

FLIGHT JACKET

Vol. 14 Issue 19

Marine Corps Air Station Miramar, Calif.

October 1, 2012

2012 MCAS Miramar Air Show Preview



MARINES IN FLIGHT



CELEBRATING 50 YEARS OF
SPACE EXPLORATION



Marines, aircraft, vehicles all in preparation for MAGTF demo

Marines from surrounding areas gear up for the Marine Air Ground Task Force demonstration during the 2012 Marine Corps Air Station Miramar Air Show.

Click [HERE](#) for full story

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New rappel tower needed: Marine combat engineers roped in to help

Combat engineers with MWSS-373 rebuild and restore the San Diego County Sheriff's Department rappel tower aboard East Miramar.

Click [HERE](#) for full story

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Adapt, overcome: VMM-165, CLB-1 perform external lifts

Marine Medium Tiltrotor Squadron 165 and Combat Logistics Battalion 1 train for an instance when they may have to quickly move cargo from place to place.

Click [HERE](#) for full story

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Maj. Gen. (sel) Steven W. Busby
Commanding General
3rd Marine Aircraft Wing



Col. John P. Farnam
Commanding Officer
MCAS Miramar

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The editorial content is edited, prepared and provided by the Public Affairs Office. Comments or questions should be directed to 858-577-6000.

AIR SHOW SCHEDULE



FREE ADMISSION • FREE PARKING • FREE BLANKET SEATING

MATINEE SHOWS

FRIDAY, SATURDAY & SUNDAY • OCTOBER 12 - OCTOBER 14
9:00 am - 4:00 pm • Gates Open at 8:00 am

FEATURING THE U.S. NAVY BLUE ANGELS

MORNING SCHEDULE (Tentative)

- 8:00 am: Radio-Controlled Aircraft Demonstration (pre-show)
- 9:00 am: Shockley's "ShockWave" Jet Truck
- Dan Buchanan's Special Effects Hang Glider
- Silver Wings, Wing Walker
- Warbird Racetrack / Individual Fly-bys
- B-25 Mitchell
- Navy Trainers Parade
- Texas II Hawker Beechcraft Demo
- John Collier, "Wardog" AT-6 "Texan"
- Mike Wiskus & Lucas Od Air Shows
- Bret Willat, "Sailplane Magic"
- 10:00 am: Patriots Jet Team (B-1C-39s)
- Red Bull Halo, Sport Jumpers and Kirby Chambliss

AFTERNOON SCHEDULE (Tentative)

- 12:00 pm: Opening Ceremonies / Invocation / National Anthem / Flag Drop
- Commanding Officer's Remarks
- 12:15 pm: U.S. Army Golden Knights and USN Leap Frogs Parachute Team
- 12:30 pm: Marine Air-Ground Assault Demo (MAGTF)
- 1:00 pm: F-22 Raptor Demo
- Heritage Flight: P-51 with F-22
- Sean Tucker, "Oracle Challenger"
- 1:30 pm: F/A-18 Super Hornet Demo
- Legacy Flight: F/A-18 Super Hornet & F8-F Bearcat
- 2:00 pm: AV-8B Harrier Vertical Take-Off and Landing Demo
- 2:45 pm: U.S. Navy Blue Angels with Fat Albert

TWILIGHT SHOW

SATURDAY ONLY • OCTOBER 13
5:30 pm - 9:00 pm

TWILIGHT SCHEDULE (Tentative)

- 5:30 pm: AV-8B Harrier Vertical Take-Off and Landing Demo
- Sean Tucker, "Oracle Challenger"
- Shockley's "ShockWave" Jet Truck
- 6:30 pm: TAP's at Sunset
- U.S. Army Golden Knights Parachute Team
- Bret Willat, "Sailplane Magic"
- Steve Styrabakis, Romanian IAR
- Dan Buchanan's Special Effects Power Glider
- F/A-18 Altecurner Passes
- Robosaurus
- 8:45 pm: Spectacular Fireworks Display
- Great Wall of Fire - An incredible, intense interco

* Military Performers • Civilian Performers

Performances may vary day to day, for more information please visit our website

*** MIRAMARAIRSHOW.COM ***

ON THE COVER:

Graphic image depicting the 2012 Marine Corps Air Station Miramar Air Show theme, Marines in Flight: Celebrating 50 Years of Space Exploration.

Video created by Flight Jacket Staff



CLICK to watch video

Past meets present: Aviation museum greets public at air show

Story and photos by Lance Cpl. Christopher Johns

With the newest aircraft in the Marine Corps flying over head during the annual Marine Corps Air Station Miramar Air Show, most do not anticipate seeing the early aircraft the Corps first flew.

With the Flying Leatherneck Aviation Museum, however, the focus has always been on past Marine Corps aviation.

"We are the only command museum dedicated to Marines flying and working with aircraft. Our whole scope is nothing but Marine aviation," said Steve Smith, the museum curator and an Austin, Texas, native. "Last year, we moved 17 airplanes to the flight line [for the air show]."

Last year's show featured aircraft the museum restored with the help of civilians and Marines, who donated their time to the museum. They witnessed these machines, emerge from discolored, weathered metal into their former glory.

"This year we're bringing up all A-4 "Sky Hawks" and the last A-4M Sky Hawk ever built," said Smith. "Also, we will be working with the Marine Corps Mechanized Museum in Camp Pendleton to have Model Ts and As and an RQ-2B 'Pioneer' unmanned aerial vehicle as features in our static display."

This year the museum plans to bring 12 displays ranging from different models like the HOK-1 helicopter, the HTL (TH-13) "Sioux" and four A-4 Sky Hawks, but the star of the display will be an unrestored WWII dive bomber, the SBD-1 "Dauntless."

"The Dauntless we have is the last of the [SBD-1] series in the world," said Smith. "Out of the original 57 aircraft built, this is the last one, and we are truly excited to have this for the air show."

Not only does the public have the chance to enjoy displays put up by the museum, but those who work aboard the air station year round do as well.

"I know they have some cool [aircraft] over there at the museum's hangar on the flight line. I like the displays and eagerly await the day they get a permanent building," said Jennifer Short, a marketing special-

ist with Marine Corps Community Services and Torrance, Calif., native. "Anytime you can capture the past and make it look as good as possible for future generations to enjoy, that's always a great thing."

Smith looks forward to showing the public what the museum is all about.

"We want to show people that we're here and to tell their story," said Smith. "For the last 100 years, and the next 100 years as well, we want to tell the Marine Corps' aviation story to as many people as we can. Maybe if we show them that we are passionate about the history of Marine Corps aviation, they will be too."



The Flying Leatherneck Aviation Museum staff are busy preparing for the 2012 Marine Corps Air Station Miramar Air Show, by ensuring specific aircraft like this HTL (TH-13) "Sioux" helicopter is ready for public viewing. The museum will showcase 12 historic and refurbished aircraft for the public during the air show, which is slated from Oct. 12 through 14.



First Reconnaissance Battalion Marines fast rope during the Marine Air-Ground Task Force Demonstration at the 2011 Marine Corps Air Station Miramar Air Show Sept. 30, 2011. Marines from different units and installations participated in the MAGTF demo. (Photo by Cpl. Lisa Tourtelot.)



