

PEOPLE PLANES PLACES

Edited by J03 Dan Ball



PH1 James Vidrine

Awards

For the third year in a row *Dwight D. Eisenhower* (CVN 69) won the **Fleet Retention Excellence Award**. The award gives the crew the privilege of painting each of the ship's 60,000-pound anchors a bright gold to mark the achievement.

The 2001 **CNET Golden Anchor** award winners in the aviation community were NAS Corpus Christi, Texas; NAS Pensacola, Fla.; NAS Meridian, Miss; Naval Aviation Schools Command, Pensacola, Fla.; and Naval Air Maintenance Training Units North Island, Calif., and Whidbey Island, Wash. The annual award recognizes commands that excel in retention.

VFA-97 earned the **Capt. Michael J. Estocin** award for meritorious achievement by a strike fighter squadron. Squadron pilot LCdr. James J. Reich was selected as the winner of the COMNAVAIRPAC 2001

Above, a VF-103 F-14B Tomcat assigned to CVW-17 aboard *George Washington* (CVN 73) performs a high-speed pass while conducting integrated training exercises in the Caribbean on 26 April.

Michael G. Hoff Attack Aviator award, presented annually to the top tactical pilot or Naval Flight Officer for exceptional proficiency, professionalism and contributions to carrier-based attack missions.

The CNO Search and Rescue Model Manager establishes the policies for Navy search and rescue teams, and presents annual **SAR Excellence Awards**. Recipients judged to exemplify the commitment to others embodied in the SAR motto, "So Others May Live," were: Aviation Rescue Swimmer of the Year, AW2 Patrick G. Parent; Aviation Rescue Crew of the Year, Rescue Oscar Two, NAS Brunswick, Maine; and Search and Rescue Unit of the Year, HC-5.

The winners of the 2002 **Captain Edward F. Ney** award for food service excellence in the aviation community were *Bataan* (LHD 5); *Bonhomme Richard* (LHD 6); *Theodore Roosevelt* (CVN 71); *Abraham Lincoln* (CVN 72); NAS Brunswick, Maine; NAS Oceana, Va.; and NAS Sigonella, Italy.

The annual **Secretary of Defense Environmental Award** recognizes installations, teams and individuals for outstanding work in Department of Defense environmental programs. Aviation community honorable mentions went to NAS Pensacola, Fla.; NAS Brunswick, Maine; and NAES Lakehurst, N.J.

The 2001 aviation winners of the **Secretary of the Navy Environmental Award** for outstanding environmental programs were: NAS Pensacola, Fla.; MCAS Beaufort, S.C.; MCAS Yuma, Ariz.; NAS Keflavik, Iceland; MCAS

Iwakuni, Japan; NAF Atsugi/ Shinkampo, Japan; *George Washington* (CVN 73); NAS Brunswick, Maine; and NAES Lakehurst, N.J.

The **Navy League of the United States** presented its 2002 awards in recognition of outstanding leadership and achievement.

Aviation winners were: **Admiral Claude V. Ricketts** award for inspirational leadership (E-7 and above), HMCS(SW/AW/FMF) Roger M. Grose, *Enterprise* (CVN 65); **Captain Winifred Quick Collins** award for inspirational leadership (enlisted), AZCS(AW) Amy E. Goin, VF-41; **General Gerald C. Thomas** award for inspirational leadership (enlisted), MSgt. Delphine E. Hamilton, VMFT-401; **Rear Admiral William S. Parsons** award for scientific and technical progress, Donald A. Birchler, COMPATRECONWING 1; **Stephen Decatur** award for operational competence, Cdr. Charles T. Hollingsworth, COMPATRECONWING 1; and **Honorable J. William Middendorf II** award for engineering excellence (USN E-4-E-9), MM1(SW/AW) Michael A. Bastys, *Theodore Roosevelt* (CVN 71).

The 2001 aviation winners of the Secretary of the Navy **Admiral Elmo R. Zumwalt** award for excellence in bachelor housing were: NAF Key West, Fla.; NAS Whidbey Island, Wash.; NAS Lemoore, Calif.; NAF Atsugi, Japan; NAS Whiting Field, Fla.; and NAS Pensacola, Fla.

