

PEOPLE PLANES PLACES

Edited by US2 Don Ball and USN Brandy Lewis



Awards

Navy Chief Warrant Officer Jerome A. Burneka received the **Navy and Marine Corps Medal** for his brave efforts in combating a fire aboard *Constellation* (CV 64) on 8 November 2002. The medal recognizes lifesaving heroism, not involving conflict with an enemy, at the risk of one's own life.

HS-5 was named winner of the **2002 Adm. John S. Thach Award** for meritorious achievement by a carrier-based antisubmarine warfare squadron.

VF-211 was the winner of the **2002 RAdm. Joseph C. Clifton Award** for meritorious achievement by a fighter squadron.

George Washington (CVN 73) was awarded the **Battenburg Cup** for the third time in the last five

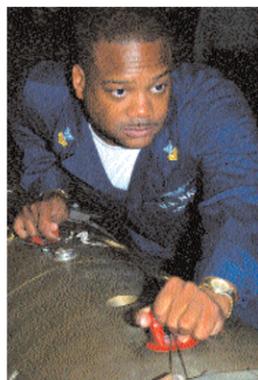
A VMGR-234 KC-130 Hercules fires flares over Iraq during Operation Iraqi Freedom. This photo by LCpl. Andrew Williams is the Association of Naval Aviation's latest bimonthly photo contest winner.

years. The award is given to the crew who has most distinguished itself in the Battle Efficiency competition and achievements or improvements in administration and leadership.

The winners of the **2002 Jig Dog Ramage Award** are CVW-14 and *Abraham Lincoln* (CVN 72). The annual award is given to the air wing-carrier team with the best performance as an integrated unit.

VFA-146 was the winner of the **2002 RAdm. Clarence Wade McCluskey Award** for meritorious achievement in the air-to-ground mission by a fighter or strike fighter squadron.

AO1(SW/AW) Travis Jordan, right, received the **John W. Finn Aviation Ordnanceman of the Year Award**, which recognizes the Navy's top AO. It is named in honor of Lt. John W. Finn, the only aviation ordnanceman to receive the Medal of Honor.



VAQ-192 was presented the **Adm. Arthur W. Radford Award** for meritorious operational achievement by a carrier-based tactical electronic warfare squadron.

VAW-113 was named winner of the **RAdm. Frank Akers Award** for meritorious operational achievement by an electronic attack squadron.



Cdr. Ron Carlson was presented the Distinguished Flying Cross for his extraordinary achievements while flying an S-3 Viking on a refueling mission with VS-32 in support of Operation Enduring Freedom. During the flight an environmental control system compartment fire caused the loss of the main hydraulic system and nearly all flight-related electrical systems, but Cdr. Carlson was able to perform a 185 mph, nighttime, no-flap visual landing on board *Theodore Roosevelt* (CVN 71).



Capt. Thomas Hudner, USN (Ret.)

Scan Pattern

Medal of Honor recipient **Capt. Thomas Hudner, USN (Ret.)** led a 31 May symposium on the Korean War by describing his wartime

experiences as part of the two-day Korean War Sea Power Commemoration in Pusan, South Korea. In December 1950, then-Ltjg. Hudner crash-landed his own airplane to aid fellow squadron

pilot Ens. Jessie Brown, shot down by anti-aircraft fire. Brown was trapped in the burning wreckage of his aircraft. Hudner attempted to extract him, but was unable to do so, even after a rescue helicopter arrived and its pilot was able to assist. Both Hudner and the pilot

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NAVAL HISTORICAL CENTER HONORS NAVY ACE



Left, "Showtime 100," a VF-96 F-4J Phantom II flown by then-Lt. Randy Cunningham, left, and his radar intercept officer Lt. Willy Driscoll.

