

PEOPLE PLANES PLACES

Edited by JO3 Dan Ball



PHAN Jessica Davis

Awards

Theodore Roosevelt (CVN 71) took home top honors as the **2001 Battenberg Cup** winner. The cup is presented annually to the Atlantic Fleet Battle Efficiency winner with the greatest accumulation of crew achievements. *TR* also won the **2001 Capt. Edward F. Ney Award** for food excellence and the **2001 Admiral Flatley Memorial Award** for safety.

The **2001 Grampaw Pettibone Award** winners were VAQ-136 and Lt. Christopher Sullivan of VAQ-132. The award is presented every calendar year to the organization and individual who contributed the most toward aviation safety through publications.

ET2(SW) Timothy J. Spillan was named the **2001 Vice Admiral William P. Lawrence Air Traffic**

A02 Jeremy Moore checks a Sidewinder missile on a VFA-34 F/A-18 Hornet on the flight deck of George Washington (CVN 73).

Control Technician of the Year.

Belleau Wood (LHA 3) won a **2001 CINCPACFLT Golden Anchor Award** for retention.

For the third straight year, VF-11 won the **AIRLANT Grand Slam** award for most effectively employing air-to-air weapons during the year.

The Green Hornet Team of the F/A-18E/F Acquisition Program, NAS Patuxent River, Md., won the **CNO Environmental Excellence in Weapon System Acquisition**

The Naval Aviation Museum Foundation presented its annual awards to outstanding contributors in Naval Aviation. The **2001 Admiral Arthur W.**



JO3 Dan Ball

Radford Award for excellence in Naval Aviation history and literature was presented to Hal Andrews (left) for four decades of significant contributions. The **2001 R. G. Smith Award** for excellence in Naval Aviation art was presented to Keith Ferris (right), an internationally acclaimed aviation artist.



Award for its approach to incorporating environmental awareness and pollution prevention into their planning decisions.

The **2002 Atlantic Fleet Aviation Boatswain's Mate of the Year** title was awarded to ABE1(AW/SW) Jon Clark of *Enterprise* (CVN 65).

Helicopter Training Squadron 8, NAS Whiting Field, Fla., and Training Squadron 10, NAS Pensacola, Fla., each received **CNET 2002 Training Excellence Awards** for providing the highest quality of training to Sailors around the world.

VF-154 on board *Kitty Hawk* (CV 63) won the **CVW-5 Top Hook**

Award.

Recognizing exceptional examples of safety and occupational health program improvements, the **2001 Secretary of the Navy Achievement in Safety Ashore Awards** for the aviation community went to: Large Industrial Activity, NAVDEP Jacksonville, Fla., and Out-CONUS Non-Industrial, NAS Keflavik, Iceland.

Chief Petty Officer Bart Reabe performs preflight checks on an SH-60 Seahawk assigned to the HS-15 Red Lions on board George Washington (CVN 73).

PHAN Jessica Davis



Scan Pattern

A new graduate education program aimed at the enrichment of Naval Aviation and the professional growth and development of aviation officers is targeted for rollout at NAS Lemoore, Calif., and NAS Whiting Field, Fla. During September the Naval Postgraduate School (NPS) is offering an **executive master of business administration (EMBA)** program to aviation officers who meet entrance criteria. The EMBA course consists of a 24-month curriculum, resulting in a financial management degree. Prior to beginning the course, the student must attend a one-week, no cost to their command, TAD introductory course at the NPS. Most of the program will be conducted on Navy time at no expense to the student. The class combines web-based and classroom instruction two Fridays each month and an occasional requirement for Saturday instruction. Obligated service is a part of the complete degree program, and DOD graduate education policy GREEMAIN applies and will be served concurrently with any existing obligation. This obligation will begin one year after program enrollment rather than upon degree completion. For more information go to www.bupers.navy.mil.

Records and Anniversaries

On board *Harry S. Truman* (CVN 75), **Cdr. Ted Carter** completed his

1,646th trap in a VF-32 F-14 *Tomcat*.

HC-3 celebrated its 28-year anniversary and has completed over 176,000 mishap-free flight hours.

On board *Kitty Hawk* (CV 63) the deputy commander of CVW-5, **Capt. Patrick Driscoll**, completed his 1,000th trap in a VFA-192 F/A-18 *Hornet*.

VX-20 surpassed 38,015 hours during 10 years of Class A mishap-free flying.

