

BULLHORN #78 6 October 2010

ANA'ers !! Summer is going, school is open, football fills the weekends – and our Association continues to find more energy and better ways “...to educate and encourage an interest among the general public as to the importance of Naval Aviation in the defense of the United States and its allies....”

This is an ALL HANDS! effort. The support of everyone is needed.

INDEX

[Special Announcement!](#)

[VP Association Newsletter](#)

[OPNAV Liaison Officer](#)

[Speakers](#)

[Reunions and VF211 Reunion](#)

[NAVAL AVIATION At Work](#)

[USS LINCOLN on deployment](#)

[New Office For Navy UAVs](#)

[High-Priority Cargo and People](#)

[USS Enterprise at 50!](#)

[Harry S Truman Carrier Strike Group Completes First Half of Deployment](#)

[Abraham Lincoln Carrier Strike Group Enters 7th Fleet AOR](#)

[VFA122 and VFA125](#)

[Centennial of Naval Aviation](#)

SPECIAL Announcement!!!

We can now process credit card – VISA and MasterCard – transactions for membership applications/renewals and donations on a secure application on our web site!

Please check the web site – always lots of news at

<http://www.anahq.org/index.htm>

!!!! AND !!!!

Now, you can renew your membership or sign up a new member at <https://www.anahq.org/OnlineMembership.asp>

Or make a donation at <https://www.anahq.org/Donation.asp>

Please distro as widely as possible to ALL HANDS

[RETURN TO INDEX](#)

VP Association newsletter

The September 2010 VP Association Newsletter is attached to the original email as a separate file.

[RETURN TO INDEX](#)

New ANA OPNAV Liaison Officer

Rear Admiral Matthew Klunder – a Life Member of ANA - is our new OPNAV Liaison Officer. Check the soon-to-be-mailed Fall Wings of Gold for more information on Admiral Klunder!

[RETURN TO INDEX](#)

Speakers

We have had quite a few queries about speakers at squadron gatherings; I know those requests will increase for coming Centennial of Naval Aviation Events.

To address the issue of speakers, we welcome our former President and current Chairman of the Board, VADM Dunn. He is also President of the Naval Historical Foundation and writing in that capacity:

As we approach the Centennial of Naval Aviation I'd like you to know about our Naval Heritage Speakers Program. The Naval Historical Foundation maintains a list of people who are available to speak to groups on naval historical topics in their areas of expertise. Many of our speakers are scholars who have conducted research and are widely published. Other speakers are Navy veterans “who were there” or have strong professional knowledge on a subject. To the point, I write you on this subject for two reasons.

First, if you have need for a speaker for a special event I invite you to go to the NHF website, <http://www.navyhistory.org/speakers/> and see if someone there fits the bill. If so, let us know and we'll make arrangements. If you don't find anyone, don't give up. Phone Dr. David Winkler at 202-678-4333 and he'll work with you to find someone suitable.

My second reason for writing you is to ask your help in filling out our speakers list. If you have in your organization or know of anyone who might be willing to speak on topics wherein they might have expertise, especially on Naval Aviation, please invite their attention to the attachment. As we all gear up for a busy centennial year this an effort loaded with potential. I hope to hear from you soon.

All the very best, VADM Bob Dunn

++++
+

Naval Historical Foundation

1306 Dahlgren Ave SE

Washington Navy Yard DC 20374-5055

www.navyhistory.org

(202) 678-4333

Naval Aviation Centennial Heritage Speakers Survey

Opportunity: Since 1997, the Naval Historical Foundation (NHF) has maintained a list of members who are available to speak to groups on naval historical topics in their areas of expertise. Many of our speakers are scholars who have conducted research and are widely published. Other speakers are Navy veterans “who were there” or have strong professional knowledge on a subject. The 2011 Centennial of Naval Aviation offers an opportunity for NHF to focus that speaker list in support of centennial events around the nation.

Program Overview: With our current speakers program featured on our website at <http://www.navyhistory.org/speakers/>, we typically respond to requests from the Chief of Naval Information or the Naval History and Heritage Command who have been contacted by organizations in need of speakers; or we respond directly to those organizations who reach us first. We make it clear that our volunteer speakers do not require a speaker's fee, but that the organization making the request is expected to cover the cost of travel, lodging, and meals where applicable. We don't rule out the possibility of an honorarium from the organization to the speaker; we just don't insist on one. The broader our geographic speaker base, the more requests we are able to support.

The Need: With the emerging requirement to support Centennial of Naval Aviation-related events this year and the 2011 centennial year, NHF, in concert with other naval

aviation organizations, proposes to create a specific speaker pool of individuals with knowledge of the many aspects of naval aviation history and heritage.

