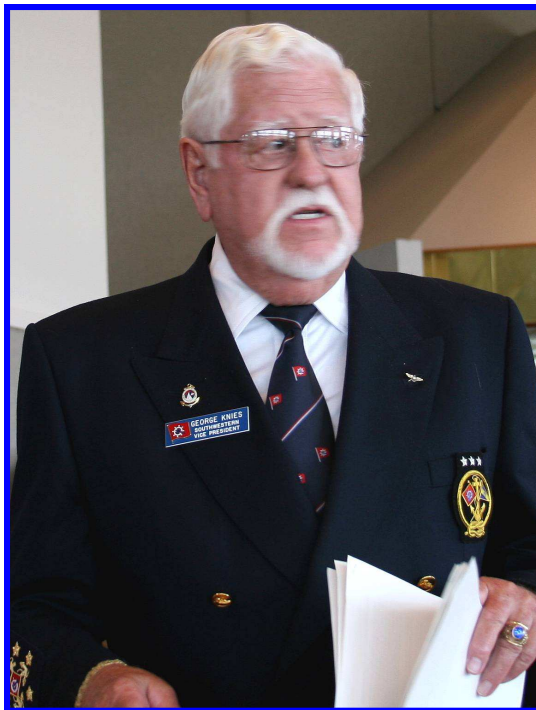




# GEORGE C. KNIES, LIFE BIO PHASE I



*Compilation of life experiences: Formal Education; Maritime, Aviation, Law Training (Life-long practice), Family, World Travel, Wars, and the Perpetual Search for Reality*

**MARITIME/SAILING EMPHASIS**

*Fifty Nine Years Sailing/Racing experience; (Race Participant & Race Committees), East & West U.S., Caribbean, Europe and Asia.*

**USCG AUX.** *Basic Qualified 01/06/83, Coxswain 08/86, Senior Pilot (Command Pilot) 09/86. Numerous awards and honors: Awarded Coast Guard Auxiliary Commendation Medal 2010. 30 Years - **Past Captains Association**, Life Member.*

**MILITARY** *Commissioned Officer U.S. Navy (Retired), 03/50 – 08/74, Naval Aviator No. 5362 (Jet Carrier Pilot), Line Officer, Law Specialty, Retired 24 years active duty.*

**CAREER** ***Law Practice** –Twenty Years Aviation Mishap's Litigation (Military and Civilian) Trial Prep., Testified at trial in Federal and State Courts as an Expert Witness in Aviation and Recreational Boating Mishaps resulting in Wrongful Death and P.I.*

*Served as Legal Officer International Order of the Blue Gavel (IOBG) and Chief Legal Officer International Order of the Blue Gavel Humanitarian Foundation (IOBGHF) Eight Years.*

*Served as Legal Officer Pacific Interclub Yacht Association Northern California 108 Member Yacht Clubs (PICYA) 5 Years*

**ASSOCIATIONS**

**Professional:** ***International Society of Air Safety Investigators (ISASI) (Life Member)** 1983 – present, Chapter Officer, current. Past Chapter President. Chairman Seminar Committee, for the 1990 International Seminar in San Francisco, attended by representatives of 41 Nations, including Chairmen of the U.S. NTSB, Canadian Safety Board, ICAO and the Director of Aerospace Safety, U.S. Air Force.*

***Aircraft Owners and Pilots Association***

***Association Naval Aviation**, Life Member*

***Tail-hook Association**, Life Member*

***Skywarrior Association**, Member*

***United States Naval Institute**, Life member.*

***Navy League of the United States**, Past Council President, current Chapter Officer*

***Treasure Island Yacht Club** Past Commodore, current Secretary and Member of the Board*

***Pacific Inter-club Yacht Association "PICYA"** Legal Officer, current.*

***United States Sailing Association "US SAIL"** Senior Race Officer (for*

***United States Naval Sailing Association** Certified Power and Sail Instructor, Race Management and Sailing qualifications A, B, C & D.*

***Yacht Racing Association of San Francisco Bay "YRA"** Certified Race Officer.*

***International Order of the Blue Gavel, "IOBG"** (Organization of Past Yacht Club Commodores). Past International - Southwest VP, Past Legal Officer. **Chief Legal Officer** IOBG Humanitarian Foundation, current.*