On 22 April aboard *Abraham Lincoln* (CVN 72), VAQ-139 XO **Cdr. Scott Pollpeter** achieved 3,000 hours in the EA-6B *Prowler*.

Rescues

On 24 February a **Coast Guard C-130 Hercules from San Juan, P.R.**, investigated an emergency radio beacon signal and

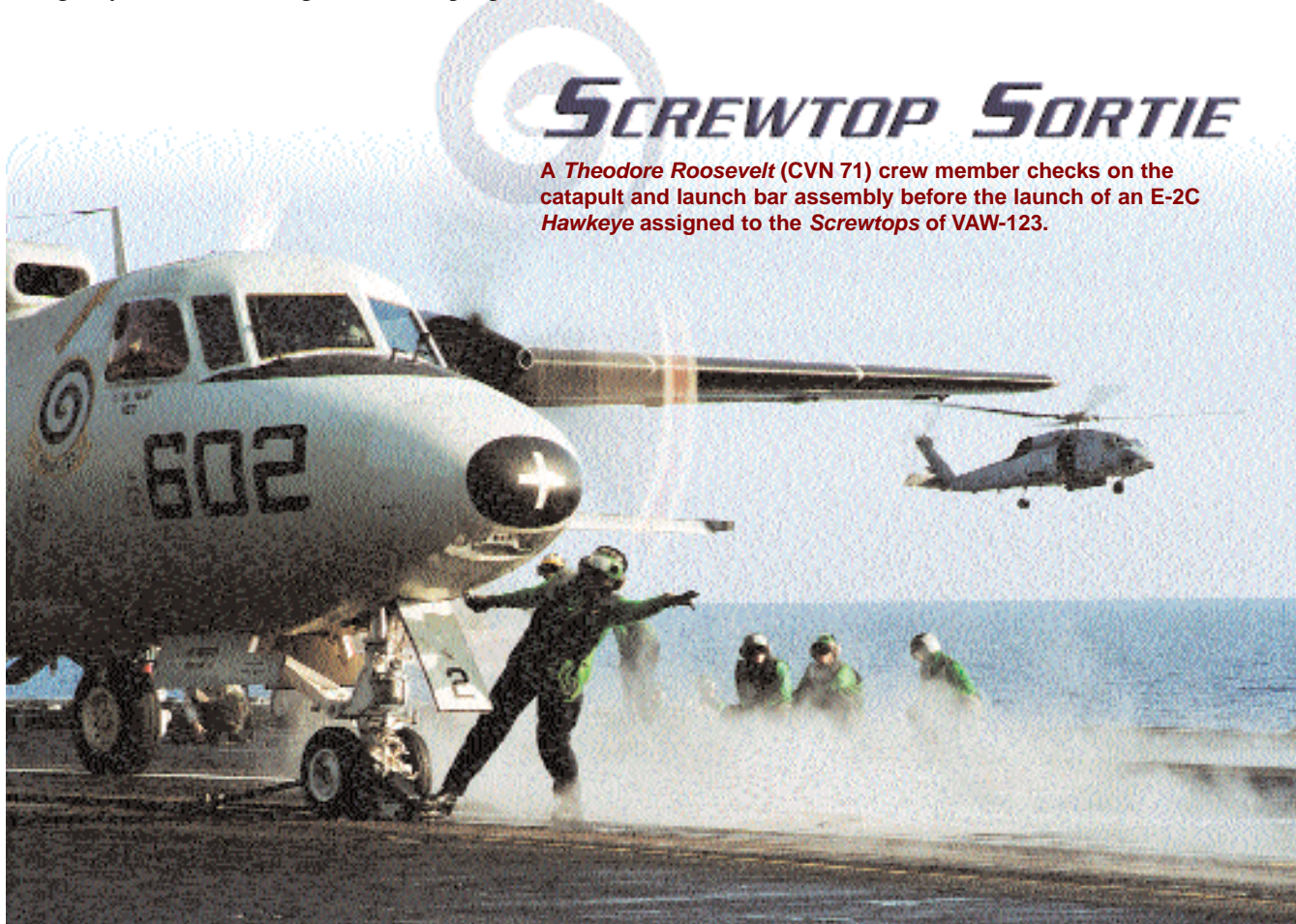
2001 AVIATION SQUADRON BATTLE EFFICIENCY WINNERS

