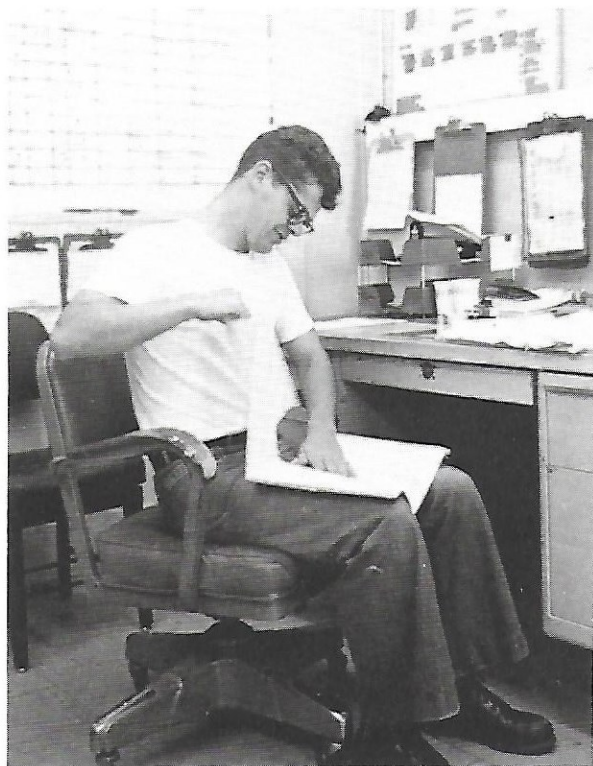


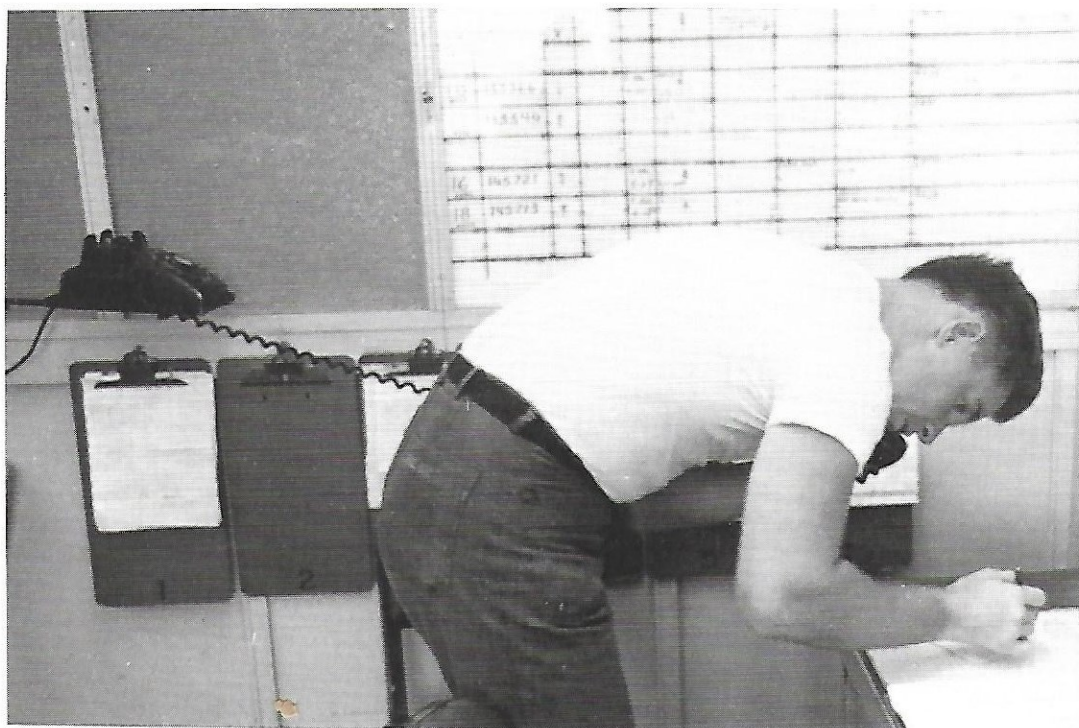
# *Flight Crew Office*



L. D. Free tears Data Analysis sheets



Skipper logs flight time



P. J. Folan takes message from scheduling office

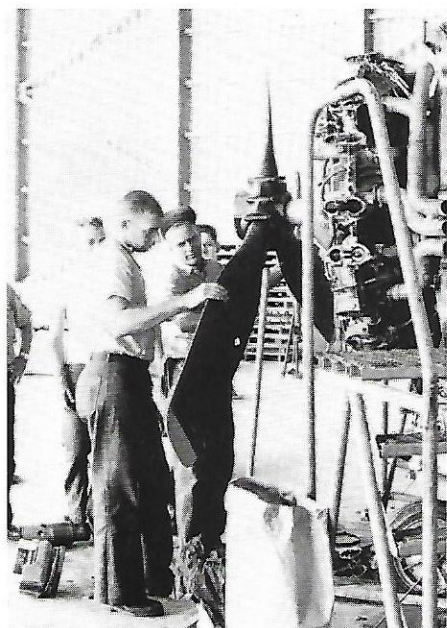




The Skipper and R.F. Bafus pre-flight an S-2 Tracker.



W.E. Brolaski spotting from top hatch of P-2 as she taxis to the runway.

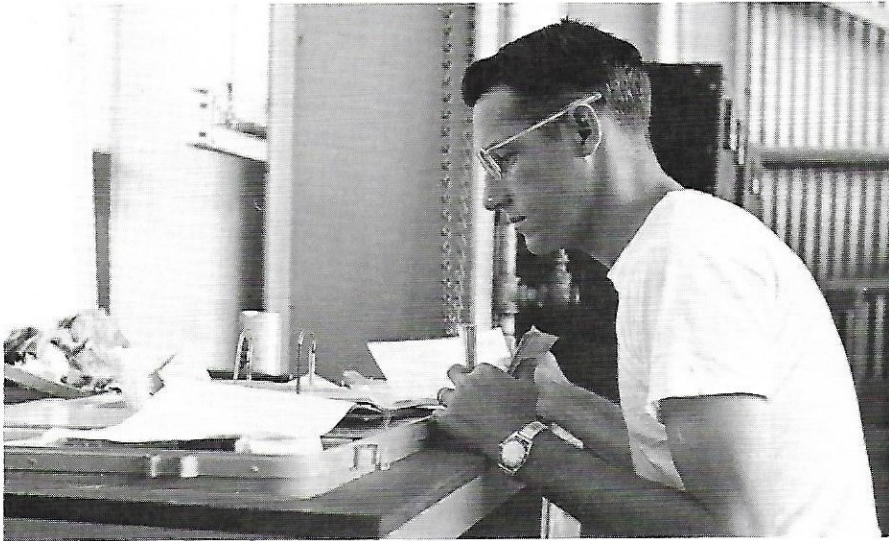


T-28 engine in check



E.P. Callahan, bow spotter in neptune.





