

# PEOPLE PLANES PLACES

Edited by J03 Dan Ball



LCpl. Carl F. Schnauer IV

## Awards

The awards presented during the 32nd annual **EA-6B Prowler Week** were as follows: Bud White Civilian of the Year, Rodney Smith; ALQ-99 Excellence Award, Jill Serbousek; Intelligence Officer of the Year, Ltjg. Timothy Chesser; Ground Maintenance Officer of the Year, Lt. Mark Branham; Landing Signal Officer of the Year, Lt. Steven Armstrong; Prowler Tactics Instructor of the Year, LCdr. Jeffery McCreary; Prowler Tactical Excellence Squadron, VAQ-135; Admiral Arthur W. Radford Award, VAQ-137; Maintenance Squadron of the Year, VAQ-136; Fleet Replacement Pilot of the Year, Capt. Guy Farmer; Fleet Replacement ECMO of the Year, Ltjg. Elizabeth

**Capt. Kevin Trimble directs Marines to a landing zone as elements of the 22nd Marine Expeditionary Unit (Special Operations Capable) conduct a long-range raid rehearsal from Wasp (LHD 1) into Djibouti, Africa. The training included aerial refueling of Marine-laden CH-53E Super Stallions.**

Walker; Pilot and ECMO Instructors of the Year, Lt. Dodd Wamberg and Lt. Dan Lindquist; "Seadog" Fodor Memorial Award Squadron Leader, LCdr. James Frampton; and Admiral John Perry Award, Capt. Doug Swoish.

The Society of Engineers and Scientists named Greg Baughman of the H-1 upgrades program at NAS Patuxent River, Md., winner of the 2002 **John E. Burdette Memorial Award**. The peer-selected award is

named after a Naval Air Test Center project engineer who was killed after the helicopter in which he was conducting a test flight crashed. It honors an outstanding flight test project engineer at the Naval Air Warfare Center, Aircraft Division.

The 2002 aviation community recipients of the **Navy and Marine Corps Command Excellence in Health Promotion Awards** were: *John F. Kennedy* (CV 67), *George Washington* (CVN 73), *Boxer* (LHD 4), *Essex* (LHD 2), MCAS Cherry Point, N.C., and NAS Brunswick, Maine.

LCdr. Chris Eagle, a former A-6E Intruder Naval Flight Officer and currently an instructor at the Naval Postgraduate School, was awarded

Sailors aboard *Harry S. Truman* (CVN 75) raise the first Navy Jack at morning colors, commemorating the events of 11 September 2001. The Secretary of the Navy directed that all Navy ships fly the historic jack in place of the Union Jack until the end of the war on terrorism. President George W. Bush proclaimed 11 September 2002 as the first observance of Patriot Day to honor those lost in the terrorist attacks.



PH2 John L. Beeman

the **Rear Admiral John Jay Schieffelin Award** for teaching excellence.

VF-213 received the 2001 CNO-sponsored **Admiral Joseph C. Clifton Award** for meritorious achievement by a fighter squadron. Additionally, squadron pilot LCdr. Kevin Claffy was selected as the NAVAIRPAC 2001 **Fighter Pilot of the Year**. The award is presented annually to the top F-14 Tomcat pilot for exceptional warfare

proficiency, professionalism and contributions to carrier-based fighter aviation.

NAR Brunswick, Maine, was the 2001 **Golden Helm Retention Award** winner. The award honors the highest level of overall retention by a naval air reserve command. NAR Brunswick is tasked with supporting the training and administration of all naval air reserve activities throughout New England.

