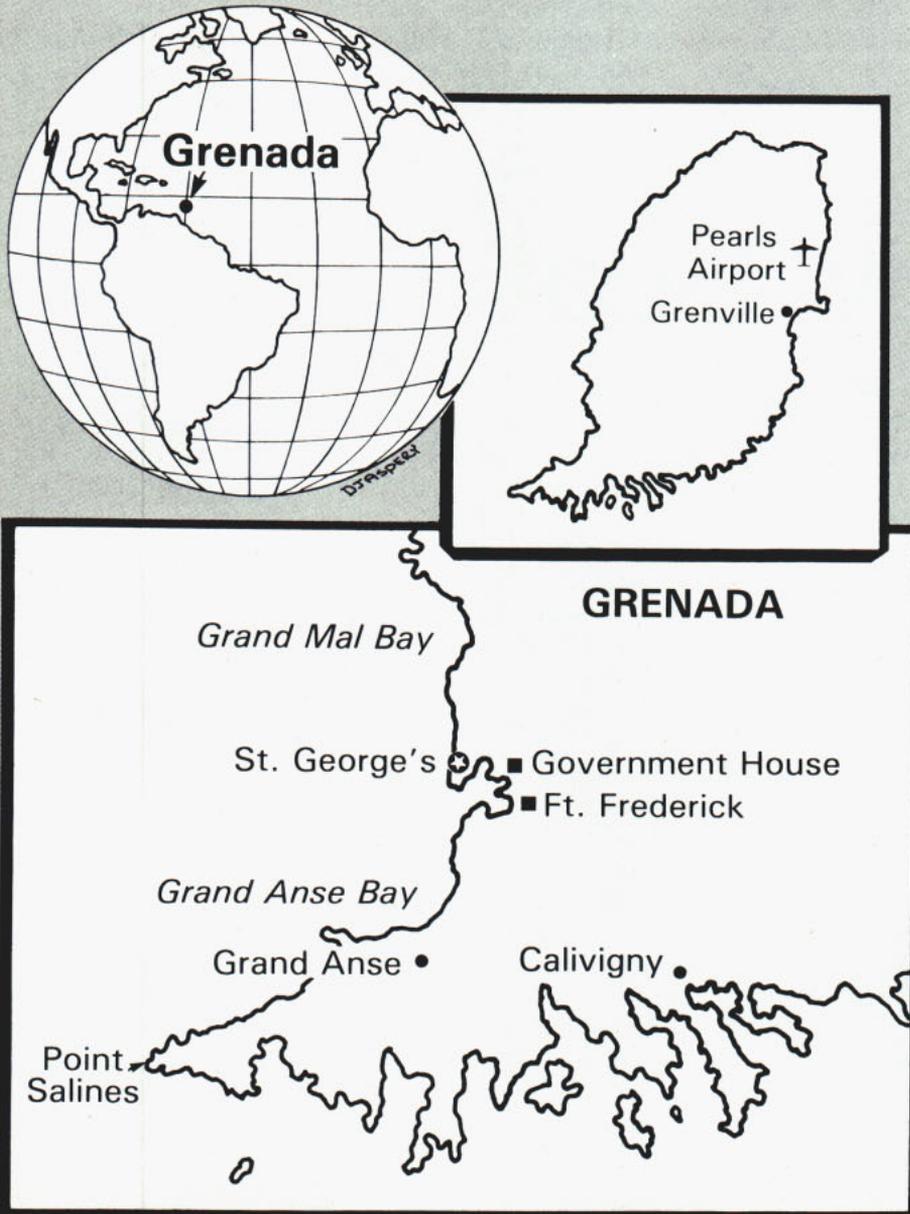
Because the Point Salines airfield was blocked with wire, blockades and vehicles, the aircraft went into an airdrop mode until the field was cleared. Even though the Rangers were released over a confining drop zone, only one trooper of the hundreds who jumped landed in the water.

"This was a very good airdrop—one of the best I've seen MAC do," he said. "And remember, this was performed partially at night, in poor weather and under combat conditions," General Mall said.

Further complicating the mission was the need to coordinate MAC aircraft launching from various points around the nation with the other services involved in the operation. The general's own airplane flew all night from a departure point in the Southwest United States to deliver its cargo of Rangers.

General Mall said he felt the consolidation of Air Force special operations forces under MAC helped establish clear lines of communication and command.

Why It Had To Happen



This article is based on interviews with senior officials familiar with the sequence of events that led to the planning and execution of Urgent Fury.

* * *

The last week of October 1983 was one most Americans will not soon forget. It started with the tragic bombing of the Marine headquarters in Beirut. Two days later, U.S. armed forces landed in Grenada.

Grenada? Many Americans had to look on a map to find the small Caribbean island, which is off the coast of Venezuela. Although recent news stories told of severe internal conflict on Grenada, few people suspected the major role to be played by the United States. Operation plans were rapidly drawn up and U.S. military forces prepared immediately to carry them out when directed by the President.

Why would the U.S. send combat troops to Grenada? Americans asked. Indeed, most of the world asked the same question.

What could be so important about the former British colony? Its history didn't indicate anything seriously threatening the security of a major power such as the United States. Grenada attained independence in 1974. Maurice Bishop overthrew the repressive government of Sir Eric Gairy in a bloodless coup in 1979. Bishop's New Jewel Movement

promised early elections and respect for human rights, but the new government suspended the country's constitution and soon copied Cuba's model of "revolutionary democracy."

Even under Marxism, what threat could a tiny Caribbean island hold? The tourists' paradise was known primarily for supplying a third of the world's nutmeg.

However, the United States was all too aware that the Cubans were building a major airport in Grenada. Supposedly, it was being constructed to boost the island's tourism. President Reagan pointed out that the airport also could be used as a stopover point for Soviet bombers and other warplanes.

So, when Eastern Caribbean nations and the United States joined forces and landed in Grenada last Oct. 25, many countries around the world accused the United States of invading the island to overthrow a government it didn't like. They were far from the truth.

