



PH3 Mark Hamilton

Awards

Lcdr. Richard E. Harrison received the 1995 **Capt. Virg Lemmon Award for Naval Aviation Maintenance Excellence**. Harrison heads the Aircraft Intermediate Maintenance Department at NAS Whidbey Island, Wash.

America (CV 66) won the **Battenberg Cup** for 1995. The award is presented annually to an Atlantic Fleet ship or submarine recording the greatest accumulation of crew achievements. The ship was decommissioned 9 August 1996.

The annual **VAdm. William P. Lawrence Naval Air Traffic Control**

Technician of the Year award for 1995 went ET1(SW) Kenny L. Loyd, of NAS JRB Fort Worth, Texas. Loyd is the first Training and Administration of Reserves sailor to receive the award since its inception 10 years ago.



Tammy Finegan

ET1(SW) Kenny L. Loyd

Above, AD3 Anthony C. Nauta conducts a maintenance check on the jet engine from an F/A-18 *Hornet* while under way aboard *Kitty Hawk* (CV 63). Such tests are conducted regularly at the Aircraft Intermediate Maintenance Department engine test cell, located aft in the ship.

NAS Whiting Field, Fla., and VT-5 received the **Meritorious Unit Commendation** on 24 October 1996 for service from 1 January 1993 to 21 January 1996.

HM-14 was awarded the **Navy Unit Commendation Award** for exceptional service between 1 October 1994 and 31 December 1995.

The F/A-18E/F *Super Hornet* program won the 1996 **Aircraft Design Award** from the American Institute of Aeronautics and

Astronautics (AIAA). The AIAA presents the award each year to a design engineer or team for the conception, definition or development of an original concept leading to a significant advancement in aircraft design or design technology.

Special Records

Several units marked **safe flying milestones**:

Unit	Hours	Years
VP-8	112,000	18
VFA-125	70,000	5
HSL-46	60,000	7
VAW-113	59,000	
HSL-40	57,500	
NRLFSD, Pax River	50,000	33
HMM-263	38,000	
VF-211	36,500	10
HSL-51	30,000	5
VMA-513	30,000	5
VS-21	25,000	8
HS-7	20,000	6
VAQ-131	15,400	9

VP-4's command master chief, **AFCM Douglas S. Gillet**, exceeded 17,000 flight hours in the P-3 *Orion*.

VX-9's CO, **Capt. C. F. Weideman**, surpassed 5,000 total flight hours, while the operations officer, **LCdr. Robert Green**, surpassed 4,000 total flight hours, both while flying the F/A-18C.

HT-8 instructors **Maj. Billy P. Webb** and **LCdr. James D. Long** both topped 5,000 personal flight hours in various types of aircraft.

VT-6 instructor **LCdr. Jack L. Eppard** completed 5,000 accident-free flight hours.

Anniversaries

On 11 October 1996, **NAS JRB Willow Grove, Pa.**, commemorated its 70th year of existence. In 1926, aviation pioneer Harold Pitcairn began using area farmland to build and test aircraft such as the autogiro. Pitcairn sold the field and surrounding property to the Navy in 1942, and it was commissioned as NAS Willow Grove in 1943. The high-

Right, Cdr. Dave Fredericks, CO of VA-196, marked his 1,000th carrier arrested landing with the A-6 Intruder while aboard Carl Vinson (CVN 70).



light of the anniversary celebration was a flight of an autogiro piloted by Pitcairn's son, Stephen, accompanied by an SH-2G *Seasprite*.

