



PEOPLE PLANES PLACES

Edited By JO2 Brandy Fisher

Awards

The 2005 **DON Safety Excellence Award** winners for aviation were *George Washington* (CVN 73); HMM-263; HMM-774; NAES Lakehurst, N.J.; VFA-136; and VT-31.

VT-10 received the **CNO Aviation Safety Award**, the squadron's 20th Safety "S."

Abraham Lincoln's (CVN 72) PH3 Patrick Bonafede was named the 2005 **Walter L. Richardson Pacific Fleet Photographer of the Year**.

The 2005 **SECNAV Energy Awards** for aviation commands were: NAF El Centro, Calif. (small shore

activity) and MCAS Yuma, Ariz. (Marine Corps small shore activity).

On 25 October 2005 *Theodore Roosevelt* (CVN 71) logged her 160,000th trap.

Milestones

HC-2 completed their last major underway period. The Ghostriders will be replaced aboard *Mount Whitney* (LCC/JCC 20) by HSC-28 Det 7, which will be using the MH-60S helicopter to support the 6th Fleet.

VFA-82 was deactivated on 30 September 2005.

VQ-2 relocated from NS Rota, Spain to NAS Whidbey Island, Wash., as of 30 September 2005.

Scan Pattern

On 23 September 2005 Carrier Airborne Early Warning Wing, U.S. Atlantic Fleet merged with Carrier Airborne Early Warning Wing, U.S. Pacific Fleet at NS Norfolk, Va. **COMAEWWINGPAC** will command all E-2C Hawkeye and C-2A Greyhound squadrons from NAWS Point Mugu, Calif., under the new title of Commander, Airborne Command, Control, Logistics Wing.

Belleau Wood (LHA 3) was decommissioned on 13 October, at NS San Diego, Calif. *Belleau Wood* served the Navy and the nation for 27 years and is the first of five *Tarawa*-class amphibious assault ships to be decommissioned.

On 2 December 2005 the Navy announced that *George Washington (CVN 73)* will replace ***Kitty Hawk (CV 63)*** as the forward-deployed carrier in the western Pacific, and will arrive in Yokosuka, Japan, in 2008. *Kitty Hawk* is nearing the end of her service life and will return to the United States in 2008 to be decommissioned. CVW-5 will remain the forward-deployed air wing.

In November 2005 Carrier Air Wing 8, embarked on board *Theodore Roosevelt (CVN 71)*, participated in Operation Steel Curtain, an offensive aimed at preventing terrorist cells from entering Iraq through the Syrian border. Left, an F-14D Tomcat from VF-213 conducts a mission over the Arabian Gulf region. Photo by TSgt. Rob Tabor. Below, AN Claudia Dawes, left, and AE2 Quincy Booth from VFA-15 wait on their F/A-18C Hornet to taxi to the catapult for launch during flight operations aboard *Roosevelt*. Photo by PHAN Stephen Early.



VAW-120 PILOTS RECEIVE AIR MEDALS

Story and Photo by Lt. Todd D'Antonio

On 31 August 2005 RAdm. H. Denby Starling II, CO Naval Air Forces, U.S. Atlantic Fleet, awarded Lt. Mike Newton and Lt. Mike Zaiko of VAW-120 the Air Medal for their successful gear-up landing of Greyhawk 634 on 15 August. Newton and Zaiko were cited for their “skillful airmanship, steadfast communication, and exemplary devotion to duty in the face of hazardous flying conditions, saving the lives of all 25 people on board.” Shortly after takeoff, the pilots noticed the main landing gear doors would not fully close. When the pilots tried to return for landing, they experienced a dual main landing gear failure. After going through all the emergency procedures and analyzing the situation, the pilots were forced to make a gear-up landing. Once landed, crew chief AM1 (AW/NAC) Kenneth



From left to right, RAdm. H. Denby Starling II prepares to award Lt. Mike Zaiko and Lt. Mike Newton the Air Medal.

