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**1951 Korean waters photo of USS New Jersey helicopter operations.**

**Photo by LTJG W. J. Aicklen, Jr., USN.**

**Donated photo courtesy of Capt. W. J. Aicklen, Jr., USN/Ret.**

**(Note: Port side sailor with landing signal flags... teak deck full to the stern... flight ops/movie cabin with topside railings and whaleboat alongside... stern mounted twin 40's... safety nets extended for flight operations... open enclosure on top of Turret #3.)**

**Helicopter Operations...** As you pass Turret #3 and approach the stern at the end of your tour, a full explanation of USS New Jersey helicopter flight operations, and what the white stern deck markings mean could take a good hour to explain in detail. We all know that we have only a few minutes to condense our presentations, so here is detailed information that you can use to describe flight operations in your own words...

To begin, there is more to tell about the aft cabin than just the story about the stove-in port bulkhead. Still installed in the cabin, are two cables hung on bulkheads. A large 28 Volt cable just inside the hatch, was passed out the port holes and used to start the chopper engines. The smaller cable on the starboard bulkhead was used to power the helicopter systems and electronics for maintenance. The power for these cables was requested by phone to an ET stationed at the power box on the second deck. This power box can be seen and shown to your tour, as you enter the hatch on the left side, just forward of the ship's store, and heading towards the crew's mess.

The large white “H” that can be seen on the aft port side deck signifies “HIFR”, or, “Helicopter In Flight Refueling”. Helicopters would hover over the “H,” drop a line, haul up a refueling hose, and move off the ship about 100 feet away to refuel.

The “Ball and T” marking across the stern deck was for pilot visuals designating the vertical replenishment operations area. This area was used for helicopter deliveries or pickups of munitions, supplies, mail etc... Large H-46, or H-53 helicopters would line up behind the “Ball and T” to complete these operations. The complete line of “T” markers across the deck was a pilot visual for smaller helicopters such as the H-1, and H-2.

**Color coding...** To complete descriptions of helicopter refueling, you should point out that purple painted hose wheels, pipes, and valves designate “Aviation Fuel.” Following is a list of other color coded pipes seen about the deck and inboard spaces:

- PURPLE** – Aviation Fuel
- RED** – Fire fighting water (Note: “**Sea strainers**” on RED valves remove shells, barnacles and other debris from direct sea water to prevent fouling hoses...)
- RED/GREEN STRIPED** – Foam
- BLUE** – Fresh water
- GREEN** – Salt Water
- SILVER** – Steam
- WHITE** – Low pressure air
- YELLOW** – Ship’s fuel

**Chief Boyle...**

We thank ABMC Joe Boyle - Chief Aviation Boatswain’s Mate, USN/Ret. (1948-1969), for flight ops information described above. Joe is not only an expert on U.S. Navy flight operations, and qualified USS New Jersey Docent, but he is also a weekly volunteer with the restoration crew. He has been directly involved with helicopter flight operations on several aircraft carriers in addition to USS New Jersey. Joe is aboard two or three days a week. If you buy the Chief a cup of coffee, we’re sure he would be happy to share a lot more of his 40+ years in flight operations...



Reminder: Please send your e-mail addresses to Bruce Haegley at [haegley@home.com](mailto:haegley@home.com), and comments/suggestions about the bulletin to Tom Helvig at [THelvig@aol.com](mailto:THelvig@aol.com).

Thank you all for your dedication and service... you are part of a great team.  
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