

PEOPLE PLANES PLACES



PHAA Mason Cavazos

Edited by J03 Amy L. Pittmann

Above, QM3 Michael Alvarez uses a sextant as a tool for navigational positioning aboard *Abraham Lincoln* (CVN 72) on 3 September as the carrier steams toward the Arabian Gulf for a six-month deployment in support of Operation Southern Watch.

Awards

Several EA-6B community awards were presented at NAS Whidbey Island, Wash., during *Prowler Week 2000* in July:

The Bud White Outstanding Civilian of the Year was Sherrie McDaniel of Commander Electronic Attack Wing, U.S. Pacific Fleet. The award recognizes the government civilian who has made the most significant contributions to the operation or support of the *Prowler* community.

The ALQ-99 Excellence Award went to LCdr. Davis Goodman of the Electronic Attack Weapons School for contributing the most to the technical development and improvement of the ALQ-99 tactical

jamming system.

VAQ-141 was recognized as the squadron with the best overall maintenance department, receiving the **Ground Maintenance Squadron of the Year** (Golden Wrench) Award.

Lt. Thomas Gibbons of VAQ-129 received the award for **Ground Maintenance Officer of the Year**, given to the EA-6B officer who demonstrated the best performance in the field of aircraft maintenance over the past year.

Lt. Lesley Fierst was awarded the Northrop Grumman **Prowler Tactics Instructor of the Year**, which recognizes the *Prowler* tactics instructor who has contributed the most in EA-6B tactics training.

The Northrop Grumman **Intelligence Officer of the Year** was Lt. Don Furukawa of VAQ-137.

Lt. Dodd Wambers of VAQ-138 received the **Landing Signal Officer of the Year** award as the first-tour fleet LSO whose waving skills and dedication to duty had the greatest benefit to their squadron and air wing.

VAQ-140 was awarded the **Prowler Tactical Excellence Award** as the squadron that demonstrated the best overall tactical expertise over the past year.

Lt. Michael Orr of VAQ-139 was named the **Fleet Replacement Squadron (FRS) Pilot of the Year**.

Lt. Davis Rutter of VAQ-132 was cited as **FRS Replacement**

Electronic Countermeasures Officer (ECMO) of the Year.

Lt. Gregory Davis was designated **Instructor Pilot of the Year** and Lt. Johnathan Jackson **Instructor ECMO of the Year**. These awards recognize the best instructors at VAQ-129. Winners are chosen by their peers for their professionalism and effectiveness in the classroom and cockpit.

Lt. Matthew Vandersluis received the **“Seadog” Fodor Memorial Award** recognizing the individual who best exemplifies the outstanding leadership traits, loyalty and dedication to duty and camaraderie exhibited by the late Cdr. Fodor.

The **Admiral John Perry Award** went to Capt. Donald Duinn of CVW-9. This award honors the EA-6B officer who has demonstrated superior abilities in airborne, tactical and electronic warfare.

The Navy and Marine Corps recipients for the **2000 Secretary of Defense Maintenance Awards** are Marine Tactical Electronic Warfare Squadron 2, MCAS Cherry Point, N.C. (small category); NAS Whidbey Island, Wash., Aircraft Intermediate Maintenance Department (medium category); and *Theodore Roosevelt* (CVN 71) (large category).

Scan Pattern

VP-65 can be proud of its victories against narcotics trafficking while patrolling the skies over the eastern Pacific and Caribbean. VP-65 interdicted 34 vessels involved in the movement of illegal cargo during the squadron’s four-month deployment with the Joint Interagency Task Force West out of Belize, South America, which

concluded in mid-June. With 61 missions conducted and more than 480 flight hours logged, the reserve squadron’s hard work led to the seizure of more than five metric tons of cocaine. Flying low and using digital imagery, VP-65’s P-3 *Orions* patrolled more than 2.5 million square miles of ocean looking for drug smuggling speedboats and their supply ships. Three other reserve units from Point Mugu, Calif.—the Mobilization, Operational Command Center; Mobile Maintenance Facility-A; and VR-55—assisted in the counternarcotics operations.

Six **Naval Air Maintenance Training Group Detachment** officers in charge became commanding officers on 29 June when the NAMTRAGRU were elevated to the level of authority exercised by fleet readiness squadrons: Cdr. Harry Bryant, Jacksonville, Fla.; Cdr. James Wirwille, Norfolk, Va.; Cdr. James Duke, North Island, Calif.; Cdr. Robert Crisler, Lemoore, Calif.;

On his last flight before retirement, Commander Naval Air Forces, U.S. Pacific Fleet VAdm. Mike Bowman flies a VFA-125 F/A-18 *Hornet* (foreground) over the Coronado Bay bridge near San Diego, Calif., on 22 August. His son, Ltjg. Geoff Bowman, is flying the other *Hornet*.