Urgent Fury was a rescue operation—the United States went into Grenada primarily to rescue 800-1,000 U.S. citizens, mostly students. The United States was also responding to a plea from Eastern Caribbean nations to help restore law and order on the island.

October was probably one of the most tumultuous months in Grenadian history. Bishop's regime had been faltering. Deputy Bernard Coard demanded the government move more quickly to socialize the economy; Bishop considered elections. At about midnight on Oct. 13, Bishop was placed under house arrest and Coard took control of the government. Several cabinet members soon resigned.

But Coard had underestimated Bishop's popularity and the house arrest was short-lived. On Oct. 19, thousands of Bishop's supporters freed him. The crowd proceeded downtown to Fort Rupert, where the police headquarters was located. Bishop went to the fort to free one of his ministers who was being held there, but troops loyal to Coard's Central Committee surrounded him and the ministers with him, separated them from the crowd and marched them into the fort. Bishop and his loyal ministers were



executed. Education Minister Jacqueline Creft was reportedly beaten to death. At least 18 people, including women and children, were killed when troops opened fire on the crowd outside the fort; regional wire services reported 50 casualties from the firing.

Also on Oct. 19, the airport and shops were closed. Radio Free Grenada, the

A member of the 82nd Airborne Division stands guard at Point Salines airfield while students board a C-141 transport. Photo by JOC(SW) Gary Miller, FltAVComLant.

Urgent Fury

only source of news from the island, went off the air. When it started broadcasting again later in the day, it announced the deaths of Bishop and his ministers, formation of a Revolutionary Military Council headed by General Hudson Austin, and a 24-hour, shoot-on-sight curfew that was to last until the morning of Oct. 24.

In the United States, senior government officials met in Washington, D.C., to discuss the situation and to determine its implications for the United States. Many officials feared American citizens in Grenada would be harmed or taken hostage. As a precautionary measure, the Secretary of Defense approved an order which turned the USS *Independence* (CV 62) carrier task group and a Marine amphibious ready group south. They had been on their way to the Mediterranean to relieve other units in or off the coast of Lebanon.

The following day, Oct. 20, Barbados Prime Minister Tom Adams expressed his horror at the "brutal and vicious murders" in Grenada. Many Eastern Caribbean countries broke relations

with Grenada and refused to recognize the new government.

St. Lucia Prime Minister Sir John Compton said, "Coard's regime will try to push the Caribbean Community into the communist camp," and vowed his government and others would fight any such efforts.

An emergency meeting of the Organization of Eastern Caribbean States was scheduled for Oct. 20.

At the meeting, the OECS nations—St. Vincent and the Grenadines, St. Lucia, Dominica, Antigua and Barbuda, St. Kitts/Nevis and Montserrat, along with Barbados and Jamaica—unanimously agreed to intervene by force in Grenada if the United States would assist. A provision in the OECS charter, which is consistent with United Nations and Organization of American States charters, gave the OECS nations a legal right to take necessary measures to defend the region and to ensure peace and stability. The nations were free to call upon other concerned countries, including the United States, for assistance in the effort.

Meanwhile, in Grenada the curfew was lifted for four hours to allow people to purchase food. Riots and looting broke out. The ruling military council later denied the disorder, saying that people had lined up orderly outside shops, youths were seen playing football, and tourists were at the beach.

The OECS request for assistance arrived in the United States Friday evening, Oct. 21, and started a flurry of activity. Senior officials met to consider the request, and at 4 a.m. Saturday, Oct. 22, a team assembled to determine military requirements for the operation. At 9 a.m., the Pentagon was directed to formulate a plan to land U.S. and allied Caribbean military forces on Grenada, and Admiral Wesley L. McDonald, Commander in Chief of the U.S. Atlantic Command, was tasked with the job.

Secrecy was of paramount concern. The Pentagon and other government offices continued their normal routines. President Reagan played golf in Augusta, Ga., as scheduled.

And then very early Sunday morning, the truck bomb destroyed the Marine





*Russian trucks in a motor pool at Frequente.
Photo by Mike Leahy.*

headquarters in Lebanon. The President returned to Washington. Reporters mobbed Pentagon, State Department and White House media relations people. Urgent Fury preparations continued despite the Lebanon disaster.

Adm. McDonald flew to Washington Sunday to review his plans with the Joint Chiefs of Staff. By Monday, they agreed on the basic outlines of the operation. Early that evening, President Reagan decided to go ahead with the plans.

Also on Monday, Prime Minister Adams told the U.S. ambassador to Barbados that Sir Paul Scoon, governor-general of Grenada, had sent an appeal for OECS action to restore order. Governor-General Scoon, who was being held in house arrest in Grenada, was at the time the only government leader many OECS states would recognize on the island.

Shortly after 5 a.m. Tuesday, Oct. 25, Urgent Fury went into action.

The Soviet Union and Cuba denounced what they called an invasion of a sovereign country. The Grenadian am-

bassador to the United Nations complained vehemently to the world body, demanding that the United States and its Eastern Caribbean allies withdraw from the island immediately. Even U.S. friends around the world condemned the action.

But with open arms and smiles, the Grenadians welcomed the peacekeeping

force "invaders." They led U.S. troops to hidden arms caches. They thanked the Americans for coming.

Documents and military equipment captured on Grenada proved many of the U.S. government's suspicions. Secret Cuban military fortifications, arms caches and military communications facilities were discovered. Before collapsing, the Marxist government of Grenada had signed secret treaties with the Soviet Union, Cuba and North Korea for free arms and military equipment worth more than \$37 million. Artillery, anti-aircraft weapons, armored personnel carriers, small arms and ammunition were to be furnished to Grenada through the treaties.

As President Reagan had said, the peaceful spice island was being turned from a tourist paradise into a "Soviet-Cuban colony being readied as a major military bastion to export terrorism and undermine democracy."

—Story by JO1 William Berry



Students hurried off helicopters at Point Salines airfield (left) show their happiness at being rescued (right) as they await arrival of the C-141s that will take them back to the United States. Photos by JOC(SW) Gary Miller, FltAVComLant.