***Sail San Francisco Maritime Committee**, member 2001- 2009. USCG AUX D-11NR Project and Site Officer for "Parade of Tall Ships 2002, 2005 and 2008" – drafted and directed order of parade.*

***Golden Gate Tall Ship Society** current member of the Board.*

***U.S. Power Squadrons- Diablo Sail and Power Squadron** Law Officer, current.*

**ORGANIZATIONS**

***American Legion**, Life member*

***Veterans of Foreign Wars VFW**, Life Member*

***One Hundred Club** (Law Enforcement), Contra Costa County, California*

***Sons in Retirement**, Concord, California*

***Military Officers Association**, Life Member ©*



District Captain George Knies addresses his Flotilla Commanders at the Vallejo Yacht Club



### San Francisco Festival of Sail

Every three years the American Sail Training Association visits the East Coast, West Coast and Great Lakes during their Round-the- World Race. **TALL SHIPS CHALLENGE®**

The Pacific Coast Annual series of sail training races, rallies, cruises and port festivals organized by ASTA in conjunction with host ports in the US and Canada.



The American Sail Training Association is a 501(c) (3) nonprofit organization focused on youth education, leadership development and the preservation of the maritime heritage of North America. In addition to organizing the TALL SHIPS CHALLENGE® Series, ASTA manages scholarship programs to make sail training experiences more affordable for young people, grant programs to assist crew of ASTA member vessels with the costs of professional development courses and licensing requirements and publishes SAIL TALL SHIPS! A Directory of Sail Training and Adventure at Sea.

I have represented the U.S. Coast Guard with Sail San Francisco by preparing, Parade of Ships Instructions & Conducting Parade of Ship, 1999, 2002 & 2005 the final ASTA year in SF. ©

AVIATION & MARITIME EMPHASIS
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<i>Order No.</i>	<i>Vessel</i>	<i>Class</i>	<i>Bow to Stern*</i>
01	PHEONIX	(SFFD) - LEAD	
02	CUAUHTEMOC	(A)	200 yds.
03	USS POTOMAC		100 yds.
04	KAISEI	(B)	50 yds.
05	DELTA LINDA		25 yds.
06	ALMA	(C)	25 yds.
07	BIRD BOATS		25 yds.
08	R. T. THOMPSON	(C)	25 yds.
09	CALIFORNIA SPIRIT		25 yds.
10	ROYALISTE	(C)	25 yds.
11	EMERALD LADY		25 yds.
12	LIBERTY	(Marin FB)	50 yds.
13	USCGC TERN		25 yds.
14	RACoon	(ARMY CORPS ENGS.)	25 yds.
15	GASS LIGHT	(C)	25 yds.
16	KAIULANI	(C)	25 yds,
17	HORNBLOWER		25 yds.
18	INISMORE	(C)	25 yds.
19	ROBIN	(C)	25 yds.
20	OLE	(C)	25 yds.
21	NEHEMIAH	(C)	25 yds.
22	LYNX	(B)	50 yds.
23	TALOFA	(C)	25 yds.
24	USS NOKONIS/WENOAH		25 yds.
25	RUBY	(C)	25 yds.
26	BILL OF RIGHTS	(B)	50 yds.
27	GLORIANA	(C)	25 yds.
28	GLORY DAYS	(C)	25 yds.
29	GOLD STAR	(C)	25 yds.
30	ELIZABETH MUIR	(C)	25 yds.
31	PURSUIT	(C)	25 yds.
31	PALLADA	(A)	200 yds.
32	SS JEREMIAH O'BRIEN		100 yds.
33	ALAMEDA CO.	(ACFD)- LAST	50 yds.

