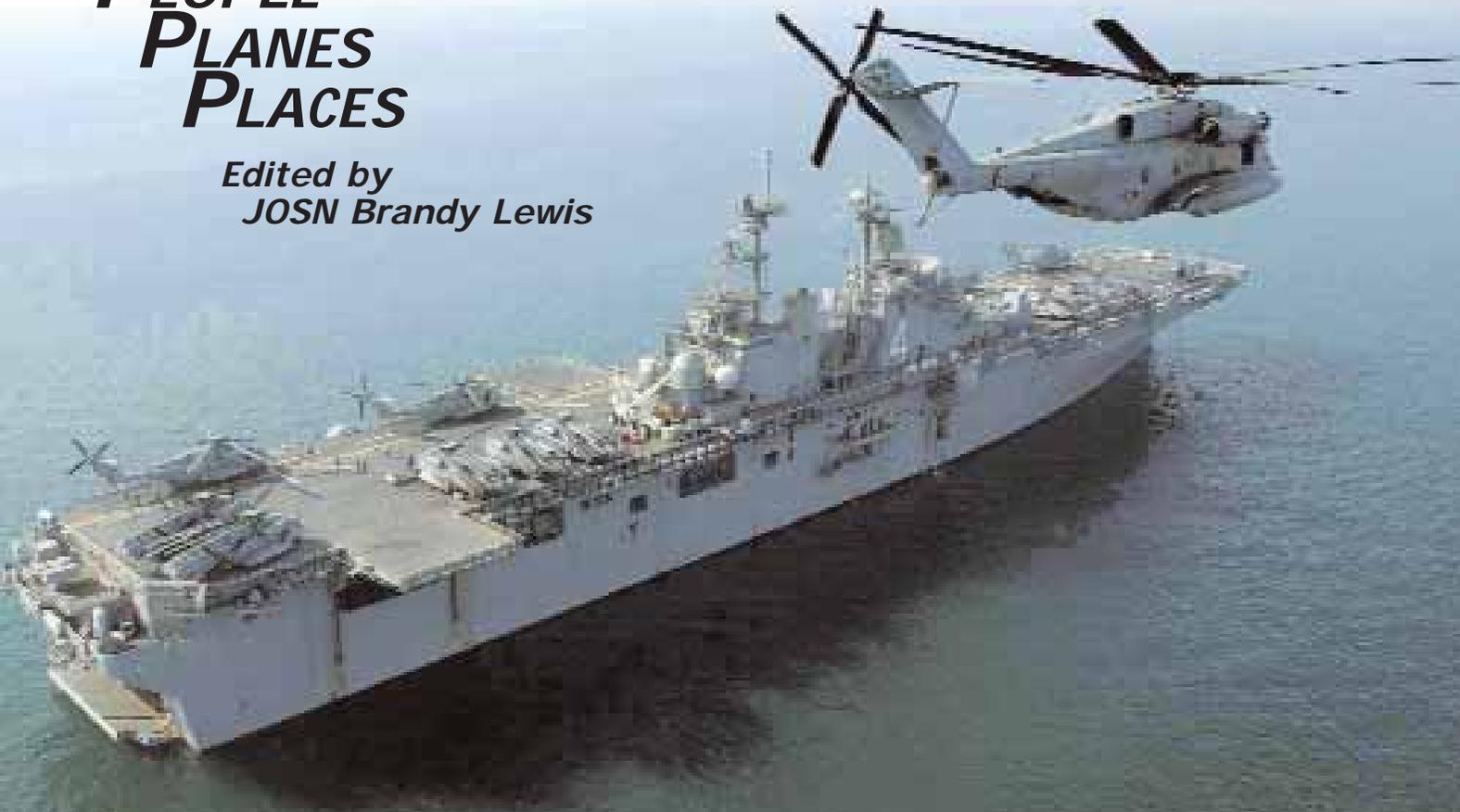


PEOPLE PLANES PLACES

Edited by
JOSN Brandy Lewis



A Marine Corps CH-53E Super Stallion assigned to HMH-466 flies past Boxer (LHD 4) after delivering equipment to Kuwait while supporting troop rotations in Iraq in February.

