

Fist of the Fleet Association

a non profit 501 (c) (19) military organization

NEWSLETTER

Jul 2021
Preserving the Past Providing for Today
Promoting the Future

SUMMER EDITION

By: Jerry "Ricochet" Fritze

Jay Stone, Air Intel Officer for VA-25 during the 1968 Battle of Lang Vei had an interesting idea for a new series called "Sea Stories". Per Jay "Lots of funny and interesting things happen in a squadron, especially in combat, that would be great to read." Such a series would be open to former and current members of VA/VFA-25, both enlisted and officer. They can run the gamut from funny, exciting and mundane to the down-right dangerous, and can be up to 200 words or so. So to lead this off I'm going to set the Wayback machine to 1970's.

On Feb 10, 1976 Ranger (CV-61) pulled out of Pearl to begin the long Pacific transit to Subic Bay. I had nothing to do that day (there were a lot of days like that in AIMD) so I wandered up to Vulture's Row. About noon or so a helo from Pearl was cleared to land. I don't remember if it was one of the HS-4 birds or not. Various people came out; mostly Sand Crabs (Civvie techs) and the last person who hit the deck was, if I remember correctly, a



Photo-journalist. What happened next I will never forget. The Skipper came on the 5MC and shouted "Get that woman off my ship!" She was unceremoniously hustled back aboard the helo and sent on her merry way. That's just how it was in 1976: NO women on combat ships underway.

Not long after I got my crow in June' 77 I was given an Ops-side roving patrol. This amounted to picking up a Chevy pickup from Ops Admin and driving around for four hours looking for anything "odd." It was a gorgeous Friday evening in August when I pulled the 1600 shift: Admin to the back gate, back and across the tarmacs, around all the hangers, back to Admin and start again. Back then VA-25 and 113 were in Mod 3 and 122 occupied Mod 2 across the street. The last flights of the day had already cleared 32L and had tied down around 1500 or so. Somewhere around 1800 I was coming up to Mod 2 to pass along the flight line when I noticed a plane captain coming out of the hanger. I stopped and walked up and said "Roving patrol. Why are you out here?" Then she said "I have one more plane to tie-down before I can leave. "Okay, hurry it up, you probably should have been out of here a while ago." "Well, it's just me, the Duty Officer, watch and the Chief and I know they want to wrap it up for the night. Say, these chains get awfully heavy. Can you help me carry them?" After an incredulous second or so I said "Do you want to be a Plane Captain". "Yes" "Then carry your own fuckin' chains." I turned on my heel and went back to my truck. I had worked with women in supply and admin in AIMD at the base, but this was my first encounter with a female Airedale. But, I would have said the exact same thing to anyone anyway, so it was just her bad luck to be there. Now, in closing let me quote the tag line from the Phillip Morris cigarette product Virginia Slims from 1970: "You've come a long way, Baby." With that I take great pleasure in introducing to you the first female Commanding Officer of the finest, without exception, Attack.......sorry, Strike-Fighter squadron in US Naval Aviation History, Commander Kristen M. Hansen.

~Later!~

PS: Lt Honeycutt's " *From the Cockpit*" article from last issue would qualify as a great sea story.

Mission Statement

Perpetuate the history of Naval Aviation Squadrons VT-17, VA-6B, VA-65, VA-25 and VFA-25,

Remember deceased veterans and comfort their survivors,

Conduct charitable and educational programs,
Foster and participate in activities of patriotic nature,
Assist current active squadron members, and
Provide assistance to family members in times of
emergency.

PRESIDENT'S MESSAGE

Our Fist 21 Reunion at Hook 21 is a month away and it is time to make your reservations and register with FOFA and Tailhook. As a reminder the dates are Sept 9-11 at the Nugget Casino Resort in Sparks, NV. Detailed instructions on how to reserve your room and register are located on our FOFA website on the Reunion page. The Nugget still has rooms available, but it is filling up fast. Go to the Tailhook website to reserve a room and register for Hook 21. Our Fist Banquet is scheduled for the 9th on Thursday evening at the hotel at 6:00PM. We will be joined by members of VFA-25 and their guests so it should be an excellent opportunity to meet current squadron-mates that are carrying on the traditions of the Fist of the Fleet. We will also be presenting another Harry Jones Award to a Junior Officer selected by the squadron leadership.