Rescues

A joint rescue effort by a P-3 *Orion* crew from **VP-26** and a Coast Guard HU-25 *Guardian* crew out of **CGAS Borinquen, P.R.**, helped save the lives of four sailors on 18 October 1996. The sailors were taking part in a fishing tournament off San Andreas Island near Puerto Rico when their fuel tanks caught fire and they were forced to use their drinking water to put the fire out. Their disabled boat then drifted for five and a half days before they were located by the Coast Guard plane, piloted by Lt. Bob Williams, about 80 miles south of San Andreas. The *Guardian* crew dropped a life raft to the survivors before running low on fuel and departing. As they left, they radioed the survivors' position to the *Orion* crew, operating 200 miles to the south. In total darkness, the *Orion* crew, led by mission commander Lt. Steve Tripp, located and established radio contact with the survivors, then contacted a transiting merchant vessel and vectored it to the survivors' location. By the following morning the survivors were back on land and being treated for dehydration and minor burns.

On 1 October 1996, the **NAS Patuxent River, Md.**, search and rescue (SAR) team was called out to pick up a trauma victim on Tangier Island, Va., during a heavy storm. The 60-year-old victim was trapped under a concrete wall that collapsed due to high winds. The Tangier Island Volunteer Rescue Squad had

freed the victim, but determined that his injuries needed the immediate attention of a trauma center. All local aviation assets were grounded due to 55-mile-per-hour wind gusts, which prompted the need for a medevac flight by Pax's SAR team. After arriving at the Tangier Island airport and loading the victim aboard, the UH-3H *Sea King* crew—pilot Lt. Michael Perry, copilot Lt. Marc Stackpoole, rescue swimmer AME2 Ronald McCarren, crew chief AT3 Henry Cuthbertson, and corpsmen HM1 Mike Buckelew and HM2 Darrell Timpa—flew the victim to the Salisbury, Md., trauma center for further treatment.

On 7 September 1996 the **NAS Brunswick, Maine, SAR** team rescued a victim of an all-terrain vehicle accident near Jackman, Maine. The medevac was aided by a 30 million candlepower "Night Sun" searchlight, donated to the air station by area businesses and mounted on one of the station's two UH-1N "Hueys." The helicopter crew, consisting of pilot Lt. David Welch, copilot Lt. Tim Collins, crewmen AT1 Dave Nalley and AMS2 Dustin Martinson and corpsman HM1 Jay Moody, took off from NAS Brunswick shortly after 1800. Upon arriving at a pre-designated pick up point established by a rescue squad already on the scene with the accident victim, the team used the powerful spotlight to aid their descent through the trees on the overcast, moonless night. After landing and loading the injured victim in the helo, he was flown to Bangor International Airport, where an awaiting ambulance took him to Eastern Maine Medical Center.



The secretaries of the Air Force, Navy and Army (Sheila Widnall, John Dalton and Togo West, respectively) strike a dramatic pose while aboard *John F. Kennedy* (CV 67).

Scan Pattern

The secretaries of the Navy, Air Force and Army embarked on board *John F. Kennedy* (CV 67) on 4 October 1996 for an overnight stay for a conference. Each arrived on the carrier in a different aircraft: SECNAV John Dalton trapped aboard the carrier in the back seat of an F-14 *Tomcat*, SECARMY Togo West flew aboard in an Army H-60 *Blackhawk* helicopter and SECAF Sheila Widnall landed in the back of an F/A-18 *Hornet*. The theme of this year's conference was command, control, communications, computers and intelligence. The secretaries toured areas of the ship which specialize in operations with two or more of the services.

A Naval Air Reserve P-3C *Orion* from VP-66 flew from its forward-deployed site at NAS Sigonella, Sicily, to Entebbe, Uganda, in support of the humanitarian relief effort in central Africa, Operation Guardian Assistance. The maritime patrol aircraft, which is uniquely suited to this mission due to its long on-station time and long-range surveillance and communications capabilities, is currently flying in supplies and personnel vital to surveillance and relief operations.

The last members of the A-6E *Intruder* community met while airborne in the Arabian Gulf on 27 September. VA-75, embarked on board *Enterprise* (CVN 65) with

CVW-17, and VA-196, aboard *Carl Vinson* (CVN 70) with CVW-14, were both stationed in the Arabian Gulf in support of Operation Southern Watch. VAs 75 and 196 are the last active duty Navy squadrons to fly the A-6E; both are slated for disestablishment 29 February 1997.