Contact Information: No speaker contact information (format below) will be made available to inquirers without the speaker first being consulted. On the Naval Historical Foundation website and in other promotional materials, we will expand our on line listing to identify your name and the geographic area in which you reside (Northern Virginia, San Diego area, etc.) so that requesters can consider logistical costs (travel, lodging) before asking about your availability. We will also publish a précis of the topic information you provide to us so requesters can determine which speaker may best address the interest of their audience.

If you are interested in participating in the program please send the below survey information to Dr. David F. Winkler.

By Mail: Naval Historical Foundation, 1306 Dahlgren Ave SE, Washington Navy Yard, Washington DC. 20374, Attn: Dr. Winkler

By Fax: (202) 889-3565, Attn: Dr. Winkler

By E-mail: dwinkler@navyhistory.org

Naval Historical Foundation—Naval Aviation Centennial Speakers Program

Name: _____

Rank/Service/Ret? _____

Address: _____

City: _____ State _____ Zip _____

Phones: (work) _____ (home) _____ (cell) _____

E-mail _____ Fax _____

Educational Background:

Professional Experience:

Publications:

Relevant Naval Aviation Historical Topics:

Willingness to travel: ___yes (if reimbursed) ___no

[RETURN TO INDEX](#)

REUNIONS

It looks like there will be lots more reunions this coming year, all to help celebrate and be a part of the Centennial of Naval Aviation. We are happy to post your reunion details in any and all of *Wings of Gold* (email the editor Zip Rausa at goldwings@verizon.net) in the BULLHORN or on our web site (for the latter, email Dutch at flynavy@cox.net)

VF-202 Reunion @ Hook 2011 8 – 10 September 2011

2011 will be the 100th anniversary of Naval Aviation AND the 40th Anniversary of VF-202.

Date: Thursday, 8 September to Saturday 10 September, 2011 in Reno, NV at the John Ascuaga Nugget Hotel (www.janugget.com), in conjunction with HOOK '11

POCs: Drako at Nh1drakefam@comcast.net or “Go-Go” at Jeff.Gauger@L-3com.com

[RETURN TO INDEX](#)


NAVAL AVIATION At Work



Hawkeye assigned to Carrier Airborne Early Warning Squadron (VAW) 120 lands aboard the aircraft carrier USS George H.W. Bush (CVN 77). George H.W. Bush is conducting training operations in the Atlantic Ocean. (U.S. Navy photo by Mass Communication Specialist Seaman Kevin J. Steinberg)



NORTH ARABIAN SEA (Aug. 13, 2010) A U.S. Navy MH-53E Sea Dragon assigned to Helicopter Mine Countermeasure Squadron (HM) 15 prepares for launch aboard the U.S. Navy amphibious assault ship USS Peleliu (LHA 5). The amphibious transport dock ship USS Dubuque (LPD 8) steams along side as part of the Peleliu Amphibious Ready



Group (ARG) supporting the Pakistan government and military with heavy lift capabilities in flooded regions of Pakistan. (U.S. Navy photo by Mass Communication Specialist 3rd Class Omar A. Dominquez

[RETURN TO INDEX](#)

Lincoln Carrier Strike Group Conducts Training During Transit West
(NAVY NEWS SERVICE) ... Lt. Greg D. Raelson, USS Abraham Lincoln Strike Group Public Affairs

USS ABRAHAM LINCOLN, At Sea -- USS Abraham Lincoln (CVN 72), USS Cape St. George (CG 71) and USS Halsey (DDG 97) departed San Diego Sept. 11 to head west and begin their scheduled deployment to the 7th and 5th Fleet Areas of Responsibility (AORs).

While in the 7th Fleet AOR, a part of the globe covering more than 48 million square miles of the Pacific and Indian Oceans, the Lincoln Carrier Strike Group (CSG) will directly support the Navy's mission to promote peace, cooperation and regional stability, directly contributing to the growing prosperity and commerce in one of the busiest and most vital regions of the world.

During their transit, they are engaging in a myriad of exercises to help them continue to be an effective arm of U.S. diplomacy abroad.

Lincoln's first order of business was carrier qualifications. Carrier qualifications are a series of flight evolutions to ensure the ship, air wing and pilots are prepared for deployment. Pilots are typically required to complete four day landings and one landing at night to re-qualify.

"Pilots must continuously train and re-qualify each time they've been away from the ship for a prolonged period of time," said Cmdr. Jim Bell, Carrier Air Wing (CVW) 2 operations officer. "This ensures the ship and air wing team are ready to perform during the day and night safely, effectively and efficiently."

