



PH3 Jeremy Hall

PEOPLE PLANES PLACES

*Edited by
J03 Amy L. Pittmann*

An SH-60 *Seahawk* crew demonstrates search and rescue procedures to friends and family of *Theodore Roosevelt* (CVN 71) crew members during a Tiger Cruise air power show on 6 October 2000.

Awards

Several F-14 *Tomcat* community awards were presented during Fighter Fling 2000 in September:

The winner of the **1999 COMNAVAIRLANT Grand Slam Award** for the most successful air-to-air missile employment was VF-11.

The **1999 COMNAVAIRPAC Boola-Boola Award** for the most successful air-to-air missile employment of all East Coast F-14 squadrons went to VF-211.

The **VAdm. Richard "Sweetpea" Allen Precision Strike**

Award was presented to VF-14 as the *Tomcat* squadron which best demonstrated unselfish dedication to furthering strike warfare through tactics development and mission area expansion.

Individual winners were:
Ordnance Officer of the Year, CWO3 Darryl Sims, VF-14;
Maintenance Officer of the Year, Lt. Rodger Elkins, VF-41;
Intelligence Officer of the Year, Lt. Jeff Mayberry, VF-11;
SWATSLANT Instructor of the Year, Lt. Mark Brazelton; **VF-101**

Instructor of the Year, Lt. John Cummings; **Naval Flight Officer of the Year**, LCdr. Monty Ashliman, VF-14; **Pilot of the Year**, LCdr. Keith Taylor, VF-11; **2000 Fred Dillingham TARPS Trophy**, VF-41; **2000 Bomb Derby**, VF-213; and **2000 ACM Derby**, VF-14.

Two Naval Aviators were among the five U.S. Naval Academy alumni who received the **Distinguished Graduate Award** in October 2000: Adm. James L. Holloway III, USN (Ret.), former Chief of Naval

Operations from the class of 1943, and VAdm. William P. Lawrence, USN (Ret.), a Vietnam POW and former academy superintendent from the class of 1951. Candidates for the award are graduates of the academy who have provided a lifetime of service to the nation or armed forces, have made significant and distinguished contributions through public service, and have demonstrated a strong interest in supporting the Navy and the academy.

NAS Pensacola, Fla., received the **1999 Secretary of the Navy Energy Conservation Award** on 5 October 2000. Through a number of energy initiatives and programs, the NAS Pensacola region reduced total energy consumption by 15 percent from FY 98 to FY 99.

On 12 October 2000, the Department of Energy awarded the **2000 Federal Energy and Water Management Award** to seven Navy commands for achieving excellence in facility management by saving energy, reducing water consumption and pursuing the use of renewable energy sources. The aviation winners were NAS Pensacola Region, Fla., in the category Organization-Energy Efficiency and Management; *Bonhomme Richard* (LHD 6), Organization-Mobility Energy; and VR-58, Organization-Mobility Energy.

Todd C. Mellon, Naval Air Systems Command F/A-18E/F product support team leader, was presented the **1999 Adm. Stan Arthur Award for Logistics Excellence**. Mellon is credited with product support solutions expected to save \$1.5 billion in *Super Hornet* life cycle costs. Through his leadership, the product support team produced the first Class IV interactive electronic technical manuals in the naval inventory, delivered an electronic data access library and created a logistics support analysis database.

T-45 Engine Sets New Milestone

By JOCM(SW) Jim Rostohar



David Pellem/Caller-Times

Cdr. Jay Chesnut, CO of VT-22, congratulates Ltjg. Jonathan Bear after a historic solo flight, marking a milestone for the Rolls-Royce Adour engine.

Ltjg. Jonathan Bear, a student in VT-22, flew a T-45A *Goshawk* into the history books at NAS Kingsville, Texas. During the 29 September 2000 flight, the Rolls-Royce Turbomeca Adour power plants in Bear's *Goshawk* logged the 6-millionth cumulative service hour for the engine type.

Bear was unaware of the impending milestone when he took off on the flight. "I had called in on the radio before I returned and was told that I had people waiting for me. My first thought was 'Oh man, I'm in trouble,'" said Bear. He thought he had inadvertently violated a flight rule and was about to be "corrected."

