



This month we welcomed the appearance of the A-3 as a new addition to our "Z" distribution system. The new airframe signifies an update for the ECM arm of the fleet. Please note, it is another Douglas-built plane. As the months progress we will receive more of them.

The month of May was an outstanding period of training flying. 665 flight hours represents the highest order of coordinated effort on the part of Maintenance and the flight crews with a special significance being placed on 226 training sorties. Such aircraft availability will go a long way toward achieving our training objectives.

The First Lieutenant's work crew out-did themselves in the preparation of the spaces at Hangar 23 accomplishing work that, if left to normal processes, would not have been done.

It is May Time in Det 1. The Cubi Point humidity is bouncing about at 80 to 95%. Shortly the monsoon season will come and it will be umbrella time again. The Det is maintaining its position as plank owners on Yankee Station in a fine manner, accomplishing its mission in spite of the adverse working conditions.

It is the opinion of many persons, both military and civilian, that military justice is a far cry from that enjoyed by the civilian population. Accusations are often made that sailors are "railroaded" through Captain's Mast and Court-Martials, with few if any of the basic rights of an accused, as provided for in the Constitution.

It is true that officers who deal with minor legal problems are seldom qualified lawyers, and sometimes are quite inexperienced in legal matters.

Congress, however, has realized this, and in addition to providing qualified lawyers who are available for legal assistance, has created probably the clearest and most easily understood set of laws that exist. This benefits both the people involved in legal administration, as well as those who may be charged with violations of these laws.

In days past, a Commanding Officer had the absolute power of life and death over his crew, allowing the accused little or no recourse to counsel or chance for appeal.

Recently, in light of a U. S. Supreme Court decision, the U. S. Court of Military Appeals enhanced the rights of an accused during pre-trial interrogation. In essence, the Court decided that the Government may not introduce into a court-martial any statement obtained from a military suspect, unless, prior to questioning, the person was properly warned that he has the right to remain silent, that any statement he may make may be used against him, that he has the right to consult with a lawyer and have the lawyer with him during the interrogation, and if he desires a military lawyer, one will be appointed for him prior to any interrogation. Furthermore, if the suspect indicates at any time during the interrogation that he does not wish to be questioned, the interrogation must cease. This insures the basic right of an individual not to be required to incriminate himself, and the right to consult with counsel upon his request.

This is only one of the many protections provided to the serviceman simply because he is a member of the Armed Forces, which must of course be non-democratic. He is not deprived of the basic rights set forth in the Constitution.

"ZAPPER COMM-CMCO"

Just a reminder that all enlisted personnel who work in Shops or Offices containing classified material are required to obtain a Security badge from the Classified Material Control Officer.

Division Officers are responsible for insuring that this requirement is met. All officers are also required to display a Security badge. This may be accomplished by a visit to your friendly CMCO.

These security badges are to be displayed prominently while in the squadron spaces. The reason being that they readily display the certified clearance of the wearer. Admittance to many areas of the squadron will be denied to those who do not wear a badge

MAINTENANCE

A great change has come over the VAW-13 Maintenance Department, not that the outstanding production effort has diminished any, but the Department will soon double in on-board personnel, and we are now "JET-POWERED".

"A new era has come to pass". We are the proud owners of one EKA-3B. It's arrival generated unprecedented enthusiasm and spirits. While the stalwart line of "SPADS" sat unattended, Maintenance Department personnel began taping and painting the "NEW BIRD" before the aircraft stopped moving and the goggle-eyed bystanders could begin the guided tour.

A portent of the future; coinciding with the arrival of the EKA-3B, our first civilians came out of the hangar deck like mushrooms. There were people around who were familiar with the new aircraft, and these personnel, officers, and enlisted, are a large input that will, soon swell the Maintenance Department to twice the old squadron's size.

The welcome influx of non-rated personnel is one of the factors that has influenced the material expansion of VAW-13. A great number of these personnel are involved in outside and squadron level training, to fill new positions created by expansion, and positions vacated by departing personnel.

Now is the time to pass along a hard earned "well done" to personnel who have labored long hours to keep the "FAT SPAD" airborne and are now leaving VAW-13 for new positions. Their work has been appreciated by the Squadron and the Navy; good sailing to them all.

