

PEOPLE PLANES PLACES



PH3 Jeff Russell

**Edited by
JO3 Amy L. Pittmann and
JO1(SW) Ed Wright**

A Sailor on board *Abraham Lincoln* (CVN 72) directs the crew to raise an elevator prior to a night vertical replenishment at sea on 13 December 2000.

Awards

The aviation winner for the NAVSUPSYSCOM/NEXCOM 2000 **Ship's Store Retail and Service "Best of Class" Excellence Award** was *Theodore Roosevelt* (CVN 71). Aviation runners-up were *Dwight D. Eisenhower* (CVN 69), *Harry S. Truman* (CVN 75) and *Enterprise* (CVN 65).

On 10 November 2000, the **Texas Aviation Hall of Fame** inducted Capt. Eugene Cernan. A career Navy fighter pilot and NASA astronaut, Cernan was the second American to walk in space as part of Gemini 9. The annual event honors outstanding achievement in the aviation and aerospace field.

LCdr. Jesse Kingg received the **2001 Black Engineer of the Year**

(BEY) Award for professional achievement in government. This award is presented annually by the BEY organization to recognize individuals in government who have made significant achievements in a science, engineering or technology field. LCdr. Kingg is the operations officer for VFA-122 at NAS Lemoore, Calif.

On 16 October 2000, the Naval Air Systems Command announced that the F/A-18E/F *Super Hornet* team, along with their industry partners Boeing Military Aircraft and Missile Systems, GE Aircraft Engines, Northrop Grumman and Raytheon Electronic Systems Division, were selected by *Aviation Week and Space Technology* as the **2000 Aviation Week Quality Center**. The award recognizes

superior quality management in civil, military and space organizations and facilities, as well as the geographic regions that support their operations.

At a 23 October 2000 ceremony, Jacksonville Mayor John A. Delaney presented *John F. Kennedy* (CV 67) CO Capt. Michael H. Miller with a **key to the city** as a token of appreciation for service members who serve in Florida's northeastern region.

NAS Oceana, Va., was presented two awards for community service. On 11 December 2000 it received the **Dick Schram Community Relations Award** recognizing the top military air show in North America that exceeds traditional forms of community and public

relations. The air station also earned the **Mid-Atlantic Region's Award for Environmental Stewardship** on 13 November 2000, given to commands showing the best volunteer supported program or special project that educates people about being caretakers of environmental resources.

Scan Pattern

Hollywood celebrities and U.S. military personnel came together on

12 December 2000 to promote patriotism and honor actor, martial artist and humanitarian Chuck Norris as **Veteran of the Year 2001**. Norris, an eighth-degree Black Belt in Tae Kwon Do, was first introduced to martial arts while serving in the U.S. Air Force at Osan AFB, Korea. By the end of his tour of duty he was advanced to Airman 1st Class, earned a first-degree Black Belt in Tang Soo Do, a third-degree Brown Belt in Judo and began entering military compe-

titions. Dan Rather, Catherine Bell and Richard Crenna were also honored for their part in promoting the military.

The Navy College Program (NCP) has developed new partnerships with 16 colleges and universities to offer rating-related degrees to Sailors via distance learning.

The partnerships include City University, Renton, Wash.; Coastline Community College, Fountain Valley, Calif.; Dallas County Community College, Dallas, Texas; Embry-Riddle Aeronautical University, Daytona Beach, Fla.; Empire State University, Saratoga Springs, N.Y.; Florida Community College, Jacksonville, Fla.; Florida State University, Tallahassee, Fla.; Fort Hays State University, Hays, Kans.; George Washington University, Washington, D.C.; Old Dominion University, Norfolk, Va.; Pikes Peak Community College, Colorado Springs, Colo.; Rogers State University, Claremore, Okla.; Thomas Edison State College, Trenton, N.J.; Troy State University, Troy, Ala.; University of Maryland University College, Adelphi, Md; and Vincennes University, Vincennes, Ind.

For more information, contact Navy College Campus at ncc@cnet.navy.mil, call 1-877-253-7122/DSN 922-1828 or log on to www.navycollege.navy.mil.

