

# *F-8 Crusader Association*



## *LACB 28*

### *San Diego 2015*

### *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 - DENNIS 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 and DEC 1-3, 1999 French F-8
- 17TH SAN DIEGO, OCTOBER 5, 2000 - BRUCE BOLAND
- 18TH NAS OCEANA, SEPTEMBER 20, 2001 - DAVE WINIKER
- 19TH FRENCH CRUSADER BALL, HYERES, FRANCE, OCTOBER 3-6, 2002 - ANTOINE GUILLOT
- 20TH SAN DIEGO, OCTOBER 16, 2003 - BOB PEARL
- 21ST PENSACOLA, OCTOBER 5-8, 2005 - CHUCK TINKER/CHUCK KLUSMANN.  
Scheduled for Oct 2004 but postponed due to Hurricane Ivan.
- 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 CORONADO, MAY 21, 2014 - BOB PEARL
- 28TH SAN DIEGO, OCTOBER 02, 2015 - RICH REDDITT

# **Evening Event**

**1800 Cocktails  
1900 Seating  
Parade the Colors**

**National Anthem  
Ev Southwick**

**Pledge of Allegiance**

**Invocation  
RADM Jay Campbell USN (Ret)**

**POW Recognition  
Chuck Schroeder**

**1900 Dinner**

**Announcements and Remarks  
Rich Redditt**

**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?

## HISTORY (continued)

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 and 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 four months later, won the Thompson Trophy for the Navy by flying 1015.42 miles per hour.

On June 6th, 1957, two Crusaders from VX-3 launched from the USS Bon Homme Richard off the California coast and headed east. Refueling over Dallas, they recovered aboard the new carrier, USS 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 LCDR Paul Miller.

On July 16th, 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.

## MILESTONES (continued)

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. In all, 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 USS 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.

The most famous Crusader of all, the XF8U-1, the first Crusader, flew 509 flights without an accident and is currently in the custody of the Smithsonian Institute.

## STATISTICS

Air combat kills confirmed, 1966 to 1968 .....	18
CRUSADERS lost in air-to-air combat .....	3
CRUSADERS lost from direct enemy action .....	84
CRUSADERS destroyed .....	517
CRUSADER pilot ejections .....	493
CRUSADER pilots killed .....	186
CRUSADER hours flown .....	2,368,153

## MAJOR CRUSADER MODELS

In 1962, models were designated to conform to the current DOD scheme. Between 1965 and 1970, early models were remanufactured to later model designators as indicated.

The U indicated construction by Vought Aircraft

- F8U-1 (redesignated F8A) 318 each
- F8U-1E (redesignated F8) 130 each
- F8U-1P (redesignated RF8A) 144 each
- F8U-2 (redesignated F8C) 187 each
- F8U-2N (redesignated F8D) 152 each
- F8U-2N (redesignated F8E) 286 each
- F8E-FN (French Navy) 42 each
- RF8G (remanufactured RF8A) 73 each
- F8H (remanufactured F8D) 89 each
- F8J (remanufactured F8E) 136 each
- F8K (remanufactured F8C) 87 each
- F8L (remanufactured F8B) 61 each

## LAST FLIGHTS

Last fighter trap by operational USN F-8 was on USS Oriskany 2 February 1976 Jack Hamilton CO VF-194. The flight was a fly-aboard from Cubi to 'O-Boat'.

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

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

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

Last F-8 accident was on March 11, 1985; an RF-8G 146858 piloted by Dave Strong. After take-off from NAS Miramar, aircraft crashed in an industrial park a few miles off the end of the runway. The pilot ejected safely and there were no injuries on the ground.

Last Trap RF-8G Barry "Flavius" Gabler, 18 Oct 86, USS America

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

Last Navy F-8 Squadron VFP-206; disestablishment ceremony April 1986 when the Fat Lady sang -LITERALLY!

Last flight of the Thunderbird Aviation civilian F-8 was Chuck Scott on October 4, 1998. Edwards AFB to Deer Valley Airport in Phoenix, AZ.

Last flight of RF-8 used by Rockwell to chase X-31 project; May 1, 1992

Last French F-8 cruise: 26-28 Oct 1999, French Aircraft Carrier Foch

Last trap 28 October 1999. Aircraft N34 with LT de Vaisseau "Sliders" Denis Bertrand.



## LAST FLIGHTS (continued)

Last Cat-1 28 October 1999 n°11 Capitaine de frégate Guillot Antoine  
The Last (French) flight -- Thursday, 16 Dec. 1999 Delivered by 12F  
pilot Lieutenant de Vaisseau Eric Berthou NAS Dugny, France.

## ACKNOWLEDGEMENTS

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The following interesting statistics thanks to Gary Williams who has an extensive F-8 Database:

## F-8 EJECTIONS

From the Martin-Baker book there were 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 Philippine pilots. If one counts the unsuccessful ejections the numbers would be much higher. As a side note there were 10 successful ejections each in April and August of 1966. VFP-63 had a total of 57.

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

Number of units (not counting research, development or testing custodians) by service:

- 57 Navy Active
- 26 Navy Reserve
- 27 Marine Active
- 8 Marine Reserve
- 2 French Navy
- 1 Philippine Air Force

In addition, the Crusader has been based at 37 different bases or airfields over the years.

## **Special thanks to:**

**Martin-Baker Aircraft Co. Ltd.  
The Tailhook Association  
Anheuser-Busch  
Hyatt Regency Mission Bay  
MCAS Miramar  
Sea Cadets Challenger Division Color  
Guard Bella Luna Winery  
Bull Durham  
Dave Johnson  
Bill Wright**

## **2015 LACB Committee Members:**

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