Several of you who indicated earlier that you were planning on attending have yet to register. We do need to get an accurate count soon in-order to arrange the catering order with the hotel so please let us know by registering. You can make payment via PayPal or by downloading the mail in form on the Reunion page and sending a check to Chuck Webster FOFA CFO.

Tailhook has a schedule of events that is available on their website. There will also be numerous vendors and displays available to peruse related to Naval Aviation. The Hook banquet is Sat evening and we will arrange group seating for those registered once we have a good count.

If you want to see who is registered to attend our reunion check out the Fist 21 Attendance List located on our Reunion page. We will keep it updated as new names come in. Hope you can make it. We are long overdue to get our group together.

On a very sad note, while writing this article we were informed of the passing of former VA-25 Skipper Ed Greathouse on 7/21. Capt Greathouse had a long and distinguished Navy career flying numerous combat sorties and leading the squadron during Linebacker II in 1972 helping to bring the Vietnam War to an end. We are happy to announce that Skipper Greathouse will be one of four Legacy Wall honorees from VA-25 at the Naval Aviation Museum in Pensacola. The membership's generous donations have amounted to over \$10,000 which enables 4 Plaques @ \$2,500 each. The other honorees are Capt's Denis Weichman, Rosario "Zip" Rausa, Harry Ettinger and Ed Greathouse. Thank you for helping us honor these great leaders.

John "Chalks" Chalker President FOFA

www.fistofthefleet.org www.tailhook.net

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Blue Angels Tour Dates



AUG

1 Arctic Lightning Air Show Eielson AFB AK
7/8 Boeing Seafair Air Show Seattle WA
21/22 Chicago Air and Water Show IL
28/29 Air Show London Ontario Canada
SEPT

4/5 Cape Cod Air Show MA 25/26 MCAS Miramar Air Show 18/19 NAS Oceana Air Show

OCT

2/3 The Great Pacific Air Show Huntington Beach CA

9/10 San Francisco Fleet Week CA 16/17Loveland Northern Colorado Air Show 23/24 Bell Fort Worth Alliance Air Show TX 30/31 Wings Over North Georgia Rome

THE SKIPPER'S CORNER

Greetings!

I am super excited and very honored to take Command of VFA-25! We bid farewell to SMiR in June as he left us to do great things at the Pentagon and welcomed CDR Mark "IROC" Tedrow back to the Fists. We are lucky to have him join us as XO! Right after the change of command, the squadron left CVW-7 and joined CVW-11. A West Coast airwing, we now have our leadership down the street vice across the country. They returned home from deployment earlier this summer, and we join them in their maintenance phase.

July has been a low-key month with many of the command's members capitalizing on the opportunity to take leave. We celebrated the promotion of 17 sailors off the last promotion cycle. Their rise through the ranks is a testament to their hard work and the mentorship provided by their LPO's and Chiefs. Maintenance has been working hard accepting and transferring jets, which will be our lot in life over the next year. Fleet support will pick back up in August with us supporting a joint VX-9 and TOPGUN exercise. We are also hoping to help the Marines in Miramar again in September.

We are very excited to hopefully meet some of you at Tailhook 2021! Unfortunately, we will have only seven pilots in the squadron when Hook comes along, but those of us in attendance look forward to swapping stories! I look forward to corresponding and working with you all during the next year. Hope your families are well and that you all enjoy the remainder of the summer!

in you all during the next year. Hope your families are well and that you all enjoy the remainder of the summer

Sincerely,

CDR Kristen "Dragon" Hansen

FROM THE COCKPIT By: LT Chris "Meat" Honeycutt

On 12 JUL 21 VFA-25 had the privilege of doing the MLB Home Run Derby flyover at Coors Field in Denver, CO. It was an outstanding weekend getting to celebrate America's pastime while watching MLB's best in a sold out stadium. A return to normalcy! The planning started months in advance with the MLB and FAA working out all the details of the flyover. On the morning of the event, we met up with former Fisty, LCDR Nick "Gherkin" Len, who lives in Denver now and agreed to help us out with the radios. Once we got to the stadium, we met on the field with multiple MLB, ESPN and Rockies representatives as we worked out the timing of the National Anthem and toured the ballpark. We left the stadium with our exact TOT (time on target) and game plan solidified with Skipper to be stationed with one radio on top of the centerfield bleachers and Gherkin in the broadcast booth with ESPN.