CHINFO Merit Awards recognize exemplary achievements in internal media products by Navy commands and individuals. The categories and winners in the aviation community for 2001 were: publication for a specific audience, (magazine), **1st Naval Aviation**

News, Naval Historical Center, Washington, D.C.; military funded newspaper, small deployed units, 1st *Penny Press*, *Abraham Lincoln* (CVN 72), and 3rd *Give 'Em Hell Herald*, *Harry S. Truman* (CVN 75); military funded newspaper, small shore units, 2nd *Northwest Islander*, NAR Whidbey Island, Wash.; civilian enterprise newspaper, 1st *Jax Air News*, NAS Jacksonville, Fla.; news article, 2nd JO3 William D. Price Jr., *Theodore Roosevelt* (CVN 71); commentary, 1st Ltjg. Don Capoldo, NAS Lemoore, Calif.; and 3rd Eileen Brown, NAS Whidbey Island, Wash.; sports



THE MiG KILLERS

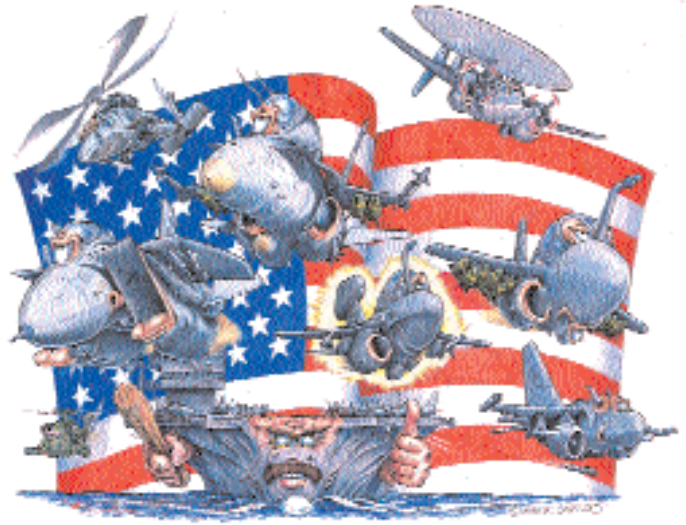


Above, L-R, Lt. Hughes, Lts. (jg) Cruz and McCabe and LCdr. Pettigrew of VF-114. On 6 May 1972, flying F-4J *Phantom IIs*, top, these aircrews vectored against four MiG-21s near Than Hoa, Vietnam, taking out three. Each man received the Silver Star for aggressive airmanship and professional performance. Left, MiG killer-era squadronmates and friends of now-Director, Air Warfare RAdm. Mike McCabe surprised him at a May 2002 ceremony to commemorate the 30th anniversary of the MiG kills: L-R, retired RAdms. John Kerr and Ed Allen, Adm. William Fallon, RAdm. McCabe and Capt. Denis Faherty.

JO1(SW) Ed Wright

AMERICA'S BIG STICK BREAKS THE RECORD

Below, *Theodore Roosevelt* (CVN 71) steams home after 159 days at sea, a post-WW II record. The ship was on station in the Arabian Sea conducting air strikes in Afghanistan in support of Operation Enduring Freedom. Right, "The Stick" artwork © Hank Caruso, originally commissioned by VAQ-141 in 1993, depicts air operations aboard *TR*.



article, 1st Lt. Brandon Hammond, VFA-122; series, 1st Lt. John A. Kalantzis, NAS Lemoore, Calif.; stand-alone photograph, 3rd JO3 Michael Douglas, NAS Sigonella, Italy, and **HM Wendy Leland**, *Naval Aviation News*, Washington, D.C.; photojournalism, 1st James S. Darcy III, NAS Patuxent River, Md.; 2nd Art Giberson, NAS Pensacola, Fla., and **HM Wendy Leland**, *Naval Aviation News*, Washington D.C.; art/graphics in support of a

publication, **3rd Morgan Ian Wilbur**, *Naval Aviation News*, Washington, D.C., and **HM Ted Wilbur**, *Naval Aviation News*, Washington, DC.; contribution by a newspaper contractor-stringer, 1st Tammy Ragonese, NAS Lemoore, Calif.; web-based publication, 2nd *Rudder Online*, NAR Norfolk, Va.; outstanding new writer, 2nd JO3 Kristin Fitzsimmons, *George Washington* (CVN 73); DON print journalist of the year, 1st JO2

Joaquin Juatai, NAS Whidbey Island, Wash.; familygram, small command, 2nd *Seahawker*, VAW-126; familygram, large command, 1st *Talon*, *Tarawa* (LHA 1); cruisebook, large command, 1st Westpac 2000, *Tarawa* (LHA 1), 2nd Med/Arabian Gulf 2000, *George Washington* (CVN 73); SITE TV newscast, 1st PAO/Photolab, *Carl Vinson* (CVN 70); and SITE open, Late Night with the PAO, *Theodore Roosevelt* (CVN 71).