PH3 Christopher Elmini

Awards

Naval Air Facility Atsugi, Japan's Combined Bachelor Housing received its fourth consecutive five-star **Adm. Elmo R. Zumwalt Award for Excellence** on 29 January. The award is given to housing operations that meet or exceed the highest lodging industry standards.

Six helicopter pilots and three maintainers with HSL-51 received **Air Medals** on 14 January. The medals were awarded for meritorious achievement while participating in more than 300 missions in 2003. Recipients were LCdr. Christopher Mills; Lts. Jason Bauman, Thor Burbach, Ross Drenning, Christopher Gavin and Christopher Rutland; AW1(AW)

Admiral Thomas H. Collins, Commandant of the Coast Guard, selected a CGAS Sitka, Alaska HH-60J Jayhawk crew as recipients of the **2003 Coast Guard Foundation Award**, recognizing heroic or lifesaving acts in the line of duty. The crewmembers were Cdrs. Scott Pollock and J. Russell Bowman; LCdr. Mark Reynolds; Chief Petty Officer Dennis Schoenwether; and Petty Officer Edmond Cumplido.

Shane Terrel; and AW2s Russell Krenz and William Smouse.

Four members of VAQ-147 received individual action **Air Medals with Combat Vs** on 20

November 2003 for heroic achievement in aerial flight in support of Operation Enduring Freedom. Recipients were CO Cdr. Jeffrey Ruth, LCdr. Jeffrey Craig, Lt. Steve Shauberger and Ltjg. Travis Hartman.

VR-52 was named the **Joint Operational Support Airlift Center's Large Aircraft Unit of the Year** for 2003. In selecting the winner, the center focuses on the success rate of missions and airlifts in support of other services.

ATC1 Odarious L. Chambers was selected as the **2003 Air Forces Atlantic Air Traffic Controller of the Year**. He also received the **2003 Vice Admiral Robert B. Pirie Naval Air Traffic Controller of the Year Award** for

Capt. Scott Proffitt, VT-27's Instructor Pilot of the Year, poses with a T-34C Turbo-Mentor aircraft after flying the squadron's **300,000th mishap-free flight hour.**

This is an especially significant milestone in the Naval Air Training Command due to the high-risk primary flight training of Navy and Marine Corps student pilots.



Lt. Blankenship

his involvement in *Theodore Roosevelt's* (CVN 71) deployment in support of Operation Freedom.

HT-8 was the small shore winner of the **2003 CNO Community Service Health, Safety and Fitness Flagship Award.** Also, Lt. Heath Sarvis from HT-8 was named the

2003 Naval Helicopter Association Region 5 Instructor Pilot of the Year.

Records

VP-46 surpassed 280,000 Class A mishap-free flight hours.

VMFA-323 marked 35,000 Class A mishap-free flight hours.

SCPO Mike Allen, VPU-2 flight engineer, logged 10,000 flight hours on 1 February.

Rescues

AT3 Wesley Hollingsworth of VQ-3, Tinker Air Force Base, Okla., was on his way home on 16 January when he saw three vehicles parked alongside the North Canadian River. Witnesses reported that minutes earlier, a car had veered out of control and landed in the river. Carrying an axe, Hollingsworth dove into the water and used his feet to find the car in the cold and muddy water. He broke the passenger window and swam inside the vehicle. "That's when I felt the little boy," he said. "I pulled him out and swam to the bank with him.



Photos by PH2 Daniel J. McLain

Single-Engine Sun King

An E-2C Hawkeye assigned to the VAW-116 *Sun Kings* comes in for a recovery aboard *Constellation* (CV 64) with one engine out after an in-flight emergency. The Hawkeye made a textbook landing aboard the carrier, which has since been decommissioned.