## Scan Pattern

New testing methods in the Navy **drug-testing program** take aim at Ecstasy and amphetamines and reemphasize the Navy's "zero tolerance" policy. In June the Navy began using screening reagents—substances used in a chemical reaction to detect other chemicals—for the identification of specific drugs in the initial testing of all urine samples submitted to laboratories. The Navy began testing for Ecstasy in 1994, and the overall

## MORE THAN MAIL . . . COD DELIVERS THE STARS



PH1 Jim Hampshire

Above, a C-2A Greyhound lands aboard *John F. Kennedy* (CV 67). Morale-boosting mail is only part of the cargo that Fleet Logistics Support Squadron (VRC) 40 delivers to all six East Coast carriers. The Norfolk, Va.-based unit transports everything from jet engine parts, to Sailors in need of medical attention, to visiting movie stars, such as Bruce Willis (right). VRC-40 delivered the actor and fellow cast members to *Harry S. Truman* (CVN 65) for a tour to research the upcoming film *Tears in the Sun*.



PH1 Brien Aho

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rate of drug use continues to decline. Through April 2002, the number of overall positives out of the number of total samples submitted was 0.62 percent, compared to 0.77 percent during the same time in 2001. Even with such low numbers, the Navy plans to continue seeking advanced technology to detect illegal drug use.

This fall, Navy commands provided **indoctrination classes** for its newest petty officers and chief petty officers. In addition to leadership skills the students learned about values, discipline and Navy standards while building a foundation for future self-development. The Chief Petty Officer indoctrination includes courses on career management and manpower and personnel distribution. The most recent versions of the Petty Officer and Chief Petty Officer indoctrination courses are being distributed to all naval commands on CD-ROM. The courses are also available online at [www.cnet.navy.mil](http://www.cnet.navy.mil).

## Records and Anniversaries

On 31 July, **Cdr. Tom Meadows**, CO of VFA-83, completed his 1,000th trap, on board *George Washington* (CVN 73).

**Capt. Bob Buehn**, CO of NS Guantanamo Bay, Cuba, and **Cdr. Chris Lindberg** both surpassed 5,000 career flight hours while at the controls of the station's UC-12B Huron.

Pilots and aircrews of **HX-21** and **VX-1** reached 500 flight hours in the MH-60R multimission helicopter prototype.

VAQ-139 XO **Cdr. Scott Poppeter** achieved 3,000 flight hours in the EA-6B Prowler on 22 April, on board *Abraham Lincoln* (CVN 72).

VAQ-136 CO **Cdr. Steven Baxter** logged his 3,000th flight

hour in the EA-6B Prowler on 22 March, aboard *Kitty Hawk* (CV 63).

F/A-18C Hornet squadron **VMFA-314** surpassed 1,150 flight hours in one month, January, aboard *John C. Stennis* (CVN 74).

**VMFA(AW)-332** surpassed 90,000 Class A mishap-free hours while supporting operations in Thailand during Cobra Gold 2002.

**VAW-112** surpassed 61,000 Class A mishap-free flight hours.

**VPU-1** completed 39,400 Class A mishap-free flight hours.



AW1 Gary L. Phillips

## Rescues

On 4 March a **CGAS San Diego**, Calif., HH-60 Seahawk rescued a downed hang glider pilot in the mountains outside of Temecula, Calif. Flying with night-vision goggles, the pilots located the victim approximately 400 feet below the crest of a hill on the side of a canyon. The helicopter had to perform the hoist from 150 feet above the victim, much higher than usual. The crew's rescue swimmer was lowered to the ground, followed by the litter. The swimmer carried the litter 25 yards uphill to the victim, and piled dirt under the litter to level it. Once the victim was secured in the litter, the helicopter descended as far as possible and hoisted them up. High winds caused

the litter to revolve rapidly in midair. As it neared the helicopter the flight mechanic attached himself via the gunner's belt to the aircraft, leaned out as far as he could and steadied the litter. The victim was flown to a nearby hospital.

A **VP-9** aircrew aboard a P-3C Orion located a man who had been adrift for two days and braved 10 to 15 foot seas on a kayak 188 miles southeast of Honolulu, Hawaii. After locating the kayaker, the aircrew of the P-3 orbited the site and called in a Coast Guard C-130 Hercules and HH-65 Dolphin (below). The P-3 crew then switched to scene-of-

action commander to direct the efforts of the rescue. The Dolphin hoisted the survivor to safety and transported him to the hospital.

