

Edited by JO2 E. Blake Towler



Lt. Chris Hoffmann

Awards

The National Aeronautic Association of Washington, D.C., announced 25 August the selection of Charles H. Kaman as the 1997 recipient of the **Wright Brothers Memorial Trophy**. Established in 1948, the award annually recognizes significant public service of enduring value to aviation in the United States.

VPs 65 and 9 placed first and third, respectively, in the undersea warfare competition during the **International Maritime Patrol Aircraft Symposium**, held in Jacksonville, Fla., 8–12 September. The symposium is an annual event that brings together maritime patrol aircraft from around the world to share knowledge and compare capabilities. This year's event featured crews from both Atlantic and Pacific patrol squadrons, as well as crews from Chile, Canada, Great Britain, The Netherlands, Germany, Pakistan, Spain, Greece and Italy.

An H-46 *Sea Knight* from HC-6 Det 5 moves in to pick up a cargo load for *Essex* (LHD 2), in background, while in the central Arabian Gulf.

Corrections to Jul–Aug 97

VFA-196 won the 1996 COM-NAVAIRPAC (vice LANT) Boola Boola Award; and ANA's Fleet Support/Special Mission award went to Lt. Mark F. Light of VRC-30 Det 5.

Schoppe, CO of VAW-115, while deployed on board *Independence* (CV 62); and **Cdr. John E. Laughlin**, CO of VAW-126, during counternarcotic operations out of NS Roosevelt Roads, P.R.

Special Records

Several units marked **safe flying milestones**:

Unit	Hours	Years
HSL-40	61,000	12
VMR-2	60,000	
HC-10	47,000	10
VAQ-132	45,000	27
HM-14	12,000	

Two Naval Aviators from different commands each passed the 5,000-flight hour milestone while flying an E-2C *Hawkeye*: **Cdr. Bob**

Corrections to Jul–Aug 97

VMFA-232 (vice 322) marked 70,000 hours/17 years safe flying time.

Anniversary

Fleet Air Control and Surveillance Facility, Virginia Capes (**FACSFAC VACAPES**), NAS Oceana, Va., marked **20 years** of service on 1 October. One of six facilities of its kind in the United States, it is responsible for the scheduling and monitoring of air, surface and subsurface traffic in the 10 warning areas the

Department of Defense and the Federal Aviation Administration use for training and “special use” airspace. For over two decades, FACSAC VACAPES has guarded the safety of everyone in these areas by monitoring their entrance and activities and by ensuring no outside interference. The 24-hour-a-day facility also aids in search and rescue and medical evacuation operations.

A number of squadrons were honored 2 August in Norfolk, Va., during the **1997 Fighter Fling**, an annual symposium for the F-14 *Tomcat* community, hosted by Fighter Wing, Atlantic. The following awards were presented:

Award	Unit
Sports Trophy	VF-101
Bombing Derby	VF-31
Air Combat Manuevering Derby	VF-102
Fred Dillingham Tactical Reconnaissance Trophy	VF-32
Electronic Counter-Countermeasures Competition	VF-14
High Noon Competition	VF-31
VAdm. Richard Allen Precision Strike Trophy	VF-102
Grand Slam	VF-143
“Mutha” Trophy	VF-103

Rescues

NAS Fallon Search and Rescue (SAR) crews broke a unit record 9 October when they responded to three calls for assistance in the same day. The first call came in at 0800, notifying the base of an ill hiker near Mount Whitney, Calif. The primary duty crew for the day—Lts. Bill Wilson and Rich McCabe, AD2s Vince Wade

and Pat Schatzlein and HM3 Shawn Templeton—flew to the scene, located at 10,100 feet of elevation. They landed in a clearing about 50 yards from the sick man and his companion. Templeton assessed the victim, who was

dehydrated, then all three enlisted crewmen helped load the man onto a rescue litter. He was placed in the helicopter and flown to a medical care facility in Lone Pine, Calif., for treatment. His companion returned on his own.

While the primary crew was in California, the secondary crew—Lts. Don Benson and Jay Van Cleve, AD2 Jon Frarck, AE2 Marty Naylor and HMC John Rushkin—received word that an active duty man had collapsed on base. The helicopter crew flew to the base medical clinic, picked up the patient and two flight surgeons and flew to a nearby hospital. Due to the seriousness of the man’s condition, they flew on to Washoe Medical Center in Reno.