SAFETY

Recently in the squadron we have had a few bad auto accidents. One resulted in serious injury to the driver. Unfortunately he was NOT wearing a seat belt! We also had a driver fall asleep at the wheel and run into the rear of another car. This person did have his seat belt on and no injury resulted. Although I'm not advocating sleeping behind the wheel, I do strongly recommend wearing seat belts ALL the time. Wearing them on long trips is fine, but remember most accidents occur within 25 miles of home and under 40 miles an hour! How many of us would think of flying without Safety Belts?

"PLEASE DRIVE SAFELY"

EDUCATION OFFICER

To be eligible to participate in the August '67 Navy-wide Advancement Exams, you must have passed the Military-Leadership test. E-2 and E-3 personnel are eligible to take the Military-Leadership E-4 test upon completion of "Military Requirements for Petty Officer 3 and 2". E-4's are eligible to take the Military-Leadership E-5 test upon completion of the same course. This test is given four times a year; in January, April, July and October. If you want to make rate, it is to your advantage to take this test as soon as you are eligible.

USAFI offers a wide variety of general education opportunities. Grammar school, high school, and courses through the first year of college, are all offered by USAFI for a one-time fee of \$5.00. In addition, USAFI offers both high school and college level General Education Development tests. The High School GED test can, in most cases, be turned into a High School Diploma by applying to your home state after passing the test.

For those who want a higher level of education, or more specialized training, USAFI also offers correspondence courses with various colleges. These are the same courses that are offered to civilian students. Because the Navy pays the administrative fees, the costs are considerably less. Over 50 colleges and universities offer such courses. Check with the GME office about this inexpensive way to gain credits at the college of your choice.

There are over 15 colleges and universities in the Bay Area. Many of these offer night courses that are available to servicemen. If there is a fee, the Navy, under the Tuition Aid Program, may pay up to 75% of these fees. In addition, many of the Junior Colleges offer these courses free to servicemen. Chabot College in Hayward is a prime example. This summer is a good time to get started on your college education.

PUBLIC AFFAIRS OFFICER

The VAW-13 "ZAPPER" will continue to be a monthly publication as long as interest within the squadron commands. Any items of interest to your squadron-mates should be forwarded to the PAO Office. This is your responsibility. Items may include humorous incidents within the squadron, open letters of gripes or praises, and in general any occurrence you feel should be brought to the attention of the squadron.

This month publication included a fine array of articles from the different departments within the command. We sincerely hope this interest will sustain. A "Well Done" goes out to the contributors.

With over 650 reporters within the squadron next month's "ZAPPER" should be interesting.

"ZAPPER" SOFTBALL TEAMS

VAW-13 was well represented when the swim meet sponsored by the Naval Air Station got underway on 21 May 1967. Six of our finest entered various events and came away with four blue ribbons out of six events. This was an outstanding showing on their part and congratulations are in order. The events and personnel who participated are listed below:

<u>EVENT</u>	<u>STANDING</u>	<u>PARTICIPANT</u>
50 yard Butterfly	First Place	AA HILL
50 yard Free Style	First Place	AA HALE
100 yard Free Style	First Place	AA HALE
200 yard Relay	First Place	HALE, HILL, HOFFMAN, WALLER and KLUGA

In winning the above events, the team contributed 65 points toward our standings in the Captain's Cup competition and elevated us to second place in the standings.

VAW-13's Softball Zappers scored two exciting victories in recent weeks.

On 24 May, Airman Robert MICETIC's two-run homer clinched an extra-inning game against VR-30. ADRL Larry ENSLEY pitched the eight inning game to a 4-2 win.

On 31 May, ADRL ENSLEY, again pitched the Zappers to victory. Supply's "F" team fell 13-0 in a game that was cut short in four innings because of the one-sided scoreboard.

The game was marred by two injuries, Airman MICETIC broke his collar bone in a collision between three men going for the same fly ball behind second base. A Supply team member broke a leg in a collision with a base-runner.

TENNIS

John MENARD, Finley CRAWFORD, and Donald HADLOCK represented VAW-13 in the annual intermural tennis tournament. Each entered the singles competition. HADLOCK and MENARD were engaged in fierce battles in which they reluctantly gave to defeat. CRAWFORD however seemed to have an excellent day in which he defeated HENNINGS from VR-30 - 6-1, 7-5, and Lieutenant MOSIER 6-1, 6-0. CRAWFORD's third match ended with a blistering defeat at the hands of Lieutenant DAWSON, Special Services Officer. The set scores were 6-0, 6-0.