Category	Pacific	Atlantic
VF	VF-213	VF-102
VAQ CVW	VAQ-135	VAQ-137
VAQ EXP	VAQ-133	N/A
VFA	VFA-97	VFA-15
VS	VS-29	VS-24
VAW	VAW-117	VAW-123
VP	VP-9	VP-5
HS	HS-6	HS-11
HSL	HSL-47	HSL-42
HC	HC-11	HC-6
HM	N/A	HM-14
VQ EW	VQ-1	N/A
VQ TACAMO	VQ-3	N/A
VPU	VPU-2	N/A
VRC, VC	N/A	VRC-40

spotted an inflatable dingy and life raft lashed together with four people on board. The aircrew

dropped a radio to the survivors and learned that their 53-foot sailboat had struck something in the water the night before and sank within minutes. Since their location was 130 miles from St. Croix, U.S. Virgin Islands, they were out of range of the Coast Guard's HH-65 *Dolphin* helicopters. The Coast Guard contacted **VC-8** at NS Roosevelt Roads, P.R., which put together a crew for its UH-3H *Sea King*. The helo arrived on scene following a 1.5-hour transit and deployed a rescue swimmer, who determined that there were no serious injuries among the survivors.

After 45 minutes of fighting large swells, the swimmer was able to hoist all of the victims aboard the



A Theodore Roosevelt (CVN 71) crew member checks on the catapult and launch bar assembly before the launch of an E-2C Hawkeye assigned to the Screwtops of VAW-123.

PH3 Travis Ross

NAVY INVESTIGATES FIREFIGHTING TRAINING OPTIONS

By JO2 Jd Walter, Task Force EXCEL Public Affairs

Seeking out training and educational solutions from the civilian sector is a primary focus of the Navy's Revolution in Training initiative. Taking the best that industry offers and adapting it to Navy needs provides Sailors with proven and respected training certifications and professional credentials, while creating a more efficient and effective training program for the Navy.

At the International Center for Emergency Response Training Academy (ICERTA), Ocala, Fla., the temperatures soar as two fire hose teams advance into a towering inferno. Black smoke curls into the afternoon sky, blotting out the sun. Underneath 70 pounds of Nomex, beads of sweat roll into the eyes of the Sailors, stinging as they struggle to subdue a 1,000-degree propane fire.

This course is part of the CNO's initiative to revolutionize Navy training and education. At ICERTA, eight Sailors are earning not only professional firefighting certifications, but also college credits. This ensures that Sailors are not only employed, but employable.

Through the eight weeks of arduous schedules and intense heat, the course receives nothing but accolades from the students. All



Don Smith

coming from damage control backgrounds, they represent a cross-section of Navy platforms, from fleet training centers to precommissioning crews and aircraft carrier flight decks. Likewise, the class ranges from the enlisted ranks of second-class petty officer to chief warrant officer. Despite their years of experience in the Navy, the ICERTA course is still teaching them new ways to go about the business of fighting fires.

"There is a big difference between fighting fires aboard a ship and fighting a house fire," said HT1(SW) William Stevens, Fleet Training Command Atlantic Fleet, Norfolk, Va. "If necessary, you can leave a burning house and fight the fire from the outside. Aboard a ship, there is no leaving until the

fire is out, and if we don't put it out, we don't go home, ever." Stevens sees great benefits for the Navy damage control program in outside training, "Even though the techniques aren't always the same, this training provides a new way of thinking about fighting fires."

A new way of thinking is exactly what the Revolution in Training is all about. The course began with Sailors completing an intensive Firefighting I and II section, the initial course required for all civilian firefighters, which included practical applications on vehicle, structure and gas fires. Students also completed training in rappelling, search and rescue and ladder handling. The course merges several ICERTA components specifically for the Navy.

Upon completion of the course each Sailor will receive International Fire Service Certification and Accreditation Commission certifications in Fire Fighter I and II, Hazardous Materials Awareness and Operations, Fire Instructor I, and Fire Officer I and II. The certifications will be issued through the Missouri State Fire Marshall's office. Additionally, each student will be awarded eight credits from the University of Missouri, which can be applied to a degree in the field of fire science.

helo and they were taken to the Roosevelt Roads naval hospital for treatment.

Coast Guard cutter *Harriet Lane* rescued 71 Haitian migrants from a capsized vessel six miles west of Great Inagua, Bahamas, on 10 May. Two Bahamian vessels assisted two HH-60 *Jayhawk* helicopters and an HU-25 *Falcon* jet from CGAS Miami, Fla., in the rescue.