During a 24 June ceremony at the Navy Museum on the Washington Navy Yard, D.C., sculptor and retired master chief Larry Nowell presented a wood-carved bust of Rep. **Randy "Duke" Cunningham** of California to the museum's art collection. While serving aboard *Constellation* (CVA 64), Cunningham became one of only two Navy aces of the Vietnam War, downing five enemy aircraft. His first kill occurred on 19 January 1972 followed by another in May. Later that month he shot down three MiGs during one dogfight. The Navy awarded the Navy Cross to Cunningham and naval flight officer William Driscoll, the second Navy ace.



Above right, sculptor Larry Nowell. Above, Rep. Randy Cunningham, second from left, looks on as Naval Historical Center Director Dr. Bill Dudley speaks at the ceremony.

Photos by JCSN Brandy Lewis



Above, Capt. Mike Trapp of VMA-513 returns from a mission in the AV-8B Harrier II (see Records). Right, Trapp marks the combat sortie on the squadron map of Afghanistan.



continued the rescue effort until Brown died. Months later, Hudner learned he had been selected for the Medal of Honor. President Harry S. Truman presented it to him in the White House Rose Garden on 13 April 1951.

Records

VMA-513 AV-8B Harrier II pilot Capt. Mike Trapp and his wingman, Lt. Col. Jim Dixon, surpassed 50,000 Class A mishap-free hours for their squadron during an Operation Enduring Freedom combat mission. VMA-223 marked the milestone two weeks earlier. This represented a major accomplishment for vertical/short takeoff and landing aviation.

Rescues

On 15 July an HH-65 Dolphin from CGAS Houston, Texas, rescued two shrimpers in the Gulf of Mexico after their 92-foot vessel *Water World* began taking on water during Tropical Storm Claudette. After a one-hour trip through 50-knot headwinds, the helo arrived at the area to find the vessel had sunk.

NAVAL AVIATION BATTLE EFFICIENCY WINNERS, 2002

Ships: *Abraham Lincoln* (CVN 72), *George Washington* (CVN 73), *Bonhomme Richard* (LHD 6) and *Wasp* (LHD 1).

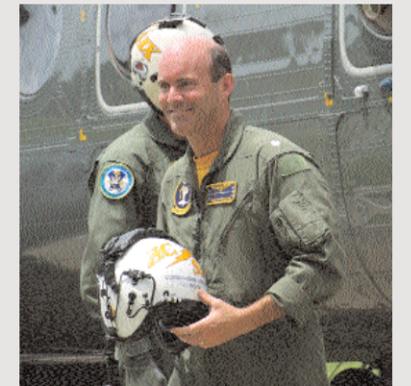
Squadrons:

Category	LANT	PAC
HC	HC-6	HC-5
HM	HM-14	N/A
HSL	HSL-24	HSL-51
VAQ CVW	VAQ-132	VAQ-139
VAQ Expeditionary	N/A	VAQ-133
VAW	VAW-125	VAW-113
VC Adversary	VC-8	N/A
VC UAV	VC-6	N/A
VF	VF-143	VF-211
VFA	VFA-131	VFA-147
VP	VP-26	VP-4
VPU	N/A	VPU-2
VQ EW	VQ-2	N/A
VQ TACAMO	N/A	VQ-4
VRC	N/A	VRC-30
VS	VS-31	VS-33

A CH-46 FINDS A NEW HOME IN PENSACOLA



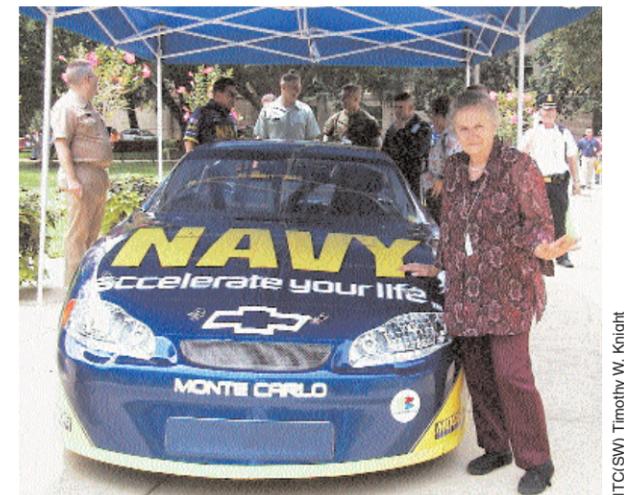
Above, an HC-6 CH-46 Sea Knight lands for the last time at the National Museum of Naval Aviation in Pensacola, Fla. Above right, guest speaker Capt. Charles G. Deitchman, USN (Ret.), recounts the helo's history. Right, Cdr. Jonathon D. Picker, HC-6 CO, piloted the helicopter on its last flight.