Upon landing at 1:30 p.m. after a solo training mission, the 24-year-old pilot was met by TV cameras, photographers and a group of Navy and industry personnel who were there to celebrate the milestone. Bear received a special plaque and a coin to commemorate the event.

In the United States, there are more than 125 Adour/F405 engines supporting a fleet of 114 T-45 aircraft in service at NAS Kingsville, Texas, and NAS Meridian, Miss. They record one of the highest utilization rates for a military aircraft in the world, with individual aircraft routinely logging more than 100 hours a month and an average of well over 60 hours in the air each month. The Naval Air Training Command envisions a total T-45 procurement of over 200 aircraft, remaining in service until 2035.

The U.S. Navy is one of Rolls-Royce's largest customers. In addition to the T-45, Rolls-Royce engines power AV-8B *Harrier*, P-3 *Orion*, E-2 *Hawkeye*, C-2 *Greyhound*, V-22 *Osprey*, C-130 *Hercules* and C-20 *Gulfstream* aircraft.

JOCM(SW) Rostohar is the PAO for NAS Kingsville, Texas, and TRAWING 2.

MARINE'S DISCOVERY SAVES MILLIONS

By Cpl. David Salazar

A member of Marine Heavy Helicopter Squadron 362, MCAF Kaneohe Bay, Hawaii, saved millions of dollars and hundreds of lives through an unanticipated discovery made while performing a routine inspection on an CH-53D *Sea Stallion*. SSgt. Jason N. Cohen found a leak near an indicator button designed to alert ground crews of a system fault. He checked the source of the leak and found that the second-stage hydraulic system was so contaminated that it had disabled the indicator button intended to show free flow of hydraulic fluid to crucial flight control systems on CH-53Ds and similar aircraft.

Cohen checked the rest of the squadron's helicopters for similar discrepancies, and found that every squadron aircraft had the same potentially lethal fault. Further investigation revealed that every CH-53D in the 1st Marine Aircraft Wing Aviation Support Element, Kaneohe, Hawaii, was equipped with the faulty indicator button. Cohen's discovery was immediately reported to Naval Aviation Depot Cherry Point, N.C., which summoned the helo's manufacturer and found that it affected other aircraft in the United States, as well as German and Israeli air forces.

Although it was Cohen's expertise that helped discover this major flaw in the helo's hydraulic system, he insists that it was all in a day's work. "It's part of my job. It's the reason I'm qualified to do what I do. I'm supposed to find things like that," Cohen stated. He gives much credit to the Marines in his shop and quality assurance personnel for their assistance.

VAdm. Mike Bowman, who recently retired as COMNAV-AIRPAC, was honored as the **Tailhooker of the Year** during the Tailhook Association's annual convention 17–20 August 2000.



Scan Pattern

On 29 October 2000, *Cole* (DDG 67) began her journey home following a terrorist bombing on 12 October. First, Military Sealift Command fleet ocean tug USNS *Catawba* (T-ATF 168) towed the disabled destroyer from Aden, Oman, harbor to the open sea. There, the Norwegian heavy transport ship M/V *Blue Marlin*, above, partially submerged while *Cole* maneuvered over her deck, then refloated and lifted the destroyer out of the water to carry her back to the U.S.

The Chief of Naval Operations authorized the disestablishment of Naval Air Maintenance Training Group Detachment, Oceana, Va. In a formal ceremony on 16 August 2000, the command was established as **Naval Air Maintenance Training Unit, Oceana**. Cdr. L. D. Kinsey, an aviation limited duty officer who had been officer in charge of the det, became the first CO. The

unit's mission is to provide specialized technical training for enlisted personnel in the maintenance and repair of aircraft and associated equipment.

