

FLIGHT JACKET

Vol. 14 Issue 11

Marine Corps Air Station Miramar, Calif.

June 11, 2012

Beyond honor

Marines' courageous
commitment





Motivational flight brings out warrior spirit

A flight to show appreciation for Marines' dedication to their work.

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Wing Chaplain provides spiritual help on the fly

3rd Marine Aircraft Wing (Forward)'s command chaplain delivered care packages prepared by students at Sierra Academy of San Diego,

For full story, click [Click HERE for more photos](#)

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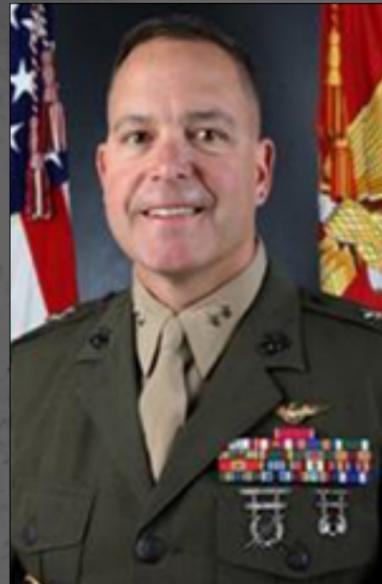


From the couch to combat

The Marines and Afghan personnel scoured known drug trafficking routes for suspicious vehicles.

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Maj. Gen. Andrew O'Donnell Jr.
Commanding General
3rd Marine Aircraft Wing



Col. Frank A. Richie
Commanding Officer
MCAS Miramar

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MCI West commanding general visits air station

Photo by Sgt. Lauren M. Henson



Brig. Gen. Vincent A. Coglianesi, Marine Corps Installations West commanding general, visits with Marines aboard Marine Corps Air Station Miramar, Calif., June 7. Coglianesi toured the air station and visited with Marines.

VMM-166 leads in off-duty safety

Photos by Sgt. Lauren M. Henson



Cpl. Daniel Jenkins, a flight equipment technician with Marine Medium Tiltrotor Squadron 166 and a Houston native, accepts the safety pro of the quarter award on behalf of his squadron during an awards ceremony aboard Marine Corps Air Station Miramar, Calif., May 31. The award was achieved by all members of the squadron going more than one year without any alcohol-related incidents.



Lt. Col. Michael Vannest, commanding officer of Marine Medium Tiltrotor Squadron 166, congratulates his Marines on a job well-done and reminds them of the importance of looking out for fellow Marines both on and off duty after an awards ceremony aboard Marine Corps Air Station Miramar, Calif., May 31. Vannest encourages his Marines to strive to keep the award by going two years without any alcohol related incidents.

ON THE COVER:

Members of the honor guard aboard Marine Corps Air Station Miramar, Calif., must display precise and perfectly timed coordination during ceremonies to lay fallen Marines to rest. Marines undergo several hours of practice and numerous inspections in order to bid their fallen comrades a final farewell. (Photo by Lance Cpl. Michelle Piehl)



Marines support **blood** drive

Photos by Sgt. Lauren M. Henson

(Above) Maria Luz Roberto, a phlebotomy technician, prepares Nicolas Navarro to donate blood during a blood drive aboard Marine Corps Air Station Miramar, Calif., June 7. The blood drive was hosted by the Armed services Blood Program and is designed to give service members and personnel the opportunity to help those who are less fortunate.

(Left) A Marine calmly sits and waits for her donation to be finished during a blood drive held aboard Marine Corps Air Station Miramar, Calif., June 7. The blood drive was held in front of the Marine Corps Exchange and was sponsored by the Armed Services Blood Program.

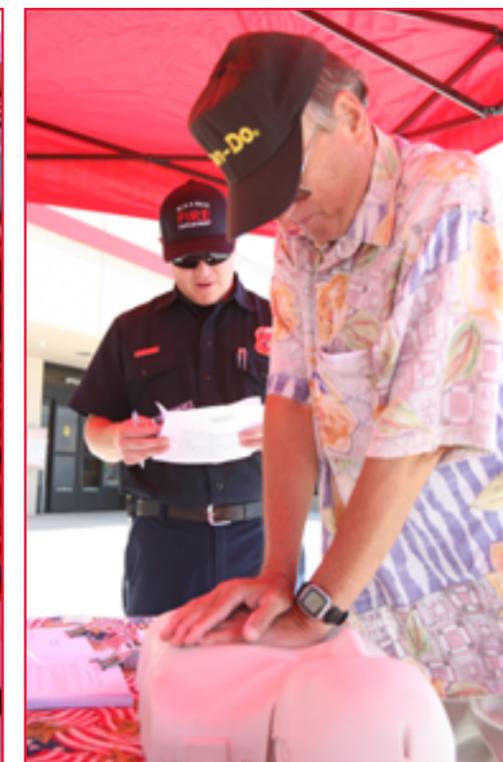
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Stayin' alive: Miramar Fire Department sidewalk CPR

Photos By Lance Cpl. Rebecca Eller



Joe Ferraro, (center), a paramedic with the Miramar Fire Department and a Poway, Calif., native, demonstrates how to properly give CPR on a practice dummy aboard Marine Corps Air Station Miramar, Calif., June 7. The fire department was teaching "sidewalk" CPR to promote awareness.



(Left) A participant practices CPR on a dummy aboard Marine Corps Air Station Miramar, Calif., June 7. The fire department was promoting CPR awareness for National CPR week.

(Right) Ronald Belaus, a retired Air Force master sergeant and Chicago native, practices CPR on a dummy aboard Marine Corps Air Station Miramar, Calif., June 7. The Miramar Fire Department hosted a "sidewalk" CPR class to promote awareness for National CPR week.

[Click HERE for more photos](#)

Courageous commitment to honor the fallen

By Lance Cpl. Michelle Piehl



The importance of being precise, sharp and disciplined is instilled in every Marine during their days of recruit training. These qualities exemplify the ideals and traditions passed down through generations of Marines.

For the Marines with Headquarters and Headquarters Squadron's honor detail aboard Marine Corps Air Station Miramar, Calif., putting on their dress blues to lay a comrade to rest is equivalent to the highest standards of dress and professionalism.

The group of Marines meets on a weekly basis for an hour-long practice. In addition to weekly practice, the honor detail often performs several ceremonies each week for fallen Marines.

"The mission is to provide military honors to any Marine who has served honorably or died in action," said Cpl. Kelvin D. Almazan, an honor detail senior and a Modesto, Calif., native. "A lot of times we will get requests for retirees and veterans of Vietnam and WWII. We serve Marines whose next of kin lives in this area."

Pride, honor and discipline reign as the fundamentals of their actions for members of the detail.

"I teach my Marines in the detail that this may be the last image the family has of Marines," said Sgt. Arquimedes B. Madrigal, the honor detail senior noncommissioned officer in charge and a Fallbrook, Calif., native. "The Marine may have been in two years or out twenty years. All the family knows is that they had the Marine Corps in their past and they are proud of it."

In order to accommodate as many funerals as possible while maintaining squadron obligations, MCAS Miramar splits the honor detail into two teams.

"This is so the Marines can schedule around their annual training, leave and time with their families," said Madrigal. "Also, that the Marines aren't away from their jobs. Sometimes we do have a lot of funerals, a couple of times a week, or even on the weekend."

Each team consists of seven riflemen, one bugler and a senior to call commands.

Tasked with the responsibility to lead his fellow Marines, the senior must be ready to overcome unique situations that require quick thinking. The senior must be logical and disciplined in order to efficiently lead while maintaining a professional standard during the ceremony.

"He can't turn around and say to his Marines: 'Hey look, this is what we are going to do now,'" said Madrigal. "Sometimes different situations come up and you have to think on the fly and be quick."

Madrigal takes his Marines through different scenarios, such as: odd obstacles, an unplanned cremation urn and misplacement of the American flag upon the casket. This spontaneous training ensures the team is prepared in any situation. In the case of a misplaced flag, the flag folders must adapt in order to present a properly folded flag.

The honor of folding and presenting the American flag to the next of kin is reserved for the staff noncommissioned officer in charge, senior and junior, the three most experienced members of the detail.

"We have to make sure it's perfect," said Almazan. "We don't want to give them a bad flag. That's going to be something they look at the rest of their life. That is what is going to be on their mantle, representing their loved one."

Continued next page

Lance Cpl. Erik D. Schieb, a rifleman with the honor detail and a Toledo, Ohio, native, fires his weapon during rehearsal aboard Marine Corps Air Station Miramar, Calif., May 30. The honor detail provides military honors to fallen Marines and veterans in the San Diego area.



Standing tall with pride, riflemen with the honor guard present arms during rehearsal aboard Marine Corps Air Station Miramar, Calif., May 30. Each move must be coordinated precisely in order to display the highest level of discipline during funeral honors for fallen service members.

After the flag has been dutifully prepared, the senior passes the flag off to the SNCOIC, or presenter. The presenter will insert three rounds into the flag, symbolizing the three-volleys fired.

“It goes back to the Civil War era,” said Almazan. “They would fire three shots at the end of the night after they had collected all of their [casualties] to signify that the fight was still on.”

Almazan, currently a senior with the honor detail, became interested in this unique service opportunity as a way to give back to the Marine Corps.

“It is for the families,” said Almazan. “It’s so the family knows we are always going to honor our Marines and take care of them, even after they have passed. Everything has to be perfect for them, so that their lasting impression of the Marine Corps is this.”

