

CNP holds all hands call at NAS Jax

By Kaylee LaRocque
Naval Air Station Jacksonville Public Affairs Specialist

Chief of Naval Personnel Vice Adm. Scott Van Buskirk visited the NAS Jacksonville Aug. 23 to meet with base leadership and junior Sailors to discuss issues such as force management, Enlisted Retention Board (ERB), Perform to Serve (PTS) program, Tuition Assistance (TA) program and other personnel issues.

During the visit, Van Buskirk met with base command master chiefs for lunch at the NAS Jax Flight Line Café conversing about the new CPO 365 program and chief petty officer selectee induction training.

Van Buskirk also held a leadership and all hands call at the VP-30 auditorium. "I'm here for two reasons - to listen to your concerns so we can appropriately address issues and to let you know what's going on within the fleet," said Van Buskirk.

"First, I'd like to highlight just how relevant the U.S. Navy is. We are a globally deployed force while supporting two critical missions in Iraq and



Photo by Kaylee LaRocque

Chief of Naval Personnel Vice Adm. Scott Van Buskirk hands NC1(SW/AW) Tomeka McDonald of the NAS Jacksonville Career Counselor's Office a coin during a question/answer session of an all hands call aboard the station on Aug. 23.

Afghanistan. That is a tremendous accomplishment," said the admiral. "We continue to focus on war fight-

ing first, operating forward and being ready. This means our workforce must be deployable, assignable and distrib-

able to be ready to answer the call for our nation."

Van Buskirk also stressed the importance of stabilizing the Navy's workforce by getting the right balance of skill sets and filling critical gaps at sea.

In early August, the Navy introduced several voluntary and involuntary measures intended to reduce gaps at sea. These include changes to detailing through the Career Management System Interactive Detailing, extension of the Voluntary Sea Duty program, Limited Directed Detailing program, the Chief Petty Officer Early Return to Sea program, and expansion of the ratings eligible for sea duty incentive pay.

"These measures aim to man operational units with qualified Sailors with critical skill sets, ensuring fleet and operational readiness," said Van Buskirk.

"Our quality of workforce has never been better. The talent coming in has never been better. They have the skills and education and it's impacting the

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Prospective MCPON, CPO selectees tackle beach run

By Kaylee LaRocque
NAS Jax Public Affairs Specialist

Prospective Master Chief Petty Officer of the Navy (MCPON)(AW/NAC) Mike Stevens joined chief petty officers (CPO) and 114 CPO selectees from Naval Air Station Jacksonville and Naval Station Mayport in the 5-mile Tijuana Flats Beach Run at Jacksonville Beach Aug. 25.

"I came to Jacksonville to take a look at the training for our new CPO selectees, interact with them and meet with the leadership who are providing the opportunity for them to participate in this event. I'm also here to run with the Jacksonville community and to have good time," said Stevens.

"This is a great community event. We bring our chief selectees out here to run together as a team and to promote our Navy within the local community. It just doesn't get any better than this," added



Photo by Kaylee LaRocque

MUC (select) Jose Acosta of Navy Band Southeast proudly carries the American flag as chief petty officers (CPO) and CPO selectees from NAS Jacksonville and NS Mayport head out for the 5-mile Tijuana Flats Beach Run at Jacksonville Beach on Aug. 25.

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Hundreds of FEMA trucks stage at NAS Jax

Photos by Miriam S. Gallet

As weather forecasters tried to determine the path Tropical Storm Isaac would take, the NAS Jacksonville Combat Aircraft Loading Area became the staging area for the Federal Emergency Management Agency (FEMA) Region IV personnel and more than 80 18-wheelers Aug. 24 and 25 (above). The trucks arrived carrying meals-ready-to-eat, baby food, cots, water and other perishable items. (At left) FEMA Supervisor Bond Luddeke (second from left) briefs his crew during a morning meeting aboard the air station. According to NAS Jax Emergency Management Officer Ray Edmond, the station is ready to help 24/7. "NAS Jax is always standing ready to support FEMA during any emergency. We work around-the-clock to ensure FEMA personnel have all they need while staged here. Our partnership is one of mutual pride and support, and as a result, victims of catastrophic events such as a hurricane can receive relief as quickly as possible," he said.