NASA named the flight crew for the space shuttle mission that will carry the first U.S. hardware for the international space station. They are Marine aviators Col. Robert D. Cabana, mission commander, and Maj. Frederick



Last of the *Intruders* . . . A-6s from VA-196 and VA-75 meet up over the skies of the Arabian Gulf.

Sturckow, pilot. Fifteen countries will contribute to the station's construction, planned to begin in November 1997 and be completed in 2002. Six astronauts will man the station's six labs and a habitation module, encompassing an area of about two football fields. The international space station will be in per-

Holy Helos! HC-4 Performs Unique Mission

By LCdr. Mary Hanson, USNR

Some things just aren't meant to fly—a 21-foot bronze statue of Jesus Christ with a 20-foot arm span, for example. But it did fly, on 19 August 1996, near NAS Sigonella, Italy, under the drumming rotor blades of an MH-53E *Sea Dragon* from Helicopter Combat Support Squadron (HC) 4.

The heavy-lift helicopter carried the 7,000-pound statue and centered it on a 10-by-10-foot platform at the top of the highest peak overlooking the Sicilian mountain town of Cesaro, while thousands of spectators looked on.

The squadron accepted the unusual mission at the request of Cesaro mayor Antonio Brancatelli who was stymied by the logistical challenge of moving his town's new statue to its destination.

Mindful of the mountaintop location of Rio de Janeiro's famous statue, the residents of Cesaro wanted their statue, named Christ the Lord of the Mountain, to watch over them from atop nearby Pizzipituro Mountain, 4,000 feet above sea level.

It took two attempts by the HC-4 crew to place the statue. On the first try, ground crew at the mountaintop platform spent 35 minutes wrestling with the spinning and swaying statue before calling off the mission temporarily. An hour later, after refueling the *Sea Dragon* and making some minor adjustments to the statue's support brackets, the helo was back. Ten minutes later the statue was in place, accompanied by band music, fireworks and cheers from the ecstatic crowd.



Lt. B. A. Burfeind

manent low orbit at 220 miles into space. In related activity, NASA has selected Cdrs. Wendy B. Lawrence and David A. Wolf to train for stays on the Russian space station *Mir*.

Retired **RAdm. John G. Crommelin**, a WW II Naval Aviator whose career spanned 31 years, died 2 November 1996 at the age of 94. Though he had a notable combat record, Crommelin may be best remembered for his high-profile role in what became known as the "Revolt of the Admirals." The so-called revolt began in 1949, when Capt. Crommelin was a top Pentagon planner on the staff of the Joint Chiefs of Staff. Crommelin's remarks against other services, which he was convinced were try-

ing to eliminate Naval Aviation, resulted in his removal from his position. Though he was supported in his actions by several top admirals, including five-star Adm. William Halsey, Crommelin was suspended from duty in October 1949 after he continued to speak out publicly. He retired in 1950 at the rank of rear admiral, earned by his combat record.

Corrections

Jul-Aug 96, p. 50, "Change of Command": HCS-6 should have read "HC-6: Cdr. David Jerabek relieved Cdr. John Caram, Mar."

Sep-Oct 96, p. 45, "Rescues": NAS Fallon's SAR team was flying a UH-1N "Huey"; the correct per-

sonnel ratings are AE2 Marty Naylor, crew chief, and AT2 Robert Fry, crewman.

Nov-Dec 96, p. 37, "Change of Command": HCS-11 should have read HC-11; *Kitty Hawk's* (CV 63) CoC was on 31 July, vice 7 August.



Dwight D. Eisenhower (CVN 69) came one step closer to finishing her 18-month complex overhaul at Newport News Shipbuilding in Virginia when she emerged from dry dock and moved to Pier #2 on 29 June 1996.