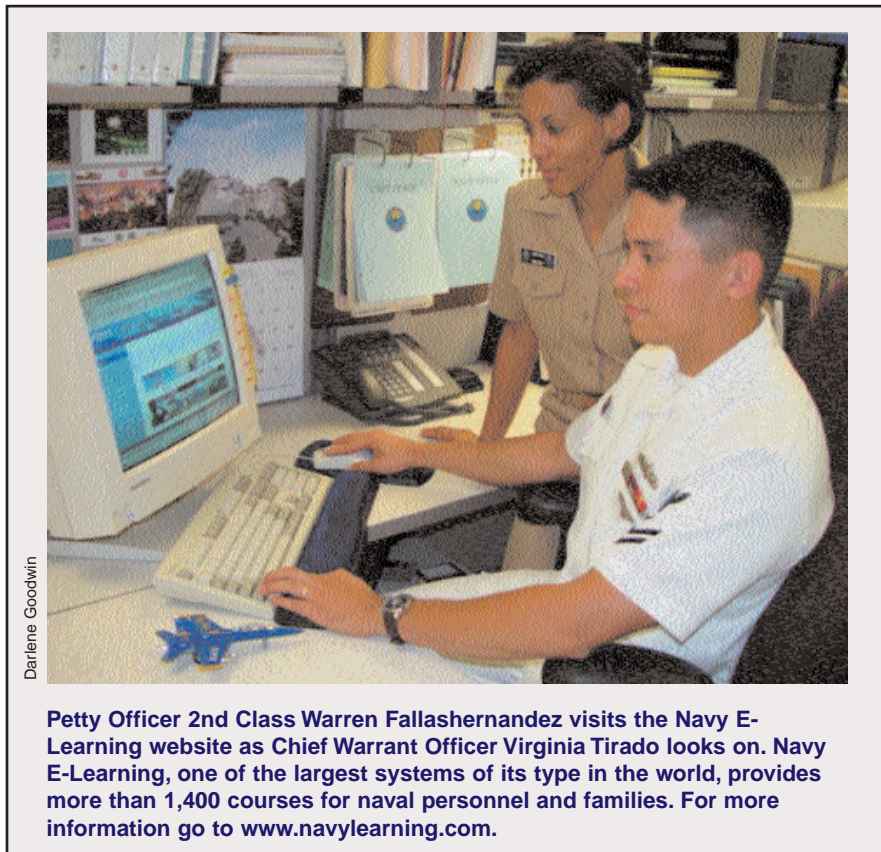
On 15 April a CGAS Elizabeth City, N.C., HH-60 *Jayhawk* helicopter rescued a father and son after their boat ran aground near the mouth of the York River. The two were picked up from their vessel and transported to Coast Guard Training Center Yorktown, Va., in good condition.

NAS Whidbey Island, Wash., Search and Rescue personnel and their UH-3H *Sea King* accomplished two challenging rescues, one from the edge of a cliff, the other from the 9,500-foot mark of Mount Baker. The first incident started with a call to aid a critically injured hiker who had fallen 100 feet from a cliff. Because of rough terrain, the victim could be rescued only by helicopter.

With sunlight fading, the H-3 hovered close to the treetops while hoisting a corpsman to an adjoining cliff. The corpsman then traversed the edge to the hiker, confirmed the hiker's condition as critical, placed him on a litter and returned to the pickup point. The hiker, suffering from a broken pelvis, internal bleeding and organ damage was safely flown to a Seattle, Wash., trauma center.

The second incident involved a climber who suffered a 400-foot fall and was unconscious. When the helicopter arrived the crew found it lacked power to hover at high altitude. To reduce weight the crew dropped off extra personnel and cargo at a nearby ski area and dumped some fuel. Then, while balancing on a 60-degree slope, two corpsmen were lowered to place the injured climber on a litter. After 20 minutes, they were all hoisted aboard the helicopter, and the victim was taken to a hospital in Bellingham, Wash.

Military forces in Hawaii combined to rescue an injured merchant mariner aboard the vessel *Pequen* nearly 700 miles west of Oahu, Hawaii. The rescuers included *Lake Erie* (CG 70) and *O'Kane*



Darlene Goodwin

Petty Officer 2nd Class Warren Fallashernandez visits the Navy E-Learning website as Chief Warrant Officer Virginia Tirado looks on. Navy E-Learning, one of the largest systems of its type in the world, provides more than 1,400 courses for naval personnel and families. For more information go to www.navylearning.com.