NAVY PILOT TRAINS TO FLY AIR FORCE B-2

Story and photo by 2nd Lt. Kat Ohlmeyer, Whiteman AFB Public Affairs



When Lt. Michael Orr completes training with the 394th Combat Training Squadron at Whiteman AFB, he will become a B-2 pilot.

The 394th Combat Training Squadron (CTS) is currently training a Navy pilot who flew his first B-2 sortie at Whiteman Air Force Base, Mo., on 6 January. Lt. Michael Orr has been flying the EA-6B Prowler for the Navy since 1998 and began his B-2 training with the 394th CTS in April 2003. Since the Prowler helps the B-2 elude radar through electronic attack, the 509th Operations Support Squadron (OSS) began bringing Prowler students from NAS Whidbey Island, Wash., to Whiteman in 2000 to teach them about the B-2 mission. Orr was one of the students to visit and while there, OSS

members said they would like to have a Navy pilot in the program, specifically a Prowler pilot and a graduate of the Prowler Electronic Attack Weapons School. In fact, Orr was asked that day what he would be doing in a couple years.

Five months later, as he was preparing for deployment on board *Abraham Lincoln* (CVN 72) for Operation Enduring Freedom, Orr received a call from 509th Bomb Wing officials saying they were serious about having him come fly for the wing. Once his training in the 394th CTS is complete, Orr will be assigned to the 509th OSS as the wing

electronic warfare officer, working on projects to maximize the B-2's stealth capability. "Having a Navy pilot in the B-2 helps us continue to increase interoperability with our sister services," explained Lt. Col. Brian O'Rear, 509th OSS commander. "No service goes to war alone. It takes a team effort."



Then I turned around and swam back to the vehicle." Hollingsworth, above, searched the vehicle for the mother, but his body finally surrendered to exhaustion. He was barely able to hold on to a rope as the men on shore pulled him back in. The boy was taken to a local hospital for treatment. "I regret not being able to find his mother. I just didn't have the strength to do it," Hollingsworth said. The Oklahoma City Navy League and the Oklahoma City Fire Department presented him with a certificate for his act of heroism.

LIFE IN THE DUST BOWL

During a year deployed to Bagram Air Base, Afghanistan, the Rooks of VAQ-137 worked nearly 18 hour days to support tasked requirements. VAQ-137 normally conducts operations from the deck of *Enterprise* (CVN 65), and the maintenance department had to learn new ways to keep the jets up and running from their forward-deployed location. Life on Bagram Air Base was quite a change of pace from life aboard an aircraft carrier. Everything was covered in dust, with no running potable water or guaranteed hot showers. The climate in Bagram was harsh, with temperatures ranging from 50 degrees during the day to 20 degrees at night, and Sailors dressed in coats and hats when they left their tents to use the shower. Despite their long hours, there were several opportunities for entertainment. Celebrities touring with the USO visited them, including comedian Robin Williams, Olympic gold medalist and wrestler Kurt Angle, NASCAR driver Mike Wallace and Fox Sports host Leeann Tweeden.