Fire erupts in front of the crowd at the 2011 Marine Corps Air Station Miramar Air Show as part of the Marine Air Ground Task Force demonstration Oct. 1, 2011. Each year the MAGTF simulate an offensive assault with explosives, Marines fast roping from aircraft and infantry Marines charging forward. (Photo by Cpl. Alexandra Vazquez.)

Marines, aircraft, vehicles all in preparation for MAGTF demo

Story by Pfc. Raquel Barraza

The Marine Air Ground Task Force demonstration, featuring a simulated offensive assault with explosives, fast roping from aircraft and infantry Marines, is one of the most looked forward to events of the Marine Corps Air Station Miramar Air Show.

With this event holding the reputation of the largest MAGTF demonstration, it takes an immense amount of preparation.

"The biggest piece to preparing is getting all the assets we need to Miramar for the demonstration," said Maj. Phil Kendro, the MAGTF demo coordinator and a Reston, Va., native. "We need all the personnel, aircraft and vehicles."

Even though the demo does not take place until October, the planning for it starts months before.

"We start putting in the request for vehicles and aircraft in February to make sure we have them in time for the air show," said Kendro.

Another element in preparing for this event is ensuring every Marine is ready and knows their role.

"When we start getting closer to the air show, we have briefs and meetings with all the major personnel participating in the demo," said Kendro.

Representatives of each element, like air traffic control or infantry units, come to the meeting to gather information to pass down to their section. If they do not attend these meetings, they do not and are not allowed to participate in the event, explained Kendro.

Even though Kendro handles the overall coordination of the event, it

takes numerous people to help in other aspects to prepare for the demo.

"There is so much that goes into preparing a show like this," said Capt. Arturo Guzman, the Marine Aircraft Group 16 air show coordinator and a San Diego Native.

Guzman's main role is getting aircraft for this demonstration. He also filters information to the units participating and informs them of what aircraft they need to provide and what their role will be in the performance.

"I call squadrons and say 'I need three CH-53Es,' and they tell me whether they can provide it or not," said Guzman.

In addition to having aircraft and vehicles, Guzman works with other units on gathering Marines to work with the aircraft and vehicles.

"One example is MAG-13, because they are supplying us with AV-8Bs for the event and also maintainers and pilots for the aircraft," said Guzman.

Even one week before the air show, the preparation does not cease.

"The Wednesday before the air show we have our run through of the plan and a tour of the flight line with all the Marines," said Kendro. "Then that Thursday is our actual practice with the aircraft and vehicles."

Although the MAGTF team is still preparing, they look forward to their adrenaline-pumping performance Oct. 12 through 14.

Air traffic controllers prepare for upcoming air show

Story and photos by
Lance Cpl. Melissa Eschenbrenner

Families all over the nation flock to the Marine Corps Air Station Miramar, Calif., air show every year to watch aerial performances fill the sky. However, Marines with Air Traffic Control work busily year round to ensure every fan is satisfied.

The man in charge of ATC during the air show is Mike Setnan, the show's air boss. He begins preparation almost a year in advance by coordinating with ATC towers in surrounding areas to secure the air space needed.

Surrounding airfields and the Federal Aviation Administration must grant the controllers permission to use the air space and facilitate the performances.

With more than 15 years of experience, Setnan knows how to prepare for the air show without any problems. He aims to have the air space secured a month prior to the show, however, there is still much more to do.

When each group of performers sends their routines in, he must schedule the flight times.

"Although I have a rough draft of when each group is flying, it is not finalized until about a week before air show," said Setnan.

He organizes the groups based on how much space is needed for their routine and how fast the aircraft fly. He also considers how far from the crowd aircraft need to be to prevent mishaps and ensure performances run seamlessly.

Although, preparation for the air show is a long task to accomplish, controllers work tirelessly to make the show run as smoothly and safely as possible.

"At the air show, we are three times as busy as our usual busiest days," said Staff Sgt. Matthew Head, the ATC tower chief with Headquarters and Headquarters Squadron and a Sacramento, Calif., native. "There are no conversations going on except for about what is happening on the flight line. That keeps everyone on the same page and makes it possible to handle the air traffic effectively."

The roster for the controllers, who work the air show, is made up of Marines who have the most experience, so the possibilities of errors are minimal. The most experienced Marines' complete attention to detail ensures safety both in the air and on the ground.

"I watch every minute tick by during the air show," said Setnan. "I am watching every move on the air field for the entire air show."

Whether controllers are busy or not, they watch the show from a different point of view in the tower.

"It's cool to think that we work behind-the-scenes to help create an awesome show," said Head. "We can send out pilots worry-free, so they can entertain the fans."

Due to the tireless work of the air traffic controllers, each year's event runs smoothly and entertains spectators from San Diego and across the nation.

The flight line aboard Marine Corps Air Station Miramar, Calif., houses multiple squadrons that fly and maintain an array of aircraft such as CH-53E Super Stallions. During the 2012 MCAS Miramar Air Show, air traffic controllers work busily to guide the many aerial performances along the air station's more than mile-long flight line.



The flight line aboard Marine Corps Air Station Miramar, Calif., houses many squadrons that depend on air traffic controllers to ensure their missions succeed. Air traffic controllers guide pilots during taxiing, take-off and landing to prevent mishaps on the runway.



An air traffic controller reviews flight data aboard Marine Corps Air Station Miramar, Calif., Sept. 26. Controllers work to ensure safety while pilots take-off, fly and land.



An air traffic controller prepares the flight schedule for the following day aboard Marine Corps Air Station Miramar, Calif., Sept. 26. Air traffic controllers work almost a year in advance to prepare for the MCAS Miramar Air Show securing air space and creating performance schedules.



The air traffic control tower aboard Marine Corps Air Station Miramar, Calif., gives Marine controllers a birds-eye view of the entire flight line for the 2012 MCAS Miramar Air Show.

Military police prepare to guide, protect public for air show

Story and photos by Lance Cpl. Christopher Johns

During the three-day air show, Marine Corps Air Station Miramar opens its gates to more than 500,000 people. With so many spectators flooding the station, personnel with the Provost Marshal's Office work diligently to ensure the safety of Miramar.

This means the Provost Marshal's Office will take safety precautions like bag checks, traffic control points and patrols. In order to carry out these duties, PMO will use a larger-than-normal number of civilian and military police officers.

"For the air show, we are augmenting our military police with Marines [from] the Security Augmentation Force as well as soldiers from a local reserve unit," said Gunnery Sgt. Ryan Ybarra, the MCAS Miramar Air Show staff noncommissioned officer in charge with Headquarters and Headquarters Squadron and a Concord, Mich., native. "There are more than 10 parking lots we have to cover, and I couldn't tell you how many check points and traffic control points we have to man. We also have to ensure our personnel know the designated routes for the public to take, where they can go and where they can't go. It's all very customer-service based."

PMO asks that the public take notice of the signs posted before coming onto the air station to ensure they make it to the designated areas.

"If you bought a ticket to the air show that comes with preferred parking please ensure you enter the air station from on Harris Plant Road off of Kearney Villa Road," said Staff Sgt. Jared Riske, the PMO traffic chief with H&HS. "If you enter from any other gate, East, North or West you will be forwarded to general parking, because there is no way to get from those gates down to the preferred parking area. For those who didn't purchase those tickets, please follow the traffic control points, they will get you to the closest parking first."

