



HOUSE OF REPRESENTATIVES

STATE OF HAWAII
STATE CAPITOL
HONOLULU, HAWAII 96813

February 25, 2008

OFFICIAL TESTIMONY

FROM:

Rep. John Mizuno *JM*
State Representative, 30th District
Vice Chair, House Committee on Health

TO:

Sen. Lorraine R. Inouye
Chair, Senate Committee on Intergovernmental and Military
Affairs

Sen. Shan S. Tsutsui
Vice Chair, Senate Committee on Intergovernmental and Military
Affairs

SUBJECT:

Testimony in support of SCR 47 / SR 22
Scheduled for hearing on February 27, 2008
Conference Room 229, 1:15 pm

Thank you for the opportunity to submit testimony in strong support of Senate Concurrent Resolution No. 47 and Senate Concurrent Resolution No. 22, "RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM."

Last year, I co-sponsored House Resolution No. 180 passed our chamber and asked the USPS to commemorate the F-14 Tomcat with a stamp. These measures are important because they call for the preservation of a key American historical icon that gave our people something to rally behind during the troubling and often confusing years of the Cold War.

I humbly ask the members of this Committee to pass these resolutions, and thank you for the opportunity to testify.

Testimony in support of SCR47/SR22

Senate Committee on
Intergovernmental
and Military Affairs
Hearing
27 February, 2008
Conference Room
229
1:15 pm

Testimony of Ryan Pearce
Concerned Citizen

Chair Inoyue, Vice Chair Tsutsui:

Thank you for the opportunity to testify in strong support of Senate Concurrent Resolution no. 47 and Senate Resolution no. 22. In the years from 1970 to 2006, the Tomcat has gone everywhere the US Navy has — from patrolling the high seas during the Cold War, to flying missions during the War on Terrorism, the F-14 Tomcat became a critical part of the culture of the United States of America.

The Tomcat was in many ways representative of the American spirit. First conceived as a big interceptor tasked with protecting us from the threat of Soviet nuclear bombers, the Tomcat transformed throughout its career to meet all potential threats head-on, becoming better with time and not slowly fading into obscurity. It has captured our imagination through the adrenaline pumping aerial action of the movie *Top Gun*, and has become the literal embodiment of our anger by intercepting the aircraft carrying the terrorists responsible for the *Achille Lauro* incident.

The Tomcat is in many ways the aircraft most recognized by today's generation, holding a special place in our hearts next to the other cultural icons of the past—the P-51 Mustang and B-17 Flying Fortress of World War II, the F-86 Saber and H-13 Sioux from Korea, and lastly the F-4 Phantom, UH-1 Iroquois and B-52 from Vietnam. Indeed, seeing the Tomcat on the big—and little—screen has inspired many to join the United States Military. I say this from personal experience, as I myself became interested in military service after watching a documentary on the Tomcat.

Is it not just that a piece of history with as much influence as the Tomcat, should be commemorated? It's only right that the Men and Women who built, maintained, and flew the

Tomcat should be recognized as having made an enduring impact to our American culture. It is for this reason, that I strongly support SCR47 and SR22.

In support
of
SCR47/SR22

Ryan Pearce

- 1975** — **Vietnam, Operation Frequent Wind**
- 1981** — **Libya, Gulf of Sidra**
- 1982** — **Lebanon**
- 1983** — **Grenada, Operation Urgent Fury**
- 1986** — **Libya, Operation El Dorado Canyon**
- 1991** — **Iraq, Operation Desert Storm**
- 1995** — **Bosnia, Operation Deliberate Force**
- 1996** — **Iraq, Operation Desert Strike**
- 1998** — **Iraq, Operation Desert Fox**
- 1999** — **Kosovo, Operation Allied Force**
- 2001** — **United States, Operation Noble Eagle**
- 2001** — **Afghanistan, Operation Enduring Freedom**
- 2003** — **Iraq, Operation Iraqi Freedom**

In the years from 1970 to 2006, the Tomcat has gone everywhere the US Navy has—from patrolling the high seas during the cold war, to flying missions during the war on terrorism, the F-14 Tomcat has been as much a part of the culture of the United States as much perhaps as any other aircraft in history.

The Tomcat was in many ways representative of the American spirit. First conceived as a big interceptor tasked with protecting us from the threat of Soviet Nuclear Bombers, the Tomcat transformed throughout its career to meet all potential threats head-on, becoming better with time and not slowly fading into obscurity. It has captured our imagination through the adrenaline pumping aerial action of

the movie *Top Gun*, and has become the literal embodiment of our anger by intercepting the aircraft carrying the Terrorist responsible for the *Achille Lauro* incident.

The Tomcat is in many ways the aircraft most recognized by today's generation, holding a special place in our hearts next to the other cultural icons of the past—the P-51 Mustang and B-17 Flying Fortress of World War II, the F-86 Saber and H-13 Sioux from Korea, and lastly the F-4 Phantom, UH-1 Iroquois and B-52 from Vietnam. Indeed, seeing the Tomcat on the big—and little—screen has inspired many to join the United States Military. I say this from personal experience, as I myself became interested in military service after watching a documentary on the Tomcat.

Is it not just that a piece of history with as much influence as the Tomcat, should be commemorated? It's only right that the Men and Women who built, maintained, and flew the Tomcat should be recognized as having made an enduring impact to our American culture. It is for this reason, that I strongly support SCR47 and SR22.