Recommend minimum bow to stern separation, Skipper will exercise his prerogative given existing conditions. *USCGC Tern*, or *USCGC Sockeye* will act as Patrol Commander platform. \* *Press Boats: El Nido and LAT 38*

Parade Coordinator FFI: George C. Knies \* (925) 939-0230 \* [machbuster1@earthlink.net](mailto:machbuster1@earthlink.net) ©

## Sail San Francisco! 2005 ~ PARADE OF SAIL ~ July 28, 2005

*Parade starts Golden Gate Bridge at 11:00 am & ends Bay Bridge at 12:30 pm*

*Visitors are being advised that the best viewing is from Crissy Field, Hyde St. Pier & Pier 39*

### ORDER OF PARADE

George C. Knies, SSF - 07/08/05

There will be a Parade of Ships on Thursday, 28 July 2005. Participating vessels are requested to muster outside the Golden Gate Bridge (GGB) in the area south of a line between the South Tower of the GGB and Mile Rocks prior to 1045 hours. This area is approximately 2 miles long and varies between .25 and .5 miles wide off Baker Beach. See Chart 18649 Entrance to SF Bay. Vessels are required to remain south of the eastbound traffic separation lane.

The Phoenix (SFFD fireboat), the first vessel, will take up station at the eastern end of the muster area, and will begin the parade by passing under the GGB, just North of the South Tower, at 1100 hours sharp. All other vessels are to muster to the West, out toward Mile Rocks, in parade order. Vessels are requested to report to Patrol Commander on Channel 72 when they arrive in their muster area. Cuauhtemoc (class A), Pallada (class A) and Pheonix (SFFD) first vessel and last vessel Alameda Co. (ACFD) must also check in with USCG Vessel Traffic Service on Channel 14 before the start of the parade.

The order of parade is attached hereto. Any revisions thereto will be broadcast on Channel 72.

Any vessel that cannot go out under the GGB, will muster in an area stretching approximately .5 miles south and east of the South Tower of the GGB. Vessels mustering in this area will take their place in line as the vessels pass.

Each participating vessel will be given, and must fly, a SSF burgee (orange with turquoise letters) as an identifier for the USCG and the public. U.S. Coast Guard, police and USCG Auxiliary vessels will establish a 100 yard "regulated area" around all vessels flying the SSF burgee. The "regulated areas" are scheduled to commence at 1100 (or whatever parade time is agreed upon) hours. Any vessel requiring safety assistance in the muster areas or anytime during the parade should communicate their needs to the Coast Guard on Channel 72. All emergency situations should use Channel 16. Media boats will operate judiciously within the "regulated area" flying the SSF burgee with a Pink Flag below.

Parade speed will be set by the Pilot on board Cuauhtemoc in the range of 4-5 knots.

Vessels should try to maintain a safe parade spacing bow to stern as recommended in order of parade. Each Captain shall exercise his prerogative based upon existing conditions.

Commercial ferry traffic may transit the parade line and safety zones, but any requested crossings will be communicated to and coordinated by the Patrol Commander.

As vessels approach the end of the parade route south of the Bay vessels berthed at Piers 30, 32 and 40 will proceed directly to their berths. Other vessels will navigate east and north of the parade line to their home berths. Vessels which have completed the parade shall not cross the parade line until all vessels have cleared the parade course.

Review your docking information to determine which vessels in your group should enter the pier area first. All piers have more than one vessel at them. Coordinate your movements using Channel 72.

First and last vessels shall check out with VTS on Channel 14 when they complete the parade route. Cuauhtemoc and Pallada shall check out with VTS on Channel 14 when they are secure at their berths.

**NOTE:** If your vessel has cannon on board, please do cannon salutes at Hyde Street Pier, Pier 39, and the Bay Bridge.

All vessels in the Parade of Sail will be provided with a Sail San Francisco Burgee, measuring

3' x 5'

George C. Knies, SSF Parade Coordinator

**AVIATION & MARITIME EMPHASIS**



The passing of the District Trophy to every Command, via land sea and air, prior to Annual Meeting, Aerial and Surface Parade. George and Jack O'Neal ►

George and Paul Fredericks pass Trophy to Monroe in Sea  
Delta "Potato Slew" ▼



Eric Jacobsen (DCOe 11NR? at that time), he's shaking hands with Bill, but he's speaking with you. Bill Campbell of FL 53 is to the right of Eric; Kristine Busse-Dohm of FL 51 is in front of Bill; BM2 Alex Saldana of STA Vallejo to the left of Bill.

