

BULLHORN #77 23 AUGUST 2010

99 ANAers,

Please distro as widely as possible to **ALL HANDS**

**SPECIAL Announcement!!! SPECIAL Announcement!!! 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>

INDEX

NAVAL AVIATION MUSEUM FOUNDATION

OLDEST NAVAL AVIATOR

NAVAL AVIATION HISTORY NOTE

PRESIDENT G. H. W. BUSH ON USS BUSH

COAST GUARD DAY MESSAGE

FLAG AND GENERAL OFFICER ASSIGNMENTS & CHANGES OF
COMMAND

NAVAL AVIATION IN THE AOR

LATEST AIR PLAN

PTERODACTYLS LOOKING FOR VPB 6 INFORMATION

E-2D ROLLOUT

CAPTAIN MARCUS HITCHCOCK ASSUMES COMMAND OF IKE

CANADA SELECTS LOCKHEED MARTIN F-35

NAVY COMMITMENT TO F-35C

RAWHIDES MOVIN' THE MAIL

REMAINING BLUES SCHEDULE

POSEIDON FLIGHT TESTING

CVW2 CHANGE OF COMMAND

NAVAL AVIATION LEADERS TALK ENTERPRISE

+++++

NAVAL AVIATION MUSEUM FOUNDATION

The Naval Aviation Museum Foundation is competing for a \$50,000 grant from Pepsi for a program Pepsi is sponsoring called “Do Something Good for the Gulf”.

Their program is for Pepsi to provide \$50K of IMAX student access to under-privileged children in the Gulf Coast region....”**Entertain while educating underprivileged youth with a free IMAX movie”**

All we need to do to support the Foundation – and OUR museum - is go to

<http://gulf.refresheverything.com/namf> and VOTE!!

In fact, we can vote once every day until the end of the month.

Let’s all log on to <http://gulf.refresheverything.com/namf> and vote to support OUR museum!

[RETURN TO INDEX](#)

OLDEST NAVAL AVIATOR

(NO! it is NOT me!)

The Naval Aviation Museum Foundation is looking for the oldest living Naval Aviator. Please contact COL Diej Kieley, USMC (Ret), the Senior Editor of *Foundation* at dkeily@navalaviationmuseum.org

[RETURN TO INDEX](#)

NAVAL AVIATION HISTORY NOTE

Battle of Midway - Thanks to ANA Member Joel Jacobs for the following....a great read! Here’s something concerning Midway’s heroes in which your members might be interested. Go: <http://boatcoach.tripod.com/id109.html>

[RETURN TO INDEX](#)

President Bush on USS BUSH



Posted 7/15/2010

ATLANTIC OCEAN (July 14, 2010) Former President George H.W. Bush arrives aboard the aircraft carrier that bears his name, USS George H.W. Bush (CVN 77). Bush and his wife, Barbara, spent their time aboard watching flight operations, touring the ship and spending time with the crew. (U.S. Navy photo by Mass Communication Specialist Seaman Daniel S. Moore)

[RETURN TO INDEX](#)

COAST GUARD DAY MESSAGE



[Coast Guard Aviation Association](#)
The Ancient Order of the Pterodactyl

Subject: COMMANDANT'S COAST GUARD DAY MESSAGE

R 031625Z AUG 10

FM COMDT COGARD WASHINGTON DC//CCG//

TO ALCOAST

BT

UNCLAS //N10000//

ALCOAST 404/10

COMDTNOTE 10000

SUBJ: COMMANDANTS COAST GUARD DAY MESSAGE

1. SHIPMATES, AS IT IS OUR CUSTOM, WE CELEBRATE ON THE 4TH DAY OF AUGUST, THE ANNIVERSARY OF THE ESTABLISHMENT OF OUR SERVICE. THE CREATION OF THE REVENUE CUTTER SERVICE CLOSELY FOLLOWED THE BIRTH OF OUR NATION. TWO HUNDRED AND TWENTY YEARS AGO TODAY, OR ONLY FOURTEEN YEARS AFTER THE DATE OF THE DECLARATION OF INDEPENDENCE, PRESIDENT GEORGE WASHINGTON SIGNED AN ACT OF THE FIRST

CONGRESS PROVIDING FOR THE CREATION OF THE REVENUE CUTTER SERVICE.

2. WHILE I COULD USE THIS OPPORTUNITY TO RECOGNIZE THE OUTSTANDING WORK OF OUR ACTIVE DUTY, RESERVE, CIVILIAN AND AUXILIARY MEMBERS OVER THE PAST YEAR IN HAITI, DEEPWATER HORIZON AND ACROSS OUR MANY MISSIONS, I CHOOSE INSTEAD TO HONOR YOUR OUTSTANDING PERFORMANCE BY

USING THIS OCCASION TO REFLECT UPON WHAT IT MEANS TO BE A COAST GUARDSMAN.

3. AS COAST GUARD MEN AND WOMEN, WE SHARE A BOND OF PRIDE IN OUR RICH HERITAGE AND A COMMON PURPOSE TO UPHOLD OUR HONORABLE TRADITIONS. WE ARE DEFINED BY UNSUNG HEROISM AND SELFLESS SERVICE. WE DEFEND OUR NATION. WE RISK OUR LIVES TO SAVE OTHERS. WE GIVE OUR UTMOST WHEN COLD, WET AND TIRED. COUNTLESS TIMES, WE HAVE EXTENDED OUR ARM DOWN INTO THE WATER TO RESCUE THOSE IN PERIL FROM THE SEA. WE WILL UNHESITATINGLY EXTEND THAT SAME ARM TO HELP A SHIPMATE IN NEED.

4. COAST GUARDSMEN ARE ALWAYS READY. WE PERFORM OUR SECURITY, HUMANITARIAN AND ENVIRONMENTAL RESPONSE MISSIONS WITH AN UNRELENTING SENSE OF PRIDE. WHEN DISASTER STRIKES, WHETHER NATURAL OR MANMADE, WE ARE FIRST ON SCENE. WE ARE OFTEN THE LAST TO DEPART.

5. COAST GUARDSMEN ARE AGILE, ADAPTABLE AND MULTI-MISSIONED. BORN AS REVENUE CUTTERMEN, LIGHTHOUSE KEEPERS, STEAMBOAT INSPECTORS AND

SURFMEN, WE HAVE EXPANDED TO MEET THE MARITIME NEEDS OF OUR NATION.

WE ARE STILL THE KEEPERS OF THE LIGHTS, BUT WE ALSO NOW PATROL FAR MORE DISTANT WATERS. WE READILY GO WHEREVER THERE ARE IMPORTANT, DIFFICULT AND DANGEROUS MARITIME DUTIES TO BE PERFORMED. WE ARE

ALWAYS SUPPORTED BY THE STEADY HAND OF OUR CIVIL SERVICE, AND BACKED

UP BY OUR RESERVES AND VOLUNTEER AUXILIARY.