The precision in timing and coordination among the detail is essential to sending the fallen Marine off in the most dignified ceremony as possible. Each member of the detail must undergo a thorough inspection prior to the ceremony, as well as sharpening skills as a team during hours of rehearsal.

“We take pride in what we do,” said Madrigal. “We know this might be the last image they have of the Marine Corps. We want to leave the family with a good image.”

After hours and hours of hard work and diligent rehearsal, the prestigious honor of laying a fellow comrade to rest is a humbling experience.

“A lot of these Marines want to do this because it gets them back in the Marine Corps perspective,” said Madrigal. “They go through their daily lives, daily jobs, doing the same thing day in and day out. This way they get to come out, hold a weapon and be in their dress blues. It’s rewarding once they see the families. The families really appreciate the service they provide.”

Regardless of circumstance, preparing for the funeral of a loved one can be a challenging and painful experience. Honor detail Marines display courageous efforts in honoring the fallen and committing to always stand faithful to their brothers- and sisters-in-arms.



(Above) Riflemen with the honor detail aboard Marine Corps Air Station Miramar, Calif., stand at port arms, awaiting the next command to fire during a practice three-round volley for military funerals, May 30. Commands are given by the senior, an experienced honor detail Marine, dependent on the situation and coordination of a funeral ceremony.



(Left) Marines with the honor detail aboard Marine Corps Air Station Miramar, Calif., receive commands from Lance Cpl. Joseph W. Earls, a senior with the honor detail and a Mount Juliet, Tenn., native, May 30. The senior must be able to think quickly in order to accommodate for unique situations during funeral ceremonies for veteran Marines.



(Above) Marines with Motor Transport Maintenance Company, 1st Maintenance Battalion, Combat Logistics Regiment 15, from Marine Corps Base Camp Pendleton, Calif., board an MV-22B Osprey, May 31. The Camp Pendleton based Marines joined with Marine Medium Tiltrotor Squadron 161 for a warrior flight over the air station and surrounding areas.

(Left) Lance Cpl. Edward Martinez, a motor transportation mechanic with Motor Transport Maintenance Company, 1st Maintenance Battalion, Combat Logistics Regiment 15, from Marine Corps Base Camp Pendleton, Calif., looks out the back of an MV-22B Osprey during a warrior flight with Marine Medium Tiltrotor Squadron 161 May 31. For the motor transportation mechanics, this flight served to show appreciation for their dedication to their work.

(Below) Cpl. Keith D. Lujan, a crew chief with Medium Tiltrotor Squadron 161, observes the mountainous landscape aboard an MV-22B Osprey with a motor transportation mechanic from Marine Motor Transport Maintenance Company, 1st Maintenance Battalion, Combat Logistics Regiment 15, from Marine Corps Base Camp Pendleton, Calif., May 31. Safely attached to gunner's belts, the Marines were able to get a closer look of the scenery during the motivational warrior flight.

Motivational flight brings out warrior spirit

By Lance Cpl. Michelle Piehl

Leaning forward in their seats, their eyes open wide with excitement. A Marine speaks an inaudible “wow” as a picturesque view of San Diego’s mountainous landscape comes into view. For some typically land-based Marines, the chance to fly in an MV- 22B Osprey became a chance to experience something very different from the norm.

Members of the Motor Transport Maintenance Company, 1st Maintenance Battalion, Combat Logistics Regiment 15 from Marine Corps Base Camp Pendleton, Calif., joined with the Marine Medium Tiltrotor Squadron 161 for a warrior flight over Marine Corps Air Station Miramar, Calif., May 31.

“It shows the capability of the Marine Corps as a whole,” said Capt. David P. Verhine, an MV-22B pilot and ground safety officer with VMM-161, and a Memphis, Tenn., native. “They can be proud and understand that what they do helps out what we do.”

The warrior flight was scheduled as an incentive flight for units that have previously worked with the squadron on past

missions. It served as a way to give back to the Marines on the ground working with the Marines in the air.

“It all basically comes down to morale,” said Verhine. “I can’t do my job, ultimately, without the myriad of other people doing their job. The maintainers can do their job without me; I can’t do my job without them.”

The flight around southern California was designed to show the Maintenance Battalion Marines the capabilities of the Osprey, as well as give them an unforgettable experience.

During a mid-flight conversion from vertical to horizontal propelling, Marines aboard the Osprey experienced a shift similar to the sensation of riding a roller coaster.

“To feel the accelerations and capabilities of the Osprey was very unique,” said Verhine. “I’ll never forget [my first flight] and I’m sure these Marines will probably never forget it either.”

Cpl. Ian P. Shankland, a motor transportation mechanic with 1st Maintenance Bn aboard Marine Corps Base Camp Pendleton, Calif., and a Cottage Grove, Minn., native, was

excited to be a part of the warrior flight.

“I’ve never flown on a helicopter before, so I thought it would be a good experience,” said Shankland. “It’s giving motor transportation Marines like us a chance to get up in the air and get off the ground for a change.”

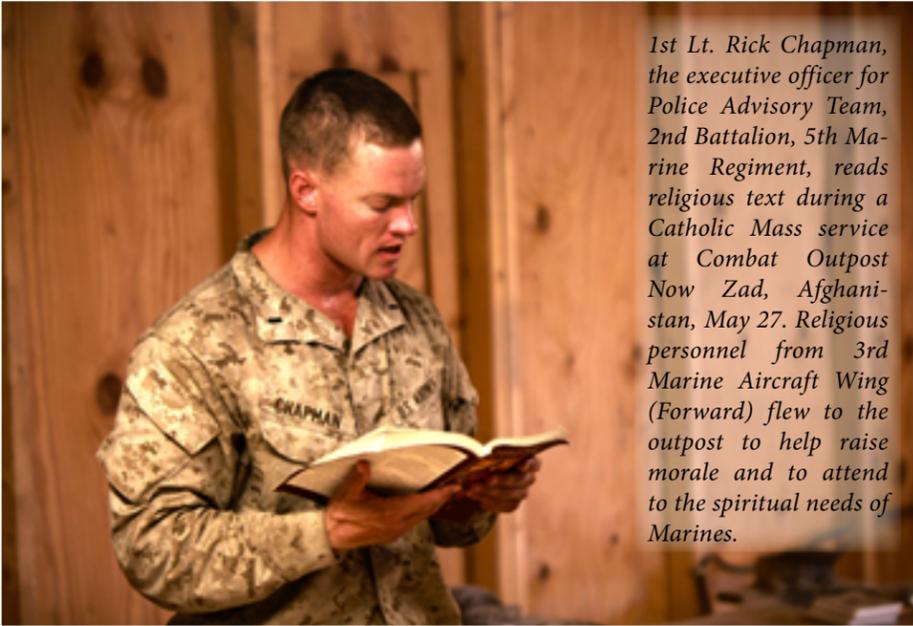
Shankland explained that events like this help Marines get out of their shop and to understand the full capabilities of the Marine Corps. The event also served to give the Marines a chance to prepare for possible deployment opportunities.

“I have been at my shop since I joined the [fleet],” said Shankland. “It gives me a chance to explore a little more of what the Marine Corps has to offer.”

With a great smile, Shankland boasts his memorable experience on an Osprey.

“I get to fly around in an Osprey today. It gives me a little more experience, something I can say I’ve done. It ties into the idea of a well-rounded Marine.”





1st Lt. Rick Chapman, the executive officer for Police Advisory Team, 2nd Battalion, 5th Marine Regiment, reads religious text during a Catholic Mass service at Combat Outpost Now Zad, Afghanistan, May 27. Religious personnel from 3rd Marine Aircraft Wing (Forward) flew to the outpost to help raise morale and to attend to the spiritual needs of Marines.

Wing Chaplain provides spiritual help on the fly

By Cpl. Isaac Lamberth

COMBAT OUTPOST NOW ZAD, Afghanistan - Marines and sailors have fought alongside each other for more than 230 years, with Navy corpsmen, doctors and nurses continuously keeping Marines fit for battle. However, one area that is sometimes overlooked is the spiritual readiness of Marines.

To answer this call, Navy Cmdr. Francis Foley, the command chaplain for 3rd Marine Aircraft Wing (Forward), visited the Marines and sailors aboard Combat Outpost Now Zad, Helmand province, Afghanistan, May 27.

"It is such a great feeling when the chaplain comes out here to visit us," said 1st Lt. Rick Chapman, the executive officer for Police Advisory Team, 2nd Battalion, 5th Marine Regiment.

