



PEOPLE PLANES PLACES

Edited by J05N Dan Ball

Awards

The winners of the 2001 Marine Corps Aviation Association awards: **Commandant's Aviation Trophy:** VMGR-234.

Alfred A. Cunningham Marine Aviator of the Year: Lt. Col. Steven W. Busby.

Danny Radish Enlisted Aircrew Marine of the Year: Sgt. Joshua C. Eveslage.

Donald E. Davis Marine Aviation Logistics Squadron of the Year: MALS-14.

Earle Hattaway Marine Aviation Ground Officer of the Year: Maj. John F. Sisson.

Edward C. Dyer Marine Medium Helicopter Squadron of

An F-14 Tomcat attached to VF-41 prepares to launch during night flight operations on Enterprise (CVN 65). Enterprise and its carrier air wing are on deployment to the Mediterranean Sea and Arabian Gulf region. Photo by PHAR Alex J. Recalde.

the Year: HMM-161.

Edward S. Fris Marine Air Command and Control Squadron of the Year: MACS-24.

Gaines G. Gilbert Aviation Ordnance Marine of the Year: SSgt. Gary L. Shopper.

Henry Wildfang Marine Aerial Refueler Transport Squadron of the Year: VMGR-152.

Jack W. Demmond Aviation Ground Marine of the Year: SSgt. Michael S. Hounshell.

James E. Hatch Marine Wing Support Squadron of the Year: MWSS-371.

James E. Nicholson Noncommissioned Officer Marine Leadership: SSgt. Daniel W. Annunziata.

John P. Giguere Marine Light Attack Helicopter Squadron of the Year: HMLA-269.

Kenneth A. Innis Aviation Command and Control Marine of the Year: Sgt. Michael Soto.
Lawson H. M. Sanderson

Marine Attack Squadron of the Year: VMA-311.

Robert F. Gibson Marine Aviation Command and Control Officer of the Year: CWO2 James M. Graham II.

Guy Robinson Naval Flight Officer of the Year: Maj. John H. Pylant.

Robert M. Hanson Marine Fighter Attack Squadron of the Year: VMFA(AW)-121.

Royal N. Moore Marine Electronic Warfare Squadron of the Year: VMAQ-3.

Silver Hawk for Earliest Designation Date: Lt. Gen. Fred McCorkle.

Willie D. Sproule Aviation Maintenance Marine of the Year: Cpl. Michael L. Youngblood.

Paul G. Vess Avionics Marine of the Year: GySgt. Arlington A. Finch.

Pete Ross 4th MAW Aviation

Safety: HMH-769.

Winners of the **2000 SECNAV Energy Conservation Awards** in the aviation community were MCAS Iwakuni, Japan; *Boxer* (LHD 4); and VR-57. They are authorized to fly the SECNAV Energy Flag for one year and will receive monetary awards.

Cdr. Michael A. Collins, VAQ-129 CO, received the Oak Harbor Navy League Area Council's **Vice Admiral John Perry Award** in recognition of his significant contributions to airborne tactical