**Testimony of:
Brian R. Stroud
Concerned Citizen**

**Submitting testimony in support of:
Senate Concurrent Resolution 47 / Senate Resolution 22
"RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE
TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14
TOMCAT IN DEFENDING FREEDOM."**

**Before the:
Senate Committee on Intergovernmental and Military Affairs
1:15pm, February 27, 2008 Conference Room 229**

Chair Inouye, Vice Chair Tokuda,

Thank you for the opportunity to testify in support of Senate Concurrent Resolution 47 and Senate Resolution 22, "RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM." The purpose of these resolutions is to procure a commemorative stamp for the F-14 Tomcat fighter series by urging the Citizen's Advisory Committee of the US Postal Service to make a favorable recommendation on its adoption.

The F-14 Tomcat has served with the U.S. Armed Forces for nearly forty years, alongside those who flew, maintained, and built the jet to defend our freedom, and to ensure other nations can continue to enjoy their freedoms as well. Having just recently been retired in the year 2006, the F-14 Tomcat now resides in museums and as static displays across the country. A majority are being cut up for scrap in their final mission in defending freedom by preventing others who would wish to use any part of it to do our country or others harm, at the same time ending an era of a well-loved American icon. To those who don't know, or could simply care less, it's just an airplane. To those who built the F-14 Tomcat, it was their baby. To those who operated and kept them in service, it was a way of life.

I feel that a stamp is long overdue and should be produced. It would not only commemorate the airplane, but also the people who were behind the scenes and involved in it all the way.

Thank you for this opportunity to testify.

Brian R. Stroud

Daniel Paul de Gracia, II, MA
Concerned Citizen

Offering Testimony In Support Of:

Senate Concurrent Resolution No. 47 / Senate Resolution No. 22

"RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM."

Before The:

Senate Committee on Intergovernmental and Military Affairs
Wednesday, February 27, 2008 Conference Room 229, 1:15 PM
Single Copy Transmitted Electronically to testimony@capitol.hawaii.gov

Chair Inoyue, Vice Chair Tokuda, Honorable Senators, et al, aloha kakou.

The purpose of these two resolutions is to urge the Citizen's Advisory Committee of the U.S. Postal Service to make a favorable recommendation regarding proposed production of an F-14 Tomcat stamp, commemorating its historic, honorable, praiseworthy, and nearly four decade long service in the arsenal of the U.S. Navy.

It is my pleasure to testify in strong support of SCR47 and SR22, and in addition to thanking this Committee for scheduling their hearing, I would also like to thank Senator Suzanne Chun Oakland for her forward thinking and insight in offering these two resolutions supporting what has to be the most historic and most memorable aircraft in the history of the United States Military.

The F-14 Tomcat recently retired in September 2006 after being in active service since the year 1972. This aircraft is unique not only because of its special mission and design, but because of its status as an icon of American ingenuity and resolve for freedom. The F-14 had a critical role in birthing the strong perception during the 1980s that the United States was able to protect its people, uphold its policies abroad, and defend her allies.

Following America's withdrawal from Vietnam, the United States of America experienced a general malaise of self esteem in which, around the world, U.S. forces were perceived as weak, broken, and unable to match the power or prestige of the Soviet Union and its Warsaw Pact. Many people did not want to join the U.S. military because of negative associations developed during the Vietnam War, and in general, patriotism was something that was difficult to justify when America had only known defeat abroad. That perception changed thanks to the F-14 Tomcat on August 19, 1981 during the famed Gulf of Sidra Incident in which two F-14s flying freedom of navigation flights over the Gulf of Sidra near Libya were illegally attacked by Su-22 Fitters of the Libyan Air Force. The F-14s, both assigned to VF-41 Black Aces squadron, evaded incoming Libyan heat seeking missiles and returned fire, destroying the Libyan fighters and effectively neutralizing the solvency of Colonel Quadaffi's "Line of Death" which he had erected in defiance of established international conventions. The incident so intrigued the world and particularly the American people that it led to a generation of patriotic 1980s films including the 1986 blockbuster hit "Top Gun" starring Tom Cruise, Val Kilmer, and Kelly McGillis, a film which positively portrayed American Naval Aviators as patriotic, courageous individuals who are "the best of the best" – featuring as its centerpiece, none other than the F-14 Tomcat. "Top Gun"

was an important media victory for not only the U.S. Navy but the entire Armed Services in general, as many individuals flocked to recruiting stations because of the awe of the F-14 Tomcat portrayed in it and the professionalism of the pilots who flew it.

The F-14 continued to score victories both on the silver screen and in the newspapers throughout the 80s, including a highly publicized intercept of an aircraft carrying the terrorist hijackers of the Achille Lauro cruise liner on October 10, 1985, leading to their arrest. On January 4, 1989, F-14s again distinguished themselves over the Gulf of Sidra by shooting down two Libyan MiG-23 Floggers. All of this incredible gallantry helped secure America's image in the 1980s as a victorious nation. Even Ronald Reagan, in his closing address from the White House said, "that's what it was to be an American in the 1980s. We stood, again, for freedom. I know we always have, but in the past few years the world again, and in a way, we ourselves rediscovered it."

The F-14 is an icon of the 1980s that reflects just what it means to be an American, and that is, members of the Committee, an overcomer, first and foremost. My concern is that today's generation of young Americans have a limited appreciation for what it means to be victorious and to overcome obstacles and challenges. We have an entire generation of Americans who can't justify to themselves or to others why America should continue as a nation, who have limited trust in their leadership, and worse yet, limited belief in the values of this country. All they know is what they've heard on television or read in the papers, and that is, "America is a losing country lead by a loser President and we'd be better off if we just kept to ourselves, minded our own business, replaced the Department of Defense with a Department of Peace, and we should not think that we have any right to defend ourselves because every enemy we have we made for ourselves because of the poor leadership of our President."

