

Edited by JOSN Amy L. Pittmann

Awards

Naval Aviation News won (for the second consecutive year) First Place in the **1999 CHINFO Merit Awards** competition in the category “Publications for a Specific Audience (Magazine).” In addition, Art Director Morgan Wilbur received Honorable Mention in “Illustrative Art.”

NAS Sigonella, Sicily, was selected as the Navy winner of the **2000 Commander in Chief’s Installation Excellence Award**. The presidential awards program was established to recognize one installation from each service which has made the best use of available resources to accomplish its mission while enhancing the quality of life of personnel.

NAS Whiting Field, Fla., was selected for the **1999 Industry of the Year Award** on 22 January at the Santa Rosa Chamber of Commerce’s 63rd Annual Leadership Awards and Installation Banquet. NAS Whiting Field was cited for its continuing significant impact on the Santa Rosa community.

NAVAIR’s F-14 *Tomcat* Strike Fighter Program Team was awarded **Vice President Al Gore’s Hammer Award** for their work on extending the service life and enhancing the combat capability of the *Tomcat*. The award recognizes teams of pioneers who create an innovative and unique process or program that makes government work better.

VAQ-141 earned the **1999 Admiral Arthur W. Radford Award** for excellence in electronic combat. This award recognizes meritorious operational achievement by a carrier-based tactical electronic warfare squadron.

V-22 *Osprey* systems expert



PHAN Tom Northrup

PHAN Casey Tweedell, a Sailor from *Constellation* (CV 64), helps hold the American flag at the San Diego Padres’ home opener on 10 April at Qualcomm Stadium, San Diego, Calif.

Larry Smith received the **1999 John E. Burdette Memorial Award** for his superior performance on many V-22 test projects including aerial refueling, external loads development, fast-rope and para-operations, payloads and cargo, and icing trials.

LCdr. Edward D’Angelo from HS-11 was selected as the **1999**

CNO Helicopter Pilot of the Year. D’Angelo was officer in charge during the 1999 Hurricane Floyd rescue in which all eight crew members of a tugboat abandoned ship and were rescued and brought aboard *John F. Kennedy* (CV 67). In addition, AW3 Shad D. Hernandez received the **1999 CNO SAR Excellence Award**

for **Individual Achievement** for his role in the rescue.

Lt. Thomas Frosch was selected as the **1999 Strike Fighter Wing, Atlantic Pilot of the Year** for his contributions to the F/A-18 *Hornet* community and Naval Aviation while assigned to VFA-87 as training officer. He is currently a student at the U.S. Naval Test Pilot School.

VP-62 was awarded the **1999 Top Bloodhound Award** for being the reserve squadron with the greatest accuracy in delivering exercise torpedoes during simulated attacks during the year.

VFA-87 CO Cdr. Patrick Hall was awarded the **Bronze Star** for his meritorious actions as a strike

leader during the conflicts in Kosovo and the Arabian Gulf, and for his inspiring leadership during the squadron's deployment.

Aviation winners of the **1999 SECNAV Achievement in Safety Ashore Awards** were NAS JRB Willow Grove, Pa., and NAS Keflavik, Iceland.

Aviation winners for the **2000 Navy League Awards** are AMCS (AW/SW) Donald R. Reid—Admiral Claude V. Ricketts Award for Inspirational Leadership (E-7 and above); AKCS (AW) Linda L. Stewart—Captain Winfred Quick Collins Award for Inspirational Leadership (Enlisted); and Cdr. David Hardesty—Stephen Decatur

Award for Operational Competence.

Naval Research Laboratory inventors Dr. Robert Brady and Mr. Larry Kraft received the **Vice Admiral Harold G. Bowen Award** on 14 March, honoring their invention of nonskid coating formulations used on Navy vessels. Their patented coating has a service life of 24 to 30 months compared to 8 to 9 months for the coating it replaced. The Bowen Award is named in honor of the first Chief of Naval Research and recognizes patented inventions of present or past Navy employees who have had a significant impact on naval operations.