Also, a new bus stop program has been introduced since last year's air show. There will be bus stops set up at all parking areas so attendees do not have to walk nearly a mile to the flight line.

"We're working to ensure that every person who comes to the air show is able to have an enjoyable time," said Ybarra. "We are training our Marines to help the public get to where they need to be, so they can enjoy the show. It's our job to be there to ensure everyone stays safe, feels safe and enjoys their experience here."

For more information on MCAS Miramar's air show as well as a list of what is and is not permitted on the flight line, visit <http://miramarairshow.com/>.



Lance Cpl. Chase Tischer, a military police officer with the Provost Marshal's Office and a Marriott-Slaterville, Utah, native, looks over an identification card before allowing the driver aboard Marine Corps Air Station Miramar, Calif., Sept. 26. PMO will place military police officers like Tischer throughout the air station during the Miramar Air Show to ensure the safety of the public and Marines.

Lance Cpl. Chase Tischer, a military police officer with the Provost Marshal's Office and a Marriott-Slaterville, Utah native, gives directions to a traveler aboard Marine Corps Air Station Miramar, Calif., Sept. 26.

Lance Cpl. Chase Tischer, a military police officer with the Provost Marshal's Office and a Marriott-Slaterville, Utah, native, checks an identification card before allowing a car entrance to Marine Corps Air Station Miramar Calif., Sept. 26. PMO personnel will screen the vehicles of thousands of visitors during this year's air show.



Lance Cpl. Chase Tischer, a military police officer with the Provost Marshal's Office and a Marriott-Slaterville, Utah, native, speaks to a pedestrian before allowing him entrance to Marine Corps Air Station Miramar, Calif., Sept. 26.



Marines kick into high gear to prepare for air show

Story by Lance Cpl. Melissa Eschenbrenner

Before aircraft can soar above cheering crowds, Marines with operations and logistics spend months in advance coordinating and preparing safe boundaries with fencing and provide seating, water stands and restroom facilities for the comfort of spectators during the air show.

Their work often goes unseen, but without them the flight line would become chaotic.

"We have to coordinate to get gear," said Staff Sgt. Matthew Arismendez, the operations chief with Headquarters and Headquarters Squadron and a Monday, Texas, native. "We have to find who has it, where it is and then we have to coordinate to pick it up."

Gear is acquired from units with 3rd Marine Aircraft Wing aboard Marine Corps Base Pendleton, Calif., Marine Corps Air Station Yuma, Ariz., and Marine Corps Air Ground Combat Center Twentynine Palms, Calif.

Also, contractors provide port-a-johns, and other services that make it possible to support more than 500,000 fans who visit each year.

Operations Marines also coordinate with personnel at the mess hall to provide workers with meals for the weekend.

"About 15,000 meals are made over the entire course of the weekend," said Master Sgt. George M. Jones, the installation operations and logistics chief with H&HS and a Rosedale, N.Y., native. "Our Marines also clean during the air show. Last year, they removed roughly 33 tons of trash."

Operations and the Self-Help Center work day and night ensuring the air station is clean and ready for the big event. During the air show, they continue working up to 20 hours per day to keep the flight line clean from trash and debris.

"It's a job that we do," said Jones. "It's not always glorious but without support Marines, the air show couldn't go off without a hitch."



Operations and logistics Marines provided visitors with seating, water stands and restroom facilities during the 2009 Marine Corps Air Station Miramar Air Show, hosted in San Diego, Oct. 4, 2009. These Marines have spent months in advance preparing for the 2012 MCAS Miramar Air Show, slated from Oct. 12 through 14. Air station officials anticipate more than 500,000 in attendance.



Spectators witness the sights and sounds of the 2009 Marine Corps Air Station Miramar Air Show in San Diego while sitting in the grand-stands Oct. 4, 2009. Operations and logistics Marines spend months in advance coordinating and cordoning safe boundaries with fencing, seating, water stands and restroom facilities for spectators during the air show.

Video created by Flight Jacket Staff



[Click HERE to watch video](#)

General Parking Information

FREE GENERAL ADMISSION may use the North, East/Main or West Gates; drivers will be directed to general parking areas.

There are several preferred seating ticket options available to you that includes preferred parking.

GRANDSTAND & BOX SEAT ticket holders may use the North, East/Main or West Gates; drivers will be directed to general parking areas.

PREFERRED PARKING requires special passes. Preferred parking is accessible from Harris Plant Road off of Kearny Villa Road. Pass holders will be directed to the gate. Chalet ticket holders only cannot access the preferred parking areas from the North, East/Main or West Gate. Preferred parking will be accessible through the South Gate off the Harris Plant Road exit of Kearny Villa Road.

HANDICAPPED PARKING please use the West Gate or North Gate. For more information see map below.

BUS PARKING use the West Gate. For more information, see map below.

BICYCLE PAVILION (BPP) is located near flight line Air Show Entry Gate#2. Bicyclists may enter any of the three base gates and follow bicycle traffic directional signs to the BPP.



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Flight Jacket

2012 MCAS MIRAMAR AIR SHOW GENERAL INFORMATION

Permitted Items

- Children's wagons (non-motorized)
- Small or medium (hand carried) ice chests or coolers (No crushed ice, ice packs only)
- Standard backpacks
- PCS/cellular phones, pagers and FRS transceivers
- Handheld portable televisions, radios and VHF scanners
- Fanny packs and purses, or bags
- Cameras and camcorders
- Folding chairs and lawn chairs
- Hand held umbrellas
- Wheelchairs
- Baby diaper bags and strollers, if attending with an infant or small child (Stroller parking is available in a designated area behind the grandstands. Strollers are not permitted in the grandstand seating area.)
- Food and beverages (non-alcoholic)

Prohibited Items:

- Weapons (regardless of permit) including firearms, knives (including pocket knives and multi-tools), replica or toy weapons, pepper spray or stun guns
- Alcoholic beverages, unless purchased from approved vendors
- Ice chests or coolers larger than 2 gallons
- Pets, other than service animals
- Glass containers
- Roller skates, roller blades, (kick and electric) scooters or skateboards
- Large Backpacks/Bags

THESE ITEMS ARE SUBJECT TO CONFISCATION



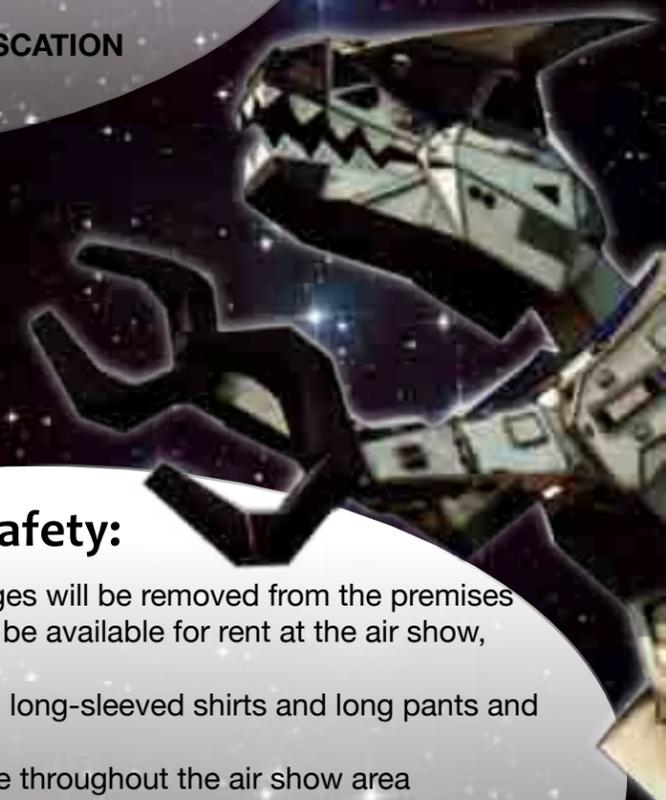
Gates:

We ask for your cooperation in keeping potentially dangerous items safely outside the flight line gates. At the entry points to the air show flight line, **ALL** bags will be quickly inspected and all individuals are subject to search prior to entering the air show flight line.