Cape St. George and Halsey performed complex air defense exercises, linking the networks of different Aegis platforms to establish airspace superiority and protection for the strike group.

"Air defense is paramount to the safety of the carrier and strike group. We are able to communicate using our various systems and work as a team to protect the ships from

airborne threats anywhere in the world," said Lt. Cmdr. Sean Babbitt, Cape St. George's combat systems officer.

One of the great challenges in today's fully networked world is cyber defense. The strike group is continuously exercising drills in order to be able to protect, monitor, analyze, detect and respond to unauthorized activity within their computer networks.

"We are always continuing to evolve our networks. Protecting the network infrastructure against threats is a very important task especially considering intrusions into U.S. military networks has increased dramatically over the last decade," said Cmdr. Damian Blossey, Lincoln CSG's electronic warfare officer. "The drills we run help better prepare us in the event of an actual network intrusion to minimize the effects of the attack."

"The men and women wearing the uniform as maritime warriors are the essential components of a carrier strike group. Training is the key – the better trained we are, the easier it is to do those things that promote peace and stability in the maritime regions of the world," said Rear Adm. Mark Guadagnini, commander of Lincoln CSG.

CSG 9 consists of flagship Abraham Lincoln, embarked CVW 2, USS Cape St. George and the embarked Destroyer Squadron (DESRON) 9. Ships assigned to DESRON 9 include the Everett-based destroyers USS Momsen (DDG 92) and Shoup (DDG 86), as well as Halsey and USS Sterett (DDG 104), which will get underway from Naval Base San Diego in the near future.

[RETURN TO INDEX](#)

New Office For Navy UAVs

(AVIATION WEEK) ... Paul McLeary

In July, the U.S. Navy established a program office to manage its unmanned maritime vehicle (UMV) projects, combining advanced development and acquisition in a single shop.

The UMV office operates from the Program Executive Office for Littoral and Mine Warfare. Putting acquisition and development under one roof and one command permits the UMV office to work as a team with industry, academia and research labs to advance systems development and direct acquisition.

One program that may benefit is the Littoral Combat Ship (LCS), which when fully operational is expected to make use of several unmanned air and sea systems. These include the surface mine countermeasures system's unmanned underwater vehicle, which is part of the mine countermeasures mission package and, with the change, is now managed by the UMV office. The goal of the office is to build several engineering development models, field them and incorporate feedback from sailors.

Despite the setbacks and budget issues of the LCS program, the Navy has accepted delivery of mine countermeasures, surface warfare and antisubmarine warfare mission packages, which are partially operational. Of the 22 critical technologies that these modules possess, most are mature according to a Government Accountability Office

report in March. The GAO advises that “some mission systems have experienced test failures and have not demonstrated the ability to meet requirements or provide the capability needed,” adding that acquisition of mission packages and testing strategies “are also in flux due to changes in the LCS program.”

The unmanned MQ-8B Fire Scout, when integrated with a sensor payload, control segment, landing system, support container and crew, represents one of the modules that can be deployed by any LCS mission package. Up to three MQ-8Bs and their support containers can be embarked on the LCS. But whereas most mission modules for the LCS are located in the mission bay and can be swapped out, when DTI toured the USS Independence—the General Dynamics-built, aluminum-hulled trimaran version—earlier this year, we were shown a dedicated control room for Fire Scout with several control panels.

A spokesman for the Navy Sea Systems Command office told DTI via e-mail that the control center comes with an Unmanned Common Automatic Recovery System (Ucars) and one recovery wave-off switch/emergency shutdown switch (RWS/ESS). Ucars determines an air vehicle’s position during launch and recovery, while the RWS/ESS is installed in the helicopter control station and used by the helicopter control officer to wave off the UAV if it is in flight, or shut it down if its rotors are turning on the deck. The ship’s landing system is small and simple, consisting of a capture grid that may be integrated into the deck structure or installed on a removable platform.

The Navy’s other big drone program is the Unmanned Combat Air System-Demonstrator (UCAS-D), also known as the X-47B, designed to operate from aircraft carriers for surveillance and combat missions. Integration testing has been performed aboard the USS Harry S. Truman and USS Abraham Lincoln with a King Air surrogate aircraft emulating the X-47B. Capt. Jeffrey Penfield, UCAS-D program manager, tells DTI that “further integration testing will be conducted aboard other aircraft carriers with an F/A-18 surrogate and an X-47B, in preparation for X-47B catapult launches and arrested landings that will complete UCAS aircraft carrier demonstration objectives in 2013.”

