

PEOPLE • PLANES • PLACES

Edited by JOI Joshua M. Hudson



PH2 Steven Harbour

Sailing the Suez

Theodore Roosevelt (CVN 71) greets the morning on the Suez Canal while in transit to the Arabian Gulf.

Awards



The *Naval Aviation News* staff won an APEX '99 Award for Publication Excellence in the subcategory "Magazines & Journals-Printed-Four Color" in a field of 631 entries. Presented annually by Communications Concepts, Inc., Springfield, Va., the award is based on excellence in graphic design, editorial content and the ability to achieve overall communications excellence.

Marine Maj. Teresa Amberg was awarded the Naval Air Systems Command's **Military Logistician of the Year (1998)**. She is NAVAIR's assistant program manager for vertical takeoff and landing and unmanned air vehicles, and was able to revamp

the program to reduce cost and increase readiness.

Chief of Naval Operations Adm. Jay L. Johnson received the **Distinguished Wisconsin Aviator Award** at the Deke Slayton Airfest in LaCrosse, Wis., on 19 June. The award is given by the state to those who, through words or deeds, provide leadership and inspiration to peers and future aviators. Adm. Johnson is the second person to receive the award; Apollo 13 astronaut Capt. Jim Lovell was the inaugural honoree in 1998.

The VT-10 *Wildcats* were recognized for one of the most effective safety programs within the Naval Air Training Command during an awards ceremony on 26 June. As recipients of the **John H. Towers Flight Safety Award**, the *Wildcats* demonstrated that they improved operational safety through a variety of safety awareness programs.

Special Records

LCdr. **Jim Hogan** of VAQ-139 surpassed 2,000 hours of flight time in the EA-6B *Prowler*.

VAQ-137 skipper Cdr. **Jeffrey K. Gruetzmacher** accumulated 3,000 EA-6B *Prowler* flight hours.

Cdr. **Ted Carter**, CO of VF-14, made his 1,500th carrier trap. The RIO made the landing with RAdm. W. W. Copeland, Commander Carrier Battle Group 8.

Rescues

While returning home near NAS Jacksonville, Fla., on 9 January AW2 **Mickey Williams** of HSL-48 witnessed a van careening out of control. The church van carrying 13 people, mostly children, overturned and rolled down an embankment.

Williams immediately put his Navy-taught CPR and first-aid skills to work. Until paramedics arrived, he administered CPR to a 12-year-old boy who had stopped breathing, and then proceeded to another victim. Williams continued to assist administering first aid even after more paramedics arrived. "I've had a lot of training as a SAR swimmer," Williams said. "We have to keep our qualifications current." For his actions, he was awarded the Navy/Marine Corps Commendation Medal for heroism.

nel. They originally thought a log or crab pots were floating near the surface, but changed their minds when they spotted a person on the bridge over the pass pointing frantically. Carefully piloting the 18-foot boat through the current, they discovered the body of a man with his head and shoulders visible 6 to 12 inches under the water. One boater reached over and pulled the man to the surface and into the boat.

Administering first aid en route, they rushed back to the marina where the victim was met by medical professionals. Ford, a trained CPR

instructor trainer said, "We've heard that people jumped off the bridge, but we didn't think that we'd ever be in the situation to see one." The victim was the second person to survive the 182-foot jump from Washington's Deception Pass Bridge.

A 65-year old man suffered multiple injuries after being thrown from his horse on 11 June, 30 miles southeast of Mammoth Lake, Calif. County officials requested help from **NAS Fallon's Search and Rescue team** in Nevada. Although the terrain was level enough to land, the ragged underbrush and thick shrubs made carrying the injured patient from the site difficult. After securing the patient inside the HH-1N "Huey," the injured man was transported to Mammoth Lakes Hospital for treatment.

Smokin!

Cdr. Mark P. Molitor, the new CO of VF-102, makes a high-speed fly-by of John F. Kennedy (CV 67) after taking over command of the squadron.



PH1 Lance Kirk

The ready alert crew of VP-1 was tasked to medevac a civilian contractor to Singapore from Diego Garcia, B.I.O.T., for medical attention on 17 June. Showing symptoms of appendicitis, the man had to be rushed off the island which doesn't have the facilities to handle such emergencies. The patient and medical staff were loaded onto an ordinance truck with lift capability to raise them to the cabin door. He underwent a successful appendectomy in a Singapore hospital.