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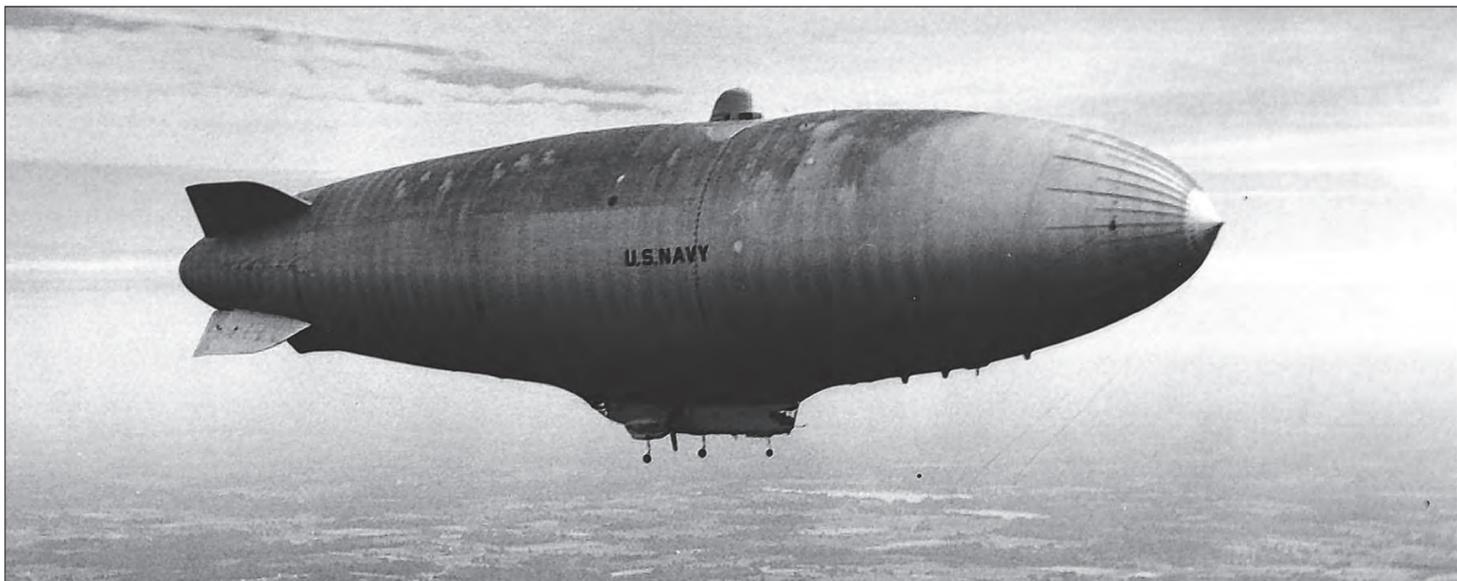
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The Navy's ZPG-3W airship, the last among commissioned dirigibles and commonly referred to by the nickname "Vigilance," was retired on Aug. 31, 1962 after its final flight near at NAS Lakehurst, N.J. In service for four years, it was the largest non-rigid airship ever built, with only four constructed by the Navy – its purpose was to fill radar gaps in the North American early warning network during the Cold War.

U.S. Navy photos

(At right) The PN-9 No. 1, commanded by Cmdr. John Rodgers and a crew of four, made the first trans-Pacific flight from San Francisco to Hawaii on Aug. 31, 1925. The crew came within 300 miles of Oahu before being forced to land at sea due to running out of fuel. The plane proceeded to drift and sail for nine days before safely reaching the island of Kauai with Rodgers and crew intact.



Sept. 3

through McClure Strait.

1954 - P2V Neptune from VP-19 is shot down by Soviet aircraft near Swatow, China.

1960 - USS Bushnell and Penguin begin relief operations in Marathon, Fla. after Hurricane Donna.

Sept. 5

1776 - Adoption of first uniforms for Navy officers.

1813- USS Enterprise captures HM brig Boxer off Portland, Maine.

1918 - USS Mount Vernon torpedoed by German submarine off France.

1923 - U.S. Asiatic Fleet arrives at Yokohama, Japan, to provide medical assistance and supplies after Kondo Plain earthquake.

1939 - President Franklin Roosevelt orders Navy to form a Neutrality Patrol to report the presence of foreign warships within 300 miles of eastern United States.

1946 - USS Franklin Delano Roosevelt (CVB-42) and four escorts visit Greece to underscore U.S. support for the Greek Government which faced a Communist insurgency.

1990 - USS Acadia (AD-42) departs San Diego for first war-time deployment of male and female crew on board a Navy combat vessel.

1782 - As a token of gratitude for French aid during American Revolution, the U.S. gives America (first ship-of-the-line built by U.S.) to France to replace a French ship lost near Boston. 1783 - Signing of Treaty of Paris ends American Revolution.

1885 - First classes at U.S. Naval War College begin.

1925 - Crash of rigid airship Shenandoah near Byesville, Ohio.

1943 - American landings on Lae and Salamaua.

1944 - First combat employment of a missile guided by radio and television takes place when Navy drone Liberator, controlled by Ensign James Simpson in a PV, flew to attack German submarine pens on Helgoland Island.

1945 - Japanese surrender Wake Island in ceremony on board USS Levy (DE-162).

Sept. 4

1941 - German submarine U-652 attacks USS Greer, which was tracking the submarine southeast of Iceland. Greer is not damaged, but drops depth charges, damaging the submarine.

1954 - Icebreakers USS Burton Island (AGB-1) and USCG Northwind complete first transit of Northwest passage

trans-Atlantic convoys from Argentina, Canada to the meridian of Iceland.

1942 - Establishment of Air Force, Pacific Fleet, under Vice Adm. Aubrey Fitch.

1942 - First Seabee unit to serve in a combat area, 6th Naval Construction Battalion, arrives on Guadalcanal.