Penfield says the Navy has been working to define system-level requirements and integrate aircraft carrier modifications required for UCAS operations, and that significant shore-based surrogate testing and carrier suitability testing will have to be completed prior to taking the X-47B to a ship.

When asked what will be required to set up, equip and staff a control room on already-crowded carriers for UCAS operators, he said, without getting into specifics, that modifications for UCAS-D control are being temporarily installed aboard carriers that are participating in testing, and confirmed that UCAS-D will operate from the ship to complete demonstration objectives.

At the moment, there do not seem to be plans to allow ships to hand off control of UCAS to one another, or to permit an aircraft to take off from one ship and land on another. “Only one aircraft carrier will be involved in X-47B operations at any point in testing,” says Penfield. “Requirements for operational UCAS systems, including multiship operations, have not yet been defined.”

[RETURN TO INDEX](#)

‘They’ve Been Everywhere, Man’

VR-62: Short-notice, high-priority cargo and people hauler

(FLORIDA TIMES-UNION 22 SEP 10) ... Clark Pierce

When you think of the VR-62 "Nomads," the lyrics from Johnny Cash's song, "I've been everywhere, man" easily come to mind. From Scandinavia to Africa, from Christmas Island to Cameroon and from Panama to Italy - the Nomads have been there.

"Not only do we go everywhere, we also deliver everything - from mail, ammunition and spare parts to Seabees, relief supplies and special warfare operators," said VR-62 Commanding Officer Cmdr. Rodney Turbak.

"As part of the Navy's Fleet Logistics Support Wing, our job is to fulfill unscheduled 'lift requests' to transport people and cargo around the world in support of the fleet," he said.

The reserve logistics squadron is assigned three of the Navy's 19 C-130T Hercules transport aircraft (20 if you count the Blue Angels' Fat Albert).

In an interview at the Nomads' space in Hangar 1000 at NAS Jacksonville, Turbak stated that, "Our most critical capability is the responsiveness of our operations personnel, aircrew and maintainers. Because VR squadrons are the only Navy reserve units with no active duty counterparts, we provide 24/7 logistics support of theater commanders around the world."

The C-130T Hercules is what the Navy calls a 'unique fleet essential airlift' aircraft.

"Our missions are assigned by the Navy Air Logistics Office (NALO) in New Orleans, La., and many lift requests are generated just 72 hours prior to the flight - and often modified up to the day of the flight to accommodate the changing needs of forward deployed units," explained Turbak.

The reserve squadron, which moved from NAS Brunswick, Maine to NAS Jacksonville in July 2009, also supports permanent Fleet Logistics Support Wing detachments at NAS Sigonella, Italy for 6th Fleet operations, at Manama, Bahrain for 5th Fleet operations and Atsugi, Japan for 7th Fleet operations.

Turbak added, "The tri-base area of NAS Jax, NS Mayport and NSB Kings Bay is considered a fleet concentration center and that means it's a major supply hub to the fleet. As a result, the logistics aircraft of VR-62 - and those of our sister squadron, VR-58 - are in the air more than they are on the ground. Because our operational tempo is increasing, we may be assigned a fourth Hercules in order to keep up with demand."

Lt. Cmdr. John Ferri, a Southwest Airlines pilot, is a selected reserve operations officer at VR-62. "I became a Nomad when the squadron moved to NAS Jax last year. Just recently, Southwest granted me a one-year leave of absence so I could go full-time with VR-62. The missions we fly are always interesting and we cover a lot of ground in both CONUS and overseas.

"Basically, when our ops department receives a mission from NALO, we initiate the process of coordinating our personnel and aircraft. We evaluate the cargo, determine

routes and fuel stops, create passenger manifests and obtain required diplomatic and airspace clearances," said Ferri.

The Lockheed Martin C-130 Hercules is the main tactical airlifter of the U.S. military and more than 60 foreign countries. The basic airframe has been modified to dozens of variants to meet ever-changing mission requirements.

The Navy C-130T is operated by a crew of five (two officers and three enlisted aircrew) consisting of a pilot, copilot, flight engineer, loadmaster and flight attendant. The flight engineer assists the pilots with engine startups, load data, flight operations and engine shutdown.

The loadmaster is responsible for maintaining a safe center of gravity for the aircraft when loading and unloading the aircraft with cargo and/or passengers. The flight attendant/observer assists with passengers, cargo and acts as visual reference during in-flight refueling.

