

## FIGHTING SQUADRON THIRTEEN

## APPENDIX A (Cont'd)

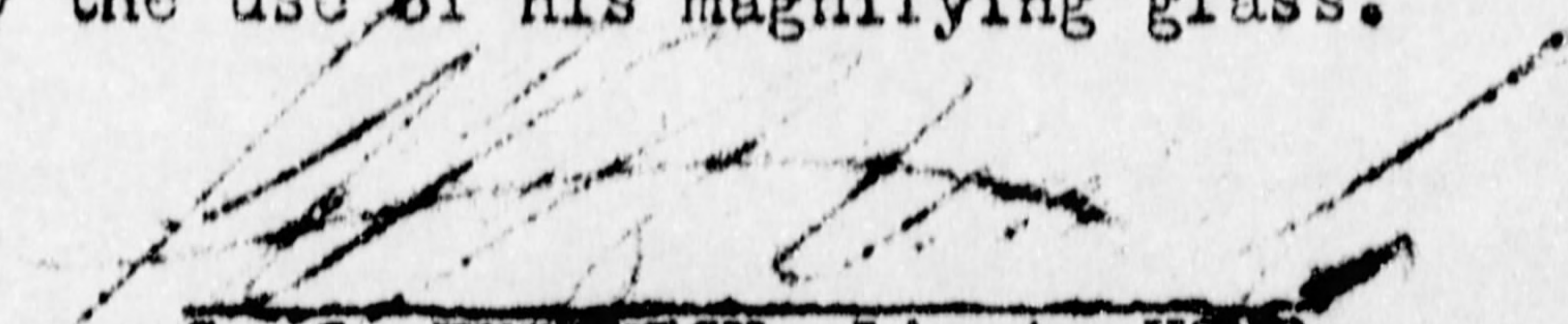
We do not have any spare VHF receivers, and there sometimes being only an hour between the time the plane lands on the deck and takes off again, we have to repair them immediately, but have never had to ground a plane because of radio trouble. In the VHF equipment we have found no circuit trouble, such as break-down of condensers or resistors, and very few tube failures. But after an average of ten (10) carrier landings, both transmitter and receiver usually need re-alignment. This does not happen when making normal field landings.

The IFF equipment is very satisfactory.

Considering the F6F-5 carries seven (7) operational units, plus the control boxes and cables, I feel that the percentage of radio failures were very low, considering that if any one of these units or part of the unit, fails, it would render the plane inoperative as far as communication is concerned."

\* \* \* \* \*

On one occasion in recent operations emergency equipment was used. Ensign R. B. Slingerland, USNR, was shot down by AA fire on an attack against Yap. He made a water landing and successfully abandoned the plane, inflated his raft and crawled into it. The water landing was uneventful other than that the cockpit cover slammed shut; however, it did not jam and was easily opened. Ens. Slingerland spent the night in his raft and was located by VF-13 search planes the following morning. During the night a squall blew up which was blowing him away from the normal path of the rescue planes, so he rigged his sea anchor and made use of his 'Mao West' as a further anchor. He saved his dye marker until he saw search planes in the vicinity, then broke out two packages. The dye marker was spotted and a DD was vectored to the survivor. It is interesting to note that Ens. Slingerland lit a cigarette by the use of his magnifying glass.

  
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