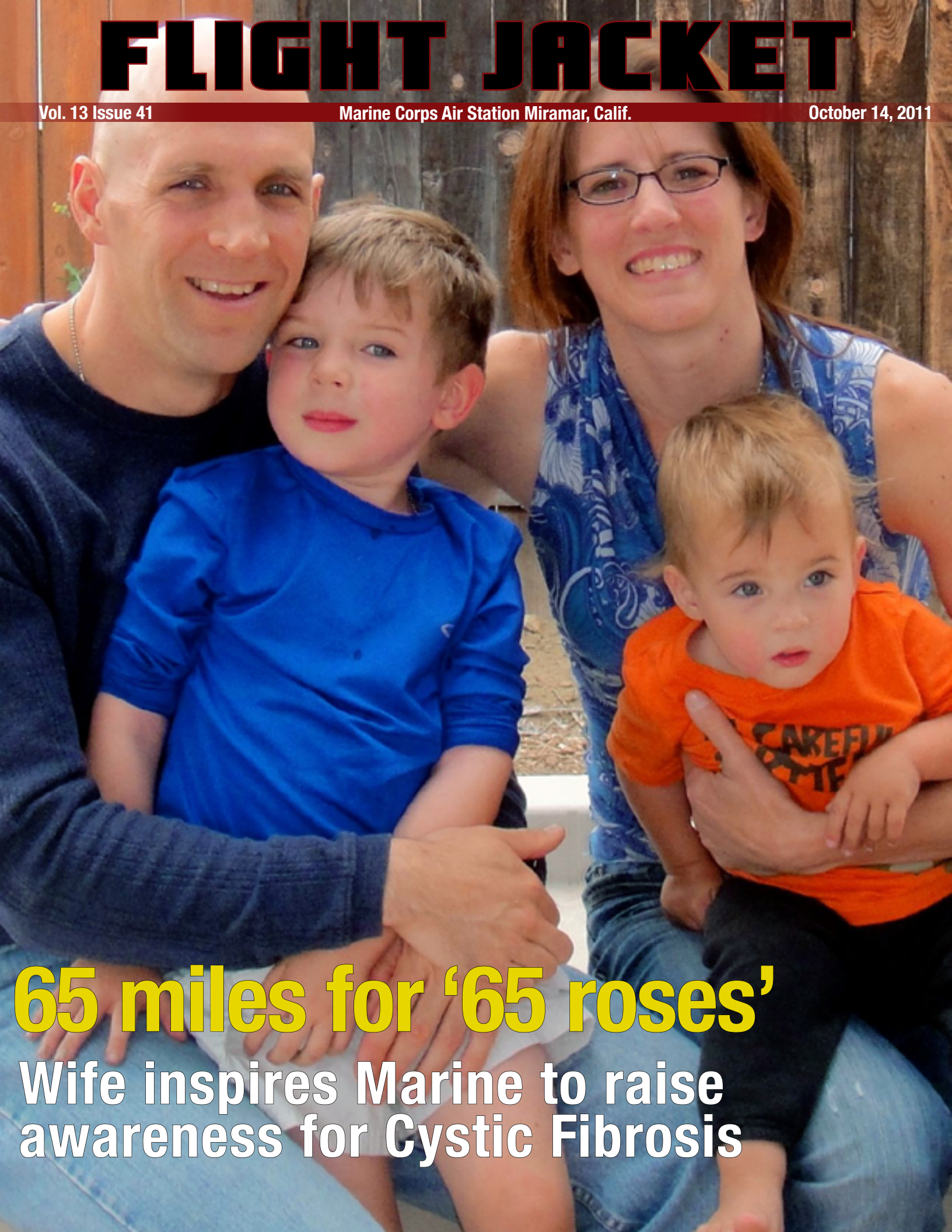


FLIGHT JACKET

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65 miles for '65 roses'

Wife inspires Marine to raise awareness for Cystic Fibrosis



Marine runs 65 miles for Cystic Fibrosis

Maj. Jesse Sjoberg ran 65 consecutive miles to raise awareness about Cystic Fibrosis, which his wife, Jacquelyn Sjoberg, has suffered from her entire life.

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Janes trade heels for boots, spend day as Marines

Spouses of Headquarters and Headquarters Squadron Marines spent a day in their Marines' shoes during the H&HS annual Jane Wayne Day.