New Jersey's Big Guns

By PH2 Paul Soutar,
Seventh Fleet, Subic Bay, R.P.



Above: 110-pound bags of black powder must be manually removed from the canisters. Top: Sailors wait for the order to load a projectile. Right: GM2 Bob Brooks (right) and GMCS Don Davis guide a projectile across an oiled deck.

Nowhere in the world is the roar of big guns heard like it is aboard USS *New Jersey* (BB 62), the world's only active-duty battleship. Its mammoth barrels, from three turrets—two forward and one aft—belch fire and smoke every time the battlewagon hurls one of its huge projectiles, each the weight of a compact car.

Each turret housing extends six decks below its mount, to the bowels of the battleship. A team of approximately 77 men performs like a finely tuned watch, with all facets of firing the big guns honed to



resemble the meshing of delicate gears: powder bags must be manually carried from their canisters in the magazines to the hoists; shells must be slid over greased





Left: FTG3 Gary Daniels pulls the trigger that fires New Jersey's 16-inch guns. Below: Two guns from separate turrets fire in unison. Bottom left/right: GMCS Don Davis, a veteran of three New Jersey commissionings, watches through the periscope for the fall of shot. Gunner's mates lift a bore brush to the muzzle of a 16 incher.



decks to the shell hoists; and both shells and powder must be hoisted six decks to the mounts topside. Ether—used to make the black powder more volatile—permeates the projectile and powder magazines' atmosphere.

Safety, of course, becomes second nature—matches, lighters or metal objects able to spark and cause a conflagration are not permitted. The sailors manning the mounts realize the danger, however, and do not have to be told.

After firing the guns comes the equally demanding task of cleaning them. Unlike a 45-caliber sidearm, *New Jersey's* 16-inch mounts cannot be "field stripped" for cleaning ease. Since the ship bristles with nine guns, gunner's mates assigned

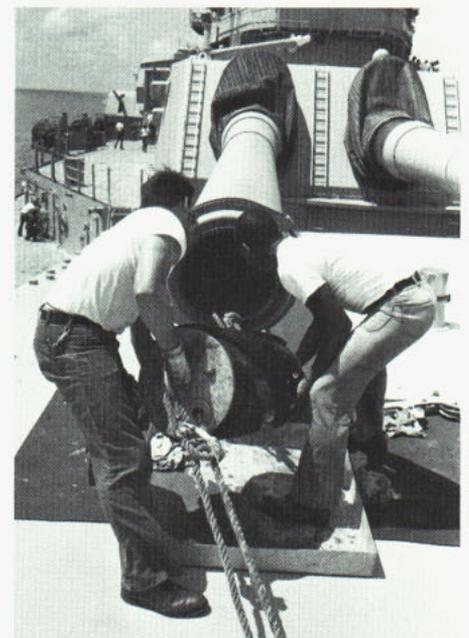
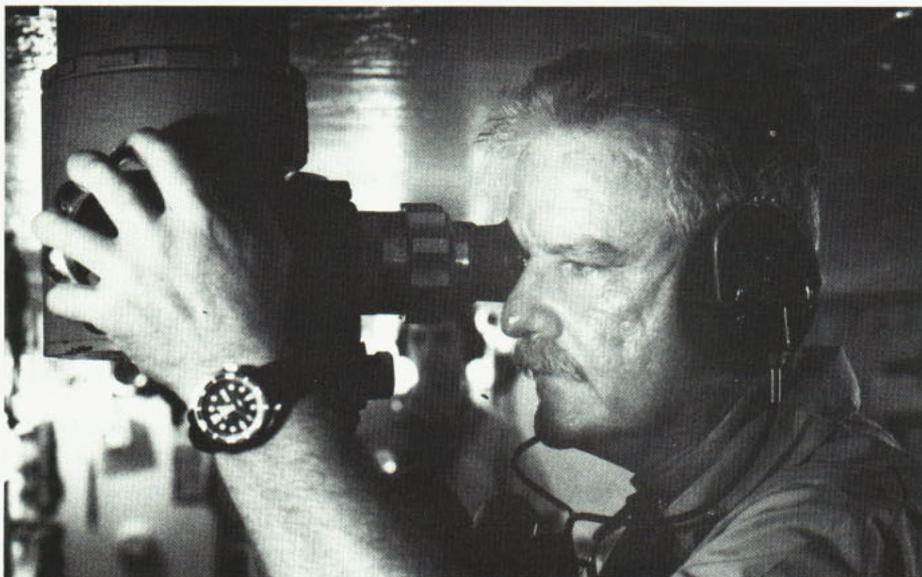
cleaning duties will often spend at least a day—if not longer—cleaning them.

The barrels' rifling is cleaned with a bore brush which requires two men to lift. It is pulled through the barrel with the same capstan used to load the projectiles onto their hoists during live-fire evolutions. Inside the turrets, breech fittings must be thoroughly cleaned, lubricated and checked to ensure everything is still within tolerance after the weapons have been fired.

At the delivery end of the barrels, soot and flash burns from the hundreds of pounds of black powder used to hurl the

projectiles to their targets are scraped off, and the metal is preserved and repainted.

Indeed—from start to finish—firing *New Jersey's* 16-inchers is unlike any other gunfire evolution in the world. All involved—the gunner's mates and members of the ship's deck force—must function as a closely knit team. Esprit de corps is vital—without it the roar of the big guns would never be heard, and there would be nothing but silence about the decks. □





Looking Beyond The Ridge

By PH2 David B. Loveall, FltAVComPac

The standard line among Sea and Air Rescue members at Naval Air Station, Fallon, Nev., is: "They must be just over the next ridge." In the past three years, they have picked their way through the unforgiving terrain of the Sierra Mountains, rescuing 112 people. In each case, the SAR team kept looking "just over the next ridge."

An airborne cavalry of about 35 UH-1 helicopter pilots, SAR crewmen, maintenance people and hospital corpsmen who are scattered about the base at different commands, the team can be assembled and rescue-ready in minutes.