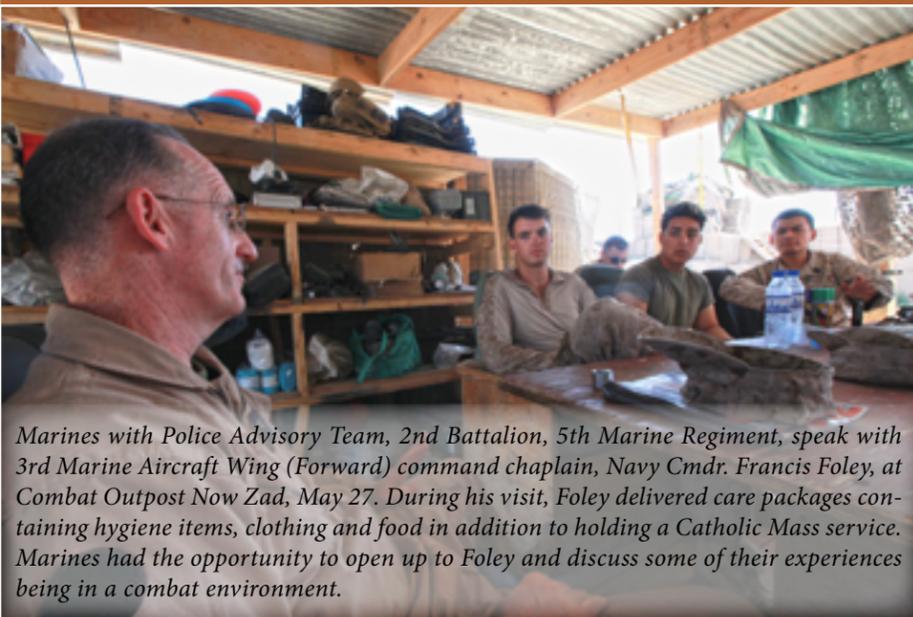
A native of Palm Harbor, Fla., Chapman said the visits not only increase morale, but also allow service members to seek spiritual guidance.

"The Chaplain Corps provides Marines the opportunity to look into the spiritual side of life," he said. "When the chaplain visits and the Marines attend the services, it gives them a taste of home and allows them to forget about the worries they have around here."

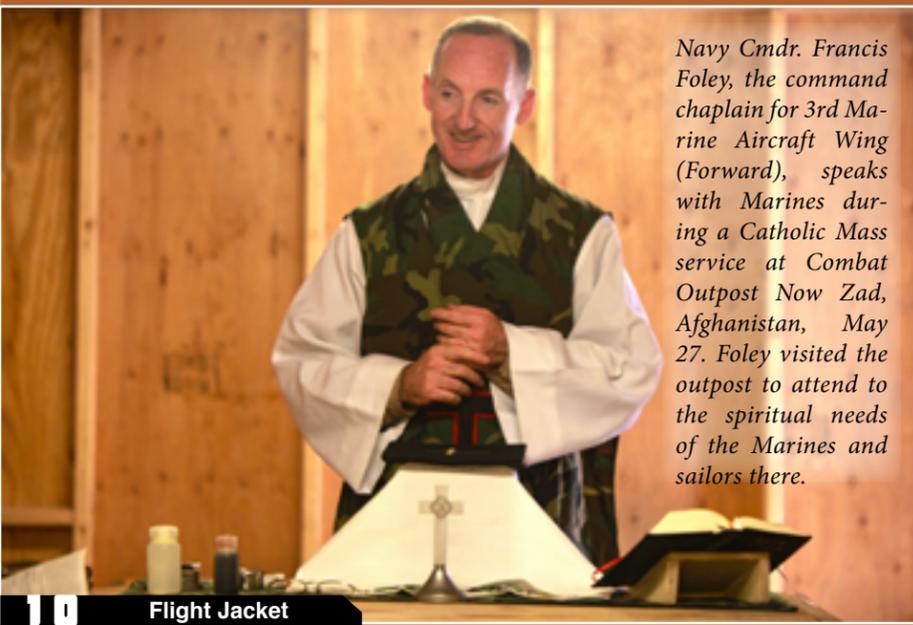
Chapman said Marines go to the services to partake in religious activities to be around others who share similar beliefs with a leader of their faith.

Not only do Marines attend services, but they express to the chaplain their anxieties and day-to-day frustrations, explained Chapman.

"Father Foley's visit gives the Marines here the ability to vent to someone else," Chapman said. "It's very helpful



Marines with Police Advisory Team, 2nd Battalion, 5th Marine Regiment, speak with 3rd Marine Aircraft Wing (Forward) command chaplain, Navy Cmdr. Francis Foley, at Combat Outpost Now Zad, May 27. During his visit, Foley delivered care packages containing hygiene items, clothing and food in addition to holding a Catholic Mass service. Marines had the opportunity to open up to Foley and discuss some of their experiences being in a combat environment.



Navy Cmdr. Francis Foley, the command chaplain for 3rd Marine Aircraft Wing (Forward), speaks with Marines during a Catholic Mass service at Combat Outpost Now Zad, Afghanistan, May 27. Foley visited the outpost to attend to the spiritual needs of the Marines and sailors there.



Navy Petty Officer 3rd Class Andrew Randall, a religious program specialist (far left), stands with Marines of Police Advisory Team, 2nd Battalion, 5th Marine Regiment, at Combat Outpost Now Zad, Afghanistan, May 27. Randall along with 3rd Marine Aircraft Wing (Forward)'s command chaplain delivered care packages prepared by students at Sierra Academy of San Diego, which contained hygiene items, clothing and snacks to the Marines at the outpost.

for them to talk to an outsider about certain subjects."

Foley is one of four Catholic chaplains in Regional Command Southwest. With so few in the area, Foley said he tries to get out to various outposts to speak with Marines and let them know their sacrifices are appreciated and that their hard work does not go unnoticed.

"I always thank the troops for what they do," said Foley, of Philadelphia. "To hear that from a stranger means a lot to these guys."

Many Marines at remote outposts, such as Now Zad, typically do not get visited by a chaplain often. Foley said he tries to get out as much as he can to help raise their spirits.

"Bringing the care packages is a really big deal to these guys," Chapman said. "Little things like peanut butter, snacks and socks means so much to them. It gives them insight from home and what they're fighting for."

Foley added the visits also give him first-hand perspective into how the Marines and sailors live and give him a great appreciation for the amenities he has at Camp Leatherneck. Marines in remote outposts sometimes go days without electricity, rarely receive hot meals and sleep on cots nightly.

Foley said he has visited approximately 18 forward operating bases and combat outposts since his arrival to RC-Southwest and plans to visit many more Marines and sailors while he is out here.

"I try to get out as much as I can and see the Marines out there," he said. "If I can get them to smile and laugh, I've done my job and made it easier for the next chaplain who comes to visit them."



Marines with 2nd Battalion, 5th Marine Regiment, listen as 3rd Marine Aircraft Wing (Forward) command chaplain, Navy Cmdr. Francis Foley, reads scripture from the Bible during a Catholic Mass service at Combat Outpost Now Zad, Afghanistan, May 27.

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Sgt. Jose Guadarramapedraza, an administrative specialist, and Staff Sgt. Jason Constable, a watch officer and combat engineer, both with Marine Wing Support Squadron 273, earned their citizenship prior to deploying with the squadron earlier this year.



Sgt. Jose Guadarramapedraza, an administrative specialist with Marine Wing Support Squadron 273, earned his citizenship prior to deploying with the squadron earlier this year. Originally from Mexico, he immigrated to the United States with his family of 11 at the age of four and enlisted in the Marine Corps in 2004. He is on his first deployment.

Marines earn citizenship, fight for country

By Cpl. Isaac Lamberth

CAMP LEATHERNECK, Afghanistan - Two Marines with Marine Wing Support Squadron 273 reached a turning point in their lives when they swore in and became American citizens prior to deploying to Afghanistan.

Staff Sgt. Jason Constable, a watch officer and combat engineer, and Sgt. Jose Guadarramapedraza, an administrative specialist, are now citizens of the United States.

"I've always felt like I was an American," said Constable, a native of New Zealand.

Constable said he came to the United States in 1985 and completed his sophomore year in high school after having stayed in the country four years. He returned in 1991 and became a security guard at a local hospital in Phoenix, before joining the Marine Corps in 1993.

"My father wanted me to join the French Foreign Legion," he said.

Instead, Constable sought the opinion of his friends and asked them what the hardest option would be in the U.S. military. His friends told him it was the Marine Corps.

Constable enlisted in the Marine Corps in 1993 and completed his enlistment four years later.

"I lived a pretty uneventful seven years after that," he said. "After I got out, it just wasn't the same."

Constable said he missed the camaraderie, his sense of belonging and purpose in life. After the attacks on Sept. 11, Constable felt a resurgence in patriotism and reenlisted in the Corps in 2004. In 2005, he deployed to Iraq where he received a Purple Heart after being injured when his vehicle hit an improvised explosive device.

Since then, he has continued his service in the Corps where he is now a watch officer for the squadron. Constable said he not only wanted to get his citizenship, but also needed it to perform his duties.

"I started needing clearances that I couldn't get because I wasn't a citizen," he said.

Constable's journey to become a citizen began late last year and finished when he was sworn in, hours before he deployed to Afghanistan.

Halfway around the world, Guadarramapedraza began a different journey of his own to become a citizen.

Migrating to Idaho from central Mexico with his family of 11, Guadarramapedraza grew up in the town of Mountain Home until he enlisted in the Corps in 2004. Guadarramapedraza said he had permanent residency before he joined, however, not being a citizen began to hamper his ability to carry out day-to-day activities at work.

"I can do my job easier and not have headaches from having to renew my green card and not be able to do certain tasks with my job," he said. "It's a huge relief."

Guadarramapedraza said gaining his citizenship has opened new avenues for him at work. As an administrative specialist, he ensures squadron personnel are paid their entitlements, receive their awards, and tracks their troop movements.

The new clearances granted to him by becoming a citizen allow him to gain access to basic administrative and non-administrative components on secure networks while being deployed.

"I felt proud," he said. "It was the right thing to do for my family and the Marine Corps. In order to do my job and be proficient and support my Marines, I needed my citizenship," he said.

With the process now over, Guadarramapedraza said he is proud to be an American and can now properly carry out his duties without problems.

Constable and Guadarramapedraza are both currently supporting operations with the squadron in Camp Leatherneck, Afghanistan.