On 24 April, AT2 Dale Ford of NAS Whidbey Island's AIMD and a friend went fishing. As they slowly made their way through choppy water and fog, they noticed a splash in the water on one side of the chan-

No Bones About Pettibone Award

On 14 July, Lt. Col. J. P. DeHart received the 1998 Grandpaw Pettibone Award, presented annually to the individual and the unit who have promoted and improved Naval Aviation safety through the written word. Director Air Warfare RAdm. John Nathman cited him for writing various articles about aviation safety that stress heightened awareness of "lessons learned" so that the same mistakes won't happen again. This award followed a career milestone for DeHart. On 8 June, flying in an AH-1 Sea Cobra, Lt. Col. DeHart passed 5,000 flight hours.



RAdm. Nathman presents the Grandpaw Pettibone award to Lt. Col. J. P. DeHart.

J01 Joshua Hudson

Change of Command

CVW-17: Capt. James M. Hart relieved Capt. Carlton B. Jewett, 12 March (correction to May-Jun 99).

FACSFAC VACAPES: Capt. Anthony Reade relieved Cdr. David Willis, 18 Jun.

HCS-5: Cdr. K. M. Osborne relieved Cdr. Charles B. Painter, 24 Jul.

HS-10: Cdr. Brian J. McCormack relieved Cdr. Steven C. Linnell, 29 Jun.

HS-15: Cdr. George A. Cox relieved Cdr. Kevin B. Lynch, 24 Jun.

HSL-44: Cdr. Michael Walley relieved Cdr. Steven Wright, 14 May.

HSL-48: Cdr. Stephen Senteio relieved Cdr. William Lescher.

MATSG: Col. Lawrence Larson relieved Col. Steven Summers, 25 Jun.

NAS Oceana, VA: Capt. William C. Zobel relieved Capt. Eric Benson, 12 Jun.

NATG: Capt. Steven Gibson relieved Capt. Bruce L. Hawk, 30 Jun.

Naval Air Engineering Station, Lakehurst, NJ: Capt. Stephen J. Himes relieved Capt. Michael J. Dougherty.

VAQ-128: Cdr. F. Matthew Straughan relieved Cdr. Pete S. Frano, 6 May.

VAQ-209: Cdr. F. Clay Fearnow relieved Cdr. Rich Montanio, 1 May.

VF-2: Cdr. Randy Parrish relieved Cdr. Scott Stewart.

VFA-113: Cdr. Thomas Taylor relieved Cdr. Richard J. Martin.

VFA-125: Cdr. Charles R. Wright relieved Cdr. John M. McCloskey, 27 May.

VFA-136: Cdr. Robert A. Ffield relieved Cdr. Matthew A. Leidon.

VP-1: Cdr. James D. Heffernan relieved Cdr. Brian E. Burlingame, 7 Jul.

VP-5: Cdr. Timothy Tibbits relieved Cdr. Adreon Mark Ensor, 18 Jun.

VP-47: Cdr. James C. Tanner relieved Cdr. James C. Grunewald, 2 Jun.

VQ-3: Cdr. Jay S. Gallamore relieved Cdr. Susan A. Davies, 9 Jul.

VS-22: Cdr. Greg Wallace relieved Cdr. Michael Reed, 15 Jul.

VS-32: Cdr. William Valentine relieved Cdr. Martin P. Smith, 13 May.

VT-2: Cdr. Lloyd E. Gilham relieved Cdr. Richard J. Martin.

VT-3: Lt. Col. Jeffrey D. S. Guinn, USAF, relieved Cdr. Christopher P. Arendt, 17 Jun.

VT-6: Capt. Pieter VandenBergh relieved Capt. Richard J. Jensen, 17 Jun.

VT-10: Lt. Col. Richard Anderson II, USAF, relieved Cdr. Brian C. Scott, 18 Jun.

VT-86: Cdr. Michael D. Gnozzio relieved Lt. Col. Richard W. Britton, USMC, 9 Jul.

Nagasaki, Japan, on 9 August 1945. After the war he worked in various atomic-related programs, including the first nuclear-powered naval task force and the development of ground- and air-launched antisubmarine rockets.