Unfortunately several weeks later Monroe ran out of gas and made a successful mud landing, oops!



That's Bill Graham passing George the gavel, relieving Bill as Division 5 Captain



Monroe landing in the Delta to pickup Trophy from George, & Paul



Republic Sea Bee, Amphibian

AVIATION EMPHASIS

**Credentials:**

Naval Aviator No. 5362 designated September 17, 1954, FAA certificate No. 1295207 dated August 3, 1959, Commercial Pilot, single engine/multi-engine land, with instrument rating. Special instrument rating military. U.S. Coast Guard Auxiliary No 070-09-09-008, Coxswain (surface), Command Pilot (air)

**EXPERIENCE:**

**Aviation**

Mr. Knies commenced the U.S. Navy Flight Training Program in March 1953 and was designated a Naval Aviator in September 1954 at Kingsville, Texas.

**Assignments included:**

Tours of duty in Fighter Squadron 173 and Attack Squadron 46 as a Jet Carrier Aviator (flying from aircraft carriers) until March 1958.

Jet Flight Instructor with the Naval Air Basic Training Command until September 1961.

Hangar Deck and Flight Deck Officer in the USS F.D. Roosevelt CVA-42 until October 1963.

Aircraft Handling Officer for the Atlantic Fleet Training Command until August 1965; conducting training and inspection of all Atlantic Fleet Ships with aviation capabilities.

Supervisor of Flight Instruction, Jet Training Squadron Nine until December 1968: Including, flight instructor and student training in jet transition, precision aerobatics, basic and radio instruments and formation stages of training. He conducted flight checks of instructors and students, formulated maneuver description and flight syllabus manuals. He was the Aircraft Model Manager for T2A, T2B and T2C series aircraft (Liaison Officer with the manufacturer North American Rockwell Aviation Corporation, Columbus, Ohio), which entailed updating all publications, coordination of aircraft service changes, etc. . . He conducted the spin test programs for the T2A and T2B aircraft, and generated a spin syllabus for aircraft for potential use as jet training aircraft for the Naval Air Basic Training Branch for the Southeastern U.S.: Formulating new jet approach procedures, holding patterns, standard instrument departures/approaches and training area procedures in a positive radar environment. He served as Liaison Officer with the Air Force, coordinating participation in joint usage areas. Mr. Knies served as a member of the planning commission for the development of specifications for new jet training aircraft for the U.S Navy. He was a member and operations officer of the Naval Air Basic Training Commander Jet Flight Demonstration Team.

**Speciality programs & Schools**

In 1969 Mr. Knies attended the Aerial Photography School, Pensacola Florida and combat training and fleet refresher courses in California and Washington, prior to joining Electronic Warfare Squadron VAQ-130 at NAS Alameda, California. He served as instructor pilot, aircraft commander in KA3B, EKA3B and TA3 aircraft, training replacement pilots and naval flight officers for the Atlantic and Pacific Fleets. Mr. Knies served as Officer-in-Charge of two detachments flying combat missions from aircraft carriers and Danang in Viet-Nam. ***CDR Knies retired from the U.S. Navy on July 1, 1974, with 24years of service.***

Continued next page

**ence:**

Served as accident investigator in the military for eight years, Judge Advocate Investigator, involving aircraft accidents that resulted in death or injury, property damage and third party tort claims. Served as member of Accident Boards and Flight Evaluation Boards (human factors). Designated Safety Office, Judge Advocate Manual Investigating Officer (U.S. Navy & U.S. Coast Guard), Maintenance Officer and Test Pilot, U.S. Navy

Served as a consultant to many law firms since his retirement from the Navy and acted as president of Litigation Consultants International, Inc. for six years. He directed all operations of L.C.I assigning cases to the 150 plus consultants, as well as directing discovery. His major areas of expertise included aircraft accident analysis, expert witness services and evaluating and directing aircraft accident litigation for some of the following: **NTSB, Melvin Belli, Esq. \* Lee Krindler, Esq. \* Robert Inghram, Esq. \* Speizer's Group, WA.**