PH1 Dan Smith



Cdr. Luther Kinsey, Oceana, Va.; and Cdr. Robert Blakley, Whidbey Island, Wash.

VAQ-128's Incentive Flight Program continues to reward members of the *Fighting Phoenix* who exceed goals which contribute to the success of the squadron. This time AT1 (AW) Kevin Monaghan had the chance to ride in the back seat of an EA-6B *Prowler* during a thrilling low-level training flight. A member of the squadron since 1997, his superb technical and leadership skills led him to be considered a prime candidate for the program.

Records

Units marking **safe flying time:**

Unit	Hours	Years
VP-26	278,000	38
VAW-113	112,500	26
VFA-106	90,000	7
VQ-1	79,486	13
VAQ-132	50,000	30
VAW-120	48,000	7
VPU-1	35,565	18
VAW-115	32,600	15

Anniversaries

VP-64 and **VP-66** celebrated their 30th anniversaries on 20 and 21 October, respectively.

Rescues

While participating in a routine exercise off the coast of Hawaii during RIMPAC 2000, the crew of a **VP-1 P-3 Orion** became a search and rescue team on 23 June. Navigator/communicator Ltjg. Ed Fahrenkrug received a call relayed from the Canadian frigate HMCS *Adelaide* stating that a Canadian helicopter intended to ditch at sea. Lt. Todd Linskey, patrol plane commander and mission commander, headed to the area of the ditching, while AW1 Bill Volk and AW2 Todd Forest prepared for possible life raft drops and radar operator AW2 Paul Mudge passed range and bearing information to *Adelaide*. The victims were rescued in less than 30 minutes. The *Orion* crew's quick action in assisting *Adelaide* helped ensure the survival and rescue of all five downed crew members.

On 8 July the **NAS Whidbey Island, Wash., Search and Rescue (SAR)** team answered a call for assistance with an injured hiker. The Whatcom County Sheriff's Department asked the UH-3H *Sea King* crew for help in finding and rescuing an injured woman with her husband and son near Mount Ruth, Wash. The team—aircraft commander LCdr. Kent Peckenpaugh, copilot LCdr. Scott Parrish, crew chief AT2 Jeff Cornelius, utility crewman/swimmer ADC Frank Leets and HM1 Mike Stevens—had limited daylight to complete the mission. En route, the helo crew picked up volunteer spotter Harry Patz of Bellingham Search and Rescue. When the family was found, the crew prepared for a challenging hover close to trees. Determining they would have to jettison some fuel to have enough

Left, Airman Frank Brown takes a moment to contemplate after a busy round of carrier qualifications aboard *Harry S. Truman* (CVN 75) in the Atlantic Ocean on 29 August.



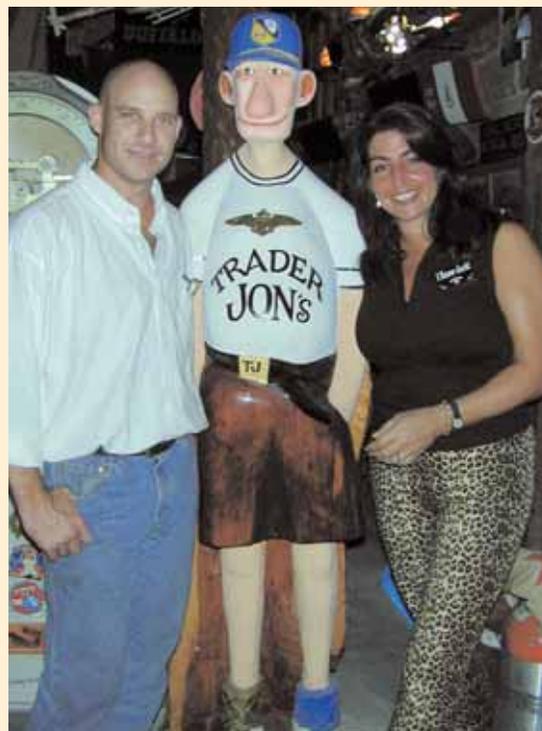
engine power to hover at 5,100 feet, there could be no margin for error. The helicopter was maneuvered near the injured woman and Stephens and Leets were lowered to assess her condition. Severe back injury was suspected from the fall. The victim was secured in the litter and Stephens rode up with her. After Leets and the family were collected, the crew transported the victim and her family to a Bellingham hospital.