To speed up the process, there will be checkpoints at all three flight line entrances and four additional checkpoints throughout the air station to alleviate wait times. Large bags, large backpacks, large ice chests and coolers will not be permitted. It is recommended that spectators minimize the number and size of permitted items to reduce the inspection time prior to access into the flight line area.

Safety:

- Unattended bags and packages will be removed from the premises
- Strollers and wheelchairs will be available for rent at the air show, [click here](#).
- Sun protection, including hat, long-sleeved shirts and long pants and sun screen are recommended
- Water will be available for sale throughout the air show area
- Wear comfortable footwear; the flight line is paved and you may walk long distances
- Smoking is not allowed on the flightline or near the hangars
- Bicyclists and motorcyclists must wear helmets, reflective vests and long sleeves



Green Knights change hands

New VMFA(AW)-121 CO takes reigns



Lt. Col. Michael R. Waterman



Lt. Col. Jeffrey B. Scott

Lt. Col. Michael R. Waterman relinquished command of All Weather Marine Fighter Attack Squadron 121 to Lt. Col. Jeffrey B. Scott during a change of command ceremony aboard Marine Corps Air Station Miramar, Calif., Sept. 28.

Waterman graduated Northern Illinois University in May of 1991 where he received a Bachelor of Science degree in Geology. He was commissioned a Second Lieutenant via the Platoon Leaders Course in December of 1991. After graduating The Basic School in October 1992, he reported to Naval Air Station Pensacola, Fla., for flight training and was designated a Naval Flight Officer in January 1995.

He completed F/A-18 replacement weapons and sensors officer (WSO) training at Marine Fighter Attack Training Squadron 101, MCAS El Toro, Calif. in April 1996 and received orders to VMFA(AW)-533, MCAS Beaufort, S.C. While with VMFA(AW)-533, he deployed to Aviano Air Base, Italy for Operation Joint Endeavor (Bosnia-Herzegovina) from August 1996 to March 1997 and subsequently deployed on a Western Pacific deployment in support of the unit deployment program from August 1998 to March 1999. After returning to MCAS Beaufort in March 1999, he immediately deployed to Tazar Air Base, Hungary, in support of Operation Allied Force (Serbia and Kosovo). While with VMFA(AW)-533, he served as buildings and grounds officer, responsible officer, Naval Air Training and Operating Procedures Standardization Officer, and assistant WSO training officer.

In July 1999, he redeployed from Tazar Air Base, Hungary, and attended Tactical Air Control Party School in Little Creek, Va., and was designated a forward air controller (FAC). In August 1999, he reported to Battalion Landing Team 2/6, 24th Marine Expeditionary Unit for duty as the battalion air officer. While fulfilling his duties as air officer, he served as the action officer for the battalion's deployment to Fort A.P. Hill, Phibron-MEU Integration Exercise, MEU exercise, SACCEX, Special Operations capable exercise and operations officer for Operation Skilled Anvil. In addition, he served as the 24th MEU Tactical Recovery of Aircraft and Personnel team forward air controller. During 24th MEU's Mediterranean deployment from February to August 2000, he participated in Operation Joint Guard/Dynamic Response (Kosovo), Spanish amphibious landing exercise, Dynamic Mix (Italy/Greece) and Noble Shirley (Israel).

In October 2000, Waterman reported to Marine Aircraft Group-11, MCAS

Miramar, Calif. where he served as the MAG-11 ground safety officer and family readiness officer. In April 2001, he joined VMFA(AW)-121 as the Director of Safety and Standardization. From May to October 2002, he deployed to Ganci Air Base, Manas, Kyrgyzstan in support of Operation Enduring Freedom (Afghanistan). While in Kyrgyzstan, he assumed the responsibilities of logistics officer. From January to May 2003, he deployed to Al Jaber Air Base, Kuwait in support of Operation Iraqi Freedom. Shortly after redeploying to MCAS Miramar, he assumed the responsibilities of operations officer.

In June 2004, he transferred to The Basic School where he served as commanding officer for Bravo Company 2007, Delta Company 2006 and Headquarters and Service Company. While there, he also served as executive officer, Instructor Battalion and Combined Arms section head.

In August 2007, Waterman joined 3rd MAW where he served in the group-level operations and planning as current operations officer. He deployed with 3rd Marine Aircraft Wing for OIF 08.2 from June 2008 to February 2009, as a tactical air command center battle captain. On his return to MCAS Miramar in February 2009 he reported to MAG-11 where he served as executive officer, MAG-11; commanding officer, Headquarters Squadron and administrative officer.

His personal decorations include the Meritorious Service Medal (with gold star), Air Medal (Single Mission with Combat "V" and Strike/Flight Numeral Ten), Navy Marine Corps Commendation Medal, and Navy Marine Corps Achievement Medal with one gold star and Combat "V".

Lt. Col. Jeffrey B. Scott graduated from Marine Corps Recruit Depot San Diego in September 1987. He then graduated as an antitank assaultman from the School of Infantry. He completed a Western Pacific deployment in 1991 with Echo Company, 2nd Battalion, 23rd Marine Regiment serving as a Shoulder-launched Multipurpose Assault Weapon gunner, squad leader and platoon guide reaching the rank of sergeant. Scott graduated from San Jose State University with a Bachelors in Science in Finance in 1994 and completed Officer Candidate School in 1994, receiving a commission in August 1994. He then completed The Basic School in 1995.

Upon completion of The Basic School, he started Naval flight training in Pensacola, Fla. After earning his Naval aviator wings in the TA-4J Skyhawk at Me-

ridian, Miss., in 1998, he reported to MCAS Cherry Point, N.C., for training as an AV-8B Harrier pilot. In 1999, he reported to his first fleet squadron, Marine Attack Squadron 214, "The Black Sheep."

Scott served as the administrative officer, powerline division officer, airframes division officer and completed Weapons and Tactics Instructor Course in 2002. After finishing WTI, he served as the squadron WTI, pilot training officer and assistant operations officer. He completed a Western Pacific deployment and participated in Operation Southern Watch and combat operations in Operation Iraqi Freedom. After returning in 2003, he augmented WTI course 1-04 as an instructor.