LCDR Ben "Tugger" Witt (flight lead), myself (wing) and LCDR Andrew "Sugar" Stoner (airborne spare) headed to Buckley AFB where our jets were staged. After briefing, the three of us took off and headed towards our holding point over Boulder, CO, about 25nm NW of the stadium. Of course, as soon as the wheels were in the well Murphy's Law took effect. First, it was issues being cleared through Denver's Class Bravo airspace. Then skydivers jumping over our holding point. Followed by Denver International switching runways putting their arrival corridor right through our new holding position. Lastly, Denver approach could not hear



radio transmissions from Tugger as we were now holding low over the Rocky Mountains. Nothing was going right!! However, the saving grace was a good comm check! Sugar positioned his jet in order to be a comm relay between Tugger and approach as well as between Skipper and Tugger. Gherkin was able to relay changes to the timing to Skipper who then called Sugar who told Tugger and I. Quite the game of telephone!

We pushed from holding on time and looking good... but when we were only 5nm from the stadium at 1,000ft AGL (above ground level), ESPN rolled the timing 50 seconds to the right! Tugger quickly started a right hand 360 as I did my best to hold on in formation as we wrapped up the turn to get back on course. We rolled out, brought the throttles up and flew over just a few seconds after the final note of the anthem. I don't think our heart rates came down until we were out of the jets! Once we got out of our gear, we jumped in a SWAT armored vehicle for an exhilarating escort back to the park where we enjoyed ballpark dogs and beers!

FROM THE HANGER DECK

Greetings, Fist of the Fist Association! I am AM1 Jaybee Limos. I was born in the Philippines and moved to Honolulu, Hawaii when I was young. Since then I've moved back and forth between the two. I come from a family of patriots starting with my grandfather who served the US Army back in World War II. My Father himself was a sailor and served as a Culinary Specialist aboard the Battleship New Jersey. I have a few more uncles who served and a couple of cousins currently serving.

I joined the Navy back in March of 2007 and it has been a wild ride! There have been ups and downs but it has been fun I wouldn't change a thing. I joined because I wanted to leave the Islands and two years later, I got orders back to Hawaii and stayed for six years! I have been stationed at VP-30 in Jacksonville, Florida, VP-4 in Hawaii, FRC Southwest down in San Diego and now I'm proud to be a Fist. I've been in the command for over two years and was with the last world cruise.

I currently serve as the Airframes Leading Petty Officer and so far it has been a

blast. Running a shop especially the one with the most responsibility and work load has its challenges but it's been very rewarding. I also serve as the Command Navy-Marine Corps Relief Society and Combined Federal Campaign Coordinator. Both Campaigns for the fiscal year 2021 have been very successful far surpassing last year's goals and shattering previous records. I am also an active member of the First Class Petty Officer Association serving as the Public Affairs Officer.

I love traveling and seeing new places and being a sailor is a dream job. I get to see the world, serve my country and the ride is free. On my downtime, I like to play the usual team sports like football and soccer but I particularly love playing basketball. And I also used to box. After hours, I also like to play guitar, hike and spend time with my family.

As I move forward in my career with the Navy, I aim to pass down the wealth of knowledge I gained to the younger generation of sailors who will one day take over the watch. Looking forward, I would like to earn the rank of Chief Petty Officer, and given the chance, be commissioned as an officer. Until then, I'm looking forward to the numerous experiences and further lessons that the World Famous Fist of the Fleet and the World's Greatest Navy has to offer.



The financial health of the Association is still on solid ground. As of 1 July 2021, the Association has a balance of \$21,391.57 in savings and \$9,469.75 in checking with the Navy Federal Credit Union for a total of \$30,861.32. One of the main indicators of the Association's financial health and stability is the continued growth of its dues paying annual members and new life members. This number increased during the first six months of with annual members Kevin FitzGerald, Joe Ledasil, and Laurence Woodbury paying their annual membership. New Life Members are Mark Greer and Steve Buck.