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Miramar hosts VWAP conference

Victim Witness Assistance Program advocates from Marine Corps installations and local civilian counseling agencies attended the VWAP conference here.

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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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'Black Knights' welcome new commanding officer

Compiled by
The Flight Jacket Staff

Lt. Col. Max W. Cain II relinquished command of Marine Fighter Attack Squadron 314, the "Black Knights," to Lt. Col. David A. Kalinske in a change of command ceremony here Oct. 14.

Cain attended Texas A&M University, was a member of Company D-1 in the Corps of Cadets and held the position of Yell Leader his junior and senior years.

He graduated with a bachelors of science in Animal Science and was commissioned a second lieutenant in the United States Marine Corps in May 1991. Cain completed The Basic School, where he qualified for flight training in 1991. From Quantico, he proceeded to flight training in Pensacola, Fla., with Training Squadron 3, then to Meridian, Miss., and trained in Training Squadron 19 and Training Squadron 7. He earned his aviator wings in February 1994 and completed the F-18 Fleet Readiness Squadron at Marine Fighter Attack Training Squadron 101 aboard Marine Corps Air Station El Toro, Calif.

Cain reported to Marine Fighter Attack Squadron (All-Weather) 242 in March of 1995. He attended Weapons and Tactics Instructor Course and executed two Unit Deployment Program deployments and the Base Realignment and Closure move to MCAS Miramar. From May 1998 to April 1999, Cain served as a Forward Air Controller with 2nd Battalion, 5th Marine Regiment at Camp Pendleton, Calif. In May of 1999, Cain checked in to VMFA(AW)-225. During his time as a Viking he attended Navy Fighter Weapons School (Top Gun) and executed one UDP and a deployment to Al Jaber AB, Kuwait, in support of Operation Southern Watch.

In September 2001, Cain was assigned to 75 Squadron at Royal Australian Air Force Base Tindal as an exchange pilot. During his time with the Magpies, he served as assistant training officer and the B Flight commander, deploying to multiple areas around Australia, and to the Middle East Area of Operations in support of Operation Iraqi Freedom during the spring of 2003.

In January 2004, Cain moved north to Iwakuni, Japan. He joined VMFA-212 and served as the operations officer and then executive officer while deploying multiple times within the Pacific Command Area of Responsibility until March 2006. From VMFA-212, Cain volunteered for an individual augment billet with Multi-National Security Transition Command - Iraq from March to October 2006. There he was the officer in charge for Squadron 3, Iraqi Air Force, Military Transition Team, Kirkuk. He advised the base and squadron commander while flying in several types of aircraft, training Iraqi pilots throughout

the country. Upon return from Iraq, Cain served as the Marine Aircraft Group 12 Physical Security Detail, Headquarters commanding officer.

In July 2007, Cain reported to Programs and Resources, Headquarters Marine Corps, and served as an aviation analyst in the Program Assessment and Evaluation department. He worked both Blue and Green dollar air and ground program issues while supporting budget and Marine Corps policy development. Cain returned to MAG-11 in July 2009 where he served as the Director of Safety and Standardization.

Cain assumed command of the VMFA-314 Black Knights on January 29, 2010. Cain has more than 3,400 flight hours, with more than 2,900 in the F/A-18. His personal decorations include the Bronze Star Medal, Meritorious Service Medal, Air Medal with numeral 3, the Australian Active Service Medal, two Navy Commendation Medals, a Navy Achievement Medal and two Aerial Achievement Medals.

Kalinske entered the United States Marine Corps in 1993 after graduating from Michigan State University. Following graduation from The Basic School in July 1994, he commenced flight training and earned his wings in August 1996. After, completing F/A-18 transition training at MCAS El Toro in the fall of 1997, he reported to MCAS Iwakuni, Japan, and joined the "Lancers" of VMFA-212. There he served as the airframes officer, flight officer and assistant aircraft maintenance officer.

During the fall of 2000, Kalinske reported to the "Silver Eagles" of VMFA-115 aboard MCAS Beaufort, S.C. While assigned to VMFA-115, he attended Top Gun, and Weapons and Tactics Instructor course, spending his last two years there as the squadron WTI. During this assignment, he was embarked with VMFA-115 aboard USS Harry S. Truman (CV-75) and served as a Carrier Air Wing Three strike leader during Operation Iraqi Freedom.