**Trial, Tactical support & Expert Witness Testimony - Experience**

<b>Frank v. LTV</b>	<b>A-7 Catapult Launch</b>
<b>Parker v. Douglas</b>	<b>A-3 Catapult Launch</b>
<b>Delano v. Douglas</b>	<b>A-4 Flight Control Failure (Ejection)</b>
<b>Hart v. Sikorsky</b>	<b>CH-53 Main Rotor Blade Failure</b>
<b>Hartland v. Alaskan A.L.</b>	<b>727 Juneau Alaska Mishap</b>
<b>Anthony v. General Dynamics</b>	<b>F111 Wing Failure</b>
<b>Benedict v. TWA/Boeing</b>	<b>707 In-flight Explosion</b>
<b>Woods v. Beechcraft</b>	<b>Bonanza Crash</b>
<b>Lorber v. Schweizer</b>	<b>Sailplane Mishap</b>
<b>Bafus v. LTV</b>	<b>A-7 Mishap</b>
<b>Kitchell v. General Dynamics</b>	<b>F111 Mishap</b>
<b>Sweeney v. General Dynamica</b>	<b>F-111 Mishap</b>
<b>Kay v. Lockheed</b>	<b>Radar P.I.</b>
<b>Larcher v. Rockwell</b>	<b>T-28 Mishap</b>
<b>Adler v. Boeing</b>	<b>B-52 Mishap</b>
<b>Lee v. C-141</b>	<b>Mishap</b>
<b>Jacobsen v. Douglas</b>	<b>F-15 Mishap</b>
<b>Moniz v. Lockheed</b>	<b>C-130 Ground Explosion P.I.</b>
<b>Heiter v. Sikorsky</b>	<b>CH-53 Mishap</b>
<b>Amos v. Bell</b>	<b>Helo Mishap P.I.</b>
<b>McGeorge v. Sikorsky</b>	<b>CH-53 Mishap</b>
<b>USS Nimitz CVN-68 Diaster</b>	<b>Flight /deck Mishap</b>
<b>Young v. Estate of Stebbins</b>	<b>UAV P.I. 'Unmanned Aerial Vehicle'</b>

**Formal Military Courses:**

**U.S. Navy Flight Training (Designated, Naval Aviator "Jet" 03/53- 09/54** Jet Aircraft Engines/Airplane Power Plants/ General Aerology/Operational Tactics/Naval Airborne Ordnance/General Communications/ Shipboard Communications/Combat Information Center, etc. \* **Naval Justice School "UCMJ" Newport RI 1955** \* Special Weapons School (Nuclear), Norfolk VA 1956 \* Damage Control School Naval Base Philadelphia PA 1960 \* Naval Air Photography School, Pensacola FL **1967**

Survival, Evasion, Resistance, & Escape, Coronado, CA Seal Training Base/Beach & Warner Springs **1969**

## AVIATION EMPHASIS

Top Gun Refresher Training, Miramar NAS, San Diego, CA	1969
Electronic Warfare School,	1971
TOTAL FLIGHT TIME (Pilot-in-Command)	8,200 hrs.
TOTAL MILITARY TIME	6,800
MULTI-ENGINE FLIGHT TIME (A/C over 12,500 lbs.)	2,900
U.S. Coast Guard Auxiliary Command Pilot (11 & 7 Districts.)	08/75 – Present

### Specialized Competence

Technical tactician in formulating, developing and providing theory of liability in aviation and maritime mishaps; propounding and answering interrogatories; conducting field investigations; examination of witnesses; preparation of and participation in depositions; providing and coordinating expert witness investigation and testimony; supervision of and participation in trial preparation and damage assessment.

### Associations

INTERNATIONAL SOCIETY OF AIR SAFETY INVESTIGATORS (ISASI) (Life/Senior Member): President for 7 years, San Francisco Regional Chapter. Current Treasurer and member of the Board of Directors. Chairman, five day 1990 International Seminar Committee . . . attended by representatives of 41 Nations, including Chairmen of the U.S. NTSB, Canadian Safety Board, ICAO and the Director of Aerospace Safety, U.S. Air Force, USSR Civil Aero,

Aircraft Owners and Pilots Association

Association Naval Aviation, (Life Member)

Tail-hook Association, Life Member

Skywarrior Association, Member

United States Naval Institute, Life Member; Navy League of the United States; Past Council President, Naples Florida Chapter; Current Chapter Officer, Contra Costa County, California



Navy Photos Early Years

◀ ROC Program 1952, Long Beach, CA New York to L.A. via Train, Took Charter Flight Home. They had the first Miss Universe Contestant that summer, were their Escorts, mine was Joan Collins, our ages - 3 months apart.

