

PEOPLE PLANES PLACES



PH3 Taylor Goode

HIT THE BEACH!

Above, a landing craft leaves the well deck of *Tarawa* (LHA 1) with equipment and Marines of the 15th Marine Expeditionary Unit (Special Operations Capable), while a CH-53E Super Stallion heads to the beach. Right, Sgt. Rick Wiggins prepares to load a 15th MEU (SOC) Marine and his motorcycle for a helicopter flight into Kuwait.



PH3 Larry Carlson

Awards

NAS JRB Willow Grove, Pa., was awarded the **2002 CNRFC Activity Award for Achievement in Safety Ashore**, recognizing a superior record and consciousness in reserve base safety.

Mr. Larry E. Hollingsworth, director of the Aircraft Operations Division Avionics Department, NAVAIRSYSCOM, NAS Patuxent River, Md., was awarded the Lockheed Martin **2003 Black Engineer of the Year Award** for Professional Achievement in Government.

The small shore command winner of the **2002 Navy Project Good Neighbor Flagship Award** is VT-35, NAS Corpus Christi, Texas. The award recognizes the squadron's excellent relationship with the local community, specifically through the Pilot for a Day program.

Lt. Frank Seguin is the first recipient of Naval Test Wing Atlantic's **Harry R. Errington Maintenance Officer of the Year** award, which honors his dedication and excellent work.

VR-53 received the Naval Reserve Association's **Admiral Phil Smith Operational Excellence Award Trophy**, which is based on outstanding resource management, detachment performance, fiscal efficiency and overall operational excellence.

Scan Pattern

Nearly 100 Marines from Marine Aviation Logistics Squadron (MALS) 13, MCAS Yuma, Ariz., integrated with Sailors from the aircraft intermediate maintenance department (AIMD) aboard

Bonhomme Richard (LHD 6) to form the team that maintains and repairs embarked aircraft aboard the amphibious assault ship. For the ship's transit to the North Arabian Sea, *Bonhomme Richard* embarked 19 AV-8B Harrier IIs from VMAs 211 and 311. To keep the aircraft flying, the AIMD houses a host of

rotted tires, and the Marines had to look outside normal channels for replacement parts and technical specifications. The Marine Museum at Quantico, Va., and the "Flying Tigers," a Marine veterans group who flew the aircraft in Vietnam, provided valuable assistance in locating part manufacturers and



Cdr. William McCool, one of the seven astronauts lost in the 1 February STS-107 Columbia tragedy, was added to the NAS Whidbey Island, Wash., EA-6B Prowler Memorial.

PHS Michael Larson

repair shops that can fix anything from aircraft computers to the AV-8B's Rolls Royce F402-RR-408 engines. The increase in maintenance experience helps *Bonhomme Richard's* AIMD prepare better for future operational support. For more information, visit www.news.navy.mil/local/lhd6.

The Marines of MALS-29 hoisted a vintage UH-34 Seahorse back onto its pedestal at the front gate of MCAS New River, N.C. The event marked the culmination of restoration efforts to bring new life to a familiar local landmark.

Work on the historic aircraft posed some special challenges. The restoration team found severe corrosion, seized bearings and dry-

technical manuals. The restoration involved replacing the tires and bearings, corrosion treatment, painting and marking the aircraft. The UH-34 restoration provided an opportunity to showcase capabilities typically found in a Marine aviation logistics squadron, such as structural repair, corrosion treatment and tire/wheel maintenance, ground support equipment and dynamic component repair. Once repairs were completed, the aircraft was towed to the front gate and lifted back into place. The project gave MALS-29 Marines the opportunity to honor their predecessors and preserve a piece of Marine aviation history.

The Naval Personnel Development Command (NPDC)

OPERATION BENGAL TIGER



Marine All-Weather Fighter Squadron 242 participated in Operation Bengal Tiger with the Bangladesh Air Force (BAF). The humanitarian assistance exercise demonstrated the F/A-18 Hornet to the BAF. Top left, VMFA(AW)-242 CO Lt. Col. T. G. Kemper and his BAF counterpart after a MiG-21 cross-training flight. Above, Capt "Triple F" Fitzpatrick explains the F/A-18D's missions to Bangladeshis. Left, VMFA(AW)-242 Hornets conduct low-level training over the Bangladesh countryside with BAF aircrew aboard. Photos by Capt. John Knotts, USMC.

officially stood up during a ceremony at NS Norfolk, Va., on 10 January. NPDC's goal is to create a more agile, responsive warfighting organization. RAdm. J. Kevin Moran will command the new organization, as well as continue as head of the Task Force for Excellence through Commitment to Education and Learning. The Revolution in Training has brought

about a major reorganization of Navy education and training, including the establishment of the NPDC and 13 learning centers that standardize the training development and delivery process for all Sailors. Reporting to the Chief of Naval Education and Training, NPDC will provide support and ensure standardization of training technologies and methodologies at

the learning centers, while working closely with the Fleet Forces Command and the lead type commands to meet the fleet's training needs. Under the new organizational structure, schools offering training in career specialties, such as aviation or subsurface, will report to and coordinate training initiatives with their respective learning center.

