



PEOPLE PLANES PLACES

Edited by J05N Dan Ball



Photos by PHC Eric A. Clement

Scan Pattern

The Sailors and Marines aboard *Theodore Roosevelt* (CVN 71) received a symbol of America following the 11 September 2001 terrorist attacks: the flag flown at “Ground Zero” in New York City. This is the same flag that was raised by three New York City firefighters in a recent photograph which some media have compared to the historic image of U.S. Marines raising the American flag at Iwo Jima in WW II. On 23 September, New York Governor George Pataki and New York City Mayor Rudolph Giuliani signed the flag and gave it to CINCLANTFLT Adm. Robert J.

Above, the “Ground Zero” American flag is lowered on board *Theodore Roosevelt* (CVN 71). Right, F/A-18 *Hornets* and S-3B *Vikings* assigned to Carrier Air Wing 1 aboard *Roosevelt* are staged at the ship’s bow during a scheduled break in flight quarters.

Natter, with the intent that it be flown over naval forces deployed overseas in response to the terrorist attack. Adm. Natter accepted the flag and directed that it be sent to *Theodore Roosevelt*. "This flag represents the spirit and courage of all Americans," he said. "It has incredible meaning for all our Sailors and Marines, and we're proud to fly it aboard our most powerful warships. It will serve as both a remembrance and as a motivator for our forward-deployed naval forces." The Navy will return the flag to the New York City Fire Department when the *TR* battle group returns from deployment.

OPM ADOPTS CARRIER

On 26 October the captain and the 5,500 crew members of *Theodore Roosevelt* (CVN 71) were adopted and feted by Kay Cole James, Director of the U.S. Office of Personnel Management (OPM), and employees of the federal agency headquartered in the Theodore Roosevelt Federal Building, Washington, D.C. The adoption of the carrier will be marked by months of special projects, including the delivery of care packages to crew members containing baked goods, snacks, books and magazines. A 12-foot-long banner signed with greetings from OPM employees will also be delivered.





VP-9 SUPPORTS OPERATION ENDURING FREEDOM

Left, the copilot of a VP-9 P-3C *Orion* speaks with the flight engineer (foreground) during a flight in support of Operation Enduring Freedom. Below, a VP-9 aviation systems warfare operator searches for and tracks surface contacts using radar and the Infrared Detection System of his P-3C *Orion*.

Photos by PHC Terry Cosgrove



Navy personnel who are thinking about ways to invest their money for retirement should look into what the **Thrift Savings Plan (TSP)** has to offer. Active duty members and reservists in any pay status can start signing up to make TSP contributions that offer significant tax incentives. Much like a 401(K), the TSP is designed to provide retirement funds for military members. It is transferable to other retirement accounts and not tied to the military retirement system.

Enrollment forms are available on

the Navy Personnel Command website at www.persnet.navy.mil or www.bupers.navy.mil; as well as at www.tsp.gov by selecting the

“Uniformed Services” option. When completed, forms should be turned in to the servicing personnel support detachment or the ship’s personnel

Nimitz CO Flies High Again

By JO1 Todd Hack

Nimitz (CVN 68) Public Affairs

According to *Nimitz* (CVN 68) skipper Capt. Steve F. Firks, during the mid-1990s the decision was made not to allow carrier COs to fly off their ships. “The reasoning was that COs did not need to fly for morale,” he said. About 18 months ago, the policy was changed to allow commanding officers to fly again.

Capt. Firks has been in and out of the cockpit for over 25 years, but recently that wasn’t the most pressing thing on his mind. He was so busy with other tasks that he had to let his qualifications expire. So,

during a few days in October 2001, the skipper logged 20 traps in a Strike Fighter Squadron 203 F/A-18 *Hornet*.

He said the “rush” from flying the aircraft is almost as powerful as commanding a huge warship like *Nimitz*, but he knows his first priority is to the ship and its crew. “It was impressive flying in the landing pattern, looking down on the ship and having a much better understanding of what goes into getting everything moving. This ship has a lot of moving parts and they all have to line up the right way to



NAVAIR SKIPPER SOARS IN SUPER HORNET

By Denise Deon
F/A-18 Public Affairs Officer

VAdm. Joe Dyer, Commander Naval Air Systems Command, NAS Patuxent River, Md., took his first flight in an F/A-18F *Super Hornet*. Although VAdm. Dyer has considerable experience in the original *Hornet*, and his efforts supported developing the *Super Hornet*, he had never flown in the newer aircraft. On the eventful day, the admiral flew with test pilot LCdr. Gordon Cross, flying offensive and defensive maneuvers, putting the jet in pirouettes and high alpha, low-speed moves and other

exercises.



Top, left to right, LCdr. Gordon Cross, LCdr. Nigel Sutton, VAdm. Joe Dyer and Cdr. Bill Reuter prepare for an afternoon flight (photo by Randy Hepp). Bottom, VAdm. Joe Dyer, Commander Naval Air Systems Command, and LCdr. Gordon Cross fly over NAS Patuxent River in an F/A-18F *Super Hornet* (photo by LCdr. Nigel Sutton).

office. The hardest decision is selecting the investment choice and the amount to contribute. All investment funds are fully explained in NAVADMIN 258/01 and at www.tsp.gov.

The open season for enrollment ends on 31 January 2002. For personnel who missed the special enrollment period, others are available: 15 May through 31 July and 15 November through 31 January annually.

Reserve personnel who are ordered to active duty for more than 30 days can make TSP selections outside an open season. Also individuals who enlist, reenlist after a break in service or accept a commission in the regular Navy or the Naval Reserve will be able to participate in TSP outside of regular open seasons. They must enroll within 60 days of being sworn in to active duty or entering in a pay status with the reserves.

