

Edited by Wendy Leland

Lincoln Traps Super Hornets

VFA-122, the F/A-18E/F *Super Hornet* fleet readiness squadron, conducted carrier qualifications aboard *Abraham Lincoln* (CVN 72) in April, right. The evolution “trained the trainers” in preparation for the first class of replacement pilots and weapon system operators arriving for instruction in June. *Super Hornets* from the Naval Air Warfare Center Aircraft Division test team, NAS Patuxent River, Md., and Air Test and Evaluation Squadron 9, NAWS China Lake, Calif., simultaneously conducted testing. Seven *Super Hornets* completed 293 arrested landings aboard *Lincoln* during the test period.



PH2 Daniel J. Walsey

A Hangar to Call Home

A 13 March ceremony at the NAS Patuxent River, Md., Webster Field annex celebrated the opening

of the first permanent hangar designed and built specifically for use by unmanned aerial vehicles (UAV). The hangar provides a permanent home on the flight line for Fleet Composite Squadron 6's

Goshawk Squawks

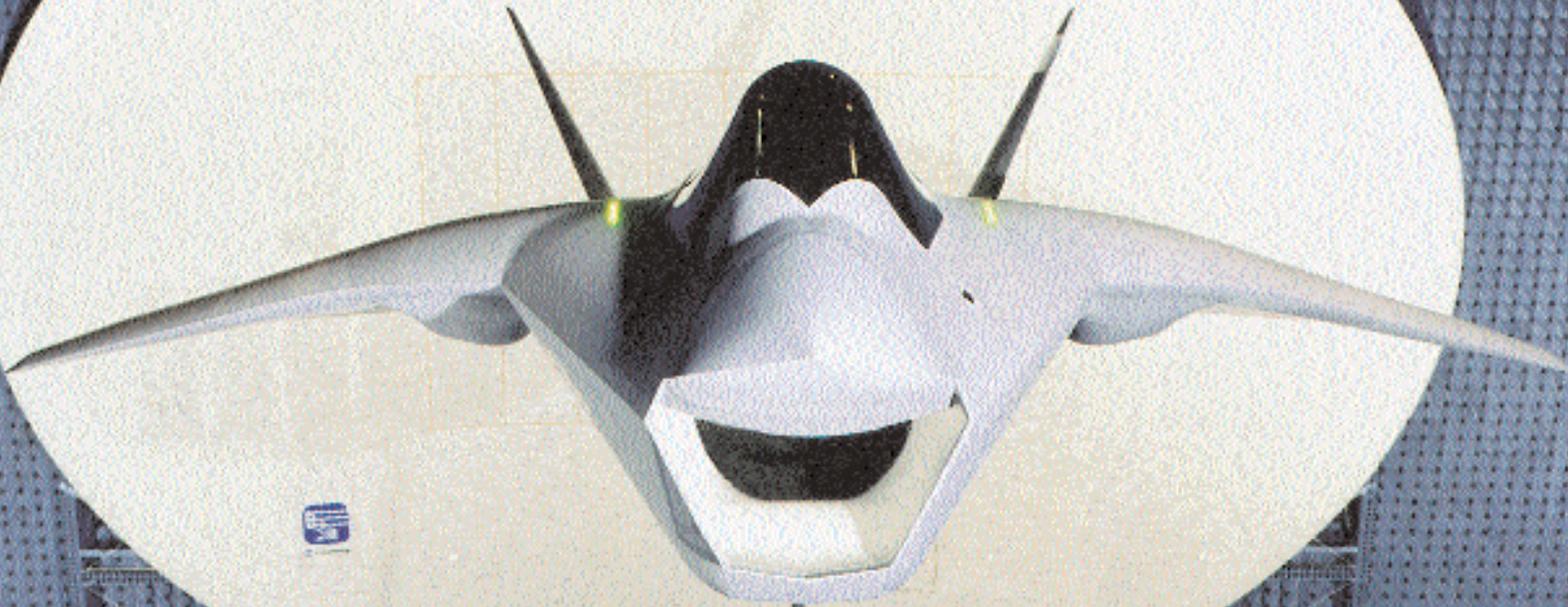
The first T-45C *Goshawk* trainer with U.S. Marine Corps markings (below) arrived at NAS Meridian, Miss., on 31 March, joining the 31 *Goshawks* there with traditional Navy markings.

On 7 April, Ltjg. Brian Hess, USNR, became the 1,000th student to earn wings of gold through the T-45 Training System.



The Boeing Co.

