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AIRSCOOP

Edited by Wendy Leland

Rescue Employs New Harness

On 6 August the NAS Patuxent River, Md., search and rescue team retrieved a 71-year-old man stranded in a mud flat (see "People–Planes–Places," p. 38). This was the first rescue using the Tri-SAR harness, which has been fielded to select units throughout the Navy. The harness wraps around the rescuer's torso and under the legs and the hoist line connects near the waist, leaving the upper body free. The Tri-SAR's design allows the rescuer to direct-deploy to the scene of an incident and attend to the victim while staying connected to the hoist line. Opposite, rescue swimmer AO2 Brian Carey, who utilized the Tri-SAR in the above-mentioned rescue, demonstrates the new harness (photo by James Darcy).

Man-Overboard Alarms Tested

The *George Washington* (CVN 73) and *Abraham Lincoln* (CVN 72) battle groups are the testing ground for an electronic man-overboard indicator before its expected fleetwide deployment in 2003. When activated by contact with saltwater, a transmitter small enough to be carried in the dye-marker pouch of a float coat, right, sends a signal to the shipboard receiver. An alarm is sounded by the watch station, and the direction of the signal is indicated on the bridge. A portable direction finder can also be deployed on board the ship's rigid-hull inflatable boat to assist in the recovery.

Vernon Pugh

An F/A-18 Hornet of Air Test and Evaluation Squadron 23, NAS Patuxent River, Md., releases MK 83 bombs during advanced targeting forward-looking infrared (ATFLIR) adjacent stores separation testing over the Atlantic test range. This phase of testing is to verify safe separation of various weapons when released adjacent to ATFLIR on F/A-18C/D models.

PH3 Kittie VandenBosch

Bird Strike Radar Stands Up

As part of the Bird/Animal Aircraft Strike Hazard program, five Navy, Marine Corps and Air Force stations have begun using BIRDRAD, a bird-identification radar developed at Clemson University, S.C. A small utility trailer with a revolving satellite dish identifies bird activity near runways, storing radar images as graphic files which can be studied to predict problem areas. Scientists can also use the data to study trends in bird movement, and to identify areas where birds congregate so that an area can be modified to make it less of an attractant.

PDAs Simplify Arresting Gear Maintenance

The Naval Air Systems Command (NAVAIR), Lakehurst, N.J., selected the V-2 Division on board *Harry S. Truman* (CVN 75) to employ a new system to perform arresting gear maintenance checks using personal data assistants (PDA). Rather than viewing and submitting maintenance-related forms on paper, a mechanic can view all maintenance check information on the PDA, log data during the check and email the completed checklist to the NAVAIR fleet liaison office on board the carrier.

Discrepancy Reporting Goes Online

In July the Naval Air Systems Command launched a new website to enable the fleet to submit engineering investigation (EI) and hazardous materials reports online. The system accommodates all Naval Aviation support and aircraft launch and recovery equipment, and is linked to the Defense Message System to ensure fleet units without internet access can obtain critical EI information via message. To access the system, log on to https://namdrp.navair.navy.mil.

For the Record

On 24 July Lt. Corey L. Prichard of Strike Fighter Squadron 115 became the first pilot to achieve a trap in the **F/A-18E Super Hornet** during the jet's first combat deployment, on board *Abraham Lincoln* (CVN 72), above.

The **RQ-8A Fire Scout** vertical takeoff and landing tactical unmanned aerial vehicle completed its first in-flight sensor payload demonstration at Naval Air Weapons Station, China Lake, Calif., on 16 August.

The first completely refitted **AH-1Z Super Cobra**—including the integrated all-digital cockpit with LCD display panels and new target sighting system—made its first flight on 26 August at NAS Patuxent River, Md.

On 21 August ***Enterprise* (CVN 65)** was refloated and moved from dry dock to a nearby berth at Norfolk Naval Shipyard, Va., for

the final stage of her extended dry dock selected restricted availability, scheduled to conclude in January 2003.

***Ronald Reagan* (CVN 76)** conducted catapult testing at Northrop Grumman Newport News, Va., on 19 September.

Mishaps

An AV-8B Harrier II of Marine Attack Squadron 231 crashed in Pamlico Sound, N.C., on 22 July. The pilot ejected safely; the aircraft was destroyed.

On 26 July an F/A-18A Hornet of Marine Fighter Attack Squadron 312 crashed in Arkansas. The pilot ejected safely; the aircraft was destroyed.

A T-34C Turbo-Mentor of Marine Fighter Attack Training Squadron 101 crashed near Big Bear City, Calif., on 6 August. The pilot was injured and the aircraft destroyed.

On 16 August a TH-57C Sea Ranger assigned to Training Air Wing 5 was damaged but there were no fatalities following an attempted emergency landing at Holley Field, Fla.

Photos by James Darcy

Right, an E-2C test pilot checks out the Hawkeye cockpit that now serves as an extension of the Flight Deck Lounge at NAS Patuxent River, Md., above.

An SH-60B Seahawk of Helicopter Antisubmarine Squadron Light 43 crashed into the sea while operating from *Mobile Bay* (CG 53) in the Arabian Gulf on 6 September, killing one passenger.

Three crew members were killed when an S-3B Viking of Sea Control Squadron 22 crashed in the Caribbean Sea while operating

PH2 Frederick McCahan

An MH-60S Knighthawk assigned to Helicopter Combat Support Squadron 3 approaches the experimental high-speed vessel *Joint Venture* (HSV X1) during operations off southern California on 2 August.