D.L. Baker logging in completed maintenance.



S-2 engine gets overhaul

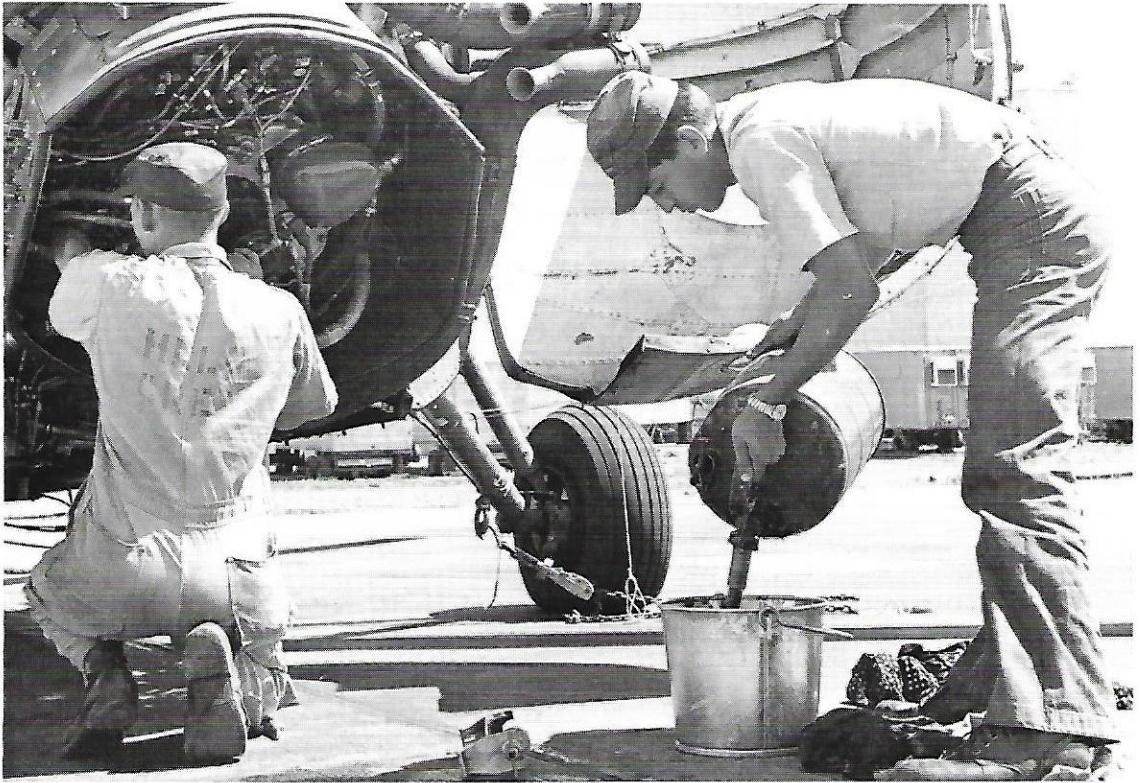


44 percent fewer corrosion spots.