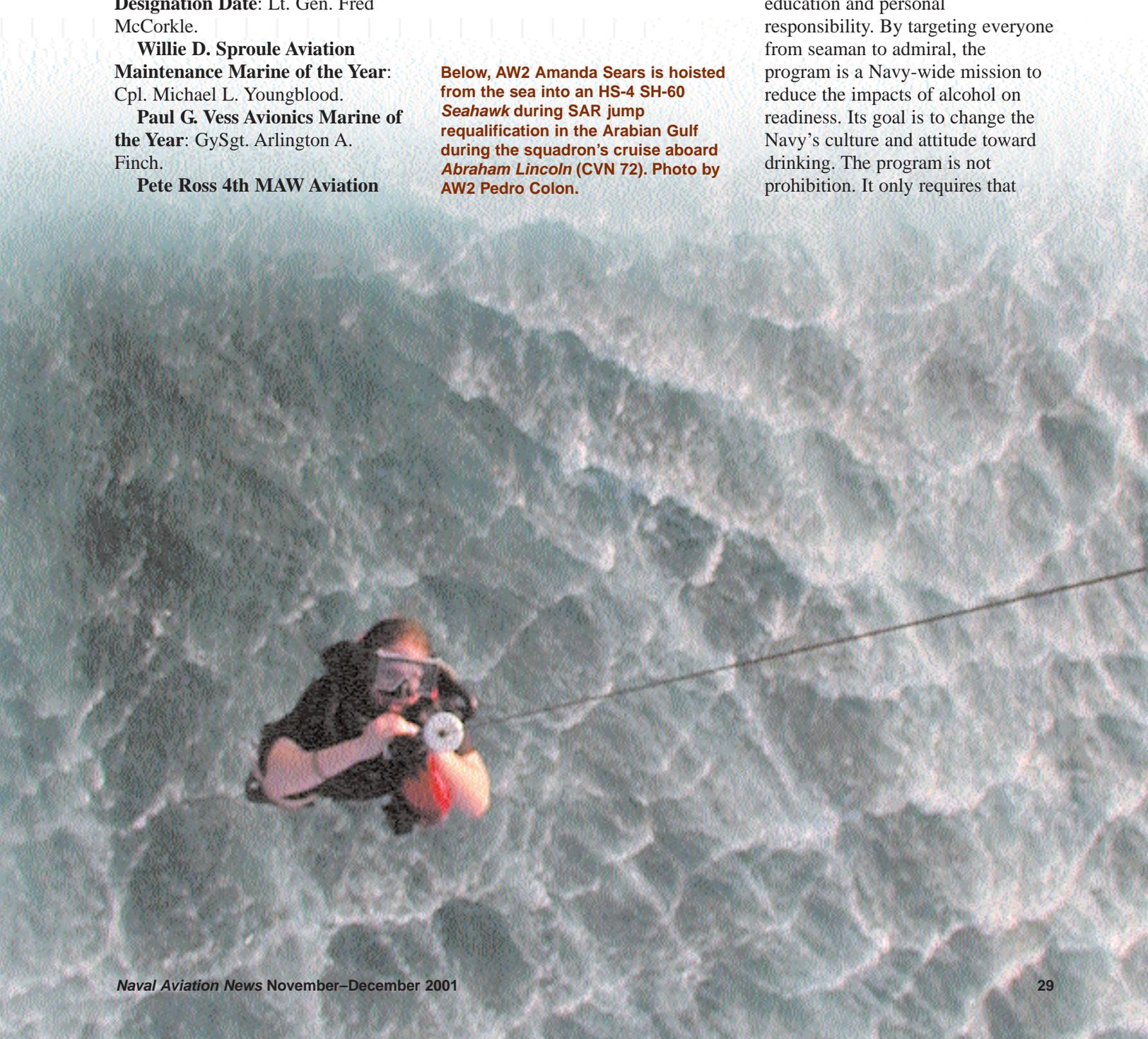
Below, AW2 Amanda Sears is hoisted from the sea into an HS-4 SH-60 Seahawk during SAR jump requalification in the Arabian Gulf during the squadron's cruise aboard Abraham Lincoln (CVN 72). Photo by AW2 Pedro Colon.

electronic warfare.

Scan Pattern

Gone are the days when fostering the image of naval aircrews hitting the club after a day's flight is acceptable. Today, prevention of alcohol abuse and the deglamorization of drinking is the Navy standard. **The Right Spirit Campaign** is leading this movement.

Formed in 1996 by the Secretary of the Navy, the Right Spirit Campaign relies on intervention, education and personal responsibility. By targeting everyone from seaman to admiral, the program is a Navy-wide mission to reduce the impacts of alcohol on readiness. Its goal is to change the Navy's culture and attitude toward drinking. The program is not prohibition. It only requires that



members who choose to drink, do so in a responsible manner. Also, the Right Spirit Campaign emphasizes that it's okay not to drink, and requires leaders to support members who make that choice.