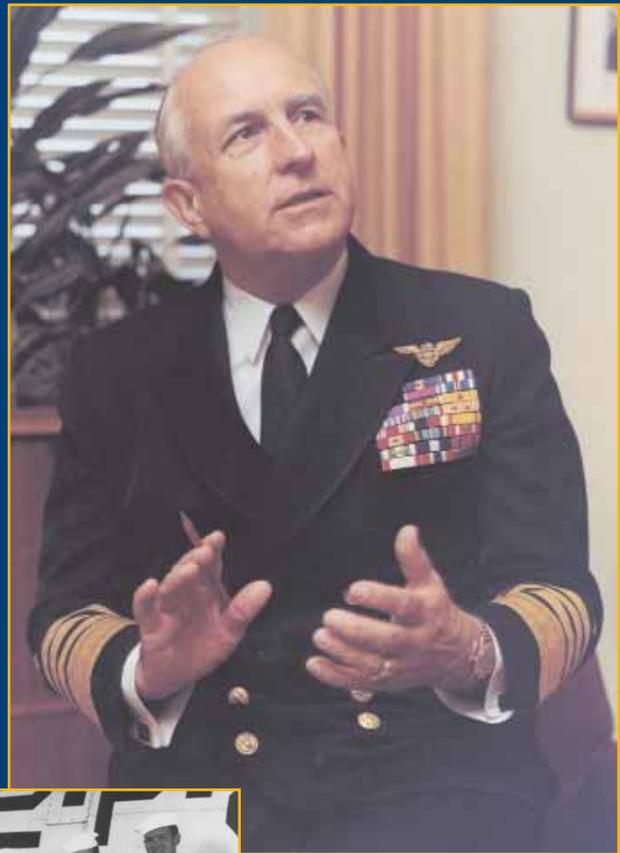


Although they worked long hours, AEAN Sidney Wines and PRAN Ryan Mulligan of VAQ-137 had a chance to experience a camel ride in Afghanistan.

The Causeway Police in Louisiana notified the Coast Guard on 22 December 2003 that an unmanned boat was turning circles west of the Causeway Bridge, and

reported three people were in the water. A rescue helicopter crew from **CGAS New Orleans, La.**, and three rescue crews from CGS New Orleans arrived on scene and

Admiral Thomas H. Moorer, USN (Ret.), passed away on 5 February 2004 at the National Naval Medical Center in Bethesda, Md. He graduated from the U.S. Naval Academy in 1933. After completing Naval Aviation training at NAS Pensacola, Fla., in 1936, he flew with fighter squadrons based on the carriers *Langley* (CV 1), *Lexington* (CV 16) and *Enterprise* (CV 6). Moorer was serving with Patrol Squadron 22 at Pearl Harbor, Hawaii, when the Japanese attacked in December 1941. He received a Purple Heart after being shot down and wounded off the coast of Australia in February 1942, and he survived an attack on the rescue ship, which was sunk by enemy action the same day. Moorer received the Distinguished Flying Cross for valor three months later when he flew supplies into and evacuated wounded from the island of Timor. Tours afloat included operations officer aboard *Midway* (CV 41) and on the staff of Commander Carrier Division Four, Atlantic Fleet, and command of *Salisbury Sound* (AV 13). Promoted to vice admiral in 1962, Moorer took command of the Seventh Fleet, and in June 1964 became commander in chief of the Pacific Fleet as an admiral. One year later, he took command of NATO's U.S. Atlantic Command and the U.S. Atlantic Fleet. President Lyndon Johnson appointed him Chief of Naval Operations in 1967, and after



Right, Admiral Thomas H. Moorer. Below, Ltjg. Moorer (third from left) with his Patrol Squadron 22 PBY crew just prior to WW II.



serving almost three years, President Richard Nixon selected him to be Chairman of the Joint Chiefs of Staff. Adm. Moorer retired from active duty on 2 July 1974. At his retirement ceremony he was presented a second Department of Defense Distinguished

Service Medal for extraordinary performance of duty and exceptional achievement as Chairman of the Joint Chiefs of Staff.

located two men and a dog. A boat crew recovered them and administered CPR to one unconscious victim. The two men were then taken by ambulance to East Jefferson Hospital in Metairie. The third man's body was recovered a few days later.

Scan Pattern

A 10 February ceremony at NAS Pensacola, Fla., marked the official

establishment of **Officer Training Command Pensacola** (OTCP).

Capt. John T. Nawrocki commanding. The new command provides three officer accession programs: Officer Candidate School, Limited Duty Officer/Chief Warrant Officer School and the Direct Commissioned Officer Indoctrination School. The OTCP's mission is to prepare civilians,

enlisted and newly commissioned personnel for service in the fleet as officers and enlisted sailors. The command is responsible for the initial accessions training of approximately 2,000 Sailors each year.

