

RESERVE MARINES TAKE TO THE AIR

From 27 June to 11 July, Marine aircraft from across the nation converged on Twentynine Palms, Calif., for a combined arms exercise (CAX) coordinated by the Marine Corps' reserve air wing, the 4th MAW, and Marine Air Group 46.

The exercise brought together a mix of aircraft types from several reserve squadrons—F/A-18As from VMFA-134, CH-46Es from HMM-774, CH-53Es from HMH-769, KC-130Ts from VMGR-234, and a reserve headquarters Beech UC-12B—as well as two active duty squadrons, AH-1Ws and UH-1Ns from HMLA-169 and F/A-18Ds from VMFA(AW)-242.

In addition to standard exercise fare, such as troop insertions and extractions, air strikes and close air support, the reserve-run CAX also simulated relocating a field hospital, complete with operating room and air conditioning, to a remote location.

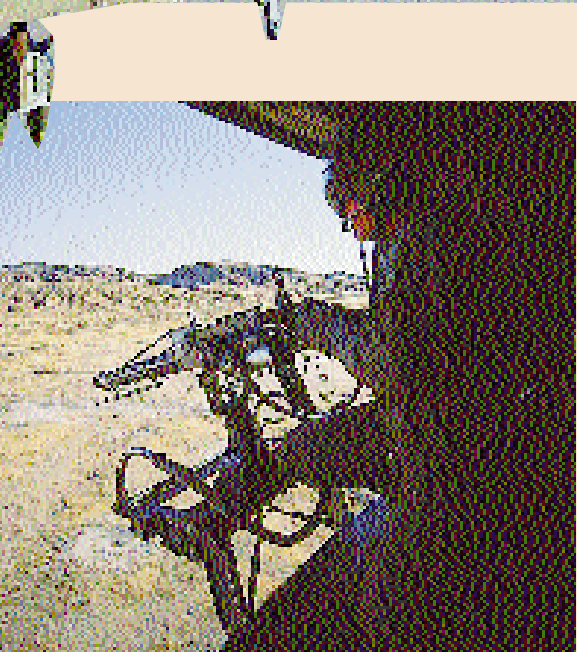
Col. Hal Fruchtnicht, deputy commander of MAG-46, commented, "People working with others they have never met before, and everyone coming together and melding into an efficient team—that's really exciting. The people and their dedicated efforts make it happen!"





Clockwise from opposite top: a pair of VMFA-134 F/A-18As loaded with live ordnance prepare for business during the final phase of CAX 8-98. A CH-53E from HMH-769 refuels as a squadronmate waits his turn. A pilot's-eye view of a refueling operation by Maj. Jim Barich. HMLA-169 gunner Cpl. Steve Pajda lays down a volley of live fire from a UH-1N. Another UH-1N departs Twentynine Palms for a sortie; note the forward-looking infrared pod under the nose.

Photos by Ted Carlson



On the Move

The first components of Airborne Early Warning Wing, Pacific began relocating from MCAS Miramar, Calif., to Naval Air Weapons Station (NAWS) Point Mugu, Calif., in July. When the final squadron relocates in 1999, a total of 16 aircraft and 990 military and civilian personnel will have been transferred. Airborne Early Warning Squadrons (VAW) 112 and 116 were the first to make Point Mugu their new home, and will be followed by VAW-113 in December when it returns from deployment on board *Abraham Lincoln* (CVN 72). VAW-117 will relocate in March 1999 upon completion of an upcoming deployment aboard *John C. Stennis* (CVN 74). The fifth Pacific Fleet *Hawkeye* squadron, VAW-115, remains permanently forward deployed to NAS Atsugi, Japan.

East Coast F/A-18 *Hornet* squadrons based at NAS Cecil Field, Fla., are scheduled to begin relocating to NAS Oceana, Va., and MCAS Beaufort, S.C., this fall in preparation for Cecil Field's closure. Nine



An E-2C *Hawkeye* of VAW-116 pulls onto the flight line at NAWS Point Mugu, Calif., which will soon be home to four Airborne Early Warning Wing, Pacific squadrons.

Vance Vasquez

operational squadrons and the fleet readiness squadron, comprising 156 planes, will move to Oceana, and two squadrons with 24 planes will move to Beaufort. The final relocation is expected in late 1999.

Indy Signs Off

On 7 July, *Independence* (CV 62) departed her home port of NAS Atsugi, Japan, for the last time and set course for Pearl Harbor, Hawaii, where she turned over her duties as the forward-deployed carrier to *Kitty Hawk* (CV 63). Eight squadrons and

two detachments of Carrier Air Wing 5 cross-decked to *Kitty Hawk*, which began the Pacific transit in late July.

Independence began her service as the only permanently forward-deployed carrier on 11 September 1991. She deployed from Yokosuka, Japan, to the Arabian Gulf three times in support of Operation Southern Watch, and also showed the flag during tensions between China and Taiwan in 1996. With her decommissioning in Bremerton, Wash., on 30 September after 39 years of service, her distinction as the oldest

Below, *Independence* departed her forward-deployed duty station for the last time on 7 July, arriving in Pearl Harbor, Hawaii, on 17 July, upper right. Lower right, following transfer of supplies and personnel from *Indy* (right), *Kitty Hawk* departed for Japan.



