



AIRSCOOP

Edited by Wendy Leland

A VFA-192 F/A-18 Hornet does a touch and go during carrier qualifications aboard *Kitty Hawk* (CV 63) on 18 March (PH3 John E. Woods).

MH-60S KNIGHTHAWK MEETS THE FLEET

Surrounded by hundreds of Sailors and numerous models of the H-60 helicopter during an 8 February ceremony at NAS North Island, Calif., Chief of Naval Operations Admiral Vern Clark formally introduced the MH-60S *Knighthawk* into the fleet.

“This helicopter will make our force more lethal and combat capable,” Adm. Clark said. He praised the men and women of the Helicopter Combat Support Squadron (HC) 3 *Packrats* for their hard work and dedication in making the *Knighthawk*’s fleet introduction a reality. HC-3 began diversifying the skills and backgrounds of its pilots, aircrewmembers and maintainers more than two years ago while preparing



CNO Adm. Vern Clark, right, presents a symbolic aviation logbook to Cdr. Rudy Lupton, HC-3 CO, during the MH-60 *Knighthawk* introduction ceremony on 8 February (PHAN Jason D. Landon).

to be the first fleet readiness squadron to fly the MH-60S. The first *Knighthawk* arrived at NAS North Island in December 2000, and

squadron pilots began training flights in the new aircraft in October 2001.

The *Knighthawk* will replace the CH-46D *Sea Knight* in its mission of carrier battle group logistical support, including vertical replenishment and personnel transport. Clark explained that the new helicopter “is infinitely important to the fleet because of its adaptability and ability to accomplish so many different missions.”

“The MH-60S is the first building block in a 20-year plan to recapitalize our helicopter force,” Capt. Greg Hoffman, officer in charge of the MH-60R/S fleet introduction team, said. “In the helo master plan, we’re



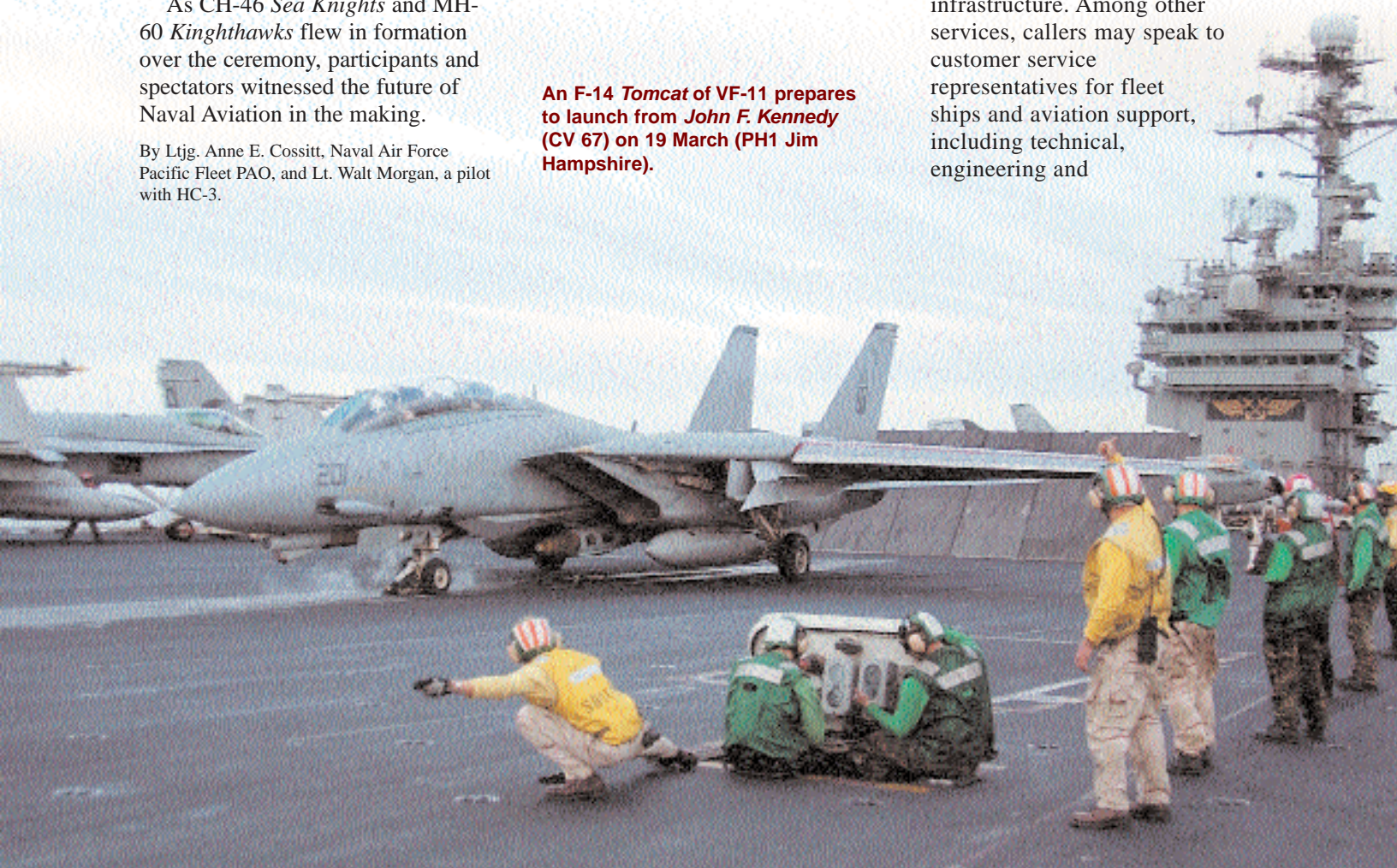
A formation of *Knighthawks* and H-46 *Sea Knights* fly over the MH-60S introduction ceremony on 8 February at NAS North Island, Calif.