In November 2003, EA-6B pilot **LCdr. Jeffrey A. Craig** of VAQ-137 brought a Prowler back aboard *Enterprise* (CVN 65) despite not

being able to extend the flaps or slats. The challenging night trap concluded an 11.1 hour mission in support of Operation Enduring Freedom.

The remains of two Navy officers lost during the Vietnam war have been identified and returned to their families for burial. Ltjg. Robert A. Clark and another officer, whose name has not been released at the request of his family, took off in an A-6A Intruder from *Midway* (CV 41) on a mission to suppress surface-to-air missiles in North Vietnam on 10 January 1973 and were not heard from again. In July 1991, U.S. researchers discovered a data plate from the downed aircraft in a Vietnamese military museum. In another museum, they discovered photos of a crash site that correlated to the missing aircraft. A witness to the 1973 crash turned over remains that he claimed to have recovered at the site. During an excavation in 2002, additional remains were recovered.

BOXER MENTORS GUIDE JUNIOR SAILORS

Story by PH2 Amanda J. Stuart, *Boxer* (LHD 4) Public Affairs

In today's Navy and on board *Boxer* (LHD 4), mentors are guiding junior sailors in a way that is beneficial to the crew, the command and the Navy.

Following Chief of Naval Operations guidelines, *Boxer's* program ensures mentorship is available to everyone. The program's emphasis is professional development, but mentors can also help with personal issues and advice. Although formalized mentorship programs like *Boxer's* are new, the idea of mentoring has been in the Navy for a long time. *Boxer's* mentorship program coordinator HCCS (SW/AW) Mark Bjornson explained, "In a way, there has always been mentorship, but some people were more successful at it than others. Now that we are formalizing it, everybody is going to get the opportunity."

Professional characteristics displayed by mentors are the cornerstone that holds up the three pillars of the mentorship program: command arrival, initial professional qualifications and career development. Through this three-phase process, mentors meet with protégés when they arrive, then establish goals and begin basic qualifications. After mandatory qualifications, protégés are encouraged to keep progressing through training, advanced qualifications and preparation for advancement exams. In addition to the three-phase process, self-improvement and team building are promoted. Protégés professionally develop, while mentors interact with junior sailors and refine their leadership skills.

The *Blackhawks* of HM-15 participated in GOMEX 04-1, a mine countermeasures (MCM) exercise held off the coast of Panama City Beach, Fla., in December 2003. The exercise included five MCM ships and two explosive ordnance units from Ingleside, Texas, as well as four MH-53E Sea Dragon helicopters, right, and associated minehunting and minesweeping equipment from HM-15. The highlight of the exercise occurred when the *Blackhawks*



quickly located four exercise mines that had been covertly planted by opposing forces in the vicinity of *Wasp* (LHD 1). Throughout the exercise HM-15 met

all airborne mine countermeasures taskings despite heavy wind and sea conditions that hampered some MCM operations.

Right, NAS Keflavik, Iceland's UP-3A aircraft "Valkyrja" was retired and flown to the boneyard at Davis-Monthan AFB, Ariz., in January. In almost 20 years of service, the aircraft accumulated over 20,100 mishap-free flight hours and more than 7 million miles. Prior to being stationed in Keflavik for base passenger and cargo missions, the UP-3A was assigned to VP-30, VP-8, VXN-8, VP-94 and the Naval Aerological Support Center in Miami, Fla. The aircraft's last local flight took place on 22 January with NAS Keflavik CO Capt. Mark Laughton and air operation's officer LCdr. Joe Dickinson at the controls.



MIDWAY MEMORIES

When *Midway* (CV 41) became the San Diego Aircraft Carrier Museum in January, the retired carrier took on the role of educating visitors about Naval Aviation's history. The 58-year-old ship harbors many memories, and one story recently came to the attention of *Naval Aviation News*.