6. COAST GUARDSMEN ARE SHIPMATES, THEY ARE FAMILY. THOUGH OUR SERVICE HAS GROWN, IT IS STILL SMALL ENOUGH THAT WE KNOW OUR SHIPMATES BY NAME. WE FOLLOW THEIR CAREERS. THEIR SUCCESSES AND ACHIEVEMENTS ARE A MATTER OF INTEREST AND PRIDE TO THE ENTIRE SERVICE. THIS REASON IS ALSO WHY IT CUTS DEEP WHEN WE LOSE A SHIPMATE. WE ASSEMBLE TO CARRY OUT THE MANNERS OF OUR PROFESSION, TO GRIEVE THEIR LOSS AND HONOR THEIR SERVICE, AND WE COLLECTIVELY FEEL THE SORROW. THIS YEAR HAS BEEN NO EXCEPTION. WE KNOW THEIR NAMES. WE KNOW OUR LOST SHIPMATES AND WE MISS THEM.

7. AS THE COAST GUARDSMANS CREED STATES, WE REVERE THAT LONG LINE OF EXPERT SEAMEN WHO BY THEIR DEVOTION TO DUTY AND SACRIFICE OF SELF

HAVE MADE IT POSSIBLE FOR US TO BE A MEMBER OF A SERVICE HONORED AND RESPECTED, IN PEACE AND IN WAR, THROUGHOUT THE WORLD.

8. THIS IS OUR CHOSEN PROFESSION. THIS IS OUR WAY. THIS IS WHAT WE DO. WE ARE PRIVILEGED TO BE MEMBERS OF A VERY UNIQUE SERVICE THAT, DUE TO OUR COLLECTION OF MISSIONS, AND LEGACY AGENCIES, SOMETIMES DEFIES LOGIC WHEN SOMEONE ATTEMPTS TO CLASSIFY US, OR TO PLACE A LABEL ON US. FOR THIS REASON, WHENEVER I AM ASKED TO DESCRIBE WHAT I AM, I ALWAYS REPLY WITH PRIDE, I AM A COAST GUARDSMAN. WE ARE THE MEN AND WOMEN OF THE UNITED STATES COAST GUARD, PAST AND PRESENT.

9. ON THIS COAST GUARD DAY, AND FOR THE MANY THAT WILL FOLLOW, WE WILL CONTINUE TO FAITHFULLY SERVE. STAND A TAUT WATCH. SEMPER PARATUS.

10. RELEASED BY ADMIRAL BOB PAPP, COMMANDANT.

11. INTERNET RELEASED AUTHORIZED.

BT

[RETURN TO INDEX](#)

FLAG AND GENERAL OFFICER ASSIGNMENTS

Rear Admiral Matthew Klunder

Rear Admiral Klunder, a native of Alexandria, Va., graduated from the United States Naval Academy in 1982 and earned his wings of gold at Meridian, Miss., in September 1984. Subsequent flying tours were based in Naval Air Station (NAS) Miramar, Calif.; NAS Patuxent River, Md.; Naval Air Facility Atsugi, Japan; and NAS Lemoore, Calif., where he was qualified in numerous aircraft including the E-2C Hawkeye and F/A-18 E/F Super Hornet.



Klunder has served at sea in Airborne Early Warning Squadron (VAW) 112, VAW-115 as a department head, VAW-115 as commanding officer, and Carrier Air Wing 2 as air wing commander. He has made eight deployments and multiple surge operations to the Atlantic, Pacific, and Indian Oceans and to the Mediterranean Sea and Arabian Gulf.

Klunder's shore tours include serving as a flight instructor, Naval Air Training and Operating Procedures Standardization officer and Commander Naval Air Force, U.S. Pacific Fleet evaluator at VAW-110; test pilot/project officer at Force Warfare Test Directorate; senior operations officer and Single Integrated Operational Plan officer at the Joint Staff J-3/National Military Command Center; as Joint Staff liaison officer and section chief at the U.S. State Department; as Combined Air Operations Center deputy director at Al Udeid Air Base in Qatar; and deputy director for Information, Plans, and Security for OPNAV N3/N5. Highlights during these tours include receiving the 1988 Hawkeye of the Year award, the 1991 Test Pilot of the Year award, and the 2002 George C. Marshall Statesman award.

In July 2010, Klunder reported as director of Intelligence, Surveillance and Reconnaissance Capabilities Division, OPNAV N2/N6F2 following his assignment as the 83rd commandant of midshipmen at the U.S. Naval Academy.

Klunder received his Bachelors degree from the U.S. Naval Academy and his Master's degrees in Aerodynamics and Aviation Systems from the University of Tennessee and Strategic Studies from the National War College.

He has flown over 45 different aircraft and accumulated 21 world flying records. His awards include the Legion of Merit (3 Awards), Defense Meritorious Service Medal (2 Awards), Meritorious Service Medal (2 Awards), Joint Commendation Medal (2 Awards), Navy Commendation Medal (4 Awards), and various unit and campaign awards.

+++++

Aircraft wing changes command

Davis takes over for retiring Flock

July 30, 2010 5:37 PM

[By Drew C. Wilson](#)

Havelock News

Maj. Gen. James F. Flock entered the Marine Corps at a tumultuous time in the nation's history, right as the Vietnam War was ending.

Thirty-five years later, he's now ending his military career as a decorated officer who helped guide Marines during successes in battles ranging from Grenada to Afghanistan. "Jim's done it all," Lt. Gen. Dennis Hejlik, commanding general of the 2nd Marine Expeditionary Force, said Friday at Cherry Point. "When you think about MAGTF (Marine Air Ground Task Force) officers, you think of Jim."

Flock turned over command of the 2nd Marine Aircraft Wing to Maj. Gen. (Select) Jon M. Davis during a ceremony Friday at Cherry Point.

About 850 Marines marched in review of the two men and hundreds of others who had gathered for the event. Flags fluttered in the breeze, and the wing band provided parade music in front of helicopters, jets and transport aircraft during the hour-long ceremony. Flock was commissioned in the Marine Corps in 1975. His aviation experience includes 3,000 flight hours as a pilot in the F-4 Phantom and the F/A-18 Hornet.

Davis started his career in the Marine Corps at Cherry Point, reporting to Marine Attack Training Squadron 203 in 1982 as an early pilot in the Harrier. He would later become an instructor in the training squadron at Cherry Point. He has more than 3,800 flight hours in a variety of military aircraft.

In 2003, Davis was assistant operations officer for the 3rd Marine Air Wing staff in Kuwait during Operation Iraqi Freedom. His latest assignment was as the deputy assistant commandant for aviation.

In leaving, Flock referred to Davis by his call sign, saying “Dog, you’re sitting there in front of the best wing in the Marine Corps.”

Flock’s advice for his successor was advice he had been given. “When in command, command.”

Davis, who is married to a third-grade teacher and has two sons in the Marine Corps, complimented Flock and Hejlik in remarks during the ceremony.

“You’ve been an example for me for many, many years,” Davis said. “Thanks for this tremendous wing you’ve turned over to me.”

Davis said he would be focused on empowering the 17,300 Marines under his command with the training and tools they needed to support what he called the world’s finest fighting organization.

