



Chief of Naval Operations Adm. Jay Johnson, right, discusses his test flight in the V-22 *Osprey* with developmental test pilot Maj. Kevin Gross.

CNO Flies V-22

On 13 November 1998 a V-22 *Osprey* took to the skies at NAS Patuxent River, Md., with the Navy's senior aviator at the controls. After his test flight, Chief of Naval Operations Adm. Jay Johnson commented that the V-22 combines aspects of a fixed wing airplane and a helicopter "in a way that is a marvel of technology. Its handling characteristics are very user friendly and it was comfortable to fly."

Kitty Hawk Raises Navy Jack

In a 20 November 1998 ceremony in Yokosuka, Japan, *Kitty Hawk* (CV 63) raised the First Navy Jack in place of her standard flag, marking her as the longest serving ship in the fleet. The Navy Jack consists of 13 horizontal stripes, alternating red and white, superimposed with a rattlesnake and the motto "Don't Tread On Me." *Kitty Hawk* inherited the

flag from *Independence* (CV 62) upon her decommissioning on 30 September 1998. In keeping with the tradition, *Kitty Hawk* will fly the unique flag until she is decommissioned or transferred into the inactive reserve, at which point she will transfer the flag to the next oldest ship.

Cueing System Tested

The Boeing Company's Joint Helmet-Mounted Cueing System was

successfully demonstrated in an Air Force F-15 *Eagle* and a Navy F/A-18 *Hornet* in October and November 1998, respectively. The system provides targeting cues and aircraft parameters on the helmet visor. The system also allows the pilot to direct weapons without maneuvering the aircraft.

Mishaps

On 8 November 1998, an EA-6B *Prowler* returning to *Enterprise* (CVN 65) during a night flight off the coast of Virginia struck an S-3 *Viking* on the flight deck. The crews of both aircraft ejected. The crew of the Sea Control Squadron 22 *Viking* from NAS Jacksonville, Fla.—Cdr. James Wallace and Ltjg. Kirk Schneringer—were recovered and treated ashore. An intensive search for the crew of the *Prowler* from Tactical Electronic Warfare Squadron 130, NAS Whidbey Island, Wash., recovered the body of Ltjg. Brendan Duffy, but LCdr. Kurt Barich and Ltjgs. Charles Woodard and Meredith Loughran were not found and were presumed lost at sea.

A CH-46 *Sea Knight* of Helicopter Combat Support Squadron 8, NAS Norfolk, Va., deployed aboard USNS *Sirius* (TAF 8), crashed while conducting vertical replenishment with *Stump* (DD 978) in the Mediterranean on 19 November 1998. Two of the aircrew—Lt. Trent Wolfersberger and

(continued on p. 11)

Punch Out!

Successful testing of the T-6A *Texan II*'s Martin-Baker ejection seat system at Naval Air Weapons Station China Lake, Calif., brought the Joint Primary Aircraft Training System one step closer to reality. This series of photos captures the first half-second of a test ejection at 250 knots—from initial canopy separation, to the deployment of the drogue chute and seat's rocket motor firing, to full separation from the aircraft.



Reserve Aviation in the Spotlight



Thunderbolts Meet the Challenge

As the *Thunderbolts* of Helicopter Antisubmarine Squadron Light 84, NAS North Island, Calif., prepared for a recent deployment, the reserve squadron realized that it would not be able to provide the standard complement of four pilots, two aircrew and up to 16 maintenance personnel for the detachment due to decreased funding and personnel support. Assessing the operational tempo of the at-sea law-enforcement evolution, the squadron reduced the number of pilots to 3 and maintenance personnel to 10, increased to 12 when possible. To enhance continuity during the six-month deployment, the *Thunderbolts* utilized active duty reserve personnel and solicited Selected Reservists to extend their active training from the standard two weeks to a month. Demonstrating the effectiveness of this new structure, the squadron's SH-2G *Seasprite* helicopter completed 160 missions and 382 mishap-free flight hours during the deployment.

Reserve Air to the Rescue

Navy and Marine Corps Reserve aviation units joined their Air Force Reserve and Air National Guard counterparts in airlifting food, medical sup-

HSL-84's deployment with their SH-2G *Seasprite* is just one example of reserve aviation's support of the fleet.

plies and clothing to victims of Hurricane Mitch in Honduras, El Salvador, Nicaragua and Guatemala. Reserve Fleet Logistics Support Squadron (VR) 53, NAF Washington, D.C.; VR-54, NAS JRB New Orleans, La.; VR-62, NAS Brunswick, Maine.; and Marine Aerial Refueler Transport Squadron 452, Newburgh, N.Y., participated in the relief effort.