In July 2003, Kalinske reported to Marine Aviation Weapons and Tactics Squadron One in Yuma, Ariz. There he served as an F/A-18 instructor in the Tactical Air department. While at MAWTS-1, he taught during the first Desert Talon course, the reinstated Marine Division Tactics Course and multiple WTI courses. He also flew the F-5 aircraft as an Adversary Tactics Pilot with Marine Fighter Training Squadron 401.

In January 2006, he detached from MAWTS-1, returned to MCAS Iwakuni, and was assigned to the "Lancers" of VMFA-212 as the operations officer and aircraft maintenance officer until the squadron entered cadre status in March of 2008. He then reported MAG-12 headquarters as the group Weapons and Tactics Officer.

In July 2008, Kalinske was selected to serve as the Military Aide to the President of the United

States and reported to The White House. During his tenure he served as Aide to President George W. Bush and President Barack H. Obama, and was promoted to his current rank in October 2009.

In August 2010, Kalinske was selected to command Marine Fighter Attack Squadron 314 and departed The White House to attend the Joint and Combined Warfighting School at National Defense University / Joint Forces Staff College in Norfolk, Va. Upon graduation, he was designated a Joint Qualified Officer.

Kalinske has accumulated nearly 3,000 flight hours in tactical jet aircraft, primarily the F/A-18. His personal decorations include the Defense Superior Service Medal, the Air Medal Strike/Flight with combat 'V', the Navy and Marine Corps Commendation Medal with three gold stars, two with combat 'V', and the Navy and Marine Corps Achievement Medal.



Lt. Col. Max W. Cain II



Lt. Col. David A. Kalinske

Marine runs 65 miles for Cystic Fibrosis

Submitted by Cpl. Lucas Vega with Marine Forces Central Command Forward

MANAMA, Bahrain -- Thirteen years ago, Maj. Jesse Sjoberg made a promise to spend the rest of his life with a woman named Jacquelyn "for better, for worse, for richer, for poorer, in sickness and in health," as the famous wedding vow reads.

In sickness and in health hits "too close to home" to the athlete who has participated in nearly 50 physically enduring events to include: marathons, ultra-marathons and triathlons. His wife he calls Jacqui is one of the one percent of people around the world who suffer from a life-threatening illness called cystic fibrosis – a condition that limits its victim's life expectancy

to their mid-30s.

Sjoberg completed a 14-hour, 65-mile trot at Naval Support Activity Bahrain, Oct. 6-7, to raise awareness and financial contributions for the Cystic Fibrosis Foundation.

"She's why I do this," said Sjoberg, a Marine on temporary additional duty with Marine Forces Central Command Forward, whose parent command is Marine Wing Headquarters Squadron 3, 3rd Marine Aircraft Wing. "I worry all the time about her, but she's tougher than any two Marines I know. By looking at her, you'll never be able to tell she has this condition."

About one percent of the world's population

inherits a defective gene and its protein product that causes the body to produce unusually thick mucus in the lungs and digestive system. This mucus obstructs the lungs and leads to life threatening lung infections. In the digestive system, it stops natural enzymes from breaking down and absorbing food, according to the official Cystic Fibrosis website.

"She only has about 50 percent of a normal person's lung capacity," said Sjoberg.

Sjoberg's lungs were tested during his 65-miler.

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Maj. Jesse Sjoberg (left center), Marine Forces Central Command Forward, leads the way as Marines and sailors with Marine Forces Central Command Forward run alongside during a 65 mile run, Oct. 6-7, at Naval Support Activity Bahrain. Sjoberg's wife suffers from a deadly lung disease called cystic fibrosis. He ran the event to raise awareness and funds for the Cystic Fibrosis Foundation. (Photo by Cpl. Lucas Vega)

"I... struggle to breathe for 12-13 hours in this endeavor (maybe 13-15 if it's really bad) Jacqui fights to breathe every day...even on the best of days. The comparison is hardly fair."

He has participated in the Great Strides walk for the last 12 years. The Cystic Fibrosis Foundation hosts this event every year to help raise money to research a cure and raise awareness about the rare disease that roughly 70,000 individuals have been diagnosed with across the globe.