The primary rescue crew returned to NAS Fallon at 1545 only to be called out again, this time to rescue a 19-year-old man with a broken leg in the Santa Rosa Mountains. They launched at 1610 and were halfway to the scene when the rescue was canceled by civil authorities.

A number of units/individuals were recognized for their superior performance during the **Marine Corps Aviation Association symposium**, held 25–28 September in New Bern, N.C.

Award	Winner
Alfred A. Cunningham (Naval Aviator)	Maj. John R. Parker, HMM-365
Robert Guy Robinson (NFO)	Capt. Francisco M. Ball, VMAQ-4
Earle Hattaway (Aviation Ground Officer)	Maj. Jerald D. Holm, MALS-13
Robert F. Gibson (Aviation C&C Officer)	Capt. Blaise R. Strandquist, MATCS-18
Danny Radish (Enlisted Aircrew)	SSgt. Sean M. Sterling, HMLA-773
Willie D. Sproule (Aviation Maintenance)	GySgt. Oscar G. Adley, HMM-773
Ken Southcomb (Aviation Supply)	SSgt. Michael L. Shideler, MALS-16
Paul Vess (Aviation Avionics)	Sgt. Robert L. Vanravensway, HMM-166 (REIN)
Gaines Gilbert (Aviation Ordnance)	SSgt. Mark A. Mitchell, MALS-12
Kenneth A. Innis (Aviation C&C Enlisted)	GySgt. Carol A. Franssen, Jr., MACS-4
Jack Demmond (Aviation Ground Enlisted)	Sgt. Ralph A. Vanassche, MALS-31
James E. Nicholson (NCO Leadership)	Sgt. Sarah L. Hart, MALS-12
Silver Hawk (Earliest Designated NA/NFO)	Lt. Gen. Jefferson D. Howell, Jr., MARFORPAC
James Maguire (Exceptional Achievement)	MAWTS-1, MCCDC
Robert M. Hanson (Fighter-Attack Squadron)	VMFA-312, MAG-31
Commandant’s Aviation Trophy	VMFA-232, MAG-11
Lawson H. M. Sanderson (Attack Squadron)	VMA-214, MAG-13
Keith McCutcheon (Heavy Helo Squadron)	HMH-361, MAG-36
Edward C. Dyer (Medium Helo Squadron)	HMM-365, 26th MEU
John P. Giguere (Light Attack Helo Squadron)	HMLA-169, MAG-39
Edward F. Fris (Air C&C Squadron)	MACS-6, MACG-28
Henry Wildfang (Aerial Refueler Transport Sqdn.)	VMGR-252, MAG-14
Don Davis (Aviation Logistics Squadron)	MALS-31, MAG-31
Royal N. Moore (Tact. Electronic Warfare Sqdn.)	VMAQ-2, MAG-14
James Hatch (Wing Support Squadron)	MWSS-172, MWSSG-17
Pete Ross (Reserve Flight Safety Trophy)	HMLA-773, MAG-42

Ship’s company and select family members aboard ***Dwight D. Eisenhower (CVN 69)*** had just begun a two-day cruise on 25 August when they rescued a civilian diver who had been lost at sea and adrift for over 26 hours. The diver, George Labahn from the Mayport, Fla., area, was reported missing after being separated from his diving boat the day before. The *Eisenhower* crew and guests were in the middle of a man-overboard drill when Labahn was spotted by an alert watchstander as the ship passed within 60 feet of him. A helicopter from HS-15 which was flying as channel guard for the carrier was vectored to his position. The SH-60F *Seahawk*, crewed by LCdr. Robert

Stephens, Lt. Greg Norgaard, AW1 Eugene Theriot and AW3 Jason Boehm, was overhead the distressed diver almost immediately. After being picked up, the victim was brought aboard the ship and treated for dehydration and fatigue. Labahn was taken back to Mayport by a Coast Guard helicopter later that day.

A SH-60 *Seahawk* from **HSL-44 Det 10** had just completed a passenger transfer and was aboard *Vicksburg* (CG 69) when the det received a merchant ship's distress call from the *John F. Kennedy* (CV 67) battle group. The merchant ship had a patient with a severe laceration of the forearm which needed immediate medical attention. The helo and crew, consisting of LCdr. Kent T. Peckenpaugh, Lt. Cary Knox, AW2 Wayne Harders and AW3 Greg Rohrbach, were on scene 30 minutes later. Harders was lowered to the deck of the merchant vessel, where he secured the patient and strapped him into a rescue litter. After the victim was hoisted back to the waiting helo, he was flown to *Kennedy*, where he received medical attention.