JSF on a Stick—Part Deux

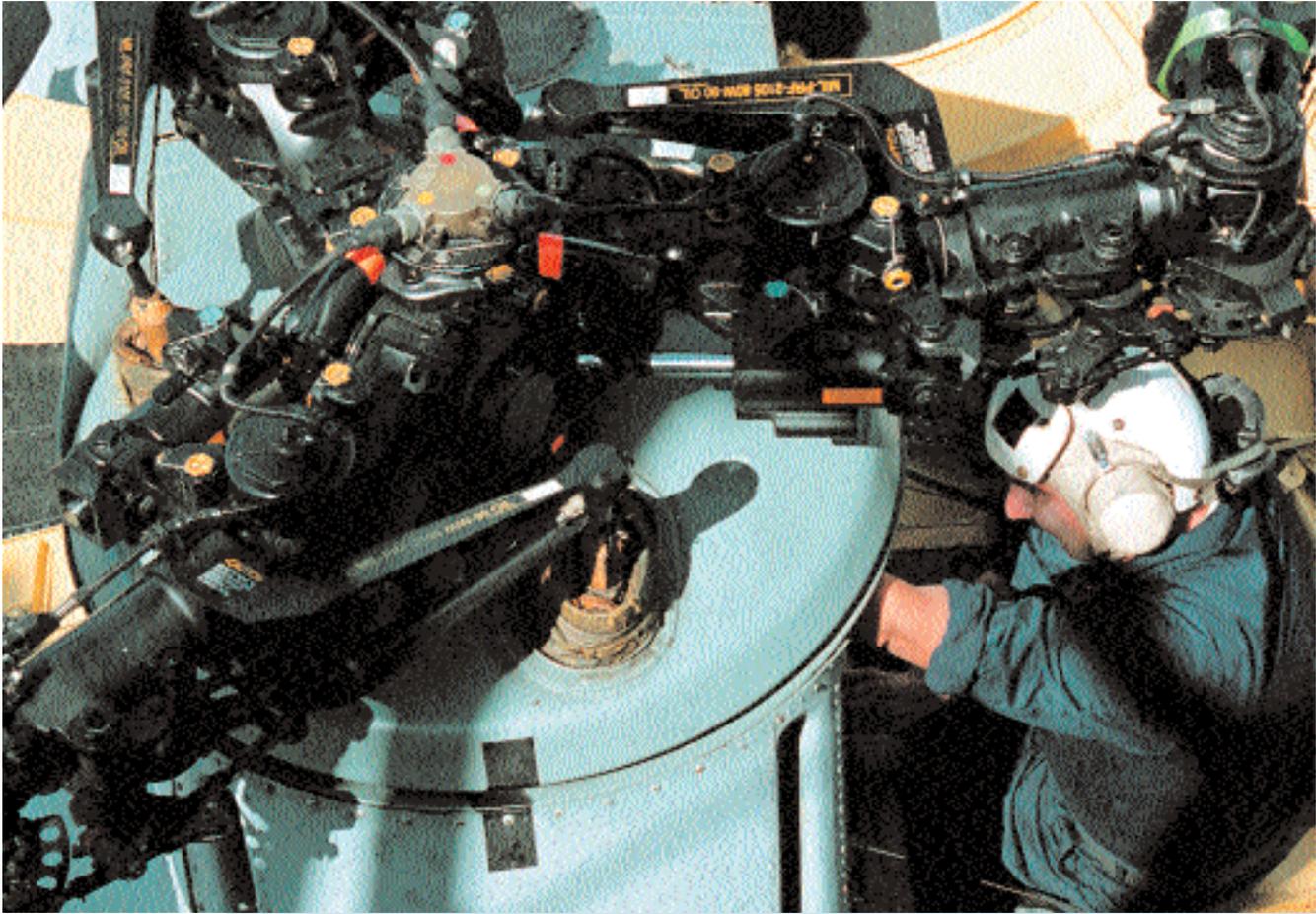


Not to be outdone by the Lockheed Martin “plane on a stick” in the last issue, the Boeing Company is also in the process of testing the radar, antenna and stealth performance of its Joint Strike Fighter concept using a full-scale model, above.

Inset, the engine that will power Boeing’s X-32A concept demonstrator through testing was installed in March. The X-32A will be used to demonstrate takeoff and landing qualities for the Air Force as well as low-speed carrier approach for the Navy.



Photos by the Boeing Co.



PH2 Alan D. Monyelle

AD1 Charles Kresol performs preventive maintenance on an HC-5 CH-46D *Sea Knight* aboard supply ship USNS *San Jose* (T-AFS 7) off Guam in March.

Pioneer UAVs.