On 4 October 2000, the Navy announced that the *Pacesetters* of **Naval Aviation Depot Jacksonville, Fla.**, would continue to perform technical data support functions. This decision comes after a detailed

HARRY GANN DIES

On 30 October 2000, Harry S. Gann, 75, passed away after a battle with cancer, and was buried in Riverside National Cemetery, Calif. Following WW II Army combat service and earning an M.E. degree, Harry joined Douglas Aircraft in 1954. He helped design control systems for aircraft such as the A4D *Skyhawk*, A3D *Skywarrior* and F4D *Skyray*. Later, he earned credentials as an aviation historian and photographer, and wrote countless books and articles for a wide spectrum of aviation publications. He retired from McDonnell Douglas in 1992 and served as curator of the MCAS El Toro, Calif., Command Museum until 1996. He was a founder of the American Aviation Historical Society and was designated an Honorary Marine Aviator in 1975, an Honorary Blue Angel in 1979, and Honorary Naval Aviator No. 24 in 1997. It's difficult to imagine the world of aviation photography without the visual signatures of Harry Gann.



PH2 Shawn Eklund

commercial activities cost comparison of those functions revealed that it is more cost effective for depot (government) employees to perform the functions rather than contract them to the private sector.

Records

HC-8 marked 10,000 hours and 2 years safe flying time.

Fiscal Year (FY) 2000, which closed out 30 September, was **one of the safest years on record** for the Department of Defense. The military Class A aviation accident rate was 1.23 mishaps per 100,000 flight hours for FY 00 as compared to the FY 99 rate of 1.54, a 20-percent reduction. The early 1990s had a rate around 2.0. Class A accidents are those causing death, permanent disability, more than \$1 million in damage to the aircraft or loss of the aircraft. The FY 00 rate—the lowest ever recorded by the military—reflects the services' increased focus on aviation safety programs.

Aviation ordnancemen Michael Tune (left) and Erik White work together to rig a bundle of ammunition slings beneath a CH-46 Sea Knight on the flight deck of Harry S. Truman (CVN 75).

Anniversary

VMAQ-2 celebrated its 25th anniversary at Marine Corps Air Station Cherry Point, N.C., from 29 June to 1 July 2000.

Rescues

Eleven members of **VP-40** saved the life of a Russian merchant seaman suffering from malaria. As it approached Diego Garcia, the Singapore-flagged tanker *My Lady* requested an at-sea rescue for a sick man. A medical team went to the tanker and stabilized the patient, then brought him ashore to the base facilities. The seaman's condition continued to worsen, requiring an immediate medical evacuation to the

nearest full medical facility in Singapore. Routine Air Force Air Mobility Command medevac transportation was not available, so the VP-40 team was called for assistance.

Once the patient was loaded onto the aircraft, the P-3C *Orion* was airborne within 15 minutes. The patient's condition worsened throughout the seven-hour flight to Singapore, and while the medical team worked to keep the patient alive, the crew flew at maximum allowable power to ensure the victim's best chance of survival. The patient was transported to the intensive care unit at Mount Elizabeth Medical Center, where he was successfully treated. According to the medical staff in Singapore, the slightest delay could have been fatal for the seaman.

Lts. Matthew Pottenburgh, David Kneale and William Falls; Ltjgs. Michael Walker and Gary Brown; AE2 Jesse Mittendorf; AMS2 Darrel Franklin; AW2s Corey Bennett, Randy Nail and Trent Hanson; and AT3 Steve Rummel received letters