According to the senior SAR crewman, Senior Chief Aviation Machinist's Mate William "Red Dogg" Moss, the team boasts an on-station rescue time of just under 12 minutes from take-off to delivery of a downed aviator. They also are proud of the high number of skiers, tourists and private pilots they have pulled out of the Sierras.

Although the team's primary mission is support of the Fallon bombing range, rescuing civilians is also a huge responsibility.

"A lot needed to be done when we first got here," Moss said. "It seemed people

just didn't give a damn about SAR so we had to get something going."

Shortly after Lieutenant Commander Norman Hickey—the SAR commander—and Moss came to Fallon, they met during their off-duty hours with some of the area sheriffs, airport officials, firemen and civil-SAR operation groups. After a discussion

Whether flying in bad weather over the mountainous areas of Nevada or rappelling through the trees from a helicopter, search and rescue team members put their own lives on the line trying to save the lives of others.



NAS Fallon

on how to handle different rescue situations in the hostile weather of the Sierra region, they designed and taught rescue techniques including rappelling with search dogs and riding a stokes litter stretcher while hanging 100 feet below the helo.

According to Hickes, the training has proved invaluable.

"We now work with about 20 counties in our area," he said. "I attribute the civilians' skill level to all the off-duty training and step-by-step evaluation of past rescues."

"People out there were soon impressed with what we were doing," Moss said. "We were putting forth a positive image of the naval service and of today's military man."

"These SAR guys are the greatest thing to happen around here as far as rescue goes," said Tom Rafferty, a south Lake Tahoe SAR volunteer. "They've given us professional, high quality training."

As Fallon's SAR team's notability spread throughout the area, its reputation

in the naval community was also heightened. Last year, the Navy recognized the team's achievements with commendation medals for the rescue of a skier who had been stranded in blizzard conditions for two weeks.

The Distinguished Flying Cross, an award seldom presented in peacetime, was presented to Hickes for his heroism while making connection with the skier in rapidly deteriorating weather.

In the Sierra region, where most rescues are at altitudes above 8,000 feet, weather

poses but one problem. Because of the air density at this altitude, a helicopter's weight-lifting and hovering capabilities must be carefully calculated.

"We never really know what we're going to be faced with on a rescue," Hickes said. "There is always a certain amount of risk. But there are common features in each type of rescue, and those we can plan. It minimizes the dangers."

The SAR team is close-knit, with each member almost eating, drinking and living SAR. Motivation ranges from a desire



Right: ADCS William Moss steers the stokes litter stretcher in the wind 100 feet below the helicopter during a practice cliff rescue. Below: Pilots and aircrewmembers are a close-knit group committed to helping others.



to help one's fellow man to having the opportunity to work at the elbows of today's professional flyers.

"There is no way to describe the feelings that come over us when we've exhausted all our rescue resources and we can call NAS Fallon to help us out," Rafferty said. "There are a lot of people who wouldn't be alive today if it hadn't been for the Navy SAR team." □

ADCS William Moss (left) gets together with HM3 Todd Chitwood, Lt. Cmdr. Norman Hickes and Lt. Ken Petty for a final photograph.



Farewell To Red Dogg

In one corner of a small playground high in the Sierra Mountains were three tables covered with tablecloths and catered with steak. On one side, 50 excited youngsters jumped up and down holding a banner that read, "Aloha Red Dogg."

One hundred feet above them, Senior Chief Aviation Machinist's Mate William "Red Dogg" Moss hung out a side door of the circling orange and white UH-1N Sea and Air Rescue helicopter. "I'll be damned," said the senior chief, "what's this—a party for me?"

As the helo landed, 11-year old Susan Kuhl, a sixth-grader at Diamond Valley

Elementary School in California, gave him a hug and a peck on the cheek—a regular hero's welcome.

"I'm your official welcoming to your going-away party," Kuhl said as she nervously giggled and fanned the skirt of her long white formal dress.

As the kids cheered and began to chant "Red Dogg, Red Dogg," the man who usually had an answer or a joke for everything was left speechless.

A member of the SAR team at NAS Fallon, Nev., for the past three years, Moss has been largely responsible for training area residents in mountain rescue tech-

niques. The training program helped to improve the image of the Navy and the SAR team at NAS Fallon.

"We're not heroes," Moss said. "We're just out here doing a job that somebody has to do."

"Red Dogg's real special to us," said school superintendent Dick Martin, who heads a dog search-team and was trained in rappelling by the Fallon team. "The demonstrations he's put on at the school have given these kids a special opportunity."

After lunch a group of kindergarten students came out to the helo. Red Dogg let them take turns sitting in the pilot's seat. According to teacher Judy Learn, NAS Fallon SAR has become an integral part of the school environment.

"This provides the students with a good understanding and builds a good relationship with the Navy."

As Red Dogg was presented his going-away banner, which he promptly added to an assortment of mementos he'd received at earlier stops, he posed for a few more pictures before flying off to his new duty station on Guam.

"Red Dogg and the rest of the Navy SAR people are the most professional people I've ever met," Alpine County Sheriff Larry Kuhl said. "Red Dogg has served in the highest tradition of naval SAR, and besides, he's a good friend."



Lt. Cmdr. Norman Hickes (right) and ADCS Moss at a going-away luncheon in their honor.

Bearings

Send John Home

Rarely if ever is a sailor so respected and admired that the crew bands together and sends him home for a well-deserved vacation. But, then again, it's not often that a ship has a sailor the caliber of Mess Management Specialist First Class John Baker. USS *Duluth* (LPD 6) is so blessed and the crew knows it.

Just before *Duluth* pulled into Pearl Harbor to end a seven-month deployment, an awards ceremony was held aboard the ship to honor the mess management specialist who was recognized by two commands and an entire crew for his outstanding work in *Duluth's* galley.

Captain Peter Hedley, *Duluth's* commanding officer, awarded Baker the Navy Achievement Medal for his support of Marines ashore during *Duluth's* various exercises throughout the deployment.