“I’m humbled, I’m ready and I’m honored to be your commander,” he told Marines participating in the ceremony.

Davis referenced the beginning of his career at Cherry Point and New River as he addressed those attending.

“I started my operational career here at MCAS Cherry Point,” he said. “I cut my teeth here but my first flight here at the 2nd Marine Aircraft Wing was not here at Cherry Point but out at New River in a CH-46, getting ready to go fly Harriers.

“And now I’m back here commanding what I consider the finest war fighting wing in the Marine Corps. Gen. Flock, we’re going to pick up the torch where you left off and we’re going to move out.”

Major General James F. Flock

Major General Flock retired on 1 October 2010. He served as the Commanding General 2d Marine Aircraft Wing on his last assignment.

Major General Flock graduated from the University of Wisconsin with a Bachelor of Science degree in Mechanical Engineering. He was also a graduate of the Naval War College and holds a Master of Arts degree in National Security and Strategic Studies.

Major General Flock entered the Marine Corps from Milwaukee



Wisconsin and was commissioned a 2ndLt through the Platoon Leaders Class program in 1975. He attended The Basic School and subsequently completed flight training in 1977 at Naval Air Station Kingsville, Texas.

During his career, Major General Flock flew over 5,000 hours primarily in F-4 Phantom and FA-18 Hornet aircraft. His operational assignments included a tour with Marine Fighter Attack Squadron 312, two tours with VMFA-531, and three tours with VMFA-323. He served as a flight instructor with both Strike Fighter Squadron 125 and Marine Fighter Attack Training Squadron 101. He also served as the Air Naval Gunfire Liaison Officer, Headquarters Battalion, 1st Marine Division. As a field grade officer, he commanded VMFA-323 and Marine Aircraft Group 12. As a General Officer, he served as the Deputy Commander Marine Forces Reserve, as the Assistant Wing Commander 2d Marine Aircraft Wing, as the Commanding General Marine Corps Base Camp S.D. Butler, as the Assistant Deputy Commandant for Installations and Logistics (Facilities and Services), as the Deputy Commander U.S. Forces Japan, and as the Commanding General 2d Marine Aircraft Wing.

Major General Flock's operational experience included two deployments aboard USS CORAL SEA (79-80/85-86); the Unit Deployment Program (90-91); and a deployment aboard USS CONSTELLATION (94-95). His principle staff assignments included Strike/Fighter Requirements Officer and TACAIR Plans Officer, Headquarters U.S. Marine Corps; NATO/Partnership for Peace Exercise Branch Head, J-7, U.S. Atlantic Command; and Branch Head, Aviation Plans, Programs, and Budget, HQMC. Resident service schools and courses included the U.S. Navy Fighter Weapons School; Forward Air Control School; U.S. Marine Corps Weapons and Tactics Instructor Course; and the Naval War College.

Major General (sel) Jon M. Davis

Brigadier General Davis was commissioned in May 1980 through the PLC Program. In August 1980, he attended the Basic School and upon graduation reported for flight training. Upon receiving his wings in September of 1982 he was selected to fly the AV-8A Harrier.

He reported to VMAT-203 in October 1982, completed Harrier training and reported to VMA-231 in 1983 where he deployed aboard the USS Inchon. In 1985 he transferred to VMAT-203 serving as an instructor pilot. In 1986 he attended the WTI course at MAWTS-1. In 1987 he transferred to VMA-223 serving as the "Bulldogs" WTI and operations officer. In 1988 he was selected to represent the Corps as an exchange officer with the Royal Air Force. After training in the United Kingdom, he deployed to Gutersloh, Germany for duty as a GR-5/7 attack pilot with 3(F) squadron. Upon return to the U.S. in 1991 he served as an instructor at MAWTS-1 in Yuma, AZ. In October 1998 he took command of VMA-223. During his tour, VMA-223 won the CNO Safety Award and the Sanderson Trophy two years in a row, exceeded 40,000 hours of mishap free operations. After



completing the Executive Helicopter Familiarization Course at HT-18 in Pensacola in 2003, he was assigned to MAWTS-1 where he served as Executive Officer then from 2004 to 2006 as Commanding Officer. From 2006 to 2008 he served as the Deputy Commander Joint Functional Component Command -- Network Warfare at Fort Meade, Maryland.

His staff billets include a two year tour as a member of the 31st Commandant's Staff Group, and two years as the Junior Military Assistant to the Deputy Secretary of Defense. In 2003, he served as an Assistant Operations Officer on the 3rd Marine Air Wing staff in Kuwait during Operation Iraqi Freedom. In 2004, he served in Iraq as the Officer in Charge of the 3d Marine Aircraft Red Team.

He began his current tour, as the Deputy Assistant Commandant for Aviation in 2008. In the course of his career he has flown over 3,800 mishap free hours in the AV-8 and in every type model series fixed, tilt-rotor and rotary winged aircraft in the USMC inventory.

Brigadier General Davis graduated with honors from The Basic School and was a Distinguished Graduate of the Marine Corps Command and Staff College. He is a graduate of the Tactical Air Control Party Course, Amphibious Warfare School, Marine Aviation Weapons and Tactics Instructor Course, The School of Advanced Warfighting, and Johns Hopkins School of Advanced International Studies (SAIS). He holds a Bachelors of Science from Allegheny College, a Masters of Science from Marine Corps University and a Masters of International Public Policy from Johns Hopkins.

His personal decorations include the National Intelligence Distinguished Service Medal, the Defense Superior Service Medal (two awards), the Legion of Merit (two awards), Meritorious Service Medal (three awards), Navy Commendation (three awards) as well as other campaign and service awards.

Since 1981 he has been happily married to his wife Carol – a third grade teacher -- and has two sons, First Lieutenant Jeff Davis USMC and Second Lieutenant Eric Davis USMC.

Rear Adm. Garland P. Wright will be assigned as deputy director, Defense Threat Reduction Agency, Washington, D.C. Wright is currently serving as deputy chief of Navy Reserve, N095, Office of the Chief of Naval Operations, Washington, D.C.
Rear Admiral Garland P. "Gar" Wright, Jr.
Deputy Chief, Navy Reserve

Rear Admiral "Gar" Wright is a 1977 graduate of the U.S. Naval Academy where he was co-captain of Navy's first National Championship Sailing team and named an intercollegiate "All American."

After designation as a naval flight officer he served with Sea Control Squadron (VS) 38 "Red Griffins," followed by an instructor tour with the "Irish Mists" of VS-41 and a staff tour with Air Anti-submarine Warfare Wing Pacific. In 1986



he accepted a Navy Reserve (NR) commission.

NR command tours include: NR USS *Constellation* (CV 64) 0294, NR Tactical Support Center 1294, NR Naval Air Station North Island 0194, NR Force Protection/Law Enforcement Physical Security Unit 0194, NR Naval Air Forces Pacific 1094.

Non-command assignments included service with: VS-0294 "Moonlighters", NR Joint Force Air Component Command 0194, NR Area Air Defense Command Pacific, and Command Leadership School where he served as the force-wide director for Navy Reserve Leadership Training.

