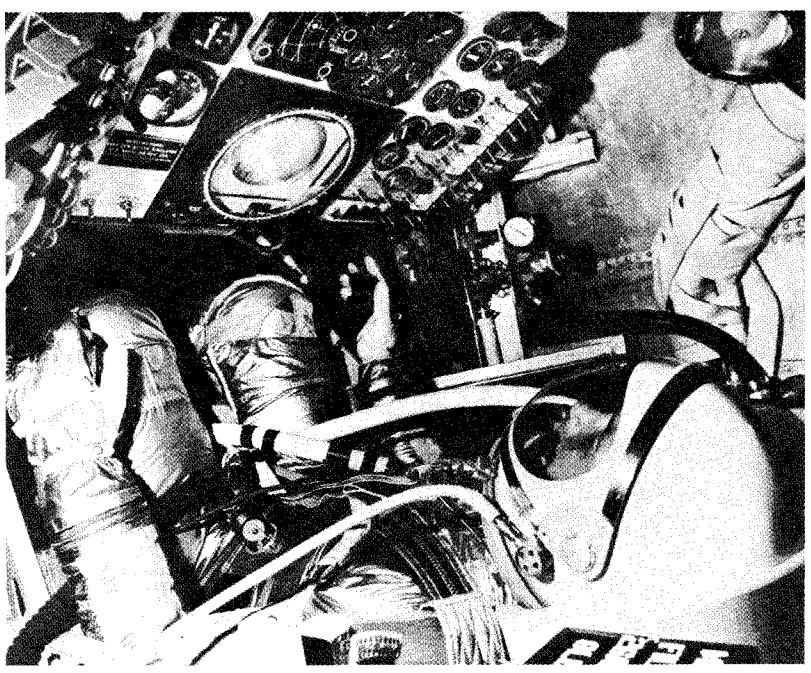
The Reflector

Volume 27, No. 11 | Naval Air Development Center, Warminster, PA | **November, 1983**

They Got Some of the Right Stuff at NADC

One of the most ballied hooed movies in recent years has just been released, the adaptation of Thomas Wolfe's "The Right Stuff." The movie depicts the selection, training and events in the lives of America's first Astronauts. For those who were around during that period in the early 60's, they remember every exciting detail of this country's first manned space efforts. Two of those people who were involved in the training and simulation program were Richard Crosbie, ACSTD and Donald Morway, CNTD. They along with a select group of about 20 others, helped test and develop some of the "Right Stuff" right here at NADC.