Capt. Charles P. "Pete" Conrad, USN (Ret.), the third human to walk on the moon, died on 8 July in Ojai, Calif., from injuries sustained in a motorcycle accident. He was 69. Conrad made history on 19 November 1969 as commander of the Apollo 12 mission. He and astronaut Alan Bean set their lunar module *Intrepid* down on the moon's Ocean of Storms during the second of six Apollo landings. Conrad had a distinguished career as a Navy test pilot, copilot of the Gemini 5 mission, commander of the Gemini 11 mission, and commander of the first crew to live and work on *Skylab*, the first U.S. space station.

VAdm. Donald D. Engen, USN (Ret.), died on 13 July in Minden, Nev., while copiloting a motorized glider which apparently disintegrated at 11,000 feet. A decorated WW II dive-



bomber pilot who sank a Japanese cruiser, Engen went on to command *America* (CVA 66) from 1966 to 1967. The former test pilot retired as a vice admiral and later headed the Federal Aviation Administration. He was Director of the National Air and Space Museum, Smithsonian Institute, Washington, D.C., since 1996.

The U.S. Navy Flight Demonstration Squadron, the *Blue Angels*, announced the selection of new teammates for the 2000 season. The three pilot positions were filled by Lts. Kevin Colling and Scott Kartvedt and Marine Capt. Hunter Hobson. The newest C-130 pilot is Capt. David Michael.

Disney Returns to Sicily After 40 Years

By JO2 Shane Montgomery

In 1959 Lt. David Young, aide to Adm. C. R. "Cat" Brown, Commander in Chief Allied Forces, Southern Europe, sent a letter to the public relations director for Walt Disney Enterprises in California requesting assistance from their art department. In January 1960 Lt. Young received a response, which stated in part: "We shall be glad to design an insignia for Adm. Brown." The letter came on the heels of a contest within Adm. Brown's office to name a new Convair C-131, which the admiral would use for travel within the theater. Brown had carried the nickname "Cat" from childhood, and it seemed natural that his plane be christened the *Catbird*.

Many designs were sent from Disney, and the official *Catbird* logo, purchased by the Navy for \$1, depicted a Halloween-type cat standing within a circle design with wing effects at each side. The insignia was painted as nose art on the front of the aircraft. The *Catbird* name stuck with the C-131, but no one knows when the logo disappeared.

In the fall of 1998 AE1(AW) Christopher Doherty, assigned to VP-3's

European support detachment at NAS Sigonella, Sicily, found some old paperwork on Adm. Brown's contest while cleaning up his office. The discovery sparked his inherent historical interest. Many of the *Catbird* crew were no longer aware of the origin of the call sign, let alone of the existence of an insignia design by Disney. Motivated to learn more, Doherty searched through the files in his office for photos of the insignia but couldn't find any. He emailed various historical agencies in Europe, but nothing turned up. He then sent mail and email around the world in search of the lost artwork. It

was then he got a response from *Naval Aviation News*, with a clue.

In 1990 *NA News* had received a letter from Capt. David Young, USN (Ret.), detailing the history of the *Catbird*. Some further research revealed that the original C-131 had been retired to the desert in Tucson, Ariz. The magazine staff sent the information they had, and photos of the aircraft without the logo. Just as all his other leads seemed to come up empty, Petty Officer Doherty got



Clockwise from top: The original logo designed by Disney for the *Catbird*. The P-3C is the second aircraft to bear the *Catbird* name. Standing beneath the revised logo is Adm. Ellis and the plane's pilots and aircrew.



a letter from Disney. The original artwork had been found in the files.

After obtaining the approval of Adm. James Ellis, Commander in Chief Naval Forces, Europe/Commander in Chief Allied Forces, Southern Europe, the insignia was painted on the current *Catbird*. The VP-3A *Orion* flown by

today's crew is the second aircraft to carry the name.

"Not everyone wanted the design back on the aircraft," said Doherty. "Some wanted a more powerful design. But anyone can put a design on a plane. This one had a historical meaning behind it."

The aircraft may have changed, but the *Catbird*'s mission has stayed the same, and the distinctive logo serves as a reminder of 40 years of history.

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