1945 - USS Benevolence (AH-13) evacuates civilian internees from two internment camps near Tokyo, Japan

Sept. 2

1918 - Navy ships and crews assist earthquake victims of Yokohama and Tokyo, Japan.

1940 - Destroyers-for-Bases agreement between U.S. and United Kingdom.

1944 - USS Finback (SS-230) rescues Lt. j.g. George Bush, USNR of VT-51, shot down while attacking Chichi Jima.

1945 - Japan signs surrender documents on board USS Missouri (BB-63) at anchor in Tokyo Bay. Fleet Adm. Chester Nimitz signs for the U.S. In different ceremonies, Japanese forces on Palau Islands, Truk, and on Pagan Island and Rota in the Marianas also surrender.

This Week in Navy History

From Staff

Aug. 30

1913 - Navy tests Sperry gyroscopic stabilizer (automatic pilot).

1929 - Near New London, Conn., 26 officers and men test Momsen lung to exit submerged USS S-4.

1961 - Two Cuban frigates fire on a Naval Reserve aircraft on a training mission over international waters.

Aug. 31

1943 - Commissioning of USS Harmon (DE-678), first Navy ship named for an African-American Sailor.

1944 - Carrier task group begins three-day attack on Iwo Jima and Bonin Islands.

1962 - Last flight of Navy airship at NAS Lakehurst, N.J.

Sept. 1

1781 - French fleet traps British fleet at Yorktown, Va.

1814 - USS Wasp captures HMS Avon.

1925 - Cmdr. John Rodgers and crew of four in PN-9 run out of fuel on first San Francisco-to-Hawaii flight. Landing at sea, they rigged a sail and set sail for Hawaii.

1941 - U.S. assumes responsibility for

We won a fish at the fair

From The Homefront

By Sarah Smiley
Special Contributor

It's our summer tradition to take the boys to the city fair and then regret it. I leave feeling like (1) I need to take a bath in hand sanitizer, and (2) I want those three hours of my life back. Yet, no trip to the fair was more regrettable than this year's. That's when we bought — I mean, won — a shark. Wait, did I say shark? I meant fish.

Lindell and Owen tossed ping-pong balls into a bowl of colored water, so the carnival worker said they won fish. This was better than winning a stuffed banana. After all, we needed new fish because four in our tank had gone belly up. The two left were my beta fish, Aqua, and Dustin's bottom feeder, Barnacle Boy.

Lindell and Owen took home water-filled plastic bags with one lone fish swimming at the bottom of each.

"Will these be okay with our beta fish," I asked, because I know that beta fish often don't like to share space. "Will our beta fish hurt them?"

The carnie guy smiled. "I wouldn't worry about these fish," he said. (In storytelling, this is what we call foreshadowing. In movies, this is where the music gets creepy.)

Owen named his fish, Frisky. Lindell

named his, Fred. One week later, Fred's name was amended to Fred, the Killer Fish.

They appeared excited when we dumped them into our tank. They flitted around the "No Fishing" sign and in and out of the SpongeBob Squarepants pineapple house. As usual, Aqua kept her distance. Barnacle Boy hid under the tikki. As far as we could tell, they were a tolerable, if cautious, new family of four.

A few days later, Owen came out of his room and solemnly said, "Mom, a fish has died."

Ford was close behind him. "Mom, a fish didn't just die — there was a massacre in the tank."

"Oh, stop being dramatic," I said, setting the newspaper on the kitchen table and going to take a look.

Here's what I saw: Frisky caught in the upward bubbles of the filter, bobbing up and down, with his tail fin chewed completely off and one eyeball gone. Bits of skin trailed from him like streamers.



I gasped. Lindell cried, "Mommy, I'm scared."

I patted Lindell's head as the words of the carnie guy echoed in my mind: "I wouldn't worry about these fish."

We flushed Frisky and scolded Aqua. Wow, beta fish really are aggressive. We should have known that Aqua wouldn't accept the new, innocent carnie fish.

One week later, terror struck again.

"Mom, Aqua is dead!" Lindell screamed.

"It's another massacre," Ford said. They were both running from the room.

I sprinted to the tank, my socked-feet sliding across the wood floor as I came to a stop. Aqua's head was half buried beneath the gravel rocks. Parts of her skin had been peeled away. You could see the bones in her head.

My cheeks turned cold. "Boys, we have a killer fish on our hands," I said.

"We have to kill him before he kills us," Ford said.

"Did they give us a shark?" Owen asked.

I silently regretted blaming Aqua for Frisky's death. In the tank, Fred glided deliberately from one end of the tank to the other.

"How do we know Barnacle Boy isn't killing everyone?" I asked.

"Mom, look at him," Ford said. "He eats algae and sucks on the side of the glass. He didn't murder anyone."

Ford looked at me seriously. "Mom, we have to kill Fred," he said.

"No!" I bristled at the idea, even as I secretly considered locking the aquarium in the basement — just in case. "I'm not killing a possibly innocent fish. Either Barnacle Boy and Fred will live peacefully together, or we will eventually know who the real killer is."

We now have daily "tank watches." When I told the boys that while I had the tank cover open to feed the fish, I heard Barnacle Boy say, "You're not going to leave me in here with that carnie, are you?" they believed me.