In the January–February 1994 issue, we published "A Kid's-eye View: The Last Voyage of *Midway*," written by Chad Harvey. When Chad was 11 years old, he went on a four-day Tiger cruise with his father, Charles, and brother, MM1 Barry, who was



Photo via James Zumbach

Above, this satellite image shows *Midway* (CV 41) on 10 January as tugs nudged her alongside the Navy Pier in San Diego, Calif., where she now serves as the San Diego Aircraft Carrier Museum. Inset, Chad Harvey at age 11 stands next to his brother, MM1

Barry Harvery, on *Midway*'s flight deck during a 1994 Tiger cruise.

stationed on board *Midway*. His experience must have had quite an impact, because according to his mother, Lynne, Ensign Chad H. Harvey has since graduated from the U.S. Naval Academy and received his Naval Aviator wings. He will fly the SH-60B Seahawk from NAS Mayport, Fla. His father, left, pinned the wings on Chad at his commissioning on 30 January at NAS Whiting Field, Fla. Brother NCC(SW) Barry, assigned to *Chosin* (CG 65), also attended the ceremony.



ABFAN Jason Baisley braves the cold weather to stand flight deck watch on board *Iwo Jima* (LHD 7) on 15 January. The multipurpose amphibious assault ship spent a week at Naval Weapons Station Earle, N.J., to complete ammunitions offload.

CHANGE OF COMMAND

EAWS: Cdr. John Bamonte relieved Cdr. Angelo A. McCoy, 6 Feb.

HC-3: Cdr. Francis L. Harrison relieved Cdr. George M. Matais, 26 Feb.

HC-85: Cdr. Douglas C. Beyer relieved Cdr. James M. Ellinger Jr., 17 April.

HELTACWINGLANT: Capt. Kenneth J. Burkner relieved Capt. John A. Brown, Jr., 7 Nov 03.

HSL-51: Cdr. Eric A. Patten relieved Cdr. Daniel H. Fillion, 15 Jan.

***John C. Stennis* (CVN 74):** Capt. David H. Buss relieved Capt. James A. McDonell, 10 Dec 03.

NAWCAD: RAdm. Timothy Healey relieved Capt. Richard Mohler, 28 Jan.

NSAWC: RAdm. Matthew G. Moffit relieved Capt. James T. Knight, 8 Dec 03.

***Shreveport* (LPD 12):** Capt. Terry Kraft relieved Capt. Dennis Fitzpatrick, 22 Dec 03.

TACRON 21: Cdr. Gregory P. Curth relieved Cdr. Jeffery D. Hood, 11 Dec 03.

***Tarawa* (LHA 1):** Capt. John Riley relieved Capt. John H. Bowling III, 22 Jan.

VAQ-134: Cdr. Philip L. Waddingham relieved Cdr. Bradley A. Martin, 5 Feb.

VAW-78: Cdr. Thomas S. Oliver III relieved Cdr. Fred G. Cady, 28 Feb.

VAW-126: Cdr. Jeffrey A. Davis relieved Cdr. Christopher P. Gallagher, 5 Feb.

VFA-37: Cdr. Mike Saunders relieved Cdr. Jeff Dodson, 11 Dec 03.

VFA-83: Cdr. Reggie Carpenter relieved Cdr. Dennis C. Mikeska, 9 Jan.

VFA-87: Cdr. Gregory Fenton relieved Cdr. David J. Morgan, 16 Jan.

VP-94: Cdr. Robert M. Herrington relieved Cdr. Christopher D. Fox, 24 Jan.

VS-31: Cdr. Edward J. Baron relieved Cdr. Kevin W. Ruce, 30 Nov 03.

VS-33: Cdr. W. J. Nolan relieved Cdr. S. A. McCormick, 11 Mar.

VT-31: Cdr. Anthony P. Chatham relieved Cdr. Gerald L. Nyberg, 27 Feb.