Barnhouse and loadmaster AM2 (AW/NAC) Jason Ferraro safely evacuated all 21 passengers from the aircraft without injury.

On 24 September 2005 two EA-6B Prowlers of **VAQ-141** departed *Theodore Roosevelt* (CVN 71) while in the Mediterranean to enhance the mission capability of VMAQ-1, based out of Al Asad, Iraq. The aircraft proceeded ahead of the *Roosevelt* group to provide aerial support for Marine Corps ground forces following the departure of the carrier that was previously on station. The aircraft were outfitted with additional equipment to improve mission effectiveness. The 13 officers and 15 enlisted members from VAQ-141 conducted 37 combat sorties with a total of 165 hours of flight time and rejoined their squadron on 6 October 2005.

Rescues

On 7 September 2005 **HS-75** search and rescue crew members rescued a downed crew from a Bell 206 helicopter in New Orleans, La. LCdr. Bruce Glasko and LCdr. Glenn Jimenez were patrolling over the Hurricane Katrina-ravaged area when they noticed the Bell 206 swap ends and begin a rapid descent. The helicopter hit the roof of a small house surrounded by flood water. The

SH-60 pilots prepared for a hover as Jimenez called the controlling agency to ask that other aircraft stay clear during the rescue. Rescue swimmer AW2 Kevin Parrish quickly set up the hoisting equipment and SAR swimmer AE1 Bryan Davis was lowered to assist. Davis hoisted all three survivors to safety and both he and Parrish bandaged their wounds. The pilot and two passengers were transferred to *Iwo Jima* (LHD 7), which was operating five miles away in the Gulf Coast, where they were pronounced in stable condition. After dropping off the rescued helicopter crewmen, the HS-75 crew returned to the air to make their 13th rescue before finishing the night's mission.

On 11 September 2005 a lookout on *Higgins* (DDG 76) reported hearing gunshots coming from the horizon while operating in the northern Arabian Gulf, and spotted a small boat headed toward *Higgins* shortly thereafter. The crew of the boat appeared to be signaling for help. A RHIB from *Higgins* made contact with the boat and discovered one of the men was suffering from a gunshot wound to his abdomen. The patient was transferred to

Higgins until a helicopter from **HS-6**, assigned to CVW-11 aboard *Nimitz* (CVN 68), arrived to airlift the patient to the aircraft carrier. The injured man underwent surgery later aboard *Nimitz*, where the bullets were removed. The patient was listed in stable condition. According to the dhow's crew, bandits approached the dhow in a speedboat and peppered it with machine gun fire. After the shooting the dhow's crewmembers hailed a nearby speedboat to transport the injured man to *Higgins*.

On 28 October 2005 AM1 Jerry Lego from **VQ-1** successfully performed the Heimlich maneuver on a medical operations flight commander who was choking in the mess hall. He received a certificate of appreciation, a 379th Expeditionary Group coin from the victim and a 379th AEW coin from Col. Ted Kresge, the AEW CO.

On 28 September 2005 *San Jacinto* (CG 56) received a call for assistance from the Spanish navy ship *Alvaro de Bazan* (F 101). *Bazan* had a sailor on board with a

life-threatening illness who required immediate medical attention. With no available specialist aboard *Theodore Roosevelt* (CVN 71), **HSL-44**, embarked on *San Jacinto*, had to conduct a medical evacuation to transport the patient to the nearest shore medical facility. HSL-44 maintenance crew promptly prepared Magnum 446 for flight and flew to the Spanish frigate to pick up the patient and a corpsman. *San Jacinto* coordinated with *Theodore Roosevelt's* staff and arranged for the necessary diplomatic clearance. Once the clearance was received, Magnum 446 proceeded toward the international airport, where an ambulance was waiting to take the patient to a nearby hospital.