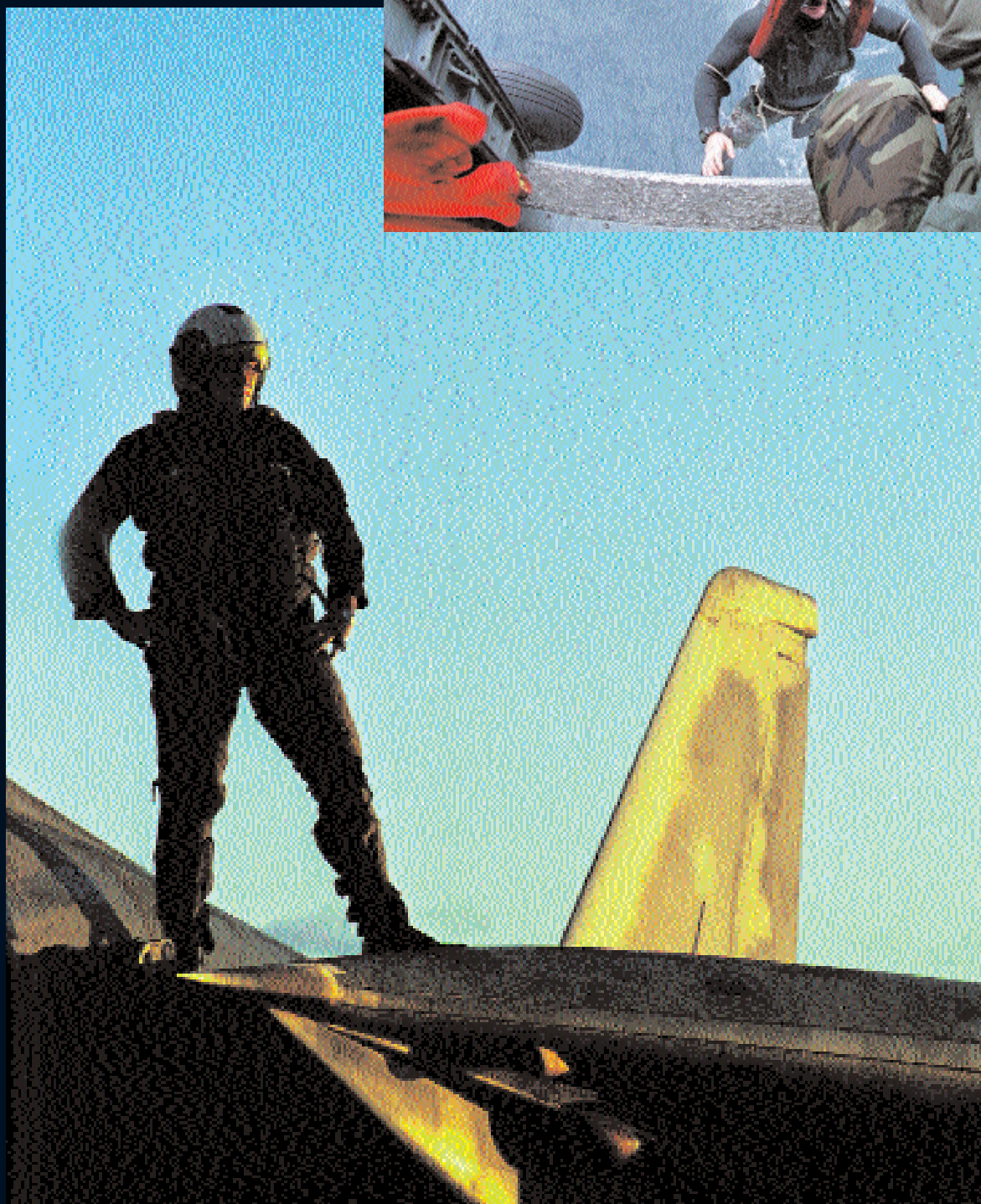
Hawks-eye View of Kitty Hawk

The only permanently deployed aircraft carrier in the world, *Kitty Hawk* (CV 63) keeps a sharp eye on the Pacific. Below right, AW3 William Weatherford assists AO2 Trace Maxwell back into an SH-60 *Seahawk* during a mine disposal training exercise conducted aboard *Kitty Hawk* as part of Fowl Eagle 2000 in the western Pacific Ocean on 28 October. Fowl Eagle is a combined U.S. and South Korean exercise that demonstrates battle force interoperability. Bottom, a Fighter Squadron 154 crewman surveys his F-14 *Tomcat* during a walk-around inspection aboard *Kitty Hawk* while operating in the western Pacific on 6 October.

AE1 Mark R. Garcia



PH3 Alex C. Witte





PH1 William R. Goodwin

Above, a VF-154 aircrew mans their *Tomcat* and prepares for a twilight launch from the flight deck of *Kitty Hawk* (CV 63) while conducting training exercises in the Sea of Japan on 16 October. Below, an SH-60 *Seahawk* from HS-14 fires flares during an air power demonstration aboard *Kitty Hawk* while participating in Fowl Eagle 2000 on 30 October.



PH3 John Sullivan

Change of Command

CVW-3: Capt. Joseph F. Kilkenny relieved Capt. Robert W. Nelson, Jr., 28 Sep.