The aircrew spotted the two victims in the water and deployed the rescue swimmer. One of the victims was still attached to the vessel via a long rope, which the rescue swimmer had to cut in several places. Afterwards, the victims were hoisted aboard the helo and taken to a local hospital.

Rescue swimmers from HS-11 on board *Enterprise* (CVN 65) rescued two injured crewmen from separate fishing vessels on the southeast coast of the U.S. during a 12-hour span on 21 June. The first rescue occurred when *Enterprise* responded to a medical distress call from the fishing vessel *Satisfaction*, on which a crew member had received internal injuries from a fall. *Enterprise* launched an HH-60H Seahawk to retrieve the victim. Because heavy seas prevented the rescue swimmer from landing on *Satisfaction's* deck, he was deployed to reach the vessel by water. Once

Race fan Angie May, who works for CNO's Director, Air Warfare, poses with the Navy NASCAR show car at the Pentagon. Driver Casey Atwood and co-owner Terry Bradshaw met with CNO Adm. Vern Clark and Acting SECNAV Hansford Johnson, had lunch with 15 Sailors, then autographed a Navy poster that proclaims "Life, Liberty and the Pursuit of Those who Threaten It."



TTC(SW) Timothy W. Knight

on board, the rescue swimmer determined that the victim would have to be hoisted from the water, and a second swimmer was lowered to assist. The helo hoisted all three aboard and flew the victim to a local hospital.

During the Seahawk's return trip, *Enterprise* received another distress call involving a crew member with

an injury aboard the fishing vessel *Tail Chaser*. Upon arrival, the rescue swimmer entered the water and swam to the vessel. The victim was placed in the water, hoisted into the helo and transported to the same hospital.

In July a Marine went overboard from *Tarawa* (LHA 1) during the

night approximately 560 miles northeast of the Hawaiian Islands. After the "man overboard" call went out, the flight deck crew launched a CH-46 Sea Knight to assist in the search. Later, an aircrewman spotted the Marine in the water. The victim was quickly picked up and taken to *Tarawa's* medical department, where he was reported in good condition.

An NAS Whidbey Island, Wash., UH-3H Sea King crew picked up a stranded hiker near Newhalem, Wash., over the 4 July weekend. The hiker had used his satellite phone to call for help after becoming stuck on a small ledge. The North Cascades National Park Service requested the helo after determining they could not extract the hiker from his location. The search and rescue medical technician rappelled from the Sea King to the victim and assisted him while suspended in midair, because the ledge wasn't big enough for two people. The victim was secured to the medical technician and hauled a mile before being lowered to the ground to waiting rangers.

The **CNO Safety Awards** recognize a command's commitment to professionalism, solid leadership and competent risk management which lead to safe and effective operations. The following were the **2002** winners:

NAVAIRLANT: HS-11, HSL-48, VAW-120, VF-103, VF-211, VFA-131, VP-45, VS-31 and VX-1.

NAVAIRPAC: HC-5, HS-8, HSL-47, VAQ-140, VAQ-142, VAW-113, VFA-127, VPU-2, VQ-4, VQ-139 and VS-33.

MARFORLANT: HMLA-167, HMLA-269, HMM-162, HMM-266, VMA-223, VMA-542, VMAQ-1, VMFA-251 and VMFA-332.