Outreach

On 23 October 2005 sailors from *Essex* (**LHD 2**) painted the Gordon Heights Elementary School in Olongapo City, Republic of the Philippines, during a community service project.

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VAW-117 GOES TO PAKISTAN

By LCdr. Armen Kurdian

Normally, Navy aircrews have territorial airspace and boundaries drilled into their heads during transoceanic passage. Knowledge of where one can or cannot fly is paramount and can head off potential diplomatic embarrassments. However, on 11 July 2005, two C-2 Greyhound aircraft from the VRC-30 Providers and an E-2 Hawkeye 2000 from the VAW-117 Wallbangers were privileged to fly into PNS Mehran in Karachi, Pakistan, by invitation. The visit and demonstration was conducted as part of COMFIFTHFLT's Theater Security Cooperation efforts. VAW-117 utilized the unique opportunity to show one of this country's strongest allies in the war on terror some of the technology that has been used to fight it. The three aircraft flew a formation flight into Karachi in less

than perfect visibility, with haze and dust obscuring the pilots' vision. Still, Banger 601, Password 27 and Password 23 executed a perfect touchdown. After taxiing to the ramp, the crew of Banger 601 shut down the left engine to allow Pakistani representatives to board. Although on deck for only 90 minutes, the Hawkeye crew—CO Cdr. Yancy Lindsey, LCdr. Armen Kurdian, Lt. Lawrence Nance, Lt. Dennis Barefoot, and Ltjg. Brian Watt—walked over 20 Pakistani military officers through the aircraft, demonstrating the aircraft's basic capabilities and answering general questions about its performance. Cdr. Yancy described the evolution as “an excellent opportunity to strengthen our relations with the Pakistanis and to the display quality of American workmanship.”



HURRICANE RELIEF HIGHLIGHTS

Hawkeyes Operate from Pensacola

By Ltjg. Maxwell Keith

The Bluetails of VAW-121 and the Seahawks of VAW-126, right, from NAS Norfolk, Va., established a forward operating base at NAS Pensacola, Fla., in support of Joint Force Katrina. The flight line at Pensacola was packed with Navy E-2s, SH-60s, and DC-9s, Marine Corps CH-53s, and Air Force C-130s, and the hangar served as a staging point for incoming relief supplies. The primary role of the E-2 was to deconflict the large amount of helicopter traffic operating in New Orleans and Mississippi. In true Navy fashion, aviators and maintainers were up and ready for operations within hours, flying missions the day they arrived in Florida.



The air controllers in the E-2 provided a vital link in the effort by directing helicopters to stranded survivors

so they could deliver food and water to those in need and transport medical patients to functioning hospitals. The detachment assisted in 1,600 helicopter rescues and delivered 400,000 pounds of food, water, and medical supplies.

VR-57 Conquistadors

By LCdr. Mark Withycombe, VR-57 PAO

Flying into the barely operational and battered New Orleans International Airport in the aftermath of Hurricane Katrina, two new Navy C-40 Clippers from the VR-57 Conquistadors were among the first Navy transport aircraft to arrive. Based in San Diego, Calif., the reserve squadron was currently in training status after retiring their C-9s, and suddenly found themselves fully operational and on-scene as one of the first Navy jets to evacuate refugees from the besieged city of New Orleans on the evening of 2 September 2005. By the end of the week, the two aircraft and over 30 squadron members were responsible for 31 flights, 62 flight hours, and the safe transportation of over 800 men, women, and children, along with nearly 70,000 pounds of relief supplies. Petty Officer Patrick Earley summed up the Conquistador's no-notice call to operational status best: "I felt like all week, I was in the right place. I was where I wanted to be."



PH2 Scott Taylor

One of VR-57's C-40 crews—LCdr. Tim Page, Cdr. Bill Crump, AM1 Gordon Lewis, AD2 Melissa Alexander, PR2 Joseph Cottrel, AW1 Amy Skillings, and AW1 Robert Rogers—represent the many men and women of VR-57 who supported relief operations in New Orleans.

