

editorial

panic unnecessary in face of proposed change

By JO2 D. C. Kaster

When things are running smoothly on an old and tried course such as lazy river, suggest a radical change, then sit back and watch what happens. That lazy river may turn into a turbulent overflowing rampage. People may be running left and right, trying to recover from the initial shock of a possible change and not looking at the merits of the suggestion.

With the passing of time, man has been able to curb the raging river. Sturdy dams have been built to regulate the flow and save the bottom ground from flooding year after year. The big Mississippi is now somewhat subdued by dams. It now takes a very wet spring to cause the river to boil over its banks.

KEEP COOL

As the rivers he has conquered, man can also regulate himself. All he has to do is to keep from going off half cocked. Blowing a few smoke rings, pacing the floor, drawing a cup of coffee or whatever will give him an overall view of the suggestion will help prevent a lot of rash actions.

Taking time to weigh all aspects of the suggestion will be beneficial even if the suggestion is bad or mediocre. First, the suggestion, although it may be bad on the whole, may have a few points that can be utilized. Second, if a suggestion is trampled before consideration, there may be hundreds of good suggestions that will never be voiced by that individual in the future.

CONSIDER ALL ASPECTS

Weighing all aspects of a suggestion is tough. It is much easier to let emotions be the deciding factor. It also would have been much easier to have let the rivers continue their annual rampaging. The what is now the country's most productive land would have been useless at least half of the time. The same holds true in weighing suggestions. If a person quakes at any possible change he is useless half of the time, making him half the person he might be.

carqual first for benn jets

The unique TA-4JF, two-seat trainer version of the Navy's A-4 Skyhawk, qualified in carrier landings for the first time aboard any Navy ship in late June, and the ship was Bennington.

The single-engine jet attack aircraft is fitted with a second seat for use by the flight instructor. The second position is equipped with an identical instrument panel and set of controls as in the pilots position. To accommodate the larger cockpit, the main fuel cells behind the cockpit had to be made smaller. The TA-4JF, made by McDonnell Douglas, was originally introduced in May, 1966. It had not qualified aboard any carrier until June 26 and 27 aboard the Bennington during carrier qualification exercises. The second seat position was not occupied on any TA-4JFs during the landing exercises.

FOR INSTRUMENT TRAINING

The TA-4JFs are used exclusively for instrument training purposes by the only two West Coast squadrons operating the jets, Fighter Squadron 126 from Miramar Naval Air Station, and Attack Squadron 127 from Lemoore Naval Air Station.



One of the several TA-4JF jet trainers aboard Benn from VF-126. Photo by PR3 D. C. Flint.