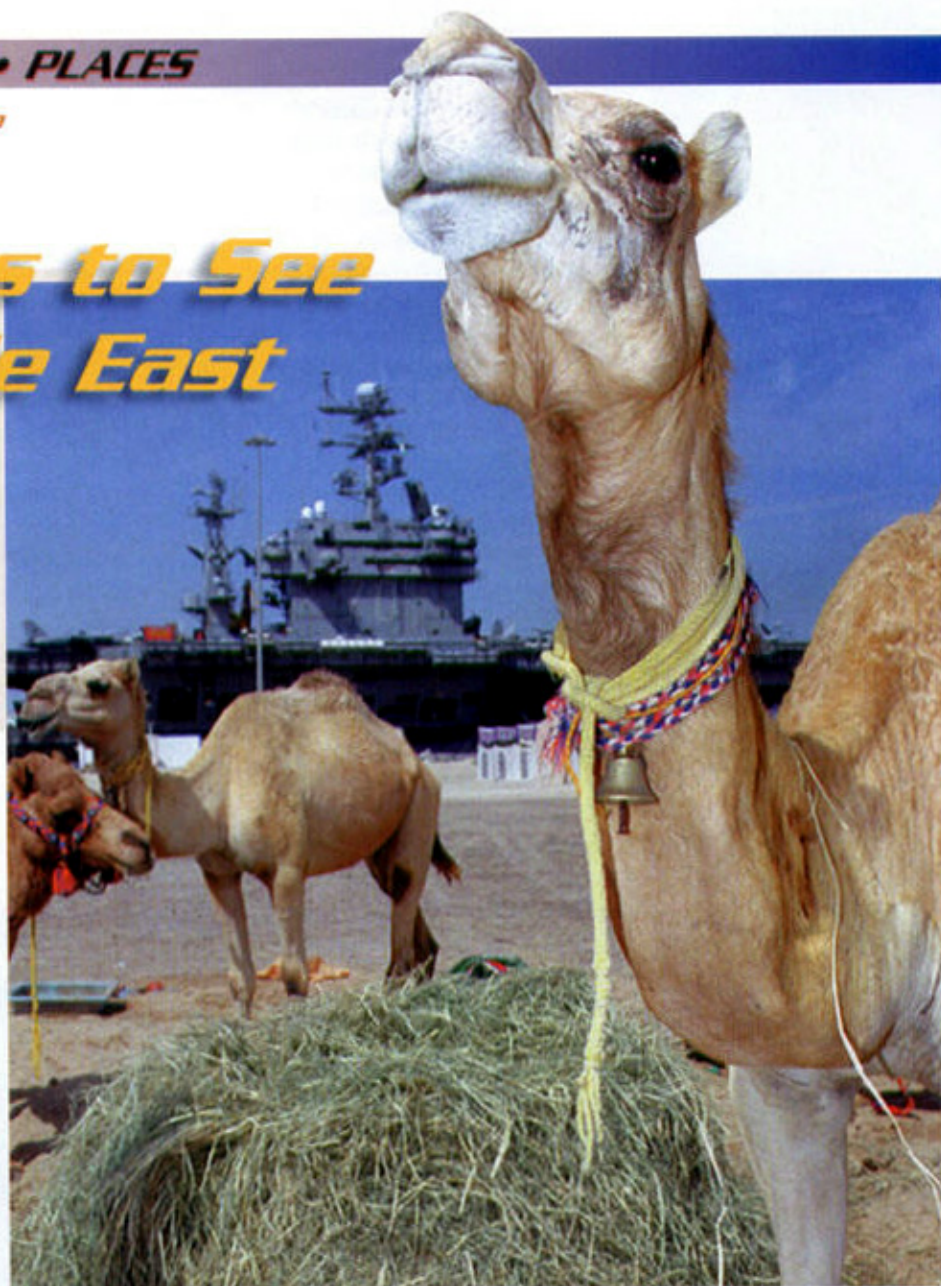


Edited by JDI Joshua M. Hudson

Two Ways to See the Middle East

Camels appear more interested in lunch than the 90,000-ton *Carl Vinson* (CV 70) anchored behind them during a port visit in Jebel Ali, United Arab Emirates. Photo by MR3 Ted Boesch



Awards

Naval Aviation Depot, Cherry Point, N.C., received the 1998 Chief of Naval Operations Environmental Quality Award (industrial installation category). NADEP programs highlighted were: Air Quality for assisting the emission reduction transition for the H-53 program; Water Quality for monitoring pollution prevention and water conservation measures; Solid Waste for recycling 5,254 tons of material; and Hazardous Waste for a 60-percent reduction.