Sailors Search for Sailors in Southeast Asia

By JO1(SW) Tim Paynter, Joint Task Force-Full Accounting Public Affairs

On a January morning in 1968, a Navy commander, three lieutenants (junior grade), four petty officers second class and a petty officer third class climbed aboard their OP-2E *Neptune* and prepared for takeoff. They would not live to see sunset that day.

The nine Sailors were members of Observation Squadron 67, a unit that operated secretly from an air base in Thailand during the Vietnam War. Their mission was to pepper the jungles of Laos with tiny sensors that could be used to collect intelligence by detecting slight movements or listening in on conversations.

That morning, three planes left the airstrip in Thailand, but only two returned. The cryptic last words of the third aircraft's mission commander were, "I'm going down through this hole in the clouds."



All that is known is that their plane crashed on the side of a cloud-covered mountain in Laos, nearly a mile above the jungle floor, and for more than 30 years the site remained untouched.

The mountain was deemed too dangerous to excavate in 1996 when an investigation team located the crash site, but with help from Army mountaineers it was decided that it could be done. In 2001, the crash site was excavated for the first time; the remains were repatriated and are in the identification process. Now, as part of a Joint Task Force-Full Accounting initiative, another search is in progress.

Strapped in and nearly dangling at times from the side of the mountain, only 100 feet from the summit, workers systematically search through grids on a 35-degree mud- and rock-filled slope. This time around it's fresh dirt, undisturbed remains, new pieces of the puzzle and hopefully closure for families who have waited for more than three decades.

OPERATION NEW FRONTIER

The Coast Guard reported banner success rates in its drug-interdiction operation "New Frontier." The new program uses C-130 *Hercules* and cutter-deployable tactical MH-68A *Mako* helicopters in the pursuit of drug smugglers in the Caribbean Sea and Pacific Ocean. Approximately 80 percent of the illegal narcotics that enter the United States via maritime routes each year are transported on "go-fast" vessels, which are normally between 30 and 40 feet long and capable of traveling in excess of 50 knots (58 mph) and can carry up to three tons of cocaine.

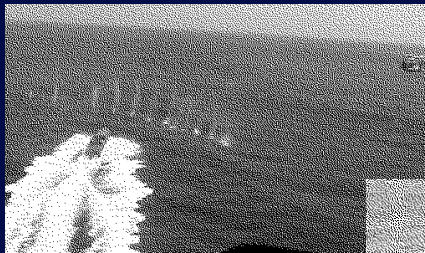
On 15 January, the crew of cutter *Steadfast*, homeported in Warrenton, OR, recovered 2.2 tons of marijuana from a 30-foot go-fast vessel and turned the boat, marijuana and



three crewmen over to Mexican naval authorities.

On 16 January, the crew of cutter *Midgett*, based in Seattle, Wash., chased a go-fast boat, caught it and its six crewmen, and recovered 925 pounds of cocaine.

On 24 January, *Midgett's* crew caught another go-fast vessel, with four crewmen and 733 pounds of cocaine.



On 26 January,



Top left, HITRON 10 MH-68A *Mako* helicopters based out of Jacksonville, Fla. The *Mako* is an all-weather, short-range interdiction aircraft deployable aboard Coast Guard cutters. Top right, Rick Gallant of the Coast Guard inspects the landing platform at a Boston, Mass., hospital. Right, Coast Guard sharpshooters fire warning shots and disable engines if other methods fail to stop boats. The MH-68A is equipped with a 7.62 machine gun, above right, and a precision .50-caliber rifle. Above left, these suspected drug smugglers were arrested and 6,749 pounds of cocaine were seized after rounds were fired into the boat's engine, disabling it at sea.



the helicopter crew deployed aboard *Steadfast* located a go-fast boat, which jettisoned its load of 1.8 tons of marijuana during the pursuit.

On 3 February, the crew of cutter *Boutwell*, homeported in Alameda, Calif., recovered 2.5 tons of cocaine from a 40-foot go-fast vessel and took into custody four crewmen for prosecution in the U.S.

On 12 February, cutters *Boutwell* and *Hamilton*, homeported in San Diego, Calif., working with their two embarked helicopters, stopped a 40-foot go-fast boat and its six-person crew who had jettisoned 3.4 tons of cocaine into the ocean.