Following that, Scott reported to MCAS Cherry Point to be an instructor in the AV-8B Harrier Fleet Replacement Squadron training new Harrier pilots. At Marine Attack Training Squadron 203, he served in operations, the Instructional Systems Development Office and as the Director of Safety and Standardization. During this tour he completed his Master of Science in Business Administration from Boston University.

Scott returned to Yuma to instruct at Marine Aviation Weapons and Tactics Squadron 1, where he served as an AV-8B Harrier instructor, and as the AV-8B Harrier Division head, serving in four WTI courses and four Desert Talon courses as well as Operation Iraqi Freedom trips, flying combat sorties to support lessons learned for Desert Talon training. After MAWTS-1, he reported to the "Nightmares" of Marine Attack Squadron 513. While in the Nightmares, Scott served as the squadron operations officer, maintenance officer and executive officer and deployed twice to the Western Pacific in support of the 31st MEU.

After serving with the Nightmares, Scott reported to the Pentagon to work AV-8B Harrier requirements in the budget process on the staff of the Chief of Naval Operations under the Air Warfare directorate. While assigned to the Pentagon, he participated in budget cycles supporting the AV-8B Harrier community interests.

His personal decorations include the Meritorious Service Medal, two single mission air medals, one with a combat distinguishing device, four strike flight air medal awards, four Navy and Marine Corps Commendation medals, a Navy and Marine Corps Achievement Medal, and a Selected Marine Corps Reserve Medal.

Range coaches:

The key to every Marine is a rifleman

Story and photos by Pfc. Raquel Barraza

In a combat zone, Marines use their weapons, whether a pistol or rifle, to protect fellow warriors and even themselves. Marines must stay prepared at all times to use these weapons properly and most of all effectively.

Range coaches and combat marksmanship trainers working at the Carlos Hathcock Range Complex aboard Marine Corps Air Station Miramar, Calif., make sure Marines qualify on the range using the M16-A4 service rifle and M9 pistol. They instill basic combat marksmanship techniques for both weapons.

Cpl. Chad M. Lewison, a combat marksmanship trainer with Headquarters and Headquarters Squadron, 3rd Marine Training Unit, and a Las Vegas native, works daily helping

Marines of Miramar pass their qualifications.

“I think my job plays a big role in the Marine Corps, because it’s about getting every Marine ready for combat in case they have to go,” said Lewison.

Not only do coaches teach Marines the fundamentals of shooting a rifle, but also the safety precautions while doing so.

“My job is paramount out here to teach these Marines, but also to keep them safe,” said Cpl. India Harris, a range coach with H&HS and a Crescent City, Fla., native. “We have live rounds and loaded weapons, so safety is one of our biggest concerns.”

On qualification day, range coaches find satisfaction when they see a Marine improve from

the last time they shot.

“I feel proud if I can help them improve themselves and give them their confidence back,” said Harris.

Both Lewison and Harris know that Marines will use what they learned if ever deployed to a combat zone.

“I feel good knowing that what I taught them, they can apply in combat and might save a life,” said Lewison.

With the responsibility of ensuring every Marine is a rifleman, range coaches and combat marksmanship instructors always keep their sights on mission accomplishment.



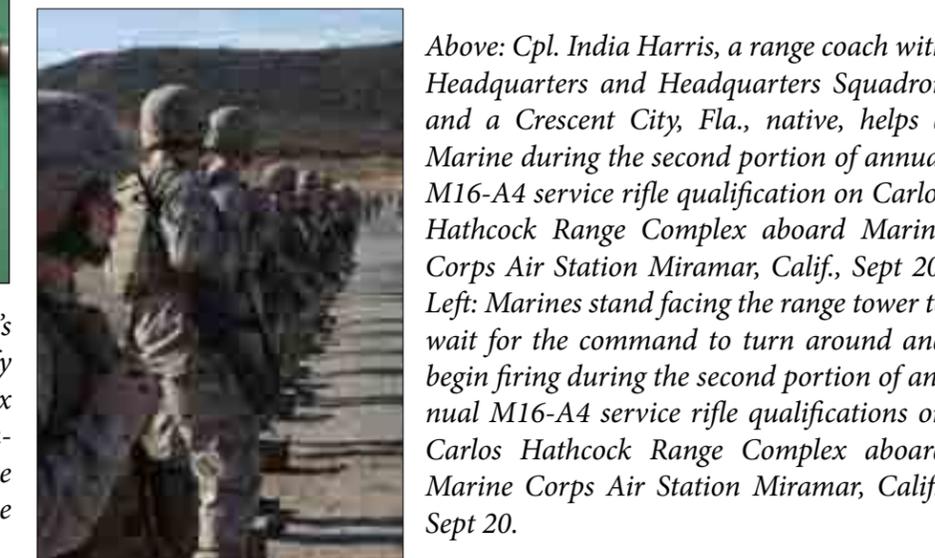
Cpl. India Harris, a range coach with Headquarters and Headquarters Squadron and a Crescent City, Fla., native, watches Marines conduct the second portion of the M16-A4 service rifle qualification on Carlos Hathcock Range Complex aboard Marine Corps Air Station Miramar, Calif., Sept 20.



Range coaches stand behind their shooters while they conduct the second portion of annual M16-A4 service rifle qualification on Carlos Hathcock Range Complex aboard Marine Corps Air Station Miramar, Calif., Sept 20.