During the first six months of 2021 the educational committee received only two requests for Educational Grants from the squadron. The Association paid Education Grants totaling \$1,006.26 to two different squadron personnel. The Association also paid the 2020 Ltjg Harry Jones Award to Lt. James Perkins for \$500.00, and \$500.00 to the 2020 Sailor of the Year YN1 Clarissa Avila. These awards also include Life Membership in the Association. The Association is awaiting the names for the 2021 SOY and the 2021 Ltjg Harry Jones awardee.

As written in the Spring 2021 Newsletter, the Fist Association will be giving recognition to past Fist Aviators at the National Naval Aviation Museum in Pensacola, Florida. A Legacy Plaque will be presented to the Museum for each of those combat distinguished Aviators to be installed on the Museum's Legacy Wall. The cost of a plaque is \$2500 each. Twenty members of our Association have gifted a total of \$10,450 at this time to cover the cost of four plaques.

Respectfully Submitted Chuck "Pooh" Webster



Have you paid your 2021 Dues?

Annual Dues: \$25/YR
Life Time Dues \$200
Mail dues to Financial Officer:

Chuck Webster 2441 Lock B Road North Clarksville TN 37043

Only Voting Members have access to the Directory

Become a Voting Member! Visit the Base Exchange at www.fistofthefleet.org

IN MEMORIAM

Bob attended our Fist 11 in Pensacola and became our official photographer. We decided to make him an honorary member. Really a great guy and a veteran of WWII.

Robert Hawks, Jr. of Tulsa, OK passed at home on Jun 14 '21. Bob was born May 10 '20, to Robert and Florence Moser Hawks on the family farm west of Hiawatha, KS. Bob is survived by his wife, Janet Shipley Hawks, son Lee Alan Hawks and his wife, Jacqueline Hawks, his daughter Kathleen Hawks, four grandchildren and three great grandchildren. Bob graduated from Hiawatha High School and attended Highland Junior College until his National Guard Unit was nationalized in 1940. After five years of active duty he settled in Los Angeles and enrolled in the Art Center to study photography. During his duty he had admired, befriended and quizzed Army photographers on where the best place to learn photography was. The LA Art Center always was on the top of the list. While waiting for his application to be accepted at the Art Center he worked for RCA records first pressing vinyl records and then in the studio where he recorded many famous voices.

After three intense years of study he headed east, stopped in Tulsa and never left. He built his first lab in a storage space in the basement of an apartment building in downtown Tulsa. In 1950 he purchased a two-story residence on Main St. in downtown Tulsa where he lived and converted the

tower level to a studio. He remained there until '67 when he bought the Crawford Drug property at 1345 E 15th where he built a new studio lab. That was at the beginning of the resurgence on Cherry St. His client list included PSO, Telex, SSC, Zebco, Lowrance, Oral Roberts, Refinery Engineers, Daisy-Heddon, Texaco, Standard Oil, Sun Oil, Citgo, several engineering and architectural firms along with dozens of smaller companies that helped fill in the gaps. He soon realized it was necessary for him to travel to service his clients. In '50 he obtained his private pilot's license, thanks to the GI bill which had also helped him with his schooling at the Art Center. Early in his career he began a long association with Meredith Publishing which generated over half the income during the last 15 years he owned the company.

In '85 the company was sold to Gene Johnson, a long-time employee who brought his son into the business. Gene passed away but his son Scott continues to run Hawks Photography. Following his retirement from photography Bob became enthralled with woodturning and had another career related to that "hobby" which he relished. In '20 he was honored with an exhibit of both his photography and woodturning at the 108 Contemporary Gallery in Tulsa. Bob also spent many years as a volunteer on the front desk at St John Medical Center.

At his request there will be no services but on his next (102nd) birthday his ashes will be scattered by the big white rock above the pond on the farm in northeastern Kansas where he was born and raised. The family would like to request that any memorials be directed to the Northeast Oklahoma Woodturners (NEOWTA) Bob Hawks Memorial Fund. He was a founder of this organization and his decades-long commitment was deeply appreciated by the Club, a 501 (c)(3) educational nonprofit. He was especially interested in the Club being able to construct a paved parking lot beside the building. Donations should be made out to NEOWTA noting that the purpose is to recognize Bob Hawks and sent to:

NEOWTA Treasurer Attn: Phillip Buchman 5344 S 73rd E. Ave Tulsa, OK 74145 (918) 210-5013 pjbuchman.pjb@protonmail.com

CAPT. Clifford Ellison Church, Jr, US NAVY (Retired), 94, passed away on April 22, 2021 at home with his family by his side. He was born in Birmingham, AL and was the son of the late Clifford, Sr and Bonnie Church. CAPT. Church was a naval aviator with over 30 years of service which included Korea and two tours in Vietnam. He loved to sail the Chesapeake Bay on his sailboat, and try out new recipes for his family at home. Survivors include his loving wife of 68 years, Marion Nannette Church, three sons, Clifford Ellison Church, III and his wife Diane



of Albany, GA, Forrest Lee Church and his wife Carol of Charlottesville, VA, and Michael Stuart Church of Virginia Beach, a brother, Charles Church and his wife Juliette of Seattle, WA, his grandson, Eric Church and his wife Kelly, of Virginia Beach, and three great grandchildren, Nicholas, Cameron, and Dustin.

He was preceded in death by a brother and sister, David Church and Joan Church. Services will be private, and burial will take place in

Arlington National Cemetery with full military honors at a later date. Online condolences may be made to the family at hdoliver.com.



As Commanding Officer of VA-25 in 1968 he led the Squadron on the last combat deployment of the A-1 Skyraider during the early stages of the Tet Offensive which included the battle of Lang Vei.

DID YOU KNOW: NAVY, MILITARY AND OTHER INFORMATION

The A-7 Attack Jet's Head Up Display was a Revolution in Air Combat Tech.

It was the first use of a true Head Up Display on a U.S. combat aircraft and historic videos show just how it worked and how much they got right.

Tyler Rogoway June 27, 2020 for thedrive.com

The Ling-Temco-Vought A-7 Corsair II wasn't sexy, it looked like a fat version of the F-8 Crusader from which it drew its lineage, but it sure was smart. It featured a slew of advanced avionics that would make its single pilot's job easier and their attacks far more precise. One of these features was central to the leap in combat capabilities the stubby aircraft represented—the Head Up Display (HUD).

The A-7 was the first operational American combat aircraft to get a fully instrumented HUD as we understand the concept today. This new addition was a monumental revolution in technology that changed air combat forever. Before the A-7, tactical jets were receiving increasingly complex holographic gunsights with simple symbology, but nothing was tied directly to computers that worked to present all the key weapons delivery and primary flight information right up in front of the pilot's eyes as they peered through the windscreen.

Looking back at the A-7's AN/AVQ-7(V) HUD, which was made by Elliott Flight Automation along with Marconi, it is amazing what they pulled off in the mid-1960s. Much of the HUD's general layout and symbology is still in use today, and just how deeply integrated the HUD was with the jet's radar, navigation, and other systems is absolutely remarkable. Flight data 'tapes,' velocity vector, pitch ladder, steering cues, targeting points, bomb azimuth guides, AoA E-bracket, and much more are all there, just as they remain on so many tactical aircraft HUDs today.

The aircraft's HUD and the avionics and sensors that were tied into it greatly helped the A-7 become renowned as an incredibly precise weapons delivery platform in an age that predated the widespread use of precision-guided weapons. Various reports state that the A-7 improved the accuracy of weapons delivery by a multiple over the aircraft that came before it, most notably the plane it was meant to initially replace within the U.S. Navy, the A-4 Skyhawk. The A-7 would go on to serve in the USAF and Hellenic

Air Force, as well as with Portugal and Thailand. Check out the absolutely awesome time capsule-like industry videos below that go over the symbology and functionality of the Corsair II's revolutionary HUD: https://youtu.be/zPGkmSurM0o
https://youtu.be/R8IVoK_Apac



The A-7 would continue to make history in terms of pilot visual and targeting aids with the introduction of the first raster scan/CRT HUD that allowed for video imagery, as well as HUD symbology, to be projected in front of the pilot. As such, video from a forward-looking infrared (FLIR) pod could be projected into the pilot's forward field of view, giving them a degree of night vision. When tied to terrain-following radar, precision all-weather, day-night attack capability was had. The FLIR pods could also be used to verify targets via a zoom function. This program was known as the A-7E Target Recognition Attack Multisensor (TRAM) configuration. Roughly over a decade and a half later, this capability would become a staple on many U.S. fighters, especially those that used the LANTIRN system, such as the Block 40 F-16C/D and the F-15E. The F/A-18 Hornet also had this capability via its AAS-38A/B Nite Hawk pod and its raster-scan HUD.