The ROC Program was for College Students already in the Reserve as an Enlisted man, One summer in L.A. and the next in SF Treasure Island Naval Station...Instructors from the Naval Academy/Summer Fleet Cruising. ©

May 1950 Joined the US Naval Reserve Officer Candidate Program in College

May 1953 Preflight, Pensacola Florida

Aug 1953 Whiting Field, Florida Basic Training- SNJ Texan soloed Sep 23<sup>rd</sup>

Jan 1954 Initial six (6) carrier landings- SNJ Texan aboard USS Monterey, Pensacola FL.

Apr 1954 Instrument Training- T-28B Trojan Corpus Christi, Texas

Jun 1954 Cabañas Field Corpus Christi, Texas advanced training F6F Wildcat

Aug 1954 Jet Transition- TV-2 Shooting Star and F9F-2 Panther Kingsville, Texas

Sep 1954 Designated a Naval Aviator 23 September Corpus Christi Texas

Oct 1954 First duty station VF-173 (Fighter Squadron) NAS Jacksonville, FL. FJ-3 Fury

Mar 1955 Hospitalized Guantanamo Bay (GITMO) Cuba

Apr 1955 Returned to NAS Jacksonville FASARON 8 flying SNB and Helicopters

**Jul 1955 Reported to VA-46 (Attack Squadron) Cecil Field, Florida, F9F-5 Panther and F9F-8 Cougar**

Mar 1956 Shakedown USS Randolph & Leeward Point GITMO Cuba carrier landings

Jul 1956 Deployed USS Randolph to the Mediterranean

Oct-Nov '56 (Combat 6<sup>th</sup> Fleet evacuation Nationals from Haifa, Israel and Alexandria Egypt (Arab Israeli Conflict))

Feb 1957 *Returned to US - Cecil Field, Florida*

Mar 1958 Checked out in the A-4 Skyhawk Apr 1958 Transferred to NAS Memphis Tennessee BTG-7- T2V Sea Star, T-28 Trojan, SNB

Nov 1959 Transferred to Kingsville Texas VT-7- T2J Buckeye

Jun 1961 USS F. D. Roosevelt Mayport, Florida, New York, Mediterranean- TV-2, TF-1, SNB, C1A Aircraft Flights 1962 - Oct. 1963 Yeslikoy Turkey, Nice France, Naples Italy – Nov. Punta Raisi Sicily – **Dec.** Nice France – Jan. 1963 Naples, Genova, Milano Italy – **Feb.** Barcelona, Madrid Spain – **Mar.** Taranto, Gloria Del Solle, Naples Italy, Athens Greece – **Apr.** Naples Italy.

Aug 1962 (Combat - Military Coup, San Salvador Dominican Republic, USS F.D.Roosevelt,) "First Time".

Sep 1963 Transferred to Guantanamo Bay Cuba FTG. *Caribbean flights to Puerto Rico, Jamaica, Dominican Republic, Grand Turk, Bahamas and Haiti. (1963) Flew Combat Area– US-2B, San Isidro Airport San Salvador, Dominican Republic Chea Quavara Coup "Second time".*

Nov 1965 Transferred to VT-9 Meridian Mississippi- T2A, T2B, RC- 45

Nov 1968 Photo School, Pensacola, Florida- PC-45

Jan 1969 Top Gun NAS Miramar, California- TA-4F Skyhawk

Feb 1969 Refresher Air Group VAH-123 Whidbey Island, Washington- KA3B Sky Warrior -

Sep 1969 Transferred to final squadron Electronic Countermeasures VAQ-130, Alameda, California- EKA3 Sky Warrior and the TA3 (Air Wing Legal Officer)

Jun 1970 (Combat USS Bon Homme Richard, Viet Nam, later Medivac to Oak Knoll Naval Hospital Oakland, CA 03 Months.