VMFA-251

In 1942 Marine Fighter Attack Squadron (VMFA) 251's predecessor, Marine Observation Squadron 251, was flying aerial reconnaissance in F4F Wildcats. Today, the *Thunderbolts* fill a fighter-attack role with the F/A-18 Hornet. Their mission is to intercept and destroy enemy aircraft and attack and destroy surface targets under all weather conditions, operating from aircraft carriers, advanced bases and expeditionary airfields.

The *Thunderbolts* deployed to the Arabian Sea in support of the war on terrorism in October 2001 aboard *Theodore Roosevelt* (CVN 71). For the next five months, they executed operations against Taliban and al Qaeda forces. Flying more than 750 combat missions and accumulating more than 3,500 flight hours, the *TBolts* dropped more than 445,000 pounds of ordnance. While aboard *TR*, the squadron spent 159 continuous days at sea in support of Operation Enduring Freedom.

Again deployed to the Middle East in support of the global war on terrorism and future contingency operations, the *Thunderbolts* of VMFA-251 remain as their motto states: *Custos Caelorum*—"Guardians of the Skies."



PH3(AW) Travis Ross

A flight deck crewman protects his ears as a VMFA-251 *Thunderbolts* F/A-18 Hornet launches from *Theodore Roosevelt* (CVN 71) during Operation Enduring Freedom.

The Naval Air Maintenance Training Group Milton Detachment Aviation Maintenance Officer (AMO) School officially opened at NAS Whiting Field, Fla., on 6 February. The school was relocated in December 2002 from Naval Aviation Schools Command, NAS Pensacola, Fla. It is staffed by five Navy and two Marine Corps officer instructors, five Navy and one Marine Corps enlisted instructor and one enlisted technical publications librarian. The AMO School offers two courses of instruction. The 70-day indoctrination course is designed for newly commissioned Navy and Marine Corps officers with little or no prior maintenance experience, selected Naval Air Systems Command-sponsored

civilian interns and international military officers. During the year, five indoctrination classes provide students with the tools required to perform in an entry-level aircraft maintenance position. Students will also be taught managerial responsibilities and administrative duties associated with aviation maintenance.

The 25-day manager's course is geared toward Navy and Marine Corps limited duty officers, chief warrant officers, aviation maintenance duty officers and senior enlisted maintenance specialists who have acquired considerable maintenance experience. This course provides instruction on the duties and responsibilities required to direct

an aviation maintenance activity. For related news, see www.news.navy.mil/local/naswf.

Records

HT-18 TH-57 Sea Ranger records: Cdr. Jimmy Davis, 6,000 flight hours, January; LCdr. Scottie Womach and Lt. John Knotts, both USCG, 5,500 flight hours, September 2002; Cdr. John Quillian, 4,500 flight hours, February; LCdr. John Tracey, 4,000 flight hours, December 2002; LCdr. Robert Woodburn, 4,000 flight hours, January; LCdr. Larry Craft, 3,000 flight hours, November 2002; and LCdr. Kurt Woltersdorf, 3,000 flight hours, January.

VAQ-133 logged its 10,000th Class A mishap-free flight hour in December 2002.

VAW-124 CO Cdr. Vincent Bowhars surpassed 4,000 flight hours in the E-2C Hawkeye while stationed aboard *Theodore Roosevelt* (CVN 71).

John F. Kennedy (CV 67) recorded a milestone when the ship's number one catapult surpassed its 150,000th launch.

A CH-46E Sea Knight of **Marine Medium Helicopter Squadron 162** surpassed 36 years and 10,000 flight hours of operational duty.



Cpl. Juan Vara

A Marine Heavy Helicopter Squadron 461 CH-53E Super Stallion unloads Marines and artillery from the 1st Battalion, 10th Marine Regiment during Exercise Rolling Thunder.

Rescues

In January an F-14D Tomcat from **VF-13** went down in the water two miles short of the flight deck of *Theodore Roosevelt* (CVN 71), but the pilot and RIO had ejected from the aircraft. A rescue crew from

HS-3 heard the call while training and saw the plane splash into the ocean. After coordinating with the ship, they headed to the site. The

pilot of the downed craft was in the water five minutes before being brought aboard the helicopter, and the radar intercept officer, who was able to put out a survival raft to await rescue, was aboard in another five minutes. The helicopter was back at *TR* just 18 minutes after the plane was reported down. The two Tomcat crewmen walked to the ship's medical department for treatment and observation.