The **NAS Patuxent River, Md., search and rescue (SAR) team** rescued a man who had run his personal watercraft aground in a nearby wetland that became inaccessible when the tide went out. The man tried to walk out of the area but nearly drowned in the deep mud. Rescue crews from the local fire department were able to reach the man but could not retrieve him. The SAR team's UH-3H Sea King located the victim, deployed the rescue swimmer using the new Tri-SAR harness (see Airscoop, p. 7) and hoisted the pair aboard, then flew to a nearby landing zone and

*continued on p. 40*

# NAVAIR TEAMS WITH ARMY SPECIAL FORCES

By Renee Hatcher, NAVAIR Public Affairs



PH1 Jim Hampshire

The Naval Air Systems Command (NAVAIR) F-14 Program Office (PMA-241) sent one of its own to the front-lines of the war in Afghanistan to help improve the situational awareness of Army Green Berets on the ground.

“The thrust of PMA-241 has always been to provide service to the fleet,” said Capt. Peter Williams, F-14 program manager. “We have been the ultimate technology provider for the F-14 community, but when we can go beyond that and help our brethren in the Army, it’s an exceptional thing.”

Kevin Morse, PMA-241’s deputy assistant program manager for logistics, and two contractor support personnel spent about three weeks in Afghanistan establishing connectivity between Army Special Forces and Navy tactical aircraft for the exchange of imagery and intelligence. NAVAIR loaned the Army four fast tactical imagery (FTI) laptop computers, a technology developed by PMA-241, that can retrieve and send information in near-real-time.

The need for such a capability was identified by an F-14 Tomcat aviator from Carrier Air Group 7, who was on a one-month assignment with the intelligence center at the Army Air Base in Bagram. He saw that the special forces group in the Kabul area was not getting the imagery intelligence as quickly as needed.

In Afghanistan, Morse located the equipment, made the necessary connections and trained the Army Green Berets on how to use FTI laptops to communicate with Navy F-14 squadrons VF-143 and VF-11. “The special forces were not getting any near-real-time imagery from tactical aircraft in the theater of operations,” Morse said. “FTI enabled the F-14 crews to transmit images to the ground troops within two minutes.”

This two-way communication system lets the ground troops send images back to the Tomcats. This capability

**A VF-143 F-14 Tomcat launches from the flight deck of John F. Kennedy (CV 67) in support of Operation Enduring Freedom.**

is also compatible with the Army’s AH-64 Apache helicopter, and FTI is expected to be used on the F/A-18E/F Super Hornet.

FTI was first used during operation Southern Watch in 1999. It allowed aircraft to launch from a carrier without a predetermined target, acquire a target,

transmit imagery back to the ship and get permission to strike during flight. “This capability represents the highest standard in warfare technology,” Williams said. “Our mission is to enable absolute combat power through technologies that deliver matchless capabilities.”

Meeting those high standards and delivering superior technology is no small feat, but doing it in a Third World country during a war presents unique challenges. A former Army Ranger, Morse is no stranger to hazardous and primitive conditions, but what he experienced in Afghanistan was unlike anything he had ever seen. He spent three weeks with spiders the size of one’s hand in 106-plus degree temperatures at 5,000 feet, where dust storms were a part of daily life.

“It was a really bad place to be with a lot of people going through a lot of hardships,” Morse said. “But it was very rewarding to know I was doing something in support of the war against terrorism.”

The Army will continue to use available Navy assets to collect imagery. While Morse was in Afghanistan, PMA-241 sent contractor support personnel to Fort Bragg to provide FTI training for another Army division preparing to leave for Afghanistan. “The special forces were very grateful for the help we provided in performing their mission,” Morse said. “There was no separation between Navy and Army. We were just Americans working together.”

For more news from NAVAIR, go to [www.news.navy.mil/local/navair](http://www.news.navy.mil/local/navair).