New Gray Eagle Named



RAdm. James I. Maslowski, above left, Naval Aviation's **Gray Eagle** since March 2000, passed the title to VAdm. Arthur K. Cebrowski during a ceremony at the Naval War College in Newport, R.I., on 20 December 2000. The Venerable Order of the Gray Eagle is held by the Naval Aviator who has been on active duty the longest. Cebrowski, president of the Naval War College, received his wings of gold on 1 December 1965. He has logged more than 4,000 hours flying aircraft such as the F-4

Records

Units marking **safe flying time:**

Unit	Hours	Years
VRC-30	149,600	24
VMGR-234	100,000	25
HC-2	65,983	13
HS-75	46,000	28
VMA-513	40,000	9
HSL-49	16,560	3

Flying in the same F-14 *Tomcat*, VF-41 *Black Aces* CO Cdr. **Jim Bauser** and XO Cdr. **Brian Gawne** each logged 3,000 hours during a check flight in Fallon, Nev., on 8

November 2000.

Anniversaries

VP-40 marked its 50th year as an operational squadron on 20 January.

VF-41 reached 50 years in September 2000.

NAS Jacksonville, Fla., celebrated its 60th anniversary on 12 October 2000.

PHAN James P. Wagner



Crew members from a downed S-3 *Viking* are carried to the medical department aboard *Dwight D. Eisenhower* (CVN 69) from an SH-60F *Seahawk* that rescued them from the Atlantic.

Rescues

An **HS-11** SH-60 *Seahawk* crew flying plane guard duty from *Dwight D. Eisenhower* (CVN 69) rescued four crew members of an S-3 *Viking* that crashed into the Atlantic off Florida during a training flight on 6 December 2000. The *Viking*, from Sea Control Squadron 32 aboard NAS Jacksonville, Fla., went down 26 miles from *Eisenhower*. The pilot suffered second-degree burns on his face and neck, and another crew member suffered neck injuries. All four were flown to Jacksonville, Fla.

On 23 May 2000, a civilian twin-engine turboprop plane ran out of fuel, forcing the pilot to ditch off the coast of California at night. A combined Naval Reserve and active duty flight crew of a **VS-41** S-3 *Viking* from NAS North Island, Calif., conducted a radar and visual search and found the pilot standing on top of the fuselage waving a small flashlight.

COAST GUARD RESCUES

Coast Guard search and rescue units have been busy since last fall, doing what they do best.

After a search that covered approximately 51,000 square miles, two men and their dog were rescued on 4 October 2000, 50 nautical miles northwest of Oahu, Hawaii. The victims were stranded for four days after heading off course and running out of fuel in a 15-foot skiff. One victim's wife had contacted the Coast Guard after receiving a cellular phone call from her husband in which she could make out only one word, "gas." A Coast Guard HH-65 *Dolphin* searched into the night. The next day, two C-130s tracked various search areas and were joined by additional Coast Guard HH-65s, a Civil Air Patrol rescue plane and a Navy P-3 *Orion*. On the fourth day, the P-3 spotted the skiff and dropped a rescue pack while calling for assistance. A Navy H-60 *Seahawk* from HSL-37 arrived on scene and took the victims to MCB Kaneohe Bay, Hawaii.

Coast Guard Group Fort Macon, Atlantic Beach, N.C., received a distress call from the 55-foot motor yacht *Seas The Day* on 19 October 2000, and USCG cutter *Albacore* was dispatched to assist. A Marine Corps rescue helicopter flew to the scene and recovered the boaters, who were flown to Atlantic Beach. *Albacore* remained on scene to pick up debris.

On 21 October 2000, an HH-60 *Jayhawk* from CGAS Elizabeth City, N.C., medevaced a crew member from USCG cutter *Escanaba*, approximately 300 nautical miles from Virginia Beach, Va. The patient was suffering from appendicitis and was flown to Portsmouth Naval Hospital, Va., for treatment.

On 3 December 2000, an HH-65 *Dolphin* from CGAS Traverse City, Mich., while deployed on board USCG cutter *Northland*, rescued eight fishermen lost in the Caribbean Sea. The victims, located in 6 to 8 foot seas and 20 to 25 knot winds, were hoisted aboard the helicopter and flown to Cayman Brac, Cayman Islands.

On 17 December 2000, 34 crew members of *SeaBreeze I* were rescued off the coast of Cape Charles, Va. The vessel was en route to Charleston, S.C., for repairs when the engine room began flooding. Rescue Coordination Center Norfolk, Va., directed three HH-60 *Jayhawks* and two C-130 *Hercules* from CGAS Elizabeth City, N.C., to rescue the crew. The C-130 first on scene coordinated the effort for the helicopters. The first *Jayhawk* brought 26 crewmen on board and the remaining eight crewmen, including the captain, were rescued by the second *Jayhawk*. The survivors were treated for mild hypothermia at NAS Oceana, Va. All were released but one victim, who was taken to a Virginia Beach hospital.

On 8 January, a Coast Guard HH-65 *Dolphin* from CGAS Atlantic City, N.J., responded to a distress call from a 500-foot tanker requesting a medevac for a possible heart attack victim. The helicopter located the tanker and the man was hoisted aboard for transfer to medical services.

