

AIRSCOOP

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Summer Pulse Underway

From June through August, seven aircraft carrier strike groups conducted deployments in Summer Pulse 2004, the first exercise of the Navy's Fleet Response Plan (FRP). The near-simultaneous deployments exercised the FRP concept and tested the logistics and shore infrastructure necessary to execute a large-scale surge operation. The FRP is designed to provide six carrier strike groups in less than 30 days to support contingency operations around the globe, and two more strike groups

within three months to reinforce or rotate with other forces. During Summer Pulse, *Enterprise* (CVN 65), *George Washington* (CVN 73), *Harry S. Truman* (CVN 75), *John C. Stennis* (CVN 74), *John F. Kennedy* (CV 67), *Kitty Hawk* (CV 63) and *Ronald Reagan* (CVN 76) operated in five theaters with other U.S., allied and coalition military forces. Their operations included scheduled deployments, surge operations, joint and international exercises, other advanced training, and port visits.



PH1 John S. Lill

Facing page, *Harry S. Truman* (CVN 75) and the Italian aircraft carrier *Giuseppe Garibaldi* (C 551) operate in the Atlantic during the multinational exercise *Majestic Eagle* 2004. Above, an A-4 Skyhawk from the Brazilian aircraft carrier *São Paulo* (A 12) performs a touch and go aboard *Ronald Reagan* (CVN 76) during the carrier's transit to her new home port in San Diego, Calif. Below, a greenshirt completes a preflight check on an EA-6B Prowler of VAQ-126 on board *Enterprise* (CVN 65) before joining an air power demonstration in support of *Majestic Eagle*.



PHAN Josh Kinter

PH3 William Howell



the tail boom. Designed for the AH-1Z Super Cobra and UH-1Y “Huey” upgrades currently in developmental testing, the turned exhaust will also begin testing for the fleet AH-1W Super Cobra in October.

Osprey Completes Fifth At-Sea Period

On 29 June the V-22 Integrated Test Team completed the Osprey’s fifth at-sea testing period. Eight days of testing aboard *Iwo Jima* (LHD 7) examined the characteristics of an Osprey sitting on the flight deck behind a hovering V-22, pictured below. The fifth at-sea period also resulted in expanded operational wind envelopes and cleared the use of more restricted shipboard spots than those previously tested.

For the Record

The **AIM-9X Sidewinder** was approved for full-rate production.

Northrop Grumman Newport News was awarded a \$1.4 billion construction preparation contract for **CVN 21**, the next-generation aircraft carrier.

The McDonnell Douglas Corp. received a \$3.9 million contract to develop the **Multimission Maritime Aircraft**.

H-1 Exhaust Tests

In June at Bell Helicopter facilities in Texas, the H-1 upgrade program completed the first flights of the turned exhaust system on an AH-1Z Super Cobra, above. Directing exhaust away from the tail boom decreases the helicopter’s infrared signature, reduces engine compartment temperatures and decreases heat stress on



JO1 Mike Jones



PH3 Angel Roman-Otero

AT3 James Woodward, seated in an MH-60S, keeps watch on the waters around *Kearsarge* (LHD 3) as the amphibious assault ship transits the Straits of Hormuz in support of Operation Iraqi Freedom.

Lockheed Martin was awarded a contract for the manufacture, assembly and testing of three **P-3C Orion Update II.5** antisurface warfare improvement program kits. The company also received a contract modification for the engineering, manufacturing and development phase of the **MH-60R** helicopter.

Mishaps

On 30 March two Marine Light Attack Helicopter Squadron 775 AH-1W Super Cobras collided while taxiing to a forward arming and refueling point. There were no fatalities, but the aircraft were destroyed.

A Marine Fighter Attack Squadron 112 F/A-18A Hornet and its pilot were lost while operating in southern California on 21 April.

On 26 April a Marine Medium Helicopter Squadron 266 CH-46E Sea Knight was destroyed by a hard landing

during a brownout in Afghanistan. There were no fatalities.

A Strike Fighter Squadron 82 F/A-18C Hornet sustained Class A damage when the forward-looking infrared pod separated from the aircraft during flight over the Atlantic Ocean on 28 May.

On 1 June a C-130T Hercules of Fleet Logistics Support Squadron 62 and a C-130T of Marine Aerial Refueler Transport Squadron 452 suffered Class A damage from severe winds at NAS JRB Fort Worth, Texas.

An F/A-18A Hornet of Marine Fighter Attack Squadron 115 and its pilot were lost at sea during night operations in the Atlantic Ocean on 27 June.

On 28 June a Marine Fighter Attack Squadron 122 pilot was killed when his F/A-18C Hornet departed the runway upon landing at MCAS Beaufort, S.C., and overturned.