Reserve Carrier Support Consolidates

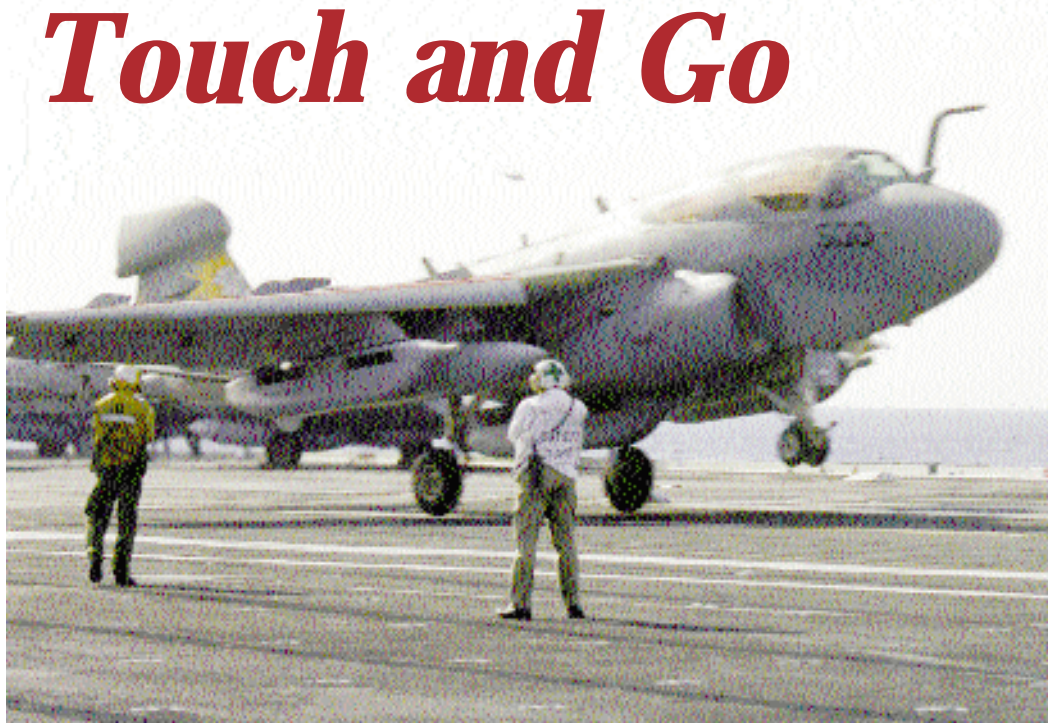
The selected reserve force has created a new structure in aircraft carrier support. With the establishment of four functional regions—northeast, southeast, northwest and southwest—carrier augment units will be available for any carrier in or outside their region, rather than being assigned to a specific ship. This will allow carriers needing personnel to draw from a larger talent pool of Selected Reservists from across the country.

ATC(NAC) Nathan Garrity—were recovered with no injuries. Lt. Aaron Barbosa and AMS2 Ross Daniel were lost at sea.

In the Gulf

Abraham Lincoln (CVN 72) departed the Arabian Gulf on 21 October 1998 to return to her home port of Everett, Wash.

Enterprise (CVN 65) departed her Norfolk, Va., home port on 6 November 1998 for a rendezvous with the *Dwight D. Eisenhower* (CVN 69) battle group in the Arabian Gulf.



Mahton K. Miller

An EA-6B *Prowler* from Electronic Warfare Squadron 136 performs a touch-and-go aboard *Kitty Hawk* (CV 63) during carrier qualifications prior to exercises with the Republic of Korea Navy and the Japanese Maritime Self-Defense Force.

For the Record

The first production *Super Hornet*, F/A-18E6, completed its initial flight on 6 November 1998. Delivery of the first production model is expected in January 1999.

V-22 *Osprey* number 8 conducted high-altitude testing at Libby Army Air Field, Fort Huachuca, Ariz., in late 1998. The flight from

NAS Patuxent River, Md., to the Arizona airfield was the longest distance flown by an *Osprey* in one day.

Carrier Airborne Early Warning Squadron (VAW) 117 departed MCAS Miramar, Calif., for deployment in fall 1998, marking the end

of the Navy's presence at that base. When the deployment is completed in March 1999, VAW-117 will join its sister squadrons, VAWs 112, 113 and 116, at Naval Air Weapons Station Point Mugu, Calif. VAW-115 will remain permanently forward deployed to Japan.

An SH-3H *Sea King* of Fleet Composite Squadron 8 approaches the guided missile frigate *Estocin* (FFG 15) for refueling during counternarcotics training in the Caribbean in October 1998. Photo by JO2 David Rush.