He was picked up by an **HSL-43** SH-60B *Seahawk* five minutes before the plane sank.

The crew of an **HS-4** H-60 *Seahawk* was on a logistics flight from *Abraham Lincoln* (CVN 72) as

part of CVW-14 when it was tasked to rescue a heart attack victim aboard USNS *Kane* (T-AGS 27). With time as a critical factor, the *Kane* and HS-4 crews battled high winds and heavy seas. The helo

continued on p. 26

NAVAL TEST PILOTS MAKE THE GRADE AT BOSCOMBE DOWN

By JO1 Cindy Gill

In the quiet, rolling hills of England's Salisbury Plain, Boscombe Down is the home of the Empire Test Pilot School. Four students from the U.S. Naval Test Pilot School (TPS), NAS Patuxent River, Md., roar through the small English town with one mission: to complete their final exam.

To pass, the students must completely and accurately assess an unfamiliar aircraft and all its systems. But "finding different aircraft in which students have no experience is a challenge," said TPS instructor LCdr. Steven Schellberg, because by the end of the 11-month course, students will have flown most of the models in the TPS inventory. "We divide the students up among several sites for this final exam. That's why we travel to different countries, like Great Britain, France and Germany." Training in Great Britain also affords the students the unique opportunity to fly the *Jaguar* (above right), a supersonic twin-jet, tactical support and advanced training aircraft.

The final exercise combines all the elements students have spent the last year learning. From flight test techniques to data collection and test report writing, the



pilots' days are full. Within their final week they will have written a 60-page test plan to execute during four flights totaling six hours. Once the flight-testing phase is complete, the students have 14 days to complete a 150-page formal technical report.

The lessons learned at the U.S. test pilot school translate to a diverse range of skills that go much further than the airfield. "TPS teaches observation skills, adaptability and critical evaluation skills both in and out of the cockpit. It also teaches you how to effectively communicate your observations, both written and orally," said Lt. Richard McGrath, Jr. "It has undoubtedly made me a better aviator and greatly broadened my horizons through work with other U.S. services, as well as other nations."

JO1 Gill is assigned to Public Affairs Office, U.S. Naval Forces Europe.

AB2 Lisa McCoy takes time out on the flight deck during a break in flight operations on board *Harry S. Truman* (CVN 75) on 10 December 2000.



RETIRED CHIEF GIVES HISTORY LESSON

By JO3 Angela Marie Frye

Claude M. Jenkins, a retired boatswain's mate chief petty officer who served from 1937 to 1959, recently was invited by his neighbor, AMCS(AW) Andy Ostroth, to talk with chief selectees at Naval Air Reserve San Diego (NARSD), NAS North Island, Calif., about his naval career. During two decades that were arguably the most hostile years of conflict and change in our nation's history, he participated in the search for Amelia Earhart while assigned to *Lexington* (CV 2) and witnessed the last kamikaze mission of WW II. His commentary gave the new chiefs an opportunity to learn from someone who served in combat.

"The Chief Petty Officer's Association plays a vital role in the Navy, because no book can teach a person about leadership," Jenkins said.

"I've known Jenkins for 13 years," said Ostroth, Systems Maintenance Coordinator at NAS North Island's Commander Helicopter Wing Reserve. "He has a wealth of knowledge, both in naval history and from his own experience as a chief petty officer." Having served in many battles, earned numerous



Claude M. Jenkins

awards and logged 1,300 flight hours in airships, "he had the whole audience captivated with his experiences.

"The elements of good leadership are tested under the most stressful situations," Ostroth continued. "All the things we take for granted are things that Jenkins had to live with on a daily basis. It's beneficial to have him describe what it was like.

"One of the reasons our generation has it so good, and comparatively easy, is that we are reaping benefits from the sacrifices of the WW II generation," Ostroth added. And "you can use the experiences of your fellow

chiefs as advice when making tough decisions."

At the end of his visit, Jenkins said he was very pleased with what he saw in the prospective chiefs: "I feel optimism from this group of young people. If the CPO Association can bring out this potential, its mission is accomplished."

JO3 Frye is assigned to the Naval Air Reserve San Diego Public Affairs Office.

crew of XO Cdr. Jim Kruse, Ltjg. Jason Douthit, AWC(AW/SW/NAC) Russ Moser and AW2(NAC) Scott Weiss had to make several passes over *Kane* before Weiss could lower Moser to the deck. The helo then made four separate passes to lower the litter and equipment needed to hoist up the patient. After the patient was secured and Moser was brought back aboard, the helicopter headed back to *Lincoln*. The victim was stabilized and transferred to a hospital in Bahrain.