[RETURN TO INDEX](#)

USS Enterprise: The Aircraft Carrier That Changed Everything Turns 50

(NEWPORT NEWS DAILY PRESS 23 SEP 10) ... Peter Frost

NEWPORT NEWS — Fifty years ago today the largest dry dock in the world filled with water from the James River, setting afloat the world's largest ship and first nuclear-powered aircraft carrier.

At 10:30 a.m. on Sept. 24, 1960, Mrs. William B. Franke, wife of the Secretary of the Navy, smashed a bottle of champagne across the bow of the USS Enterprise as the rushing seawater freed it from its last keel block.

Chief of Naval Operations Adm. Arleigh A. Burke told some 12,000 guests at the christening ceremony that the 1,101-foot Big E was "the largest ship ever built of any kind by any nation," containing the most powerful nuclear power plant ever constructed anywhere in the world.

Yard president William E. Blewett Jr. paid tribute to the thousands of workers who "labored with imagination, skill and pride to build a vessel worthy of its name."

Today, the Enterprise sits across the harbor at Naval Station Norfolk, preparing for two final, six-month deployments before it's decommissioned in 2012.

Neither the Navy nor the ship's crew has planned an event to celebrate the milestone, preferring to wait until Nov. 25, 2011, the 50th anniversary of the Enterprise becoming an official member of the fleet.

Nonetheless, when the one-of-a-kind supercarrier was launched that Saturday five decades ago, it cemented Newport News Shipbuilding and Dry Dock Co. as the premier shipyard in the United States and positioned it as an indispensable asset even today.

"The Enterprise was seen not simply as the first of a new class of carriers, but a step in the transformation of the entire fleet," said James C. Bradford, a Navy historian and professor at Texas A&M University.

To build the ship, the yard had to alter its facilities and dry dock to be able to accommodate the largest vessel ever constructed. Further, it had to train and retain a cadre of highly experienced and skilled workers to undertake the most complex shipbuilding project ever attempted.

"The Enterprise got (Newport News) the facility and the trained workforce. There was simply no other yard capable of doing this kind of work," Bradford said. "Building the Enterprise really solidified Newport News Shipbuilding."

Since the launch of the Enterprise, all 12 of the U.S. Navy's aircraft carriers have been built in Newport News, bringing billions of dollars of contracts and decades worth of work for tens of thousands in Hampton Roads.

It remains the only yard capable of building and refueling the nation's fleet of aircraft carriers, a monopoly that's provided the yard with a steady and lucrative stream of business, a line of work that will likely continue for decades to come.

"The success of the USS Enterprise led to the development of the ... Nimitz class carriers, 10 of which are presently in service, providing an all-nuclear carrier force for the U.S. Navy," said Tom Dougan, a spokesman for the Navy's nuclear reactors division.

After completing the 10th and final ship of the Nimitz class, the George H.W. Bush, in 2009, Newport News began building the first ship in a new class of carriers, the Gerald R. Ford.

With a scheduled 2015 commissioning, the Ford would likely be back in Newport News around 2040 for its mid-life overhaul.

It's all work for which the Big E paved the way.

The yard had built 17 carriers before the Enterprise, including ships in the Forrestal class and the Kitty Hawk class, but it wasn't the only player in the business. The New York Naval Shipyard and New York Shipbuilding Co. each were building flattops at the time.

But the Enterprise was a different animal. Outfitted with eight nuclear reactors that would give it virtually unlimited range and a horsepower of 200,000, it was a marvel of modern engineering.

The Navy needed the nation's best and brightest to design the experimental ship, which required 915 designers and more than 16,000 construction drawings — each done by hand with mechanical pencils and based on calculations done with sliderules.

Newport News Shipbuilding built the vessel between 1958 and 1961 at a cost of about \$450 million (roughly \$3.3 billion in today's dollars).

The Enterprise was so expensive it forced the Navy to make the next two carriers, the Newport News-built America and John F. Kennedy, conventionally powered, rather than nuclear as originally planned.

"It was such a radical departure for the Navy," said William J. Fowler Jr., a professor of history at Northeastern University in Boston. "The Enterprise marked an extraordinary leap forward in the Navy's ability to project power around the world."

After decades of service that included dispatches to Cuba during the Cuban Missile Crisis, Southeast Asia to support the war in Vietnam and the Persian Gulf to support the war in Iraq, the Enterprise has proved its worth many times over, Fowler said.

"Fifty years has demonstrated the wisdom of building capital ships with nuclear power," he said. "For power projection alone, it's of very valuable assistance. Even today, the Enterprise stands as a symbol of our capacity to innovate and our capacity to do great things as a nation."

