



## It's Raining Men

Marines from the 2d Recon Battalion II MEF, Camp Lejeune, N.C., performed the first parachute operations from a V-22 *Osprey* tilt-rotor at NAS Patuxent River, Md., in January.

### The Cat of the Future

A major revolution in future carrier operations came one step closer to reality when the Navy awarded a contract worth almost \$60 million to General Atomics, San Diego, Calif., to produce a prototype Electromagnetic Aircraft Launch System (EMALS). The system's heart is a 300-foot-long linear electric motor that can accelerate a 100,000-pound aircraft to 130 knots and lighter aircraft to 200 knots. Projected to debut as a replacement for traditional steam catapults aboard the next-generation aircraft carrier, CVX, the EMALS is expected to increase launch performance and decrease installed

weight and manning requirements, as well as reduce peak launch forces on aircraft.

### Students Fly PCs

On 24 January the Naval Aviation Micro-Simulator Training Aid CD-ROM became standard issue to student aviators at NAS Corpus Christi, Texas. Although not a required part of the flight training syllabus, the program—which adapts commercially purchased PC-based flight programs to simulate the T-34C *Turbo-Mentor* primary and T-44 *Pegasus* intermediate trainers—lets students focus on problem areas at their own pace and practice fundamental skills

when unable to fly. The program traces its roots to an enterprising student who modified a personal flight simulator to enhance his flight training (see *NA News*, Jul–Aug 99, p. 22).

### TAR Special Pay

Training and Administration of Reserves (TAR) aviation officers in designated billets as of 1 October 1999 who agree to remain on active duty for at least one year are eligible for Aviation Career Continuation Pay. For other requirements, refer to NAVADMIN 351/99, or call 901-874-4512 (DSN 882) or email p921@persnet.navy.mil.

## Marine Helo Update

The Marine Corps' newest rotary-wing platforms—the AH-1Z attack and UH-1Y utility helicopters—are in the final phases of development, with the first units undergoing final assembly and ground testing at Bell Helicopter Textron, Fort Worth, Texas. The remanufacturing program will modernize the Marine Corps fleet of AH-1W *Sea Cobras* and UH-1N "Hueys." The first two AH-1Zs and the first UH-1Y will begin combined flight testing at NAS Patuxent River, Md., in 2001.



## Vietnam Aviators Return Home

The remains of two Naval Aviators unaccounted for from the Vietnam War have been identified and returned to their families for burial. Capt. Norman Eidsmoe and LCdr. Michael Dunn, flying an A-6 *Intruder* from *Ranger* (CV 61),

were lost during a night bombing mission over North Vietnam on 26 January 1968.

## For the Record

The Navy announced on 19 January that it would restore ties to the **Tailhook Association**, which were terminated following a series

of investigations of misconduct at the 1991 Tailhook Convention.

Raytheon Co., Lexington, Mass., was selected by the Boeing Co., Saint Louis, Mo., to develop an **Active Electronically Scanned Array** radar for the F/A-18E/F *Super Hornet*. The system will increase the aircraft's air-to-air target detection and tracking range, add higher resolution air-to-ground mapping modes at longer ranges, and lower operating and support costs.

**Constellation (CV 64)** returned to her home port of San Diego, Calif., on 17 December 1999 following a six-month deployment.

Civilian contractor Seaward Services, Inc., Fort Lauderdale, Fla., took over operations of the **helicopter landing trainer IX-514** at NAS Pensacola, Fla., on 17 December.

Raytheon Co., Tucson, Ariz., received a contract for Lot 2 of the AGM-154A **Joint Standoff Weapon**, providing for 488 JSOWs, training and test assets and associated support.

## Airlifter Takes Shape

The first 737-700C (convertible) on the assembly line at the Boeing Company's Renton, Wash., facility,

## CH-60S Makes First Flight

The first production CH-60S helicopter made its initial flight at Sikorsky Aircraft Corp. facilities in Stratford, Conn., on 27 January. The CH-60S combines the larger cabin volume, double-door fuselage, external stores support system capability and 9,000-pound external cargo capacity of the Army *Blackhawk* with the Navy SH-60 *Seahawk's* rotor system and dynamics, a glass cockpit and rescue hoist. The CH-60S is scheduled to begin testing at NAS Patuxent River, Md., in spring 2000.



Rich Zellner, Sikorsky Corp.

# Get Your Motor Runnin'!



Lockheed Martin installed the first engine in its X-35A Joint Strike Fighter concept demonstrator aircraft on 9 December 1999. Its first flight is scheduled for spring 2000.

is the first of four being built for the Naval Reserve. The Navy version of the commercial aircraft, designated C-40A, can carry 121 passengers, up to eight pallets, or a combination of both. Initial delivery is expected in 2001.

## Mishaps

Both aircrew members ejected safely when an F/A-18D *Hornet* of VMFA(AW)-242 operating from MCAS Yuma, Ariz., crashed on 10 January.

An AH-1W *Sea Cobra* of HMM-261 impacted the ground during a training flight in Jordan on 31 January, injuring the aircrew members.

Boeing Co.



As the wings are joined to the fuselage, the Navy's first C-40A airlifter takes shape on the Boeing assembly line.

## VT-23 Professionals



**T**raining Squadron (VT) 23 was deactivated on 30 September 1999 at NAS Meridian, Miss., after almost 41 years of service. Cdr. William Martin was the last CO of the *Professionals*.

VT-23 traced its origins to Advanced Training Unit (ATU) 222, which was established at NAS Kingsville, Texas, on 11 November 1958. ATU-222 instructed student aviators in advanced gunnery using the F11F-1 (later F-11A) *Tiger*. A few students even fired AIM-9 Sidewinder missiles as part of their training, a practice discontinued because of high cost. On 1 May 1960, ATU-222 was redesignated VT-23.

In 1965, VT-23 acquired the TF-9J and TAF-9J *Cougar* advanced trainers, and in 1970 switched to the new TA-4J *Skyhawk*. In October 1972 the squadron traded its *Skyhawks* for T-2C *Buckeyes* and became the intermediate jet training squadron for Commander

**The VT-23 Professionals flew the TAF-9J *Cougar* in the 1960s.**

Training Air Wing (CTW) 2.

In July 1994, VT-23 detached from CTW-2 and moved to NAS Meridian to become the third squadron of CTW-1. In October 1997 the *Professionals* became the first training squadron to begin the transition to the T-45C version of the *Goshawk* strike syllabus trainer. Student training in the T-45C—which features the new digital “Cockpit-21”—began in the summer of 1998.

The Navy decided in 1999 to reduce the number of squadrons in CTW-1 from three to two, a mirror image of the structure of CTW-2 with its two T-45A squadrons. Instead of deactivating VT-7, which was retiring the TA-4J from the Naval Air Training Command, the Navy decided to deactivate VT-23 instead and transfer its instructor pilots to VT-7, which now is the T-45C training squadron at NAS Meridian.