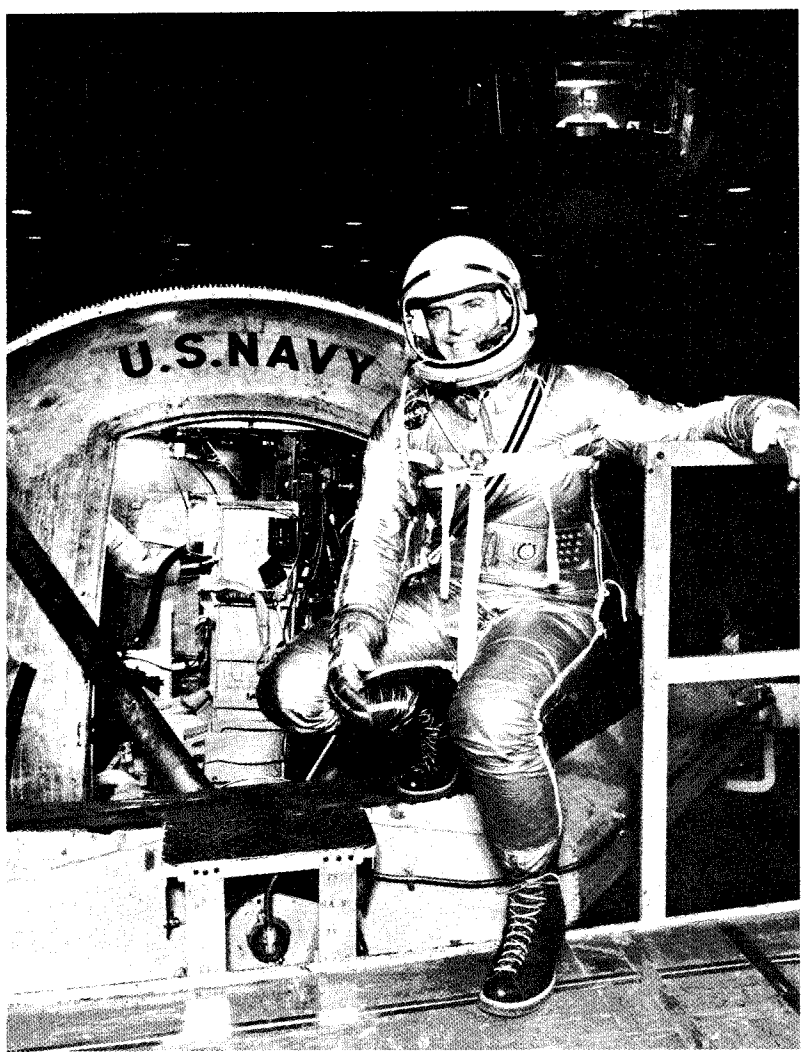


John Glenn in the centrifuge.

Crosbie explained that NASA had the need to simulate the flight profile of the rocket that would carry men into space. At that time there was no facility that had the capability of producing under pilot control the forces that would occur during a rocket launch and the return flight except the centrifuge at NADC. It was decided that all the astronauts would be brought to the Center for testing.

The centrifuge had been built almost eight years before the astronauts arrived by a designer who foresaw the need to include the capabilities that would be needed for the simulation of space flight. When the test program was begun a replica of the Mercury capsule was built to be installed in the centrifuge gondola. A program to duplicate the profile of a space flight was developed. Everything was done to make the test program as realistic as possible.

By this time the astronauts were beginning to get national attention. The year was 1959. The astronauts began arriving at NADC. Sheppard, Glenn, Grissom, Armstrong, Cooper and all the rest, came to be spun in the centrifuge. Crosbie said that the excitement level at the Center would rise in anticipation of the Astronauts arrival. "They were the nicest bunch of guys you would ever want to know," Crosbie stated. "They would fly in here in the newest and shiniest planes." Crosbie remembers that they all seemed to love fast cars. "They, (the Astronauts), would take every opportunity to borrow someone's sports car and take it for a spin up Street Road. They also liked the Bucks County area," Crosbie added. They went to New Hope and other local points of interest. While the Astronauts were at NADC they even took a trip to Willow Grove Amusement Park to ride the rides.



Alan Sheppard poses outside the gondola.

Donald Morway, was the Flight Director during the time that the Astronauts were here. It was his job to meet and brief them when they arrived at the Center. As an engineering psychologist, Morway studied the way the Astronauts reacted to the simulated flights.

Morway remembers that the tests were evenly divided be-

(Continued on page 2)

Dr. Gloria Chisum Wins Ninth Annual Barnaby Award

Dr. Gloria T. Chisum has been named by the Naval Civilian Administrators Association as the winner of its ninth annual Ralph S. Barnaby Award. Dr. Chisum, who manages the Life Sciences Research Branch and heads the Environmental Physiology Research Team in the Aircraft and Crew Systems Technology Directorate was recognized at the award ceremony by NCAA President Frank Drummond for 23 years of "outstanding technical and administrative accomplishment."

The award was presented to Dr. Chisum by Captain Ralph Barnaby, USN-Retired, the first Commander of the Naval Air Development Center.

Dr. Chisum, the award citation noted, holds several patents and has received numerous honors including the Aerospace Medical Association's Raymond F. Longacre Award, the designation of "A distinguished Daughter of Pennsylvania", and honorary degrees from the Medical College of Pennsylvania and Ursinus College.

Fly-By-Light Control System Successful

NADC has proven for the first time that helicopters can be flown with control systems that use light pulses under computer control. These systems are called, fly by wire and fly by light flight control systems. Charles Abrams, CNTD, stated that there are two fixed wing aircraft that use the fly by wire technology. They are the Navy's F/A-18 and the Air Force's F-16. Abrams said that although fly-by-wire control technology is state of the art, it's not currently used in production helicopters.