Cpl. Paula M. Fitzgerald

A Marine Heavy Helicopter Squadron 772 CH-53E Super Stallion prepares to receive fuel from a KC-130 Hercules during Operation Enduring Freedom.

CHANGE OF COMMAND

CVW-3: Capt. Mark A. Vance relieved Capt. David L. Philman, 12 Jan.

Electronic Attack Weapons

School: Cdr. Angelo A. McCoy relieved Cdr. Paul S. Dillman, 8 Jan.

***Iwo Jima* (LHD 7):** Capt. John W. Snedeker relieved Capt. John T. Nawjocki, 13 Dec 02.

VFA-136: Cdr. Scott D. Conn relieved Cdr. Thomas M. Downing, 7 Feb.

VFA-137: Cdr. Walter H. Stammer III relieved Cdr. David M. Dober, 15 Jan.

VMR-1: Lt. Col. Jon C. Cunningham relieved Lt. Col. G. G. Garfield, 17 Jan.

VR-62: Cdr. Rob Smith relieved

Cdr. C. H. Harris, 11 Jan.

VS-41: Cdr. Ross A. Myers relieved Capt. Edmund L. Turner, 10 Apr.

VT-28: Cdr. David R. Price relieved Cdr. Richard W. Watson, 15 Nov 02.

VX-23: Capt. Steven Rorke relieved Col. Joe Mortensen, 24 Jan.

MAG-24



Sgt. Marcus Wasden

Supporting III Marine Expeditionary Forces (III MEF) operations or contingencies throughout the Pacific theater, Marine Aircraft Group (MAG) 24 remains focused on defending our nation.

Activated in March 1942 at MCAS Ewa, Hawaii, the Marines and Sailors of MAG-24 continue today at MCB Kaneohe Bay, Hawaii, providing combat-ready expeditionary aviation forces capable of short-notice worldwide deployment in support of Marine Air-Ground Task Force operations. MAG-24 also provides initial, conversion and transition training for all CH-53D Sea Stallion aircrews and intermediate maintenance activity and supply support to Commander Naval Air Force, U.S. Pacific Fleet.

MAG-24 consists of three tactical and one training helicopter squadron, one aviation logistics squadron and a headquarters element. Flying the CH-53D Sea Stallion, approximately 40 MAG-24 aircraft are assigned to the 1st Marine Aircraft Wing deployed across the Pacific theater. The CH-53D is capable of heavy lift assault support and transporting either cargo or passengers.

Activated in 1952, the **Ugly Angels of Marine Heavy Helicopter Squadron (HMH) 362** (shown above over the Mokulua Islands near Oahu) remains a squadron rich in tradition. Not only holding the distinction of having served as the first Marine aircraft unit in the Republic of Vietnam, the squadron also served with their CH-53D Sea Stallions in Operations Desert Shield/Desert Storm and during Operation Uphold Democracy in Haiti.

Activated in 1952, the **Red Lions of HMH-363**

served in Vietnam, participating in humanitarian relief operations in the Philippines and during Operation Restore Hope in Somalia. Operating from multiple geographical locations, the squadron provides uninterrupted assault support to the III MEF across the Pacific.

Reactivated in 1966 as **HMH-463, the Pegasus** joined MAG-24 in 1971. Deploying to the Republic of Vietnam, the *Pegasus* shared with the *Heavy Haulers* of HMH-462 the unique distinction of participating in Operations Frequent Wind and Eagle Pull, the final evacuations of Cambodia and Vietnam in 1975.

Activated at MCAS Santa Ana, Calif., in 1966 to prepare UH-34D Sea Horse aircrews for service in Vietnam, the **Wind Walkers of Marine Helicopter Training Squadron (HMT) 301** continue their mission today, providing quality replacement aircrew training on the CH-53D Sea Stallion, CH-53E Super Stallion and CH-46E Sea Knight. Today, six CH-53Ds provide the training platform for an annual output of approximately 14 pilots and 32 crew chiefs.

The Island Warriors of Marine Aviation Logistics Squadron (MALS) 24 became the first fully integrated Marine and Navy maintenance unit. MALS-24 provides intermediate maintenance activity support for 10 squadrons and more than 80 Navy and Marine aircraft, including Navy P-3C, EP-3A Orions and SH-60B Seahawks and Marine CH-53D Sea Stallions. It also supports the Marine's Unit Deployment Program and numerous Navy Pacific theater deployments. Their