[Click HERE for more photos](#)



Staff Sgt. Jason Constable, a watch officer and combat engineer with Marine Wing Support Squadron 273, swore in as a citizen of the United States hours prior to his deployment to Afghanistan. A native of New Zealand, Constable enlisted in the Corps in 1993 and has completed nearly 14 years of total service

Bulk fuel Marines with Marine Wing Support Squadron 373 retract fuel hoses after providing fuel to helicopters aboard Marine Corps Air Ground Combat Center Twentynine Palms, Calif., June 7. Marines with MWSS-373 took part in Enhanced Mojave Viper training where they established, operated and protected a Forward Arming and Refueling Point.



Two Marines with Marine Wing Support Squadron 373 look on as a UH-1Y Venom prepares for takeoff aboard Marine Corps Air Ground Combat Center Twentynine Palms, Calif., June 7. Aircraft refueled at a Forward Arming and Refueling Point, which is used as an expeditious way to supply aircraft with weapons and fuel to keep them closer to troops operating in remote areas.



Marines with Marine Wing Support Squadron 373 wait for their turn to fire crew served weapons as part of a familiarization exercise during Enhanced Mojave Viper aboard Marine Corps Air Ground Combat Center Twentynine Palms, Calif., June 7. MWSS-373 Marines trained with crew served weapons like the M240B, the SAW, .50 caliber machine guns and the MK-19.



Marines with Marine Wing Support Squadron 373 fire an M240B as part of a familiarization exercise during Enhanced Mojave Viper aboard Marine Corps Air Ground Combat Center Twentynine Palms, Calif., June 7. Marines trained with crew served weapons in order to maintain security of the site around Forward Arming and Refueling Points.



Ace support takes Enhanced Mojave Viper by storm

By Lance Cpl. Christopher Johns

Marines with Marine Wing Support Squadron 373 “Ace Support” conducted training during Enhanced Mojave Viper aboard Marine Corps Air Ground Combat Center Twentynine Palms, Calif., June 5 and 6.

The training missions consisted of establishing, operating and protecting a Forward Arming and Refueling Point. A FARP is used as an expeditious way to supply aircraft with weapons and fuel to keep them closer to troops operating in remote areas.

“The purpose of the entire exercise is to ensure Marines scheduled for future support of Operation Enduring Freedom are trained and prepared for their level three training in order to deploy,” said 1st Lt. Isaac Cortes, the FARP mission commander with MWSS-373 and a Mastic Beach, N.Y., native.

Part of this training was to create the FARP site from scratch using heavy machinery and combat engineers’ skills to build watch towers and surround the site with concertina wire.

“The benefits [this environment provides] are similar to the austere environments in Afghanistan where these Marines may be deploying to,” said Cortes. “The terrain is very similar; the climate is very similar so the Marines grow accustomed to the conditions.”

Working in this environment allows the Marines to mentally prepare for the hardships they will face while deployed. As part of this acclimatization, the Marines

must perform all aspects of their mission.

This mission includes the second part of training – site security.

“We set up obstacles, concertina wire, guard towers and serpentine road blocks on the entry ways in to and out of the training area,” said Cortes.

Should these obstacles fail to fend off any would-be attackers, the Marines receive lessons on crew served weapons.

“We wanted to get [these Marines] educated on crew served weapons like the M240B, the SAW, .50 caliber machine guns and the MK-19 should they be needed to deploy,” said Master Sgt. Ronnie Smith, the ACE Support squadron master sergeant and a Mt. Olive, La., native. “These Marines have received the training necessary to break down and clean the weapons and maintain them for further use if needed.”

To test the Marines willingness and ability to protect the site, role-players engaged the defenses to see how the FARP Marines react to local nationals, explained Pfc. Ethan Foote, a combat engineer with MWSS-373 and an East Glacier, Mont., native.

“After all of this training I feel [prepared] to go in country,” said Foote.

From prepping and building a FARP to protecting it, the Marines of MWSS-373 are now prepared for their part of the mission while deployed.



Sgt. Enrique Zamora, a crew chief with Marine Heavy Helicopter Squadron 466, watches the other CH-53E Super Stallion in his flight section over southwestern Afghanistan May 17. The two flight crews supported vehicle interdiction operations with members of the Afghan National Army's military police and Regimental Combat Team 5.

From the *couch* to combat

By Cpl. Lisa Tourtelot

Sgt. Enrique Zamora, a crew chief with Marine Heavy Helicopter Squadron 466 and Los Fresnos, Texas, native, keeps an unusual collection with him on flights: a selection of Chevrolet Hot Wheels cars.

"For good luck," Zamora explained before his CH-53E Super Stallion took off to conduct drug raids in southwestern Afghanistan May 17. His brother-in-law collects the tiny cars and Zamora said that, while Chevrolets are his favorites, they all remind him of home.

On his third deployment, flying with Marines and Afghan National Army military police personnel to stop drug trafficking in the volatile region is just another day at the office for Zamora.

The 31-year-old father of three, enlisted in the Marine Corps in 2004 after seeing service members on the news doing good things, he explained.

"I was just sitting on the couch, playing video games," Zamora said. "My whole family is fishermen; I've been around the water my whole life. I wanted to be in the air."

Zamora has come a long way from playing video games on the couch, to helping Marines and ANA personnel seize illegal drugs and weapons from insurgents in Afghanistan.

"I'm concerned about the area I'm going to be operating in, whether it's night or day, and when the last enemy engagement was in that area," Zamora explained, elaborating on the worries he now has.

On a deployment in 2010, those concerns became a harsh reality when Zamora's helicopter was hit with a rocket-propelled grenade.

"We did an emergency landing, checked all of our systems and gauges," said Zamora. "There was a huge hole in the belly [of the aircraft], our landing gear was damaged and there was shrapnel in the blades. I'm just glad we all got back safely."

Despite facing RPGs and other attacks, Zamora remains dedicated to accomplishing any mission asked of him.

"Anything can happen at any time," said Zamora. "I just hope the cargo gets from point A to point B safely and on time...we try to put that food, water, ammo and anything they need right at [the ground combat elements'] doorstep."

The day's aerial drug interdiction raids ended without incident.

"It went pretty smooth. We were able to stop the cars and the people weren't hostile," said Zamora.

Capt. Eduardo Pinales, a Regimental Combat Team

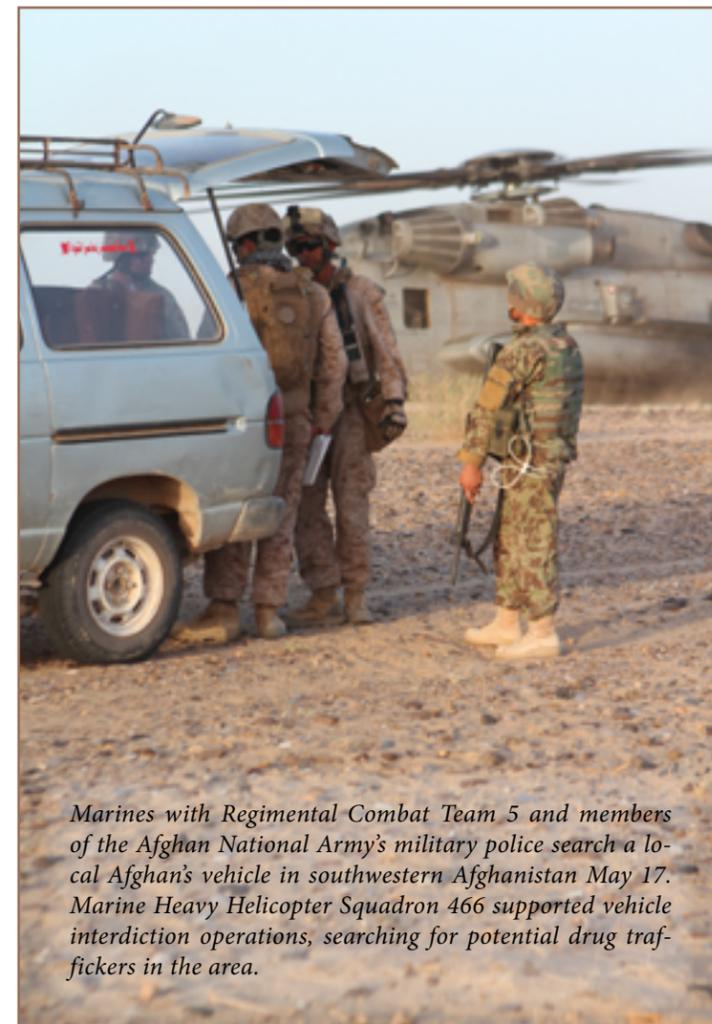
5 Military Police Company team chief and Santo Domingo, Dominican Republic, native, explained that aviation assets are vital to stopping the drug trade in Afghanistan, and experienced air crew like Zamora make their jobs easier.

"The crew members are very flexible to the ground element's requirements, and they are always willing to assist us in accomplishing the mission," said Pinales. "During these missions, both the ground element and the aviation element work as one team."

Zamora has several more months left in country, and explained that he hopes to continue the squadron's record of successful missions.

The crew chief said that he is looking forward to seeing his wife and children again, and perhaps a new Chevrolet Camaro, just like one of his lucky cars.

[Click HERE for more photos](#)



Marines with Regimental Combat Team 5 and members of the Afghan National Army's military police search a local Afghan's vehicle in southwestern Afghanistan May 17. Marine Heavy Helicopter Squadron 466 supported vehicle interdiction operations, searching for potential drug traffickers in the area.