In hindsight, I'm frightened for anybody who won a "stuffed" clown or baby doll. Lock those things in the basement, please.

Fred and Barnacle Boy still live, for now. Occasionally Lindell comes into my room at night because he's afraid of Fred. I open the covers and let him in, because, quite frankly, I don't blame him.



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Photo courtesy of VP-30

(From left, back row) Capt. Aaron Rondeau, Ensign Henning Cansier, Ensign Andrew Burcham, Lt. j.g. Robert Council, Ensign Michael Duch, Ensign Christopher Duenas, Ensign Joseph Johannes, Ensign Felix Boehme and Cmdr. Michael Granger. (Front row) Lt. j.g. Jarrett Bibb, Ensign Andrew Brown, Ensign John Norris, Ensign Matthew Oates, Ensign Derrick Ransom and Lt. j.g. William Fitzgerald.

VP-30 wings Navy's newest NFOs

By Lt. Michael Garcia
VP-30 Public Affairs

On Aug. 3, VP-30's Maritime Patrol and Reconnaissance Weapons School Officer in Charge Cmdr. Michael Granger, awarded Naval Flight Officer (NFO) wings to the following officers: Lt. j.g. Jarrett Bibb, Ensign Andrew Brown, Ensign Andrew Burcham, Lt. j.g. Robert Council Jr., Ensign Michael Duch, Ensign Christopher Duenas, Lt. j.g. William Fitzgerald, Ensign Joseph Johannes, Ensign John Norris, Ensign Matthew Oates, Ensign Derrick Ransom, Ensign Felix Boehme, and Ensign Henning Cansier. Capt. Aaron Rondeau, Maritime Patrol and Reconnaissance Aircraft program office (PMA-290) program manager for the P-8A Poseidon program, was the guest speaker.

The recipients completed the Undergraduate Maritime Flight Officer syllabus at VP-30, earning their coveted "Wings of Gold."

These newly winged aviators will now enroll

in the CAT 1 Fleet Replacement Squadron (FRS) syllabus at VP-30. Upon completion of the CAT 1 syllabus, they will report to operational P-3C or EP-3 squadrons to begin their initial sea tours at either Kaneohe Bay, Hawaii; Whidbey Island, Wash.; or NAS Jacksonville.

The Naval Flight Officer (NFO) training pipeline begins with Aviation Preflight Introduction (API) instruction in Pensacola, Fla., where all aviation officers undergo a classroom syllabus and are taught the basics of naval aviation that includes aerodynamics, meteorology and principles of navigation. After completing API, all student NFOs report for primary training at VT-10, co-located at NAS Pensacola. While assigned to VT-10 they transition from a classroom learning environment to initial airborne flight training in the T-6A Texan II. Upon completion of primary flight training at NAS Pensacola, officers who are selected for the P-3C training pipeline report

to VP-30 for P-3C specific training.



Photo courtesy of VP-30

Ball for OSU grad

Capt. Aaron Rondeau, Maritime Patrol and Reconnaissance Aircraft program office (PMA-290) program manager for the P-8A Poseidon program receives a signed football from Oregon State University Football Head Coach Mike Riley, presented by Lt. j.g. Jarrett Bibb, class leader of NFO Winging Class 1203. Rondeau is a 1989 graduate of Oregon State.

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Jax Air News deadline change

From Staff

Due to the upcoming Labor Day holiday (Sept. 3), the deadline for submissions to *Jax Air News* for the Sept. 6 issue is today, Aug. 30.

The deadline for classified ads is Aug. 31.

For more information, call 542-3531.

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FRCSE AIRCRAFT ENGINE SHOP

Photo by Marsha Childs

Artisans at Fleet Readiness Center Southeast “button up” the forward engine doors on an EA-6B Prowler electronic warfare aircraft after removing one of two Pratt & Whitney J52-P408 engines with exhaust attached on June 22. Artisans are salvaging the engines and other components for reuse as the aircraft is being prepared for its static display in Heritage Park at Naval Air Station Jacksonville.



An F414-GE-400 turbofan engine that powers the F/A-18 Super Hornet Strike Fighter sits in a Fleet Readiness Center Southeast engine test cell waiting testing in mid-April. The engine is capable of producing 22,000 pounds of static thrust, although the computer-controlled test cell has a maximum thrust capacity of 40,000 pounds.



Quality Assurance Specialist Brick Means inspects a TF34-GE-100 turbofan engine for damage before artisans install the compressor in the Crinkley Engine Facility at Fleet Readiness Center Southeast on June 20. The military's turbofan engine is used on the A-10 Thunderbolt II and the S-3 Viking aircraft.



Machinist Greg Lesak programs a DANOBAT Vertical Grinder to 'finish grind' rotor case vanes from a TF34-GE-100 turbofan engine in the Crinkley Engine Facility on July 27. FRCSE is integrating technologically advanced equipment to improve equipment performance and reliability to the Fleet.