P-2 line







R. A. Pontin and R. Schultz clean ignition leads on helo 16.

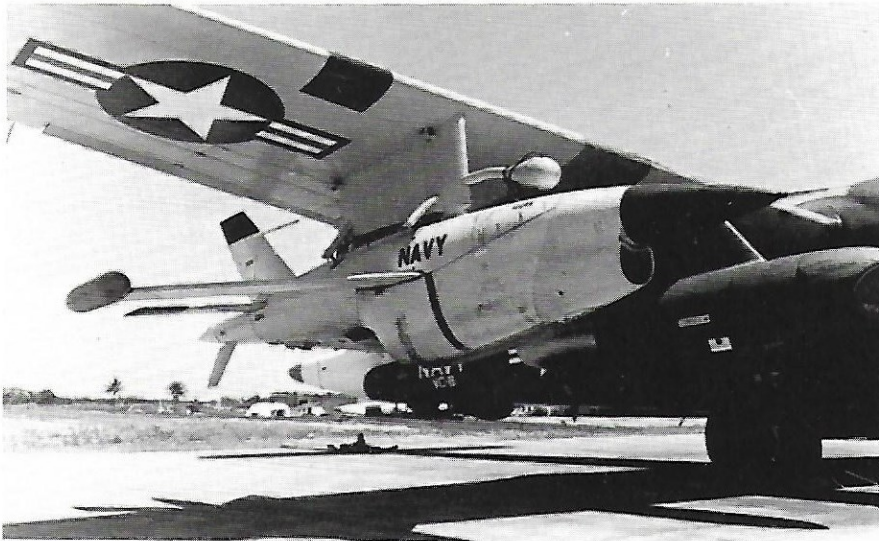
Crewman, R. Schultz flying in helo



A.E. Bowers repairs tail section

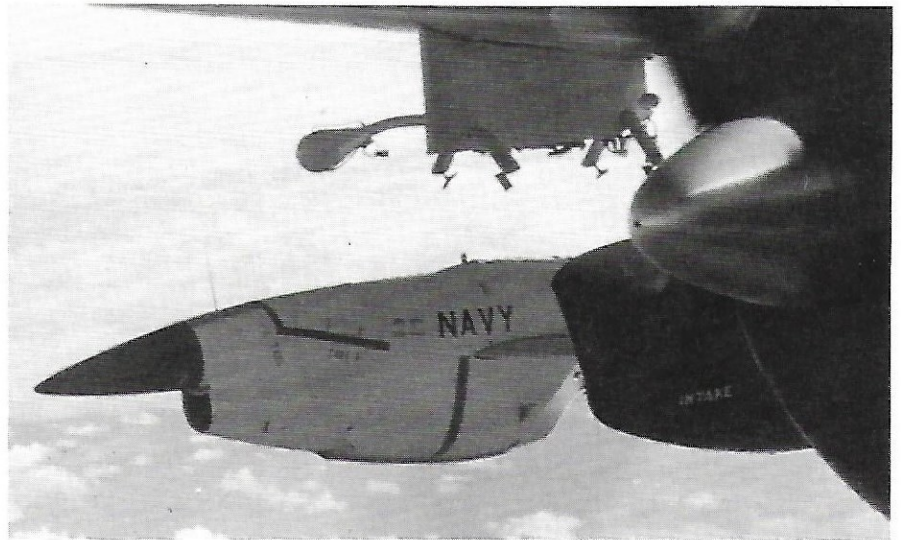






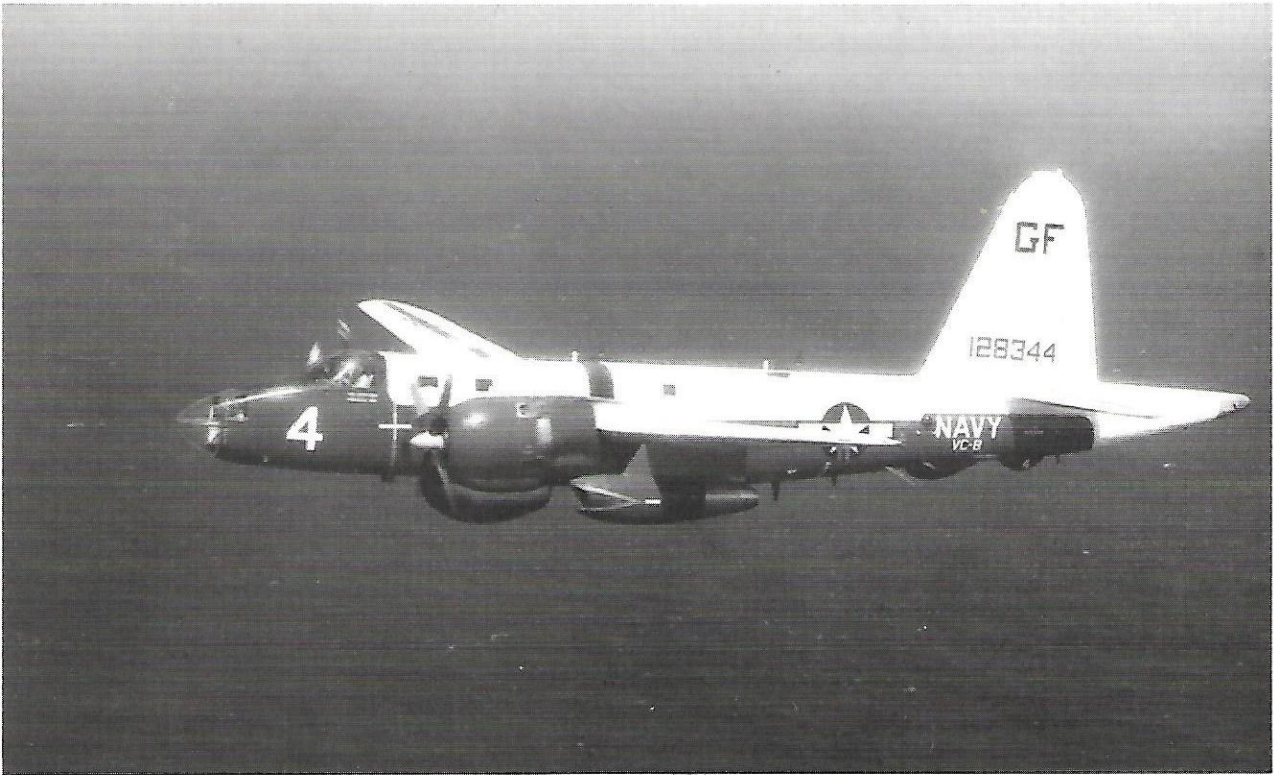
The BQM under the wing of a P-2 Neptune. The drone was made ready for the drop by the Ryan Drone Shop and brought across the runway early in the morning of the respective launch.

The BQM as it drops away from the mother Neptune. After leaving the P-2 the drone is guided in a race track pattern by the Out-of-Sight controllers at AFWR and St. Thomas. Traveling at subsonic speed, about 500 miles per hour, the drone makes several passes over the ship that will use her as a target.

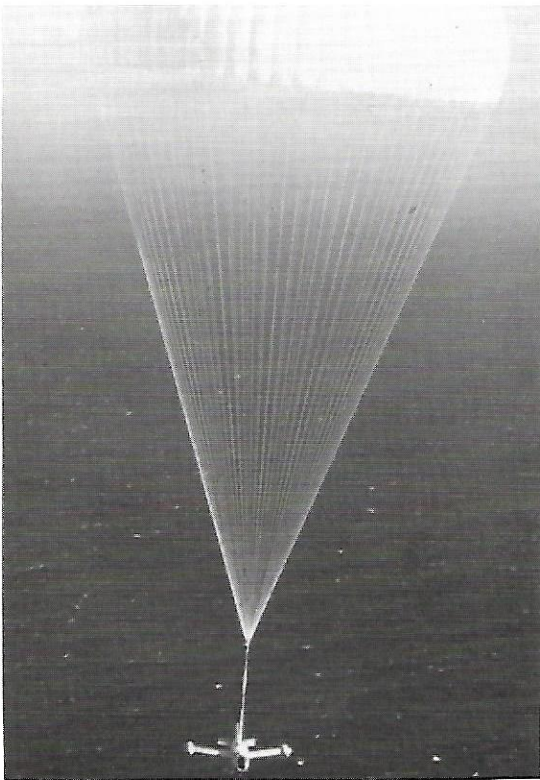


The T-28 Trojan spotting for downed drone. The Out-of-Sight controllers give an estimate of the drone location. The pilot spots the orange BQM and directs the helicopter to the scene for the pick-up.





The ADL, Airborne Data Link is used for in-flight recording information on the missile's performance.



When the drone runs out of fuel it opens parachute at 10,000 feet.



The Sea Horse returns the drone to Roosy.



# Drone Shop

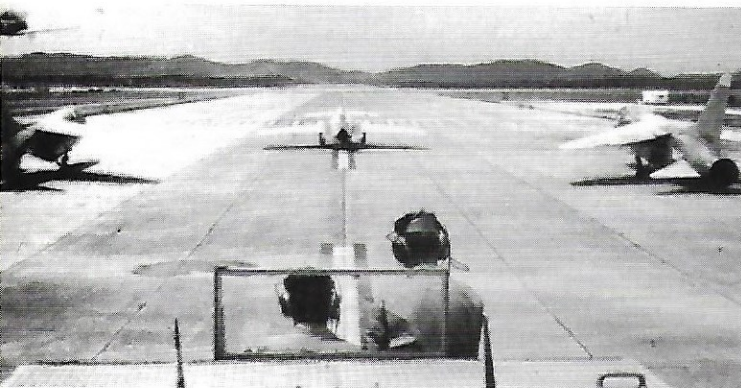


Back row: P.M. Ray, R.J. Christman, M.W. Cowin, K.C. Kuhl, J. M. Easter, J. F. Benson. Front: J.A. Burgess, J.M. Ratliff, L.L. McKee, B.J. Keeler, C.M. Bonazzo.

