

PEOPLE PLANES PLACES

Edited by J03 Brandy Lewis



Above, an S-3B Viking from VS-22 launches from *Harry S. Truman* (CVN 75) during evening combat sorties on 15 January. Photo by PHAN Kristopher Wilson. Right, AB3 Nick Williamson directs an aircraft on the flight deck of *Ronald Reagan* (CVN 76). Photo by PH3 Aaron Burden.

Awards

Carrier Strike Group 11 received a Navy Unit Commendation. This commendation is awarded by the Secretary of the Navy to a unit that distinguishes itself by meritorious service in support of military operations but not involving combat, which renders the unit outstanding when compared to other units performing similar service.

VFA-82 was awarded the **Top Hook** plaque on 22 November 2004, recognizing the best landing grades in CVW-2 during the first month of its deployment.

The **DON Military Cash Awards Program** awarded four *Dwight D. Eisenhower* (CVN 69) sailors \$5,000. Cdr. Timothy Veschio, LCdr. Alan Kolackovsky, Lt. Kurt Rohlmeier, and MMCP (SW/AW) Dale Friestad received the check for developing a system to save the Navy time and money when tracking jobs to be performed on the ship during shipyard periods.

Secretary of the Navy Gordon England awarded VR-53 the **2004 DON Safety Excellence Award**. This award recognizes the Navy Reserve squadron with the best risk management program and safety record.

Naval Aviator Cdr. Scott D. Conn was one of two recipients that Chief of Naval Operations Adm. Vern Clark honored with the **2004 Vice Admiral James B. Stockdale Leadership Award**. With Conn as the CO, VFA-136 deployed aboard *George Washington* (CVN 73)

in support of Operation Iraqi Freedom, and had the highest advancement rate and retention rate of the air wing. This annual award is given to officers below the rank of captain who have commanded a ship, submarine, or an air squadron and showed excellence while serving in positions of command in the Navy.

Records

MAWTS-1 Col. Raymond Fox logged 5,000 flight hours.

VAQ-133 EA-6B BuNo 158030 surpassed 10,000 flight hours.

