

# FLIGHTBAG

## Corrections to Jul–Aug 2004

Front Cover: *Enterprise* (CVN 65) photo was taken by PHAN Josh Kinter.

Page 28: *Bataan* (LHD 5) photo by PH2 Jonathan Carmichael.

Page 29: “Amphibious Assault Carriers and Marine Helicopter Squadrons (REIN), 2003”—*Iwo Jima* (LHD 7) HC-8 Det 7 vice Det 8. Data courtesy of William S. Hart.

Page 51: *Iwo Jima* (LHD 7) vice LHD 3.

Page 53: “Change of Command”—*John F. Kennedy* (CV 67): Capt. Stephen G. Squires relieved Capt. Ronald H. Henderson, Jr., 8 Apr.

Page 54: “A Pilot’s-eye View”—an EA-6B Prowler and an F/A-18 Hornet head for *Abraham Lincoln* (CVN 72), not two Hornets.

**Ed’s note: No matter how hard we try to prevent errors, some slip by. Thank you, readers, for keeping us straight!**

## Hangin’ Out

Murphy’s Law says that “if anything can go wrong, it will,” but Naval Aviation personnel are trained for any challenge. On a standard mission while deployed on board *Spruance* (DD 963), an HSL-46 SH-60F Seahawk experienced a “hung MAD (magnetic anomaly detection) bird.” The MAD vehicle is reeled out to about 180 feet below the helicopter during use, as in the photo at right. When the exercise was completed, the equipment could not be retracted due to a dead reel motor. Pilot LCdr. Sean Haley coordinated with the destroyer’s crew to execute a hung MAD recovery before landing. With the helo hovering overhead, crew members grabbed the MAD bird and pulled in the cable hand over hand while Haley lowered the aircraft at a slow, controlled rate and set it down on the deck. The MAD bird and cable were recovered without incident, and the helo launched on an alert three hours later. Just another day at sea.