Change of Command

HM-15: Cdr. John A. Brown relieved Cdr. John F. Vuolo, 28 Sep.

HMH-769: Maj. Timothy W. Delaney relieved Col. Thomas Q. O'Hara, 12 Oct.

HMM-163: Lt. Col. Raymond C. Fox relieved Lt. Col. Andrew P. Frick, 25 Oct.

HS-3: Cdr. Charles Bourne relieved Cdr. Robert McGee, 23 Aug.

NAF Adak: Capt. Keith P. Mulder relieved Capt. Robert B. Lambert, 11 Sep.

NAR North Island 0194: Capt. Russ Erickson relieved Capt. David Olney, 7 Sep.

NAR Whidbey Island: Capt. Thomas L. Jones relieved Capt. Patrick J. King, 15 Sep.

NAS Barbers Point: Capt. Robert F. Kernan relieved Capt. Edward C. Waller, 6 Sep.

NAS Brunswick: Capt. E. Fred Carter relieved Capt. David J. Nelson, 6 Sep.

NAS Sigonella: Capt. William J. Tyson III relieved Capt. Stewart R. Barnett III, 20 Sep.

NAVTESTWINGLANT: Capt. Michael Cosgrove relieved Capt. Stuart Ashton, 3 Oct.

NR TSC 193: Cdr. Herman A. Nichols relieved Cdr. Trin J. Astrella, Jr., 5 Oct.

NR TSC 389: Cdr. Edward C. Baden relieved Cdr. Kenneth G. Spencer, 5 Oct.

VAQ-131: Cdr. Danny E. Mason relieved Cdr. Carlos A. Sotomayor, 11 Oct.

VAQ-138: Cdr. Stephen P. Black relieved Cdr. James M. Seagle, 6 Nov.

VAQWINGPAC: Capt. Robert D. Maslowsky relieved Capt. Roger A. Pierce, 9 Oct.

VAW-123: Cdr. Edward Rosequist relieved Cdr. Robert W. Ryan, 24 Oct.

VFA-34: Cdr. Tom Hills relieved Cdr. David H. Buss, 30 Aug.

VFA-81: Cdr. K. C. Albright relieved Cdr. Mark I. Fox, 4 Nov.

VFA-87: Cdr. Steven M. Dallaire relieved Cdr. Gregory E. Malinak, 27 Sep.

VFA-147: Cdr. C. R. Wright relieved Cdr. R. H. Rutherford, 6 Sep.

VFC-12: Cdr. Ed Overcash relieved Cdr. Roger Dadiomoff, 19 Oct.

VMFA(AW)-242: Lt. Col. Keith

Champion relieved Lt. Col. Eugene Fraser, 10 Oct.

VP-10: Cdr. Glen O. Woods relieved Cdr. Frank M. Munoz, 13 Sep.

VP-92: Cdr. John P. Coffey relieved Cdr. Sean P. O'Neil, 19 Oct.

VS-24: Cdr. John W. Pierce relieved Cdr. Steven W. Dailey, 23 Oct.

VS-30: Cdr. Ted Algire relieved Cdr. Frank G. Riner, 1 Oct.

VS-32: Cdr. Robert J. LaBelle, Jr., relieved Cdr. Robert A. Buehn, Jr., 17 Oct.

VS-38: Cdr. Richard Stockton relieved Cdr. Jadd Wilburn, 26 Sep.

VT-3: Cdr. Reed A. Eckstrom relieved Lt. Col. Shawn D. Elliot, USAF, 26 Sep.

VT-4: Cdr. John P. Gilchrist relieved Cdr. William A. Patton, 6 Sep.

VT-7: Cdr. Marion Watson, Jr., relieved Cdr. Floyd Steed, Jr., 12 Sep.

VT-19: Cdr. Kenneth D. Coburn relieved Cdr. Tony L. Albano, 5 Dec.

VT-22: Cdr. David Gangwer relieved Cdr. Richard Yasky, 4 Oct.