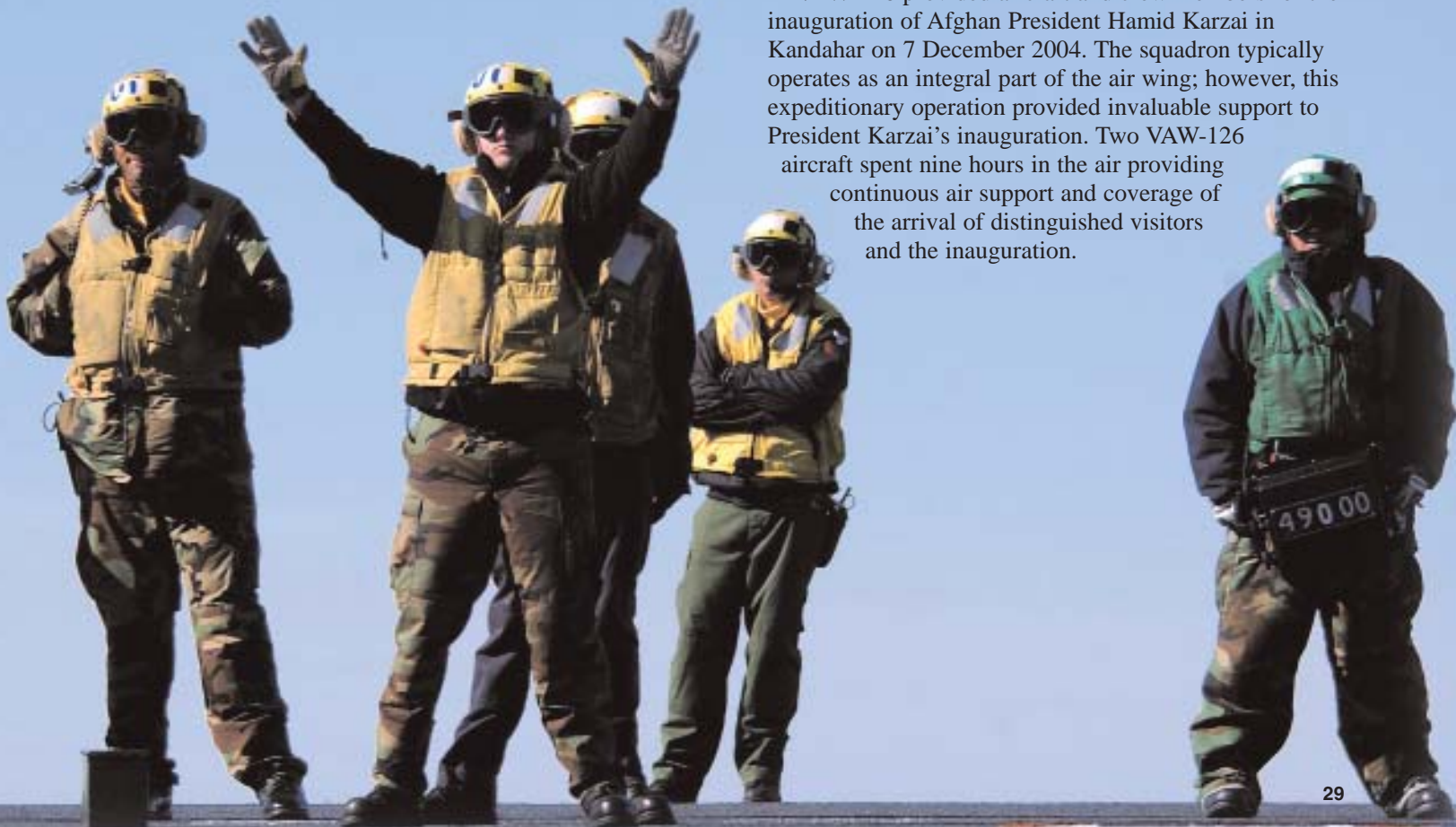
VFA-34 surpassed 9,000 Class A mishap-free flight hours.

VMFT-401 surpassed 30,000 Class A mishap-free flight hours.

Scan Pattern

VP-4 deployed 75 sailors from MCB Kaneohe Bay, Hawaii, on 27 November 2004 to a variety of locations in the 5th and 7th fleets in support of Operations Iraqi Freedom and Enduring Freedom. The squadron normally deploys as a whole to a specific region, but with reconfigurations in how the VP community operates, they now have six self-sufficient detachments in different areas. The squadron will participate in antisubmarine warfare, reconnaissance, intelligence, and surveillance missions over the six-month period.

VAW-126 provided aircraft and crew members for the inauguration of Afghan President Hamid Karzai in Kandahar on 7 December 2004. The squadron typically operates as an integral part of the air wing; however, this expeditionary operation provided invaluable support to President Karzai's inauguration. Two VAW-126 aircraft spent nine hours in the air providing continuous air support and coverage of the arrival of distinguished visitors and the inauguration.



A-1 FLIES AGAIN

On 1 July 1911, Glenn H. Curtiss demonstrated the A-1, the first aircraft built for the Navy, on Lake Keuka in Hammondsport, N.Y. In September 2004, an A-1 flew there once again.

The Curtiss Museum in Hammondsport decided to build a replica A-1 in exact detail and fly it before placing the historic plane on display at the museum. A cadre of dedicated volunteers, many of them veteran pilots and ground crewmen of WW II and the Korean War, built the seaplane in the museum's extensive shop using the same materials that the original was constructed from—bamboo and oak.

Jim Poel, a retired American Airlines pilot, was chosen to fly the replica A-1 thanks to the skills he learned flying his 1947 Republic Seabee, a pusher-prop aircraft with wing floats. He also worked many hours at the Curtiss restoration shop designing and building the replica.