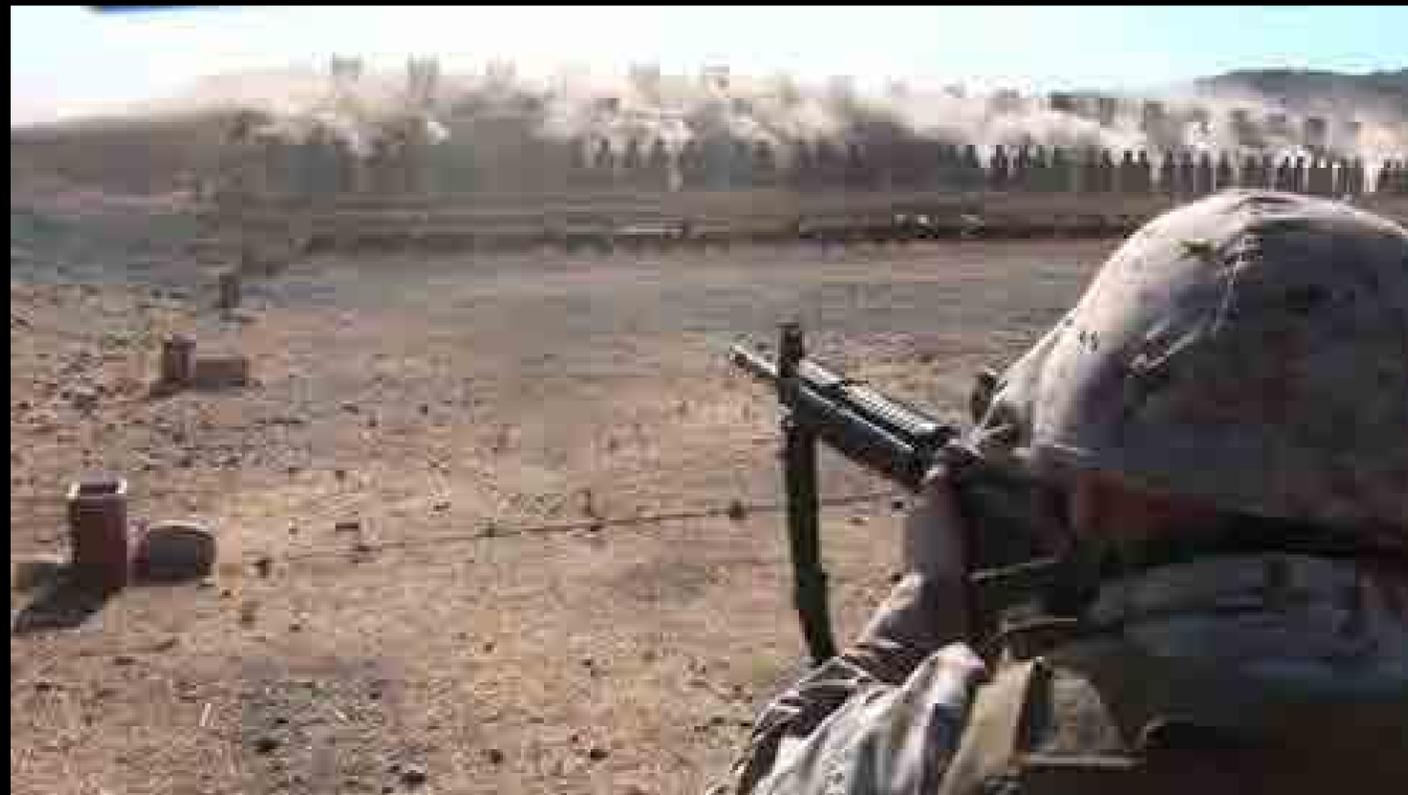


Different ranks are pinned on to a range coach’s cover as a ‘thank you’ for helping shooters qualify as experts on Carlos Hathcock Range Complex aboard Marine Corps Air Station Miramar, Calif., Sept 20. It is a tradition for Marines to give coaches their rank insignia if it is their first time shooting expert on the range.



Above: Cpl. India Harris, a range coach with Headquarters and Headquarters Squadron and a Crescent City, Fla., native, helps a Marine during the second portion of annual M16-A4 service rifle qualification on Carlos Hathcock Range Complex aboard Marine Corps Air Station Miramar, Calif., Sept 20. Left: Marines stand facing the range tower to wait for the command to turn around and begin firing during the second portion of annual M16-A4 service rifle qualifications on Carlos Hathcock Range Complex aboard Marine Corps Air Station Miramar, Calif., Sept 20.

Video created by Lance Cpl. Maxwell Pennington



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MARINE CORPS AIR STATION YUMA, Ariz. - Lance Cpl. Jonathan Pointer, a crew chief with Marine Medium Tiltrotor Squadron 163 and a Mount Clemens, Mich., native, learns how to fire a GAU-16/ A .50-caliber Machine Gun in a MV-22B Osprey while conducting initial tail-gun training on the Yuma Range Training Complex Sept. 18.



MARINE CORPS AIR STATION YUMA, Ariz. - Staff Sgt. Paul Herrera, a weapons and tactics instructor with Marine Medium Tiltrotor Squadron 163 and an El Paso, Texas, native, fires a GAU-16/ A .50 -caliber Machine Gun in an MV-22B Osprey while conducting initial tail-gun training aboard the Yuma Range Training Complex east of Marine Corps Air Station Miramar, Calif., Sept. 18. Crew chiefs need to qualify on this weapon before they can do more.

Lock, load with VMM-163

Story and photos by Pfc. Raquel Barraza

Marines shoot hundreds of rounds from the GAU-16/ A .50-caliber Machine Gun to take out targets, but the catch is these Marines are hundreds of feet above the ground.

Pilots and crew chiefs with Marine Medium Tiltrotor Squadron 163 conducted initial tail-gun training aboard the Yuma Range Training Complex Sept. 18.

This training is the first step crew chiefs take to begin using ramp-mounted weapons like the GAU-16/ A .50-caliber Machine Gun.

"This is the first time some of these crew chiefs have ever shot out of the back of an aircraft," said Capt. Wyatt Borsheim, a logistics officer with VMM-163 and a Wheaton, Minn., native.

As a pilot, Borsheim helps crew chiefs by giving them crucial information, so they are ready to fire the weapon.

"Using an inner communication system, or ICS, we talk to each other," said Borsheim. "When I see the target, I'll call out the target. I say which side of the aircraft the target is on, give an azimuth or clock position and range of the target."

This training is extremely important for crew chiefs, because they learn the basics of how to use the weapon, how communication flows and how the crew works together.

"It is the crawl stage and focuses on the basics, but it is a building block to more live-fire training," said Borsheim.

With this training, instructors need to be on the flight at all times for crew chiefs to complete qualification, explained Staff Sgt. Paul Herrera, a weapons and tactics instructor and crew chief with VMM-163 and an El Paso, Texas, native.

Marines with VMM-163 must train and know the fundamentals of this weapon, just as they would with their M-16A4 service rifle in recruit training.

"Every Marine is a rifleman and the only difference is that their weapon is mounted to the aircraft," said Herrera. "It's how we defend ourselves in country, and they need to be able to use it efficiently."

With this training completed, the crew chiefs will continue moving forward with their training and begin training with infantry and ground Marines.



A crew chief with Marine Medium Tiltrotor Squadron 163 inspects the GAU-16/ A .50-caliber Machine Gun before conducting initial tail-gun training aboard the Yuma Range Training Complex Sept. 18.

Marines prepare for next 'mission' in life

Story and photos by Lance Cpl. Melissa Eschenbrenner

Out with the old, in with the new. Headquarters Marine Corps recently replaced the Transition Assistance Program and Transition Assistance Management Program with the Transition Readiness Seminar, which is designed to better prepare service members for their next missions in life.

The new program specifically guides Marines in specialized classes on what each Marine plans to do after the military.

"The Transition Readiness Program is a new initiative to update the old programs and give Marines one week of training and education for transition out of the Marine Corps," said Lt. Col. Michael S. Tyson, commanding officer of Marine Wing Headquarters Squadron 3.

The new seminar, required for separation, guides Marines in a group setting. After classes on Veteran's Association benefits and G.I. bill benefits, Marines divide into specialized classes focusing on taking college courses, attending vocational training schools, starting a business, as well as jumping directly into the civilian workforce.