To say that the **NAS Fallon, Nev., Search and Rescue (SAR)** team had a busy summer is an understatement, after seven rescues in the Sierra Nevada Mountains between 19 and 31 July. The first of the action-packed days began with an 1830 call from the El Dorado County, Calif., Sheriff's Department citing that an injured woman and her family were stranded near South Lake Tahoe. The SAR crew of Cdr. Chris Lindberg, LCdr. Theo Kulezak, AMS1 Sam Cox, AMS2 Sean Lawson and HM1 Jon Bullman arrived on scene, and performed a one-skid landing for rotor clearance to reach the family on the side of a steep hill at an elevation of 7,500 feet. A half hour later, the family was on its way to a nearby medical facility.

On 21 July, Fallon received a call from the Mono County, Calif., Sheriff's Department to rescue a woman who injured her ankle hiking. The SAR crew of Lt. Dave Cotts, Kulezak, Cox, Lawson and Bullman left for the victim's location at 11,200 feet on the side of a steep slope. The high altitude prevented the team from carrying a full load of crewmen and equipment to the victim's position. Cotts flew to a base camp and dropped off Bullman and Lawson along with extra equipment. Once the crew located the victim, Cotts maneuvered the helicopter into a one-skid landing at the top of the mountain peak in a bowl area. In one try, the crew picked up the victim and her companion. The victim was then flown to a local hospital for treatment.

New Owners Honor Tradition

Lt. Matt Heckemeyer, a flight instructor with Training Squadron 10, NAS Pensacola, Fla., and wife Kerry bought **Trader Jon's** from the family of Martin "Trader Jon" Weissman. The legendary bar, which closed in 1998 after Weissman suffered a stroke, reopened under the same name on 2 September. Right, the couple poses with a likeness of "Trader" sporting trademark mismatched socks.



Wendy Leland

On 24 July, the SAR crew assisted the Mono County Sheriff's Department with a woman who had become ill while camping. The crew of LCdr. John Freeburg, Kulezak, AECS Jim Williamson, AMS2 Jason Claybaugh and Bullman landed in an area near the victim, loaded her and transported her to a local airport for awaiting medical treatment.

The Mono County Sheriff's Department again called NAS Fallon's SAR team on 26 July to help rescue a man suffering from severe back spasms. SAR crewmen Lt. Rob Schneider, Kulezak, AD2 Nick Wiscons, Claybaugh and Bullman flew along the rocky mountain terrain at an elevation of 9,500 feet and landed in a clearing about a quarter mile away from the victim. Bullman and Wiscons carried the man across the distance to the helicopter. He was taken to Reno, Nev., for medical treatment.

The SAR crew of Schneider, Freeburg, Williamson, Wiscons and Bullman were called out again on 28 July, to locate a 67-year-old man and his wife who were overdue from a

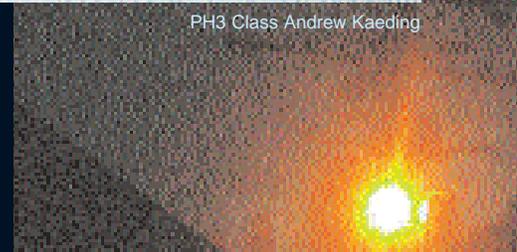
hike in mountainous Alpine County, Calif. The team searched the suspected area for two hours, finding the victims in a tight canyon at 9,000 feet. The helo crew informed the ground crews of the position, but running low on fuel and daylight, returned to NAS Fallon. The next day the ground crews got bogged down in their attempts to rescue the victim and called the Navy to return to the site to help. Schneider, Kulezak, Williamson, Wiscons, HM2 Dan Vandercook and Bullman arrived to find the victim and ground crews in a heavily wooded area with 75-foot trees. Unable to land, Wiscons and Vandercook rappelled down. Vandercook assessed the victim and discovered that he had injured his artificial knee. The man was placed into the litter and he and his wife were taken to the search base camp for treatment.

On 31 July the SAR crew of Cotts, Kulezak, AE2 Mike Spleen, Lawson and Vandercook responded to a call from the Alpine County Sheriff's Department to help find a



PH3 Class Andrew Kaeding

Arrrgh . . . thar be the "Jolly Rogers"



PH2 Aaron Favereaux

Just as the Skull and Crossbones struck fear into the hearts of sailors past, VF-103's *Jolly Rogers* cause dread to any potential enemy today. Above, VF-103's AT2 Christopher Chandler and Lt. Andy Walton conduct preflight checks on 27 June before commencement of flight operations from *George Washington* (CVN 73). Right, a *Jolly Rogers* F-14 *Tomcat* launches from the carrier on 3 September. CVN 73 is operating in support of Operation Southern Watch.