Left, a UH-3H Sea King embarked aboard *LaSalle* (AGF 3) makes a low pass while searching for a merchant ship sailor who fell overboard south of Malaga, Spain, on 16 August. The helo crew located and recovered the sailor's body with the help of a recovery team in *LaSalle's* rigid-hull inflatable boat. Below, on 14 July LCdr. Grant Mager of VFC-12 preflights his F/A-18 Hornet on "SELRES Sunday," in which all squadron personnel supporting a flight of two Hornets from NAS Oceana, Va., were selected reservists.

transferred the man to an ambulance. After warming and rehydration, he was released without hospitalization.

Three Sailors from **PCU *Ronald Reagan*** (CVN 76) put out a large fire at the base of a federal building in Newport News, Va. ABH2 Cameron Fisher, ABH3 Demetrius Jackson and ABHAA Eliseo Granada, Jr., were on their way home from work when they observed the fire and stopped to help. Despite heavy smoke and flames outside the front entranceway, they ran inside and evacuated 25 people and used fire extinguishers to put out the blaze. Afterwards, they stood by in case the fire reflashed and waited until the local fire department arrived. As they were leaving the scene, a district judge

who worked in the building stopped them to get their names and commend them. He later said, "They took care of business and didn't think it was a big deal. I wanted to recognize that." The Sailors received the Navy and Marine Corps Achievement Medal for their examples of honor, courage and commitment.