On 19 February, Lt. Col. Ned Wernick, USAF (Ret.), was retroactively awarded two **Distinguished Flying Crosses** and six **Air Medals**

for his service as a Marine aircrewman during WW II. He enlisted in the Marine Corps in 1943 and flew over 40 combat missions in 1945. As the top gunner in a PBJ *Mitchell*

medium bomber, then-Cpl. Wernick flew in support of forces in the Pacific, including low-level bombing and strafing runs over Japanese-held islands. After the war, Wernick graduated from Ohio University and then served for 33 years

with the Air Force as an aircraft maintenance engineering officer.

Lt. Kevin T. Hagenstad of VFA-113 was selected as the 1998 **Admiral Wesley L. McDonald Junior Officer of the Year for Strike Fighter Wing, Pacific**. The award is presented to an outstanding junior officer who has displayed the most dedicated and enthusiastic leadership.

LCdr. Greg Fenton of the VFA-105 *Gunslingers* was named the 1998 **Michael G. Hoff Aviator of the Year for Commander Naval Air Forces, U.S. Atlantic Fleet**. This award is presented annually to the top tactical aviator or Naval Flight



A PBJ *Mitchell* similar to the one that Lt. Col. Ned Wernick, USAF (Ret.), flew in WW II as a Marine.

Officer in the Atlantic and Pacific fleets for exceptional proficiency, professionalism and contributions to the carrier-based attack mission.

The **1998 Admiral Flatley Memorial Award** for shipboard safety was given to *John C. Stennis* (CVN 74). The San Diego, Calif.-based ship logged nearly 17,000 flight hours, more than 11,000 fixed wing landings and 4,000-plus helicopter landings with no flight mishaps. *Stennis* conducted 29 safe anchor operations and reduced the number of overall injuries by 20 percent from 1997.

The HS-11 *Dragonslayers* won the **1998 Commander in Chief Atlantic Fleet Golden Anchor Award**, which recognizes commands with excellent retention, personnel and educational programs. With a retention rate of 69 percent, HS-11 credits its success to good advancement opportunities and the squadron's commitment to molding a more productive Sailor.

"The whole reason I came into the Navy was to be an air traffic controller," said AC1 (AW/SW) Scott

Brown, winner of the **1998 VAdm. Robert B. Pirie Naval Air Traffic Controller of the Year** award. He won the award for his sustained superior performance. Brown said, "It is not like other awards as to whether or not I am a good Sailor. It says how well I do my job."

Battle "E" winners:

COMNAVIAIRLANT:

Eisenhower (CVN 69)

HC-4	VAW-121	VP-5
HM-14	VC-6	VPU-1
HS-15	VC-8	VQ-6
HSL-44	VF-143	VS-31
VAQ-132	VFA-82	

COMNAVIAIRPAC:

Carl Vinson (CVN 70)

HC-11	VAQ-142	VP-1
HS-14	VAW-113	VRC-30
HSL-51	VF-154	VS-35
VAQ-136	VFA-27	

JOINT AIRLANT/AIRPAC:

John C. Stennis (CVN 74)

Special Records

The following units logged **safe flying time:**

Unit	Hours	Years
HSL-44	95,000	11
HMH-462	35,000	
HSL-46	15,000	2

Scan Pattern

In January, the **VP-16 War Eagles** hosted Joe Richard, a 10-year-old from Fruit Cove, Fla., who suffers from a rare form of brain cancer. The Sailors of VP-16 have a tradition of giving back to the community but were especially eager when the squadron heard Joe's story. Not only was his hobby Naval Aviation, but his experimental drug therapy used a new liquid chemotherapy known as Oral VP-16, which seemed to signal the destiny of a relationship between the squadron and Joe. He was given a tour of an updated P-3C *Orion*, presented various squadron memorabilia and then

Class Alpha Fire!