These men maintain the auto-pilot on the QF-9 and the telemetry drone control system on the F-8 and T-28. They supply personnel for operating equipment in the air data link aircraft, the drone surface target boats, and man the FOX van for NOLO QF-9 landings and take-offs.



QF-9 Drone in check



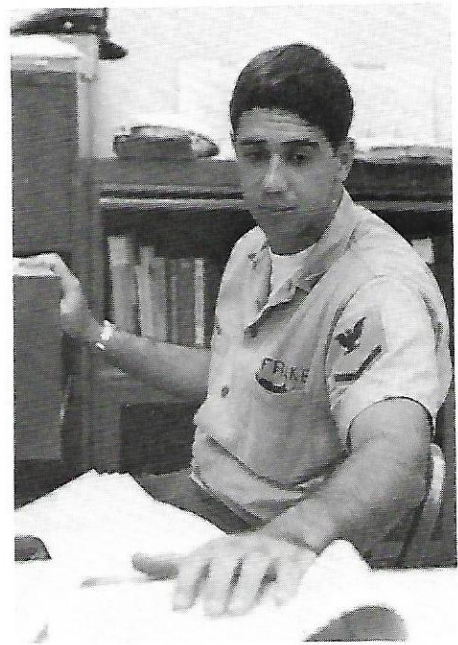
NOLO ready for take-off





# *Data Analysis*

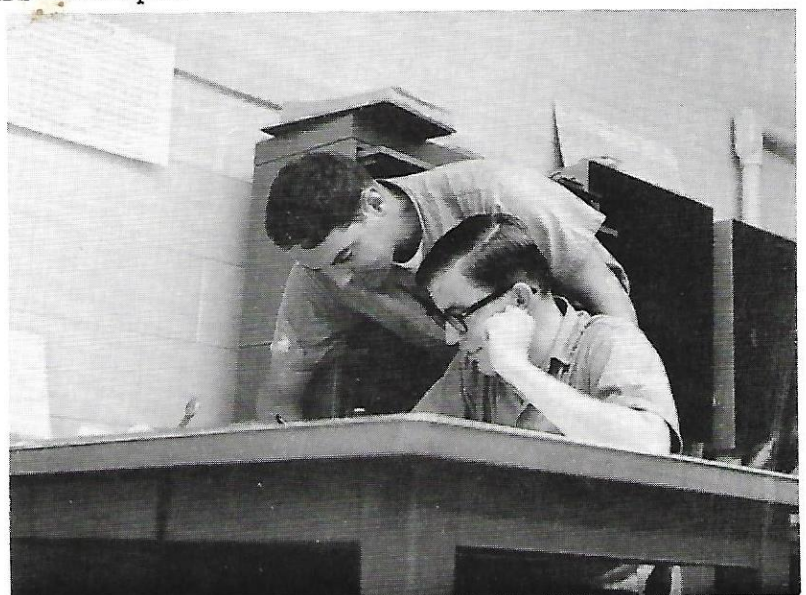
This office monitors the squadron's maintenance and material system. This is accomplished by using electrical accounting cards which are filled out by maintenance personnel. These cards are sent to data analysis where they are screened and sent to the data processing center located in the Naval Station supply building.



R.D. Frake on monthly 3-M report. 3-M stands for Maintenance and Material Management.



R.J. Wilson and Ens M.F. Watkins check report.

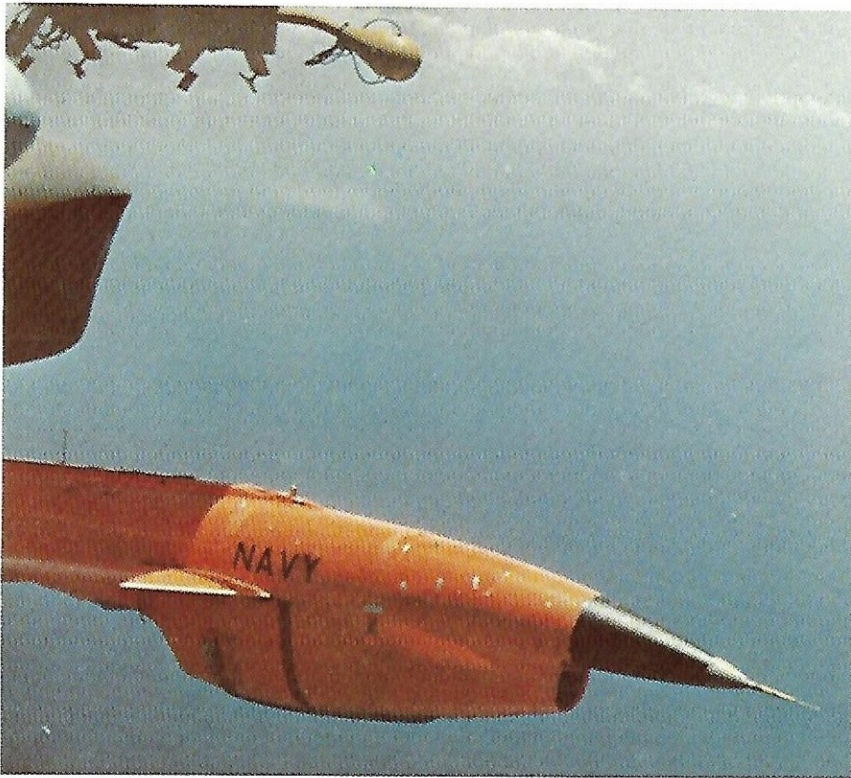


L.A. Daniels explains 3-M system to F.P. Alles.





P-2 and drones



Drone drop

Drone pick up







Old VC-8 Hangar



Bundy Area

Enlisted beach





# Chiefs



Back row: H.B. Olson, J.W. Woerner, J.A. Schreiber, R.U. Wilson, D.G. Oullette, J. F. Benson, R.N. Sayles, J. A. Brennen, D.S. Mullins, A.J. Tate, C.I. Irvin, D.K. Eiben, E.V. Griggs, R.K. Brandt.

Front row: W.C. Goforth, E.G. Williams, G.D. Clarke, M.E. Fuente, R.L. Ables, J.D. Hoffman, G.P. Dunn, B. Thomas, E.A. Nelson, G. Castro.