Members of the Committee, as someone who grew up in the time of America's greatness, I am sickened by this new malaise which has come upon our nation. The reason why these resolutions must pass and these stamps should be made by the U.S. Postal Service is that they will serve as a patriotic device for educating our younger people that America really is a country that we need not be ashamed of, that America is defended not by slayers but by heroes, and that the life we live now – a life which does not know a nuclear holocaust as a result of a conflict with the Soviet Union, a government which no longer exists – was secured by the brave efforts of our Armed Forces. The F-14 represents that belief, both historically and symbolically.

In closing, I would like to share with you the words of the late President Franklin D. Roosevelt, who said, "Hostilities exist. There is no blinking at the fact that our people, our territory and our interests are in grave danger. With confidence in our armed forces, with the unbounded determination of our people, we will gain the inevitable triumph, so help us God." I humbly beseech the members of this Committee to pass these resolutions because they serve to educate and remind us that freedom is not free, and peace does not come without price. The F-14 came through for America when our self-esteem was low and taught us that we could overcome, and we could prevail. Hostilities exist now, just as they did then, and we are in danger, once more, just as we were then. In this new time of uncertainty and renewed patriotic malaise, we would do well to look back on the icons and heroes of the past and remember how we overcame back then. Please pass this measure on to the Floor for adoption as a show of your support not just for the aircraft, but for all of our armed forces.

Thank you for the opportunity to testify.

Bel Santa Elena-de Gracia
Concerned Citizen

Senate Concurrent Resolution 47 and Senate Resolution 22
"RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO
COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT
IN DEFENDING FREEDOM."

Senate Committee on Intergovernmental and Military Affairs
February 27 2008 Conference Room 229, 1:15 PM

Chair Inoyue and Vice Chair Tokuda:

It is my pleasure to testify in strong support of SCR47 and SR22. This measure is an important step towards preserving patriotic American icons, and I believe the Legislature should support it. As the wife of a retired United States Air Force Colonel, I too recognize that the F-14 had an important part of America's history in the 1980s and its posterity should be preserved for the sake of future generations with an F-14 Tomcat stamp.

Thank you for this opportunity to testify.

Testimony of:

Keith M. DeKoekkoek, former United States Navy F-14 Tomcat Aviation Electricians Mate First Class

Submitting testimony in support of:

Senate Concurrent Resolution 47 / Senate Resolution 22

"RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM."

Before the:

Senate Committee on Intergovernmental and Military Affairs

1:15 pm, February 27, 2008 Conference Room 229

Chair Inoyue, Vice Chair Tokuda:

Thank you for the opportunity to testify in support of Senate Concurrent Resolution 47 and Senate Resolution 22, "RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM." The purpose of these resolutions is to procure a commemorative stamp for the F-14 Tomcat fighter series by urging the Citizen's Advisory Committee of the US Postal Service to make a favorable recommendation on its adoption.

I am Keith M. DeKoekkoek, a former United States Navy F-14 Tomcat Aviation Electricians Mate First Class, and I am testifying in strong support of SCR47 / SR22. These resolutions are important because they will give just a small bit of recognition to a group of people that who deserve so much more.

As a former maintainer of the F-14 Tomcat I, on more then one occasion, observed the people who took care of the Tomcat do many things that were well above and beyond the call of duty.

They woke early in the morning, knowing it was going go be a hard day, but they still got out of their bed. They endured bitter cold and oppressive heat. They put in long hours and fixed what they were told was unfixable. They didn't want to leave their loved ones, but turned and walked away when they were told that this is what your country needs you to do.

They spent countless hours in a place that was deemed by the United States Government as one of the most dangerous work environments in the world, The Flight Deck of a United States Navy Aircraft Carrier. They stood in a catwalk and took a 30 second nap, because they had been up for 36 hours. Then they jumped back up on the Flight Deck and final checked the next Tomcat getting ready to launch off of CAT 1. I have seen them unconscious on the Flight Deck from dehydration, then back on Flight Deck an hour later, after 3 or 4 liters of saline were pumped into them in Medical. I have seen them cut open their flesh, but push past the person who came to help them, to finish the job. I have seen them break their bones, than lie to the Flight Deck Coordinator, saying "It's just a sprain!"

This is a group of people that were the most HARDWORKING, DEDICATED, and SELFLESS that I have ever had the HONOR to work with. I respectfully request you give them this small bit of recognition through the passing of SCR47 / SR22.

Thank you for the opportunity to testify.

Keith M. DeKoekkoek

Testimony of:

Richard Santos

Former F-14 Maintainer and Concerned Citizen

Submitting testimony in support of:

Senate Concurrent Resolution 47 / Senate Resolution 22

"RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM."

Before the:

Senate Committee on Intergovernmental and Military Affairs

1:15pm, February 27, 2008 Conference Room 229

Chair Inouye, Vice Chair Tokuda,

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As a former F-14 maintainer, I feel that a stamp is long overdue and should be produced.

Thank you for this opportunity to testify.

testimony

From: John Ritter [jritrite@gmail.com]
Sent: Sunday, February 24, 2008 12:20 PM
To: testimony
Subject: Testimony for IGM 02-27-08 1:15 pm Hearing, SCR47 / SR22

Dear Sirs,

Included with this e-mail is my written remarks for the IGM hearing scheduled on 27 February, 2008 at 1:15 pm in Conference Room 229. Please feel free to contact me by e-mail should you have any questions.