One advantage to the fly by wire and fly by light systems is that they eliminate the need for the pulleys, cables and mechanical devices that are currently used. The resulting weight savings could be translated into the installation of more equipment.

Abrams said that the two systems were installed in the same helicopter, a Bell Model 249 Cobra. Each system was connected to the collective control channel of the helicopter. The collective was selected because it has a triple redundant hydraulic pump configuration. Another part of the installation included two Linear Optical Displacement Transducers (LODTs). One was used as a pilot command sensor and the other as a feedback transducer for the collective actuator.

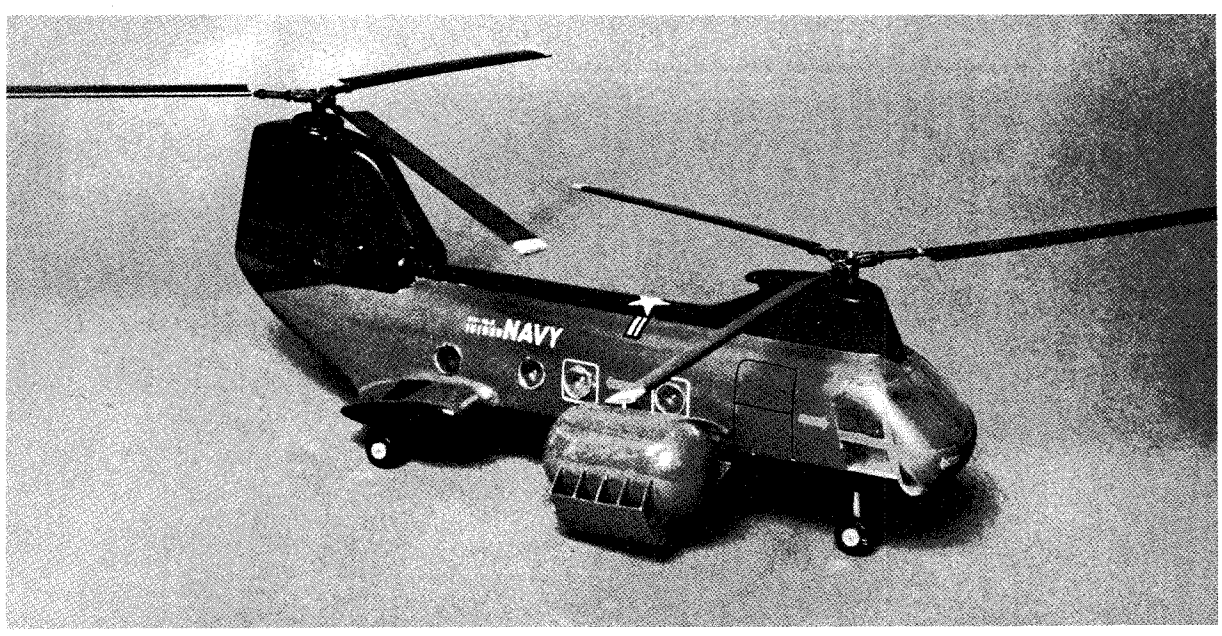
(Continued on page 3)

TV Studio Wins CHINFO Merit Award

NADC's television production crew has won an award from the Chief of Naval Information (CHINFO). They won second place in the category of Special TV Program or News Segment Covering a One-Time Event. The program that was submitted for the competition was on the subject of sonobouys.

Each year the CHINFO Awards competition is held to honor the best efforts by Navy personnel in the field of audio-visual and written communication. Hundreds of entries from all over the world are received at CHINFO headquarters. They are judged by a group of communications professionals from the Navy and the national media.

To be a winner of a CHINFO Award is an honor that few receive. NADC's Television Studio personnel have joined a select group.



H-46 helicopter model with float attached.