Todd Baker



PH1 Dolores L. Anglin



PH1 (NAC) Spike Call

operational carrier will pass to *Kitty Hawk*, and a famous name in Naval Aviation history will be no more.

Naval Air to the Rescue

Two Marine C-130 *Hercules* aircraft assigned to the 11th Marine Expeditionary Unit (Special Operations Capable) evacuated 172 American citizens and third-country nationals from Asmara, Eritrea, on 6 June as a border dispute led to fighting between Eritrean and Ethiopian troops. The evacuees were flown to safety in Amman, Jordan.

In July Helicopter Combat Support Squadron (HC) 4, NAS Sigonella, Sicily, helped combat a series of wildfires raging across the area. Repeatedly refilling a 1,300-gallon canvas bucket from the nearby sea, an MH-53E *Sea Dragon* provided hundreds of thousands of gallons of water to the firefighting effort as a fire truck and personnel from the air station battled the blazes on the ground.

Vietnam Pilots to Return Home

The remains of two Naval Aviators lost during the Vietnam conflict were confirmed this summer, allowing them to be returned to their



PM2 Anthony C. Casullo

An SH-60F *Seahawk* from HS-3 conducts air searches near Jacksonville, Fla., in support of firefighting efforts. Navy helicopters provided aerial reconnaissance for better deployment of firefighting teams battling wildfires caused by severe drought.

families for burial. On 25 March 1966, Capt. John B. Sherman, USMC, was flying a bombing mission against enemy positions in South Vietnam; and on 19 May 1967, Capt. Harold J. Hellbach, USMC, was flying over North Vietnam. Both pilots' F-8E *Crusaders* were hit by enemy fire and crashed. In both cases, search and rescue efforts were unsuccessful.

Guardian Takes Off

The Bombardier Services Corporation's CL-327 *Guardian* vertical takeoff and landing unmanned aerial vehicle completed land-based flight testing at the Army's Yuma Proving Ground, Ariz., in June. During three months of testing, the *Guardian* achieved over 50 flight hours; exceeded 14,000 feet and sustained hovers at 11,400 feet; flew in rain, extreme temperatures and 25 knot winds;

Two Drink Minimum

A V-22 engineering, manufacturing and development aircraft tests its in-flight refueling capabilities with a C-130 tanker.



Vernon Pugh

and demonstrated takeoffs, landings, waveoffs and touch and goes. On 9 July the Navy awarded Bombardier a contract for at-sea demonstration, expected to begin in mid-1999.

Mishaps

A Naval Strike and Air Warfare Center F-14 *Tomcat* crashed at NAS Fallon, Nev., on 6 July. Both aircrewmembers ejected safely.

Two F-14 *Tomcats* of Fighter Squadron 103 operating from *Dwight D. Eisenhower* (CVN 69) collided over the Mediterranean Sea on 31 July. The crew of one plane ejected over water; pilot LCDr. Ronald Wise was killed and radar intercept officer Lt. William Kane was injured. The second *Tomcat* recovered safely aboard *Eisenhower*.

Milestones

The newest dock landing ship, *Pearl Harbor (LSD 2)*, was commissioned on 30 May in San Diego, Calif.

Final assembly of the first production F/A-18E *Super Hornet* began at the Boeing Co. facility in St. Louis, Mo., on 19 June. The center/aft fuselage section, produced at a Northrop Grumman facility, was joined to the forward fuselage sec-



Look, Ma, no pilot! The QF-4S supersonic target, converted from an F-4S *Phantom II*, completed its first flight as a drone at NAWS China Lake, Calif.

Steve Tack

tion, produced by Boeing. During testing at NAS Patuxent River, Md., on 1 July the *Super Hornet* program passed 3,000 flight hours.

Pratt & Whitney began testing two developmental engine designs for the **Joint Strike Fighter** demonstration aircraft. Testing on the F119-611 engine for the Lockheed Martin concept and the F119-SE-614 engine for the Boeing concept began on 11 and 22 June, respectively.

The first production T-6A *Texan II* flew for the first time on 15 July at Raytheon Aircraft facilities in Wichita, Kans. More than 700 *Texan IIs* will be built through 2014 for the Navy and Air Force Joint Primary Aircraft Training System.

Navy and Air Force officials formally accepted the first **Joint Standoff Weapon**, model AGM-154A, during a ceremony at NAS JRB Fort Worth, Texas, on 8 July.

The QF-4S full-size supersonic aerial target came one step closer

to operational use when a prototype flew for 29 minutes with no onboard live operator (above) while at NAWS China Lake, Calif. Approximately 50 F-4S *Phantom IIs* will be converted to QF-4Ss at Naval Aviation Depot Cherry Point, N.C., to replace aging QF-4N drones.

