



PH1 Spike Call

RIMPAC 98

This summer, ships, aircraft and military personnel from many different nations converged on Pearl Harbor, Hawaii, for the 1998 Rim of the Pacific (RIMPAC) exercise. More than 50 ships, 250 aircraft and 25,000 military members from the U.S., Australia, Canada, Chile, Japan and the Republic of Korea participated in this biennial exercise—with observers from Peru, Mexico, China, Singapore and Thailand keeping watch.

The largest multinational maritime exercise in the Pacific, RIMPAC provides an invaluable opportunity for the navies of Pacific Rim nations to practice joint operations in realistic scenarios. Highlights of the 1998 exercise included an amphibious landing on Kauai, around-the-clock at-sea operations, a missile exercise at the Pacific Missile Range Facility and command and control drills with the latest infor-



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mation technology.

VAdm. Herb Browne, commander of the Combined Coalition Task Force, explained that “Pacific Rim

nations are linked by a global economy. It is important for our naval forces to exercise and train together as a coalition. By developing a common understanding, we improve our ability to work together as a combined military force.”

Thanks to JOC G. L. Urbantke, USNR, for his contributions.



Opposite: top, a VFA-22 F/A-18 *Hornet* launches from *Carl Vinson* (CVN 70) in support of RIMPAC 98; bottom, Airman Kelli Cunningham, left, and Petty Officer 2nd Class Scott Cook direct planes aboard *Carl Vinson*.



PH2 August Sigur

Counterclockwise from above: Ordnancemen from VP-47 observe a Japanese crew loading a MK 46 torpedo into their P-3 *Orion*. AW/NAC Scott Wells of VP-47 answers questions from a Republic of Korea P-3 aircrew. A VP-4 P-3 shares the Pacific skies with a counterpart from Japanese Maritime Self-Defense Force Detachment 33. A P-3C *Orion* patrols the area as the attack submarine *Columbus* (SSN 762), background, and the Korean submarine *Lee Jong Moo* (SS 66) sail off the coast of Hawaii.



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Top, *Carl Vinson* (CVN 70) participates in a maneuvering exercise with ships from the other RIMPAC nations. Above, television monitors aboard *Vinson* call her crew to participate in a foreign-object-

damage walkdown, above left. Far left, a *Sea King* hovers over *Hopper* (DDG 70), underway in the Pacific. Bottom, *Vinson*, the figurehead of U.S. participation in RIMPAC 98, is greeted by a family on shore as she sails through Pearl Harbor.



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Scorpions Get Wired

Helicopter Antisubmarine Squadron Light (HSL) 49, NAS North Island, Calif., began putting the future of communication to use with the unveiling of a squadron intranet. Designed with the same look and feel as an internet web site, the intranet can be accessed only by HSL-49 members using the squadron's local area network.

This secure site allows more efficient dissemination of frequently changed documents, such as daily flight schedules and the plan of the

day, as well as easy access to reference items such as command instructions and material safety data sheets. Future plans for the intranet include the ability to obtain weather briefs and file flight plans from the squadron's briefing room and installing a similar intranet at the type wing to further enhance communication.

The Future of Helo Navigation

A student at the Naval Postgraduate School (NPS), Monterey, Calif., has created a virtual reality simulator that may revolutionize terrain navigation training for helicopter pilots. Digital terrain elevations and satellite imagery combine to form a contour map which is displayed on three large monitors to simulate forward and peripheral views from the cockpit, through which the user navigates using a joystick. Pilots from Helicopter Antisubmarine Squadron 10, NAS North Island, Calif., have been involved with testing the simulator. A second NPS student inherited the project after its creator's graduation, and is



Three-dimensional flight through a digital landscape enables helicopter pilots to hone their terrain navigation skills.

refining the program to be compatible with fleet Windows-based computer equipment.

Looking Glass Closed

The Air Force retired the last five EC-135 *Looking Glass* aircraft at Offutt AFB, Neb., on 25 September. The Navy's E-6B *Mercury* Take Charge and Move Out aircraft, operating from Tinker AFB, Okla., will perform the flying command post mission.

Grampaw Pettibone Says: Get the Videos

This summer, fleet rotary wing squadrons received two videos from the Naval Safety Center which combined new footage, animation and simulator scenes to describe recent mishaps for use in training. The first describes a CH-46 *Sea Knight* placed in a hazardous situation during a check flight; the second analyzes an SH-60 *Seahawk's* controlled flight into terrain (CFIT) during a night flight. Additional videos for the fixed wing community are planned, including an F-14 *Tomcat* pilot who becomes disoriented after a high-performance takeoff into

instrument conditions; an F/A-18 *Hornet* CFIT during low-level training in the mountains; and a wire strike on a low-level flight. For more information about these films contact the Naval Safety Center at 757-444-3520, ext. 7226 or 7244.