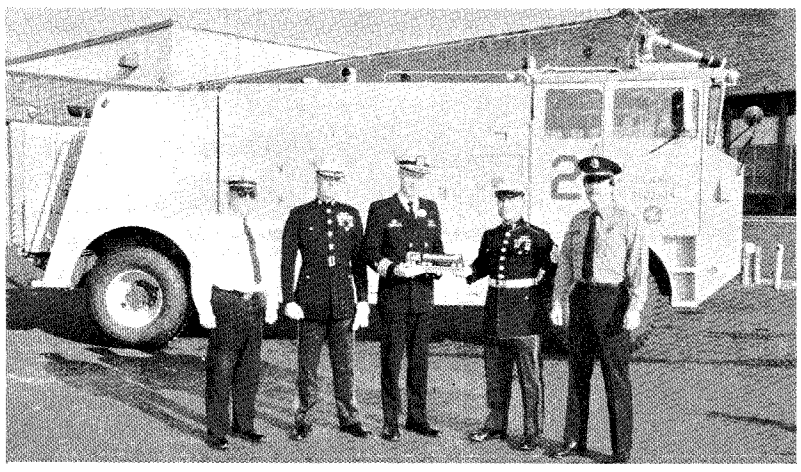
Helicopter Flotation Device Ready To Begin System Testing

A new helicopter flotation device has recently been developed at NADC. According to Project Engineer Jack Tyburski, the new device will significantly improve the chances for survivial in an at sea ditching of a H-46 helicopter.

Although the H-46 helicopter is built to remain afloat in a calm sea situation the aircraft does tend to tip over and sink in conditions of wind and waves. NADC's flotation device is designed to stabilize the helicopter and give the crew enough time to exit the craft in the case of an at sea emergency.

Tyburski explained that the flotation system is made up of two compartmented bags with inflation devices that are attached to both sides of the helicopter. The bags are constructed out of Kevelar, an extremely strong and lightweight material. A coating of polyurethane is applied to the bags to make them waterproof. In addition the bags have scoops on their sides that act as sea anchors. These scoops are designed to fill with water when the bags are inflated. The weight of the water helps stabilize the helicopter in rough seas.

The H-46 Helicopter Flotation System is scheduled to go into full scale testing early next year. It was designed to save both lives and equipment, something NADC people have been doing for a long time.



MSGT Clark presents the first toy of the Toys for Tots Drive to Captain Anderson. Also present are Chief Richard Walther, Major James Kean and Alfred Keiss.

Toys-For-Tots Drive Begins

For the past 36 years the U.S. Marine Corps has been holding its annual Toys for Tots drive. Toys for Tots has grown from a local Los Angeles area project to a national campaign.

Each year NADC collects new, unwrapped toys for the Toys for Tots drive. The toys you donate are, in turn, given to needy children. In 1980 a record 5.7 million new toys were collected and the drive is still growing.

You can drop off those NEW, UNWRAPPED, toys at several sites around the Center. Look for them in the Credit Union area, by the Fire House and in the Duty Office. This drive is important to a lot of needy children and Christmas, remember, is the time to give.

Aussies from Down Under Visit NADC

Captain Anderson stands with visiting Australians who came to NADC to discuss the development of new sonobuoy and acoustic processor equipment to improve detection and localization capability of the P-3 aircraft.

(Right Stuff)

tween flight and abort simulations. He said, "It was these abort tests that helped build the confidence that the Astronauts needed to fly in space." Also during the testing long holds were built into the count down procedure. Morway said that, "The performance of the Astronauts would be tested both before and after the holds to see if the frustration of sitting in the centrifuge for up to two hours had any effect on how they handled the flight." "These holds also helped build up the Astronauts frustration tolerance," Morway added.

Crosbie says that he was impressed with the patience and inquisitiveness of the Astronauts. He said that no matter how trivial the test was, they wanted to know every detail of the equipment and the test procedure. If there was a delay in the testing, they didn't seem to mind even if they were fully suited up.

Being the same size and weight as Gus Grissom gave Morway the opportunity to pressure test his flight suit and ride in the centrifuge to make sure the equipment was operating correctly.

Being so close to the Astronauts gave Crosbie a chance to get friendly with them. He said that Alan Shepard was sort of the class clown, always cracking jokes. He said that even before the first flight, John Glenn seemed kind of special. There was a certain air around him. As it turned out Shepard was the first to make a sub-orbital launch, Glenn became the real celebrity when he orbited the earth three times.

The simulation program at NADC was so accurate that the Astronauts said that real flights felt exactly the same as the flights in centrifuge. Crosbie said that the Astronauts reported a tumbling sensation after each thrust stage during the centrifuge runs. It was thought that the sensation was peculiar to the centrifuge, but the same feeling was experienced during the real flights.