going from seven airframes down to two as the Romeo and Sierra get outfitted with new systems and become more multimission capable.” HC-3 aircrews and maintainers are spearheading this transition, and HC-5 will be the first operational squadron to receive the new helicopter.

As CH-46 *Sea Knights* and MH-60 *Kingthawks* flew in formation over the ceremony, participants and spectators witnessed the future of Naval Aviation in the making.

By Ltjg. Anne E. Cossitt, Naval Air Force Pacific Fleet PAO, and Lt. Walt Morgan, a pilot with HC-3.

An F-14 *Tomcat* of VF-11 prepares to launch from *John F. Kennedy* (CV 67) on 19 March (PH1 Jim Hampshire).



MH-60 Trainer Delivered

Lockheed Martin’s new tactical operational flight trainer for the MH-60S *Knighthawk* is up and running at NAS North Island, Calif. The wide-field-of-view trainer includes a day-night high-fidelity visual system; a common glass cockpit; the ability to use night vision goggles; and expandable hardware and software to encompass additional missions such as combat search and rescue. A common visual system ensures commonality with other helo trainers, and core elements of this version will be used in upgrades to current SH-60B and SH-60F trainers.

Got a Question? Call NAVAIR

The Naval Air Systems Command’s Integrated Call Center gives Navy personnel 24-hour access to information and assistance from the shore-based infrastructure. Among other services, callers may speak to customer service representatives for fleet ships and aviation support, including technical, engineering and

logistics issues; submit a recommendation to the integrated ships maintenance and supply readiness review team; place a stock or requisition inquiry or find other supply information; and seek personal and family service support. Call 877-418-6824 for service.

SLAM-ER Scores Twice

The Standoff Land Attack Missile-Expanded Response demonstrated its “under the weather” capability during two successful launches at NAVAIR’s western test range complex. Fired from F/A-18Cs, the SLAM-ERs scored direct hits in minimum-range/low-altitude and medium-range/high-altitude launches. Both launches employed the weapon’s stop motion aimpoint update capability, which allows the target image to be frozen on the cockpit display screen and gives the pilot the ability to change the aimpoint up until the final .5 nm of the missile’s approach to the target.

JSOW Upgrade Testing Soars

In February the AGM-154C Joint Standoff Weapon unitary



Sgt. Nathan J. Ferbert

A Marine Medium Helicopter Squadron 165 (Reinforced) pilot preflights his AH-1W Super Cobra aboard Bonhomme Richard (LHD 6) on 4 March before a sortie in support of Operation Anaconda in Afghanistan.

warhead variant successfully completed a second demonstration of its waypoint navigation and autonomous target acquisition capability at the NAVAIR western test range complex. In the UK later that month, the missile demonstrated its

hard-target penetrating capability using the Broach penetration multistage warhead, which consists of a penetrating shaped charge in front of a conventional follow-through bomb.