Chair Inouye, Vice Chair Tokuda,

Thank you for the opportunity to testify in support of Senate Concurrent Resolution 47 and Senate Resolution 22, "RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM." The purpose of these resolutions is to procure a commemorative stamp for the F-14 Tomcat fighter series by urging the Citizen's Advisory Committee of the US Postal Service to make a favorable recommendation on its adoption.

As member of the United States Navy, and having served in aboard numerous ships deployed with F-14 Tomcat Squadrons it was readily apparent that they were among the best of us. In particularly was the effort of the aircrews and especially those behind the scenes that maintained the aircraft in a high state of readiness during long deployments and training evolutions. The high operational tempo, high number of flight ours and availability of operational aircraft day after day was extraordinary. Having been retired in 2006, it has come time for the US Postal service to honor the aircrews and the F-14 Tomcat itself with a stamp they can be proud of. For thirty-five years the F-14 Tomcat and their crews stood the line, willing and ready to face any threat to this nation. Countless deployments, thousands of missions and certainly hundreds of service man and women owe their lives to this legendary aircraft and the men and women who operated them.

Thank you for this opportunity to testify.

John T. Ritter, OSC (SW) USN Ret.

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Think, Question, Explore, Share, Dream, Connect!

Testimony of:

Paul Barrett

Corporal in the United States Marine Corps and Concerned Citizen

Submitting testimony in support of:

Senate Concurrent Resolution 47 / Senate Resolution 22

"RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM."

Before the:

Senate Committee on Intergovernmental and Military Affairs

1:15pm, February 27, 2008 Conference Room 229

Chair Inouye, Vice Chair Tokuda,

Thank you for the opportunity to testify in support of Senate Concurrent Resolution 47 and Senate Resolution 22, "RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM."

The purpose of these resolutions is to procure a commemorative stamp for the F-14 Tomcat fighter series by urging the Citizen's Advisory Committee of the US Postal Service to make a favorable recommendation on its adoption.

As member of the United States Marine Corps, and having served in OIF, there is one thing that a lot of Marines owe their lives to and that is close air-support. In particular, the Navy and F-14 Tomcat crews have never left Marines or anyone else behind without air-cover. Without concern for their own safety, when the call was needed to put warheads on target or using gun runs to give the Marines on the ground another day to fight, the F-14 Tomcat crews were always there. Having been retired in 2006, it has come time for the US Postal service to honor the aircrews and the F-14 Tomcat itself with a stamp they can be proud of. For thirty-five years the F-14 Tomcat and their crews stood the line, willing and ready to face any threat to this nation. Countless deployments, thousands of missions and certainly hundreds of service men and women owe their lives to this legendary aircraft and the men and women who operated them.

Thank you for this opportunity to testify.

Paul Barrett

testimony

From: christine richards [mscvrichards@yahoo.com]
ent: Tuesday, February 26, 2008 8:06 AM
o: testimony
Subject: SCR47/SR22

I SUPPORT FULLY SCR47 AND SR22

THANK YOU

CHRISTINE V. RICHARDS

testimony

From: Dave Parsons [heyjoe54@hotmail.com]
Sent: Monday, February 25, 2008 9:45 AM
To: testimony
Subject: IGM Committee Testimony for upcoming SCR47 / SR22 hearing

David Lee Parsons
 Concerned Citizen

Offering Testimony In Support Of:

Senate Concurrent Resolution No. 47 / Senate Resolution No. 22

"RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM."

Before The:

Senate Committee on Intergovernmental and Military Affairs
 Wednesday, February 27, 2008 Conference Room 229, 1:15 PM
Single Copy Transmitted Electronically to testimony@capitol.hawaii.gov

Chair Inoyue, Vice Chair Tokuda, Honorable Senators, et al, aloha kakou.

The purpose of these two resolutions is to petition the Citizen's Advisory Committee of the U.S. Postal Service to make a favorable recommendation regarding creation of an F-14 Tomcat stamp, commemorating its historic, honorable, unique and praiseworthy service in the arsenal of the U.S. Navy that spanned 35 years.

It is my pleasure to testify in strong support of SCR47 and SR22, and thank the Committee for scheduling their hearing. I wish to like to thank Senator Suzanne Chun Oakland in particular for offering these two resolutions supporting what has become of of the historic and memorable aircraft in the history of the United States Military.

The F-14 Tomcat was developed in the height of the Cold War and first flew in 1970. It entered service with the United States Navy in 1972 and was on the front line until its retirement in September 2006. I left the islands in 1972 as a Kailua High School graduate headed east to join the service. I had followed the reporting on the newest navy fighter that was to be called Tomcat. I was in the audience when the Tomcat captured the imagination of the country starring in the movie *Final Countdown* that was set in the Hawaiian waters. At the time, I was in flight school and I only wanted one thing, a job flying Tomcats. By the time the movie *Top Gun* made the Tomcat and Tom Cruise quite the celebrities, I was at sea as a fleet experienced Tomcat aviator and before we both retired, I had logged over 2000 hours in Tomcats and over 700 carrier arrested landings.