Vietnam Vets Return Home

The remains of two naval officers killed during the war in Vietnam have been identified to be returned to their families for burial in the United States. Cdr. Danforth E. White and Lt. Ramey L. Carpenter were crew members aboard an RA-

NAS Dallas Disestablished



5C *Vigilante* shot down while conducting aerial reconnaissance over Laos on 31 March 1969.

Super Hornet News

General Electric, based in Fairfield, Conn., delivered the first two F414 production engines for the F/A-18E/F *Super Hornet* program on 13 August. Engines for the 12 *Super Hornets* under contract for low-rate initial production are expected by the end of 1998. Also in August, an engineering, manufacturing and development version of each model *Super Hornet*—the single-place E and two-place F—completed initial operational testing at China Lake, Calif. Operational evaluation, which is expected to include 800 flights in 6 months, is scheduled to start in May 1999.



Above, a horseman salutes an F9F *Cougar*, two symbols of NAS Dallas' prairie heritage in the 1950s. Below, a VF-201 *Phantom II* returns home to Dallas after a transatlantic flight. Inset, from left to right, Capt. Craig McDonald, CO of NAS JRB Fort Worth; RAdm. Steven Keith, Commander, Naval Air Reserve Force; William J. Cassidy, Jr., Deputy Under Secretary of the Navy; and Cdr. Sean King, NAS Dallas site commander, bid the air station a fond farewell at the 26 September disestablishment ceremony.

After more than 57 years as the site of the "Prairie Navy," NAS Dallas, Texas, was disestablished on 26 September. From

its establishment as Naval Aviation Reserve Base Dallas on 15 May 1941 until its closing, the facility's primary mission was to provide training for Naval Aviators. After its redesignation on 1 January 1943 as Naval Air Station Dallas, it assumed the additional mission of training enlisted aviation personnel for the Navy and Coast Guard, as well as providing flight training for Marine Corps officers.

At the inception of the Naval

Mishaps

An F-14 *Tomcat* of Fighter Squadron 32, NAS Oceana, Va., operating from *Enterprise* (CVN 65) went down in the Atlantic Ocean near the Virgin Islands on 8 August. The pilot and radar intercept officer ejected safely and were recovered by *Thorn* (DD 988), which returned them to the carrier.

Both aircrew members of a Sea Control Squadron 41 S-3B *Viking* from NAS North Island, Calif., ejected safely while operating near San Clemente Island, Calif., on 31 August.

An F/A-18 *Hornet* of Strike Fighter Squadron 83, NAS Cecil Field, Fla., crashed in the Mediterranean Sea while operating from *Dwight D. Eisenhower* (CVN 69) on 16 September. The pilot ejected safely and was recovered and returned to the carrier by an H-60 *Seahawk* of Helicopter Antisubmarine Squadron 15, NAS Jacksonville, Fla.

An H-60 *Seahawk* of Test and Evaluation Squadron (VX) 1, NAS Patuxent River, Md., training at NAS Fallon, Nev., crashed while assisting in a search and rescue effort for a missing private aircraft near the base on 26 September. Two VX-1 crew members were killed and two were transported to a local hospital for treatment.

Carrier Clips

Kitty Hawk (CVN 63) arrived at her new home port of Yokosuka, Japan, on 11 August.

John C. Stennis (CVN 74) pulled into her new home port of San Diego, Calif., on 26 August, marking the end of her inaugural overseas deployment to the Arabian Gulf.

Air Combat Concepts



Lockheed Martin Tactical Aircraft Systems, Fort Worth, Texas, presented to the Navy several concepts for unmanned combat air vehicles (UCAVs). The company envisions stealthy unmanned vehicles that can be launched from the decks of surface vessels, such as amphibious ships or destroyers, or from submarines, providing a potent strike capability. Right, two UCAVs

returning from a strike mission approach a converted Trident submarine, aboard which they will be refueled and rearmed. Above, UCAVs deploy small smart bombs on a target.



Contract News

- Lockheed Martin Federal Systems, Oswego, N.Y., received a \$61 million Navy contract to develop a new cockpit prototype for the H-60 helicopter fleet.

- Raytheon Systems Co., El Segundo, Calif., received a \$70 million contract for low-rate initial production of 20 radar warning receiver

systems plus spares for the F/A-18E/F *Super Hornet*.

- Newport News Shipbuilding, Va., was awarded a contract for advanced procurement and construction of the next *Nimitz*-class aircraft carrier, CVN 77, which will serve as a transition ship to a new class of carrier.