CVW-9: Capt. Rolland C. Thompson relieved Capt. John W. Sherman, Jr., 7 Aug.

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

CVW-17: Capt. Rodger L. Welch relieved Capt. James M. Hart, 4 Oct.

HSL-42: Cdr. Michael Martin relieved Cdr. John Roberti, 1 Sep.

HSL-43: Cdr. James J. Gillcrist relieved Cdr. Stephen W. Jordon, 31 Aug.

John F. Kennedy (CV 67): Capt. Maurice S. Joyce relieved Capt. Michael H. Miller, 23 Oct.

MATSG: Col. Steven Rawson relieved Col. Bill Powers, 18 Aug.

NAMTRAU Jacksonville, FL: Cdr. Harold Leon Harberson relieved Cdr. Douglas Bryant, 13 Oct.

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

NAVAIRPAC: VAdm. John Nathman relieved VAdm. Michael Bowman, 23 Aug.

NAVSEASYSKOM: Capt. Daniel S. Beach relieved Capt. Thomas M. Hayes, 4 Aug.

NAVSPACECOM: RAdm. J. J. Quinn relieved RAdm. Thomas E. Zelibor, 8 Jun.

NSAWC, Fallon, NV: RAdm. Daniel L. Kloeppel relieved RAdm. Timothy R. Beard, 30 Jun.

PATRECONFORLANT: RAdm. Richard E. Brooks relieved RAdm. John E. Boyington Jr., 29 Sep.

STRIKFITWINGLANT: Capt. Mark M. Benson relieved Capt. John R. Leenhouts, 29 Sep.

TACRON-11: Cdr. James B. Clark relieved Cdr. Dennis A. Schulz, 22 Sep.

VAQ-135: Cdr. Stephen Kirby relieved Cdr. John Alexander, 4 Oct.

VAQ-138: Cdr. Douglas E. Otte relieved Cdr. Rocky R. Lee, 31 Aug.

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

VF-102: Cdr. Mark E. Wralstad relieved Cdr. Mark P. Molitor, 31 Aug.

VF-103: Cdr. Craig A. Roll relieved Cdr. William R. Massey, 2 Sep.

VF-143: Cdr. Bill McMasters relieved Cdr. Will Kervahn, 21 Jul.

VF-213: Cdr. Chip King relieved Cdr. Mark Adamshick, 1 Sep.

VFA-34: Cdr. Michael F. Haffner relieved Cdr. Loyd E. Plye, Jr., 1 Sep.

VFA-113: Cdr. Paul Webb relieved Cdr. Thomas Taylor, 19 Sep.

VFA-136: Cdr. Robert L. Rountree relieved Cdr. Robert A. Ffield, 14 Aug.

VFA-146: Cdr. Jeffrey W. Hansen relieved Cdr. Stephen G. Brennan, 19 Oct.

VFA-147: Cdr. Russell P. Knight relieved Cdr. John R. Hatten, 3 Jun.

VP-66: Cdr. Robert Shea, Jr., received Cdr. Sigvard Johnson, Jr., 15 Jul.

VQ-1: Cdr. Bernard Lessard received Cdr. Todd Boyers, 22 Jun.

VS-22: Cdr. Chuck Tamblyn relieved Cdr. Greg Wallace, 5 Oct.

VS-30: Cdr. James S. Wagner relieved Cdr. Edmund L. Turner, Jr., 1 Sep.

VT-86: Lt. Col. Michael J. Lobb relieved Cdr. Michael D. Gnozzio, 31 Aug.

continued from p. 33

of appreciation in recognition of superior performance during the medical evacuation.

A **VP-45** aircrew was responsible for the rescue of 12 Moroccan citizens who were adrift in the Mediterranean for three days in mid-September. The castaways were attempting to cross 80 miles to the Spanish coast in search of work, but on 11 September their boat's engine failed. After drifting for three days, the Moroccans were spotted by flight engineer AO1 Ted Kosters while on the final flight of an undersea warfare exercise. The pilot at the controls, Lt. Bob Dinunzio, positioned the P-3 *Orion* to get a closer look at the small craft, while

tactical officer Lt. Derek Scrapchansky radioed *Briscoe* (DD 977), a destroyer participating in the same exercise. The aircrew continued to circle over the survivors, marking their position for the destroyer. After arriving on scene, *Briscoe* deployed a rigid-hull inflatable boat and within minutes the 12 castaways were safely on board—thanks to the alert VP-45 crew.