Hollywood aside, the Tomcat was the first viable Fleet Air Defense interceptor carrying the long range AIM-54 Phoenix Missile supported by the AWG-9 weapon system that gave it unprecedented range. Two squadrons of Tomcats were provided to every Air Wing to provide a multi-layered defense for the Carrier Battle Group. Translated Soviet publications from that era revealed that they found the Tomcat to be a formidable adversary and gave them pause when they considered the resolve and strength of the United States military. It is well that the Phoenix was never called upon to demonstrate its lethality against regiments of Soviet bombers carrying anti-ship cruise missiles. In exercises off Norway, carrier based Tomcats routinely intercepted Soviet "tattletale" Tu-95 Bear D

surveillance aircraft over 1000 miles from the carrier battle group befuddling and inhibiting their attempts to close and target the all important aircraft carrier.

Although the Tomcat was a potent interceptor, it achieved great success without firing a shot due to its notoriety. Tomcats saw their first sustained combat in the role of photo reconnaissance over Lebanon in 1982 and 1983 flying daily missions at supersonic speeds while evading surface-to-air missiles. In an even more dramatic nonhostile event, Tomcats from USS Saratoga made the first ever airborne capture of a terrorist when they deftly intercepted the escaping hijackers from Achille Lauro hijacking on October 10, 1985. A division of Tomcats intercepted a 737 airliner carrying the terrorists and forced them to land in friendly territory where they were arrested and brought to justice. In 1986, Tomcats were fired upon by Libyan long range surface-to-air missiles when 3 aircraft carriers challenged Khadafy's Line of Death. Tomcats took up Combat Air patrol stations in the Gulf of Sidra, which were not challenged by Libyan fighters. Libya had lost two fighters in 1981 when they fired upon VF-41 Tomcats and stayed home whenever Tomcats were in the vicinity until January of 1989 when two MiG-23 Flogger interceptors were intercepted heading towards the aircraft carrier USS John F Kennedy. Two VF-32 Tomcats made short work of the Floggers when they failed to yield to the intercepting Tomcats.

In times of crisis, the White House and State Department are often heard to say, "Where are the carriers?" During Desert Shield, six aircraft carriers responded to the call bringing with them 10 squadrons of F-14 Tomcats that flew daily fighter escort and photo reconnaissance missions into the heart of Iraq. When Iraqi Air Force aircraft began escaping to Iran, the solution was a "wall" of Tomcats on the Iranian border. These missions were flown around the clock from carriers based in the Red Sea and Persian Gulf and exceeded seven hours in length. While Tomcats were on station, not one Iraqi fighter even attempted to penetrate the wall further establishing the Tomcat's fearsome reputation as an interceptor.

Desert Storm initially seemed to be the last hurrah of the Tomcat, which never officially adopted the air-to-ground mission. With the end of the Cold War, aircraft carriers no longer needed the "Big Stick" of the Phoenix missile and two Tomcat squadrons defending them. By the mid nineties, each carrier air wing was reduced to a single Tomcat squadron and a modest air-to-ground capability was added. But, in 1995, an innovative integration of the LANTIRN Forward Looking InfaRed (FLIR) was demonstrated on a fleet F-14B Tomcat. LANTIRN gave the Tomcat a precision strike capability and a new lease on life. Unlike traditional developmental programs, the first Tomcats were outfitted in less than 200 days and every Tomcat squadron after summer of 1996 deployed with the LANTIRN Targeting System (LTS). Simultaneously, the aircrews has begun an initiative to introduce the Forward Air Controller Airborne (FAC-A) mission to the community. A new area was born for the Tomcat that ushered in its last decade of service. Hostilities over Kosovo were the combat baptism of the "StrikeCat" and Tomcats proved their mettle on a daily basis and were recognized by getting the hardest target assignments.

When terrorists struck New York on 9/11, USS Enterprise was exiting the Persian Gulf and heading home. Her captain didn't need to be told to point the bow towards Afghanistan. Tomcats were launched to perform photo reconnaissance of the anticipated target areas and when Operation Enduring Freedom was launched, Tomcats led the way performing FAC-A and strike missions exceeding nine hours in length. Two more aircraft carriers joined Enterprise bringing even more Tomcats to the fray. Tomcats flew around the clock providing covering fire for Special Operations Teams that included Tomcat FAC-A trained Radar Intercept Officers (RIO) on the round to help call in precision fires. The Tomcat was writing yet another chapter in its last decade of service. When the call came for carriers yet again in Operation Iraqi Freedom, Tomcats were leading the charge again flying from carriers operating in the Eastern Mediterranean Sea and Persian Gulf. Tomcat aircrews were again on the ground assisting Special Operations. In an unprecedented action that illustrates the unique capability of the Tomcats and aircrews, VF-154 Tomcats were flown ashore from USS Kitty Hawk to provide direct support to Special Operations due to their unique capability as FAC-A assets. The final deployment of the Tomcat in 1995 featured two F-14D Tomcat squadrons that were modified at sea to provide real-time video from their LANTIRN Targeting Systems and flown in

combat the very next day. Needless to say, the Tomcats ended their thirty six years of service with a roar.

No Tomcats serve the US Navy today, but they are on display across our great land as they are among the top requested aircraft by museums and other organizations for display purposes. The National Air and Space Museum broke with tradition twice by honoring the Tomcat on the cover of its September issue of Air&Space magazine with 20 pages devoted to the legacy of the Tomcat and featuring it on display at the Steven Udvar-Hazy Center coincident with its retirement in September of 2006. No wonder that the September issue of Air&Space sold out immediately and the dedication of the VF-31 F-14D Tomcat at Udvar-Hazy was standing room only. It will be missed by the aircrews who flew it and legions of people who built and maintained it. The Tomcat will be missed from the airshow circuit where it was a top favorite. Commemorating the F-14 Tomcat and the community that supported it is only fitting and I thank you for taking the time to listen to my testimony.