Baker and his team of galley workers routinely provided baked goods and fresh fruit to Marines serving under the extremely arduous conditions. Baker's efforts were also recognized in a letter of commendation from the commanding officer of troops embarked aboard *Duluth*.

Duluth crewmen are noted for their generosity, having collected more than 400 percent of their goal for the 1983 Combined Federal Campaign with collections in cash and pledges of more than \$28,000.

So, being the generous sailors that they are, *Duluth's* crew showed its admiration for Baker in a slightly different fashion. A collection to "send John home" was initiated to buy a ticket so that Baker could fly from Hawaii to *Duluth's* home port in San Diego where his wife and family live. Support for the drive was so overwhelming that Baker was presented with a plane ticket home, an order from the captain to go home, and an additional \$500 to spend once he got to San Diego.

Baker reported to *Duluth* as a seaman recruit a decade ago. He has since become an institution aboard the amphibious transport dock, where he is famous for candlelight dinners, flight-deck cookouts and excellent food service. *Duluth* earned



And touch someone it has—for decades! When USS *Inchon* (LPH 12) left Portsmouth, England, recently bound for home shores of Norfolk, Va., it carried an unusual piece of cargo. Just prior to *Inchon's* weighing anchor, Portsmouth's Lord Mayor Kitchener presented the ship's CO, Capt. Noel L. Ruppert, a traditional red telephone kiosk and an accompanying scroll for delivery to the sister city of—what else?—Portsmouth, Va.! The scroll read, in part, "To the city of Portsmouth, Va., to commemorate the sister city's link established between the cities in 1982."

In return, Ruppert presented a picture of the Portsmouth (Virginia, that is) waterfront on behalf of its Mayor Johanson.

Just before the kiosk was disconnected and hoisted aboard *Inchon*, Lord Mayor Kitchener used it to telephone Mayor Johanson in Virginia to exchange greetings.

The sister city program was initiated in 1956 by President Dwight D. Eisenhower and has been continued by succeeding presidents.

the Ney Award for food service excellence in 1981 and was a semifinalist in 1983, largely due to Baker's efforts.

In 1980, Baker was meritoriously advanced to MS1. In 1981, he was awarded

the Navy Commendation Medal, and in 1982, he was selected *Duluth's* sailor of the year. Baker has also received numerous letters of commendation throughout his naval career.

VQ-2 Sets Squadron Milestones

Fleet Air Reconnaissance Squadron Two (VQ-2), based in Rota, Spain, set aviation milestones during the last quarter of 1983. Flying EA-3B and EP-3E aircraft from de-

tachments in Greece, Italy, England, Germany, Florida, and USS *Dwight D. Eisenhower* (CVN 69), VQ-2 set a new squadron record by flying more than 2,100



hours in a three-month period.

VQ-2's EA-3B detachment aboard *Eisenhower* highlighted this successful accomplishment by flying a record 205 hours and 50 sorties in one month. The detachment's single "whale" was the backbone of the airborne reconnaissance effort supporting the carrier battle group and multinational peacekeeping forces in Lebanon.

Under the command of Commander John J. Draper, the 800 men and women of VQ-2 continue to establish new standards of excellence in naval aviation and electronic warfare, having flown over 56,000 accident-free hours.

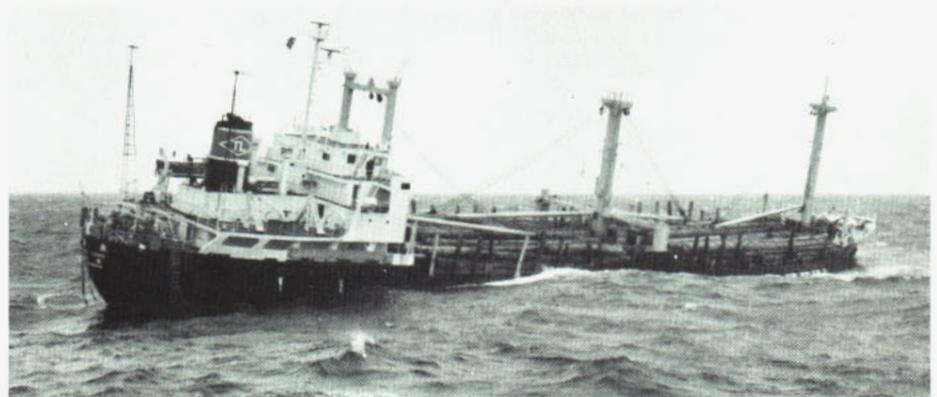
VQ-2 aircraft fly air reconnaissance: P-3 Orion (top) and EA-3B.

USS Kirk To The Rescue

The Seventh Fleet frigate USS *Kirk* (FF 1087) recently rescued 23 crew members of the Taiwanese merchant ship *Dai Lung* when that ship started sinking in rough seas in the South China Sea.

Two other *Dai Lung* crew members perished when the ship was taking on water in the number one hold. Unable to locate the source of the leak, the crew sent an SOS.

Kirk, operating nearby, received the distress signal and launched a light airborne multi-purpose system helicopter to



locate the sinking ship. About 45 minutes later, *Kirk* crew members spotted *Dai Lung* on the horizon and the rescue operation

soon began.

Waves were 18 feet high during the rescue. *Dai Lung*'s captain, Sang Chao Nan, was the last man to leave, about three hours before the ship sank. He said, "It took a lot of guts for USS *Kirk* to save us in high seas."

On board *Kirk*, the survivors were given dungarees and hot meals.

Above: *Dai Lung*, a Taiwanese merchant ship, lists before sinking in 18-foot seas on Nov. 21, 1983. Photo by HM1 Frank Jett, Naval Hospital, Yokosuka, Japan.



Left: MM2 Meng Min Bare (right), a USS *Kirk* (FF 1087) crew member, leads the 23 survivors from the Taiwanese merchant ship *Dai Lung* in a round of applause for their rescuers. Bare, who was born in Taiwan, speaks fluent Mandarin Chinese and served as *Kirk*'s interpreter. Photo by JO1 Glenn Jochum, Seventh Fleet, Subic Bay, R.P.