Crewmen with Marine Heavy Helicopter Squadron 466 maintain security while Marines with Regimental Combat Team 5 and members of the Afghan National Army's military police perform vehicle searches in southwestern Afghanistan May 17. The Marines and Afghan personnel scoured known drug trafficking routes for suspicious vehicles.

Marines
get

“hot hookup,”

pioneer new technique

By Cpl. Lisa Tourtelot

[Click HERE for more photos](#)



Marines with Combat Logistics Battalion 5 wait to approach a cargo hookup site in Helmand province, Afghanistan, May 22. Marine Unmanned Aerial Vehicle Squadron 2 made history with the landing support team Marines and the Kaman K1200, “K-MAX,” unmanned helicopter by performing the first unmanned, mid-flight cargo hookups.



Sgt. Brianna Conte, a landing support team leader with Combat Logistics Battalion 5 and Lafayette, Calif., native, directs her team after executing an external cargo hookup with a hovering Kaman K1200, “K-MAX,” unmanned helicopter in Helmand province, Afghanistan, May 22. The CLB-5 Marines made history with Marine Unmanned Aerial Vehicle Squadron 2 by performing the world’s first unmanned “hot hookups” and assisting in the delivery of nearly 6,000 pounds of gear on the first day of trials.

HELMAND PROVINCE, Afghanistan - Marine Unmanned Aerial Vehicle Squadron 2, the “Night Owls,” made history earlier this week when they completed the first “hot hookups” between landing support Marines on the ground and a hovering Kaman K1200, “K-MAX,” unmanned helicopter in Helmand province, Afghanistan, May 22.

In the nearly 20 years of its commercial and military use, no organization had ever attempted to hook cargo to the K-MAX while it was in unmanned flight.

“This was particularly important because it was a milestone in unmanned aviation,” said Maj. John Norton, the officer in charge of Cargo Resupply Unmanned Aircraft Systems with the Night Owls and a Rochester, N.Y., native. “It’s a stepping stone to increasing our capabilities in the unmanned aviation spectrum.”

The K-MAX system has been in use largely in the Pacific Northwest logging industry and most recently, in testing with the Marine Corps. While its purpose has been external cargo movements, users relied on a pilot to bring the aircraft to an idle mode while on the

ground, hook up the cargo and then take off unmanned, explained Norton.

“[The traditional method of external lifting] takes time and requires more personnel to operate,” said Norton. “With a hot hookup from the hover, we’re able to come into the zone more expeditiously, which gives us more time to go forward with the fuel supply on the aircraft.”

The landing support team Marines with Combat Logistics Battalion 5 who participated in the ground-breaking training were no strangers to external cargo hookups, but working with an unmanned helicopter provided unfamiliar working conditions.

“Working with unmanned is a lot different,” said Sgt. Brianna Conte, a landing support team leader with CLB-5 and Lafayette, Calif., native. “Usually when we’re working with a manned aircraft we have pilots...and crew chiefs to look up to when we’re underneath the helicopter. With unmanned it’s not like that. We have the [air vehicle operator] and a spotter who are our eyes when we’re getting it all hooked up.”

The team of Marines broke ground for

CLB-5, as well, being the first Marines to execute a hot hookup with a hovering unmanned helicopter.

“This is probably one of the best experiences I’ve had in the Marine Corps thus far,” said Conte. “I speak for my Marines when I say we were extremely excited. Not everyone can say they were the first ones to do something.”

The K-MAX is still in trials for use in the Marine Corps, but the platform has already moved more than one million pounds of cargo in six months of tests. On the first night of hot hookups, the squadron was able to move nearly 6,000 pounds of gear to Marines in remote locations.

“The possibilities this opens up for the Marine Corps is increasing our capabilities,” said Norton.

The Marine Corps has high hopes for the system, which moves cargo quicker and safer than a vehicle convoy on improvised explosive device-ridden roads.

The Night Owls and CLB-5 personnel will continue hot hookup trials throughout the month, pioneering a new, more efficient use of the unmanned helicopter system.

Facets of support: VMGR-352, KC-130J ready to go

By Lance Cpl. Christopher Johns

Providing multiple facets of support to the flying squadrons of 3rd Marine Aircraft Wing is part of Marine Aerial Refueler Transport Squadron 352 "Raiders" mission.

"We cover assault support, aerial refueling and day and night all weather assault support to 3rd Marine Aircraft Wing," said Capt. Bradley Stadelmeier, the assistant aircrew training officer with VMGR-352. "We also provide logistic support, troop and cargo movement as well as battlefield illumination when deployed."

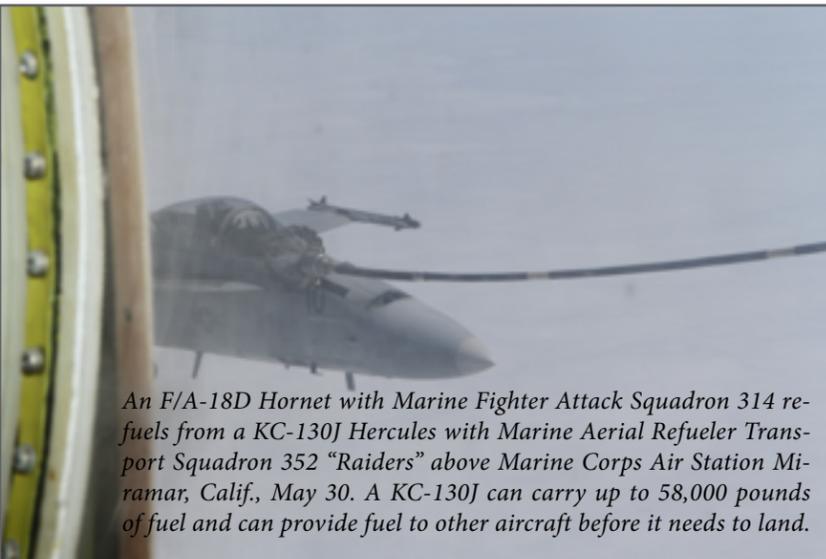
When the Raiders perform air to air refueling, it allows the aircraft they support to complete more missions without having to go back to a station or base for more fuel.

A KC-130J can carry up to 58,000 pounds of fuel and can provide fuel to other aircraft before it needs to land, explained Stadelmeier.

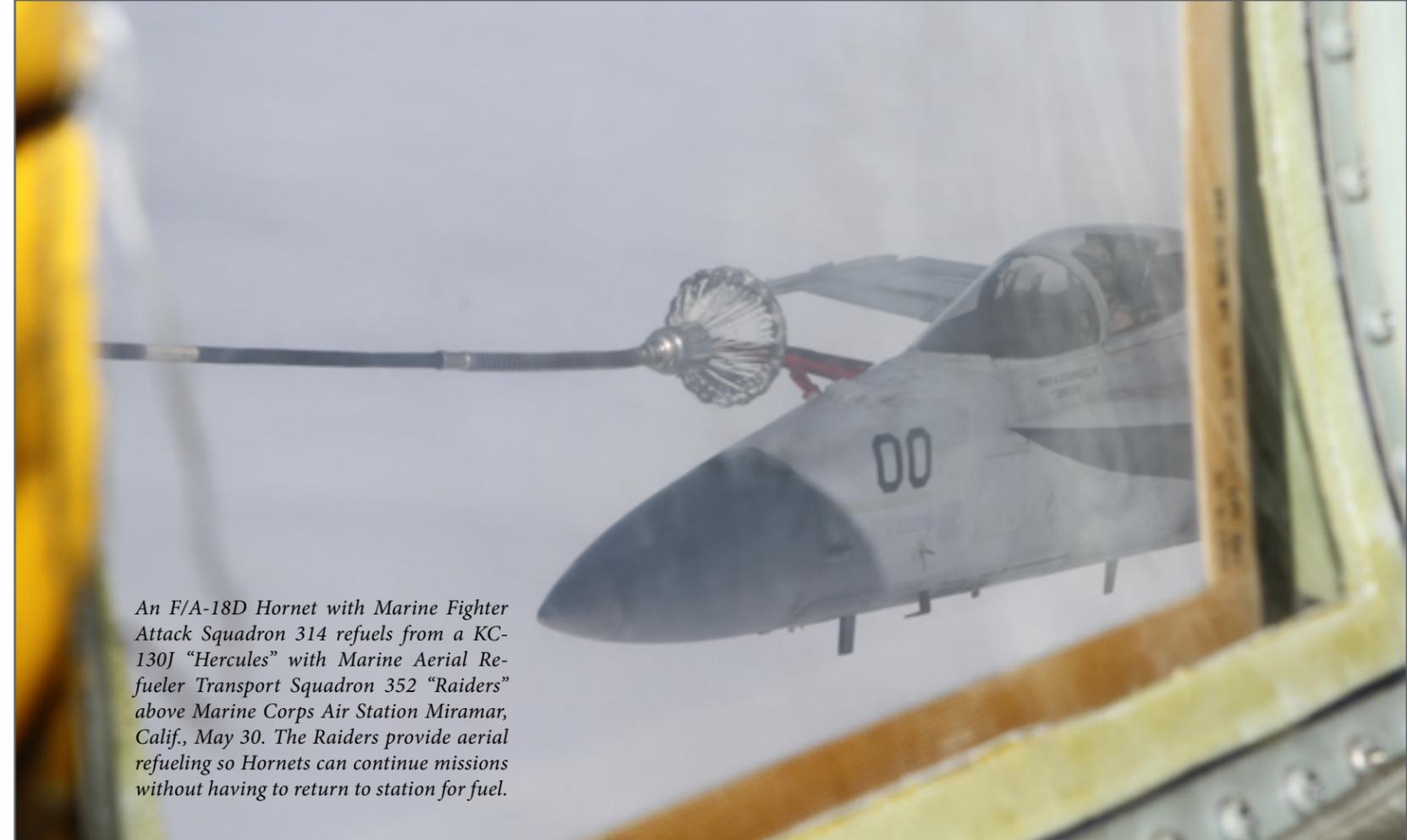
Aerial refueling provides an extra sense of security to Marines on the ground. It allows assault aircraft to stay above a combat zone for extended periods of time, explained Stadelmeier.