"There was no such thing as an eight hour day when the Astronauts were here," Morway stated. They would drive a NASA van to the Center and park it next to the centrifuge building. The Astronauts would suit up in the van, sometimes at 2 o'clock in the morning. And then they would walk to the centrifuge flight deck, just like a real launch. "We would be here until 11 o'clock at night and the long days would get to me," Morway said. But the Astronauts were always ready to proceed with the tests and they never complained. He remembers them saying that if all the testing went as well as the program at NADC, then the entire space program would be a success.

In all, 31 Astronauts trained at the Center from 1959 to 1964. They came here to find out what space flight was about. The people and the equipment at NADC had all "The Right Stuff" to help the Astronauts in their quest for space flight.

Letter to the Editor . . .

On Wednesday, 2 November 1983 at approximately 1530, I approached my car and discovered I had a flat tire. In this day of Women's Lib I am ashamed to say that I found myself totally unprepared in knowing how to change a tire. Before I could look for a telephone to call a service station for help, a smiling face with a friendly voice approached me and offered to help. That smile belonged to Donald Neuner, a welder in the Technical Support Department. When Donald looked in the trunk of my car for the spare, he found that it too was flat (bad valve). This could have easily been his cue to say goodby but instead he personally took the spare over to the men in the Transportation Division to get repaired. These men, again like Donald, cheerfully agreed to repair the tire valve. In less than fifteen minutes, I was on my way.

I also would like to say that while I was waiting for Donald to return with the tire, three other men also offered their assistance. I must say that I felt very proud to be a part of the Naval Air Development Center's team because it employed men who still believed in helping others in time of need. To Donald and the men in the Transportation Division, I offer my sincere appreciation for a job well done. Your team spirit reflects highly not only on yourselves, your departments, but on the Center as a whole and I am one lady who is glad to work here.

BARBARA J. KEMPF

The Reflector

Naval Air Development Center

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CAPT James B. Anderson — Commander, NADC
Robert S. Buffum — Technical Director
Joseph P. Cody — Public Affairs Officer
David Polish — Editor

CDR Arnold Reports To CNTD

The Communications and Navigation Technology Directorate has a new Military Project Officer. CDR William K. Arnold is assigned to the Airborne Tactical Command and Control Office in CNTD. Arnold explained his position as being the focal point for bringing the Center's expertise in command and control into tactical platforms.

For the past month Arnold has been busy collecting data on what the Center has done and where it is going in the field of airborne tactical command and control. As the only military person in the directorate, Arnold will be there to provide an operational point of view for various projects.

With a vast amount of experience in the fleet, he finds his first "R&D" tour a little different. Arnold was commissioned after his ROTC training at the University of Virginia in 1962.

CDR William K. Arnold

The next year he received Naval Flight Officer training with a specialization in tactical electronic warfare. After his first squadron tour he went to the Naval Air Test Center and their Test Pilot School. While there, Arnold was designated the EA-6B Project Officer for the Board of Inspection and Survey trails.

In 1971 Arnold was assigned to NAS Whidbey Island and participated in the fleet introduction of the EA-6B. He then went aboard ship for a WESTPAC cruise. In 1975 Arnold entered the Naval Postgraduate School in Monterey. He then went to NAVAIR, PMA 253 and served as the TACAIR Electronic Warfare Project Officer.

Arnold served as the Staff Material Officer of Carrier GROUP II from 1980 to 1981. From 1981 until he transferred here in October, Arnold was the Commanding Officer of Naval Air Technical Services Facility at ASO.

He is presently involved with the engineers supporting the Pilot Project for Improved Battle Group Navigation Accuracy. His position is a new one at NADC but he brings years of fleet expertise to an important area of the Center.

(Light continued)

Cobra helicopter during fly-by-light test.

Although the fly-by-wire system had four redundant channels the fly-by-light had only one optical fiber path. For this reason the flight tests of the fly-by-light system, were conducted at an altitude of 1000 feet.