Osprey Update

The V-22 *Osprey* is expected to resume developmental flight testing at NAS Patuxent River, Md., by summer. The Undersecretary of Defense for Acquisition, Technology and Logistics signed a program memorandum in December 2001 authorizing the *Osprey*’s return to flight, continued testing and production.

Carrier Clips

Kitty Hawk (CV 63)

received upgrades to defensive systems and scheduled maintenance to the flight deck and

engineering plant during an 11-week ship’s restricted availability period, and departed Yokosuka, Japan, on 12 March to begin sea trials.

Harry S. Truman (CVN 75) completed planned incremental availability at Portsmouth, Va., ahead of schedule and under budget, and completed sea trials on 26 February.

John F. Kennedy (CV 67) completed sea trials on 4 February following repairs.

Contract News

The Boeing Co. selected Atlantis Systems International, Inc., Toronto, Canada, for a \$4.2 million contract to upgrade the **E-6B TACAMO integrated avionics trainer**.

The Northrop Grumman Corporation’s Newport News sector received a \$150 million contract for nonpropulsion work on **Nimitz-class aircraft carriers** in San Diego,

HSL-60 MAKES FIRST FLIGHT



Left, the chocks are pulled for Reserve Helicopter Antisubmarine Squadron Light (HSL) 60’s maiden flight on 4 March at NS Mayport, Fla. **Jaguar** personnel Cdr. Don Burns, LCdr. Eric Humphreys, AW1 Jim Peters, and AD1 Shawn Robertson were the crew for the functional check flight. HSL-60 is the reserve force’s first SH-60B **Seahawk Light Airborne Multipurpose System MK III** squadron.



Calif., through 2007.

Northrop Grumman was awarded a \$24.9 million contract to develop and test the **BQM-74F**, an upgraded high subsonic aerial target that will more effectively emulate antiship cruise missiles or enemy fighter aircraft than its predecessors.

Mishaps

A Sailor was reported missing from *George Washington* (CVN 73) during training operations off North Carolina on 4 February. H-60 *Seahawks* from Helicopter Antisubmarine Squadron 3, NAS Jacksonville, Fla., assisted in the search, but the Sailor was not found.

A CH-46D *Sea Knight* of Helicopter Combat Support Squadron 6 operating from *Seattle* (AOE 3) was lost but the crewmen uninjured following a crash in the Virginia Capes during vertical replenishment with USNS *Mount Baker* (T-AE 34) on 7 February.

On 11 February a Marine Medium Helicopter Squadron 165 UH-1N “Huey” was destroyed and crewmen injured when it crashed in Kenya.

A An SH-60F of HS-8 flies plane guard for *John C. Stennis* (CVN 74) during Operation Enduring Freedom on 25 January (PHAN Tina Lamb).

Marine Aerial Refueler Transport Squadron 252 KC-130F *Hercules* was damaged and crewmen injured when it crashed at Twentynine Palms, Calif., on 11 February.

On 14 February a Marine Medium Helicopter Squadron 166 UH-1N “Huey” was damaged, two crewmen were killed and two injured when it crashed in California.

A Marine All-Weather Fighter Squadron 533 F/A-18D *Hornet* was damaged when it departed the runway after a hook-skip at Twentynine Palms, Calif., on 17 February. Both crew members ejected but one was killed.

On 2 March a Fighter Squadron 143 F-14B *Tomcat* was lost during launch from *John F. Kennedy* (CV 67) in the Mediterranean Sea. Both crew members ejected but the pilot was killed.

An AV-8B *Harrier* of Marine Attack Squadron 214 was lost but the pilot

uninjured following a crash off California while operating with *Tarawa* (LHA 1) on 7 March.

On 8 March the crew of a Fighter Squadron 211 F-14A *Tomcat* ejected and was safely recovered following a mishap upon landing on board *John C. Stennis* (CVN 74) in the Arabian Sea.

One crew member was killed when an HH-46D *Sea Knight* assigned to MCAS Beaufort, S.C., crashed during a search and rescue mission in the Atlantic Ocean on 9 March.

On 12 March three crew members of a Helicopter Antisubmarine Squadron Light 46 SH-60B *Seahawk* were killed following a crash during operations from *Hayler* (DD 997) in the Mediterranean Sea.

A Naval Strike and Air Warfare Center F/A-18A *Hornet* crashed at NAS Fallon, Nev., on 15 March. The pilot ejected safely and was recovered.