Following the singles matches, CRAWFORD and HADLOCK again took up their rackets to battle in the doubles. The doubles team representing VR-30 met defeat due to the very fine teamwork of the "ZAPPERS" team. The next match, which placed the "ZAPPERS" twosome against Rear Admiral BAKUTIS and Lieutenant FARQUHAR ended in defeat. The Admiral and Lieutenant played beautifully consistent tennis and placed each shot with precision, thereby winning the match with very little problem.

The remaining matches will be played without VAW-13 being represented, but the loss has not dampened their team spirit, and they will again be represented next year.

Anyone interested in playing singles or doubles, please contact Donald HADLOCK at Ext. 349 or 727.

VAW-13 is presently in 2nd place, point wise, towards winning the Captain's Cup. Our chances of "ZAPPING" the cup depend on the baseball, golf and skeet shooting teams. If you can't participate in a sport be an enthusiastic spectator. If our spectators were as spirited at the baseball games as they are at the various happy-hours we'd have no problems. Come on out to a ball game -- If you can't be an athlete, be a supporter of the team.

"KEEP YOUR P. P. UP"

We've all heard the old axiom, "A Healthy mind,..." but it's significance is hard to digest by those of us who consider the hundred yard dash a relay affair.

A physical fitness program needn't be "ALL exhaustive", just consistent. A few hours of basketball, badminton, or a good brisk walk each week will ease the mind as well as the body. In most cases the relief of tension is the most important product of a good work-out.

Beach time is rapidly approaching, start working on your own physical fitness program (P. P.) now. Also the quarterly exam is only about 2 weeks away.

"ZAPPER"

First we want to welcome home all personnel returning from the DET. We're sure the people returning from their second tour were deeply saddened at the news of no more third tour. Well boys, I guess it is up to the "NUGGETS" to keep the Olongapo sweeties happy. Sorry about that, boys.

I want to welcome Lieutenant D. F. AFDAHL as the new PAO, and Lieutenant (junior grade) V. N. STEWART as his assistant. Ensign P. F. DENNING will be the Officer's Fund Treasurer. It's a good way to make friends with Ensign DENNING. Mr. DENNING would appreciate prompt payment of all bills.

Now that we have an influx of new officers coming into this command, we have recently started assigning officers to act in a sort of "Big Brother" aspect. We will assign an officer to write to one of the new incoming officers to give him some sort of information of the squadron and the Bay Area.

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ADMIN OFF CE

The Admin Department like the other departments in the squadron is undergoing a vast change with the influx of the additional personnel in the squadron.

We have moved the COMM/CMCO office to the old ready room and the Personnel Office has been split into two offices. Everyone is still located topside on the North side of Hangar 39. The First Lieutenant's and LCPO's offices have also been moved from the duty office to the old Avionics shop. Everyone seems to be gaining by each move and COMM/CMCO now has enough room for more than 3 people in the office at one time.

The "storm troopers" of the First Lieutenant's division painted the Captain's Ladder and are trying to keep it looking nice even though the other half of the "storm troopers" are working hard the other way. It should be pointed out that this ladder and passageway is about the only part of the hangar that visitors see when they call on the skipper. Therefore it is restricted to the uniform of the day traffic only.

One more thing about the First Lieutenant. Please try to bear with him for a while on the parking lot situation. We now have both sides of the hangar and there are spaces for all, but they must be assigned. So stop in and see the First Lieutenant/LCPO.

Nine months ago we carried an on-board count of 100 Officers and 985 Enlisted, but now we have 116 officers and 534 enlisted with more coming in each day. With growing pains like these, it will take each and everyones concentrated effort to continue to "hack it", but the end result will be a job "well done".

Some of the end result of this continued effort is shown in a citation just received from the COMMANDER SEVENTH FLEET. It reads as follows:

"COMMANDER SEVENTH FLEET takes pleasure in commending VAW-13 Det ONE for service as set forth in the following CITATION:

"For outstanding performance of duty in tactical support of Southeast Asia combat air operations during the period 15 April 1965 to 1 June 1966. Through their selfless dedication and professional skill, the officers and men of CARAEWRON THIRTEEN Detachment ONE continuously and efficiently provided service to Attack Carrier strike aircraft, permitting them to complete their assigned missions with increased confidence, efficiency and safety. Although faced with unique problems in the areas of maintenance and continuity, CARAEWRON THIRTEEN Detachment ONE met all commitments in a resourceful and aggressive manner and thereby upheld the highest tradition of the United States Naval Service."