MARFORPAC: HMH-361, HMH-363, HMH-462, HMLA-169, HMLA-369, HMM-161, HMM-262, MCAS Miramar, Calif.; VMFA-121, VMFA-122, VMFA-232 and VMFA-314.

NAVAIRRESFOR: HC-85, HCS-5, VFA-204, VFC-12, VP-94, VR-51, VR-55 and VR-61.

CG FOURTH MAW: HMM-764, HMM-774, VMFA-142 and VMGR-452.

CNATRA: HT-18, VT-6, VT-9, VT-10, VT-21, VT-27 and VT-35.

NAVAIRSYSCOM: VX-20.



Left to right, Col. James Sexton, USMC (Ret.), Lt. Col. Duncan Milne and Col. Timothy Hanifen took part in the dedication of an AH-1J Sea Cobra for display at NAS JRB New Orleans, La.

YELLOWSHIRTS THINK SAFETY

By JO2 Beth Johnson, *Nimitz* (CVN 68) Public Affairs

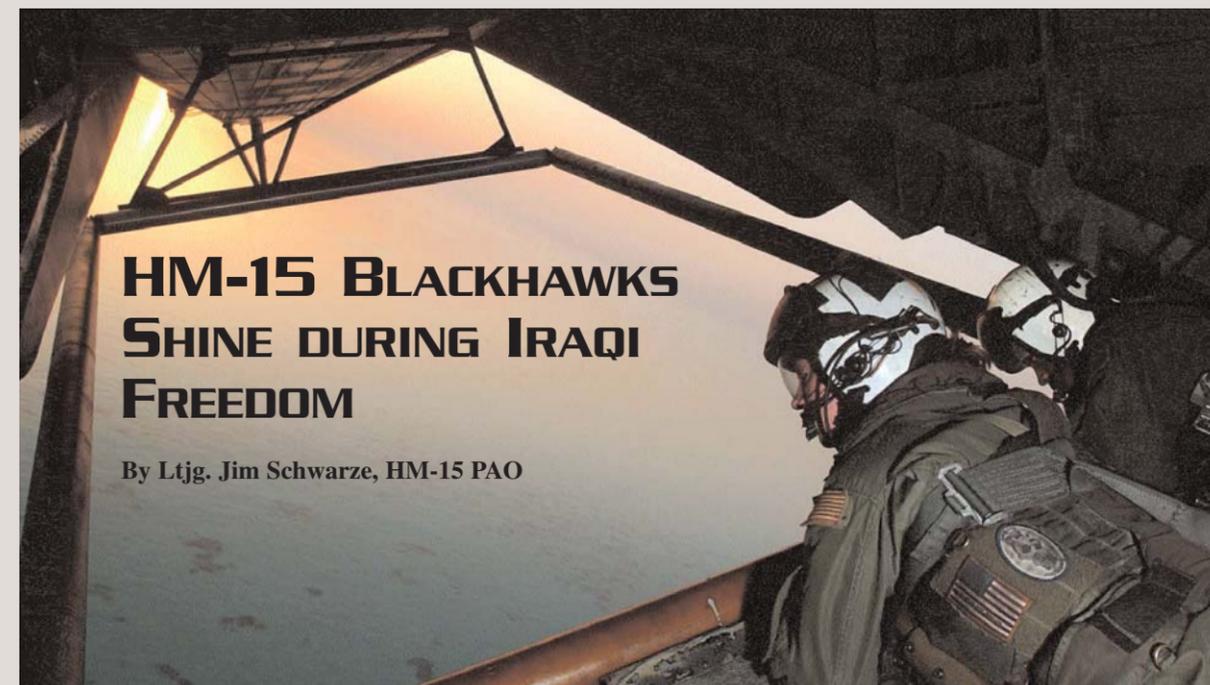
Order and attention to detail are essential to the flight deck of an aircraft carrier. With so many airplanes, equipment and people launching and recovering aircraft, there must always be extra sets of eyes looking everything over and making one more check.