On 9 February, NAF Atsugi, Japan, Fire Department personnel found themselves facing one of their worst nightmares, a fire out of control. Bldg 202, completely destroyed by the fire, was connected to the tower on the airfield.



PHC Jerry McLain

PH1 Matthew A. Young

Change of Command

CVW-7: Capt. Richard D. Jaskot relieved Capt. George E. Mayer, 26 Feb.
 CVW-17: Capt. Carlton B. Jewett relieved Capt. James M. Hart, 12 Mar.
 HS-3: Cdr. J. S. Husaim relieved Cdr. E. W. Dobson, 22 Jan.
 VAQ-136: Cdr. Edward L. Martin relieved Cdr. John R. Mathis.
 VAQ-139: Cdr. Dee L. Mewbourne relieved Cdr. Jay M. Smith, 19 Mar.
 VAW-115: Cdr. Matthew Klunder relieved Cdr. William Dubyak, 14 Jan.
 VFA-25: Cdr. Peter Murphy relieved Cdr. Patrick Lorge.
 VFA-37: Cdr. Craig Williams relieved Cdr. Guy Varland.
 VFA-131: Cdr. James K. Cook relieved Cdr. Kevin M. Donegan, 19 Mar.
 VP-40: Cdr. Charles M. Chavez relieved Cdr. Charles W. Fowler, 22 Feb.
 VPU-2: Cdr. Gregory D. Osborne relieved Cdr. Jefferey S. Locke, 5 Mar.
 VQ-4: Cdr. Dale E. Little relieved Cdr. A. J. Sereno, 19 Mar.
 VR-58: Cdr. John A. Bullock III relieved Cdr. James F. Collins III, 23 Jan.
 VRC-40: Cdr. James A. Hubbard relieved Cdr. Mark R. Boettcher, 12 Mar.
 VS-21: Cdr. Victor G. Warriner, Jr., relieved Cdr. Robert R. Sterling, Jr., 11 Feb.
 VS-31: Cdr. Ralph N. Alderson relieved Cdr. Bradley B. Smith.
 VS-38: Cdr. Paul Hennes relieved Cdr. Robb Hornbeck, 12 Feb.
 VT-23: Cdr. William V. Martin relieved Cdr. Jason E. Tibbels, 26 Feb.
 VT-27: Cdr. Richard J. Ryan relieved Cdr. James H. Holt, 19 Mar.

given a "ride" in the P-3 simulator. Joe learned firsthand what it is like to fly the turboprop aircraft through the Jacksonville night sky.

Carrier Group (CarGru) 1 recently hosted some San Diego high school students for an overnight visit to *Constellation* (CV 64) at sea as part of the first-ever CarGru-1 leadership forum. The visit was intended to make the link

between success in the classroom and success in the workplace. "By bringing these students to the carrier during a challenging at-sea period, we wanted to give them the opportunity to see what the Navy, a carrier battle group and Naval Aviation are all about," said RAdm. David Polatty III, ComCarGru-1. The students' stay on board *Constellation* gave them plenty of time to observe

U.S. Navy Tomcat Flight Demonstration Team 1999 Air Shows

May

1-2 Fort Lauderdale, FL
 22-23 Randolph AFB, TX

June

12-13 North Kingston, RI
 19-20 Hamilton, Ontario, CAN
 26-27 Willow Run, MI

July

3-5 St. Louis, MO
 10-11 Niagara Falls, NY
 24-25 Dayton, OH

August

21-22 Chicago, IL
 28-29 Westfield, MA
 28 Langley AFB, VA

September

4-6 Cleveland, OH
 9-11 Shearwater, Nova Scotia, CAN
 18-19 NAS Oceana, VA

October

9-10 San Francisco, CA
 16-17 Charlotte, NC
 29-30 NAS New Orleans, LA

November

6-7 NAS Jacksonville, FL
 12-13 NAS Pensacola, FL

Former WW II PBV *Catalina* pilots are banding together to save their legacy. One pilot said, "If we don't do it now, history will be lost because those of us who were there will be gone." Their proposal is to create a memorial on the seaplane base at NAS

Whidbey Island, Wash. The memorial would be a living record of their mission's important contributions to the war effort made by locating enemy flotillas, bombing supply ships, rescuing downed pilots and



A Sailor enjoys the view from the gunner's turret of his PBV-5 *Catalina* during WW II.

evacuating trapped soldiers in the South Sea islands. The seaplane base, which is still in its original configuration inside NAS Whidbey Island's gates, was built in 1942 for PBV operations and training.

day and night flight operations. "The flight deck was an incredible sight—people and aircraft everywhere. The jets were awesome," observed junior Josh Rose.