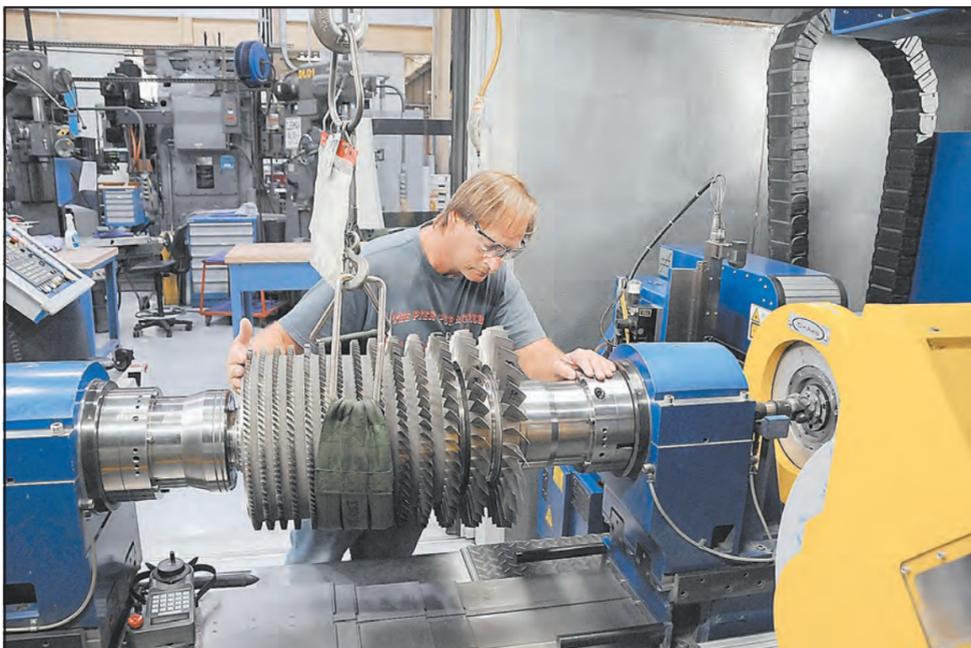
FRCSE POWERS UP SOME OF NAVY'S MIGHTIEST ENGINES

By Marsha Childs
FRCSE Public Affairs Specialist

To support the fleet's higher operational pace, along with accelerated wear and tear on Navy and Marine Corps aircraft, Fleet Readiness Center Southeast (FRCSE) is expanding its manufacturing capabilities by using technologically advanced equipment, such as vertical and high-speed grinders and precision measuring machines, to ensure reliable power for the military's high-performance aircraft.

From shore-based aircraft like the P-3 Orion maritime patrol aircraft powered by four Allison T-56-A-14 engines with propellers to the carrier-based F/A-18 Super Hornet attack fighter powered by two internal F414-GE-400 turbofan engines – the these power plants must be in tiptop shape to support any mission.

Carl Finger, engine machine shop supervisor in the FRCSE Crinkley Engine Facility at NAS Jacksonville, said these power plants are staying on the aircraft longer than ever before. He said the engines division has a dedicated machine shop to rework worn parts to like



Machinist Ed Harper sets up a Reform High Speed Blade Tip Grinder to grind high-pressure compressor rotor blades from a TF34-GE-100 turbofan engine in the Crinkley Engine Facility at Fleet Readiness Center Southeast on July 27. The Air Force A-10 Thunderbolt II aircraft is powered by two of these engines, with each capable of producing more than 9,000 pounds of thrust.

new condition.

“Our new equipment is producing better engine performance, saving time and giving Warfighters improved mission capability,” said Finger. “The high speed grinding technology integrated with laser mea-

suring creates a more accurate final product in less time.

FRCSE purchased two Reform High Speed Blade Tip Grinders, that each turn at 3,000 revolutions per minute.

Finger said the high speed technology allows artisans to

grind blade tips on the same axis of rotation that the rotors spin to simulate engine conditions.

The engine blades must rotate at high speeds to counteract the force of the grinder. The high-speed feature allows

the blades to extend fully during the grinding process for better results.

It is essential that engine blades be machined evenly. Unbalanced grinding can make a blade heavier on one side than on the other, which can lead to heavy vibration, the loosening of internal structural bolts, accelerated engine wear or even failure.