Scan Pattern

Sailors from **NAR Det 0194** aboard *Constellation* (CV 64) performed a complete rework of a Model NC-2A mobile electric power plant. This \$13,000 piece of equipment was scheduled to be retired by the Navy. Replacement of the power plant in today's economy would have cost an estimated \$39,000. The work was performed by the reservists in the support equipment division of Det 0194 during regular drill weekends. It included total disassembly, metal work, engine work, sandblasting, cleaning and repainting to Navy specification. The repaired unit was shipped to *Carl Vinson* (CVN 70) to fill a deficit in the ship's inventory.

On 7 October, the **VRC-40** *Rawhides* assisted the Virginia Marine Science Museum (VMSM), Virginia Beach, Va., in transporting a sick pygmy sperm whale to the National Aquarium in Baltimore,



The crew members from HSL-44 Det 10 that medevaced an injured sailor from a merchant ship pose before their SH-60 *Seahawk* (l-r): AW2 Wayne Harders, AW3 Greg Rohrbach, Lt. Cary Knox and LCdr. Kent Peckenpaugh.

Md., for rehabilitation after the whale and her calf were found stranded on the beach at Back Bay National Wildlife Refuge, Va. The calf had died on 4 October. Unfortunately, the mother whale also died the day after arriving at the Baltimore aquarium. The squadron used one its C-2 *Greyhounds* for the trip from NAS Norfolk to Baltimore-Washington International Airport. A team from VMSM had been providing round-the-clock care for the 9-foot-long, 670-pound whale since its discovery on 26 September, and accompanied the whale on the flight.

Meanwhile, on the West Coast, Sailors from **NAWS Point Mugu, Calif.**, helped transport an errant sea lion out of harm's way. The sea lion first appeared, with multiple puncture wounds, at an oil exploration site on Rincon Island, just north of NAWS Point Mugu. It was captured by Ventura County Animal Regulations (VCAR) personnel and rehabilitated at a nearby marine mammal care center. However, after release, the sea lion returned to Rincon Island and began following workers around and lingering under the office trailers. Concerned that the sea lion would be injured by the heavy equipment used on the site, the workers



Dani Thomson, left, and Lisa Thomas, NAWS Point Mugu Environmental Division, release the wayward sea lion on San Nicholas Island, Calif.

requested VCAR to relocate the animal, but each time it was captured and moved, the sea lion would return to the site a few days later. VCAR then requested help from the Environmental Division at Point Mugu, which arranged an airlift for the sea lion from Point Mugu to San Nicholas Island, approximately 80 miles to the south. Apparently satisfied with its new home, the sea lion has not been seen since around Rincon Island.

Corrections to Jul-Aug 97

Capt. Quentin C. Crommelin, USN (Ret.), was CO of *Lexington* (CVS 16) vice *Enterprise*.

Change Of Command

COMCARGRU 8: RAdm. William W. Copeland relieved RAdm. Gregory G. Johnson, Sep.

CVW-3: Capt. Thomas L. Hagen relieved Capt. Matthew G. Moffit, 18 Sep.

CVW-7: Capt. George E. Mayer relieved Capt. Kolin M. Jan, 4 Sep.

HC-11: Cdr. William Personius relieved Cdr. David Allen, Sep.

HELTACWINGLANT: Capt. Bruce Russell relieved Capt. Lloyd Stites, 24 Oct.

MCAS Camp Pendleton: Col. Danny J. McDaniel relieved Col. Robert R. Zimmerman, 1 Aug.

PATWING 5: Capt. Anthony J. Ruoti relieved Capt. Richard E. Brooks, 19 Sep.

TACRON 22: Cdr. John H. Harrington relieved Cdr. Deon A. Harkey, 5 Sep.

VAQ-136: Cdr. John R. Mathis relieved Cdr. John R. Haley, 3 Oct.

VAW-121: Cdr. Herman A. Shelanski relieved Cdr. John M. Pruitt, 9 Oct.

VF-14: Cdr. Luke Parent relieved Cdr. John W. Snedeker, Jr., 26 Jul.