With Mr. Poel at the controls, right, the A-1 replica conducted two flights from Lake Keuka on 15 September and one on 19 September, top right. He explained, "Overall, the aircraft was a delight to fly. It was light and responsive, and basically it wanted to fly. The control system [by which the pilot leans left or right and a shoulder yoke operates the ailerons], though quite alien to the conventional control system that I am used to, worked very well."

Mr. Poel concluded, "These three short flights were the most memorable I have ever experienced. Given the location and the aircraft, they were a wonderful trip back in time to actually experience a historic moment." The replica A-1 is expected to fly as part of an amphibious seaplane celebration later this year.

JO2 Leif R. HerrGessell contributed to this article.



Kay Wilder



JO2 Leif R. HerrGessell

The Center for Naval Aviation Technical Training (CNATT) selected six training units to test its **Sea Warrior Training and Recruiting** in support of the Sea Power 21 program. CNATT units at NS Norfolk and NAS Oceana, Va.; NAS Whidbey Island, Wash; NAS Lemoore and NAS North Island, Calif; and NAS Jacksonville, Fla., were selected because of their location in fleet concentration areas (FCA) and their high annual throughput. These sites will test a program that combines initial training with career training at FCAs that are also students' ultimate duty stations. Ratings participating in the test are AD, AM, AME, AT, and AE. To learn more about the program, visit www.nko.navy.mil.

Sailors from Mobile Diving and Salvage Unit (MDSU) 2 and the crew of the U.S. Coast Guard Cutter *Cypress* recovered the **Blue Angels** F/A-18 Hornet that crashed near Perdido Key, Fla., in December 2004. MDSU-2 personnel localized the wreckage using sector-scanning sonar from *Apache* (T-ATF-172).

On 29 November 2004, the **Gray Eagle Trophy** was passed from Adm. Gregory G. Johnson (left) to Lt. Gen. Robert Magnus, USMC. The award honors the Naval Aviator on the active duty list, not recalled, who has held that designation for the longest period of time. It is passed to the next earliest designated Naval Aviator on the active duty list, not recalled, when the incumbent retires. The inscription on the trophy reads: "In recognition of a clear eye, a stout heart, a steady hand, and a daring defiance of gravity and the law of averages."



JO3 Brandy Lewis

MDSU-2 divers and enlisted *Blue Angels* personnel recovered loose debris, such as wing flaps and landing gear from the jet, on 14 December and pulled the bulk of the fuselage aboard *Cypress* the next day. The aircraft was later transported to NAS Pensacola, Fla.

The *Ronald Reagan* (CVN 76) Aircraft Intermediate Maintenance Department's (AIMD) jet engine shop performed the ship's first at-sea jet engine test on an F/A-18 Super Hornet engine. AIMD was testing the engine as part of an assessment of the ship's new Jet Engine Test Instrumentation system. The new system will allow personnel to run everything from basic leak checks to afterburner tests.

Rescues

In October 2004, a crewmember aboard *Loyal* (T-AGOS 22) suffered a detached retina and needed medical attention. *Chafee* (DDG 90) and HSL-37 departed from Hawaii to assist with the medical



Crew members of an HSL-37 SH-60B Seahawk assist a patient during a medevac from *Loyal* (T-AGOS 22) to *Chafee* (DDG 90).

evacuation even though they were 900 nautical miles away. The pilots from HSL-37 recovered the patient from *Loyal* and transported her to *Chafee*. Once the ship

NANews JOURNALIST DEPARTS FOR SEA DUTY

JO1 Daniel E. Ball left the *NANews* staff in January to do public affairs work during commissioning and fitting out on PCU *New Orleans*. Through his hard work and diligence Petty Officer Ball was advanced from JOSA to JO1 in only four years, during some very competitive advancement cycles. This same determination showed in his work on the magazine, where he tackled any assignment that came his way.

