



# *F-8 Crusader Association*



***LACB 29***  
***San Diego 2017***  
***Dinner Program***

## LAST ANNUAL CRUSADER BALL HISTORY

1ST NAS MIRAMAR, APRIL 1982 - DAVE BEAM

2ND NAS OCEANA, MAY 19, 1984 - CHUCK TINKER

3RD NAS PATUXENT, MAY 18, 1985 - MIKE WELCH

4TH NAS POINT MUGU, MAY 17, 1986 - MOON VANCE

5TH NAS MIRAMAR, MAY 16 1987 - CHUCK LOWRY

6TH NAS MIRAMAR, MAY 21, 1988 - RED BEST

7TH NAS MIRAMAR, AUGUST 11, 1989 - CAL SWANSON

8TH NAS MIRAMAR, OCTOBER 26, 1990 - HOSS PEARSON

9TH NAS MIRAMAR, OCTOBER 19th 1991 - ED BROWN

10TH WASHINGTON, D.C. OCTOBER, 1992 - HOT DOG BROWN

11TH DALLAS, NOVEMBER 6, 1993 - DENIS DUFFY

12TH PHOENIX SEPTEMBER 2, 1994 - BILL HAUPRICH

13TH SAN DIEGO, OCTOBER 7, 1995, Mo Wright

14TH PENSACOLA, OCTOBER 24-27 - 1996 Chuck Tinker

15TH RENO NEVADA W/TAILHOOK Sept 4-7 1997 - BILL RUSSELL

16TH PENSACOLA May 20, 1999

1999 DECEMBER 1-3. Although not an LACB many went to France for the official retirement of the F-8.

17TH SAN DIEGO, OCTOBER 5, 2000 - BRUCE BOLAND

18TH NAS OCEANA, SEPTEMBER 20, 2001 - DAVE WINIKER

19TH FRENCH CRUSADER BALL Hyeres, OCTOBER 3-6, 2002 - ANTOINE GUILLOT

20TH SAN DIEGO, OCTOBER 16, 2003 - BOB PEARL

21ST PENSACOLA, OCTOBER 5-8, 2005 - CHUCK TINKER/CHUCK KLUSMANN. The first one scheduled for Oct 2004 was cancelled due to Hurricane Ivan that destroyed a lot of Pensacola. Hurricane Katrina hit just before this one but did not cause it to be cancelled.

22ND SAN DIEGO MAY 12, 2007 - BOB PEARL

23RD SAN FRANCISCO, MAY 01, 2008 - RICH KEEFER

24TH DALLAS TX OCTOBER 7, 2009 - DENNIS DUFFY

25TH PENSACOLA, MAY 05, 2011 - CHUCK KLUSMANN

26TH RENO W/TAILHOOK SEPTEMBER 6-8, 2012 - JOHN HOLM

27TH SAN DIEGO/CORONADO MAY 21, 2014 - BOB PEARL

28TH SAN DIEGO OCTOBER 02 2015 - RICH REDDITT

29TH SAN DIEGO MAY 3 - 6 2017 DAVE COWLES

1800 Cocktails

1900 Seating

Parade the Colors - provided by Sea Cadets of San Diego

National Anthem led by Ev Southwick

POW Recognition by Chuck Schroeder

Pledge of Allegiance

Retire Colors

Invocation RADM Jay Campbell USN (Ret)

Dinner

Toast

Announcements and Remarks by Dave Cowles

Thank you to Committee Members

Raffle results

Centerpiece giveaway

Dance

## A BRIEF HISTORY OF THE F-8 CRUSADER

In September of 1952, the Navy announced a requirement for a new fighter. It had to be magic! It was to fly supersonic in level flight, and have range & endurance far beyond any jet aircraft then known. It was to have the strength, reliability, precise handling characteristics, and the gentle breeding to operate from 27 CHARLIE carriers.

The Vought Corporation, an aircraft maker with longstanding tradition for using unconventional concepts, won the ensuing competition with a fighter plane that incorporated several ingenious ideas. Among them were the high wing design, the variable incidence wing, and a clever approach to tucking the main landing gear into a narrow fuselage. They were all linked in a series of tradeoffs to maximize performance and aerodynamic stability in the fighting configuration, while allowing provision for landing aboard a carrier. The radical, two position wing configuration was designed with the wing hinged to the fuselage at its rear attachment point and a screw jack actuator attached at the front end of the single piece wing which formed the top of the fuselage. As the wing was reconfiguring from a high speed shape to that needed for slow speed flight through extension of high lift devices (flaps & droops), the wing would simultaneously rotate on the hinge, increasing its incidence (angle between wing and fuselage) by seven degrees. It leads to the age-old question; did the leading edge of the wing raise, or was the fuselage lowered? In any event, the same angle of attack on the wing allowed tolerable approach speeds for carrier landings while allowing a much shorter and lighter weight landing gear to be built into the elongated fuselage which housed the Pratt & Whitney J57 with afterburner, lots of fuel & initially, a rocket pack. At the same time, the two-position wing provided good visibility over the nose while the wing maintained the cocked-up angle necessary for carrier landings.