These eyes belong to the flight deck directors, or yellowshirts, the cops of the flight deck. ABHAN Rusty Young from *Nimitz* air department's V-1 division said the yellowshirts are the voice of safety on the flight deck during flight operations, "A yellowshirt's first concern is safety of everything and everyone on the flight deck. They have to direct aircraft around the deck, park them safely, watch over the squadrons and think about safety at all times. Safety is their biggest concern."

Young is only the second airman, and the first female, to qualify as a flight deck director aboard *Nimitz* since the ship came out of its refueling complex overhaul in July 2001.

Becoming a yellowshirt takes time and dedication. Sailors start out as blueshirts, driving tractors. After about a month, a Sailor can become a redshirt working in crash and salvage, or can work on qualifying to become a yellowshirt. The qualification time is about four months.

According to ABH1(AW) Marlowe Durmiendo, Young's attaining her goal of being a flight deck director has encouraged other female airmen in the division to work for the same goal. "Being an airman director is an accomplishment," he said. "The airman has to be able to tell people on the flight deck what to do, where to go and not be intimidated because they are outranked. Not many airmen can do that, but Young has managed to pull it off."



HM-15 BLACKHAWKS SHINE DURING IRAQI FREEDOM

By Ltjg. Jim Schwarze, HM-15 PAO

HM-15's ability to rapidly deploy airborne mine countermeasures (AMCM) and a heavy-lift combat logistics capability anywhere in the world within 72 hours was put to the test twice during forward-deployed operations in support of Operations Enduring Freedom and Iraqi Freedom (OIF). Four of HM-15's MH-53E Sea Dragon helicopters were disassembled and 200 tons of equipment and 135 squadron personnel were airlifted via six C-5 Galaxy aircraft to Bahrain to form Detachment 2. Two weeks later, four more MH-53Es, 235 personnel and 400 tons of AMCM weapon systems were deployed to Sigonella, Sicily, to form Detachment 1.

In Bahrain, Det 2 was tasked with several direct combat support missions during OIF, including the first sorties flown by Navy rotary wing aircraft north of Umm Qasr during the initial days of the war. During a 56-day period, Det 2 transported over one million pounds of cargo and mail, and more than 1,500 passengers, significantly contributing to the sustainment of Navy combat operations in Iraq. Additionally, HM-15 provided direct combat support to Iraq, including the transportation of over 135 enemy prisoners of war from Navy ships into forward encampments inside Iraq.

Meanwhile, Det 1 was busy providing vital AMCM countermeasure protection to coalition ships operating in



Top, AME3 Aimee Anderson and AD3 Iran Crawford view the Arabian Gulf from an MH-53E Sea Dragon. Above, an MH-53E tows an MK-105 influence magnetic weapon system.

the eastern Mediterranean Sea and Suez Canal approaches. Personnel quickly rebuilt and flight tested their helicopters and embarked on board *Cleveland* (LPD 7), which served as the mine countermeasures support ship. Attached to the Task Force CTF 62 mine countermeasures force, the Det 1 *Blackhawks* helped complete the most detailed route survey ever conducted of the northern approaches to the Suez.

Det 1 aircraft also conducted vertical on-board delivery (VOD) missions to the *Harry S. Truman* (CVN 75) and *Theodore Roosevelt* (CVN 71) carrier battle groups and the *Iwo Jima* (LHD 7) amphibious ready group, and transported much needed oversized cargo for units operating in the Med. The det also received urgent tasking to provide two aircraft for VOD support to the 26th Marine Expeditionary Unit at Souda Bay, Crete, to assist in offloading armed Marines and bulk ammunition from moored ships to the Souda Bay airfield. The small detachment moved 198 personnel and 183,500 pounds of equipment in just a few days.

As a direct reflection of HM-15's accomplishments, the *Blackhawks* remained in Bahrain as the permanent forward-deployed MH-53E AMCM and heavy-lift VOD capability in the Fifth Fleet's area of responsibility.