The Navy has plowed billions into keeping the matriarch of the fleet in service, a majority of which has funneled into Newport News.

The Enterprise has spent several years in the local yard for maintenance projects, a fact that spawned an oft-repeated saying on the waterfront: "There are two kinds of people who work here: Those who have worked on the Enterprise, and those who will."

In its final tuneup completed this spring, the Navy spent \$662 million to prepare the Enterprise for two final deployments.

When it came out of the yard for sea trials, the oldest ship in the U.S. Fleet was "just as capable and effective" as any other commissioned aircraft carrier, said Matt Vincent, the aircraft carrier sea trials coordinator for Northrop Grumman Corp.'s Newport News shipyard.

Vincent, who served aboard the Enterprise in the mid-1990s as a Navy Lt. j.g., credited the carrier's longevity to the care that went into designing the ship and endless restoration work and upkeep by the shipyard and the ship's varied crews.

"When you step aboard, you can almost feel the history of the ship," said Vincent, who noted he was born 16 days before the Enterprise was commissioned. "After all those years, she hasn't lost a step."

The Navy's plans call for the Enterprise to be decommissioned in November 2012. Following that ceremony, it will come back to Newport News a final time to be dismantled.

50 Years Of Enterprise

Nov. 15, 1957: Navy awards contract to built Enterprise to Newport News Shipbuilding and Dry Dock Co.

Feb. 4, 1958: NNS lays keel of Enterprise

Sept. 24, 1960: Enterprise launched and christened in Newport News

Nov. 25, 1961: Enterprise commissioned in Newport News

Oct. 1962: President John F. Kennedy dispatches Enterprise to Cuba for blockade

Nov. 1964: After travelling more than 200,000 miles and recovering 42,000 aircraft, Enterprise returns to Newport News for first refueling and overhaul.

Nov. 1965: Enterprise reassigned to the South Pacific, supporting aircraft strikes on Vietnam

July 1967: Enterprise enters San Francisco Bay Naval Shipyard for a limited maintenance period

January 1968: Ship ordered to North Korea for nearly a month after patrol boat captures U.S. research ship, the Pueblo.

Oct. 1969: Enterprise returns to Newport News for year-long overhaul and refueling.

July 1971: Enterprise returns to South Pacific to support aircraft strikes on Vietnam

Dec. 1971: Ship shifted to Bay of Bengal during Indo-Pakistani war

March 1972: Begins short maintenance at San Francisco Bay Naval Shipyard

October 1972: Enterprise is back in the South Pacific supporting air strikes on Vietnam

July 1973: Arrives at Puget Sound Naval Shipyard in Bremerton, Wash., to be refitted to support F-14 Tomcat aircraft

Feb. 1975: After a typhoon struck island nation of Mauritius, Enterprise arrives at Port Louis to provide disaster relief

April 1975: Enterprise deployed again to Vietnam to help evacuate Americans and friendly Vietnamese

Jan. 1979: Enterprise returns to Puget Sound Naval Shipyard for a 30-month maintenance

April 1983: Enterprise runs aground on a sandbar in the San Francisco Bay, where it remains stranded for about five hours

May 1983: Begins short maintenance at San Francisco Bay Naval Shipyard

Nov. 1985: Enterprise damaged after striking a portion of Bishop Rock off the coast of California. Shifts to Hunters Point Naval Shipyard for an emergency maintenance.

April 1986: Enterprise becomes first nuclear-powered carrier to transit the Suez Canal

Jan. 1987: Big E spends three months at Hunters Point Naval Shipyard for maintenance

April 1988: Enterprise arrives off the coast of Jask, Iran; supported two airstrikes on Iranian frigates

Oct. 1988: Enterprise spends six months in maintenance at Alameda, Calif.

March 1990: Ship arrives in new homeport in Norfolk

October 1990: Enterprise moves to Newport News for its mid-life refueling and complex overhaul 18 days early to avoid Hurricane Lili

April 1994: Completes sea trials and returns for a post-overhaul maintenance

July 1995: Moves back to homeport in Norfolk

June 1996: Enterprise begins 15th overseas deployment, the first since its major overhaul

Feb. 1997: Ship returns to Newport News for four-month maintenance

Nov. 1998: Four crew members die when a Prowler collided with a S-3 Viking on the ship's deck

Nov. 1998: Enterprise heads back to the Persian Gulf, hosts President George H.W. Bush and musical group Hootie and the Blowfish

June 1999: Returns to Norfolk and Newport News for a six-month maintenance period

Sept. 2001: Following the attacks of 9/11, Enterprise stations about 100 miles off the coast of Pakistan

Oct. 2001: Enterprise-based aircraft fly nearly 700 bombing missions over Afghanistan

Nov. 2001: Enterprise returns to Norfolk. During last day at sea, the ship hosted Good Morning America. In Norfolk, Garth Brooks and Jewel performed aboard the ship.