On 22 February, *Midgett's* crew possibly thwarted a transfer of contraband when they pursued the Mexican-flagged fishing vessel *Atun X*, which quickly sank as *Midgett* approached. The 11 crewmen rescued from *Atun X* were turned over to Mexican naval authorities.

On 12 March, *Boutwell* and *Hamilton* located and chased two go-fast boats which jettisoned their cargo. One vessel was stopped and 1.5 tons of marijuana were recovered. The three crewmen were turned over to Mexican naval authorities for





A potential Naval Aviator gets his first experience at the stick in an AH-1W Super Cobra during the annual firepower exhibition on the Mall in Washington, D.C., in May.

Scan Pattern

In a 23 January ceremony the National Museum of Naval Aviation, Pensacola, Fla., accepted for display the *City of Marietta*, a C-9 Skytrain II (BuNo 163511), honoring its three decades of service to the fleet. The aircraft was flown by VR-46, NAS Atlanta, Ga.

Naval Aviators are “staying Navy” at the highest rate in 12 years. The current total of 68 resignations from Naval Aviation to date for FY 02, is a 50-percent reduction from this point in FY 01. The war on terrorism is having a significant impact of resignation rates: 94 aviators pulled their resignation requests after 11 September 2001. Other factors include increases in basic pay, career sea pay, incentive pay, Aviation Career Continuation Pay and the Thrift Savings Plan availability.

Anniversary and Records

VR-56 celebrated its 25th anniversary in January.

HSL-41 surpassed 110,000 mishap-free flight hours

HMM-264 surpassed 90,000 mishap-free flight hours.

VR-53 surpassed 33,000 mishap-free flight hours.

Commander CVW-1 **Capt. Stephen Voetsch** completed his 4,000th F-14 *Tomcat* hour in January on *Theodore Roosevelt* (CVN 71).

Commander CVW-5 **Capt. Michael F. Galpin** logged his 3,000th *Tomcat* hour in February at NAF Atsugi, Japan.

Also in February, VF-154 CO **Cdr. James H. Flatley IV** marked his 3,000th F-14 hour at Kadena Air Base, Okinawa.

Rescues

On 26 January the **Boston Coast Guard** command center dispatched an HH-60 *Jayhawk* helicopter and HU-25 *Falcon* jet in response to a distress call from five fishermen in a life boat after their vessel *Tara M.J.* sank in the North Atlantic. The *Falcon* crew spotted the life raft 125 miles east of Portland, Maine. *Kastner*, a 170-foot cargo ship in the area, retrieved the unharmed crewmen and took them to Lockport, Nova Scotia.

LCpl. Ernest Rancel rescued a Sailor while on liberty during a deployment to Tumon Bay, Guam, in February. An ordnance technician with **VMFA-212**, Rancel witnessed the Sailor in a jet ski accident and was able to bring him ashore on a floating backboard. Rancel then provided the Sailor first aid for a broken leg and shock while awaiting emergency personnel.

An **HC-11 CH-46 Sea Knight** acting as the search and rescue helicopter for flight deck qualifications on *Tarawa* (LHA 1) was called into action when an AV-8B *Harrier II* crashed during a landing attempt. The pilot of the *Harrier* ejected safely, landed in the water and was picked up and in medical care aboard *Tarawa* within 15 minutes.

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

Enterprise (CVN 65): Capt. Eric C. Heidlinger relieved Capt. James A. Winnefeld, Jr., 15 Feb.

FIFTHFLT: VAdm. Timothy J. Keating relieved VAdm. Charles W. Moore, Jr., 10 Feb.

HCS-5: Cdr. Michael S. Remington relieved Cdr. Donald S. Thiesse, 23 Feb.

HSL-40: Cdr. Michael A. Walley relieved Capt. William K. Lescher, 26 Apr.

HSL-43: Cdr. S. Jeff Tappan relieved Cdr. James J. Gillcrist, 31 Jan.

VAQ-140: Cdr. Steven G. Kochman relieved Cdr. Thomas L.



A VF-154 F-14A Tomcat recovers aboard Kitty Hawk (CV 63).

Mascolo, 20 Apr.

VF-154: Cdr. James H. Flatley IV relieved Cdr. Paul O. Monger, 4 Mar.

VFA-82: Cdr. Steve Foley relieved Cdr. Mark Hunter, 12 Mar.

VFA-201: Cdr. Thomas W. Marotta relieved Cdr. Hermon C.

Cook, 16 Mar.