All the flight tests took place at the Bell Flight Research Center in Arlington, Texas. Both systems were put through a series of turns and straight flight maneuvers. Abrams said that the fly-by-wire system was also failure tested to make sure the redundant circuits operated correctly. The test pilots stated that there was no difference in the feel of the helicopter and that the collective control break-out force was reduced which is a desirable feature.

FWA Hotline Attracts Calls

Citing the ongoing drive for the elimination of Fraud, Waste and Abuse (FWA) within Department of the Navy activities, Capt. Paul F. Carroll, Director, Investigations Division, Office of the Naval Inspector General, said, "The Navy will investigate any allegation of waste or wrongdoing, no matter who is involved because the Navy is responsible and accountable for the identification and elimination of such practices."

The central Navy hotline is one of the vehicles by which instances of Fraud, Waste and Abuse may be reported. Established by the Chief of Naval Operations, the hotline became operational on 3 Oct. A summary of Navy hotline operations, for the period 3 Oct-12 Oct, reflects considerable interest in curbing FWA by members of the Naval community:

SUBJECT	Number of Complaints
Misuse of Govt. property, vehicles & manpower	5
Abuse of annual leave	1
Drug Abuse	1
Excessive charges by contractor for spare parts	2
Procurement procedural deficiencies	1
Substandard contractor performance	1
Travel Fraud	1
Personnel mismanagement	1
Waste of government funds	1
Illegal expenditure of government funds	1

As is always the case, personnel suspecting wrongdoing should first attempt to deal with the problem by working through the on-scene chain of command, or even a local hotline. Local officials will normally be able most quickly and most effectively to take appropriate action. The central Navy hotline is for use when normal problem solving procedures for some reason don't seem to work.

Navy Hotline Telephone Numbers:
Toll-free: 1-800-522-3451
Autovon: 288-6743
Commercial: (202) 433-6743

Bilodeau's Chicken Recipe Wins First Prize in Cafeteria Contest

4 Tblsp. soy sauce
3/4 cup ketchup
3/4 cup water
2 Tblsps. vinegar
1/2 cup brown sugar
1 diced onion
Dash of garlic powder
Dash of seasoned salt

Place 6 small boneless breasts, rolled up, into shallow baking dish, seam side down. After mixing sauce, composed of above ingredients, pour over chicken and bake at 350°for 1½ to 2 hours. Occasionally spoon sauce over chicken.
(Note: Chicken parts can be substituted for breasts).

I like to serve this dish with Rice-a-Roni or wild rice.

Submitted by: Joanie Bilodeau (40S), X2350

President Sends Important Message

THE WHITE HOUSE

WASHINGTON

AUGUST 30, 1983

MEMORANDUM FOR FEDERAL EMPLOYEES

SUBJECT: Unauthorized Disclosure of Classified Information

Recent unauthorized disclosures of classified information concerning our diplomatic, military, and intelligence activities threaten our ability to carry out national security policy. I have issued a directive detailing procedures to curb these disclosures and to streamline procedures for investigating them. However, unauthorized disclosures are so harmful to our national security that I wish to underscore to each of you the seriousness with which I view them.

The unauthorized disclosure of our Nation's classified information by those entrusted with its protection is improper, unethical, and plain wrong. This kind of unauthorized disclosure is more than a so-called "leak"—it is illegal. The Attorney General has been asked to investigate a number of recent disclosures of classified information. Let me make it clear that we intend to take appropriate administrative action against any Federal employee found to have engaged in unauthorized disclosure of classified information, regardless of rank or position. Where circumstances warrant, cases will also be referred for criminal prosecution.

The American people have placed a special trust and confidence in each of us to protect their property with which we are entrusted, including classified information. They expect us to protect fully the national security secrets used to protect them in a dangerous and difficult world. All of us have taken an oath faithfully to discharge our duties as public servants, an oath that is violated when unauthorized disclosures of classified information are made.

Secrecy in national security matters is a necessity in this world. Each of us, as we carry out our individual duties, recognizes that certain matters require confidentiality. We must be able to carry out diplomacy with friends and foes on a confidential basis; peace often quite literally depends on it—and this includes our efforts to reduce the threat of nuclear war.

We must also be able to protect our military forces from present or potential adversaries. From the time of the Founding Fathers, we have accepted the need to protect military secrets. Nuclear dangers, terrorism, and aggression similarly demand that we must be able to gather intelligence information about these dangers—and our sources of this information must be protected if we are to continue to receive it. Even in peacetime, lives depend on our ability to keep certain matters secret.