Signed JOHN J. HYLAND, Vice Admiral, U. S. Navy, Commander SEVENTH Fleet

The 10th of May will never achieve the notoriety of the Ides of March, but it marks the beginning of the end of an era for Carrier Airborne Early Warning Squadron THIRTEEN. It is in keeping with the demands of technology and state of art that progress must be made and that the old will give way to the new, regardless of sentiment.

VAW-13 entered into the beginning of the end of an era when the first propellerless airplane arrived on our line about 1430, 10 May 1967. The acceptance of the first EKA-3B Skywarrior aircraft into the squadron is sufficient reason to review the history of the squadron and perhaps express a few sentimental observations of achievements and successes we have enjoyed in the past.

VAW-13 was commissioned in September 1959 at NAS Agana, Guam. The assigned mission was to provide Airborne Early Warning, Airborne Electronic Countermeasures and Anti-Submarine services to the SEVENTH Fleet. VAW-11 at NAS North Island provided the same services to the FIRST Fleet in EASTPAC. Aircraft assigned at the time included EA-1E AEW aircraft and EA-1F ECM aircraft, however, the E-1B was being introduced to the fleet and VAW-13 received a fair share of available "Fudds". Detachments were assigned to provide services to the various SEVENTH Fleet units during fleet exercises and individual ship's exercises.

The squadron was transferred to NAS Alameda in the summer of 1961. At that time, the assigned mission was changed to task VAW-13 to provide carrier-based Airborne Electronics Countermeasures for the Pacific Fleet and VAW-11 to provide the AEW/ASW services. VAW-13 acquired all of the EA-1F's and VAW-11 all of the EA-1E's and E-1B's. The separation of missions provided the opportunity for each of the Pacific Fleet VAW squadrons to concentrate on its own area of expertise.

The venerable old "Fat Spad" became the trademark of VAW-13 as the squadron continued to operate and exploit its capabilities during many training exercises. In 1962, a permanent detachment was established in Cubi Point to make "Fat Spads" and their unique talents available again to the SEVENTH Fleet. VAW-13 personnel were rotated between the parent squadron and the detachment at Cubi, a mode of operations which continues even to the present time.

With the advent of sustained combat air operations in Southeast Asia in 1965, VAW-13 Detachment ONE at Cubi joined the Yankee Team Forces and took their Spads to war as a full time occupation. However, the squadron has been involved in Viet Nam in various capacities since late 1962.

The old spad has proven its worth in both training and combat roles, but as is to be expected with older elements, be they people or machines, age and progress have taken their toll. The slow Spad operates at a disadvantage in the modern jet age, and technology has further out dated the vintage machines. In the interest of keeping up with the first team, a more modern aircraft with modern equipment is a natural evolution. Thus the arrival of the sleek EKA-3B signifies the beginning of the phase-out of the old faithful EA-1F and its further usefulness is now fairly well determined.

The squadron is proud of its new vehicle, yet we have some feelings of nostalgia as we make the transition to the more modern equipment. We are proud of our prowess with our EA-1F's and have enjoyed the distinction of being "Spad Drivers." Our role in life was brightened by melding with the very best the fleet had and by knowledge that, like Grandpa, we were aged but still a source of experience.

We welcome the Skywarriors and their eager crews as "ZAPPERS". There are among us those who have seen Naval Aviation progress from open cockpits and multiple wings to the present wingless, propellerless machines. The enclosure of the cockpit ruined the image of a white scarf fluttering in the breeze. The removal of the top wing was disconcerting, but was finally accepted when they made the remaining one of metal instead of wood. We have now progressed to the point that air conditioners keep the aircrews cool, so we no longer need the propellers. Still, the idea that we build a fire in an airplane to make it fly is most amazing.

So better machines for better flying, and VAW-13 fully expects that in the years that be ahead of us, the "ZAPPER" will make sure that the EKA-3B is as fully exploited as was the spad, and that upon its inevitable replacement some day, it too will stir feelings of nostalgia in the old-time "ZAPPER".