PH2 Shane McCoy





PH2 Shane McCoy

Above, an F-14 *Tomcat* attached to VF-103 rests on the flight deck of *George Washington* (CVN 73) on 18 July. Below, an at-the-ramp *Tomcat* heads for the three wire on 11 July.



PH3 Andrew Kaeding



Change of Command

Bon Homme Richard (LHD 6): Capt. Jeff Connelly relieved Capt. Douglas W. Keith, 24 Apr.

CVW-2: Capt. Gerald R. Beaman relieved Capt. Thomas W. Trotter, 17 Apr.

CVW-7: Capt. George B. Dom relieved Capt. Richard D. Jaskot, 21 Jul.

CVW-11: Capt. Thomas C. Bennett relieved William A. Pokorny, Jr., 8 Sep.

ELECATKWPNSCOL: Cdr. Matthew T. Scassero relieved Cdr. Mark L. Nold, 3 Aug.

Essex (LHD 2): Capt. Robert J. Gilman relieved Capt. Stephen D. Gilmore, 18 May.

FITWINGLANT: Capt. Mark N. Clemente relieved Capt. Gene W. Garrett, 13 Jul.

HS-75: Cdr. James McGovern relieved Cdr. Jeffery Funderburk, 22 Jul.

HSL-41: Cdr. Earl L. Gay relieved Capt. Charles B. Key III, 22 Jun.

HSL-44: Cdr. Michael Brooks relieved Cdr. Michael Walley, 29 Jun.

HSL-48: Cdr. Patrick Crotzer relieved Cdr. Stephen Senteio, 14 Jul.

HT-18: Cdr. Paul A. Grosklags relieved LtCol. Frank D. Mazur, 13 Jul.

NADEP Jacksonville, Fla.: Capt. Christopher J. Roum relieved Capt. Gary S. O'Neill, 22 Jun.

NAR San Diego, Calif.: Capt. R. Kent Hudgens relieved Capt. Thomas G. Bauer, 6 Aug.

NAS Kingsville, Texas: Capt. John J. Morrow relieved Capt. Patrick J. Twomey, Jul.

NAS Patuxent River, Md.: Capt. Patrick J. Hovatter relieved Capt. Paul Roberts, 27 Jul.

NAVAIRSYSCOM: VAdm. Joseph W. Dyer relieved VAdm. John A. Lockard, 27 Jun.

NAWS China Lake, Calif.: Capt. Jim Seaman relieved Capt. John Langford, 28 Jul.

VAQ-128: Cdr. Joseph Kuzmick relieved Cdr. Matthew Straughan, 4 Aug.

VAQ-141: Cdr. Sterling G. Gilliam relieved Cdr. David T. Ott, 10 Aug.

VAW-123: Cdr. Eric R. Hinger relieved Cdr. Gerald L. Hehe, 14 Jul.

VF-2: Cdr. Kelly B. Baragar relieved Cdr. Randy O. Parrish, 25 Aug.

VFA-27: Cdr. Robert P. McLaughlin relieved Cdr. Kevin C. Hutcheson, 12 May.

VFA-87: Cdr. Thomas Huff relieved Cdr. Patrick Hall, 22 Jun.

VP-5: Cdr. Tim Boothe relieved Timothy S. Tibbits, 23 Jun.

VP-47: Cdr. Gregory Wittman relieved Cdr. James Tanner, 30 Jun.

VS-21: Cdr. Gary Sandala relieved Cdr. Mike Warriner, 15 Jun.

VS-38: Cdr. Justin Cooper relieved Cdr. Paul Hennes, 8 Jun.

VT-2: Cdr. Kevin J. Hogan relieved Cdr. Lloyd E. Gilham, 29 Jun.

VT-10: Cdr. Brian R. Toon relieved Lt. Col. Richard L. Anderson III, 7 Jul.

VT-22: Cdr. Jay M. Chestnut relieved Cdr. P. Fedyschyn, 8 Sep.

VT-28: Cdr. Ross L. Kirkpatrick relieved Cdr. Christopher J. Schulz, 1 Sep.

hiker who was last seen with his hiking party two days earlier. The SAR team inserted two dog search and rescue teams before beginning an air search. After two hours the hiker was spotted in a ravine. Lawson rappelled to the victim using the winch and Spleen hoisted them back to the helo before they headed to the search base camp.

This tempo of search and rescue activity exemplifies what a valuable asset SAR teams are to the communities they serve.

The dedication of two aviation machinist's mates resulted in saving aircraft and, ultimately, lives.