JO2 Sarah R. Langdon

## CHANGE OF COMMAND

**CAGRU-2:** RAdm. John Stufflebeem relieved RAdm. J. J. Quinn, Jr., 20 Jun.

**CVW-5:** Capt. Patrick Driscoll relieved Capt. Michael J. Galpin, 2 Aug.

**FITWINGLANT:** Capt. William G. Bond relieved Capt. Mark N. Clemente, 19 Jul.

**HC-4:** Cdr. Michael J. Fitzpatrick relieved Cdr. Daniel E. Braswell, 31 Aug.

**HS-11:** Cdr. John Schoeneck relieved Cdr. K. B. Canady, 1 Aug.

**Kearsarge (LHD 3):** Capt. Terrence McKnight relieved Capt. Steven Schlientz, 19 Jul.

**MCAS Yuma, Ariz.:** Col. James J. Cooney relieved Col. Mark E. Condra, 11 Jul.

**NAF Atsugi, Japan:** Capt. Donald W. Aiken relieved Capt. Kevin P. McNamara, 27 Jun.

**NAS Oceana, Va.:** Capt. Jeffrey M. Cathey relieved Capt. Stephen S. Voetsch, 22 Jul.

**NAVAIRLANT:** RAdm. James Zortman relieved RAdm. Michael D. Malone, 10 Jul.

**NAVAIRPAC:** VAdm. Michael D. Malone relieved VAdm. John B. Nathman, 2 Aug.

**TACRON 2286:** Cdr. John Nankervis relieved Capt. Terrance Fitzpatrick, 22 Sep.

**Tarawa (LHA 1):** Capt. John H. Bowling relieved Capt. James L. Clark, 22 Jul.

**VAQ-136:** Cdr. Stephen P. McInerney relieved Cdr. Steven Baxter, 8 Aug.

**VAW-115:** Cdr. Thomas Carroll relieved Cdr. James E. Otis, 6 Aug.

**VAW-124:** Cdr. Vincent C. Bowhars relieved Cdr. John S. Andrews, 3 Sep.

**VAW-125:** Cdr. Glen Ackermann relieved Cdr. Harry Robinson, 30 Jul.

**VFA-204:** Cdr. Thomas L. Egbert relieved Cdr. Barry Behnfeldt, 10 Aug.

**VP-69:** Cdr. Scott R. Butler relieved Cdr. Christopher A. Patton, 31 Jul.

**VQ-7:** Cdr. Michael J. Ottinger relieved Cdr. William D. Sanders, 7 Jun.

**VS-21:** Cdr. Steve Pettit relieved Cdr. Rich Farrel, 26 Aug.

**VS-24:** Cdr. R. B. Robinson relieved Cdr. Brian E. Luther, 13 Sep.

**VT-7:** Cdr. Mark S. Kinnane relieved Cdr. Michael J. Sherlock, 19 Jul.

**VT-10:** Cdr. Michael T. Moran relieved Lt. Col. John S. Clark, USAF, 18 Jul.



PHAN Jessica Davis

V-2 Division greenshirts inspect arresting gear wires on *George Washington* (CVN 73).

## PRIOR ENLISTED TAKE THE HELM

By JOSN Chad Runge, *Constellation* (CV 64) Public Affairs

As *Constellation* (CV 64) returned to home port in San Diego, Calif., after “slam-dunking” her training availability exercises and final evaluation problem, something was different than normal. Strictly by coincidence and the rotation of personnel on the watchbills, the entire bridge-watch team, as well as the engineering officer of the watch, were all prior-enlisted commissioned officers.

In today’s Navy, there are many programs to ensure Sailors “stay Navy” when it comes time to reenlist, including commissioning programs. “I joined the Navy in 1980 as an E-1,” said Lt. Tom Murphy, junior officer of the deck. “I was a Chief Radioman with an associate’s degree. The Navy sent me to college and on completion of my bachelor’s degree, I was commissioned as an ensign.”

Lt. Murphy is one of many Sailors who have used

the Enlisted Commissioning Program to gain their commission. CWO Darwin Triplett, engineering officer of the watch, had a similar decision to make, but chose a different path. “My former commanding officer pushed me to take a commission as a chief warrant officer,” said Triplett. “I was up for master chief for the first time as well, but I got selected for the warrant officer position. It’s been a very fulfilling job. I love it.”

“Gaining my commission has added a lot of responsibility,” said conning officer CWO Leon Quarles. “It gives me many more chances to take a leadership role in the operation of the ship.”

Sailors interested in a commission should research all of the available programs because some are more appropriate for one Sailor than another. “Seeing us together, working as a team should inspire young individuals,” said Murphy. “This should motivate them to get a commission, or stay Navy.”

For more *Constellation* news, visit [www.navy.mil/](http://www.navy.mil/)

# FIRST CIA-TRAINED SPECIALISTS TO TR BATTLE GROUP

JO2 Jd Walter, Task Force EXCEL Public Affairs

The Navy's first class of 24 culinary specialists to attend the Culinary Institute of America's (CIA) foundation course instead of Mess Management "A" school reported to their first commands, all ships of the *Theodore Roosevelt* (CVN 71) battle group, home-ported in Norfolk, Va. The course is one of many projects helping the Navy determine the feasibility of incorporating civilian training with its own.

The three-month pilot program is the first time the institute has been used in place of an already established military school. "This initiative is about finding the best possible training solutions to ensure the success of our Sailors," said Cdr. Tala J. Welch, CO, Navy Technical Training Center, Lackland AFB, Texas. "Whether that solution is a military course or a civilian institute, we want what is best for our people."



The Revolution in Training, a CNO initiative to increase mission accomplishment by refocusing attention on individual excellence, brought the Navy and the CIA together last year as part of a project to revamp the mess management specialist occupation by incorporating college credits and industry certifications into professional development to maximize individual Sailor potential. "We must have a commitment to education and learning that will arm our Sailors to excel," said CNO Adm. Vern Clark.

"We owe those who promise to serve the best possible training throughout their Navy experience so they can succeed and prosper in their professional and personal lives."

For more on the Revolution in Training and the

## NATIONAL AVIATION HALL OF FAME

The National Aviation Hall of Fame's annual enshrinement ceremony took place in Dayton, Ohio, on 20 July. Four individuals were inducted for their achievements and contributions to aviation.