July 1971 Judge Advocate Investigating Officer "Race Riot" U.S. Naval Air Station Alameda, California involving hundreds of Navy and Marine Corps personnel attached to commands at the Naval Station and the USS Coral Sea CVA-43.

Nov 1971 Officer-In-Charge Trans-Pac to Hawaii, Guam, Midway, Philippines, Viet Nam for USS Shangri-La Trans-Pac for Fighter Squadrons return to U.S. Naval Air Station Miramar, California. ©

Jul 1974 Retired from the Navy at Alameda California after 24 years of service. ©

#### AVIATION EMPHASIS

**HAPPY HOUR**, a long standing tradition

among Navy pilots usually on Friday afternoon. VF-173 was having a social drink at the Jacksonville Naval Air Station in 1954 with our Skipper and XO, when he received a phone call alerting him that one of our Cougars (F9F-6) flown by Bob Arnold crashed in the St. Johns river short of runway 27. It just so happened that the Officers Club was on the way to the base hospital, so Bob talked the corpsman into letting him say hello in his wet flight gear.

Those were the days we acted like Jet Jockey's. Our current Navy has become a festival of goody-two shoes, that has the old timers, mostly enlisted men irate. Look at our current "Liar"...Commander-in-Chief, enough said?

#### New Systems

In the early 50's we did an evaluation of the The Mirror Landing SYSTEM invented by Nicholas Goodhart. IT was tested on the carriers HMS Illustrious and HMS Indomitable before being introduced on British carriers in 1954 and on US carriers in 1955, while serving a brief Foreign Exchange Duty with the Royal Navy aboard one of their newly retrofitted angled deck aircraft carriers. It was interesting to note that the ship did serve alcohol in the wardroom lounge... warm Gin, they did not believe in ice for drinks, in fact they still are very reluctant to give more than two minute cubes per drink. Associated with this activity was a game called Hangar deck Rugby, which should not be played after drinking warm Gin.

#### Sidewinder Missile

The ubiquitous AIM-9 Sidewinder is without doubt the most important heat-seeking missile of the last three decades, seeing service in every engagement between Western powers and their adversaries since the 1950s. Shamelessly copied by the Communists as the K-13/AA-2 Atoll, the Sidewinder has had a profound influence on the design of modern heat-seekers and is much the yardstick against which such missiles are judged today VA-46 was one of the first squadrons to evaluate the missile.

The Sidewinder has been in use longer than any other Air-to-Air weapon. In the early 50's VA-46 put on a dog-an-pony-show for Congress off the Virginia Coast, an it was my luck to fly back-up to our CAG Carrier Air Group Commander CDR. Badger he did a pass by the ship and unfortunately his missile refused to fire, as back-up I followed him and fire my missile, it fired and it immediately acquired him as a target. Fortunately we had no explosives in our missiles and he was able to evade a direct hit. ©





Geo K

"That's one of the things we don't have in the Air Force," Captain Henry L. Warren, USAF, (left) tells Ensign George C. Knies, USN, (right) as he points out the folded wings of an FJ-3 "Fury" jet. Later this month Capt. Warren will leave Jacksonville, where he has served on exchange duty with Fighter Squadron 173 since August 1954, to report to Lowry Air Force Base, Denver, Colorado as an instructor in the new Air Force Academy.

(OFFICIAL U. S. NAVY PHOTO)

Engine: One Wright J65-W-4B turbojet, 7650 lb.st. Dimensions: Weights: 12,205 pounds empty, 15,669-17,926 pounds combat weight, 21,024 pounds gross. Performance: Distance to clear a 50-foot obstacle was 2750 feet. Initial climb rate: 8450 feet /minute (7100 ft/min with two Sidewinders). Climb to 35,000 feet in 5.2 minutes Combat range (clean), 990 miles. 645 miles with 2 200-gallon drop tanks. Maximum speed: 681 mph at sea level, 623 mph at 35,000 feet (clean) Sidewinders). Armament consisted of four 20-mm cannon in nose plus two AA-N-7 Sidewinder air-to-air missiles.