Wright's first flag assignment was as the Maritime Operations Center director, and deputy for Maritime Homeland Defense for U.S. 3rd Fleet. From August 2007 to October 2008 he was mobilized, first as deputy and then as the commander of Joint Task Force 134 (Detainee Operations), Multi-National Force Iraq. From November 2008 to September 2009 he was assigned as the deputy commander, Navy Region Southwest.

He currently serves as deputy chief, Navy Reserve.

Wright's decorations include the Legion of Merit (2), Bronze Star Medal, Meritorious Service Medal (3), Navy Commendation Medal (4), Navy Achievement Medal (2), and various other campaign and personal awards.

+++++

Rear Adm. (lower half) Robin R. Braun will be assigned as battle staff director, U.S. European Command, Stuttgart, Germany. Braun is currently serving as director, total force management, N2/N6C1, Office of the Chief of Naval Operations, Washington, D.C.

Rear Admiral Robin R. Braun
Director, Total Force Management (OPNAV N2/N6)

Rear Admiral Robin R. Braun, daughter of a career naval aviator, was born in Pensacola, Fla. A graduate of Northern Arizona University, she was commissioned in 1980 and was designated a naval aviator in 1981.

Braun's first assignment was to Training Squadron (VT) 31, Naval Air Station (NAS) Corpus Christi, Texas, where she served as an instructor pilot and Selectively Retained Graduate in the T-44 aircraft. In 1983, Braun reported to Fleet Air Reconnaissance Squadron (VQ) 3 (TACAMO) at NAS Barbers Point, Hawaii. She served as a mission



commander and aircraft commander in the EC-130Q aircraft, providing an airborne communications link for strategic forces throughout the Pacific theater.

In 1986, Braun reported to the Joint Chiefs of Staff, Washington as a Navy intern in the Operations Directorate (J3). Subsequently, she was assigned to the Navy Personnel Command as the Aviation Initial Assignments detailer.

Braun's first Reserve Component assignment was with Naval Reserve NAS Keflavik at Naval Air Facility (NAF) Washington. From 1989 through 1994, she served with Fleet Logistics Support Squadron (VR) 61 at NAS Whidbey Island, Wash. and VR-51 at NAS Glenview, Ill., flying worldwide missions in the DC-9 and C-9B aircraft. Upon closure of NAS Glenview, she transferred to VR-48 at NAF Washington, serving as one of the Navy's first C-20G aircraft commanders and instructor pilots. Following assignment as maintenance officer and executive officer, she became commanding officer of VR-48 in 1998. During her tour, the squadron was awarded the Battle "E" and CNO Safety Award.

Follow-on assignments include commanding officer, Tactical Support Center 0793 supporting Patrol and Reconnaissance Wing 5; facilitator for the Naval Safety Center's Culture Workshop Program; chief of staff, Navy Command Center 106/CNO Ops and Plans supporting OPNAV N3/5; commanding officer of Navy Reserve Carrier Strike Group 10 supporting the USS *Harry S. Truman* and Joint Task Force Katrina; and commanding officer of Navy Air Logistics Office, New Orleans, La.

In 2007, Braun reported to Navy Recruiting Command where she served as deputy commander and commander until 2009. She is currently assigned as director, Total Force Management for the deputy chief of Naval Operations for Information Dominance.

Braun has accumulated over 5800 flight hours in Navy aircraft. Her awards include the Legion of Merit (two awards), Meritorious Service Medal (four awards), the Navy Commendation Medal (two awards), and the Navy Achievement Medal (three awards).

+++++

Rear Adm. (lower half) Randolph L. Mahr will be assigned as commander, Naval Air Warfare Center, Aircraft Division/assistant commander for research and engineering, Naval Air Systems Command, Patuxent River, Md. Mahr is currently serving as program manager, PMA-251, Program Executive Office for Tactical Aircraft Programs, Patuxent River, Md.

Rear Admiral Randolph L. Mahr
United States Navy

Rear Admiral Mahr was born in Elizabeth, N.J., graduated from the U.S. Naval Academy in 1983, was designated a



naval flight officer in October 1984 and graduated with distinction from the Naval Postgraduate School in 2001.

His operational tours include assignments as an A-6E Intruder bombardier/navigator with the Green Lizards of Attack Squadron (VA) 95 and the VA-115 Eagles, forward deployed to Atsugi, Japan. He also served as a tactics instructor at the Medium Attack Weapons School, Pacific.

As an aerospace engineering duty officer he was the test and evaluation manager and chief engineer for the Joint Standoff Weapon, and following was deputy program manager for a joint Navy–Air Force research program. He was the first naval officer to serve as vice commandant, Air Force Institute of Technology and was subsequently assigned as chief of staff for Program Executive Officer, Tactical Aircraft Programs.

He was named program manager (PMA 231) for the Navy’s E-2 Hawkeye and C-2 Greyhound programs beginning May 2005 and in April 2008, was selected to serve as program manager for Aircraft Launch and Recovery Equipment programs.

Mahr’s decorations include the Distinguished Flying Cross with combat distinguishing device, Defense Meritorious Service Medal, Meritorious Service Medal, Air Medal, Joint Service Commendation Medal, Navy Commendation Medal, Air Force Commendation Medal, Navy Achievement Medal and various unit and campaign awards. He was recognized with the 2008 Aviation Week magazine Laureate award in the military category for his leadership of the E-2D Advanced Hawkeye program.

+++++

Rear Adm. (lower half) John C. Sadler will be assigned as commander, Naval Air Forces Reserve/deputy commander, Naval Air Forces/deputy commander, Naval Air Forces, U.S. Pacific Fleet, San Diego, Calif. Sadler is currently serving as deputy reserve commander, Navy Region Southeast, Jacksonville, Fla.

Rear Admiral (Select) John "Chris" Sadler
United States Navy
Deputy Reserve Commander,
Navy Region Southeast

In December 2009, Capt. Sadler assumed duties as deputy Reserve commander, Navy Region Southeast, where he serves as a senior mentor for over 15,000 Selected Reserve/Full Time Support Sailors and as the moderator for the region’s Returning Warrior Workshops.

Sadler graduated from the University of South Carolina in 1982 with a Bachelor of Science degree in Electrical Engineering



(cum laude). He is a member of Phi Beta Kappa honor society and earned his commission through the Naval Reserve Officer Training Corps (NROTC).

Sadler earned honors in all phases of flight training and reported in June 1985 to the Black Aces of Fighter Squadron 41 aboard the USS *Nimitz* (CVN 68), flying the F-14A Tomcat. He became a wing qualified landing signal officer and graduated from the Naval Fighter Weapons School (TOPGUN). He then reported to the Challengers of Fighter Squadron 43 at Naval Air Station (NAS) Oceana, Va., as an adversary pilot, flying the A-4/F-5 and teaching overland strike support.

Sadler became a Selected Reservist in September, 1990 with the Hunters of Fighter Squadron 201 at NAS Dallas, Texas, flying the F-14A Tomcat. He deployed with Air Wing Five as an adversary pilot and Fighter Squadron 211 aboard *Nimitz* for Exercise *Surgex*. He was selected as the 1996 Air Wing Reserve 20 Junior Officer of the Year.