Bearings

NRL Physicist

Donald U. Gubser's outstanding leadership and scientific accomplishments at the Naval Research Laboratory in Washington, D.C., have earned him the Navy Meritorious Civilian Service Award.

Dr. Gubser, a physicist, heads the metal physics branch of the laboratory's condensed matter and radiation sciences di-

vision. He joined the staff about 15 years ago after earning a Ph.D. in physics. His research on superconducting materials has been applied to advanced ship propulsion systems, improved radar systems, inductive energy storage devices, magnetic fusion confinement, magnetic shields for superconducting detectors, superconducting magnets for basic research, bolometers, electromagnetic detectors and high power



Navy men cited for heroism. Two photographer's mates received Navy and Marine Corps medals recently for saving a woman's life. PH2 Nelson H. Barger and PH2 Daniel B. Waldenga, assigned to the Fleet Intelligence Center, Europe and Atlantic, Norfolk, Va., rescued Vernice Wynn from an early morning fire in her apartment last September. Awakened by the wailing of their smoke detector and finding no cause for the alarm in their apartment, they searched the hallways and grounds of the building for a possible fire. Spotting smoke coming from under the door of a neighboring apartment, they tried to enter but the door was barred. Grabbing fire extinguishers, they smashed a window, entered and attempted to put out the fire. They spotted Wynn unconscious on the floor of the smoke-filled apartment and carried her to safety.



switches.

The physicist has been the principal developer of a one thirty-second of an inch diameter vanadium gallium wire that may replace, without dissipating power, at least three conducting cables each about three-fourths inch thick used in the superconducting ship propulsion program.

—By Kenneth J. Rabben

Guadalcanal Records 96,000 Landings

With a proud history of 20 years of commissioned service, USS *Guadalcanal* (LPH 7) recently passed another milestone by logging its 96,000th aircraft landing on its flight deck. Marine First Lieutenant Ken Gross, of VMA 513, piloted an AV-8C onto the amphibious assault ship's flight deck while *Guadalcanal* was en route to Honduras.

Guadalcanal's deployment with the "Flying Nightmares" of VMA 513 on board marks the first time the ship has carried *Harriers* for extended operations. In the mid-1970s, *Guadalcanal* took part in *Harrier* testing and has performed qualifications operations several times since.

From Yale To Annapolis

By Martha Thorn, USNA

Naval Academy Midshipman Barbara Quinones may not consider herself unique, but unlike most academy students, she already has a bachelor's degree—from Yale University. Nevertheless, entering the academy in 1982 was the fulfillment of a six-year ambition.

"A distant cousin graduated from the academy, and his pride made a deep impression on me," she said. "Having lived a large part of my life overseas, I feel proud of the freedoms we have in this country. I want to protect them, and I believe that becoming a naval officer is one way to do that."

The Guatemalan-born midshipman first tried to enter the academy when she grad-

uated at the top of her high school class in Santo Domingo, Dominican Republic. But she was only 16 years old, and the academy requires that students be at least 17 by July 1 of the year of admission. So, she went on to Yale.

"I knew that I could reapply to the academy after graduation from Yale. At 20 years of age, I would still be eligible," she said. "So, while pursuing my studies at Yale, I never lost my interest in everything to do with the Naval Academy. I read newspaper articles, followed sports events, met and talked with midshipmen and visited Annapolis when opportunities arose."

After graduating from Yale, she worked

for a year as a designer and draftsman for an architecture, planning and research firm in Ketchum, Idaho.

"But I decided that if I was ever going to graduate from the academy and pursue a Navy career, now was the time to go for it," she said.

Now a midshipman, Quinones said that her Yale education is complementing what she is studying at the academy, where she will earn a bachelor of science degree.

"I want to increase my knowledge in the field of science as well as the fields in which I have already taken courses," she said.

Quinones has taken an active part in the academy's professional program. Each class has its own military structure and she has held leadership positions in both of her years at the academy. As a freshman, she underwent comprehensive military training and indoctrination.

"By the end of summer," she said, "you know that you can stand up under pressure. You know that when a problem arises, you can react quickly and make intelligent decisions."

The academy offers more than 80 extracurricular activities, and Quinones is currently active in history and cultural affairs clubs.

Before entering the academy, Quinones had trained with a Guatemalan swim team reputed to be the best in Central America, performed in professional ice skating shows, and attended the Sun Valley Ski School in Idaho. At Yale, she was a coxswain for the varsity women's crew team and earned a green belt as a member of the judo team.

The National Collegiate Athletic Association, however, limits the number of years a student can compete in national competition. Having used her eligibility at Yale, Quinones is limited to intramural sports at the academy. She is currently trying out some of the 33 intramural sports available.

But her main goal is to prepare herself to become a naval officer. "I want to take advantage of the excellent leadership training and be a productive member of the Navy team," she said. □



The Barrister Is A Baritone

Story by SN Dennis Connolly
Photos by PH1 Gary Powell and SN Connolly,
USS Constellation (CV 64)

He was legal officer aboard one of the world's largest conventionally powered warships. He also was a compassionate Japanese gentleman involved in the trials and tribulations of Nanki Poo and Yum Yum, two impetuous young lovers.

His courtroom abilities have won him the thanks of many a nervous sailor, and his theatrical abilities have earned him applause on stages from Seattle to New Delhi.

Such are the talents and accomplishments of Lieutenant Commander Kenneth Krantz, former legal officer for the Bremerton, Washington-based aircraft carrier, USS *Constellation* (CV 64).

Krantz first appeared on stage in New Delhi, India, in an elementary school production of Gilbert and Sullivan's "H.M.S. Pinafore." He was in India with his father who was on a leave of absence from his job as an agricultural scientist for the University of California.

Since then, Krantz has performed with seven theatrical companies and has been in 18 Gilbert and Sullivan productions, 11 times in leading roles. He has also sung in six grand operas in English and in Italian.