(DDG 77); two MCB Kaneohe Bay-based HSL-37 SH-60B *Seahawks*; two Army doctors from Tripler Army Medical Center, Honolulu; and a CGAS Barber's Point C-130 *Hercules*. The *Seahawks* delivered a neurosurgeon and an anesthes-

iologist to *Lake Erie*, while the C-130 flew overhead providing communications and coordination support. Diagnosed with a serious head injury, the victim was stabilized and then transported to Tripler Medical Center.

Battle of Midway Marks 60th Anniversary

Crew members of *Harry S. Truman* (CVN 75) honored the Sailors who fought the Battle of Midway in WW II during a ceremony held on the carrier. Recognition of the battle's 60th anniversary included a 21-gun salute and a flyover by five WW II-era American aircraft. LCdr. Lance Massey from PCU *Ronald Reagan* (CVN 76), whose grandfather was killed in the initial wave of attacks, ended the ceremony by laying a wreath over the side of the ship.



New Training Video Keeps Aviators Safe

By Carlos Medina, VAQ-129

Video crews from the Air Force Air Combat Command visited the VAQ-129 *Vikings* to record inside footage from an EA-6B *Prowler* during low-level flight. The footage, along with interviews from VAQ-129 instructors, will be used to update the training video entitled *How Low Can You Go?* Pilots LCdr. William Doster and Lt. Daniel Shaarda used helmet and dash-mounted cameras to capture the look and feel of low-altitude maneuvering for the filming.

Low-altitude flight is one of the most exciting parts of Naval Aviation, but it can also be one of the most

dangerous. Since 1992, 96 aviation mishaps have occurred in the low-altitude environment and 24 percent of those were a grim reminder of the importance of this type of training.

The original *How Low Can You Go?* was produced in 1986 to warn aviators of the dangers and misperceptions of maneuvering at low altitude. Air Force pilots were the intended audience and the video featured photography and procedures of the F-16 *Fighting Falcon*. Other services quickly realized the value of this training and began using the video, which has since been seen by more than 400,000 aviators.

The new version has been expanded to reflect the joint service nature of its audience. In addition to the EA-6B and F-16, the video will feature portions on the Air Force F-15 *Eagle*, A-10 *Thunderbolt II* and B-1 *Lancer* and Navy MH-53 *Sea Stallion*.



A VF-143 Pukin' Dogs F-14B Tomcat launches from John F. Kennedy (CV 67).

PH1 Jim Hampshire

CHANGE OF COMMAND

CVW-17: Capt. Dana R. Potts relieved Capt. Rodger L. Welch, 26 Apr.

Essex (LHD 2): Capt. Ronald R. Evans relieved Capt. Scott A. Berg, 17 Apr.

HC-3: Cdr. George M. Matais relieved Cdr. Sherman R. Lupton, 10 Jul.

NAS Pensacola, Fla.: Capt. John M. Pruitt, Jr., relieved Capt. Randal L. Bahr, 20 Jun.

NSAWC: RAdm. David C. Nichols, Jr., relieved RAdm. Richard J. Naughton, 29 May.

Nimitz (CVN 68): Capt. Robert J. Gilman relieved Capt. Steven F. Firks, 17 May.

VAQWINGPAC: Capt. Brian E. Bennet relieved Capt. Douglas R. Swoish, 27 Jun.

VFA-41: Cdr. Patrick R. Cleary relieved Cdr. Brian G. Gawne, 27 Jun.

VP-8: Cdr. Jeffrey L. McKenzie relieved Cdr. Michael W. Hewitt, 31 May.

VP-9: Cdr. Brad Carpenter relieved Cdr. Robert Lally, 21 Jun.

VP-47: Cdr. Gerral K. David relieved Cdr. Keith A. Bluestein, 3 May.

VR-59: Cdr. James McCullough relieved Cdr. Mark Woodall, 13 Apr.



PH3 John E. Woods

FORMATIONS . . .

Above, an F-14 *Tomcat* (top), two F/A-18 *Hornets* and an EA-6B *Prowler* from *Kitty Hawk* (CV 63) conduct a fly-by during a carrier air power demonstration in the Asia/Pacific region in May. Below, an F-14 from Carrier Air Wing 7 breaks up and out to demonstrate a “missing man” formation above *John F. Kennedy* (CV 67) and *Hue City* (CG 66) on Memorial Day to honor those who gave their lives to preserve our nation’s freedom.



PH1 Jim Hampshire