Sadler assumed command of Strike Fighter Squadron 201 in July 1999, leading the squadron through their transition to the F/A-18A Hornet while earning two consecutive Air Wing 20 Retention Excellence Awards and the Naval Air Force Reserve nomination for the Phoenix Award in 2000, recognizing maintenance excellence.

Sadler's other command tours include Commander Fleet Air Western Pacific 0170, where his unit earned the Captain Barto Award as the best small augment unit in the Naval Air Reserve Force; Chief of Naval Air Training Reserve Component Command and 6th Fleet Detachment 802. Non-command tours include Carrier Strike Group 0570 and 7th Fleet Detachment 111.

Sadler served on active duty in 2007 as the chief of staff for commander, Navy Region Midwest at Naval Station Great Lakes, Ill. He coordinated the efforts of the region staff in providing support to Navy war fighters over the 16-state Midwest region.

Sadler has flown almost 3000 hours in tactical aircraft and accumulated 388 carrier landings. He is a graduate of Air Command and Staff College and Joint Forces Staff College. Personal decorations include the Legion of Merit, the Meritorious Service Medal, the Navy Commendation Medal and the Navy Achievement Medal. Sadler is employed as a 777 pilot for Delta Air Lines, and is an ice hockey player/Dallas Stars/Pittsburgh Penguins/Pittsburgh Steelers fan.

[RETURN TO INDEX](#)

NAVAL AVIATION IN THE AOR




Posted 7/31/2010

U.S. 5TH FLEET AREA OF RESPONSIBILITY (July 29, 2010) Flight operations from the flight deck of the aircraft carrier USS Harry S. Truman (CVN 75). The Harry S. Truman Carrier Strike Group is deployed supporting maritime security operations and theater security cooperation efforts in the U.S. 5th Fleet area of responsibility. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kilho Park)

[RETURN TO INDEX](#)

JULY AIR PLAN



THE NAVAL AVIATION ENTERPRISE AIR PLAN

... One Vision, One Team

www.public.navy.mil/airfor/nae
#11, July 2010

"Naval Aviation works. It works because of the people, the processes, and our drive to succeed. The NAE is an essential element of that success and I am totally committed to maximizing the NAE contributions to Naval Aviation."
- VADM Al Myers, Commander, Naval Air Forces

NAE leadership changes are an opportunity to consider past performance and to look ahead. Today's NAE was a first-of-its-kind, and was a necessary innovation to address serious challenges facing Naval Aviation. Naval Aviation leadership created the transparent, collaborative and cross-functional framework of the NAE which put processes in place that righted the course of off-track fundamentals essential to Naval Aviation readiness:

- *Arrested* rapidly increasing cost-per-flight hour growth rates. In the Navy, growth rates were slowed from ~\$300/hr for each year between 2000 and 2003 to an average growth of ~\$70/hr from 2004-2009. Left unchecked, this growth rate would have increased costs to Naval Aviation by more than \$700M in 2009, and as much as \$4B from 2004-2009. Informed, risk-balanced decisions by Naval Aviation stakeholders within the NAE drove this turnaround without losing our warfighting relevance.
- *Changed* the readiness at any cost and consumption mindset. The NAE's continuous process improvement toolset, standardized and transparent metrics and a disciplined stewardship of resources were core efforts within Naval Aviation directed at the efficient delivery of the right force with the right readiness at the right time.

Looking ahead, Naval Aviation today does not face the same issues of the past because of the NAE. We confront different challenges today that redouble the importance of the NAE in helping our leaders arrive at effective solutions.

"It is evident that enterprise principles and processes have led to tangible improvements in Marine Corps Aviation readiness. More is still possible."
- LtGen George Trautman, Deputy Commandant for Aviation, USMC

- NAE Boots on the Ground/Deck events throughout Naval Aviation have facilitated real-time dialogue between Naval Aviation leadership and Fleet Sailors and Marines which drive resolution of targeted readiness barriers.
- Consistent with OSD guidance, Enterprise processes have created efficiencies that reduce "tail" to fund "tooth" expenditures, permit money to be repurposed to capture unfunded flight hours and pay for reliability improvements.

"The NAE has coordinated effective, cost-wise delivery of Naval Aviation readiness in a way that simply did not exist before the Enterprise. Our current fiscal environment necessitates we stay this course."
- VADM David Architzel, Commander, Naval Air Systems Command

- NAE practices within Fleet Readiness Centers joined seasoned depot artisans with intermediate maintenance level Sailors and Marines to rapidly create a much deeper experience base within Naval Aviation.
- Enterprise principles led to the Aviation Rapid Action Team concept which partners hand-selected engineering, logistics, and other experts directly at the source to focus on and eliminate significant barriers to aircraft readiness.

In Naval Aviation, the NAE enables us to stay on course and on glide slope

Key Messages	Facts & Figures
<ul style="list-style-type: none"> • The most visible result of NAE efforts is increased aircraft ready for tasking on USN/USMC flight lines. • The NAE encourages and rewards a culture of transparency and collaboration focused on solving Naval Aviation's most significant challenges as a unified team. • The NAE Total Force is more than just putting bodies in billets; it is focused on helping our people attain the right skills and be in the right place at the right time. 	<ul style="list-style-type: none"> • In FY09, NAE-facilitated efficiencies created over 6100 additional flight hours of training opportunities (~\$32M) • NAE focus on accurate alignment of the Total Force has resulted in improving the Enlisted Rating Fit on aircraft carriers from 84% to 93% since 2005. • The NAE Future Readiness CFT identified \$110M in investments to fix high cost/reliability issues that could return \$1.48B over the systems' remaining life (15:1).

[RETURN TO INDEX](#)

Pterodactyls Looking for VPB 6 INFORMATION

+++++



Coast Guard Aviation Association

The Ancient Order of the Pterodactyl

Harry Trice (Triceharry@sbcglobal.net), who joined the USCG in the late 50s, arrived in Argentina just in time to fly up on the the last R5D that was being delivered to the International Ice Patrol.

Harry is putting together a history of VPB-6 and looking for names to go along with a series of photographs of VPB-6 personnel.

These photographs (more will be added later) of Coast Guard aviators circa 1944 are online on Coast Guard Aviation Association Flickr photo page <http://www.flickr.com/photos/cgaa/sets/> . If you recognize any of the people in the photographs please contact Harry Trice at Triceharry@sbcglobal.net.

Harry is also looking for photographs of the following personnel who were in VPB-6:

AMM3 George W. Yeager
LTJG Robert E. Woodson
AOM Ziggliano
Y1 Waldamer D. Updike
AMM1 George W. White

If you have any photographs that you are willing to share, or have any information on VPB-6 please contact Harry Trice at Triceharry@sbcglobal.net.