The road to acting started along the same road that took Krantz into law and eventually into the Navy. In his senior year of studying political science at The College of Wooster in Ohio, he began applying to law schools.

"I had talked to some friends who were in the Navy, and the opportunity for a lot of early trial work and responsibility as a



new lawyer attracted me to the military. While I was still in college, I was accepted into the Navy Judge Advocate General Student Program."

From there, he was off to the College of William and Mary, Williamsburg, Va., for law school as an ensign, and also for his first leading role in a Gilbert and Sullivan play.

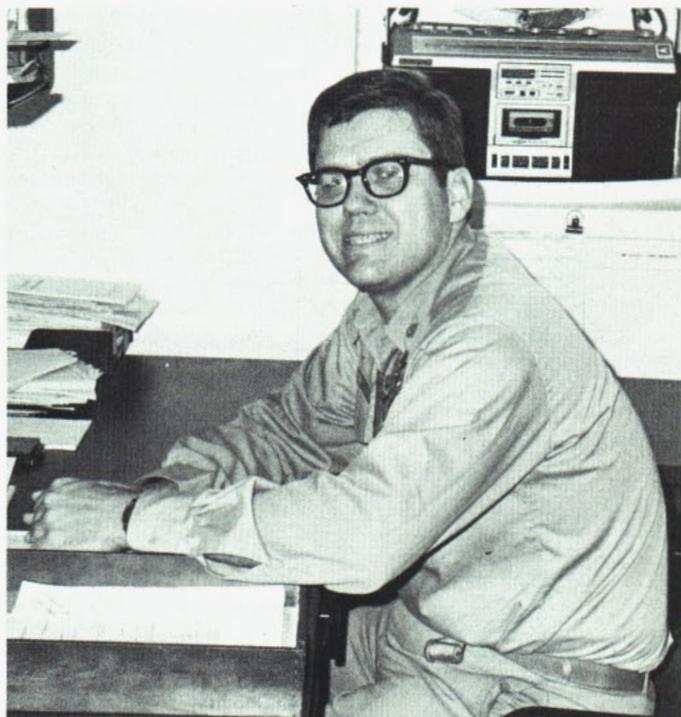
"I had sung in the chorus for four or five Gilbert and Sullivan productions up to that time and then I got cast in the role of Pish-Tush in 'The Mikado.' It was a role that had one big solo plus a couple of big trios and quintets, and a fair amount of dialogue."

After William and Mary, it was on to an eight-week indoctrination course for Navy lawyers at Newport, R.I. Afterwards, Krantz reported to the Naval Legal Service Office in Norfolk, Va., where he

Lt. Cmdr Krantz sings the national anthem during a professional baseball game in Seattle's Kingdome.



Pleasure and business for Krantz as he performs (left) in Gilbert & Sullivan's "The Mikado" or works (below) in his office aboard the carrier *Constellation*.



stayed until 1979. In Norfolk, he managed to sing in six operas with the Grand Opera Company of Norfolk and perform with three Gilbert and Sullivan companies.

Gilbert and Sullivan have even afforded Krantz the opportunity to play an executive officer of sorts. Of course his was not exactly the type of crew that would have won awards for being "squared away," but what could one expect from the "Pirates of Penzance"?

A question often put to Krantz is whether his acting experience has proven beneficial in a court of law. "My former commanding officer at the legal office in Norfolk used to say, 'You're an actor, you ought to just go out there and knock 'em dead.' But talking on your feet, making it up as you go along, is not the same thing as acting. There are always surprises in the courtroom, and the stakes are much higher."

As the *Constellation's* former legal officer, Krantz thinks his sea duty was unbeatable. "Nothing that is available to a JAG officer can match a carrier for showing you what the Navy is all about, the

operational side of the fleet. I know that wherever I go I'll be a better naval officer and a better lawyer for having had this tour."

Krantz pursued his musical interests even at sea. He was classical music disk jockey on "Connie's" KCON radio and sang for chapel services and talent shows. Singing on *Constellation* even landed the legal officer an outside job.

"On a trip up to Bremerton from San Diego, I sang the national anthem before a basketball game between 'Connie's' varsity basketball team and the officers' team. Shortly after, Capt. Anselmo, the executive officer, arranged 'Connie Night at the Kingdome' and he mentioned that one of his officers was a pretty good singer."

After some negotiations, Krantz landed the job. On April 26, just before a major league baseball game between the Seattle Mariners and the Boston Red Sox, thousands of people in the Seattle Kingdome listened to Krantz sing the national anthem.

Krantz left the *Constellation* last July

to attend graduate school at George Washington University in Washington, D.C. He's studying criminal law in a one-year program leading to a master of law degree.

Krantz has never regretted choosing a career in the Judge Advocate General's Corps over a career in musical theater. "I'm in the habit of eating three square meals a day, and a lot of people with a lot more talent than I have are waiting on tables in New York or L.A. I'm happy to have acting as a hobby and something steady and professionally stimulating as my job."

Whether advising young sailors in the courts or counseling young lovers on the stage, it is inevitable that plaudits and success are waiting in the wings for Krantz.

Mail Buoy

Women CWOs

I thoroughly enjoyed the article, "Larger Horizons and Brighter Sunsets," in the December 1983 *All Hands*. However, I would like to make a comment. The box at the top of page 4 indicates that no CWOs were selected for 741X (Ship's Clerk female) during FY 83. I am extremely happy to say that this is incorrect. —CWO2 Patricia A. Tezak, USS *Acadia*, (AD 42).

• *In this case, we're happy to confirm that we made an error. Somehow, a little dash crept onto the page in place of the figure 1. Please forgive us, CWO2 Tezak.*—ED.

A History Lesson

I read with interest your piece on *Spruance* visiting the Isle of Man (December 1983). I found two items which warrant minor correction.

The House of Keys is not *one* of the oldest legislative assemblies. It is *THE* oldest. The Manxmen are very proud of this . . . that, and the fact that they have the special privilege, as do the Channel Islands, of having coins to their own unique design.