## MILESTONES

On March 25<sup>th</sup> 1955, John W. Konrad, a native of San Diego and a veteran pilot of the 1948 Berlin airlift, flew this revolutionary machine on its maiden flight, and went supersonic. In April, 1956, Cdr. R. W. 'Duke' Windsor landed the CRUSADER aboard USS Forrestal and 4 months later, won the Thompson Trophy for the Navy by flying 1015.42 miles per hour.

On June 6<sup>th</sup>, 1957, two Crusaders of VX-3 launched from the Bon Homme Richard off the California coast and headed east. Refueling over Dallas, they recovered aboard the new carrier, Saratoga, off Jacksonville, Florida. President Eisenhower observed the recovery. The flight lasted 3 hrs, 28 mins. The pilots were Capt. Robert G. Dose, CO, VX-3, and Lt Cdr. Paul Miller.

On July 16<sup>th</sup>, 1957, Major John Glenn and Lt. Charlie Demmler launched on Project Bullet, an attempt at a transcontinental speed record. Lt. Demmler aborted during the flight after suffering damage while aerial refueling, and Major Glenn completed the flight in 3 hrs, 23 min, for a record average speed of 725.55 miles per hour.

A total of 1,266 Crusaders were built, including 42 for the French Navy. Before the assembly line closed, 448 of these had been rebuilt into more advanced models. 71 Navy and Marine Squadrons operated Crusaders. Navy fighter squadrons operated the Crusader from March, 1957 (VF-32) until the final deployments of VF-191 and VF-194 aboard Oriskany ending in March, 1976. The Marines operated the Crusader from Dec, 1957 (VMF-122) until late 1968 (VMF (AW)-235). The active duty photo squadrons stopped flying the Crusader with VFP-63 in June, 1982. Both fighter and photo CRUSADERS were operated extensively by Navy and Marine Reserve units. The reserves continued flying photo CRUSADERS in VFP-206 until January, 1987. Thirty-five F-8H CRUSADERS were transferred to the Philippine Air Force in late 1977 and flown until January, 1988. CRUSADERS were operated at sea by the French Navy until 28 October 1999.

There were 18 confirmed kills by the F-8 Crusader during the Vietnam War. Three were lost in air-to-air combat. 84 Crusaders were lost from direct enemy action. 517 Crusaders were destroyed. The total number of Crusader hours flown: 2,368,153.

## LASTS

Last trap operational USN F-8 was on USS Oriskany 2 February 1976 Jack Hamilton CO VF-194.

Last Cat by operational USN F-8 was from USS Oriskany the fly-off to NAS Miramar on 2 March '76

Last Navy fighter F-8 attached to a fighter squadron training fighter pilots, May 19, 1976. Chip Meyers.

Last Trap RF-8G Barry "Flavius" Gabler, 18 Oct 86, CV-66

Last Cat RF-8G Barry "Flavius" Gabler, 18 Oct 86

Last Navy F-8 Squadron Light Photographic Squadron Two Zero Six, Disestablished April 1986, When the Fat Lady Sang -LITERALLY!

Last Navy Flight RF-8G Dave Strong, April '87, NAF Washington-Dulles

There have been a total of 142 squadrons and/or reporting custodians that flew the Crusader over the years.

(History and data taken from various books, articles and research by Paul Gillcrist, Peter Mersky, Rich Redditt, Gary Williams, Rob Rivers and others.)

## F-8 EJECTIONS

The first ejection from the F-8 was by then Captain James Feliton (USMC), using the original Vought seat on 4 May 1956 near Greenville, Texas.

Martin Baker documents 514 successful F-8 ejections. These don't include the ejections using the Vought seat nor do they include unsuccessful ejections or those by the French and Philippines.

## **Special thanks to:**

**Hyatt Regency Mission Bay  
Martin-Baker for a generous donation to our LACB29  
USS Midway Museum  
Color Guard provided by Sea Cadets of San Diego**

## **2017 Committee Members:**

**Dave “Gator” Cowles - Chairman  
Dennis “Taco” Bell  
Mary “B10” Buonaguidi - Meeting Planner  
Dick “Cossack” Evert  
John “Badger” Holm  
Skip “Thumper” Leonard  
Norm “Sabre” McCoy  
Nigal “Majorie” Miller  
Jim “Wizard” Ozbirn  
Bob “Beeper” Pearl  
Pete “lightning” Phelps  
Chuck “Flash” Schroeder  
Mike “Crane” Waldron**





The 100<sup>th</sup> Anniversary of Vought Aircraft