Jan. 2002: Enterprise arrives in Portsmouth at Norfolk Naval Shipyard for 482-day maintenance.

Oct. 2003: Arrives back in the Persian Gulf to support Operation Iraqi Freedom

Sept. 2004: The Big E comes back to Newport News for maintenance.

May 2006: Departs on a six-month deployment to support Operation Iraqi Freedom

Nov. 2006: Returns to Norfolk

June 2007: Enterprise takes another trip to the Persian Gulf for a six-month deployment

April 2008: The Big E arrives in Newport News for its final extended dry-dock maintenance

April 2010: The Enterprise finally leaves Newport News after a \$662 million project to prepare it for two final deployments

Sept. 2010: Ship is stationed at Naval Station Norfolk preparing for deployment.

[RETURN TO INDEX](#)

Harry S Truman Carrier Strike Group Completes First Half of Deployment

(NAVY NEWS SERVICE 26 SEP 10) ... Harry S. Truman Carrier Strike Group Public Affairs

ARABIAN SEA - Sailors and Marines deployed with the Harry S. Truman Carrier Strike Group have reached the mid-way point of their deployment and since their arrival in the U.S. 5th Fleet area of responsibility have worked closely with coalition and partnering nations in supporting maritime security operations and theater security cooperation efforts.

USS Harry S. Truman, the embarked Carrier Air Wing 3, and embarked Destroyer Squadron 26, along with USS Normandy, and the German frigate FGS Hessen conducted a number of multinational exercises and operations within the U.S. Navy's 6th before arriving in the 5th Fleet AOR.

Shortly after deploying May 21, the Truman Carrier Strike Group participated in evolutions marking the 100th anniversary of French naval aviation. The joint interoperability exercises with French aircraft carrier Charles de Gaulle culminated with French aircraft trapping aboard Truman and F/A-18s and E-2s assigned to CVW 3 touching down on Charles de Gaulle. Additionally, Truman's hanger bay was the site of a French Rafale F3 aircraft jet-engine maintenance removal and replacement evolution.

"This was the first time that an engine swap-out with a foreign navy was done on a U.S. carrier," said Cmdr. Tim Hill. "This was a big step in working toward the ability to operate a French squadron on a U.S. carrier."

During the carrier's port visit to Marseille, France, in June, nearly 100 Truman crew members dedicated more than 900 hours to six local community relations projects, which included repair and groundskeeping work at schools and churches and building an internet cafe for merchant sailors.

In Split, Croatia, Sailors assigned to USS Ross conducted visit, board, search and seizure (VBSS) training with a Croatian navy VBSS team, and devoted several hours to rebuilding a local orphanage.

On June 28, shortly before joining the Truman CSG, Sailors from USS Winston S. Churchill's (DDG 81) VBSS team assisted two Yemeni fishermen who had been without food, fuel or water for four days. The team provided the fishermen with food and water, and stayed with them until the Yemeni coast guard arrived to escort the skiff back to land.

"As soon as our helo spotted the stranded fishermen, we knew we had to go help them. It is every Sailor's responsibility to help those in need on the high seas," said Cmdr. Juan Orozco, Churchill's commanding officer. "You could see the satisfaction in my crew's faces, knowing that they had done a good deed."

USS Elrod assisted 16 stranded Pakistani fishermen July 5 whose fishing boat had taken on water and sank two days earlier. After being spotted floating adrift in a life raft by a U.S. Navy P-3 Orion, the stranded crew was recovered by Elrod's rigid-hulled inflatable boat and transported back to the ship before being transferred to the Pakistani Navy destroyer, PNS Babur the next day.

On Aug. 18, units assigned to Truman Carrier Strike Group rescued eight Iranian mariners in the Arabian Sea after their dhow caught fire. After being rescued by search and rescue swimmers from two "Dusty Dogs" helicopters assigned to Helicopter Anti-submarine Squadron (HS) 7, the mariners were transported to Truman for follow-on care, where they received medical attention, food and clothing. The mariners were transferred to Iranian vessel AKL Chiroo Aug. 20 via RHIB.

"I've been a corpsman for twelve years and this is what I live for-the opportunity to help people," said Petty Officer 1st Class Jason Legare, hospital corpsman . "I'm glad that we were able to help the way we did."