YELLOW JACKETS AND WIZARDS COMPLETE COPE THUNDER EXERCISE

By Ltjg. Jeff Bruner and Lt. Jason Stiefer



Photo of VAQ-133 EA-6B by 1st Lt. Matthew Polus

About 1,000 participants from the Navy and the Air Force took advantage of Alaska's vast airspace from 7–21 October 2005 as U.S. forces from across the globe took part in the third Cope Thunder exercise of the year at Eielson Air Force Base. While the 68,000 square miles of military training airspace over interior Alaska was soupy and marginal most of the two-week period, operations ran as normal. Despite snow-covered grounds, taxiways, and runways, the flight line was alive with VAQ-138 and VAQ-133 EA-6B aircraft which participated in myriad blue and red air exercises. In addition to the Yellow Jackets and Wizards, there were Air Force squadrons from Germany, Japan, Guam, Georgia, and Alaska participating, incorporating F-16s, F-15s, B-1Bs, A-10s, KC-135s, HC-130s, and HH-60Gs. The two-week event took place out of both Eielson and Elmendorf Air Force bases. The exercise offers realistic combat training that prepares units for deployments, including training for the suppression of enemy air defenses, air to air combat, close air support, combat search and rescue, and time sensitive large force strikes.

The Cope Thunder military operating airspace included mock airfields, buildings, hangars, towers, radar surface to air missile sites, and areas for dropping live ordnance. A full electronic warfare range allowed the Yellow Jackets and the Wizards to bring their electronic jamming to the fight. Throughout the exercise aircraft were susceptible to simulated enemy radars, simulated enemy surface to air missile launches, and aggressor aircraft. Several aircrew and over 100 maintainers from both VAQ-138 and VAQ-133 made the trek to northern Alaska for the exercise. While the six jets from the two squadrons performed well, getting parts out of Whidbey and up to Eielson proved challenging. Maintainers worked around the clock to keep the jets at top performance, and crews put in long days of planning to execute the missions. Whether flying aggressor missions or blue force missions, the flying was great and the most was taken out of each flight. With over 100 hours and 45 sorties flown, the Yellow Jackets and the Wizards definitely got the best out of Cope Thunder.

On 21 October 2005 *George Washington* (CVN 73) sailors exceeded 20,000 community service hours for the residents of Newport News, Va. The projects included a women's transitional center, three city parks, and two city playgrounds.

In September 2005 sailors and Marines from *Bonhomme Richard* (LHD 6) donated more than \$4,000 to the American Red Cross to aid the survivors of Hurricane Katrina.

In October 2005 sailors from *John C. Stennis* (CVN 74) assisted a community in Pearlinton, Miss., by removing old refrigerators from the area. The refrigerators had become a health hazard after Hurricane Katrina devastated the Gulf Coast.



ET3 Katherine Kuhns

OSSN Kenia E. Aguilar-Ulloa and DCSN Griselda B. Bonilla from *Boxer* (LHD 4) talk to Marshallese first-grade students during a community outreach project in Majuro, Marshall Islands, on 26 August 2005.

CHANGE OF COMMAND

Bataan (LHD 5): Capt. David C. Hulse relieved Capt. Nora W. Tyson, 20 Sep 05.

Bonhomme Richard (LHD 6): Capt. Stephen Greene relieved Capt. J. Scott Jones, 31 Aug 05.

CNATRA: RAdm. Donald P. Quinn relieved RAdm. George E. Mayer, 21 Sep 05.

CPRW-2: Capt. Robert J. Adrion relieved Capt. William F. Moran, 1 Aug 05.

CSG-8: RAdm. Allen Myers relieved RAdm. William McCarthy, 8 Jul 05.

CVW-3: Capt. James K. Cook relieved Capt. Patrick F. Rainey, 30 Sep 05.

CVW-8: Capt. William G. Sizemore II relieved Capt. Stephen J. Laukaitis, 18 Aug 05.