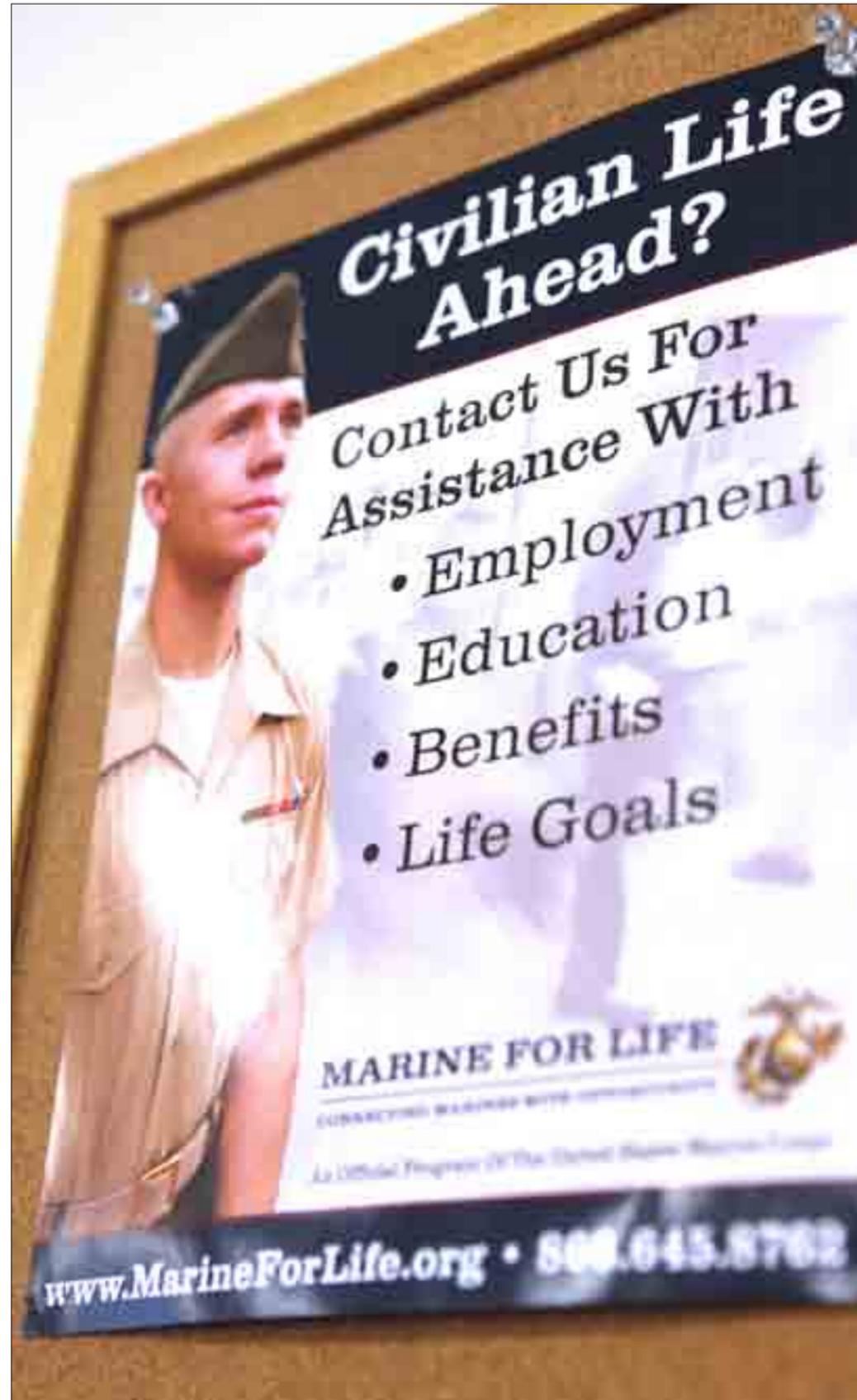
The course also allows service members to spend five days gathering information on what awaits them in the next chapter of their lives, a change from the old class that only offered three days.

"The old program gave a lot of information in a short amount of time," said Sgt. Molly A. Howe, the career planner with MWHS-3 and a Gilroy, Calif., native. "Now, the new program is more specialized. It helps to be in a small group with like-minded people to bounce ideas off of and share knowledge with."

The course provides online resources and updated guide books that show civilian equivalent jobs to each military occupational specialty, helping service members recognize their transferable skills.

"In a recession, it is harder to find a job and be competitive. The new class better prepares service members for the challenges outside of the military," said Tyson.

With the new program, service members are more likely to successfully find a job and have financial stability as a civilian.



Above: Marines learn of online resources to guide them on transferring skills from the Marine Corps to employment in the civilian workforce during a Transition Readiness Seminar aboard Marine Corps Air Station Miramar, Calif., Sept. 18. Right: Michelle Lorenzo, a California-state representative who teaches the Transition Readiness Seminar, familiarizes students with online resources during a seminar aboard Marine Corps Air Station Miramar, Calif., Sept. 18.



A booklet is given out to students to prepare them for transition out of the Marine Corps during a Transition Readiness Seminar aboard Marine Corps Air Station Miramar, Calif., Sept. 18. The TRS is a newly revised program to replace the Transition Assistance Program and Transition Assistance Management Program.



Video created by Flight Jacket Staff



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RETURN TO TOP

Flight Jacket

Falcons put a leash on Bulldogs with win on football field

Story and photos by Pfc. Raquel Barraza

The Marine Corps Air Station Miramar Falcons tamed the 1st Marine Regiment Bulldogs at the Paige Fieldhouse football field aboard Marine Corps Base Camp Pendleton, Calif., with a final score of 26-12, Sept. 26.

With another win under their belt, Falcons are one step closer to getting to the championships.

The Falcons played a good game, especially with the offensive side running the ball and scoring for the team, explained Gunnery Sgt. Dione Briscoe, assistant offensive coordinator with the MCAS Miramar Falcons and a Washington native.

The team ran the ball very well and gained more than 100-yards rushing.

Even though the Falcons won the game, coaches and players plan to continue improving themselves to be the best.

“We could’ve played better, and we’re going to continue to practice to prepare ourselves for upcoming games,” said Briscoe.

To ensure the Falcons play to their highest potential, coaches kept

the mindset that they were down in points, added Briscoe.

“We keep them in that mindset because we want the best out of them and want them to play their hardest through the entire game,” said Briscoe.

Even with repeated wins, the players still focus on teamwork above all else.

“They played exceptionally but are still working on teamwork to play better,” said Juanita Ramsey, a Falcon’s fan and girlfriend of quarterback Herman Dillard.

Fans place confidence in the team’s ability to make it to the Best of the West Championship for the second year in a row.

“We went last year and we’re definitely going [again] this year,” said Ramsey.

Falcons intend to stay prepared for games to come as they work to fight their way to the championships again. The next game is set for Oct. 2, and the Falcons will be ready to soar into another win.



Above: Herman Dillard Jr., a quarterback with the Marine Corps Air Station Miramar Falcons and a St. Louis, Mo., native, avoids a tackle during a game against the 1st Marine Regiment Bulldogs at the Paige Fieldhouse football field aboard Marine Corps Base Camp Pendleton, Calif., Sept. 25.



Jacob Peoples, left, a quarterback with the Marine Corps Air Station Miramar Falcons, kneels with his teammates on the sidelines during a game against the 1st Marine Regiment Bulldogs at the Paige Fieldhouse aboard Marine Corps Base Camp Pendleton, Calif., Sept. 25.



Wiley Flowers, a quarterback with the Marine Corps Air Station Miramar Falcons and a Philadelphia native, cheers on his team during a game against the 1st Marine Regiment Bulldogs at the Paige Fieldhouse football field aboard Marine Corps Base Camp Pendleton, Calif., Sept. 25. Falcons won the game with a final score of 26-12.

New rappel tower needed: Marine combat engineers roped in to help

Story and photos by Lance Cpl. Christopher Johns

Since 1973, personnel with the San Diego Sheriff’s Department Special Enforcement Detail aboard Marine Corps Air Station Miramar have trained at the rappel tower located outside of their East Miramar facility.