Keeping assault aircraft flying longer is just one portion of the Hercules' job. This aircraft also provides long distance troop movement, cargo transportation and can complete a large scale resupply to Marines in remote locations.

Through supporting their fellow 3rd MAW squadrons and aiding troops on the ground, VMGR-352 is prepared for any role.



An F/A-18D Hornet with Marine Fighter Attack Squadron 314 refuels from a KC-130J Hercules with Marine Aerial Refueler Transport Squadron 352 "Raiders" above Marine Corps Air Station Miramar, Calif., May 30. A KC-130J can carry up to 58,000 pounds of fuel and can provide fuel to other aircraft before it needs to land.



An F/A-18D Hornet with Marine Fighter Attack Squadron 314 refuels from a KC-130J "Hercules" with Marine Aerial Refueler Transport Squadron 352 "Raiders" above Marine Corps Air Station Miramar, Calif., May 30. The Raiders provide aerial refueling so Hornets can continue missions without having to return to station for fuel.

[Click HERE for more photos](#)



An F/A-18D "Hornet" with Marine Fighter Attack Squadron 314 flies alongside a KC-130J Hercules with Marine Aerial Refueler Transport Squadron 352 "Raiders" as it prepares to dock for fueling above Marine Corps Air Station Miramar, Calif., May 30. VMGR-352 supports the flying squadrons of MCAS Miramar and 3rd Marine Aircraft Wing by providing aerial refuels as well as troop and cargo movement over the battlefield.



Two F/A-18D Hornets with Marine Fighter Attack Squadron 314 fly alongside a KC-130J Hercules with Marine Aerial Refueler Transport Squadron 352 "Raiders" after refueling above Marine Corps Air Station Miramar, Calif., May 30. The Raiders provided fuel to the two Hornets while they performed aerial combat maneuvers.



Sgt. Denver M. Alsup, a crew chief with Marine Medium Tiltrotor 165 and a Fair Grove, Mo., native, looks out a window to check the rotors of an MV-22B Osprey prior to lift-off aboard Marine Corps Air Station Miramar, Calif., June 5. Crew members participated in tail-gunnery training to hone their mid-air marksmanship skills.



Ammunition cans line the floor of an MV-22B Osprey with Marine Medium Tiltrotor Squadron 165, June 5. Crew members used approximately 1,200 rounds during the tail-gunnery training flight.



Sgt. Denver M. Alsup, a crew chief with Marine Medium Tiltrotor Squadron 165 and a Fair Grove, Mo., native, provides firepower aboard an MV-22B Osprey during tail-gunnery training east of Marine Corps Air Station Miramar, Calif., June 5. Pilots and crew members work together to provide effective and efficient firepower to successfully complete missions.

SHARP SHOOTING:

VMM-165 conducts tail-gunnery training

By Lance Cpl. Michelle Piehl

Marines conduct annual training on the range in order to keep skills sharp and prepared for combat. For members of Marine Medium Tiltrotor Squadron 165 “White Knights,” targets are not standard paper-targets, but rather, a simulated enemy territory hundreds of feet below.

Pilots and crew members of VMM-165 conducted section tail-gunnery flight training on the Yuma Range Training Complex east of Marine Corps Air Station Miramar, Calif., June 5.

Maintaining communication during the flight ensures the most efficient and effective means of firing a GAU-16/A machine gun.

The pilots give the location of targets to crew members, as well as giving the command to begin and cease fire, explained Sgt. Denver M. Alsup, a crew chief with VMM-165 and a Fair Grove, Mo., native.

“The [MV-22B] is an assault-support aircraft, and as such, needs a defensive capability,” said Maj. Thomas W. Kershul, an MV-22B Osprey pilot with VMM-165. “We need to have defensive capabilities in case we come under contact performing our mission.”

For pilots, the challenge lies in providing a stable platform for the gunner to load and fire from, explained Kershul.

Using a method of calling the target, side, azimuth and range, the pilots then give an accurate verbal map to the gunner, poised to defend. Given the command by the aircraft commander, the gunner will provide defensive fire.

“We need to have very standardized procedures, so the aircrew understands the rules of engagement and what the situation is,” said Kershul. “[The pilots decide] whether it would be appropriate to open

fire or hold back.” This form of low-altitude training simulates landing and lifting-off while suppressing an enemy attack, Kershul explained.

In a tactical situation, other joint coalition aircraft would typically escort an Osprey to provide additional defense, Kershul added.

“We came down to 50 [feet off the ground] and simulated coming into the zone and taking fire,” said Kershul. “There were multiple targets for the gunners.”

Old tanks, trucks, buildings and tires simulated a mock-town overtaken by the enemy, giving crew members practical targets at which to aim. The gunner fired approximately 1,200 .50-caliber live-rounds of ammunition during the training, Kershul added.

In addition to the tail-gunnery training, pilots took the Osprey through a variety of profiles and speeds.

“The MV-22B is unique in that we fly up high and fast like an airplane and land like a helicopter,” said Kershul. “The target solution for the gunners changes with different airspeeds and altitude. With increased airspeed and altitude, the ability to put [rounds] accurately where you want to put them becomes more difficult.”

Because of the challenges presented with increased altitude and air-speed, various scenarios were presented to the crew aboard the Osprey.

Completing tail-gunnery training prepares pilots and crews for even the most demanding situations.

Through intense training and implementation, Marines with VMM-165 have the ability to provide versatile support to troops on the ground through defensive airborne firepower.

[Click HERE for more photos](#)

Marines send rounds down range for training

By Pfc. Melissa Eschenbrenner



A Marine practices unloading and clearing a 240B machine gun during a training exercise aboard Marine Corps Base Camp Pendleton, Calif., June 7. Marines of 3rd Low Altitude Air Defense Battalion took classes about general knowledge of the weapon and performed a practical application test before firing live rounds.



Marines with 3rd Low Altitude Air Defense Battalion fire an M2 .50-caliber machine gun attached to turrets on an Advanced Man Portable Air Defense System gun truck aboard Marine Corps Base Camp Pendleton, Calif., June 7. Marines practiced static shooting at targets of different distances.



A section leader with 3rd Low Altitude Air Defense Battalion instructs a new Marine on how to properly clear a 240B machine gun during a training exercise aboard Marine Corps Base Camp Pendleton, Calif., June 7. Marines took classes about general knowledge of the weapon and performed a practical application test before firing live rounds.



Marines with 3rd Low Altitude Air Defense Battalion prepare for a live fire exercise with the M2 .50-caliber machine gun during training aboard Marine Corps Base Camp Pendleton, Calif., June 7. Training with the crew serve weapons familiarize Marines with the weapon and allows them to practice aiming and tracking targets.



Marines with 3rd Low Altitude Air Defense Battalion fire M2 .50-caliber machine guns attached to turrets on Advanced Man Portable Air Defense System gun trucks aboard Marine Corps Base Camp Pendleton, Calif., June 7. Marines practiced static shooting at targets of different distances.



Marines with 3rd Low Altitude Air Defense Battalion conducted a live-fire training exercise aboard Marine Corps Base Camp Pendleton, June 7.

The battalion's main mission is to provide aerial defenses with the low altitude stinger missile and ground support with the 240B and M2 .50-caliber machine guns.

This training with the secondary crew serve weapons is to familiarize Marines with the weapon and allow them to practice aiming and tracking targets.

New Marines have not trained as thoroughly with the weapons so it is important for the section leaders to ensure they are confident and proficient in every aspect of the mission, explained Pfc. James R. Murtari, a gunner with 3rd LAAD Bn., "B" Battery.

"I wasn't nervous or scared, just psyched for this training," said Murtari, an Auburn, N.Y., native. "We never got to fire the M2 .50-caliber machine gun attached to the gun truck so it was something new to learn."

As part of the training, Marines took classes and performed practical application to learn weapon conditions, characteristics and the procedures to break down and clean the weapons.

The unit takes it one step at a time to ensure Marines get the best training possible, added 1st Lt. Justin McCann, the 1st platoon commander with 3rd LAAD Bn., "B" Battery, and a Greenwood Ark., native.