# Officers



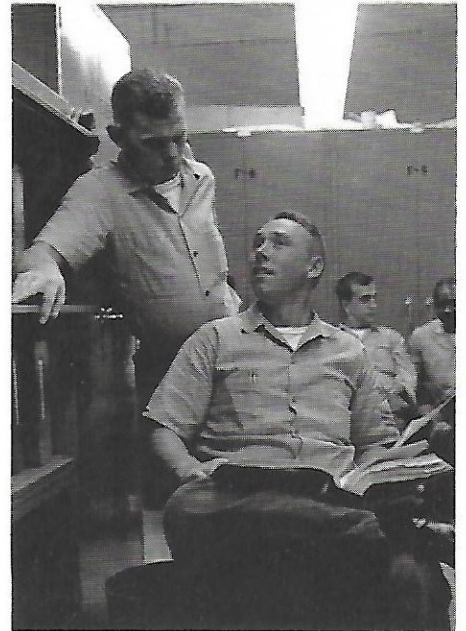
Back row: Lt. Dickinson, Ltjg Wurster, Ltjg Woltz, Ltjg Rodammer, Lt. Turner, Ltjg Feaser, Ltjg Garfield, Ltjg Hale, Lt. Markoff, Ltjg Petrick, WO-1 Warner, Ltjg Trotter, LCdr Bartz, Ltjg Cole.

Front: Cdr Lashbrook, Ltjg Bradford, Ltjg Hubbard, Ltjg Dooley, Ltjg Rawls, Ens Rathart, Ltjg Glover, Cdr Smith, Ltjg Guttormson, Lt Liguori, Ens Watkins, LCdr Jones, LCdr Miner, Lt Schlicht, LCdr Rylee, Ltjg Jaccard.





Avionics gather for weekly training.



It's a good book but it hasn't much of a plot.



Once upon a time . . .



Songer repairs helmet



Ltjg Bradford pre-flights A-4

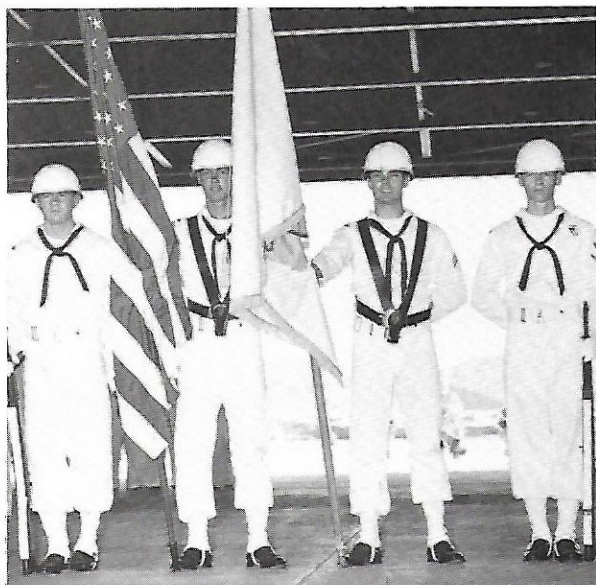








# *Inspections*



J. L. Stollings, L. Arnold, J. Eaton,  
J. Long. Color Guard at Change of  
Command, April 1967.



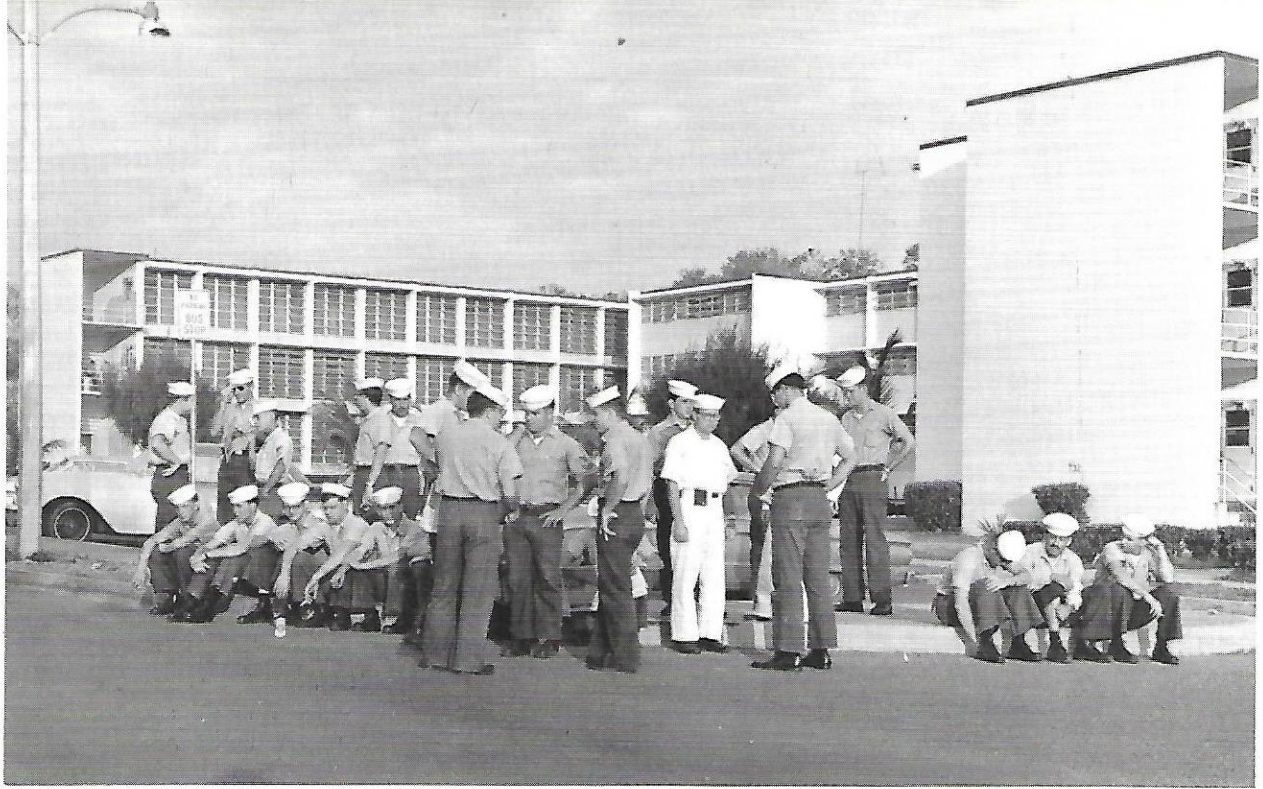
The scrutinizing look.

You can't help but feel a certain  
thrill and excitement when you  
see an inspection from a spectators  
seat.