Editor in Chief Cdr. Jeremy Gillespie said, "JO1 Ball is leaving as a seasoned First Class Journalist with a resumé that includes a recently completed bachelor's degree and selection as the Naval Historical Center's Sailor of the Year. Working and being allowed to 'be all you can be' is an Army catch phrase, but it certainly applies to the success JO1 has enjoyed as part of the *Naval Aviation News* family."

Acting Editor Wendy Leland said, "A talented writer and editor, Dan's talents really shone in the field, where he combined these skills with his great photographic eye to produce some of the best feature articles that *NANews* has published."



JO3 Brandy Lewis

As the webmaster, JO1 Ball completely updated the appearance and functionality of the magazine's website; through his efforts, the site now includes electronic versions of all of the magazine's back issues as well as the posters we have printed. "He has been a great addition to the *NANews* editorial team. I know he will bring the same skill and determination he has shown here to his future commands as he continues his Navy career," Wendy commented.

Associate Editor JO3 Brandy Lewis said, "JO1 is my mentor and friend. His profound aviation knowledge and leadership skills helped me become a better writer for *NANews* and a better sailor for the Navy."

Art Director Morgan Wilbur commented, "We were fortunate to have a writer and photographer of his caliber as a staff member. No task was too difficult for him, and his initiative to take on new endeavors reflected his motivation to excel. I will miss him."

The *NANews* staff thanks JO1 Ball for four years of superior service, and wishes him well at sea.



PHAN Ryan O'Connor

A C-2 Greyhound of Fleet Logistics Support Squadron 40 sits on the flight line in Bahrain on 13 January.

was near shore, the helicopter lifted off again to transport the patient to a local hospital.

On 27 November 2004, a **VP-9 P-3C Orion** received a distress call from Bahrain air traffic control reporting a sinking fishing dhow with eight fishermen aboard, and requesting search and rescue assistance. The P-3C

immediately responded and located the fishermen's raft in about 30 minutes. The P-3 crew coordinated the search and rescue efforts among Bahrain air traffic control, two Bahraini helicopters, and one Qatari helicopter. A Bahraini helicopter dispatched rescue swimmers to retrieve four of the men from the water, and the Qatari helicopter picked up the remaining four.

CHANGE OF COMMAND

Blue Angels: Cdr. Steve Foley relieved Cdr. Russ Bartlett, 14 Nov 04.

CSG-3: RAdm. Bruce W. Clingan relieved RAdm. Evan M. Chanik, 26 Jun 04. (correction from Nov–Dec 04 issue)

CSG-6: RAdm. Bernard J. McCullough relieved RAdm. John S. Godlewski, 6 Oct 04.

CVW-2: Capt. Lawrence D. Burt relieved Capt. Michael C. Geron, 4 Nov 04.

CVW-11: Capt. Thomas A. Cropper relieved Capt. James K.

Greene, 19 Oct 04.

HS-2: Cdr. Michael D. Horan relieved Cdr. Jeffrey D. Maclay, 14 Sep 04.

HS-10: Cdr. Baxter A. Goodly relieved Capt. John W. Smith, Jr., 9 Dec 04.

HS-11: Cdr. Steven J. Yoder relieved Cdr. Edward J. D'Angelo, 13 Jan.

Nimitz (CVN 68): Capt. Ted N. Branch relieved Capt. Robert J. Gilman, 23 Nov 04.

VAQ-132: Cdr. Randolph Pierson relieved Cdr. Ronald Reis, 16 Oct 04.

VAQ-142: Cdr. James D. Haugen relieved Cdr. Jeffrey R. Graham, 16 Dec 04.

VFA-195: Cdr. Michael A. Wettlaufer relieved Cdr. Robert M. Vance, 23 Sep 04.

VFC-12: Cdr. William M. Crane relieved Cdr. Kevin G. Knight, 31 Jul 04.

VR-54: Cdr. John Wadsworth relieved Cdr. Paul Lawrence, 22 Jan.

VX-23: Cdr. William H. Reuter relieved Capt. Stephen C. Rorke, 3 Jun 04.