On 22 October 2000, an **MCAS Yuma, Ariz.**, SAR unit accomplished a station record-breaking 11 technical rescues during a flash flood in Wenden, Ariz. A technical rescue entails lowering medical technicians out of an aircraft to reach a victim as opposed to landing and picking up the victim. The crew of this rescue was responding to a distress call from Tucson's Department of Public Safety. They fought waist-deep, rapidly moving water and power lines to rescue the victims. The first five were clinging to a tree. This SAR unit is the only one in the Marine

Corps comprised entirely of UH-1N helicopters. Its previous record for rescues in one day was five.

VP-4, based at Kaneohe Bay, Hawaii, assisted the Coast Guard off the coast of Guam in locating a vessel reported overdue on 7 October 2000. The P-3 *Orion* made a four-hour transit from Okinawa to Guam in search of the 24-foot boat *St. George*. The *Orion* crew covered more than 3,000 square miles with the assistance of a civilian helicopter. They located the vessel and stayed on scene until USCG

2001 Blue Angels Show Season Schedule



March

10 NAF El Centro, CA
17–18 Mesa, AZ
31 MCAS Cherry Point, NC

April

1 MCAS Cherry Point, NC
7–8 MacDill AFB, FL
21–22 NAS Corpus Christi, TX
28–29 NS Norfolk, VA

May

19 Charleston AFB, SC
23, 25 USNA Annapolis, MD
26–27 NAS Patuxent River, MD

June

2–3 NAES Lakehurst, NJ
9–10 Quebec City, Canada

16–17 Syracuse, NY
23–24 Davenport, IA
30 Evansville, IN

July

1 Evansville, IN
7–8 Muskegon, MI
13–14 Pensacola Beach, FL
21–22 Bozeman, MT
28–29 NAS Lemoore, CA

August

4–5 Seattle, WA
18–19 Kansas City, MO
25–26 Duluth, MN

September

1–3 Cleveland, OH
8–9 NAS JRB Willow Grove, PA

15–16 Smyrna, TN
22–23 NAS Brunswick, ME
29 NAS Meridian, MS

October

6–7 San Francisco, CA
13–14 MCAS Miramar, CA
20–21 Alliance Field Fort Worth, TX
27–28 Lafayette, LA

November

3–4 Jacksonville Beach, FL
9–10 NAS Pensacola, FL

Above, the *Blue Angels'* C-130, known as “Fat Albert,” performs a jet-assisted takeoff.



Marines from the 31st Marine Expeditionary Unit wait to be extracted by Marine Corps CH-46 *Sea Knights* after a completed Training in Urban Environment Exercise in Dededo, Guam.

CHANGE OF COMMAND

CVW-14: Capt. Richard L. Thayer relieved Capt. Marc L. Purcell, 16 Nov 00.

Dwight D. Eisenhower (CVN 69): Capt. Mark T. McNally relieved Capt. Harold D. Starling, 13 Oct 00.

Essex (LHD 2): Capt. Scott A. Berg relieved Capt. Tom Parker, 18 Oct 00.

HS-4: Cdr. James H. Kruse relieved Cdr. Kenneth C. Ryan, 23 Dec 00.

HS-6: Cdr. Michael H. Glaser relieved Cdr. David P. Maloney, 4 Dec 00.

HS-10: Cdr. Louis J. Cortellini relieved Capt. Brian J. McCormack,

1 Dec 00.

HSL-46: Cdr. Richard Snyder relieved Cdr. Charles King, 9 Mar 00.

NASC Pensacola, FL: Capt. Craig F. Weideman relieved Capt. Kenneth R. Zimmerman, 19 Jan.

NAVFORAIRTESTRON Patuxent River, Md.: Cdr. Steve Eastburg relieved Capt. J. B. Hollyer, 22 Nov 00.

Sea Control Weapons School Atlantic: Cdr. James R. Schoaf relieved Cdr. Timothy W. Summers, 2 Oct 00.

VAQ-142: Cdr. Mark W. Darrah relieved Cdr. Peter B. Rush, 19 Jan.

VF-154: Cdr. Paul O. Monger

relieved Cdr. Randy H. King, 14 Dec 00.

VF-213: Cdr. Chip King relieved Cdr. Mark Adamshick, 1 Sep 00.

VFA-106: Cdr. Craig B. Williams relieved Cdr. Gregory M. Nosal, 12 Jan.

VR-61: Cdr. Tim T. Miller relieved Cdr. Rob C. Spero, 13 Jan.