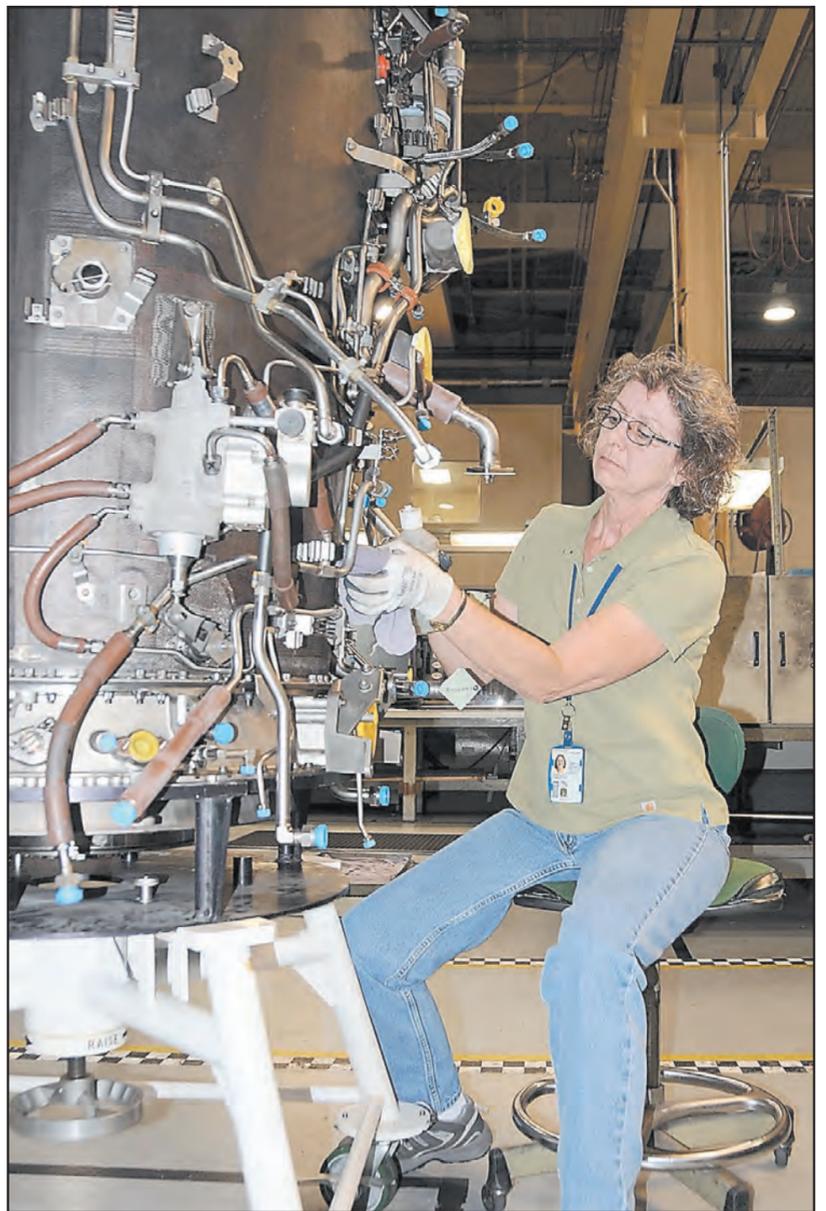
The Reform grinder measures every blade at every stage of production with laser technology to ensure grinding accuracy.

The machines grind high pressure compressor rotor blades from a TF34-GE-100 turbofan engine that powers the Air Force A-10 Thunderbolt II and the Navy's S-3 Viking aircraft.

In addition, the machine supports the F404-GE-402 engine that powers the F/A-18A-D Hornet with 17,700 pounds of static thrust per engine, and the F414-GE-400 turbofan engine that powers the Super Hornet and the EA-18G Growler Airborne Electronic Attack aircraft. Each engine is capable of producing 22,000 pounds of static thrust



Machinist David Eads prepares to grind a F414 High Pressure Turbine and Low Pressure Turbine Shroud Support Assembly using a Campbell Vertical CNC Grinder at Fleet Readiness Center Southeast on July 27. The machine is capable of making contoured grinds on aircraft engine parts.



Aircraft Engine Mechanic Charlotte Yavorosky performs final cleaning and inspection on a F414 high-pressure engine compressor at Fleet Readiness Center Southeast on June 20. The General Electric turbofan engine powers the F/A18 Super Hornet Strike Fighter and the EA-18G Growler Airborne Electronic Attack aircraft.

FRCSE

From Page 4

according to the Navy Fact File.

Another technology solution FRCSE is utilizing is the DANOBAT Vertical Grinder to machine stationary engine components like stator cases. It replaces the Pope Grinding Spindle with its outmoded manual dial indicator and the Electronic Run-Out Machine (EROM) used to perform pre- and post-production measurements.

"I was happy to see that go," Finger said of the EROM. "It did really good on the rotors, but when we converted to laser measurements it never really worked. It was touchy; it gave us problems."

The high-precision DANOBAT integrates different machining options for a wide range of engine components. The machine uses touch probes to provide induction measurements thus ensuring parts can be held to diametric tolerances that can be machined.

FRCSE performs out-of-airframe testing on all jet engines repaired at the facility to ensure maximum reliability and performance to the Fleet.

The computer-controlled test cells have a thrust capacity of 40,000 pounds and a bed capacity of 100,000 pounds.

All engines are tested through their entire operating range in both automated and manual modes to verify oil pressure, exhaust, gas temperature, vibration, speed, and bearing-vent pressure.



Engine Machinist Jesse Johnson sets up a vertical turret lathe to machine snap diameters on a J52 diffuser case in the Crinkley Engine Facility on July 27. The Pratt & Whitney J52P-408A engine powers the EA-6B Prowler electronic warfare aircraft.

PHOTOS BY VICTOR PITTS

In the Coordinate Measuring Machine (CMM) room at Fleet Readiness Center Southeast on July 27, Machinist Kevin Ott uses a CMM to measure surface points on a new rear engine case from a TF34-GE-100 turbofan engine to verify it is machined correctly. The room is maintained at a constant 68 degrees and humidity controlled to ensure measurement readings are accurate.