As public servants, we have no legitimate excuse for resorting to these unauthorized disclosures. There are other means available to express ourselves:

—We make every effort to keep the Congress and the people informed about national security policies and actions. Only a fraction of information concerning national security policy must be classified.

—We have mechanisms for presenting alternative views and opinions within our government.

—Established procedures exist for declassifying material and for downgrading information that may be overclassified.

—Workable procedures also exist for reporting wrong-doing or illegalities, both to the appropriate Executive Branch offices and to the Congress.

Finally, each of us has the right to leave our position of trust and criticize our government and its policies, if that is what our conscience dictates. What we do *not* have is the right to damage our country by giving away its necessary secrets.

We are as a Nation an open and trusting people, with a proud tradition of free speech, robust debate, and the right to disagree strongly over all national policies. No one would ever want to change that. But we are also a mature and disciplined people who understand the need for responsible action. As servants of the people, we in the Federal Government must understand the duty we have to those who place their trust in us. I ask each of you to join me in redoubling our efforts to protect that trust.

Ronald Reagan

Commander Salutes

Lorraine M. Koch and David Panetta, both of SD, for their outstanding service to the Carrier Air Wing Composition Study for the Chief of Naval Operations.

Thomas Ames and the entire Public Works Staff for their efforts that resulted in the awarding, to NADC, of the Secretary of the Navy Certificate Of Energy Conservation Achievement.

Isadore Zaslow, PAR, for his performance as Commander THIRD Fleet Antisubmarine Warfare Technical Advisor.

Michael L. Stellabotte, ACSTD, for his participation in the H-60 Tri-Service Common Quality/Nondestructive Testing and Inspection Program Planned Meeting.

William L. Hicklin, SATD, for his assistance to the Naval Material Command while acting as the Division Assistant for Airborne Anti-submarine Warfare, Electronics Warfare and Intelligence.

Charles E. Halko, CNTD, for his contributions to the development of the Avionics Configuration Master Plan for the Naval Air Systems Command.

AMEC Arnold L. Cross and PR1 Barry E. Clements for their assistance to the Aviation Supply Office's "ASO Day Program."

Edwin S. Gernant, Michael V. Mele, Terry A. Shephard, Stephen M. Elchenko, Gerald D. Toland, Lawrence F. Coar, Emil Garkav, Charles D. Pizzichello and Joseph Palumbo, all of SATD and John P. Mikulich of SCD, all for their contributions to the Naval Air Systems Command's Direct Measurement Program.

John B. Tye, Donald E. Pisechko, Forrest V. Miller, Vincent V. Giansanti and Alan S. Hellman, all of ACSTD, for their streamlining the procedure for responding to contractor requests about survival equipment.

Elliot L. Ressler, Dr. Gerald J. Palatucci, Sidney Krieg, Ernest W. Coleman, Walter J. Schoppe, Jr. and Gordon B. Heal, Jr., all of CNTD, for their briefings during the Communications Technology Review sponsored by the Naval Ocean Systems Center.

Geraldine Keenan, CP, for her participation in the Northeast Region Staffing Conference.

Squadron Leader Christopher M. Sweeney, RAF,for his support to the P-3C program from 1980 to the present. Sweeney has served as P-3C Fleet Software Support Project Officer and Chairman of the P-3C Software Operational Advisory Group. He has managed the software design for employing P-3C weapons and the integration of a passive acoustic tracking capability into the P-3C acoustic processor.

HM2 James F. Cisco

Cisco, Sailor of the Quarter, Four Others Honored

Hospital Corpsman HM2 James F. Cisco has been named NADC's Sailor of the Quarter. He was singled out for his assistance in setting up a training program for the military personnel assigned to the Human Factors Testing area. He also helped design a display for the 1983 SAFE conference.

As Sailor of the Quarter, Cisco received a plaque from the Southeastern Chapter of the Navy League. He also was presented with a 72 hour pass, a reserved parking place at the NX and relief from the Watch Bill for a month.