VS-35: Cdr. Randall L. Hauke relieved Cdr. Joseph S. McClain, 16 Dec 00.

VT-4: Cdr. Alan F. Johnson relieved Cdr. Joseph C. Adan, 9 Nov 00.

VT-9: Cdr. Albert L. St. Clair relieved Cdr. Edward R. Wolfe, 1 Dec 00.

NAVAL AERONAUTICS LOSES NOTED ENGINEER

Next year the first F/A-18E/F *Super Hornet* squadrons will deploy, bringing their extended payload radius to carrier strike fighter missions. Unfortunately, a long-term Navy Department civilian aeronautical engineering leader dedicated to meeting this goal will not be able to appreciate the achievement. George A. Spangenberg, Director of the Naval Air Systems Command's (NAVAIRSYSCOM) Evaluation Division and defacto chief aircraft engineer at the time of his 1973 retirement, succumbed to automobile accident injuries last fall at 88 years old. Taking into account aircraft extended service lives and continued E-2 *Hawkeye* production, almost all current Navy/Marine Corps carrier and shipboard aircraft, as well as P-3 *Orions*, came under his engineering leadership.

Spangenberg's career as an aeronautical engineer and Navy civilian began in the Naval Aircraft Factory, Philadelphia, Pa., in 1935, following his earning bachelor's and master's degrees from the University of Michigan. A major assignment there was with a small group of experienced Navy petty officers converting obsolete biplane trainers to radio-controlled target drones, precursors of today's cruise missiles. In 1939, he was transferred to the Navy's Bureau of Aeronautics (BUAER) in Washington, D.C., predecessor of NAVAIRSYSCOM. In the Evaluation Division his tasks included coordinating design requirements for all naval aircraft, conducting design competitions and selecting the best design for contract acquisition, and working with the BUAER team, as well as with Army/Air Force, National Advisory Committee for Aeronautics (predecessor of today's NASA) and aircraft industry engineers. As his experience grew during WW II he became a spokesman for naval



George A. Spangenberg

aircraft design. He played a major role in the Navy's first supersonic carrier fighters, including the Vought F8U (F-8) *Crusader* day fighter, along with both heavy and light jet carrier attack aircraft and early shipboard-based helicopters.

Promoted in 1957 to Division Director, he was soon caught up in the 1958 congressionally directed competition between the McDonnell F4H (F-4) *Phantom II* and Vought F8U-3 (a new design) Mach 2+ all-weather fighters. His recommendation of the F-4 based on its two-place configuration defined the winner, but he frequently lamented the F8U-3 as the "best airplane we never did buy." Extensive U.S. Navy and Air Force use and wide international service followed.

Next came the Secretary of Defense-directed joint Air Force/Navy TFX (advanced tactical fighter) competition, and an equally controversial Tri-Service Transport VSTOL (vertical, short takeoff and landing) program to build an aircraft similar in size and mission to today's Bell-Boeing MV-22 *Osprey*. Spangenberg drew Pentagon, congressional and media attention as controversies led to congressional

investigations. Cancellation of the Navy's TFX, the General Dynamics F-111B, led to a new competition for a carrier fighter/bomber with the F-111B's Phoenix missile system. Grumman's variable-sweep-wing winner became the F-14 *Tomcat*. In parallel, a carrier antisubmarine warfare aircraft competition was won by Lockheed to produce the fan-powered S-3 *Viking*. Another joint service thrust, this one for a heavy-lift Army/Marine helicopter, got Spangenberg's action for a heavier lift CH-53 *Sea Stallion*, yielding the Marine CH-53E *Super Stallion*.

Retired NAVAIRSYSCOM historian Lee M. Pearson, whose career years overlapped Spangenberg's, expressed his effective characteristics: "Throughout his career, Mr. Spangenberg was noted and respected for his insistence upon adherence to rigorous engineering standards, particularly as utilized in assessing aircraft performance and utility to the Navy. On occasion this involved efforts to identify and correct unrealistic assumptions that underpinned technological decisions involving naval aircraft made by higher levels within the Department of Defense."

After Spangenberg's 1973 retirement, his outspoken objection to abandoning the long-range strike fighter for the short unrefueled radius of the F/A-18A *Hornet* involved him in internal Navy conflicts. But his stand did not keep him from receiving Navy recognition to add to his civil service and professional awards. Honorary Naval Aviator wings in 1975, enshrinement in Naval Aviation's Hall of Honor at Pensacola, Fla., in 1990, and election as an honorary Golden Eagle recognized his continuing active support of Naval Aviation as well as his career contributions.