Thank you for the opportunity to testify.

testimony

From: Dan Dixon [320197@pilot.fedex.com]
Sent: Friday, February 22, 2008 3:15 AM
To: testimony
Subject: Testimony for IGM 02-27-08 1:15 pm Hearing, SCR47 / SR22

Attachments: Card for Dan Dixon



320197.vcf (572 B)

Included with this e-mail is my written remarks for the IGM hearing scheduled on 27 February, 2008 at 1:15 pm in Conference Room 229.

Please feel free to contact me by e-mail should you have any questions.

Testimony of:
Daniel G. Dixon
AD1(AW), USN, Retired
Former F-14 Jet Engine Mechanic and Concerned Citizen

Submitting testimony in support of:
Senate Concurrent Resolution 47 / Senate Resolution 22 "RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM."

Before the:
Senate Committee on Intergovernmental and Military Affairs 1:15pm, February 27, 2008
Conference Room 229

Chair Inouye, Vice Chair Tokuda,

Thank you for the opportunity to testify in support of Senate Concurrent Resolution 47 and Senate Resolution 22, "RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM." The purpose of these resolutions is to procure a commemorative stamp for the F-14 Tomcat fighter series by urging the Citizen's Advisory Committee of the US Postal Service to make a favorable recommendation on its adoption.

As a former F-14 mechanic, I feel that a stamp is long overdue and should be produced.

I gave twenty years of my life to the defense of our great nation, and eighteen of those years were spent maintaining, servicing, and operating the Grumman F-14 Tomcat, or teaching others how to maintain, service, and operate the fighter jet. A lot of American blood, sweat, and tears went into the daily operation of this mighty warplane and it took a whole lot of great Americans to keep the jet flying for over thirty years of service. The Tomcat served this country well throughout the Cold War and in every skirmish since its end. The aircraft has been a formidable icon of America's resolve to defend freedom and democracy, and a strong deterrence for those who threaten our security. Like all great warriors, we (aircraft, aircrew, and mechanic) age and become relics of bygone days and our contributions to history fade into obscurity. The Tomcat has been retired and sent to rest in the Arizona desert and in several museums around the country. Many are being destroyed in the name of national security and with great sorrow, we watch as this part of our heritage is ground up and discarded. The Tomcat's service record is preserved in history and its memory forever etched into the hearts and minds of all who had the privilege and honor of serving in a Tomcat squadron. We bear the physical scars from the cuts, scrapes, and abrasions inflicted during that service and we bear the emotional scars from losing comrades in that service. We bear these with honor as we served with honor, and we now ask that this small piece of America's Naval Aviation history be commemorated on a postage stamp.

Thank you for this opportunity to testify.

Daniel G. Dixon

Testimony of:

André Jans

Royal Netherlands Navy 1986-1990

Submitting testimony in support of:

Senate Concurrent Resolution 47 / Senate Resolution 22

"RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM."

Before the:

Senate Committee on Intergovernmental and Military Affairs

1:15pm, February 27, 2008 Conference Room 229

Chair Inouye, Vice Chair Tokuda,

Thank you for the opportunity to testify in support of Senate Concurrent Resolution 47 and Senate Resolution 22, "RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM." The purpose of these resolutions is to procure a commemorative stamp for the F-14 Tomcat fighter series by urging the Citizen's Advisory Committee of the US Postal Service to make a favorable recommendation on its adoption.

As a citizen of the Netherlands and being a former member of the Royal Netherlands Navy, the Grumman F-14 Tomcat played a important role in 'winning' the Cold war which threatened Europe for many years. This specific US navy fighter aircraft ensured air superiority covering the US Navy battle groups keeping the life line open between CONUS and Europe. Keeping the Atlantic supply lines open proved to be the main key during WW.2 for winning that war. Together with the highly respected former US President Ronald Reagan, I consider the Grumman F-14 Tomcat the ultimate winner of the Cold War. Although it never used life combat during the Cold war, its crews were always there and its presence kept the Warsaw Pact forces under pressure when needed.

I got the honor to witness the very last F-14 Tomcat operations on the USS Theodore Roosevelt in July 2006 and felt touched by seeing a specific part in America's and US Navy history coming to an end.

Now after the F-14 Tomcat has retired in September 2006, it sure deserves a well owned place in US history by commentating a dedicated stamp (or series of stamps).

Thank you for this opportunity to testify.

Respectfully,

André Jans

SCR 47 / SR 22 RELATING TO POSTAL STAMP TOMCAT/F-14

FEBRUARY 27, 2008 1:15 P.M. ROOM 229

**ATTENTION: SENATOR LORRAINE INOUYE
CHAIR, SENATE COMMITTEE ON GOVERNMENTAL AND MILITARY AFFAIRS**

IN STRONG SUPPORT OF SCR 47 / SR 22 by Tom Berg

Having a stamp to commemorate the F-14 TOMCAT serves two purposes in my opinion:

- 1) Remembrance of the airplane serving as a tool of freedom and defender of democracy;
- 2) Educates those unfamiliar with the antecedence of our country's strife with communist nations in symbolic capture by postal stamp.

Postage stamps are seen around the world....and for the remaining communist nations, they should have access to ponder over the sight and might of an F-14 TOMCAT stamp.

Thank you for the opportunity to provide written testimony in support of the resolution.