LCdr. Pam Carel of VT-21 brought her flight suit and aviation knowledge to the Public Broadcasting System on the show "Science Aboard Ship," aired nationwide for third through eighth graders. This show is designed to teach school children the principles of flight. On 18 February, the PBS crew spent the day shooting aboard NAS Kingsville, Texas, where LCdr. Carel was taped in a T-45 flight simulator and in one of the T-45 paint hangars, as well as during touch-and-go ops. In addition to the pre-produced segments, the veteran

What's Old is New Again

1911— Glenn Curtiss was successfully developing hydroaeroplanes, and the Navy sent Lt. Theodore Ellyson to North Island, Calif., for flight instruction under Curtiss. By July, the Navy had purchased its first airplane, the A-1, a Curtiss pusher. Various incarnations of that original Curtiss seaplane existed, and although the A-1 had a relatively short service life, it made a profound mark on early Naval Aviation history.

1998—Keuka Lake, N.Y. The water again is cut by a Curtiss seaplane. After three years of work at the Glenn Curtiss Museum in Hammondsport, N.Y., volunteers finished a reproduction of a Curtiss 1913 Model E Flying Boat. The longest test flight of this aircraft has been a mile and a half, with both air and water tests successfully completed. The plane is on exhibit at the museum until early August 1999, when it will star in the Flying Boat Festival Weekend.



Lt. Theodore Ellyson sits behind the controls of the Curtiss A-1 pusher.

F/A-18 *Hornet* pilot will take questions from children nationwide during the show, which will be broadcast live once a month from the USS *Lexington* floating museum moored in the bay at Corpus Christi, Texas.

A Navy journalist assigned to *Nimitz* (CVN 68) foiled a robbery at a Newport News, Va., McDonalds on 19 February. JO3 Stacy Young had just finished his morning exercise and entered the fast-food restaurant to catch a quick bite to eat. Instead, he caught a thief jumping across the counter and running toward him. "People were yelling that he just robbed the place," Young recalled. "I just reacted and wrestled him to



A VXE-6 LC-130 departs Antarctica on 17 February, marking the end of 43 years of Navy participation in Operation Deep Freeze. Photo by PH1 Edward G. Martens

the ground. It was all instinct. I didn't have time to think." With the help of the McDonalds manager, Young held the "hamburgler" on the ground until police arrived.

NA News Online

In the realm of science fiction, people can move faster than the speed of light, but in reality only information does—thanks to the internet and the world wide web. *Naval Aviation News* wishes to highlight the fact that it is on the "information superhighway" and moving into the passing lane. At our web site you can access current and past issues of the magazine in the original layout, view our current "U.S. Naval Aircraft Designations" poster and reference a list of aircraft squadrons with links to their home pages. There are also listings of naval air stations and aircraft carrier links, as well as an interactive graphic to view the configuration of the newest carriers. It is a one-stop extravaganza of Naval Aviation information. So click on over to our house!
www.history.navy.mil/branches/nhcorg5.htm

In December 1955 the first aircraft of Air Development Squadron (VX, later VXE) 6 departed Christchurch, New Zealand, for McMurdo Sound, Antarctica, as part of Operation Deep Freeze. Forty-three years later, VXE-6 turned over to the Air National Guard the responsibility for logistical support of the U.S. Antarctic Program. The concept of the squadron had its roots in RAdm. Richard E. Byrd's Antarctic expeditions in the 1940s, which led to VX-6's work on the ice. The squadron's historical milestones include the first landing at the South Pole, the first dirt landing in Antarctica, the first rescue flight from Deep Freeze, and the first all-female crew to fly the LC-130 in 1991. VXE-6 was officially disestablished 1 April at NAS Point Mugu, Calif. For more than 40 years, VXE-6 represented the Navy's commitment to supporting research and science in Antarctica. Its watch stands relieved.