1999 CNO Aviation Safety Awards

COMNAVAIRLANT

HC-8	HSL-44	HS-15 [2]
VS-31 [2]	VQ-2	VF-14 (LANT)
VP-8	VFA-82	VF-2 (PAC)
VAW-121 [2]		

COMNAVAIRPAC

HC-11	HS-6 [2]	HSL-49
HC-3 [2]	VFA-192	VAQ-131 (PAC)
VQ-4	VP-46	VAQ-141 (LANT)
VS-38	VAW-116	VAQ-134 (expeditionary)

COMMARFORLANT

HMM-264	HMH-464	HMM-162 [4]
HMM-261	VMAT-203	VMAQ-2
VMU-2	VMR-1 [3]	VMGR-252 [2]
VMFA (AW)-332 [2]		

COMMARFORPAC

HMM-165	HMH-466	HMH-465
HMLA-367	VMA-513 [3]	VMFA (AW)-242
MFA-323	VMFA-232 [3]	VMGR-152 [2]
MCAS Yuma, Ariz. [2]		

COMNAVAIRESFOR

HSL-84	HS-75	HCS-4
VP-65	VR-62	VAQ-209 [3]
VP-92 [2]	VR-51	VR-61
VAW-77 [2]		

CG FOURTH MAW

VMFA-134	HMM-774
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CNATRA

VT-6	VT-27 [6]	VT-10 [5]
VT-21 [2]	HT-8 [3]	VT-7

COMNAVAIRSYSCOM

NADEP Jacksonville, Fla.

Note: The number in brackets denotes consecutive years.



PH3 Johnnie Robbins

An SH-60 *Seahawk* from HS-15 aboard *George Washington* (CVN 73) responds to a distress signal from *Coastal Sun*, a Norfolk, Va.-based tugboat that was taking on water off the Florida coast on 2 October 1999. *George Washington* was conducting carrier qualifications in the area.



Fleet Composite Squadron 8, NS Roosevelt Roads, P.R., dispatched two UH-3H *Sea Kings* to help fight a forest fire on 16 March, below. Left, AD2 Tolado Ommanney prepares to release water from the “Bambi Bucket” to douse flames on the ground.

Photos by David Rush



Scan Pattern

Upon his retirement after almost 42 years of service, RAdm. Andrew A. Granuzzo passed the title of **Gray Eagle** to RAdm. James I. Maslowski, Director, Navy International Programs Office for the Assistant SECNAV for Research, Development and Acquisition. The esteemed position is held by the active duty Naval Aviator who has worn the wings of gold the longest.

Martin “**Trader Jon**” Weissman, proprietor of the legendary Trader Jon’s Saloon in Pensacola, Fla., died on 18 February at age 84. Weissman was an Army paratrooper during WW II, and expressed his love for flying later when he opened Trader Jon’s. A famous hangout for Naval Aviators throughout the years, his saloon is now a historic landmark. (See *NANews*, Mar–Apr 96, p. 14.)

An **NATTC Pensacola, Fla.**, Sailor was immortalized in a life-size bronze statue titled *Sailor Pride—The American Bluejacket*, on display at the National Museum of Naval Aviation, Pensacola, Fla. The statue was modeled after ABF1 Tom Lucas, an instructor at

NATTC’s Air Training Department.

Two UH-3H *Sea King* helicopters from **VC-8** assigned to NS Roosevelt Roads, P.R., assisted their neighbors on 16 March. The helo crews helped extinguish a fire that consumed approximately 125 acres of the Maricao National Forest in western Puerto Rico.



Joy White

ABF1 Tom Lucas points out some of the details of the statue *Sailor Pride—The American Bluejacket* to museum visitors **Robert and Jean Benning**.

Special Records

The following units marked **safe flying time**:

Unit	Hours	Years
HSL-41	100,000	17
VS-30	70,000	20

AWC (NAC/AW) David Simpson of HS-11 passed 5,000 flying hours on 24 February.

Three squadrons celebrated 40-year anniversaries; VS-22, VS-33 and VT-10.

Rescues

HCS-5 corpsman HM2 Shawn Hartman from Naval Air Reserve Point Mugu, Calif., applied basic

Change of Command

Enterprise (CVN 65): Capt. James A. Winnefeld, Jr., relieved Capt. Evan M. Chanlik, Jr., 10 Mar.

CVW-8: Capt. John S. Godlewski relieved Capt. Dale E. Lyle, 7 Apr.

HS-11: Cdr. John W. Smith relieved Cdr. James T. Vazquez, 31 Mar.

HSL-49: Cdr. William P. Cuilik relieved Cdr. Joseph S. Lyon III, 16 Mar.

NAMTRAGRUDET: Cdr. Luther D. Kinsey relieved Cdr.

Gary P. Ranno, 10 Mar.

Saipan (LHA 2): Capt. Russell T. Williams relieved Capt. Michael P. Nowakowski, 14 Apr.

TACRON 22: Cdr. Wayne P. Stampler relieved Cdr. Paul C. Gallagher, 14 Apr.

VAQ-136: Cdr. Harold F. Bishop relieved Cdr. Ed L. Martin, 23 March.

VF-11: Cdr. Milton D. Abner relieved Cdr. Douglas L. Whitener, 15 Mar.