Coast Guard Aviation Association

The Ancient Order of the Pterodactyl

Dear Fellow Pterodactyl,

As I think most of you are aware from the CGAA website, there is an ongoing project at Air Station Sacramento to create a fitting and lasting memorial to the seven Guardians who were lost as a result of a mid-air collision with a Marine Corps helicopter last fall. In our small aviation community, this was an unprecedented loss of shipmates and friends, and so the Memorial Committee has dedicated its efforts to see this project through to completion, hopefully by October 29, 2010, the anniversary of the tragic event.

To make this happen, I am asking for your financial support. The Committee has established a website (www.rescue1705.com) which details the envisioned Memorial and contains links to purchases of memorial bricks, commemorative patches and copies of a Bryan Snuffer painting of CG 1705. With regard to brick purchases, you may want to consider that although the Memorial will be dedicated to the lost Coast Guard and Marine personnel, the bricks' wording is entirely optional, and may be used to memorialize a family member, a shipmate who has "crossed the bar", or other similarly appropriate wording. Additionally, tax-deductible contributions may be made directly to CGAA, noting that the donation is for the CG 1705 memorial.

The Sacramento area has a limited number of Coast Guard personnel and retirees who are able to donate, so this is where you can come in to help. If every Pterodactyl were to make even a small donation to the Memorial, we would readily achieve our goal of \$125,000, of which \$40,000 has already been raised.

From one Pterodactyl to another, thank for your support of this important endeavor.

Semper Paratus!

Jerry Mohlenbrok
CAPT USCG (Ret)
CGAV 951

The Coast Guard Aviation Association www.aoptero.org
[RETURN TO INDEX](#)

Navy Welcomes Its Newest Eye In The Sky

(NORFOLK VIRGINIAN PILOT 29 JUL 10) ... *Kate Wiltrout*

From <http://hamptonroads.com/2010/07/navy-welcomes-its-newest-eye-sky>

The Navy's newest surveillance plane doesn't look much different from its predecessor: it's got the same dinner-plate shaped radar dome perched atop its fuselage, the same twin propellers, the same wingspan. But the first E-2D Advanced Hawkeye delivered to the Navy has vastly improved radar systems, communications, and computing abilities compared to its older sister, the E-2C, in service since the mid-1980s.

The latest model is the sixth generation of the venerable E-2, which has provided the Navy with airborne early warning and control capabilities for more than 45 years. The Navy plans to buy 75 of the Advanced Hawkeyes, which cost about \$180 million each, over the next 11 years.

In a few weeks, instructors at a local squadron will begin learning how to operate the new bird. Then they'll teach others assigned to VAW-120, a Norfolk-based carrier airborne early warning squadron.

Like its predecessors, the aircraft has a small crew and a big mission.

The first plane to launch off a carrier during air operations and the last one back on the flight deck at the end, the Hawkeye is often referred to as a commander's eyes and ears in the sky.

Two pilots handle the cockpit while three flight officers occupy seats at a bank of computers in the plane's midsection. One serves as a mobile air traffic controller, one runs the combat information center and the third operates the radar system, which occupies most of the rotating 24-foot-diameter dome that gives the plane its distinctive shape.

Lt. John Sokol, a flight officer with VAW-120, will be one of the first instructors to train on the Advanced Hawkeye.

He compared the radar capabilities in the old and new versions to going from a 13-inch black and white television to a 50-inch digital flat screen.

Another big change, said Lt. Justin Wiesen, a Hawkeye pilot in the same squadron, is new cockpit displays that allow a co-pilot to track what the flight officers are doing - and assist them when needed.

"We can see what they see on our screens up front. That's a big transition for pilots," Wiesen said. "We're not even sure how it's all going to play out, tactically."

All of that will be figured out in the coming months.

Thursday, though, was a day to celebrate the possibilities.

Quipped Vice Adm. Allen Myers, commander of naval air forces: "It feels a little bit like Christmas in July."

[RETURN TO INDEX](#)

+++++

Captain Marcus Hitchcock assumes command of IKE

Relieves Capt. Dee L. Mewbourne

Friday, 13 Aug 2010, 9:59 AM EDT

NORFOLK, Va. (WAVY) - Captain Marcus Hitchcock assumed command of the Nimitz-class aircraft carrier USS Dwight D. Eisenhower (CVN 69) on Friday during a change-of-command ceremony held in the aircraft carrier's hangar bay at Naval Station Norfolk. He is the Eisenhower's 15th commanding officer.

Hitchcock relieved Capt. Dee L. Mewbourne. Mewbourne had been CO of the Eisenhower since Nov. 16, 2007.

Hitchcock's previous command assignments include serving as Commanding Officer of the Swordsmen of VF-32, an F-14 Tomcat squadron. His squadron deployed aboard USS Harry S. Truman (CVN 75) and conducted combat operations in support of Operation Iraqi Freedom.

In March, 2008, Hitchcock assumed command of USS Peleliu (LHA 5) stationed in San Diego, California. Peleliu completed an extended deployment to the Arabian Gulf.

The Eisenhower returned to Naval Station Norfolk on July 28 following a seven-month deployment to the 5th and 6th Fleet areas of operations in support of Operation Enduring Freedom. The completed deployment was the second with Mewbourne in command.

[RETURN TO INDEX](#)

+++++

CANADA SELECTS LOCKHEED MARTIN F-35 FOR NEXT-GENERATION FIGHTER

Lockheed Martin News Release

FORT WORTH, Texas, July 16, 2010 – The Government of Canada today announced plans to acquire the Lockheed Martin [NYSE: LMT] F-35 Lightning II as the country's next-generation fighter aircraft. The F-35 will replace Canada's fleet of CF-18 Hornets that entered service in the early 1980s.

"We're very pleased with the decision and are committed to supporting the Government of Canada in moving forward with the F-35," said Tom Burbage, Lockheed Martin executive vice

president and general manager of F-35 Program Integration. "The Lightning II will help ensure Canada's national security, and also positions Canadian industry to immediately capture long-term work that will endure for the next 30 years."

The F-35 is a supersonic, multi-role, 5th generation stealth fighter developed and funded by a consortium of nine countries, including Canada. It is designed to excel in both air-to-air and air-to-ground operations and features the most comprehensive and powerful avionics of any fighter ever produced. Canada plans to acquire 65 F-35s to replace the CF-18 fleet that is currently in service. Delivery of Canada's F-35s will begin in 2016.

Three F-35 variants derived from a common design, developed together and using the same sustainment infrastructure worldwide, will replace at least 13 types of aircraft for 11 nations initially, making the Lightning II the most cost-effective fighter program in history.

Lockheed Martin is developing the F-35 with its principal industrial partners, Northrop Grumman and BAE Systems. Two separate, interchangeable F-35 engines are under development: the Pratt & Whitney F135 and the GE Rolls-Royce Fighter Engine Team F136.

Headquartered in Bethesda, Md., Lockheed Martin is a global security company that employs about 136,000 people worldwide and is principally engaged in the research, design, development, manufacture, integration and sustainment of advanced technology systems, products and services. The Corporation reported 2009 sales of \$45.2 billion.

F-35 and Lightning II are trademarks of Lockheed Martin Corporation.

