AIRSCOOP

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Bonhomme Richard Serves as Testing Platform

Air Test and Evaluation Squadron 9 conducted operational testing of the UH-1Y Huey and AH-1Z Super Cobra on board *Bonhomme Richard* (LHD 6) during operations in the Pacific Ocean, 31 August–2 September 2006. During the same evolution the ship served as a platform for two Army MH-47G Chinooks, allowing pilots and maintenance personnel to practice launching and recovering at sea, concluding on 3 September.

While underway off the Canadian Forces Maritime Experimental Test Range, Nanoose Bay, British Columbia, Canada, 4–15 September, the ship participated in tests of two surface ship torpedo countermeasures systems. British and American contractors tested both the

Above, flight deck personnel prepare to launch an AH-1Z from *Bonhomme Richard* (LHD 6) on 1 September 2006. Photo by MCSN Daniel Taylor. Right, a VAQ-137 pilot preflights an EA-6B Prowler prior to takeoff from *Enterprise* (CVN 65) on 13 October 2006. Photo by MCSN Brandon Morris. Below, a ScanEagle launches from *Saipan* (LHA 2) during operations in the 5th Fleet area of responsibility on 28 October 2006. Photo by MC3 Gary L. Johnson III.

Sea Sentor system, which is currently in use with the British Royal Navy; and the Detection, Classification, and Localization (DCL) Torpedo Recognition by Active and Passive Reconnaissance (TRAPR) system, which is in development for the U.S. Navy. More than 25 disarmed torpedoes were fired at *Bonhomme Richard* to test the systems' ability to detect the torpedoes while the ship conducted high speed maneuvers. The TRAPR DCL system, which utilizes sonar pulses to actively search out incoming torpedoes and provides countermeasures as well as appropriate fire control information, performed initial testing on board *Cleveland* (LPD 7) in April 2006.

For the Record

In November 2006 Northrop Grumman announced receipt of a $558 million contract for the refueling and complex overhaul of ***Theodore Roosevelt*** **(CVN 71),** and a $24.6 million planning and design contract for **CVN 79,** the second carrier of the CVN 78 class.

The Marine Corps accepted delivery of the 28th and final **M31 Marine Corps Expeditionary Arresting Gear System** on 15 June 2006. The system consists of two trailers, each with an energy absorber, that are staked to each side of a suitable landing area and connected by an arresting cable.

On 5 October 2006 Strike Fighter Wing Atlantic began testing the **Reduced Oxygen Breathing Device** (ROBD) at NAS Oceana, Va. The masked device induces hypoxia without subjecting the users to the physical compression and decompression of traditional, low pressure hypobaric chamber testing. As pilots control a virtual flight in a simulated cockpit and communicate with mock air traffic controllers, their oxygen is decreased without warning, and they must describe what they are doing before treating their hypoxia with oxygen. The ROBD system is on loan from the Naval Survival Training Institute.

Mishap

On 22 September 2006 an S-3B Viking of VS-32 sustained class A damage during operations on *Enterprise* (CVN 65) in the northern Arabian Sea. While taxiing on the flight deck, the Viking's port stabilizer struck the starboard turning prop of a parked VAW-123 E-2C Hawkeye.