Former NANews Editor Dies

Arthur L. Schoeni, editor of *Naval Aviation News* from the mid-1940s to the early 1950s, passed away in July in Dallas, Texas, at the age of 94. A journalist with the United Press Association at the onset of WW II, Art came into the Navy and joined *NANews* when it was expanded from newsletter to magazine format by former *Life* magazine personnel then in uniform. After leaving the magazine staff and the Navy as a lieutenant commander in 1953, he became a technical writer and photographer for Chance Vought Aircraft in Dallas. He established a worldwide reputation as an aviation photographer with the company and its successor, Ling-Tempco-Vought. The *NANews* staff extends sincere sympathy to his family. We'll miss our long association and his annual Christmas cards adorned with one of his classic photos of a naval aircraft.

AD3 Joachimgerard

Ramos, a troubleshooter with VAQ-135, was performing a preflight inspection on an EA-6B when he noticed two cracks in the shape of an "X" on a slat, located on the leading edge of the wing. The discovery led him to consult an airframe specialist, who confirmed the discrepancy. The aircraft was grounded until repairs could be made, preventing a possible accident.

AD1 Joseph M. Pollock of VP-45 was awarded the Navy and Marine Corps Achievement Medal on 21 June for averting a possible in-flight mishap. He determined the cause of a

recurring malfunction in one of the squadron's aircraft. On two separate routine training missions, the aircraft experienced fire warning light indications that led to the shutdown of the engine each time. After two post-flight maintenance inspections were performed, AD1 Pollack discovered the swirl vane straightener clamp was warped, allowing hot air to blow by the turbine casing and activate the fire warning system. Pollack was recognized for displaying superior commitment and knowledge in discovering the problem.

FIRE-FIGHTING FLYING BOAT

Once known as the "Queens of the Pacific," Martin *Mars* aircraft are still flying after retiring from U.S. Navy service nearly 50 years ago. In 1999 the California Department of Forestry rented the *Hawaii Mars* from Forest Industries Flying Tankers Ltd., British Columbia, to help extinguish fires in the Sequoia National Forest. The *Hawaii Mars* is one of two remaining *Mars* aircraft that once belonged to the Navy and were attached to VR-2. Four *Mars* aircraft—*Marianas*, *Philippine*, *Hawaii* and *Caroline*—were delivered to VR-2 during 1945 and 1946 and were operated between California and Hawaii until 1956.

Above, the largest flying boats ever operated by the Navy, *Mars* aircraft set several records before being retired and sold. Right, today, the *Caroline* and *Hawaii Mars* fitted with 7,200 gallon water tanks provide an unmatched force against forest fires.



If These Planes Could Talk

By AA Jennifer Lewis

The "Boneyard" is a place of antiques and historic symbolism, a burial ground for aircraft. On 6 December 1999, P-3 *Orion* side number PR-44 (BuNo 153433), inset, one of many aircraft used by Fleet Air Reconnaissance Squadron (VQ) 1, brought to a close its life as a logistics support aircraft.

When VQ-1 received PR-44 on 20 August 1991, the aircraft had already accumulated 15,614.8 flight hours, and served well in VQ-1's tactical reconnaissance mission.

The Aerospace Maintenance and Regeneration Center (AMARC) aboard Davis-Monthan AFB, Ariz., is the location of the "Boneyard" and PR-44's final resting place after logging 3,532 flight hours and 9,426 landings at VQ-1. The facility was created in 1946 for storage purposes, and the Air Force used it first to preserve its B-29 bombers. It wasn't until 18 years later that the Navy began using the facility for aircraft storage.

After an aging or retired aircraft is inducted into the inventory at AMARC, it goes through a complete system check. This involves removing or setting safeties for all explosive devices and removal of all

classified gear, which is stored in a vault on site. AMARC personnel eventually put in 10/10 oil, give it a power turn and spray preservative on the exterior.

"The aircraft is like a person in the military. It lives and works for 20 years or longer and when it gets too old, it retires," said AMARC's Senior Chief Brooks. But to some, the place is more than a retirement community for aircraft. It holds sentimental value. "There are many things one remembers by just looking at an old airplane," Brooks added, "such as a squadron you were in or people you knew. There are many memories attached to just one bird."

Now PR-44 waits with 5,000 other aircraft to be used again, either for war reserves, foreign military sales or government agency purposes. About 25 percent of such aircraft actually return to the fleet.

When the last crew members of PR-44 said goodbye, they left their signatures for posterity, demonstrating that wherever the aircraft ends up they are grateful for the part it played in accomplishing the mission.

Airman Apprentice Lewis is assigned to VQ-1.