PH3(AW) Robert J. Stratchko

An HMM-264 CH-46 Sea Knight flies along the Liberian coast as part of the aviation combat element of the *Iwo Jima* (LHD 7) amphibious ready group. The ARG launched more than 200 Marines of the 26th Marine Expeditionary Unit to support peacekeeping efforts in war-torn Monrovia.

FUTURE NAVY PILOT

By JO1 Karen M. Golembieski, *Boxer* (LHD 4) Public Affairs

High school junior Adam Smith was on vacation with his parents in Hawaii when he helped rescue an injured swimmer. "I was climbing a rock," he said, "and I heard people yell, 'Help! Call 911!' So I swam over to see what I could do. After the victim was brought ashore, Cpl. Quentin Gwynn and I determined that he had no pulse and wasn't breathing, so we started CPR until he came around." Gwynn, a member of the 11th Marine Regiment on board *Bonhomme Richard* (LHD 6), handled the rescue breathing while Smith took care of the chest compressions, and the swimmer was soon revived.

A local Honolulu newspaper printed a story of the rescue and mentioned Smith's future ambition to attend the U.S. Naval Academy and become a Navy helicopter pilot. That caught the attention of an officer who invited Smith to join a Tiger Cruise on board *Boxer* (LHD 4). Lt. Paul Oden, a pilot for HC-11 Search and Rescue Detachment 6, acted as one of Smith's temporary mentors. "I took him up to the aircraft and basically gave him a tour of all the controls," he said. "He had a lot of questions and seemed to be really interested."

The first step Smith plans to take toward his dream after graduating from high school is earning a degree in engineering from the Naval Academy. For now, however, he can savor his time spent on *Boxer*.

Peace of mind has finally come to the families and friends of nine servicemen of VO-67 whose OP-2E aircraft, similar to the squadron aircraft at right, crashed during the Vietnam War. Recovery of the remains began in 1996 and was completed in 2002. This year, full identification was completed and the remains were returned to their families. A ceremony was held on 19 June at Arlington National Cemetery where six of the nine were buried and a monument for the entire crew was displayed.



Members of VR-46 show proper respect at the retirement of a squadron DC-9 Skytrain II after 36 years of service, including more than 64,000 Class A mishap-free flight hours and over 57,000 landings around the globe.

CHANGE OF COMMAND

CVW-14: Capt. Scott H. Swift relieved Capt. Kevin C. Albright, 26 Jun.

CVW-17: Capt. Mark D. Guadagnini relieved Capt. Dana R. Potts, 15 Aug.

CVWR-20: Capt. F. Clay Fearnow relieved Capt. Stan O'Connor, 16 Aug.

HS-7: Cdr. Douglas Cuthbert relieved Cdr. Kevin Kenney, 11 July.

HSL-47: Cdr. Matthew J. Pringle relieved Cdr. Markus K. Hannan, 8 May.

Theodore Roosevelt (CVN 71):

Capt. Johnny L. Green relieved Capt. Richard J. O'Hanlon, 25 Jun.

VAQ-130: Cdr. William Lawyer relieved Cdr. Thomas Payne, 19 Jun.

VAQ-132: Cdr. William Reavey relieved Cdr. Ron Reis, 21 Aug.

VAQ-142: Cdr. Jeffrey R. Graham relieved Cdr. Daniel G. Doster, 4 Sep.

VFA-82: Cdr. Thomas V. Halley relieved Cdr. Stephen R. Foley, 10 Jun.

VFA-115: Cdr. Dale E. Horan relieved Cdr. Jeffery R. Penfield, 14 Aug.

VP-30: Capt. Richard Heimerle relieved Capt. Brian Prindle, 15 Aug.

VR-53: Cdr. Christopher A. Ryan relieved John B. Fluhart, 27 Apr.

VR-57: Cdr. Joseph Cook relieved Cdr. Rey Consunji, 15 Nov.

VS-35: Cdr. John P. Lussier relieved Cdr. Greg L. Looney, 2 Jul.

VT-22: Cdr. James H. Hinline relieved Cdr. William G. Davis, 1 Aug.