VF-32: Cdr. William T. Cooney

relieved Cdr. Gary D. Galloway, 20 Apr.

VFA-37: Cdr. David O. Zimmerman relieved Cdr. Craig B. Williams, 17 Mar.

VFA-122: Cdr. Scott Swift relieved Capt. Mark Fox, 14 Apr.

VP-16: Cdr. Anthony P. Barnes relieved Cdr. Charles P. Martello, 3 Mar.

VP-40: Cdr. Bernie Ryan relieved Cdr. Carlos Chavez, 14 Apr.

VP-45: Cdr. Dennis Sinnett

lifesaving techniques to an injured civilian who accidentally shot himself in the leg at a remote weapons station near Los Angeles. Hartman was training alongside Army and Navy special warfare personnel when he heard cries for help from the weapons range where civilians were training. When Hartman arrived, the victim was experiencing massive internal and external bleeding and had begun to go into shock. During the 25 minutes before the Los Angeles County rescue helicopter arrived, Hartman was able to stabilize the patient.

In March, AT2s Adam Barry and Donald Leonard, embarked with **HSL-48** aboard *Taylor* (FFG 50) in the Arabian Gulf, assisted in lifesaving efforts for a foreign national in Dubai. A crew member of the M/V *Rene* fell overboard while working, and his shipmates retrieved him from the water in a small utility boat. The CPR-trained petty officers rushed to the scene and began resuscitation. A pulse was noted but when the victim was removed to the dock, his heartbeat and breathing stopped. Leonard and Barry restarted CPR and continued until emergency medical personnel arrived. Although the victim died on the way to the hospital, the efforts of the HSL-48 crew members provided the victim with the best chance for survival.

Preserving Naval Aviation

The Naval Aviation Museum Foundation, Pensacola Fla., presented two prestigious awards in May.

Capt. Rosario M. "Zip" Rausa, USNR (Ret.), won the **2000 Adm. Arthur B. Radford Award for Excellence in Naval Aviation History and Literature** in recognition of his significant contribution to the preservation of Naval Aviation history through the articles and books he has authored and coauthored. In addition, he has also been the familiar voice of "Grampaw Pettibone" in *Naval Aviation News (NANews)* for over 15 years. As a Naval Aviator, Capt. Rausa accumulated more than 4,000 hours in his career, flying A-1 *Skyriders*, A-4 *Skyhawks* and A-7 *Corsair IIs* in reserve units as a TAR-designated officer. He was associate editor as a lieutenant, then returned as a commander to become editor of *NANews*. He later served as Director, Naval Aviation History and Publications Division at the Naval Historical Center until his retirement in 1988. He is currently the editor of *Wings of Gold*, the journal of the Association of Naval Aviation.

The **2000 R. G. Smith Award for Excellence in Naval Aviation Art** was presented to Stan Stokes, who has helped to preserve Naval Aviation heritage with more than 200 paintings, including two murals—"Dauntless at Midway" and "Corsair on Approach"—currently on display at the Palm Springs Air Museum in Palm Springs, Calif. Mr. Stokes' art is well known and has appeared in many books and periodicals, including the recently published book *Flying Aces: Aviation Art of World War II* by James H. Kitchens and



Left, Stan Stokes holds his R. G. Smith Award, while Capt. Rosario M. "Zip" Rausa displays his Adm. Arthur B. Radford Award.

Angled Flight Deck Inventor Dies

By JOSN Amy L. Pittmann



RAdm. Dennis Campbell, RN, inventor of the angled flight deck for aircraft carriers, died on 6 April at the age of 92. After joining the Royal Navy in 1925, he trained as a pilot and flew with fighter squadrons aboard three different aircraft carriers from 1931 to 1936. His experience as a naval aviator and test pilot helped him to envision the concept.

The U.S. Navy was the first to implement the idea with the conversion of *Antietam* (CVA 36), which was completed at the New York Naval Shipyard in December 1952. In April 1953 the carrier began evaluation operations with both U.S. and British naval units, proving the worth of the angled-deck principle. Landing the aircraft at a 10-degree angle off the ship's centerline allowed the pilot to maintain a higher speed with the option of aborting a landing if the tailhook failed to engage.

In Campbell's own words, "many self-inflicted near-misses and other close contacts with the Grim Reaper" enabled him to conceive an idea that would forever change Naval Aviation.



Top, in 1953 *Antietam* (CVA 36) conducted flight ops in the Virginia Capes area to evaluate the operational suitability of angled flight decks as a primary means of operating carrier aircraft. Above, Naval Air Test Center pilots discuss the new landing procedure to be observed during air operations from *Antietam*'s angled flight deck.