Media Contacts

John R. Kent, 817-763-3980; e-mail john.r.kent@lmco.com

Kim Testa, 817-718-8644; e-mail kim.m.testa@lmco.com

For additional information, visit our Web site:

<http://www.lockheedmartin.com>

F-35 photographs and information also available at:

www.F-35.ca

[RETURN TO INDEX](#)

+++++

Full Speed Ahead

The Navy Affirms Its Commitment To The F-35C
(SEAPOWERS MAGAZINE AUG 10) ... *Richard R. Burgess*

As the Navy's first F-35C Lightning II strike fighter takes to the air to begin its flight test regimen, the service is reaffirming its requirement for the new fifth-generation jet fighter aircraft. At the same time, it also is formulating the capabilities desired in a sixth-generation strike fighter that could be flying 25 years hence.

Eleven months after being rolled out at Lockheed Martin Aeronautics' facility in Fort Worth, Texas, the first F-35C made its debut flight on June 7. It is scheduled for delivery to the Navy for service testing at Naval Air Station Patuxent River, Md., by the end of the summer.

On May 31, Rear Adm. Michael Manazir, head of aviation programs and then-acting director for air warfare in the Office of the Chief of Naval Operations, spoke to reporters in the Pentagon with the intent of dispelling contentions that the Navy is "soft on [the] F-35C."

An experienced strike fighter pilot and former commanding officer of the aircraft carrier USS Nimitz, Manazir praised the Boeing-built F/A-18E/F Super Hornet strike fighter currently in production and service, but added that the Super Hornet, a fourth-generation fighter — he called it “sort of 4.2-ish,” — “is moving to the limits of its [fourth-generation] capability.

“We need to move into the F-35C and realize our vision for TACAIR [tactical air] ... and what it brings to the fight off a carrier: stealth, sensor and data fusion, the systems-of- systems approach to the warfighter,” Manazir said. “We’re completely committed in getting to the F-35C.”

He said that on an anti-access mission against a near-term competitor, the Super Hornet is “going to be limited in its ability to go against that complex integrated air defense system.

“The F-35C’s sensor fusion, data fusion and the stealth characteristics allow it to get in there on day one in that anti-access denial kind of a fight,” he said. “The combination of the two [strike fighters] is what changes the game. When you bring the F-35C to the carrier, the fully developed weapon system in a Super Hornet, covered by the EA-18G [Growler electronic attack aircraft] in a jamming role, that synergy between the F-35C and the Super Hornet is more complementary and we get to a greater level of warfighting off the carrier.”

Manazir said the F-35 will bring sensor and data fusion to an unprecedented level.

“We currently move data around to enable the people in the cockpit to communicate with folks on the ground, decision-makers maybe even far away,” he said. “What the F-35C brings is actually a node in the greater fight and, so, as we push the F-35C into the fifth-generation arena, it is communicating across a broader range of networks.”

The first F-35C, CF-1, joins the Air Force’s F-35A and Marine Corps’ short -takeoff/vertical-landing F-35B in flight testing. The first F-35 with mission systems installed, F-35B BF-4, flew to Patuxent River on June 8 to join the first three F-35Bs. In late June, the Northrop Grumman-built APG-81 active electronically scanned radar was operated from an F-35 for the first time, successfully tracking targets at long range, according to a company release.

The second and third F-35Cs have been built and are scheduled to join CF-1 in flight testing at Patuxent River before the end of the year.

On July 6, Lockheed Martin was awarded a \$522 million contract for purchase of long-lead materials for Lot V production for 42 F-35s, including 22 F-35As, 13 F-35Bs and seven F-35Cs. The Navy and Marine Corps requirement for F-35Bs and F-35Cs remains at 680 aircraft, though the services have yet to decide the breakdown between the two versions.

The Navy issued a directive in June to form Strike Fighter Squadron 101 (VFA-101) on Oct. 1 at the triservice Joint Strike Fighter training site at Eglin Air Force Base, Fla. VFA-101 is scheduled to begin training students in 2014 and stand up the first operational F-35C squadron, VFA-154, in April 2016, when the aircraft will reach initial operational capability (IOC). IOC for the F-35C is defined as fielding 10 aircraft with Block III mission software capability and armed with such weapons as the AIM-120D and AIM-9X air-to-air missiles, a gun pod and the AGM-154 Joint Standoff Weapon. The first carrier deployment of the F-35C is scheduled for December 2016, with the second scheduled for early 2017.

For more go to <http://www.seapower-digital.com/seapower/spsample?pg=46#pg46>

[RETURN TO INDEX](#)

+++++

Navy Rawhides Get The Mail (And Everything Else) Through

(NORFOLK VIRGINIAN-PILOT 17 JUL 10) ... *Meredith Kruse*

NORFOLK--The humble cargo plane is getting its moment in the sun – and what a sun it is. Rays of brilliant orange and gold cover about half the fuselage, and galloping through the sunrise is a Pony Express rider in silhouette. This is one C-2A Greyhound that ought to be visible from outer space, Navy Cmdr. Sean McDermott joked Friday.

McDermott and the other members of his squadron, known as the Rawhides, aren't used to being the center of attention. In naval aviation, glory usually goes to the fighter pilots and their jets, not to those who deliver mail, spare parts, and passengers.

"We're a light switch. We're the Internet. They expect us to be there all the time," McDermott said. "The only time we're visible is when we're not there."

But when you've been doing that job for 50 years – the last 27 without a major accident – you're entitled to a little attention. So Friday, when McDermott took command of Fleet Logistics Support Squadron 40 at Norfolk Naval Station, Rawhides past and present also celebrated their anniversary with the brightly painted plane, a flyover and many sea stories.

In all those years shuttling stuff to and from aircraft carriers – a mission known as carrier onboard delivery, or COD – the squadron has seen its share of historic moments.

In the 1960s, its aircraft lent support to NASA for space missions. In 1979, one of its pilots, Lt. Donna Spruill, became the first female Navy aviator to qualify to land on carriers in a fixed-wing aircraft. A few years later, another Rawhide, Ensign Brenda Robinson, became the first black woman to do so.

The squadron earned the Battle "E" efficiency award for its work during Operation Desert Storm in 1991. It recently received two more.

And when an earthquake struck Haiti in January, the Rawhides deployed almost immediately and were first on the scene, said the outgoing skipper, Cmdr. Charles "Trey" Hayden III.

"We were there within hours," he said. The six planes and their crews flew for 25 straight days without missing a mission, delivering more than 1.2 million pounds of food, water and medical supplies.