For the Record

NAS Pensacola, Fla., is the testing ground for a Video Information Distribution (VID) system for military air traffic control, developed by Raritan Computer, Inc. The VID system reduces the number of instruments each controller is required to manage by providing that information and complete control of up to 256 computers from a single monitor, keyboard and mouse. The prototype set up in the Pensacola air traffic control center uses eight controller workstations and two network servers.

The Naval Supply Systems Command conducted initial testing of Contact Memory Button prototypes that may soon replace certain paper maintenance logs. The half-inch circular metal cases containing a memory chip are designed to be attached to life-limited aviation components, such as helicopter blades and other items that require maintenance history tracking, providing part identification data and a portable database of maintenance information.



Raytheon Aircraft

The first production T-6A *Texan II* takes to the skies at Raytheon Aircraft facilities.

PROUD PEGASUS



The SP-2H *Neptune* was an early platform for the *Proud Pegasus*.

Disestablished

VP-11 Proud Pegasus

A 2 August 1997 ceremony at NAS Brunswick, Maine, marked the disestablishment (officially 15 January) of Patrol Squadron (VP) 11 after over 45 years of service. Cdr. David A. Williams was the last CO of the *Proud Pegasus*.

Established at NAS Quonset Point, R.I., on 15 May 1952, VP-11 was the fourth squadron in U.S. Navy history to carry the VP-11 designation. Initially equipped with P4Y *Privateer* patrol aircraft, the squadron made its first deployment in January 1953, operating from Argentia, Newfoundland, Canada. Upon return to Quonset Point, VP-11 switched to the P2V-5 *Neptune*, and in 1954 shifted its home port to NAS Brunswick. During the remainder of the decade, the squadron made four deployments to Malta and one to Spain. In 1956, the squadron upgraded to the P2V-7 (SP-2H) version of the *Neptune*.

Through the first half of the 1960s, VP-11 deployed to Keflavik, Iceland; NAS Sigonella, Sicily; Argentia; Rota, Spain; and Guantanamo Bay, Cuba. During the October 1962 Cuban Missile Crisis, VP-11 deployed on 12 hours' notice to Argentia and conducted surveillance of Soviet shipping while enforcing the quarantine on Cuba. In May and June 1965, the squadron flew round-the-clock surveillance during the Dominican Republic crisis.

In January 1967, VP-11 retired its *Neptunes* for P-3B *Orion* patrol planes. Taking its new aircraft to Keflavik later that year, the squadron



conducted extensive surveillance of Soviet submarine activity, for which VP-11 received the first Navy Unit Commendation awarded to a patrol squadron outside of a combat zone.

After four Atlantic deployments to Keflavik; Lajes, Azores; Bermuda; and Rota, VP-11 received orders in July 1972 to deploy to NAS Cubi Point, R.P., at the height of the aerial campaign against North Vietnam. Maintaining a detachment at U Tapao, Thailand, VP-11 conducted patrols in the South China Sea and the Gulf of Tonkin.

After a 1973 split deployment to Rota and Lajes, VP-11 upgraded its P-3Bs to the P-3B DIFAR (directional frequency analysis and ranging) version. After seven Atlantic deployments to Rota, Lajes, Bermuda and Latin America, the squadron upgraded to the Update II version of the P-3C in 1981. Through 1989, VP-11 conducted antisubmarine surveillance in the Atlantic during deployments to Keflavik, Bermuda, Rota and Lajes. In June 1989, the squadron began its first involvement in drug interdiction operations in the Caribbean.

VP-11 was deployed to Sigonella in 1990 when Iraq invaded Kuwait. The squadron established the first patrol detachment in Jeddah, Saudi Arabia, as

part of Operation Desert Shield. After a split 1992 deployment to Rota and Roosevelt Roads, P.R., VP-11 upgraded to the Update II.5 version of the P-3C. During its 1993 deployment to Sigonella and Jeddah, while flying in support of the embargo on the former Yugoslavia, VP-11 became the first P-3 squadron to fly armed with the AGM-65F Maverick antishipping missile.

During a 1994 deployment to Roosevelt Roads, VP-11 used the Counter-Drug Upgrade avionics suite in its P-3Cs to patrol the Caribbean. The squadron's efforts resulted in 13 vessels seized, along with 12,000 kilos of cocaine and 45,000 pounds of marijuana.

VP-11 upgraded to the Update III retrofit version of the P-3C before embarking on its final deployment, to Sigonella, from which the squadron operated overland in support of peace enforcement operations in Bosnia using long-range electro-optical sensors. A squadron detachment also supported the evacuation of Americans from civil strife in Liberia.

The *Proud Pegasus*' career was cut short by a decision to disestablish the squadron as a consequence of FY 1997 funding constraints. The Chief of Naval Operations ordered the squadron disestablished on 15 January 1997, although a small cadre of personnel remained until the 2 August ceremony. A reserve fleet air reconnaissance squadron established in its place, VQ-11, retains the squadron's number.

VP-11 article by Rick Burgess.