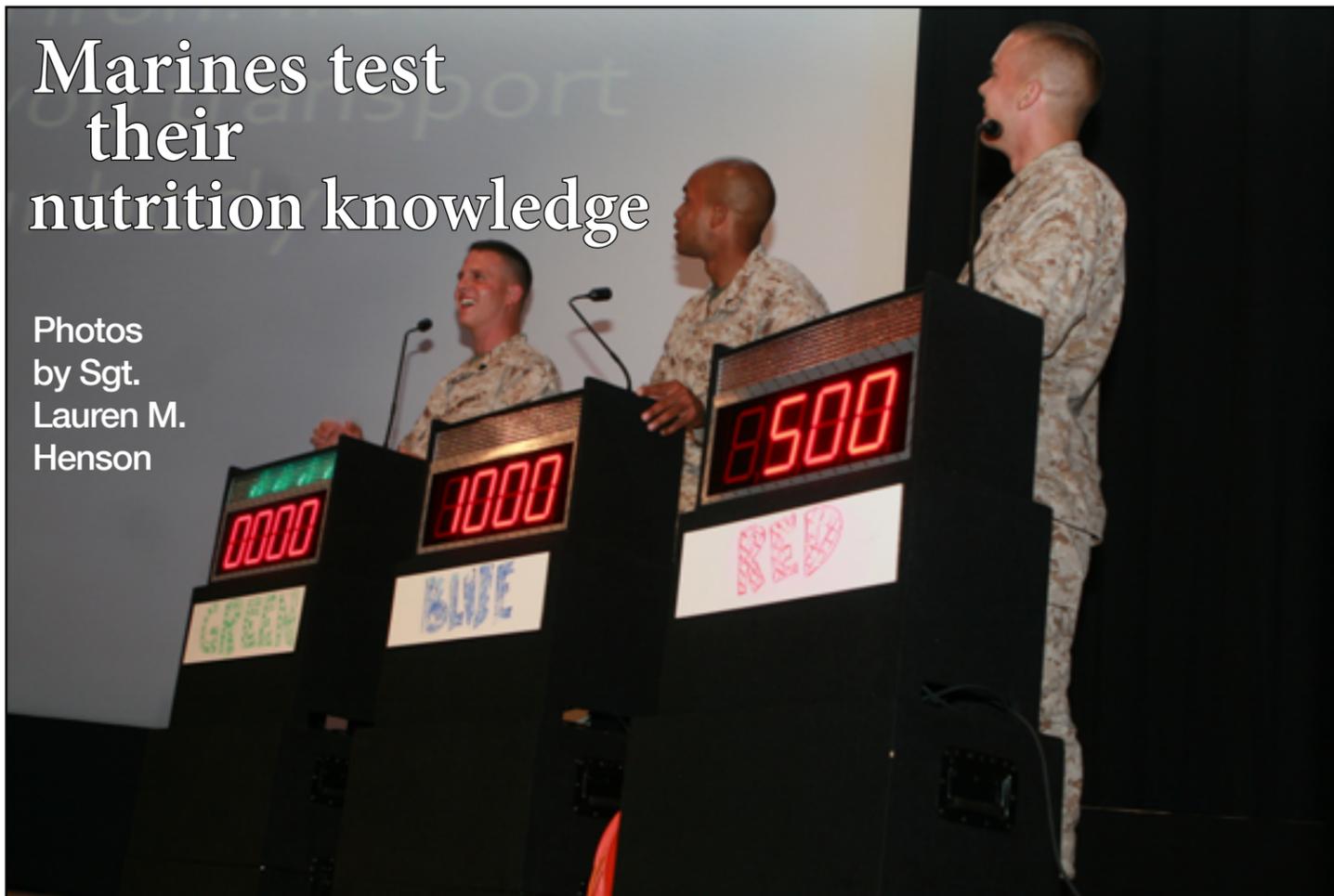
Training also helps build morale and trust between Marines. When Marines work together and motivate one another during training, they can be confident in one another's abilities. This gives the Marines the opportunity to bond and learn about one another on the job, explained Murtari.

"Training helps you to learn about your unit," said Murtari. "You have to stay close to your unit because they are the people who will have your back in combat."

The 3rd LAAD Bn. must always be ready for deployment at a moment's notice. Having training in all aspects of weapons ensures preparedness for anything that may arise.

Marines test their nutrition knowledge

Photos by Sgt. Lauren M. Henson



(Above) Marines from Marine Corps Air Station Miramar, Calif., take part in a nutrition game show, June 6. The game show was hosted by Marine Corps Community Services as part of the 101 Days of Summer safety program. Service members showed up to support their fellow Marines and earn points for the 101 Days of Summer competition.

(Left) Pfc. Ernest Robinson, a legal services specialist and Detroit native, shows off his second place prize from the nutrition game show hosted by Marine Corps Community Services aboard Marine Corps Air Station Miramar, Calif., June 6. The Marines who participated took home a variety of prizes from lunch boxes to MCCS bracelets. Service members attended the event to support their fellow Marines and earn points for the 101 Days of Summer competition.

(Below) Marines participate in a nutrition game show aboard Marine Corps Air Station Miramar, Calif., June 6. The first Marine to answer five questions correctly was declared the winner of the round and went on to the semi-finals. The game show was hosted by Marine Corps Community Services as part of the 101 Days of Summer safety program. The program raised awareness about safety and nutrition, and provided Marines the chance to earn points for the 101 Days of Summer competition.



HMMT-164 welcomes new commanding officer

Compiled by the Flight Jacket staff

Lt. Col. Todd Ferry relinquished command of Marine Medium Helicopter Training Squadron 164 to Lt. Col. Thomas Campbell in a change of command ceremony held aboard Marine Corps Air Station Camp Pendleton, Calif., June 8.

Ferry is a 1992 graduate of the United States Naval Academy where he received a bachelor's degree in Systems Engineering. After completing The Basic School at Quantico, Va., Ferry attended the Naval Flight School in Pensacola, Fla., where he was designated as a Naval Aviator in August of 1994. Subsequently, he was assigned to Marine Medium Helicopter Training Squadron 204 at MCAS New River, N.C., for follow-on training in the CH-46E Sea Knight helicopter.

In May of 1995, Ferry transferred to the "Black Knights" of Marine Medium Helicopter Squadron 264 (HMM-264) at MCAS New River. He completed two Mediterranean deployments with the 26th Marine Expeditionary Unit, deploying to Bosnia with the NATO Peace Implementation Force for Operation Joint Endeavor in 1995 and again in 1998 with the NATO Stabilization Force for Operation Joint Guard.

In September 1998, Ferry was assigned back to the "White Knights" of HMT-204 as a CH-46E flight instructor where he served until the squadron transitioned responsibility for CH-46E aircrew training to HMM(T)-164. In May of 1999, Ferry was accepted into the USMC Special Education Program at the Naval Postgraduate School in Monterey, Calif. He graduated in June 2001 with a master of science in Applied Physics and was subsequently assigned to the United States Naval Academy where he taught in the Weapons and Systems Engineering Department.

In June 2004, Ferry was transferred to Marine Aircraft

Group 36 in Okinawa, Japan, and was assigned to the "Flying Tigers" of HMM-262. Ferry served in several billets, and completed deployments with Joint Task Force 535 to the Philippines for a Humanitarian Assistance/Disaster Relief mission. Then served in Indonesia and Thailand with Combined Support Force 536 for HA/DR operations in support of regional tsunami relief efforts. In addition to completing two 31st MEU cycles, Ferry also deployed with the Flying Tigers to Al Taqaddum, Iraq, for Operation Iraqi Freedom 06-08.1, the squadron's first combat operations since the Vietnam War.

In October 2007, he transferred to Headquarters Squadron, MAG-36 where he participated in Joint Task Force Caring Response, the HA/DR effort to Myanmar. In June 2009, he was transferred to Quantico where he was assigned to Training Command as the Aviation Production Section Head. In June 2010, he assumed command of the HMMT-164 "Knightriders."

Ferry's personal decorations include the Meritorious Service Medal, Air Medal with Strike/Flight Numeral 4, Navy and Marine Corps Commendation Medal with gold star and the Navy and Marine Corps Achievement Medal.

Campbell attended the University of San Diego where he attained a degree in International Relations and was commissioned a Marine Corps officer in May 1994 via the Platoon Leaders Course program. Completing TBS in July 1995, Campbell then reported for flight training in Pensacola.

Winged a Naval Aviator in July of 1997, Campbell was assigned to HMM(T)-204 aboard MCAS New River for training in the CH-46E Sea Knight. Following completion of the CH-46E syllabus in February 1998, Campbell joined the "Fighting Griffins" of HMM-266. While assigned to the Fighting Grif-

fins, he deployed twice with the air combat element of the 24th MEU, participated in Joint Task Force Noble Anvil and Operation Allied Force in Albania and Macedonia respectively, supported Hurricane Floyd relief operations in Eastern North Carolina and conducted combined arms exercises at the Marine Corps Air-Ground Combat Center in Twentynine Palms, Calif.

In March 2002, Campbell completed the Tactical Air Control Party course and in May 2002 reported to 2nd Reconnaissance Battalion, 2nd Marine Division aboard Marine Corps Base Camp Lejeune, N.C., for service as the battalion air officer. While assigned to 2nd Reconnaissance Battalion, Campbell deployed with Alpha Company attached to Regimental Combat Team Two, Task Force Tarawa, in support of Operation Iraqi Freedom from January to July 2003. Upon his return from OIF, Campbell reported to Quantico to attend Expeditionary Warfare School.

Having completed EWS in May 2004, Campbell returned to MCAS New River for service with the Blue Knights of HMM-365. From June 2004 to May 2007, Campbell deployed to Al Asad Air Base, Iraq, in support of OIF, conducted Hurricane Katrina relief operations, again deployed with the air combat element of the 24th MEU and participated in the evacuation of United States citizens from Beirut, Lebanon.