Kevin Jackson, a pneudraulic systems mechanic, assembles an F404 engine main fuel control in the Fuel Accessories Building at Fleet Readiness Center Southeast on July 24. The F404 engine powers the Navy's F/A-18 Hornet Strike Fighter aircraft.



Engine Mechanic Octavus Shelton removes oil components from the gearbox of a T34 engine used on the Air Force A-10 "Warthog" and the Navy S-3B Viking at Fleet Readiness Center Southeast on June 20.

'Broadarrows' host ESGR boss lift

By MC2 Nicholas Garratt
VP-62 Public Affairs

Eleven Jacksonville-area employers visited the VP-62 "Broadarrows" as part of the Employer Support of the Guard and Reserve (ESGR) Boss Lift program Aug. 21.

Boss lift educates employers about the military reserves by giving them a behind-the-scenes glimpse of the efforts their employees put forth each time they put on a uniform to serve.

Established in 1972, the ESGR promotes understanding and cooperation between Reservists and their civilian employers and to assist in the resolution of conflicts that arise from an employee's military commitments.

"We have over 4,500 volunteers around the country to provide mediation between Reservists and their employers," said Army Sgt. Maj. (ret) Doug Corbett, executive director of ESGR.

"In Many cases employers and Reservists don't completely understand the federal Uniformed Services Employment and Reemployment Right Act (USERRA).

USERRA protects the job rights of people who leave a civilian job temporarily to perform military service, and also protects past and present members of the uniformed services from discrimination by employers.

This includes people who enlist in the military and leave their civilian jobs and Reservists who deploy.

The group visited Hangar 1000 where they toured an operational P-3 Orion and learned about the conditions and capabilities of the aircraft to perform counter-narcotic operations as well as anti-submarine warfare.

"Having the opportunity to



Members of the Employer Support of The Guard and Reserve organization take turns flying a simulated P-3 Orion during a visit to VP-62 on Aug. 21.

experience the type of conditions service members work in is eye opening," said Gena Jankowski, vice president of Human Resources for Brumos.

"Once employers see the dedication it takes to be a service member they will understand that hiring one onto their staff will always be a win/win situation.

"Every bit of insight helps to foster the understanding and acceptance that is required in the workplace when one of our members is called up to serve," said Donald Gauthier, assistant vice president of legal for Deutsche Bank.

After departing the hangar the group took turns flying a P-3 in a fully functional simulator.

"Pilots will typically spend 10 or more hours weighted down with gear while on missions," explained VP-62 Instructor Pilot Lt. Cmdr. Jace Dasenbrock.

"It was a great opportunity to fly the P-3 and get a feel for what the flight crew does. I was not expecting the controls to be as tough as they were," said Noel Schoonmaker, the technical recruiter for Ring Power, who has many hours in the air piloting his own plane.

Though the main goal of Boss Lift is to give employers a look at what their Reservist employees do while away from the job, just as important is the awards given to employers and the people who constantly sup-



Photos by MC2 Nicholas Garratt

Lt. Cmdr. Jace Dasenbrock of VP-62 introduces a group of Employer Support of the Guard and Reserve members to the turret style surveillance system mounted beneath a VP-62 P-3 Orion. The Boss Lift program educates employers about the military reserves by giving them a behind the scenes glimpse of the efforts their employees undertake each time they put on a uniform to serve.



Lt. Cmdr. Jace Dasenbrock of VP-62 helps Dominic Ford, assistant general manager of Variable Operations at Mercedes-Benz, into a flight vest during a Boss lift event that invited Employer Support of the Guard and Reserve members to take a tour of VP-62.

port those service members while they are away.

For more information on ESGR or Patriot awards for employers visit [www. Esgr.org](http://www.Esgr.org) or call 1-800 336-4590 to speak to a representative.



During the VP-62 Boss lift event for Employer Support of the Guard and Reserve members, AWO2 John Smith instructs Deutsche Bank Legal Assistant Vice President Donald Gauthier on controlling the P-3 Orion camera system and its many capabilities for reconnaissance.

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Saturday, Oct. 20th @ 10:00 AM, Kid's run, vendor/expo set up, and sign in for main event
Sunday, October 21st, 2012 @ 8:00 AM. Main event

Registration Closing Date
Monday, October 1st, 2012 @ 11:59 PM

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VP-26 'Tridents' take in Suns baseball

By Lt. Elizabeth Alonso
VP-26 PAO

VP-26 Sailors took part in an "All Khaki Social" during a Jacksonville Suns baseball game Aug. 3. The group was warmly welcomed by the Suns as they took on the Montgomery Biscuits for an intense evening of minor league baseball.

The get-together created a great opportunity for "Trident" officers and chief petty officers, as well as their families, to reconnect after a six-month dual site deployment to Bahrain and Qatar. Since chiefs and officers share leadership responsibilities, the camaraderie between them is paramount in keeping squadron operations running.