"Usually the walk is about one to three miles so the people with CF can complete it," said Sjoberg. "The number 65 is significant to the fight against Cystic Fibrosis as it can be difficult for the children affected by the disease to pronounce the name of their affliction. When asked what is wrong with them, their response often comes out sounding like "65 roses."

One to three miles did not suit the marathon-veteran with a passion for pushing his body beyond the limit.

"I thought 65 miles would be a good distance, I wanted to take it to another level," he said jokingly.

He would have participated in the Great Strides walk in San Diego, but the Marine Corps needed Sjoberg somewhere else.

"This year, I could not participate in the local Great Strides walk due to my all-expenses paid trip to the Middle East (aka my current deployment)," he wrote on his personal, fundraising Great Strides webpage. "Nevertheless, it is my

"To know every day that you don't know how it's going to turn out is a challenge in itself. She represents hope. She has come this far in life and has never complained."

Maj. Jesse Sjoberg
Husband of Jacquelyn Sjoberg who has Cystic Fibrosis

goal to raise money for this very worthy cause even while deployed."

This was the 13th time he has participated in a Great Strides event – one annual occasion for each year he has been married. Even though his run was not officially sponsored by the CFF, he managed a way to show his support from the opposite side of the world.

Preparation and Motivation

The Bellevue, Neb., native spent most of his exercise time preparing for the event.

"I did Crossfit, running and biking," said the athlete who dead lifts 300 plus pounds and has the ability to knockout 40 pull-ups in a single

set. "Sometimes I would work out twice a day."

His typical week leading up to the 65-miler consisted of two to three one hour runs, three times weekly and either a 60-70 mile bicycle ride, or a 20-25 mile run on the weekends.

Sjoberg has a passion for fitness, the Marine Corps, his wife and his family. He shared how he combined the four most important aspects of his life into one event.

"I was just born to do it," Sjoberg said about his love for running.

"She (Sjoberg's wife) is an absolute miracle to the CF community. Her parents were told she wouldn't make it to kindergarten.

Continued next page



Marines and sailors gather around Maj. Jesse Sjoberg (left), Marine Forces Central Command Forward, as he motivates his supporters prior to his 65-mile trek across Naval Support Activity Bahrain, Oct. 6-7. The event raised awareness and funds for the Cystic Fibrosis Foundation. Sjoberg's wife suffers from the deadly lung disease. (Photo by Cpl. Lucas Vega)

Two figurines depicting Maj. Jesse Sjoberg's children look on from the support table as Sjoberg runs to complete 65 miles, Oct. 6-7 at Naval Support Activity Bahrain. Sjoberg's wife Jacquelyn suffers from a rare, deadly lung disease called Cystic Fibrosis. Sjoberg created the event to help raise awareness and funds for the Cystic Fibrosis Foundation. (Photo by Cpl. Lucas Vega)

When she was growing up, they said she wouldn't make it to see middle school. She finished middle school and they told her she wouldn't make it to high school. She made it to college, she did get married and we have two beautiful boys together now; defying all odds. She's amazing."

Sjoberg had once heard that only 100 people around the world who suffer from CF have given successful birth.

Jacqui has now done it twice.

"To know every day that you don't know how it's going to turn out is a challenge in itself," said Sjoberg. "She represents hope. She has come this far in life and has never complained."

Do you want to check out hot chicks?

Sjoberg's brother Eric had been in a Reserve Officer Training Corps program while he was preparing for Marine Corps Officer Candidate School. Sjoberg met with his brother for a physical training session at Iowa State University. Prior to the exercise session, Sjoberg's younger brother asked Jesse if he wanted to "check out hot chicks."

The elder Sjoberg did not decline his younger brother's offer.

At a distance as they were gazing upon the attractive ladies on campus. Eric pointed out one in particular.

"She's the hottest chick on campus," said Eric Sjoberg, who is also a Marine major, about what Jesse did not know at the time would be his future wife. "But she'll probably die by the time she's 25."

Later that day, the Sjoberg brothers went into the dorms. While walking in the hallway, Jesse heard a female's voice shout "Sjoberg."

"I thought someone was hollering for me," said Jesse. "I forgot for a second that my brother was in ROTC here and they called each other by their last names."