Tom Berg/91-203 Hanapouli Circle/Ewa Beach, Hawaii 96706

Testimony of Chris C. Manabat

Offering Testimony In Support Of:

Senate Concurrent Resolution 47, Senate Resolution 22

"RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO
COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT
IN DEFENDING FREEDOM."

Senate Committee on Intergovernmental and Military Affairs
Wednesday, February 27, 2008 Conference Room 229, 1:15 PM

Dear Senators,

Thank you for the opportunity to testify in support of these two resolutions. Like many other young people who were born in the Eighties, I grew up watching patriotic films like Top Gun which portrayed the F-14 Tomcat as a victorious American weapons platform piloted by the very best of the best.

I believe that the F-14 has an important part in our cultural and political history, and I hope that the Senate will pass these two resolutions out to be adopted on the Floor.

Very Sincerely,

A handwritten signature in black ink, appearing to read "Chris Manabat", with a long horizontal flourish extending to the right.

Christopher Manabat

Testimony of:

Mark J. Swaney

Former F-14 Radar Intercept Officer and Concerned Citizen

Submitting testimony in support of:

Senate Concurrent Resolution 47 / Senate Resolution 22

"RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM."

Before the:

Senate Committee on Intergovernmental and Military Affairs

1:15pm, February 27, 2008 Conference Room 229

Chair Inouye, Vice Chair Tokuda,

Thank you for the opportunity to testify in support of Senate Concurrent Resolution 47 and Senate Resolution 22, "RESPECTFULLY REQUESTING THE UNITED STATES POSTAL SERVICE TO COMMEMORATE THE HONORABLE SERVICE OF THE U.S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM."

The purpose of these resolutions is to procure a commemorative stamp for the F-14 Tomcat fighter series by urging the Citizen's Advisory Committee of the US Postal Service to make a favorable recommendation on its adoption.

As a former F-14 aircrew member I feel that a stamp is long overdue and should be produced. Unfortunately, most of the remaining F-14's now in storage at Davis-Monthan Air Force Base are being destroyed. We are losing the legacy that this aircraft represented. We can only hope to honor the men and women of the Armed Forces who flew and maintained this aircraft through memorabilia, such as the F-14 stamp.

Thank you for your consideration and this opportunity to testify.



HOUSE OF REPRESENTATIVES

STATE OF HAWAII
STATE CAPITOL
HONOLULU, HAWAII 96813

Testimony Memorandum

LATE

To: Sen. Lorraine R. Inouye, Chair
Sen. Shan S. Tsutsui, Vice Chair
Members of the Senate Committee on Intergovernmental and Military Affairs

From: Representative Rida T.R. Cabanilla

Subject: Testimony in support of SCR 47 and SR 22, "Respectfully requesting the United States Postal Service to commemorate the honorable service of the U.S. Navy's F-14 Tomcat in defending freedom"

Date: February 27, 2008, 1:15 pm, Conference Room 229

As a member of the United States Army Reserves, I recognize the need to commemorate patriotic icons such as the F-14 Tomcat and am in strong support of SCR 47 and SR 22.

Hawaii's safety throughout the turbulent years of the Cold War was secured in part by the honorable service of the United States Navy, which deployed aircraft carriers equipped with Tomcat aircraft. If it were not for the dependability of the aircraft, the professionalism and devotion of its pilots and crews, and ultimately for the company which produced the Tomcat, Hawaii's future might have been vastly different than what it is today.

Thank you for allowing me the opportunity to testify in support of these very important resolutions.

Sincerely,



Representative Rida Cabanilla

testimony

From: Ron Heilmann [tomcat17@cox.net]
Sent: Tuesday, February 26, 2008 5:34 PM
To: testimony
Cc: ron heilmann
Subject: Testimony for IGM 02-27 -08 1:15 pm Hearing SRC47/SR22 , confrence room 229

LATE

*Testimony of
Ronald Heilmann
former AGE mechanic E-6 and Concerned Citizen*

Submitting Testimony in support of Senate concurrent Resolution 47/ Senate Resolution 22

" Respectfully requesting the United State's Postal Service to Commemorate the Honorable service of the U. S. NAVY'S F-14 TOMCAT IN DEFENDING FREEDOM"

Before the

Senate Committee on Intergovenmental and millitary affairs 1:15 pm, February 27, confrence room 229

Chair, Inouye, Vice Chair, Tekuda

Thank you for the opportunity to Testify in support of Senate Concurrent Resolution 47 and Senate Resolution 22

" Respectfully Requesting the United States Postal Service to Commemorate the honorable service of the U. S. NAVY'S F-14 TOMCAT in Defending Freedom"

The purpose of these Resolutions is to procure a commemorative stamp for the F-14 TOMCAT fighter series by urging the Citizen's Advisory Commitee of the U. S. Postal Service to make a fauorable recommendation on it's adopition. I feel that a stamp is long overdue and should be produced and strongly support the creation of a commermorative TOMCAT stamp, and on support of Senate Concurrent Resolution SCR 47 / Senate Resolution SR 22. Please feel free to contact me by e/mail should you have any question's

*Respectfully,
Ron Heilmann*

TESTIMONY OF

Colonel Daniel de Gracia, Sr., USAF, MSC, CFAAMA (Ret.)
Retired United States Air Force MSC and Concerned Citizen

BEFORE THE

Senate Committee on Intergovernmental Affairs (IGM)
Wednesday, Feb 27 2008
Conference Room 229 1:15 pm

LATE

IN CONSIDERATION OF THE MEASURE

Senate Concurrent Resolution 47 and Senate Resolution 22, "Respectfully requesting the United States Postal Service to commemorate the honorable service of the U.S. Navy's F-14 Tomcat in defending freedom."