Cdr Smith and Cdr Foxgrover cut the  
cake at "Change of Command"



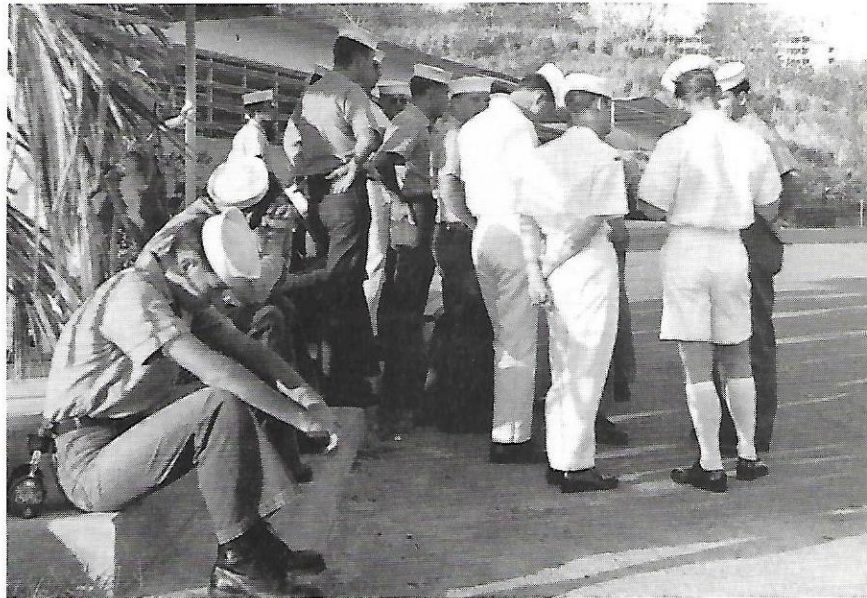


The commuters assemble for an early morning assault on the bus.

## *The Commuters*

For those who live in the Bundy Area, the five mile ride to work each morning via a public works bus is an experience that will be long remembered. A New York subway during the rush hour would seem mild after trying to get a seat on the "Main Gate/BOQ".

Jamming the door



The second wave of attackers wait at the galley bus stop.



# Sporting Spirit

What ever VC-8 does it does with gusto. Our participation in the Naval Station's intramural sports program is no exception. Our men have come through with top honors in every sporting event they have entered. For three consecutive years the Ofstie Trophy has been held by VC-8. This same gusto is demonstrated by the spectators who cheer for our teams. No other activity on the station draws as many supporters on game night as we do.



VC-8 sluggers don't usually miss the ball.  
We took 1st. place in 1967.



Redtail team spirit.



The Skipper receives the Ofstie Trophy from Capt. T.H. Moore for the third year in a row. This trophy goes to the station activity compiling the greatest number of points in intramural sports throughout the year.



The Skipper leads the softball team to the field on IM Softball Day 1967.





Skipper, WO-2 Spata and Chief Roberts inspect construction of new hangar.

## *New Hangar*



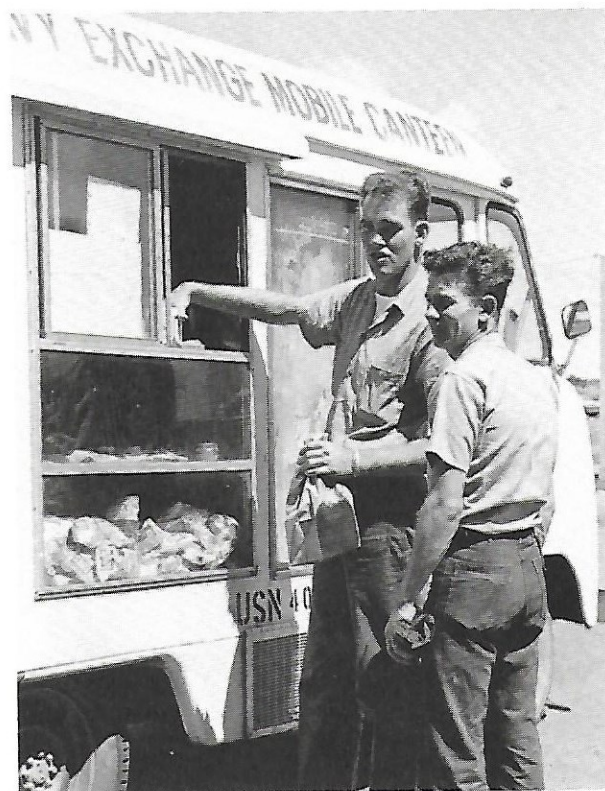
Hangar deck at dusk

Hangar nears completion





The working day routine broken by . . .



the arrival of the Gee-Dunk Wagon

Barracks 733, home sweet home for many VC-8 personnel.



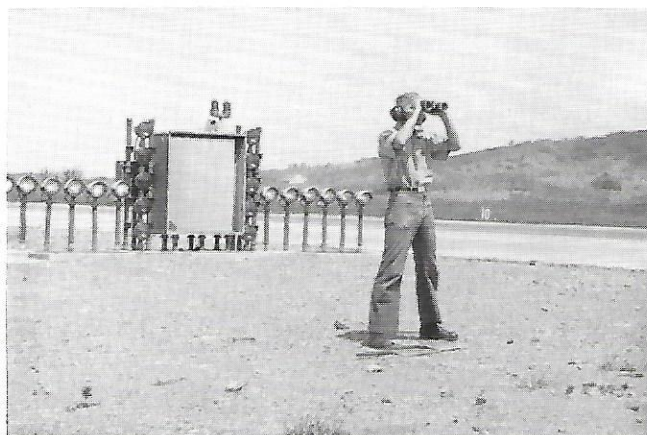




Sunny smile of Ltjg Rawls matches WWII poster behind duty officers' desk in the ready room.



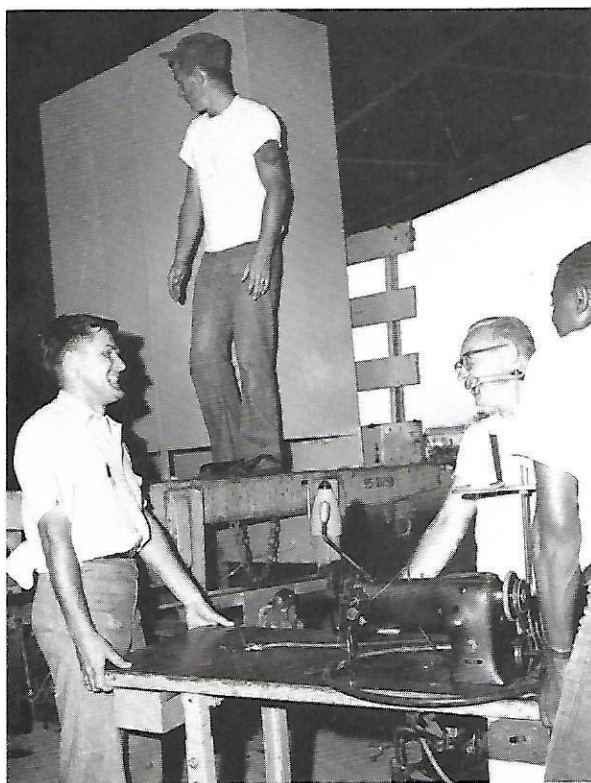
"Pappa Two" receives washdown.