The young Jacquelyn approached them and identified herself as the voice calling from a far. She embraced Eric, then turned to Jesse and said you must be a Sjoberg too.

This occasion being the first time Jesse and Jacqui met, she hugged him as well.

"I instantly knew she was the one," he said with a smile. "I just knew right then and there."

Thirty days had elapsed since Jesse's first encounter with the young Jacqui. During this time Jesse had gone on a few dates with her. He had shared with her that he was leaving for Marine Corps OCS, and that she was "the one."

"She flew into Omaha a few days before I left," said Sjoberg. "I picked her up in a limo that took us to one of the nicest restaurants in the city. I had a violinist play while we were eating dinner."

Shortly before the dinner was over, Sjoberg proposed to Jacquelyn.

"She said yes," said Sjoberg.

Support from the command

"He originally only told a few of us that he was running 65 miles on Oct. 6," said Lt.Col. Albert K. Kim, a Marine on the staff of Marcent (Fwd). "He's a really humble guy; the fact that he is so humble made me want to help him even more."

An e-mail was sent to the command by Kim, a friend of Sjoberg. Attached to the e-mail was a hyperlink, that sent users to Sjoberg's fundraising page revealing to readers the situation behind his 65-mile run. The page also provided a link for contributors to donate money to the cause.

"Any type of long distance run requires a support team," said Lt. Col. Jason C. Perdue, a fellow marathoner who exchanges running tips with Sjoberg on a regular basis. "It's very difficult to do by yourself; you're pushing your body to the limit."

Before the e-mail was branched out to the command, Sjoberg had raised around five thousand dollars in monetary contributions.

A few days after the entire command was aware of Sjoberg's 65 mile run, his collection total had doubled to more than ten grand.

"That's what Marines do," said Kim. "We look out for each other and help each other."

Not expecting a lot of support, Sjoberg was amazed when large numbers of Marines within the command volunteered their time to man the aid station, as well as run alongside him during the event.

"I love Marines, I love the Marine Corps and I love how Marines treat my family and me," said Sjoberg.

The finish line

He usually participates in the endurance events to test himself in challenges most would see as "unattainable."

"People can do more than they think," said Sjoberg. "I love endurance events and testing myself."

"When the sun rose that morning, it started to get pretty rough," shared Sjoberg, explaining his fatigue as the finish line grew closer. "Each step was a challenge. My feet and legs were done; every muscle was just done."

On the final lap there was not a single person at the finish line -all his supporters were running with him, ensuring he finished.

"It was motivating," he said regarding his support on his final lap.

After running for 14 hours and five minutes, he finally crossed the finish line.

"The first thing I did was call my wife and kids to tell them I had finished," said Sjoberg. "My wife told me she was proud and to get some rest."

"Actually the first thing I did was sit down," he said with a chuckle.

Following a round of congratulations and applause from the Marines and sailors within the command, Sjoberg stumbled to Burger King to enjoy a well-deserved, post run meal: A whopper and milkshake.

"After a big event like this one is when I'll eat something like that," said Sjoberg.

The first night Sjoberg only slept a few hours. The next night however, he slept for 10, allowing his body to regenerate from the 65-mile punishment.

The Cystic Fibrosis Foundation holds an annual Great Strides walk to help raise money to help find a cure for the disease.

While there are a variety of treatments and medications to combat this disease, there is no cure.

"Her parents were told she wouldn't make it to kindergarten ... She made it to college, she did get married and we have two beautiful boys together now; defying all odds. She's amazing."

Sjoberg



JANES TRADE HEELS FOR BOOTS, spend day as Marines



“It’s hard to understand when [our spouses] walk through the door what their day is like,” said Lisa Griffiths, wife of Lt. Col. Griffiths and regular Jane Wayne Day attendee. “It’s tough for a lot of spouses to come out because they have kids. But if they come for even part of the day, they can get a whole new perspective on what their [spouses] do.”

The time spent at the ISMT learning to shoot M16A2 rifles and M9 pistols appeared to be one of the most popular events of the day.

“It’s hard to understand when [our spouses] walk through the door what their day is like.”

Lisa Griffiths

Wife of Lt. Col. Stephen Griffiths, Commanding Officer H&HS

“I like shooting guns,” said Stephanie Douglas, wife of Installation Personnel and Administration Center Cpl. Stoney Douglas and Modesto, Calif., native. “This is fun for us housewives!”