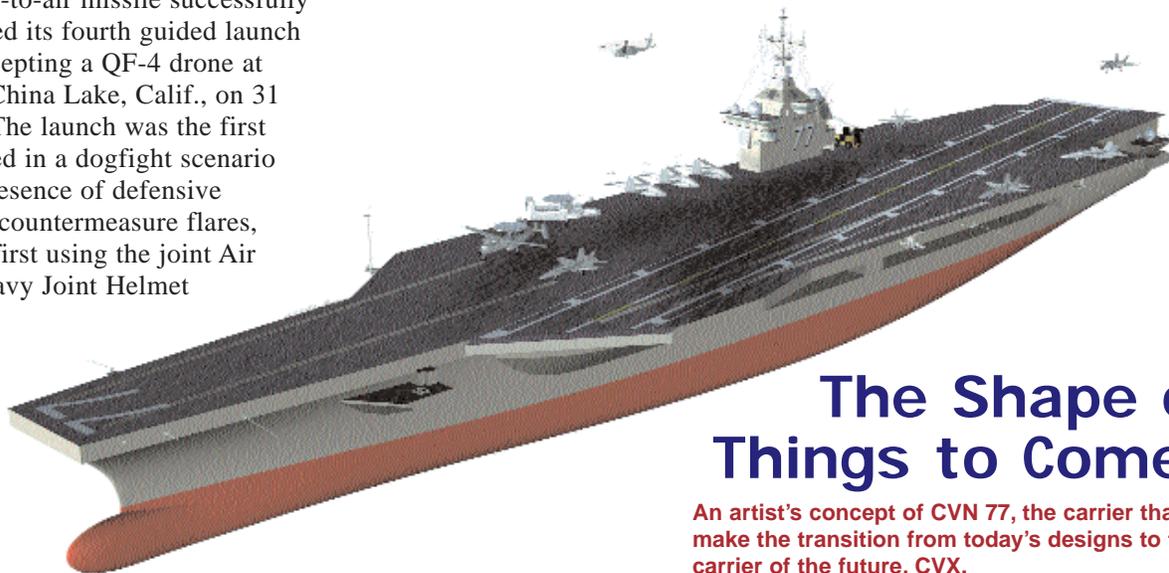
Missile Update

The AIM-9X **Sidewinder** short range air-to-air missile successfully completed its fourth guided launch by intercepting a QF-4 drone at NAWC China Lake, Calif., on 31 March. The launch was the first conducted in a dogfight scenario in the presence of defensive infrared countermeasure flares, and the first using the joint Air Force/Navy Joint Helmet

Mounted Cueing System to point the missile seeker and acquire the target at a high off-boresight angle.

The Boeing Co., St. Louis, Mo., demonstrated for the first time an

extended range **Joint Direct Attack Munition** at Eglin AFB, Fla. Using an Alenia-Marconi Systems diamondback wing kit, the JDAM flew 24 miles at an altitude



The Shape of Things to Come?

An artist's concept of CVN 77, the carrier that will make the transition from today's designs to the carrier of the future, CVX.

of 20,000 feet.

Mishaps

An AV-8B *Harrier* of Marine Aviation Weapons and Tactics Squadron 1, MCAS Yuma, Ariz., crashed at the Yuma bombing range on 15 April. The pilot ejected.

A T-34C *Turbo-Mentor* of Training Squadron 6, NAS Whiting Field, Fla., crashed in Alabama on 2

May, killing both occupants.