D. Cook checks "gear down and locked"



Painting the skipper's bug



Paraloft moving to the new hangar



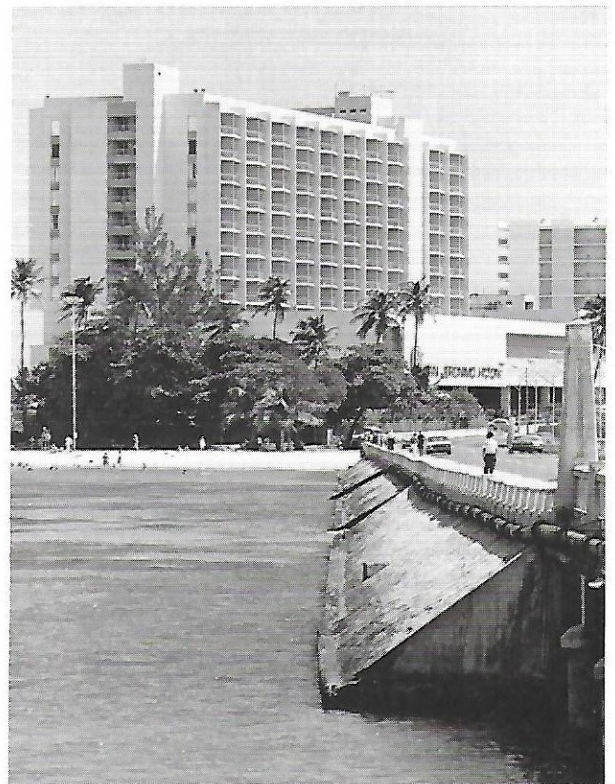


## *San Juan*

San Juan, shining, glittering capital of the Caribbean, is 45 miles west of Roosy and is a favorite liberty port for personnel here. With the sharp contrast of a 16th century heritage and the fast tempo of a 20th century resort, this city can provide an interesting education for a visitor.



Entrance to the Condado section

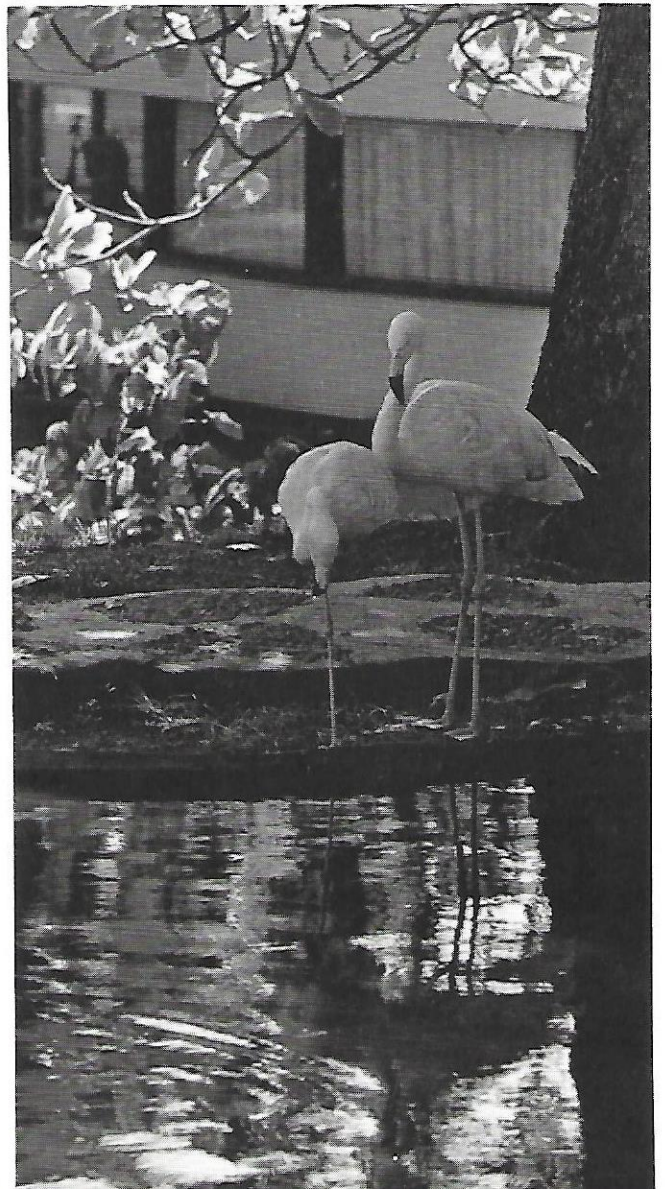


Condado Lagoon





Isn't it GREAT to be in San Juan!





# *Roosy Roads*

She feeds us, clothes us and gives us shelter. She supplies us with the necessities of life and the recreation facilities to make our days here happy ones. Roosy Roads is her name and we will never forget her as long as we live.

Roosevelt Roads was first conceived as a possible site for a naval station in 1919. In 1941 interest increased in Roosy because of her ideal location and construction was started on the dry dock. As the tide of World War II changed, less attention was paid to her. By the end of the war she was placed in a caretaker status.

Ten quiet years passed by until 1957 and once again Roosy came alive. Since that time her facilities have grown at a rapid rate. Today she has over 4,500 people living on her sprawling 8,000 acres in the Caribbean.

