

Pilots Display Skill

(continued)

floating airstrip, peeled off and dove straight "for her stack", pulling out and winging away at the last moment.

The finale was explosive! Live ammunition echoed across the sea as the low swooping planes hurtled out of the clouds and blasted accurately at the target sleds pulled by Kearsarge and Bennington. Feats of marksmanship were displayed as the Kearsarge's sled was quickly blown to bits.

AD's skimmed the waves and dropped 16 napalm bombs. Both jets and AD's launched close to one hundred rockets at the skip-ping targets, and more than 200 rounds of 20mm slugs were fired by each of the jets.

Later that evening, Bennington's Captain Paul Foley, Jr. announced to the crew that Rear Admiral Storrs had sent a dispatch commending the Benn's teamwork and efficiency during the air show.

Cruise Book Will Be Ready In June

The people who have bought cruise books will be interested to know that quite a bit of progress has been made since the book first went on sale. Careful planning and thought has gone into every phase of the book to make it the best the Bennington has ever had.

There is to be 128 pages divided into eight major sections which will be further subdivided into various departments and divisions. Each page will be full of group and action pictures of the men aboard. The cruise book depicts every part of the cruise, from the beginning when Bennington left Brooklyn to the completion of operations in the Far East and the return to her new port, San Diego, California.

Work on the cruise book is fast coming to a finish and should be completed and printed by June. When it is completed, it is certain to make a fine memento of the exciting ports of call and the good times that were had by all.

New Navigator Charts Benn Over Far Eastern Waters

A new face among Bennington's higher echelon is Commander D.H. Wiss who took over the position of Navigator after he relieved Commander C.A. Clark in February.

The new plotting boss started his Naval career as a white hat in 1940 at NAS Sands Point. He immediately took advantage of the Navy training offered and after completing flight training at Pensacola, Florida, received his commission on April 10, 1941. Commander Wiss attained his present rank in July 1951.

The Commander has served with various commands through the years such as Guided Missile Units in 1943; Ferry Squadron at Floyd Bennett Field, New York, in 1945; Patrol Squadrons at Patuxent River, Maryland and Quonset Point, Rhode Island, and instructor duty at his service alma mater in Pensacola. The ex-student from the University of Washington reported to the Benn from the Chief of Naval Operations in Washington, D.C. where he was head of Air Training Divisions.

This man with the charts and dividers is married to the former Miss Mace L. Lawrence of Corpus Christi, Texas, who, with their six and a half year old daughter Teresa, make their home in Coronado, California.

He is an ardent amateur photographer and is highly interested in the audio phase of electronics.

Another recent acquisition to the Bennington's officer roster is Ensign Robert B. Vollum in the Supply Department.

Mr. Vollum graduated from the U.S. Naval Academy in June 1955 and reported aboard from the Navy Supply Corps School in Athens, Georgia.

The Ensign, who is the Assistant Aviation Supply Officer, is the son of Mrs. Charles M. Vollum of Fairfield Road, Devon, Penn.

Jan. 26, 1911--Glenn Curtiss made the first successful flight in a seaplane when taking off and landing in San Diego Harbor.



'NOW THE SHIP IS TURNING TO PORT' - Ship's Navigator, CDR D.H. Wiss plots a course through the Pacific.

Three Airlines Offer Special Flight Rates

Due to the number of men on the Bennington who make their homes on the East Coast, inquiries have been made on chartering airplanes for the leave periods.

The Bennington has received replies from four major airline companies and their prices average as follows:

Excursion fares to New York, Washington D.C., and Philadelphia\$80.00 each way, plus tax or \$176.00 round trip, tax inc.

Excursion fares to Chicago\$70.00 each way, plus tax or \$154.00 round trip, tax inc.

Charter fares to New York\$156.00 round trip.

The difference between the Excursion and the Charter flight is that on the Excursion plan one may leave anytime of the week and return anytime; whereas on the Charter flight a group must leave from a given point at the same time.