The A-7 HUD, EU, and PDU shown by Colin Marshall. In October 1967 it was announced from Dallas in Texas U.S.A that Elliott Flight Automation had been awarded a four-year contract to supply LTV with Head Up Displays for the A-7. The initial contract was worth £14million for 1,200 displays and was the largest ever awarded to a British firm.

In many ways, the A-7 was ahead of its time, with its incredible mix of extreme range, payload, avionics, and overall efficiency. What it didn't have going for it was looks or speed, which can be a deadly mix of deficiencies for a tactical jet trying to survive in a fighter pilot-Pentagon. I often muse that such an aircraft in updated form would have been extremely valuable during the Global War On Terror. And of course, the A-7 could have turned into a higher-performance, even more advanced machine via the A-7F Strikefighter, but this never came to pass. It turned out to be yet another instance of 'what could have been.' Regardless, one has to hand it to Elliott and Marconi, as well as the entire A-7 team, for getting the HUD so right on its first try. They truly changed air combat forever in the process.

FISTORY: THE HORNET'S STING: THE BUSINESS OFFICE

In trying to locate information that is easy to use, and easy to disseminate regarding the F/A-18C cockpit I have found that there are no concise and *compact* series of documentation in existence. By comparison the A-7E NATOPS is like reading Dr. Seuss as opposed to the 900+ pages of the F/A18 NATOPS: https://publicintelligence.net/u-s-navy-f-18-natops-flight-manuals/ so I am going to have to rely on whatever sources of information are available, and I will share a couple of links to videos.





A-7E F/A-18C

Flying the F/A-18F Super Hornet by: Dr Carlo Kopp, MAIAA, MIEEE Originally published Australian Aviation May/June, 2001 An excerpt from http://ausairpower.net/SuperBug.html

One of the privileges of being a defence analyst and writer is the occasional opportunity to indulge in flying some very interesting aircraft. This Avalon airshow Boeing very graciously invited me to partake in the pleasures of flying the F/A-18F Super Hornet, equipped with the latest revision of the digital flight control system. The aircraft far exceeded my expectations in both handling qualities and ease of cockpit use. The aircraft flown, BuNo 165797, was one of a pair of production aircraft brought out to the Avalon airshow, and operated by the US Navy at NAS Lemoore for weapons delivery trials. In terms of configuration these aircraft were equipped with a unclassified software load, designated 18EI "V". The cockpit configuration of these aircraft represents early production status, using cathode ray tube MultiFunction Displays (MFD, formerly Digital Display Indicators or DDI) for the left and right cockpit displays and touch sensitive Up Front Control (UFC) panel, but full colour AMLCD panels for the centre moving map



display. The aft cockpit had the centre MFD installed above the UFC panel. Production configuration aircraft will have the aft cockpit UFC installed above the centre colour MFD, with growth variants using a much larger 8 x 10 inch AMLCD display for tactical situation data and moving maps. The aft cockpit does not have provisions for displaying HUD camera video on the UFC or MFDs. Modes for the MFDs are all selectable by pushbuttons on the bezels. Production aircraft will use high resolution colour AMLCD panels in all displays, including the UFC.

The cockpit layout follows the basic style of late model F/A-18C aircraft*, with an improved engine and fuel status display. Pilot feedback saw Boeing restore a rotary switch for the bingo fuel setting on this panel. The controls are standard stick and throttles, with mechanical linkages between cockpits for all but the rudder pedals. Mode controls for the weapon system are all incorporated in the HOTAS (Hands On Throttle And Stick) controls, in addition to a master mode selector switch for A/A or A/G in the upper right of the cockpit. A single switch is also available to disable all aircraft electronic emissions from a single point, under EMCON conditions. Like other modern Boeing cockpits, the system is very easy to operate with well laid out mode select controls, and the capability to display any format on any particular display. We flew the aircraft with the left MFD configured as a HUD symbology repeater, the centre MFD as a moving map with overlayed navigation symbology and compass rosette, and the right MFD as the radar display.