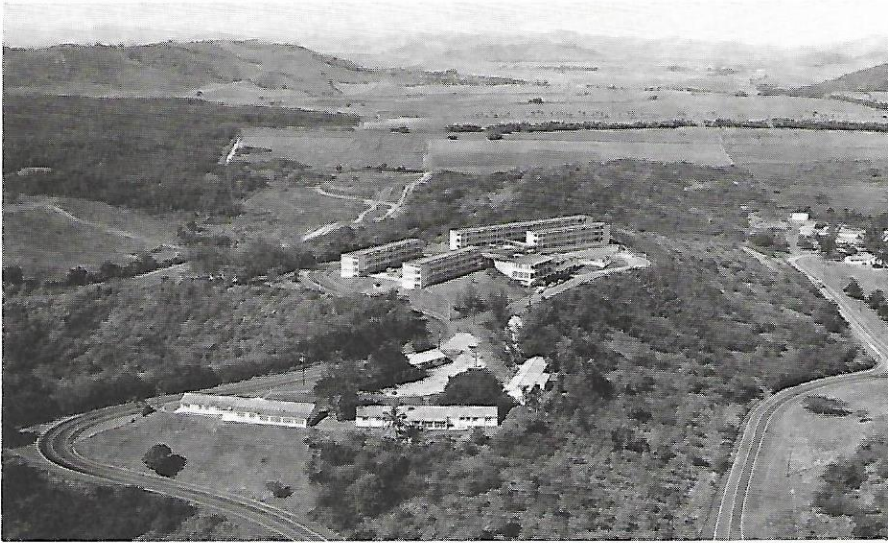


Captain Thomas H. Moore  
Naval Station Commanding Officer

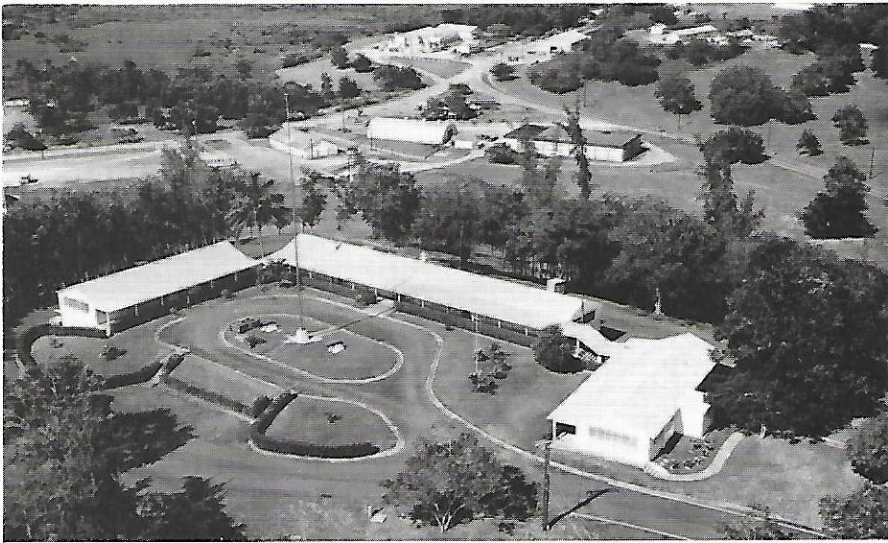


The Bundy Area, better known as Happy Valley

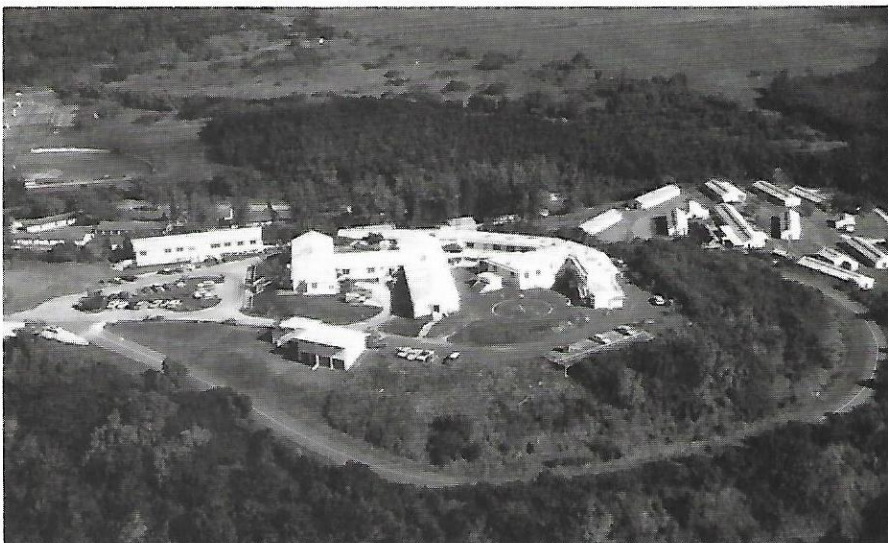




The BOQ, sometimes referred to as Mount Olympus or the Bundy Hilton.



The Naval Station's admin hill. This area contains the CO's and XO's offices and is the administrative heart of the Naval Station.



Medical and Dental hill.



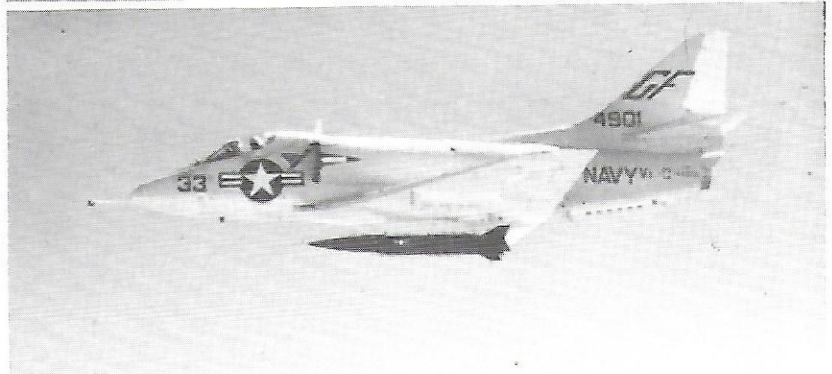
## THE AQM 37A ...

### THE AQM-37...

Simulates expected missile and aircraft invader threats for weapons system evaluation and operational crew training

Operates from 1,000 to 80,000 feet altitude At speeds of MACH .4 to over MACH 3.0.

Is adaptable to a wide variety of special mission requirements without modification to present configuration.



# AQM-37A

**MISSILE TARGET SYSTEM**

**FOR WEAPON SYSTEM  
EVALUATION AND TRAINING**



**BEECH AIRCRAFT CORPORATION**  
Aerospace Division . Missile Engineering





1,000th Firebee Launch at Roosevelt Roads by the Ryan/VC-8 Team.

# Smart bird!

This one speaks the enemy's language. It flies like the enemy's best. It plays leapfrog at 50 feet. It turns on a dime. It hurls its challenge from 50,000 feet or from treetop level. It's a Ryan Firebee and good Air Force and Navy pilots know it—well. They train against it. And before the enemy's threats get rougher, the Firebees get tougher. 3300 Firebees and 20 years prove it. That's Ryan for you, out in front. Because being first is a Ryan tradition.

**RYAN**

We'd like to tell you more about this smart bird. And about the sophisticated new Supersonic Firebee II, now in flight test. Write Mr. Frank Gard Jameson, Executive Vice President, Ryan Aeronautical Company, Lindbergh Field, San Diego, California 92112.