CVW-14: Capt. Craig B. Williams relieved Capt. Scott T. Craig, 12 Oct 05.

Dwight D. Eisenhower (CVN 69): Capt. James D. Cloyd relieved Capt. Charles E. Smith, 1 Sep 05.

HS-75: Cdr. Darren Reinhart relieved Cdr. Zack Taylor, 10 Sep 05.

HSL-42: Cdr. Douglas J. Ten Hoopen relieved Cdr. Douglas A. Malin, 1 Sep 05.

HSL-48: Cdr. Jeffrey W. Hughes relieved Cdr. Donald R. Cuddington, 15 Sep 05.

HSL-51: Cdr. Kevin M. Coyne relieved Cdr. Eric Patten, 19 May 05.

Kearsarge (LHD 3): Capt. Joseph Sensi, Jr., relieved Capt. Luke R. Parent, 24 Jun 05.

NS Norfolk, VA: Capt. Loyd Pyle, Jr. relieved Capt. Jerry Becker, 22 Jul 05.

Saipan (LHA 2): Capt. Richard D. Fitzpatrick relieved Capt. Christopher A. Hase, 11 Mar 05.

TRAWING-5: Capt. Dave Maloney relieved Capt. Terry Jones, 30 Sep 05.

VAQ-209: Cdr. John A. Hayes relieved Cdr. Charles L. Mingonet, Jr., 1 Oct 05.

VF-213: Cdr. Dan Cave relieved Cdr. Brian Kocher, 16 Oct 05.

VFA-106: Cdr. Andrew Lewis relieved Capt. Stephen Brennan, 6 Oct 05.

VFA-113: Cdr. George Slook relieved Cdr. J. R. Dixon, 29 Sep 05.

VFA-136: Cdr. David A. Culler relieved Cdr. Patrick A. Lefere, 2 Sep 05.

VFA-146: Cdr. Andrew J. Loiselle relieved Cdr. R. Gordon Fogg, 2 Sep 05.

VP-66: Cdr. James R. Custer relieved Cdr. Timothy P. DeLoache, 24 Sep 05.

VR-53: Cdr. Ken Deakin relieved Cdr. Tim Fox, 6 Aug 05.

VS-22: Cdr. Douglas E. Heady relieved Cdr. Gary R. Schram, 5 Oct 05.

VT-21: Cdr. Patrick E. Lyons relieved Cdr. John E. Munn, 3 May 05.

VT-7: Cdr. Michael D. Walls relieved Cdr. Robert T. Trafton, 7 Oct 05.

VX-31: Cdr. Timothy J. Morey relieved Capt. William M. Chubb, 2 Sep 05.

Wasp (LHD 1): Capt. Todd Miller relieved Capt. James E. Wise II, 7 Feb 05.



A Royal Navy HMA-8 Lynx flies near the U.S. Sixth Fleet flagship *Mount Whitney* (LCC 20) in the Mediterranean Sea during Exercise Destined Glory 2005.

PH1 Timm Duckworth

NAF Photo Contest

MA1(SW/AW) Chad Thomas won the bimonthly photo contest with this image of two F/A-18C Hornets launching from *Nimitz* (CVN 68) on 22 May 2005.



The Naval Aviation Foundation (formerly Association of Naval Aviation) photo contest is open to everyone except the staffs of the NAF, *Wings of Gold* magazine, and *Naval Aviation News*. The subject matter **MUST** pertain to Naval Aviation. Submissions can be in black and white or color, slides or prints, or electronic images. Please include

the photographer's name and address, and **PHOTO CAPTION**. For details call 703-960-2490. Mail photos to NAF Photo Contest, 2550 Huntington Ave., Suite 201, Alexandria, VA 22303-1499; or email zip@nafhq.org. Cash Awards: Bimonthly—\$100. Annual—First, \$350; Second, \$250; Third, \$150.