VF-211: Cdr. David Baranek relieved Cdr. J. D. Oliver, 29 Aug.

VF-213: Cdr. Todd R. Miller relieved Cdr. Mark N. Clemente, 2 Oct.

VF-32: Cdr. Mark L. Bathrick relieved Cdr. Kenneth E. Floyd, 12 Sep.

VFA-22: Cdr. Mike Spence relieved Cdr. Gerry Gallop, 5 Sep.

VFA-192: Cdr. Carlos E. Ayuso relieved Cdr. Shawn R. Tallant, 3 Sep.

VMAQ-4: Lt. Col. Martin J. Sullivan relieved Lt. Col. Michael F. Dolan, 6 Jun.

VMFA-122: Lt. Col. Ronald G. Dodson relieved Lt. Col. Michael J. Doughty, 12 Sep.

VP-30: Capt. Chalker W. Brown III relieved Capt. Michael L. Holmes, 22 Aug.

VR-58: Cdr. James F. Collins III relieved Cdr. George C. Westwood, 20 Sep.

VRC-40: Cdr. Mark R. Boettcher relieved Cdr. Paula H. Hinger, Sep.

VT-4: Cdr. Lee Little relieved Cdr. John Gilchrist, 26 Sep.

VT-21: Cdr. Mike Higgins relieved Cdr. Stephen S. Ross, 17 Oct.

VT-22: Cdr. Ronald Unterreiner relieved Cdr. David Gangwer, 10 Oct.

Corrections to Jul–Aug 97

HMH-466: Lt. Col. Paul Croisetiére relieved Lt. Col. Robert G. Garrison, 27 Mar.

VAW-112: Cdr. Joel Fellows relieved Cdr. Robert Young, 22 May.

VFA-151: Cdr. Victor A. Steinman relieved Cdr. David L. Philman, 23 Apr.

VX-9: Capt. John V. Stivers relieved Capt. Craig F. Weideman, 15 May.

Farewell, Cdr. Diana Cangelosi

Energetic. Creative. Resolute. All adjectives that aptly describe Cdr. Diana T.

Cangelosi. When she ended her whirlwind tour in the Naval Historical Center (NHC) in October, she left in her wake many positive changes in *Naval Aviation News* and the Naval Aviation History Office. As editor of the magazine, she spearheaded a campaign which resulted in the magazine's transition to a full-color format—not a small undertaking in these tight budget times, but one for which the staff is forever indebted. As Director, Naval Aviation History and Publications Division, she initiated innovative policy changes in many aspects of the Naval Aviation History program.

Managing Editor Sandy Russell said, "When you felt the breeze go by, you knew that Cdr. Cangelosi was in forward motion toward another challenge. Could be her middle initial really stands for 'Tornado'! An intrepid soul, she has the spunk to

fight for what she believes is right."

Assistant Editor JO2 Blake Towler added that despite her chock-a-block schedule, Cdr. Cangelosi always found time to help a Sailor. "If you expressed an interest in bettering yourself, either through school or a military program, she did everything she could to assist. She understood how difficult the road to success can be, and was willing to use her influence to smooth the way."

A Naval Flight Officer (NFO) who came to *NA*News from Fleet Air Reconnaissance Squadron 2, flying the EP-3E *Aries II*, she also holds special memories of her days in the ERA-3B *Skywarrior*. "The 'Whale' was a great jet for an NFO despite its lack of ejection seats. We were literally flying a piece of Naval Aviation history," she stated.

Of her time at the Naval Historical Center, Cdr. Cangelosi said, "I've

been fortunate to have had the best desk job in Naval Aviation."

In her next tour as CO of Navy Recruiting District, San Antonio, Texas, she enters new territory. But knowing the hard-charging commander, she'll hurdle any obstacle at full speed. That's true to form, and Associate Editor Wendy Karppi agreed: "The commander tackles all projects head on. And no editing job was ever too big for her trusty red pen."

All of us at NHC wish Cdr. Cangelosi the best of everything in the future, and the

*NA*News staff extends special heartfelt gratitude for the "colorful" legacy that she left. Art director Morgan Wilbur put it in perspective: "Cdr. Cangelosi's influence on the appearance of *Naval Aviation News* expanded my palette from shades of gray to full living color!"



Cdr. Diana Cangelosi