At the conclusion of his time with HMM-365 Campbell attended the Air Officer Course at Marine Aviation Weapons and Tactics Squadron One in preparation for assignment as an air officer instructor. He reported to MAWTS-1 aboard MCAS Yuma, Ariz., in May 2007 and served there until June 2010. While assigned to MAWTS-1 Campbell instructed air officer students during three Desert Talon Exercises, six Weapons

and Tactics Instructor courses and supported the establishment of the Enhanced Mojave Viper exercise conducted at the MCAGCC Twentynine Palms.

In July 2010, he reported to the Department of Aviation, Headquarters United States Marine Corps, where he served as the deputy branch head for the Aviation Manpower and Support Branch. In August 2011, Campbell was selected to command HMMT-164, MAG-39 aboard MCAS Camp Pendleton, where he reported for duty in January 2012.

Campbell's personal decorations include the Meritorious Service Medal, Air Medal with Strike/Flight Numeral 4, the Combat Action Ribbon, the Navy and Marine Corps Commendation Medal and the Navy and Marine Corps Achievement Medal.



Lt. Col. Thomas Campbell



Lt. Col. T. W. Ferry

STRONGER WARRIORS FIELD MEET

**Who has the Strongest Warriors?
Is it your Command?
Do you have The Courage to Prove it?
Will we see you there?**



Time: 0800–1200 Date: 07/19/2012

Mills Park, MCAS Miramar

The Events to determine which Command will win the Trophy for a year and earn the Title and Bragging rights for having the Strongest Warriors will be:

- 3 Point Shootout Team Competition
- Fireman Carry Relay
- Dizzy Izzy and Egg Carry Relay
- 400 yard Relay race
- HITT Team Competition
- Water Balloon Toss
- Rock Wall Relay
- Tug-of-War
- Horse Shoes
- Bean bag toss

Contact Person:
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See your Command Representative to Sign Up today.



RETURN TO TOP

An MV-22B Osprey with Marine Medium Tiltrotor Squadron 166 lands during a confined area landing drill aboard a Navy auxiliary field in Southern California, May 21. CALs are conducted to help pilots learn and practice landing in a zone smaller than a normal size helicopter pad.



Ospreys prepared for any clime, place

By Pfc. Raquel Barraza

Looking down a standard flight line, it appears to go for miles. Typically, aircraft have all the space they need to take off and land safely.

When helicopter crews are resupplying Marines on the ground or transporting them to remote locations, however, vast runways are not always available.

To ensure pilots and crews are prepared for these situations, Marine Medium Tiltrotor Squadron 166 conducted confined area landings.

CALs are conducted several times each month to ensure pilots' and crew members' are prepared for landing in small zones or on rough terrain, explained Capt. Eric R. Mann, an MV-22B Osprey pilot with VMM-166.

These landing approaches are the most efficient way to put ourselves on the ground in the least amount of time, added Mann.

With this drill, pilots not only executed single aircraft CALs, but also section CALs. Section CALs consist of two aircraft practicing the drill in the same confined area. This is to practice avoiding obstacles that come with having two aircraft land so close to one

another.

"Anywhere we go, whether it is in the desert or the East Coast, where we have a lot of wooded areas, the pilots have to be able to maneuver around the different obstacles," said Sgt. Christopher S. Miller, an MV-22B crew chief with VMM-166.

Crew chiefs guide the pilots around and over obstacles, which makes crew members very important, especially in the CAL drill, explained Miller.

"Crew chiefs in the back are aerial observers," said Miller. "They give distance calls to the ground and give the pilot a radius as they are coming in, but their primary objective is making sure the aircraft is clear of any obstacles as it is landing."

With the crew chiefs and pilot working together proficiently, the CALs can be easily executed.

"There's not always a field; it's not always a big built up place that you're landing at," said Miller. "That's why it's important to train to land in small zones. That way we are always prepared in any clime and place."

[Click HERE for more photos](#)



A crew chief looks out an MV-22B Osprey while conducting a confined area landing drill aboard a Navy auxiliary field in Southern California, May 21. The crew chiefs ensure the pilot is clear of any obstacles that may prevent the aircraft from landing.

Miramar Marines play pingpong

Photos By Lance Cpl. Christopher Johns



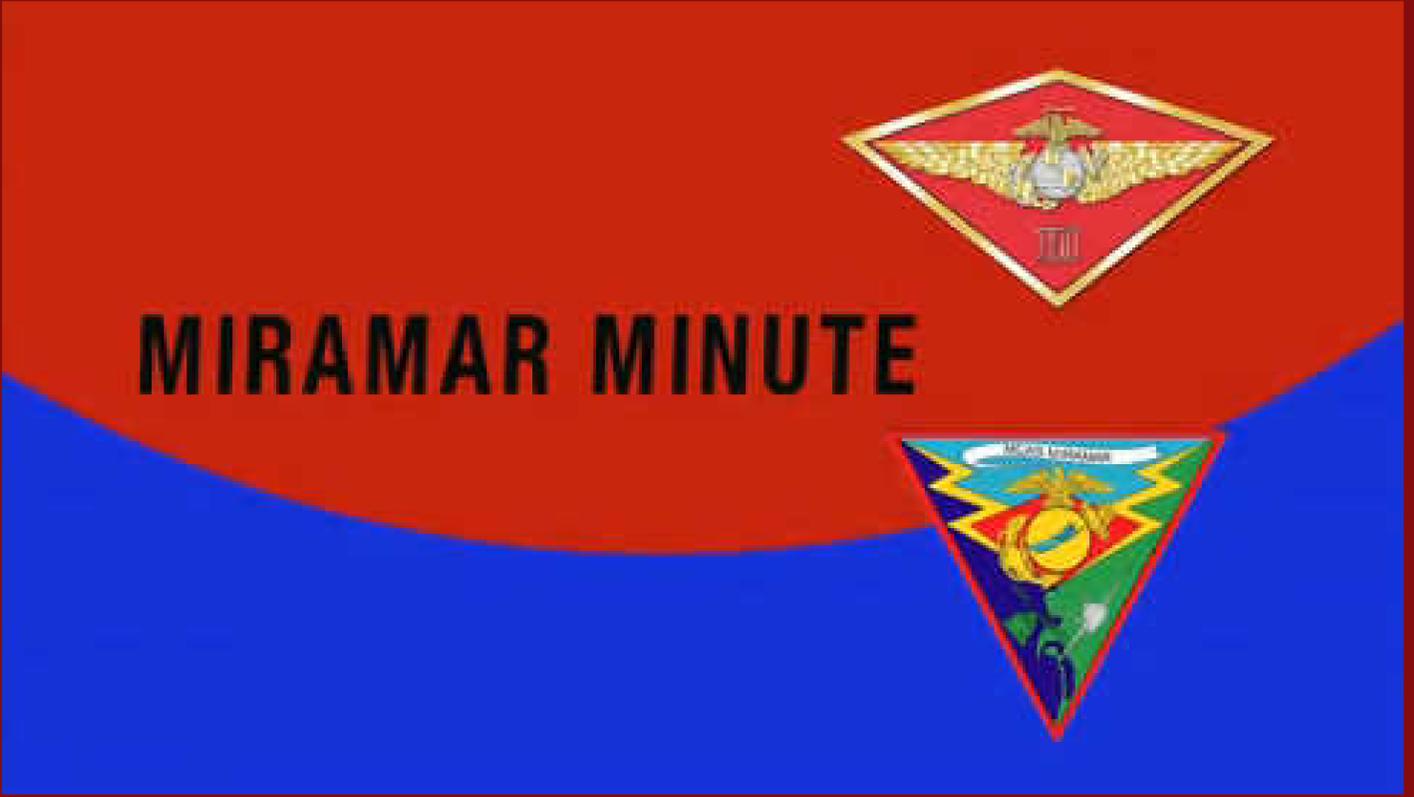
Lance Cpl. Jason Rhodes, a telephone system and personal computer repair technician with Marine Wing Communications Squadron 38 and a Baltimore native, keeps the ball going during a game of pingpong at The Great Escape aboard Marine Corps Air Station Miramar, Calif., May 16. The Great Escape provides service members stationed aboard the air station a place to come and relax when not working.

Lance Cpl. Jason Rhodes, left, a Baltimore native and Lance Cpl. Edward Mora, right, a Ponca City, Okla., native, both telephone system and personal computer repair technicians with Marine Wing Communications Squadron 38, play a game of pingpong at The Great Escape aboard Marine Corps Air Station Miramar, Calif., May 16. The Great Escape provides service members stationed aboard the air station a place to come and relax when not working.

The Miramar Minute

VMM-165 conducts tail-gunnery training

Video by Sgt. Sarah Fiocco



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SEMPER PARATUS

CONTINUE THE HONOR

VMM 764, Marine Aircraft Group 41, 4th Marine Air Wing redesignation and relocation scheduled for Jan 2013 to MCAS Miramar, CA.

Contact your nearest (PSR) Prior Service Recruiter.



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Recruiting for all MOS fields.

Current Billet Openings

Grade	PMOS	JOB DESCRIPTION
E3 - E6	6048	Flight Equipment Technician
E3 - E6	6116	Tiltrotor Mechanic, MV-22
E3 - E6	6156	Tiltrotor Airframe Mechanic, MV-22
E4 - E6	6176	Tiltrotor Crew Chief, MV-22
E5	6286	Fixed-Wing Aircraft Safety Equipment Mechanic, KC-130
E3 - E6	6326	Aircraft Com/Navigation/Electrical/Systems Tech, V-22
E3 - E6	6531	Aircraft Ordnance Technician

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