With so many years of use, it comes as no surprise that the combat engineers with Marine Wing Support Squadron 373 arrived on scene to practically rebuild the roughly 30-year-old tower.

“The tower was pretty much condemned,” said Sgt. Rob Stoecker, the construction site foreman with MWSS-373 and a Columbus, Ohio, native. “There was no way anyone could [rappel down] it. I’ve honestly never seen so many termites in my life. My Marines and I could put our hands through the wood, it was horrible.”

Throughout the construction of the tower, Stoecker’s crew members felt confident in its progress.

The work went along as well as could

be hoped for, explained Lance Cpl.

Lorenzo Sintas, a combat engineer with MWSS-373 and a Colorado Springs, Colo., native. The crew worked well and the tower was rebuilt.

The tower took MWSS-373 combat engineers about three weeks to complete – one week less than expected.

Stoecker said the speedy completion is all thanks to the hard work of his crew.

With the tower completed, the Sheriff’s Department is free to train their recruits on rappelling once more in addition to units like Special Weapons and Tactics and fire rescue teams from around San Diego County.

“The rappel tower has been a regional commodity used by anyone who needed it in San Diego County and now it’s complete and training will commence as it was before,” said Deputy John Spach, an operator for the San Diego Sheriff’s Department Special Enforcement Detail and a Winston Salem, N.C., native.



Lance Cpl. Nicholas Sullivan, a combat engineer with Marine Wing Support Squadron 373 and a Lincoln, Ark., native, rides in the basket of a heavy equipment vehicle during the rebuilding of the San Diego County Sheriff’s Department rappel tower aboard Marine Corps Air Station Miramar, Calif., Sept. 18.



Marine combat engineers with Marine Wing Support Squadron 373 work on building the roof of the San Diego County Sheriff’s Department rappel tower aboard Marine Corps Air Station Miramar, Calif., Sept. 18.



Top: Lance Cpl. Siara Winton, a Belle Fourche, S.D., native, and Lance Cpl. Bobby Brisker, a Houston native, both combat engineers with Marine Wing Support Squadron 373, work on the frame of the rappel tower during the rebuilding of the San Diego County Sheriff’s Department rappel tower aboard Marine Corps Air Station Miramar, Calif., Sept. 18. Left: Lance Cpl. Lorenzo Sintas, a combat engineer with Marine Wing Support Squadron 373 and a Colorado Springs, Colo., native, nails boards together during the rebuilding of the San Diego County Sheriff’s Department rappel tower aboard Marine Corps Air Station Miramar, Calif., Sept. 18.





Left: Marine Medium Tiltrotor Squadron 165 pilots with 3rd Marine Aircraft Wing, in an MV-22B Osprey prepare to unload a pendulum holding simulated cargo during an external lift exercise aboard Marine Corps Air Station Miramar, Calif., Sept. 19. Right: Marines with Combat Logistics Battalion 1, 1st Marine Logistics Squadron prepare to connect simulated cargo to a pendulum aboard Marine Corps Air Station Miramar, Calif., Sept. 19.



ADAPT, OVERCOME; VMM-165, CLB-1 PERFORM EXTERNAL LIFTS

Story and photos by Lance Cpl. Melissa Eschenbrenner

Marines with Combat Logistics Battalion 1, 1st Marine Logistics Squadron stay low to the ground as to not get blown away by the winds of an MV-22B Osprey with Marine Medium Tiltrotor Squadron 165, 3rd Marine Aircraft Wing.

As the Osprey hovers and sways, the Marines on the ground connect a large cement block to the bottom of the aircraft. The crew chief relays to the pilot that it is ready and the flight captain signals to take off.

VMM-165 and CLB-1 train for an instance when they may have to quickly move cargo from place to place.

“Externals are a way to rapidly lift loads and drop off loads in an area where we can’t land,” said Capt. David Thiessen, a pilot with VMM-165 and a Springfield, Va., native. “For that reason, they are not overly common to do.”

Marines on the ground become familiar with battling high winds and rotor wash while connecting cargo to the pendulum. They must work as teams to make sure the cargo is connected quickly. Crew chiefs are responsible for hanging and controlling a pendulum through an

open hatch in the bottom of the aircraft during transport.

As the aircraft lowers, it is crucial to maintain positive control of all cargo during transportation to ensure the safety of all air crew.

“We notify pilots of the condition of the load on the pendulum,” said Lance Cpl. Collin Wolfe, a crew chief with VMM-165, 3rd MAW and a Fort Myers, Fla., native. “We give calls on where it’s swaying, from left to right or [forward and backward].”

These exercises are necessary for both the Marines on the ground and in the air and ensure operations run smoothly in a scenario where external lifts are necessary.

In addition to this training, there are systems built into the Osprey to make sure pilots do not exceed the boundaries of its structural limits, explained Thiessen.

Training with other units makes certain that each Marine involved in a mission will be confident and ready to accomplish the task.



End of an era: HMH-362 is deactivated

Episode 3

Video created by Cpl. Isaac Lamberth (Forward)



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Lest we forget...



Lt. Col. Chris Raible



Sgt. Bradley Atwell

This edition of the Marine Corps Air Station Miramar Flight Jacket is dedicated to Lt. Col. Chris Raible and Sgt. Bradley Atwell, who lost their lives during the attacks on Camp Bastion, Sept. 15.

The deaths of Lt. Col. Chris "Otis" Raible and Sgt. Bradley Atwell are a stark reminder of the selfless service and extraordinary sacrifices made by our Marines and Sailors and their families each and every day," said Brig. Gen. Steven W. Busby, commanding general, 3rd Marine Aircraft Wing. "Our thoughts and prayers go out to the families, friends and loved ones of those brave Marines. We will honor their memories and continue to support our Marines and Sailors still in the fight and their loved ones here at home.

Semper Fidelis

ARMED FORCES ABSENTEE VOTING WEEK

In the last election cycle, only 63 percent of military ballots were returned to their local election officials on time, according to a study conducted by the Federal Voting Assistance Program.

In an effort to encourage timely voting among service members and their families this election year, the Department of Defense has designated the week of Sept. 27 through Oct. 4 as Absentee Voting Week.

Absentee Voting Week was established in 2002 with a goal to promote military and overseas voting awareness and encourage voters to request and receive absentee ballots from the Federal Voting Assistance Program website, www.fvap.gov.

During the week, "all eligible voters including Marines, sailors, civilian Marines and their eligible family members, are encouraged to return their completed absentee ballots, which will allow sufficient time for the ballots to be mailed and counted in their state," according to Marine Administrative Message 470/12. Unit Voting Assistance Officers are available to help voters complete necessary forms and offer mailing assistance for voting materials. Eligible voters can visit their unit voting officer or the Installation Voting Assistance Office in Building 2258 to pick up forms if needed."

Eligible voters who have not received their state absentee ballots by Absentee Voting Week should use the federal write-in absentee ballot as a substitute. It is postage-free and can be used by an individual who requests an absentee ballot and never receives it.

For additional information, contact the Installation Voting Assistance Officer, Mr. John Cousins, at (858) 577-1977/4470, or send an email to vote.mcasmiramar@usmc.mil.