Retired VAdm. James B. Stockdale, right, is best remembered for his heroism as a Vietnam prisoner of war and as Ross Perot's vice presidential running mate in 1992. The highly decorated Naval Aviator was shot down and taken prisoner by the Viet Cong in 1965, and held until February 1973.

Frank N. Piasecki's PV-Engineering Forum built the world's first tandem-rotor helicopter, called "the flying banana," for the Navy. By 1946 Piasecki Helicopter Corporation was designing and producing helicopters for the U.S. Navy, Army and Air Force. Bottom right, Piasecki's son John accepts the award for his ailing father.

Retired Air Force fighter pilot Lt. Col. Dick Rutan flew in Vietnam combat and later as a test pilot who set speed and distance records.

WW II ace and tactician Hubert "Hub" Zemke was a preeminent



# WASP SAILORS TAKE ADVANTAGE OF NATURALIZATION OPPORTUNITY

By JO1(SW/AW) Crystal M. Raner, *Wasp* (LHD 1) Public Affairs

Most Sailors wouldn't think twice when they see American citizenship as a requirement for a special program. Yet some of the Navy's most dedicated Sailors come from countries such as Columbia, the Dominican Republic, Haiti, India, Mexico and Poland. Soon, many of them will have the same opportunities that American citizenship affords.

President George W. Bush signed an executive order expediting naturalization of aliens and noncitizen nationals serving on active duty during Operation Enduring Freedom. More than 25 Sailors from *Wasp* (LHD 1) will take advantage of the executive order and earn their American citizenship, which for some is a necessary stepping stone for achieving their career goals.

*Wasp's* legal office is assisting these Sailors with the required paperwork. "Helping my shipmates is my number one job on board *Wasp*," said LN1(SW/AW) Gilbert Gifford. "Often, a Sailor's citizenship is what keeps them from certain Navy ratings. Besides supplying the necessary forms and paperwork, I hope my experience in the Navy will help them obtain their dreams."

Shortly after his 18th birthday, SKSN(SW/AW) Luigi Cuzzi of Bogota, Columbia, came to America. He joined the Navy in December 2000 to earn money for his college education. "The first thing I want to do when I become a U.S. citizen is to submit my package for an officer program or become an information technician," Cuzzi said. "Some people take their U.S. citizenship for

granted. I am very proud to be in the Navy and representing a powerful country. Participating in ending terrorism makes me feel like I am doing something to protect the American way of life."

ABH3(AW) Konrad Otachel joined the military to honor his grandfather. "My grandfather fought German Nazis during WW II and spent some time in a concentration camp," said Otachel, a native of Poland. "I joined the Navy to help prevent situations like the camps from happening to other people in other countries. The Navy also offers me a good living."

Since the president's executive order, *Wasp* Sailors have been very supportive of their shipmates applying for U.S. citizenship.

"American citizen or noncitizen, all U.S. Navy Sailors proudly salute the nation's flag," said

CTR1(SW/AW) Teresa Arnold. "When we stand in ranks at attention, we don't notice each other's nationality or question each other's commitment to the Navy or America. We see a fellow shipmate. I hope by earning their citizenship, they will achieve what they set out to accomplish in the Navy and in life."

AK3 William Raphael, a native of Haiti, came to the United States when he was 12 years old. He remembers his country always being in turmoil and is thankful America is a much safer place to live. Raphael joined the Navy to see the world and earn money for college. He quickly caught on to some of America's favorite pastimes. "I enjoy Fourth of July celebrations the most," said Raphael. "The Caribbean offers a simpler, slower paced lifestyle, but it

doesn't have college football and the NBA finals."

Whether to choose a different Navy rating or to become a citizen of the country they are honored to protect, *Wasp* Sailors are taking advantage of the president's executive order. Already seen as shipmates by *Wasp* crew members, they will soon be American citizens.

For more news from *Wasp*, go to [www.news.navy.mil/local/lhd1](http://www.news.navy.mil/local/lhd1).