For more details go to www.tsp.gov and select "Questions and Answers" under the "Uniformed Services" option.

Records

SECNAV Gordon R. England reported that FY 2001 was **the best year ever** for Navy and Marine Aviation Class A mishaps. The Department of Navy led the way for the Department of Defense with a 35 percent reduction from FY 00.

The **HS-11 Dragon-slayers** passed 10 years of Class A mishap-free operations on 9 October 2001.

VMGR-252 passed 375,000 Class A mishap-free hours on 11 May 2001.

Rescues

On 26 August 2001, **Boxer (LHD 4)** responded to a distress call from a sinking Taiwanese fishing boat 640 miles off the coast of Guam. The boat had suffered an engine room fire and was flooding. *Boxer's* search and rescue teams arrived on scene to

find the boat's crew preparing to abandon ship. The SAR swimmers deployed with life rafts, picked up the crew and waited for *Boxer's* rigid hull inflatable boat, which transported the fishermen back to the amphibious assault ship. The victims stayed on *Boxer* as guests until the ship reached Pearl Harbor, Hawaii.

A Civilian Salutes the Military

"You Don't Know Me"

By Linda Ellis © 2001

Although you don't know me,
every day I think of you.

I worry about your safety
and I pray for you, too.

Although you don't know me, and
my face you've never seen,

I picture you on a carrier
or flying an [F/A-18].

Although you don't know me,
please know that I care.

Though strangers, we are family
in the beliefs that we share.

Although you don't know me,
I know the work that you're doing
and the pride in our country that you
are renewing.

Although you don't know me,
you have my utmost respect
for it's the future of my children
you are there to protect.

Although you don't know me
and we've never met,
the gift that you're giving
is one I'll never forget.

Although you don't know me,
many tears I have cried
as I try to imagine

what you're feeling inside.

Although you don't know me,
while you're there and I'm here,

I'll ask God to watch over
each brave volunteer.

Although you don't know me,
my heart beats with hesitation
when I hear you're being deployed
to an "undisclosed location."

Although you don't know me,
I know there are few who would dare
to go where you're going
by land, sea or air.

Although you don't know me,
I know the fears you must hide
for [an aircrew] in uniform
is bravery, exemplified.

Although you don't know me,
please know by this poem
that I'll pray for you faithfully
until your safe return home.

Although you don't know me,
you've made me one proud civilian,
but you need to know today
that I'm only one . . . in a million!

Civilians Embrace Navy Core Values

By JOSA Sara M. Gray
Enterprise (CVN 65)

A rainbow of color flashes by as Sailors swarm the flight deck aboard *Enterprise* (CVN 65). The jeans and t-shirts of civilian personnel blend in among the Navy red, purple, green, blue and yellow shirts. These civilians will never forget 11 September 2001, the day the twin towers of the World Trade Center in New York City were destroyed, killing thousands of Americans.

According to Tracey Ford, Morale Welfare & Recreation Center representative, the disaster was scary but it also taught an important lesson: "If there is any good that's to come from it, it is that Americans realize our nation is not invincible."

Robert Harmon served in the Navy for 10 years and was on his fifth deployment including military and civilian service. The system technician for the Low-Altitude Navigation and Targeting Infrared for Night system added, "We need to figure out what we are going to do for this war on terrorism and find the groups that are responsible and deal with them."

Although civilians on board *Enterprise* are not charged with defending the United States, their commitment to the ship remains steadfast. *Enterprise* has since returned stateside but even with the possibility of a late homecoming, these civilians were determined to be right there beside the rest of the crew. "*Enterprise* pays my check so I have to go where they tell me," Ford said. "But if given a choice,



Thousands of people were on hand to welcome the Sailors and civilians of *Enterprise* (CVN 65) home from Operation Enduring Freedom.

I wouldn't go home. I want to be out here helping as much as I can."

Even though the civilians share with Navy personnel the hardship of being away from their families for an indefinite period of time, they put *Enterprise* before their own wants and needs. "My son turned three in October and I have been gone half his life," Harmon said. "I would rather be with my family, but I feel that it is my duty to stay out the whole time to help this air wing."

While the World Trade Center tragedy devastated many lives, it also brought out the Honor, Courage and Commitment of the civilian personnel aboard *Enterprise*.

CHANGE OF COMMAND

Carl Vinson (CVN 70): Capt. Richard B. Wren relieved Capt. Bruce W. Clingan, 6 Oct.

HSWINGSLANT: Capt. James V. Pendley relieved Capt. Mark K. Adrick, 28 Sep.

NAS Oceana, VA: Capt. Cary A. Silvers relieved Capt. Skip Zobel, 27 Sep.

NAVFORKOREA: RAdm. Gary R. Jones relieved RAdm. William D. Sullivan, 7 Sep.

VAW-78: Cdr. Walter Adelman relieved Cdr. Peter Kattmann, 7 Sep.

VAW-117: Cdr. John Oberst relieved Cdr. Rick Pawlowski, 4 Sep.

VAW-121: Cdr. Thomas J. Quinn relieved Cdr. Kevin W. Oakes, 26 Oct.

VF-143: Cdr. Calvin H. Craig relieved Cdr. William C. McMasters, 26 Oct.

VFA-136: Cdr. Thomas M. Downing relieved Cdr. Robert L. Rountree, Jr., 8 Nov.

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

Sep.

VRC-30: Cdr. Joseph F. Demarco relieved Cdr. John M. Kennedy, 26 Oct.

VS-33: Cdr. Ross A. Myers relieved Cdr. Colin B. Chaffee, 6 Sep.

VS-38: Cdr. William Hart relieved Cdr. Justin Cooper, 5 Oct.

VT-4: Cdr. Rick L. Sadsad relieved Cdr. Alan F. Johnson, 14 Nov.