VP-4: Cdr. Tyrone Payton relieved Cdr. M. D. Yancey, 8 Apr.

VPU-2: Cdr. Michael E. Groody relieved Cdr. Joseph W. Rixey, 8 Mar.

VR-48: Cdr. John A. McGrath relieved Cdr. Timothy G. Schaefer, 13 Apr.

VR-53: Cdr. John B. Fluhart relieved Cdr. Jerome D. Frechette, 3 Nov 01.

VT-9: Cdr. Charles L. Aley relieved Cdr. Albert L. St. Clair, 8 Mar.

Wasp (LHD 1): Capt. Edward P. McNamee relieved Capt. Robert C. Jackson, 15 Feb.

BATTLE STATIONS TRAINING GETS REALITY CHECK

By LCdr. John Wallach, Great Lakes Public Affairs Officer

With the help of technology, simulation and some of the entertainment industry's top creative minds, the Recruit Training Command is poised to make a quantum leap in the evolution of "Battle Stations" training.

First assembled in an empty warehouse in 1997 with plywood, makeshift plumbing and old-fashioned Sailor ingenuity, Battle Stations has evolved considerably from its beginnings. Nearing its fifth anniversary, the 12-hour exercise pushes recruits to their limits, requiring them to draw on every aspect of their training to date. Now, with the help of experts in the entertainment industry, the Navy is working to make Battle Stations even more unforgettable.

"Our objective is to make Battle Stations a more effective training evolution," said RAdm. Ann Rondeau, Commander Naval Training Center, Great Lakes, Ill. "If we achieve that goal, we send a better trained Sailor to the fleet, and that's what Great Lakes is all about."

With that guidance, the Naval Air Warfare Center Training Systems Division in Orlando, Fla., and i.d.e.a.s. at Disney-MGM Studios began work on the first phase of the project, creative development of a Battle Stations story line.

"Our tasking was to create the Battle Stations experience in the form of a story, incorporating the scenarios which are taught today," said Bob Allen, i.d.e.a.s. chief executive officer. "We are professional storytellers, and our aim is to have recruits so immersed in the Battle Stations story that it becomes

real. Reality leads to what we call 'experiential learning,' a very effective technique."

Under the i.d.e.a.s. concept, recruits are marched to a pier, where they are dwarfed by a ship's mast protruding through the roof of the Battle Stations facility. Bird calls, tug boat whistles and other ambient noises of a busy port echo from speakers nearby.

Once aboard the Battle Stations ship, recruits go below to the mess decks to receive briefings on the night's mission. The scenarios then begin to unfold in a continuous sequence along the story line. Routine operations come first. Gear is stowed, stores are loaded, then the order is passed to execute an emergency sortie—20 minutes to get the ship underway. Aggression scenarios follow. General quarters is sounded. Recruits battle shipboard fires, repel terrorist boarders, move ammunition from a flooding magazine, and rescue injured shipmates from smoke-filled compartments.

It is the increase in realism that sets the new Battle Stations apart from the old. In the abandon-ship scenario, for example, wave machines, salt water and night lighting will make the jump from the ship far more uninviting than the combat pool used today. "We have to maintain a suspension of disbelief throughout the entire 12-hour evolution," said Allen. "It's imperative that we keep the stress level up as well."

"The new Battle Stations must be 'refreshable,'" added Rondeau. "We have a predictable customer in the fleet, but not a predictive one. Ten years ago, anti-terrorism force protection was not as significant a part of our training curriculum as it is today. We need to anticipate what our training priorities will be 10 years from now, and build in the flexibility to adapt to them."

"We will evaluate our Battle Stations return on investment, as we do the effectiveness of all of our training programs, based on feedback from the fleet," stated Capt. O. W. Wright, Recruit Training Command skipper. "When a Sailor uses what he or she learned in boot camp to respond successfully to a

Naval Aviation News routinely spotlights Naval Aviation personnel, and it is interesting for the staff to follow their career paths. This photograph from the February 1981 issue shows AD2 Constance R. Woodworth (third from left) with other Helicopter Mine Countermeasures Squadron 12 members at NAS Norfolk, Va. Her proud father, Ralph, wrote to say that his daughter, now AFCM(AW/NAC) Robinson, retired in a joint ceremony with her husband, AFCM(NAC) Alan W. Robinson, at Corpus Christi, Texas. As a woman in a nontraditional rating, she saw changes during her naval service, but her dad remarked, "I don't think she ever had a truly bad day in the Navy. Some days were just better than others."