The *George Washington* (CVN 73) **battle group** assisted in recovery of Gulf Air flight 072, which crashed in the Arabian Gulf on approach to Bahrain International Airport on 23 August. Together with Bahraini forces, the Navy began

search and rescue operations. Two HS-15 search and rescue helicopters headed for the crash site 10 miles from the carrier, while additional help from *GW* arrived at the scene in several boats. More than 80 Sailors joined the search for survivors, including divers and swimmers from SEAL Team 2 and an Explosive Ordnance Disposal team. *George Washington's* medical team was also called into action, but when no survivors were found, medical department personnel joined ship and air wing chaplains in providing counseling services to those returning from the crash scene.

Proving their astute situational awareness, on 7 October on board

Kitty Hawk (CV 63), VAQ-136's **AD3 Timothy Schroeder** and **AT3 Jonathan Plum** stopped what could have been a catastrophic incident. They were standing by during the start-up procedures for an EA-6B *Prowler* when a "blueshirt" went to unchock and unchain the jet. He was headed straight for the intake of a turning jet engine when the two heroes made a valiant dive to divert him, avoiding injury and perhaps saving his life.

A Rota, Spain, air ops team saved an EA-6B *Prowler* crew by quickly and successfully preparing an arrested landing. After 45 minutes in the air, the pilot, VAQ-135 Maintenance Officer LCdr. Bradley Burgess, noticed that the hydraulics system was malfunctioning, which affects the aircraft's braking system. **ABE2s Kenneth Smith and Juan Andrade** and **ABEAR Jennifer Goodman** were tasked to prepare arrested landing equipment for the *Prowler*. The air ops team raced for the airfield, and with less than 12 minutes before the plane had to land, set up the cable that would

catch the airplane's tailhook and stop the speeding aircraft. Everything went well and the plane landed safely. Burgess applauded the great job the land-based arresting gear team did: "They got the gear rigged in a very expeditious manner, and I heard that this is the first arrested landing they've had in five years, so they have maintained the gear in excellent shape. We're real proud of everybody involved."

Three **VP-5** crew members and a friend saved a drowning boy in Manta, Ecuador, in August. Lt. Dan Adams, AD1 James Abraham and AT1 Keith Turner were deep sea fishing and had come closer to shore to photograph their hotel when they noticed people yelling and pointing at the water. They spotted a child and dove into rough surf and dragged him to the beach, where he was resuscitated and rushed to a local hospital. The three were in Ecuador flying in support of counter-drug operations.

While en route to NAS Jacksonville, Fla., from *Theodore*

Roosevelt (CVN 71) in July, the aircrews of two **HS-3 SH-60F Seahawks** encountered a capsized catamaran approximately four miles off the coast of Myrtle Beach, S.C. LCdr. Paul Esposito spotted three teenagers waving from the boat. With Lt. Mike Klinke at the controls, AW3 Jeremy McBride entered the water to assist the first two survivors aboard, while AW2 Jeremy Mason operated the rescue hoist and directed the helicopter into position. The second helicopter, flown by LCdr. Marc Homan and Lt. Dave Yoder, then approached the sailboat and AW3 William Price jumped into the water to rescue the last survivor while AD2 Davis Jones acted as the hoist operator. The teenagers were taken to Myrtle Beach Regional Hospital for examination and later released.

Responding to a request from the Coast Guard, the **NAS Patuxent River Search and Rescue** team airlifted a heart attack victim from the cruise ship *Crown Dynasty* in the Chesapeake Bay on 11 October 2000.



PHZ Shane McCoy

A *Tomcat* from VF-103 and a *VFA-34 Hornet* pass between *Normandy* (CG 60) and *George Washington* (CVN 73) during an air and sea power demonstration for the Hungary Minister of Defense in the Mediterranean Sea on 28 October 2000.