The campaign's goals are being met yearly. Alcohol abuse incidents dropped from 6,815 in 1996 to less than 4,200 in 2000. Driving While Intoxicated offenses were down 50 percent from October 1999 through September 2000. Prevention works!

For more information, go to <http://navdweb.spawar.navy.mil>.

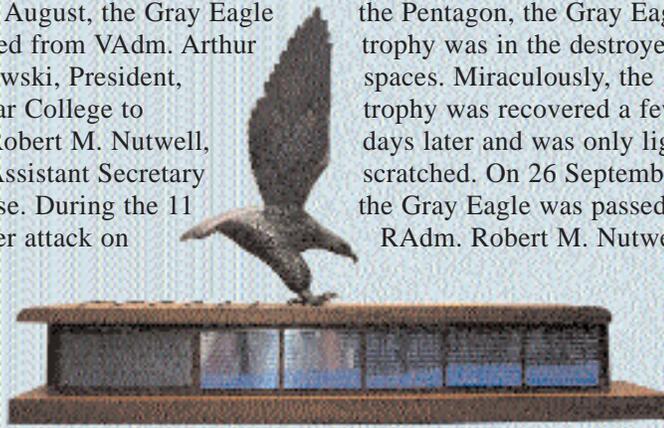
Navy personnel can now update their performance summary records and officer data cards online at the Navy Personnel Command's **Center for Career Development website**. This new feature provides service members instant access to their records via the internet, and enables them to request changes or updates online. It accelerates the

GRAY EAGLE TROPHY, TRADITION ENDURES

The Venerable Order of the Gray Eagle: The most ancient aviator on active duty. In recognition of a clear eye, a stout heart, a steady hand, and a daring defiance of gravity and the law of averages.

On 16 August, the Gray Eagle was passed from VAdm. Arthur K. Cebrowski, President, Naval War College to RAdm. Robert M. Nutwell, Deputy Assistant Secretary of Defense. During the 11 September attack on

the Pentagon, the Gray Eagle trophy was in the destroyed spaces. Miraculously, the trophy was recovered a few days later and was only lightly scratched. On 26 September, the Gray Eagle was passed from RAdm. Robert M. Nutwell to



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records verification process and greatly reduces the need for hard copy mail-outs of the service record. The new online feature will also eliminate hundreds of

telephone calls, emails and questions from the fleet about contents of the record.

For more information, go to <http://www.staynavy.navy.mil> or

WASP'S CRASH AND SALVAGE TEAM THREE-PEATS

By JO2 Kory M. Deur

Wasp (LHD 1) was on her way to Naval Weapons Station Earle, N.J., for ammunition onload. As the ship pulled away from the pier at Naval Base Norfolk, Va., a few Sailors were left behind. The crew members comprised the Crash and Salvage Team, which was staying to defend its title as the best on the East Coast.

Various large-deck amphibious assault ships and aircraft carriers participated in the 2001 Crash and Salvage Olympics, including *Nassau* (LHA 4), *Saipan* (LHA 2), *Iwo Jima* (LHD 7), *Theodore Roosevelt* (CVN 71), *Dwight D. Eisenhower* (CVN 69) and *George Washington* (CVN 73). The competition covered three categories: written tests, a propane trainer for firefighting and salvaging an aircraft.

Wasp was only .8 of a point from winning the written portion. The team placed second again in the firefighting scenario, leaving them in good position to win the overall title if they could nail the salvaging event. Each team was given five minutes to complete the event, after which points were deducted from their scores. When each team



PH3 Travis Ross

finished, *Wasp* was the only team able to accomplish the task in less than five minutes.

"The way we prepare for an event like the Crash and Salvage Olympics is doing our job on a daily basis," said ABHAN(AW) Ryan Heemer. "We have drills every morning after quarters until lunch. We keep changing the way we do them until we find the fastest and safest way."