*Bold italics mine.

The cockpit ergonomics build upon two decades of Hornet experience, and make for a very comfortable and easy to use cockpit environment. Again, a novice pilot will find the MFD modes easy to navigate and easy to follow. The colour moving map display makes navigational orientation ridiculously easy, against the mental chores of VOR/DME/TACAN, radar mapping and INS/map-on-the-knee navigation. The prospect of MIDS/RWR/radar/IFF tracks being overlayed on the moving map will take much effort out of maintaining wider area situational awareness. The radar is very easy to use in MMTI, GMTI and SAR spot mapping modes, and provides an excellent tool for highly accurate all weather maritime strike, littoral strike and battlefield interdiction operations. In particular, the ability to interleave MTI and surface mapping modes is exceptionally useful for resolving and identifying moving surface targets of opportunity.



Walk-around video of the Blue Angels legacy F/A-18C Hornet. Presented by: Lcdr Jerry "JD" Deren.

https://youtu.be/-w7oc0LczBE

Cockpit Tutorials by Digital Combat Simulations: "These videos are not meant nor designed to teach someone to fly a real F/A-18C Hornet"

https://www.youtube.com/watch?v=tb-x4P9cVdA

https://www.youtube.com/watch?v=YRLTp9aHQ4Q

The F/A-18C Hornet has Officially Retired by: Kyle Mizokami Mar 5 '21 for Popular Mechanics



The F/A-18C Hornet, a fighter jet that once crowded the decks of aircraft carriers by thedozens, has left carriers for good. Marine Corps fighter attack squadron VMFA-323 has returned from a deployment on the aircraft carrier USS *Nimitz*. The carrier and embarked air wing spent a total of 10 months at sea, an unusually long deployment made longer by COVID-19 quarantine procedures and an extended stay in the Persian Gulf to check on Iran. The squadron departed Marine Corps Air Station Miramar in early May 2020. The F/A-18C strike fighters of the "Death Rattlers" are soon to be replaced by the F-35B Joint Strike Fighter. The F/A-18C Hornet first entered U.S. Navy and Marine Corps service in the mid-1980s, serving continuously since. The fighters have flown in every major conflict of the last four



decades, including the 1991 Gulf War and the 2003 invasion of Iraq. The Navy has since replaced all of its active duty -C model Hornets with newer F/A-18E/F Super Hornets or F-35C fighters, though the planes continue to serve in Naval Reserve squadrons.

THE PASSING OF A LEGEND: ED GREATHOUSE 13 SEPT '29 - 21 JULY '21



Ed enlisted in the Navy and became an electronics tech prior to becoming a Naval Aviator. He served with VC-35 and remained with the squadron when it converted to VA-122 in 1959 where he was an instructor in the A-1H Skyraider (affectionately called the "Spad"). He then reported to VA-25 flying Spad's on the squadron's last peacetime cruise (1963-64) prior to Vietnam. He continued with VA-25 on the first combat cruise aboard USS Midway. On 20 June 1965, Ed was the flight leader on a Rescue Combat Air Patrol (RESCAP) mission of 4 Spad's into the interior of North Vietnam when they were attacked by two MIG-17's. After intense defensive maneuvering by the flight, Ed's wingmen LT Clint Johnson and LTJG Charles Hartman were able to engage the MIG head on firing their 20 MM cannons and scored a confirmed kill. The entire flight was decorated for their superb airmanship by both the US Navy and the South Vietnamese Air Force.

Ed flew many additional combat missions with VA-25, including a RESCAP mission in North Vietnam that resulted in the rescue of a downed USAF pilot. Ed and his wingman ENS Holt Livesay provided continuous cover for the rescue and landed at Da Nang after 10.7 flight hours.

After a tour in VA-122 as an A-7A/B instructor, Ed joined VA-25 once again in the A-7E as XO in June 1971 and took over as Commanding Officer on 19 May 1972. Under his leadership the squadron flew numerous missions from *USS Ranger* during Operation Linebacker II in December 1972, which led to the eventual peace settlement of the Vietnam War. Ed reported to CNATRA in Corpus Christi as a Captain and the Chief of Training. He later retired from the Navy after many years of exemplary service to his country.