From being treated like recruits to handling high-pressure fire hoses with ARFF, the 2011 H&HS Jane Wayne Day gave spouses new perspective on their Marines’ jobs.



Headquarters and Headquarters Squadron spouses get a view from the top of the air traffic control tower during the 2011 H&HS Jane Wayne Day aboard Marine Corps Air Station Miramar, Calif., Oct. 7.

(Bottom Right) Staff Sgt. Ruben Acosta, an Aircraft Rescue and Fire Fighting section leader with Headquarters and Headquarters Squadron and an El Paso, Texas, native, motivates H&HS Jane Wayne Day participant Stephanie Douglas, a Modesto, Calif., native, aboard Marine Corps Air Station Miramar Oct. 7. More than a dozen H&HS spouses kicked off the squadron Jane Wayne Day with an introduction to Marine Corps drill instructors.

Story and photos by
Cpl. Lisa Tourtelot

The cluster of spouses, dressed in a random assortment of woodland and desert camouflage uniform pieces, looked nervous. They were listening intently to instructions from former drill instructor Gunnery Sgt. Christopher Dempsey about how to respond to the drill instructors they were about to meet.

For many of the spouses, it would be their first encounter with Marine Corps drill instructors and the recruit experience.

Headquarters and Headquarters Squadron hosted its annual Jane Wayne Day here Oct. 7 with more than a dozen spouses ready to spend a day in their husbands’ boots.

Squadron spouses explored the many facets of H&HS life, including a recruit indoctrination, weapons handling at the Indoor Simulated Marksmanship Trainer, tours of the Provost Marshal’s Office mobile command center and the air traffic control tower, hands-on fire fighting with Aircraft Rescue and Firefighting and demonstrations of explosive ordnance disposal and military working dogs.

“You get a flavor of everything we do here,” said Lt. Col. Stephen Griffiths, the H&HS commanding officer.

One of the primary goals of Jane Wayne Day is to help spouses better understand their husband’s or wife’s job in a hands-on environment.

Continued next page



Miramar hosts VWAP conference

Story by Lance Cpl.
Erica DiSalvo

Victim Witness Assistance Program advocates from 17 Marine Corps installations and local civilian counseling agencies attended the fiscal year 2012 United States Marine Corps VWAP conference aboard Marine Corps Air Station Miramar Oct. 6 and 7.

The training served to inform victim witness liaison officers from Marine Corps installations across the country of policy procedures, as well as effective and efficient ways to deal with victims and witnesses to crimes.

The two-day conference consisted of 15 visual presentations given by subject matter experts from Headquarters Marine Corps. Topics ranging from knowledge of the differences between various advocacy programs to the step-by-step legal process of a victim's witness liaison officer were covered each day.

"This meeting serves as a way to let everyone know the [Department of Defense] requirements for the Victims Witness Assistance Program," said Maj. Dutch M. Schotemeyer, head of the Trial Counsel Assistance Program and a Kennewick, Wash., native. "This training goes over victim's rights and shows VWLO's how to effectively help protect them. We cover every step in the process starting with who to call. There is often a lot of confusion, so we teach VWLO's how to interact with authorities and their legal role."

Each presentation covered a different role of the VWAP and was followed by an open forum question and answer period. Attendees each shared different scenarios they have had to deal with, which allowed others to learn how to overcome future problems they may encounter. Participants were encouraged to ask questions about anything that confused them, and find new ways to aid people through what can become lengthy legal processes.

The Trial Counsel Assistance Program acts as a hotline to answer questions about all things concerning the VWAP, and Trial Counsel experts were there to teach about programs VWLO's may not have known about, explains Schotemeyer.

"I had never heard of transitional compensation in all the training I have had as a [uniformed victim advocate] for the Navy or in the witness assistance program for the last six years," said Navy Chief Petty Officer Crystal D. Hill, a victim witness assistance

coordinator with the Wounded Warrior Regiment in Quantico, Va. "This was good training because we covered everything, not just little bits and pieces to put together at random times."

The 2012 United States Marine Corps VWAP conference served as a way to put all training in context. It allowed program

members to learn how to protect victims' rights in various scenarios.