It was clear the training paid off. Their salvaging time of 3 minutes, 16 seconds propelled the team into first place and brought the trophy back to the LHD for the third consecutive year.

Navy EOD: Under the Sea and In the Air



Michael D. Kennedy

By JO2 Katrin Rofkar

The threat to Sailors doesn't always come from an enemy. The danger to those working on the flight deck of aircraft carriers like *John F. Kennedy* (CV 67) often comes from live ordnance still attached to an aircraft, called "hung ordnance." This is when QMC(SW) Ron Ameika and the explosive ordnance disposal (EOD) detachment are called to action to safely neutralize the weaponry.

An EOD technician since 1994, Ameika began his career as a quartermaster on a submarine. "All fast attack submarines have divers as a collateral duty," he said. "When I went to dive school to be a submarine scuba diver, I saw the EOD community. I knew that was what I wanted to do with my career."

EOD members, organized in 1941, were originally called mine recovery personnel. What started with a few second-class divers has grown into a community of approximately 600 men and women who are able to



PH1 Haen

Left, training enhances the physical and mental readiness of personnel preparing for explosive ordnance disposal duty. Below, EO1(EOD) Shawn Fidler from EOD Mobile Unit 2 practices fast rope rappelling onto the flight deck of *John F. Kennedy* (CV 67).

perform ordnance countermeasure operations. Although EOD technician is not a rating in itself, it is comprised of source ratings into which technicians are required to convert upon completion of the school—including aviation ordnanceman, storekeeper, hull maintenance technician and photographer's mate. The ratings that make up the various teams are designed to ensure each detachment is self-sufficient and flexible. Men and women from any rating can be chosen to attend the EOD dive school.

The instruction, which consists of 13 months of dive training and specific ordnance handling, doesn't end with graduation. It continues when the EOD technician is assigned to a mobile unit and offered military schools, including jumpmaster and parachute training, which assist in the disposal of ordnance.

Even though the training is physically and mentally challenging, Ameika says he looks forward to going to work every day. "I am given the chance to dive, jump out of airplanes and blow things up . . . and the Navy pays me to do it!"

contact the PERS-312 team at 901-874-3351.

Records

Cdr. Steven Schrieber, CO of HS-5, logged his 5,000th hour, below, in helicopters on 20 September.

On 23 July, the *Packrats* of **HC-3** surpassed 170,000 mishap-free flight hours. The squadron's last Class A mishap occurred 27 years ago.

Cdr. Sterling Gillian, VAQ-141, made his 1,000th trap, above, on 20 August aboard *Enterprise* (CVN 65).



VMA-513 pilots flew the **last two day-attack AV-8B Harrier IIs in the Fleet Marine Force** to MCAS Cherry Point, N.C., on 20 July. The squadron has 40,000 mishap-free flight hours.

Cdr. Randy Duhrkopf, VAQ-131, made his 1,000th trap on 5 May aboard *Constellation* (CV

64). Rescues

A search and rescue team from *George Washington* (CVN 73) and CVW 17 saved a life after coming to the aid of a heart attack victim on a cruise ship off the Virginia coast. The carrier was underway locally when the crew received a distress call from the Coast Guard that a 71-year-old female passenger had suffered a heart attack. At the time, the cruise ship *Zenith* was en route to New York from Bermuda. Medical officials on board had initially alerted CGAS Elizabeth City, N.C. The Coast Guard, realizing that time and distance were working against them, contacted the

PH3 Isiah Sellers

Navy for help.

An SH-60F *Seahawk* from HS-15 was dispatched from *George Washington*. The rescue team aboard the aircraft included skipper Cdr. Phil Beachy, pilot; Lt. Joe Zummo, copilot; AWC(AW/NAC) Bart Reabe, crew chief; AW2(NAC) Ty Kreuz, rescue swimmer; and Cdr. Jon Umlauf, flight surgeon and *GW*'s senior medical officer.