For more go to <http://hamptonroads.com/2010/07/navys-rawhides-get-mail-and-everything-else-through>

[RETURN TO INDEX](#)

+++++

REMAINING BLUES SCHEDULE

2010 Show Schedule	
AUGUST	
01	Anchorage, AK
07 - 08	Seattle, WA
14 - 15	Chicago, IL
28 - 29	Portsmouth, NH
SEPTEMBER	
04 - 06	Cleveland, OH
11 - 12	Scott AFB, IL

18 - 19 25 - 26	NAS Oceana, VA MCAS Kaneohe Bay, HI
OCTOBER	
01 - 03 09 - 10 16 - 17 23 - 24 30 - 31	MCAS Miramar, CA San Francisco, CA Dobbins AFB, GA NAS Jacksonville, FL Ft. Worth Alliance, TX
NOVEMBER	
06 - 07 12 - 13	Homestead ARB, FL NAS Pensacola, FL

[RETURN TO INDEX](#)

+++++

Third P8A Poseidon Enters Flight Testing

(AVIATION WEEK 03 AUG 10) ... *Guy Norris*

LOS ANGELES — The third Boeing P-8A Poseidon aircraft, T3, is being prepared for transfer to U.S. Naval Air Station Patuxent River, Md., following the completion of its first flight in Seattle on July 29.

T3, which is the mission-system and weapon-certification aircraft, also is expected to make at least one more flight from Boeing Field before joining the first two P-8A test aircraft already at Pax River. During T3's 2-hr. 48-min. flight, the company says Boeing and U.S. Navy test pilots performed airborne systems checks including engine accelerations and decelerations, autopilot flight modes, and auxiliary power unit and engine shutdowns and starts.

"Ground test data collected in Seattle will be used for in-flight separation and delivery accuracy tests due to take place later this year," the company says.

T3 is one of six flight-test aircraft being delivered under the U.S. Navy System Development and Demonstration (SDD) contract awarded to Boeing in 2004. The initial airworthiness-test aircraft, T1, entered flight testing in October 2009 and arrived at Pax River in April 2010. T2, the primary mission-system test aircraft, flew to the East Coast in June and has already amassed more than 50 flight test hours.

Assembly of the additional three airframes added under the SDD is also underway at Boeing and at Spirit AeroSystems in Wichita, Kan.

The first production-representative airframe, T4, is moving through the Renton, Wash., final assembly site and has wings attached.

For more go to

http://www.aviationweek.com/aw/generic/story_channel.jsp?channel=defense&id=news/asd/2010/08/03/04.xml

[RETURN TO INDEX](#)

+++++

CVW2 Change of Command



100807-N-5749W-251 PACIFIC OCEAN (Aug. 7, 2010) Rear Adm. Mark D. Guadagnini, commander of the Abraham Lincoln Carrier Strike Group, launches from the flight deck of aircraft carrier USS Abraham Lincoln (CVN 72) in an F/A-18E Super Hornet assigned to the Kestrels of Strike Fighter Squadron (VFA) 137 for an in-flight change of command ceremony. Capt. John Eden relieved Capt. Alton E. Ross Jr. as the commander of Carrier Strike Group (CVW) 2. Abraham Lincoln is underway for a composite training unit exercise, which is designed to train the ship, embarked air wing and other units that make up the Abraham Lincoln Carrier Strike Group to function as one effective fighting force. (U.S. Navy photo by Mass Communication Specialist 3rd Class Lex T. Wenberg/Released)

[RETURN TO INDEX](#)

+++++

Naval Aviation Leaders Talk Enterprise

(NAVY NEWS SERVICE 18 AUG 10) ... Naval Aviation Enterprise Public Affairs

GREAT LAKES, Ill. -- Navy and Marine Corps senior leaders and senior executive service personnel associated with Navy and Marine Corps aviation met in Great Lakes, Ill., Aug. 10-11 to discuss ways the Naval Aviation Enterprise (NAE) Extended Air Board can improve current and future aviation readiness.

"The purpose of this gathering is to understand what we did right over the past year, reinforce that [goodness], and then look to where we can be more effective and efficient in the coming year," said Vice Adm. Al Myers, commander, Naval Air Forces and a NAE co-leader.

"It is not enough to rest on what we've done in the last year," said Myers. "I think we've had a very good year in terms of cost avoidance. But, as budgets get leaner and the pressures increase,

it is up to this group to look for efficiencies within the NAE, in a way that maintains or improves our effectiveness."

The NAE today is represented by all of the more than 180,000 Sailors, Marines and civilians, 3,800 aircraft, and 11 aircraft carriers involved in Navy and Marine Corps aviation. The NAE's mission is to support naval aviation readiness requirements with transparent, cross-functional processes, which inform risk-balanced decisions.

"I would note the accomplishment of bringing together so many top Navy and Marine Corps aviation leaders as an enterprise group to make decisions...I am not aware of any other enterprise forum like this one," said Vice Adm. David Architzel, commander, Naval Air Systems (NAVAIR), who has the role and responsibility of primary provider for all naval aviation hardware and systems.

Architzel was encouraged by NAVAIR's participation in the meeting.

"If you think about what we have to do to provide the right force, with the right readiness, at the right time...today and in the future, NAVAIR plays into every one of those roles," said Architzel. Working across traditional command boundaries, naval aviation personnel associated with cross-functional teams focused on current readiness, the total force and future readiness use transparency, collaboration and metrics-based decisions to efficiently synchronize naval aviation's readiness delivery processes and help naval aviation leadership make smarter risk-balanced decisions.

Defining a hard return on collaborative and cost-wise decisions can be complicated; however, a look at just one accomplishment of NAE practices shows significant cost avoidance to naval aviation and the Department of the Navy (DON).

From 2004-2009, naval aviation arrested cost-per-flight hour growth rates, reducing costs by as much as \$4 billion. Navy growth rates were slowed from approximately \$300 per-hour, per-year during 2000-2003, to an average growth of approximately \$70 per-hour, per year between the years 2004-2009. That four billion dollars not spent on flight hours was redirected toward other emerging but unfunded priority requirements, ultimately saving the DON and the taxpayer money that would have otherwise been needed.

NAE extends beyond the ranks of the Navy.

"The NAE has made a tremendous positive change in the way that Marine aviation has been able to perform over the past three years that I have been the deputy commandant for aviation," said Marine Corps Lt. Gen. Trautman, III, the other co-leader of the NAE. "The level of transparency and communication flow and the interaction that has been generated inside the Marine Corps, from my squadron commanders, to my Marine aircraft group commanders, to my wing commanders, all the way up to me, has been invaluable to helping Marine Corps aviation perform better."

Vincent Walls, deputy director of the Navy's Fleet Readiness Division (N43), is one of the newest members of the NAE and experienced his first Extended Air Board meeting in Great Lakes.

"There is value in getting the leadership focused on identifying opportunities to reduce costs and drive efficiencies," said Walls. "It is also good for [N43] to be involved and hear what the leaders consider to be the biggest challenges, which helps inform our decisions."

The meeting helped determine the best return on investment through continued enterprise activities and to strategically communicate the benefits of enterprise behavior to achieve a complete cultural transformation to one of cost-wise readiness. A lot of ideas were presented that

leadership will consider as they develop and execute the new fiscal year 2011 NAE strategic plan.

Naval aviation leadership departed the meeting having recommitted to the transparency and collaboration that drives readiness improvements within naval aviation.

"Our ability to work together and take the Enterprise to the next level is going to be key to our future, and I'm fully committed along with my co-lead and other participants...I see nothing but goodness ahead for the Enterprise," said Lt. Gen. Trautman.

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.