"It just puts it all together which in turn helps us help others more effectively," said Hill. "That is why we are here. This is a collateral duty for all of us, and we do it because we want to help. We are here to protect the rights of others."

Maj. Dutch M. Schotemeyer, head of the Trial Counsel Assistance Program and a Kennewick, Wash., native, speaks to the audience of the fiscal year 2012 United States Marine Corps Victims Witness Assistance Program conference. The conference served as annual training for victim witness liaison officers across the country to learn of new policy changes and the step by step legal role of VWLO's. (Photo by Lance Cpl. Erica DiSalvo)



Sgt. Shawn Arnold, an aircraft recovery crew leader with Marine Wing Support Squadron 473 and a San Diego native, reports that the Improved Fresnel Lens Optical Landing System is ready aboard Marine Corps Air Station Miramar, Calif., Oct. 11. The IFLOLS is designed to give glidepath information to pilots to help them land. (Photo by Pfc. Kevin Crist)

Aircraft recovery Marines ready for 'arrested' landing

Story by Pfc. Kevin Crist

An F/A-18 Hornet roars through the air on a rainy day as four aircraft recovery Marines prepare arresting gear to help it land. The Hornet comes in and grabs a steel cable with its tail hook bringing the jet to a screeching halt. A point man safely guides the Hornet pilot off the airstrip without a major incident.

In this hypothetical scenario, these four Marines assisted in an arrested landing when a jet could not land properly and needed help from Marines on the ground.

Cpl. David Moss, an aircraft recovery assistant crew leader with Marine Wing Support Squadron 373 and a St. Paul, Minn., native, explained that an arrestment requires four aircraft recovery Marines - three to operate two engines that control a steel cable stretched across the runway, and the fourth, known as the point man, to stand farther down the runway where the aircraft will stop. The aircraft is supposed to grab the cable with its tail hook. As soon as the aircraft touches down, the point man will report if it was a successful grab or not in order to let everyone know that an aircraft is on the runway. After the aircraft has stopped safely, the point man assists the pilot and the Marines disconnect the tail hook from the cable and direct the pilot off the airstrip.

In situations like this, Marines also rely on the Improved Fresnel

Lens Optical Landing System, which is designed to give glidepath information to pilots to help them land. The IFLOLS must be level to function properly and takes about two hours to set up. It has several lights used to give visual cues to approaching aircraft.

The recovery Marines have more to do than just arrested landings. They ensure safety by limiting jet speeds and having a collateral duty inspector verify that all of the gear is optimal, explained Sgt. Shawn Arnold, an aircraft recovery crew leader with MWSS-473 and a San Diego native. They also have the ability to create a runway out of level ground.

Various things can happen in the rare situation that an arrested landing is needed, Arnold explained. The jet can miss the hook, a tire can blow out, the steel cable can snap, a runway could be too short for a jet to land or the runway could be wet.

"I was in Japan before and when an aircraft came down their engine light was out so their hydraulic system would not work," said Arnold. "They do not need the hydraulic system to drop their landing gear and their tail hook. One of his gears did not lock out, so when he hit the ground the hook retracted in, the wing smacked down against the ground and the aircraft slid down to the end of the runway, luckily the pilot was fine."

Moss explained that luckily arrestments are not needed often, but the recovery Marines are always there just in case.

Flying Tigers rehearse Seaborne landings

Maj. Timothy Schnelle, the executive officer for Marine Heavy Helicopter Squadron 361 and a Merrick, N.Y., native, watches a CH-53E Super Stallion land aboard Marine Corps Air Station Miramar Oct. 12. Marines with HMH-361 flew out to a helicopter dock to conduct field-carrier landing practice, simulating ship lift offs and landings. Before each lift off, Marines go through extensive mission planning to prevent aircraft discrepancies. Experienced pilots with the squadron brief Marines aboard the flight before each mission on how to react in the event of a mishap. (Photo by Pfc. Max Pennington)



VMM-165 ready for operational training

An MV-22B Osprey sits on the flight line here before a short ceremony officially beginning Marine Medium Tiltrotor Squadron 165's operational training, Oct. 14. The squadron recently completed the safe-for-flight inspection and was approved for official flight operations with the Osprey. VMM-165 changed from a CH-46E squadron to an MV-22 squadron last April. (Photo by Sgt. Deanne Hurla)



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