Since arriving in the 5th Fleet AOR June 29, aircraft assigned to CVW 3 completed more than 3,300 aircraft sorties and logged more than 10,200 flight hours, with more than 7,200 of those hours in support of coalition ground forces in Afghanistan.

After nearly four months of successful operations and accomplishments, Truman CSG leadership stresses the importance of remaining focused on safety and future operations for the 7,000 sailors and Marines in the Truman CSG.

"I am immensely proud of the work our team is doing here in the Middle East," said Rear Adm. Patrick Driscoll, commander, Carrier Strike Group Ten. "Our sailors have rescued dozens of mariners in distress on the high seas, interdicted pirates, projected air power in

support of US and coalition troops fighting in Afghanistan, strengthened relationships and improved the capabilities of our partner navies in the region, and provide a presence and deterrence to ensure the free flow of commerce in the maritime commons. Our challenge is to continue to execute these many missions in a safe and efficient manner in this demanding and hazardous environment. These sailors and Marines are the best I have deployed with, and they remain focused on the mission. We want to ensure all safely return to their families back in our homeport."

[Return to Index](#)

Abraham Lincoln Carrier Strike Group Enters 7th Fleet AOR

(NAVY NEWS SERVICE 25 SEP 10) ... Abraham Lincoln Carrier Strike Group Public Affairs

USS Abraham Lincoln, At Sea -- Abraham Lincoln Carrier Strike Group entered the 7th Fleet Area of Responsibility (AOR) Sept. 25 as part of their scheduled 2010-2011 deployment.

The 7th Fleet AOR is the largest of the numbered fleets, covering more than 48 million square miles of the Pacific and Indian Oceans.

The mission of the Lincoln Strike Group while deployed will focus on maritime security operations and theater security cooperation efforts, which help establish conditions for regional stability.

"Working with our allies in this region is extremely important to us," said Rear Adm. Mark D. Guadagnini, strike group commander. "The U.S. commitment to cooperation and collaboration with like-minded nations is vital to Asia-Pacific security and stability."

Lincoln Strike Group's presence is part of the ongoing commitment of U.S. naval forces to support maritime security operations and operations in international waters, as well as encourage dialogue, promote growth and ensure the free flow of trade in the region.

"Partnerships and teamwork are integral to building the strong bonds that will lead to peace and prosperity throughout the region and the world," said Guadagnini.

Abraham Lincoln Carrier Strike Group consists of flagship USS Abraham Lincoln (CVN 72), embarked Carrier Air Wing (CVW) 2, San Diego-based guided-missile cruiser USS Cape St. George (CG 71), and the embarked Destroyer Squadron (DESRON) 9. Ships assigned to DESRON 9 include the Everett-based destroyers Momsen (DDG 92) and Shoup (DDG 86), as well as USS Halsey (DDG 97) and USS Sterett (DDG 104).

[Return to Index](#)

VFA122 and VFA125

Richard R. Burgess, Managing Editor, Seapower

The Navy's West Coast Super Hornet FRS, VFA-122, has absorbed the West Coast Hornet FRS, VFA-125.

The ceremony was held at NAS Lemoore 1 Oct 2010.

According to a source, VFA-122 will train crews for Hornets and Super Hornets for about 2 years before shedding Hornet training and just training Super Hornet crews.

Navy League of the United States

2300 Wilson Blvd., Suite 200

Arlington, VA 22201

703-312-1579

rburgess@navyleague.org

[Return to Index](#)

Centennial of Naval Aviation

Remember, the 100th Anniversary of Naval Aviation Foundation National Event schedule and details can be found at <http://www.navalaviation100.org/eventlist>

Please also note that the 100th Anniversary of Naval Aviation web site - <http://www.navalaviation100.org/> - contact information is wrong.

It is info@navalaviation100.org



mural design by Laser Imaging & Design with permission



FAIR USE: This posting may contain copyrighted material, the use of which may not have been specifically authorized by the copyright owner. Such material is made available in this posting as "Fair Use" as provided by Title 17 US Code, Chapter 1, Section 107 and in full consideration of "Fair Use" provisions, especially that: this posting is made for comment, news reporting, teaching, scholarship, or research; for nonprofit educational purposes; that it is substantially subsequent to the publication of the original work, thus having no appreciable effect on its market value; and, that the real information for the content of the article was obtained through public sources, those including the Department of Defense and other government offices.

For reference, please see <<http://www.law.cornell.edu/uscode/17/107.shtml>>

If you wish to use copyrighted material from this site for purposes of your own that go beyond 'fair use', you must obtain permission from the copyright owner.