Four sailors at NADC recently received honors from Captain James B. Anderson. HM2 James Cisco was awarded NADC's Sailor of the Quarter title. HM3 Ivan J. Goyco, HM2 Charles Spears and DP2 Allen Hamilton all received first time Good Conduct Awards. AW2 Harold Parks got his wings in the Aviation Warfare designation.

Divots Defeat Haphazards To Win The 1983 NADC Golf Title

The Divots defeated the Haphazards in the final round of the NADC Golf League Championship Playoffs.

During the regular season the Divots finished third in the Red Division.

In the first playoff round the Divots team of Mebby, Lutz, Crosbie and Ammerman defeated the Fourth Place Chippers.

Meanwhile the Purple Tide (Second Place) were victorious over the Fifth Place Double Eagles. The second round saw the Divots team defeat the manpower short Purple Tide, thus earning the right to play the First Place Brassies for the Red Division Title.

The Divots beat the Brassies 11 to 3. At the same time the White Division First Place Haphazards were defeating the winners of the first two play-off rounds in their division—The Night Clubbers. Thus the stage was set for the 18-hole Championship Match between the Divots and Haphazards.

The Divots fielded the strong team of Clark, Melby, Whitsel and Crosbie, and won the match 7 to 3.

by Bob Lutz

The Divots from lt to rt, Dick Crosbie, Mark Ammerman, Len Tomko, Jack Mulhern, Bob Lutz, Bo Melby and Lou Daouphars.

Navy Relief Offers Help for Baby

The birth of a child is a joyous occasion. Each Navy and Marine Corps junior should be a source of pride to the new parents. Navy Relief is pleased to have the opportunity to share in this celebration of new life by providing a small gift to help defray the initial cost of caring for this "new addition" to a family.

On request, the Pennsylvania Auxiliary provides a lovely starter set for the new baby of sea service personnel. This gift is provided in every instance to service families in pay grade E-4 and below. For service families in pay grades E-5 and above, layettes are provided on the basis of need. The baby clothes and related infant care items given in this "Junior Seabag" are purchased new and some are handcrafted by Navy Relief volunteers.

It is suggested that together the prospective parents visit the Navy Relief office during the final six weeks of pregnancy. A Society volunteer will give the couple some tips about the expense involved in providing for the needs of this new child. The couple will receive the layette at that time.

Some wonderful people, Navy Relief volunteers, take great pleasure in crocheting and otherwise preparing your baby's layette, and hope that you will allow them to share in your pride and joy on this special occasion. To receive this beautiful layette, you can stop by the Pennsylvania Auxiliary Office, Building 674, Philadelphia Naval Base, from Monday to Friday, 0900 to 1400. Branch hours at the Willow Grove Branch Office are Wednesday and Friday, 1000 to 1400.

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FIRST CLASS

Active Duty Chief Petty Officer Exams To Be Held 19 January

"NOW IS THE TIME ..." Start studying NOW for the annual Navy-wide chief petty officer exams which will be held on Thursday, 19 January 1984 for active duty personnel. The Commander, NAVAIRDEVCEN may authorize participation in the examination *provided* you meet all of the eligibility requirements indicated below:

1. Have completed 3 years in pay grade as of 1 January 1985.
2. Have completed required Navy training courses.
3. Are recommended by your commanding officer.

A review of the past three first class petty officer—annual evaluation reports (NAVPERS 16 16/18 or NAVPERS 16 16/24) shall be completed commencing with the period 1 January 1981 through 31 December 1983. Summarize and submit missing completed ACDUTRA periods and drill attendance to COMNAVMILPERSCOM (NMPC-93D).

Weight factors for the final multiple score place emphasis on demonstrated leadership ability. Candidates should ensure that their command has submitted a current evaluation. Commands must compute the performance mark average which is entered on each candidate's answer sheet.

Candidates must meet all eligibility requirements, with the exception of TIR and ACDUTRA for inactive candidates, by 1 December 1983.

If your final status is Selection Board Eligible (SBE), your microfilm service jacket will be placed before the Fiscal Year 1985 Chief Petty Officer Selection Board which convenes in the Navy Department, Washington, D.C. The board for active duty candidates will convene on or about 18 June 1984, and the board for Reserve candidates will convene on or about 9 July 1984.