An E-2C *Hawkeye* assigned to VAW-120 was launched to coordinate communications between the carrier, the helicopter and the cruise liner. When the helicopter reached the cruise ship, it hovered above *Zenith* while Kreuz was hoisted down. After reaching the deck, he quickly secured the elderly victim into the medevac litter. She had an unstable heart rhythm that placed her at risk of another attack. After sedating her, the flight surgeon and crew realized they were low on medical supplies. They stopped at *GW* before transporting the patient to Norfolk General Hospital.

Cdr. Dana Dervay, *George Washington*'s operations officer,

NA News Journalist Island Bound

JO2 Amy L. (Pittmann) Warren left the *NA News* staff in October headed for Diego Garcia, B.I.O.T., to a new job as a broadcaster, and a new experience—*island living*.

Acting Editor Sandy Russell said, "Amy is an excellent writer and editor who was an asset to the staff. And her outstanding military bearing prompted her selection as the Naval Historical Center's Sailor of the Year for 2000."

Wendy Leland, Acting Managing Editor, noted, "We could always count on Amy to tackle new projects. Anytime a new skill was needed, she'd jump right in and teach herself whatever



JOSN Dan Bail

she needed to know to make it happen. As webmaster, she researched new methods and techniques on her own to make the website the best it could be."

"I always looked forward to Amy's production of our plan of the week," added Art Director Morgan Wilbur. "She often included cartoons, classic artwork and even poetry to stimulate interest in our rather mundane goings on."

The *NA News* staff wishes her well in her future endeavors.

said, "We proved that this was one of those days when if someone were to look in the Yellow Pages for help, they'd dial '1-800-US NAVY.'"

C H A N G E O F C O M M A N D

Bataan (LHD 5): Capt. Martin R. Allard relieved Capt. John B. Scott, 29 Jun.

Boxer (LHD 4): Capt. Michael G. Hlywiak relieved Capt. Stephen D. Doyle, 26 May.

CARGRU-6: RAdm. Steven Tomaszewski relieved RAdm. Lewis Crenshaw, Jr., 30 Jul.

CVW-2: Capt. Mark I. Fox relieved Capt. Gerald R. Beaman, 2 Aug.

CVW-8: Capt. David J. Mercer relieved Capt. John S. Godlewski, 4 Jun.

Kitty Hawk (CV 63): Capt. Thomas A. Hejl relieved Capt. Allen G. Myers, 1 Aug.

NADEP Cherry Point, NC:

Col. Eugene K. Conti relieved Col. Gilda A. Jackson, 17 Aug.

NAS Fallon, NV: Capt. Brad T. Goetsch relieved Capt. David A. Rogers, 20 Aug.

Nassau (LHA 4): Capt. Russell P. Tjepkema relieved Capt. Gerard M. Mauser, Jr., 3 Aug.

Naval Test Wing Pacific: Capt. Michael V. Rabens relieved Capt. Mark J. Swaney, 23 Jul.

PATRECONWING-11: Capt. Adreon M. Ensor relieved Capt. James J. Cardosi, 3 Aug.

TACRON-12: Cdr. C. J. Kalb relieved Cdr. Kent D. Bradshaw, 5 Oct.

TRAWING-2: Capt. Tony L. Albano relieved Capt. Richard L.

McCollum, 3 Aug.

VAQ-139: Cdr. Rick Simon relieved Cdr. Jeff Amick, 6 Sep.

VAW-126: Cdr. Stephen N. Thompson relieved Cdr. James D. Settele, 31 Aug.

VF-11: Cdr. John Aquilino relieved Cdr. Milton Abner, 10 Aug.

VF-32: Cdr. Mark Rich relieved Cdr. Will Cooney, 30 Aug.

VF-102: Cdr. Roy J. Kelley relieved Cdr. Mark E. Wralstad, 31 Aug.

VFA-137: Cdr. David M. Dober relieved Cdr. Michael S. White, 20 Sep.

VS-41: Cdr. Ed Turner relieved Cdr. Gregory LaBuda, 19 Jul.

VT-31: Cdr. David N. Maynard