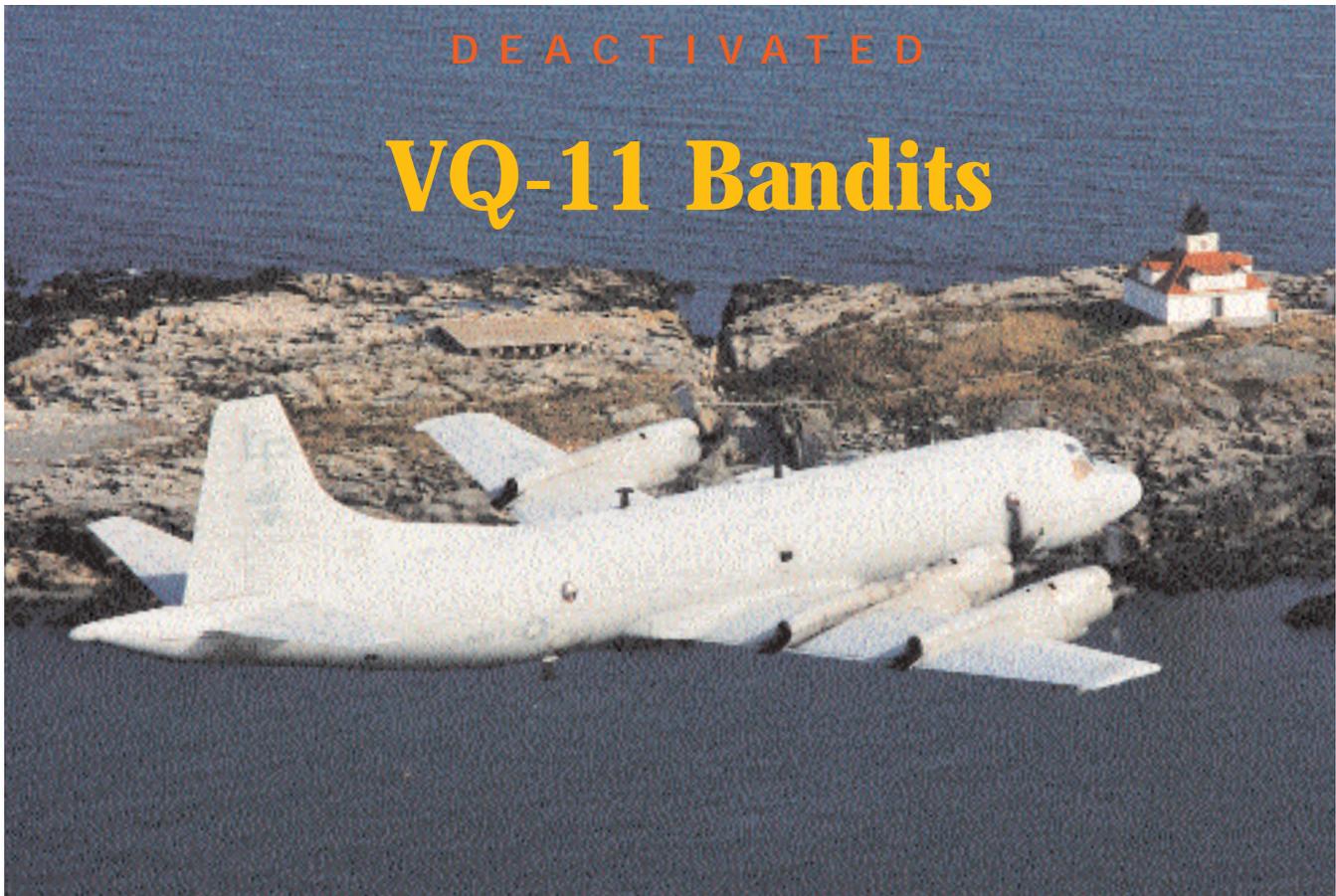
For the Record

On 6 April, F/A-18 *Hornets* from *John C. Stennis* (CVN 74) struck Iraqi air defense targets in the southern no-fly zone in response to anti-aircraft fire.

The Navy C-40A airlifter, built by the Boeing Co., St. Louis, Mo., made its first flight on 14 April. The

Navy has ordered four C-40As, with the first delivery scheduled for early 2001.

Kitty Hawk (CV 63) departed Yokosuka, Japan, on 11 April for a routine western Pacific deployment.



A 4 March ceremony at NAS Brunswick, Maine, marked the deactivation (officially 31 March) of Fleet Air Reconnaissance Squadron (VQ) 11 after less than three years of service. Cdr. P. F. Kilger was the last CO of the *Bandits*.

The Naval Air Reserve's first and only VQ squadron, VQ-11—established on 1 July 1997—was not an actual reconnaissance squadron. Its two EP-3J *Orions*, which previously were operated by reserve Patrol Squadron 66, NAS Willow Grove, Pa., were used to simulate hostile electronic-warfare threats by jamming radar and communications during fleet training exercises.

The EP-3Js were modified from P-3Bs during 1992 by Chrysler Technologies Airborne Systems (now Raytheon) in Waco, Texas, and were initially operated by active duty



Tactical Electronic Warfare Squadron 33 until the electronic warfare training role was transferred to the Naval Air Reserve. The EP-3J's mission suite included USQ-113 communications intrusion, deception and jamming equipment; ALQ-170 missile-seeker simulator; AST-4 and AST-6 radar signal simulators;

ULQ-21 noise/deception jammer pod; and ALE-43 chaff dispenser pods. VQ-11 also operated a P-3C as a crew training and logistics aircraft.

VQ-11's capability was diminished when one of its EP-3Js was severely damaged on the ground by a fire in 1998 and never returned to service. The second EP-3J was retired in late 1999 as the squadron prepared for deactivation.

Rick Burgess wrote the VQ-11 article.