The "Royal Army" offered an artillery salute on Tynwald Day. Not so; there is no "Royal Army." There is a Royal Navy and a Royal Air Force, but only the *British Army*. The distinction has to do with Crown connection and support, which in turn has to do with Mr. Cromwell and his little rearrangements back in the mid-1600s. Some regiments remained loyal. Some did not, and some new ones were created by Cromwell to form his "new Model Army," from whence the present regimental system is derived. When Charles II returned for the Restoration, all were incorporated into a British Army, but the regimental distinctions—royal or not—remained. Paradoxically, neither of the great Guards regiments, traditionally directly associated with protection of the Crown itself, are Royal, which tells us something!

In passing, your naval readers might find interesting the distinction about the Royal Navy, which until Restoration was the Navy Royal. The distinction was roughly the same as that between the U.S. Army and the Army of the United States—the former professional and

permanent, the latter a drafted, "for-the-duration" organization. King Henry VIII founded the Navy Royal purely out of a medieval system of drafting commercial ships and men for war. Henry built and manned his own out of Crown money directly, but retained the old half slang appellation as a new official title—which in context, simply meant "Crown-approved," much the same as those neat little engravings on goods in the U.K. that have the Royal Arms and the words, "By Appointment . . .," indicating a selected purveyor to the Royal Household. By the time of Charles II this old title had lost its contextual meaning, for the navy was well on toward being a wholly professional operation. In any event, Charles was so impressed by the navy's support of his return—a service that had supported Cromwell, but less out of loyalty to him than England per se—that he formally labeled it the "Royal Navy"—i.e., his own select, personal and personally financed force. It was intended, and taken, as a very important special honor. Oaths of office are still taken to the Crown, not the country, on the grounds that the one is inseparable from the other.—Frank Pierce Young, Editor, *The Publick Enterprise*, Annapolis, Md.

Reunions

• **USS Diphada (AKA 59)**—Reunion for World War II crew members in Louisville, Ky., in June 1984. Contact Tom Coogan, 12185 Ford Line, Southgate, Mich., 48195.

• **Navy Patrol Bombing Squadron 117 (VPB 117)**—Reunion June 6-10, 1984, for fortieth anniversary of World War II PB4Ys. Contact Art Elder, 2411 Romney Road, San Diego, Calif. 92109.

• **USS Remus (LST 453)**—Reunion June 8-10, 1984, Page, Ariz. Contact Boyd L. Shelby, 3150 E. 3900 South, Salt Lake City, Utah 84117; telephone (801) 277-7600.

• **USS Chicago (CA 29, CA 136, CG 11)**—Fifth reunion June 7-10, 1984, Nashville, Tenn. Contact Roger F. Shurtz, Route #4, Clarksville, Tenn. 37040.

• **USS Lark (ATO 168)**—Reunion June 14-17, 1984, in Denver. Contact Kenneth Marsh, 5330 S. Sherman, Littleton, Colo., 80121; telephone (303) 781-5929.

• **USS Whitehurst (DE 634)**—Reunion June 21-23, 1984, Charlotte, N.C. Contact Jon

W. Shaver, 104 N. Oxalis Dr., Orlando, Fla. 32807.

• **USS Tangier (AV 8)**—Fifth reunion June 14-16, 1984, Concord, Calif., for all crew members and PBY/PBM shipmates. Contact L.E. Barnes, 154 Montanya Court, Walnut Creek, Calif. 94596; telephone (415) 935-0226.

• **USS LST Flotilla "7"**—Reunion June 21-24, 1984, Annapolis, Md. for crew members who served during World War II. Contact Peter Ruffenach, 3603 Zenith Ave. North, Minneapolis, Minn. 55422.

• **USS Idaho (BB 42)**—Reunion June 13-17, 1984, San Diego. For more information, contact USS Idaho (BB 42) Association, PO Box 11247, San Diego, Calif. 92111.

• **USS Essex (CV/CVA/CVS 9)**—Reunion June 13-15, 1984, Omaha, Neb. Contact Bob Morgan, 3841 S.W. 29th Place, Ocala, Fla. 32674; or Capt. Horst A. Petrich, USN, 621 Robens Road, Virginia Beach, Va. 23452.

• **LST 683 (World War II era)**—Eighth reunion June 19-21, 1984, Beckley, W.Va. Contact Jack Brown, 104 Pine St., Beckley, W.Va. 25801; telephone (304) 253-4381.

• **"Black Panthers" of Attack Squadron 35**—Reunion June 29-July 1, 1984, NAS Oceana, Va. Contact PAO, Attack Squadron 35, NAS Oceana, Virginia Beach, Va. 23460; telephone (804) 425-2211.

• **"Hurricane Hunters" (VW-4, VJ-2, VP-23, VPHL-3, VPM-3, VPW-3, VPB-114)**—Reunion June 15-16, 1984, Jacksonville, Fla. Contact Hurricane Hunters Reunion Committee, 2818 Cedarcrest Dr., Orange Park, Fla. 32073.

• **USS Mascoma (AO 83)**—Reunion June 22-24, 1984, Memphis, Tenn., for crew members who served aboard 1943-1946. Contact C.L. Brittain, Route 4, Box 362-2A, Trussville, Ala. 35173; telephone (205) 655-8300.

• **PatRon Five**—Reunion June 8-9, 1984, for MAD Fox alumni, NAS Jacksonville, Fla. Contact PatRon Five Assoc., PO Box 2071, Orange Park, Fla. 32067-2071.

• **River Patrol Force (Task Force 116)**—Reunions for PBRs and Seawolves June 23 in Long Beach, Calif., and Aug. 18 in Norfolk, Va. Contact John Williams, PO Box 5523, Virginia Beach, Va. 23455; telephone (804) 464-7501.

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Inside Back Cover: Some of the elements that combined to make Urgent Fury a success are captured on film by JO1(SS) Peter D. Sundberg, FltAVComLant.

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