The purpose of these resolutions is to enable the printing of a commemorative F-14 Tomcat Stamp by the US Postal Service.

It is my pleasure to testify in strong support of Senate Concurrent Resolution 47 and Senate Resolution 22. As a retired U.S. Air Force Colonel who served more than thirty years defending freedom, I agree wholeheartedly, like my son Daniel de Gracia II, that patriotic icons are necessary to inspire our people to continue to love America and understand just why we won the Cold War.

From a young age, I taught my son to appreciate the fact that freedom never comes free or without great strength and power. I made it a habit to bring my son to every military air show at every military base we were stationed at during my Air Force career, and I taught him at a very young age that the roaring sound of U.S. military aircraft represented what I called "the sound of freedom." After a long day at work, I would often make time for my son by taking him for a drive to the base to see the latest aircraft that had landed or been stationed there. In 1986, when the movie "Top Gun" was released - featuring the now-famous and historic F-14 Tomcat - my son was six years old, and I kept him home from school just so he could watch the movie with me, because I believed that learning about patriotism and the American Spirit was far superior any subject they could possibly learn in school. To this day, my son is one of the most patriotic individuals I have ever met, and I am extremely proud of the way that he has grown up.

If the U.S. Postal Service should ever make a commemorative F-14 Tomcat stamp, it would serve as an instructive tool to the younger persons and to the newer generations about how glorious, wonderful, and exciting the men, women, and machines employed in bringing about their safety and freedom were. In the movie "Top Gun" the good guys won because they were the best of the best flying powerful aircraft, and it projected the image that America wins because we can. "Top Gun" concluded with a scene of F-14 Tomcats flying into the sunset to the tune of "Mighty Wings" by Cheap Trick, which was a fitting tribute for an aircraft that represented the pure, unadulterated power of American might manifested in the metal form of the Tomcat. So, in the sunset of the F-14 following its recent retirement, I urge the members of this committee to give the mighty wings of the Tomcat the honor that they are due by passing these resolutions.

Thank you for the opportunity to testify.

Good afternoon Senator Chun Oakland and other members of the committee.

I have come before you to testify in favor of Senate Resolution No. 22 and Senate Concurrent resolution No. 47.

My name is Larry Osborn. I am a resident of Hawaii and am employed by Northrop Grumman Corporation as Hawaii's Corporate Lead Executive. I am also a Navy veteran and retired naval aviator, having flown Navy A-7 attack aircraft off carrier decks and served on carriers for more than twenty years, from the early 1970s through the early 1990s. My active duty Navy service coincided with much of the service life of the F-14 Tomcat.

Some history about the aircraft. The aircraft was designed and built by the Grumman Aircraft Corporation, now a part of Northrop Grumman Corporation. When Congress refused to further fund the F-111B in 1968, the Navy issued a Request for Proposal for a replacement fighter aircraft. After a down select process that included five bidders, Grumman was awarded an RTD&E contract in January of 1969. The program was not without its challenges. The first aircraft crashed on December 30, 1970, less than a month into the flight test program. Ultimately it was a very successful program. In November of 1973 the Tomcat demonstrated its ability to fire six Phoenix missiles and guide them simultaneously at six different airborne targets. Just what was needed in the cold war, when our Navy was threatened by Soviet long rang bombers and their air-to-surface missiles. VF-1 and VF-2, the first operational Tomcat squadrons deployed aboard the USS Enterprise for the first operational deployment in September of 1974.

As a pure fighter, the aircraft was a tremendous success with a distinguished combat record.

In August of 1981 two F-14 Tomcats shot down two Libyan Sukhoi Su-22 Fitters after one of the Fitters launched an air-to-air missile at one of the Tomcats, and missed.

In October of 1985 Tomcats from the USS Saratoga intercepted an EgyptAir 737 airliner the Achille Lauro highjackers and forced it to land at the U.S. Navy base in Sigonella, Italy. An early victory against terrorism.

On January 4, 1989 Tomcats from USS John F. Kennedy shoot down two Libyan MiG-23 Flogger E's.

As the Soviet threat waned in the early 1990s, the F-14 Tomcat was modified to carry air-to-surface ordnance and became a multi-mission aircraft, performing a workhorse role in combat operations from Kosovo, to Afghanistan and Iraq.

In all, seven hundred and twelve F-14 Tomcats were delivered. The last delivery took place on July 20th, 1992.

In September of 2006 the Navy (and Northrop Grumman) said goodbye to the Tomcat with its last flight and a magnificent celebration at NAS Oceana, Virginia.

As a Navy light attack pilot, I was always happy to have the F-14 Tomcat around to clear the sky. It is among the most versatile and capable aircraft to ever serve in the U. S. Navy.

LATE

testimony

From: Osborn, Larry [larry.Osborn@ngc.com]
Sent: Wednesday, February 27, 2008 10:44 AM
To: testimony
Cc: Daniel Paul de Gracia, II, MA
Subject: Testimony for IGM 02-27-08 1:15 pm Hearing
Attachments: Larry Osborn Testimony.doc

LATE

Attached is my testimony that I have prepared for the COMMITTEE ON INTERGOVERNMENTAL AND MILITARY AFFAIRS scheduled today at 1:15 PM.

Larry Osborn

Corporate Lead Executive Honolulu

Northrop Grumman Corporation

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<<Larry Osborn Testimony.doc>>