"When the officers and chiefs have a strong bond, the day goes by more smoothly and the workload seems lighter," said VP-26 Commanding Officer Cmdr. Erik Thors.

"Having time like this outside of work is a tried and true way to help build that bond."

Thors threw the game's first pitch as a crowd of his Sailors roared in support. The Pacifica, Calif. native took command of the squadron in late May, just before returning home from deployment.

Thors wasn't the only Trident to play a starring role in the evening's festivities. Lt. Cmdr. John Dzialoski joined more than 60 members of the Music Ministries Group in singing the national anthem in the game's opening ceremony.

"Singing the national anthem in front of a crowd of



Photo courtesy of VP-26
(From left) Lt. j.g. Ethan Turner, VP-26 Commanding Officer Erik Thors and Lt. j.g. Blair Volts get ready to head out onto the field just before Thors threw out the first pitch during a Jacksonville Suns game on Aug. 3.

thousands was the experience of a lifetime," Dzialoski said.

As the evening went on Lt. j.g. Sean Ublacker and Lt. j.g. Blair Volts provided some light entertainment for the crowd as the two flight officers battled it out in a burrito-eating contest during a break between innings. Ublacker, last year's champ in the contest, reigned victorious after devouring a whole burrito in a matter of seconds.

The social also served as a great way for Tridents to welcome new additions to their Navy family, as five of them have celebrated new babies and four have gotten married since deploying and returning home.

As the post-deployment phase is always a time of change within the squadrons, the chiefs and officers of VP-26 will continue to look for ways to strengthen their ties and enjoy time at home between deployments.

Take action for Suicide Prevention Week

By 2nd Lt. Jin Cho
Naval Hospital Jacksonville Family Medicine Intern
and Lt. Anna Oberhofer
Family Medicine Physician

Labor Day weekend is a time to enjoy barbecue and the season change from the dog days of summer to the start of autumn, and create fond memories of family gatherings. It's also time to raise awareness of the tenth leading cause of death in the United States — suicide. National Suicide Prevention Week is Sept. 9 to 15.

Suicide is a complex, atypical behavioral response to stress. Risk factors include depression; mental, personality or substance abuse disorders; personal or family history of suicide; family violence; incarceration; or exposure to influences that normalize suicide. Risk is also associated with changes in brain chemicals.

Warning signs include thoughts or comments about suicide, substance abuse problems, purposelessness, anxiety, feeling trapped or hopeless, withdrawal, anger, recklessness and mood changes.

Some facts to consider are that suicidal behavior is not

specific to gender, race or age; but there are differences, according to the National Institute of Mental Health. Women attempt suicide two to three times more often than men, but men fatally wound themselves at four times the rate that women do. This is related to method—women more often use poison, while men more often use firearms. There is a peak of suicide incidence among teens and young adults, age 15 to 24, as well as in adults over age 85. In terms of ethnicity, suicide is twice as likely among non-Hispanic whites and American Indians as among Hispanics, African-Americans and Asian Americans.

Effective medical treatments are available for depression and other health problems that are risk factors for suicide. So for those struggling, see a doctor to find out what the options are.

Community resources are available for anyone who might be thinking about suicide. Active duty, veterans and family and friends can contact the Veterans Crisis Line at 800-273-TALK (8255), which offers a hotline, online chat and texting.

VP-30 aircrewmembers graduate, Sailors promoted

By Lt. Michael Garcia
VP-30 Public Affairs

VP-30 Executive Officer Cmdr. David Gardella recognized graduates of the P-3C CAT I (initial training syllabus) Acoustic and Non-Acoustic Operator Class 1204, Flight Engineer Class 1203, and In-flight Technician Class 1202 during a ceremony Aug. 17.

The honor graduates for the classes were: AWF3 Christopher Stanley (Naval Aircrewman Mechanical Class 1203), AWW3 Aharon Pacholke (Naval Aircrewman Avionics Class 1202), AWO2 Lonnel Hudson (Naval Aircrewman Operator Class 1204-Non-Acoustic), and AWO1(SW) Kyle Blackniak (Naval Aircrewman Operator Class 1204-Acoustic).

All graduating Sailors were advanced at the ceremony to their listed rank by Gardella. These naval aircrewmembers will now report to their assigned operational squadrons to begin their initial sea tour.

- Class 1204 - CAT I Acoustic Operator**
AWO1 (SW) Kyle Blackniak
AWO3 Derek Geyer
AWO3 Vanessa Hamlett
AWO3 Evan Jones
AWO3 Joshua Keene
AWO3 Sarah Looney
AWO3 Jeremy Olszynski
AWO3 Joshua Toker
AWO3 Michael Waterson
AWO3 Samuel Woolard
- Class 1204 - CAT I Non-acoustic Operator**
AWO2 Lonnel Hudson
AWO3 Brandon Darcy
AWO3 Shawn King
AWO3 Anthony Maciel
- Class 1203 - CAT I Flight Engineer**
AWF3 Christopher Stanley
AWF3 Anthony Bayate
AWF3 Wesley Brock
AWF3 Harly Cartwright
AWF3 Brandon Irons
AWF3 Tyler Johnson
AWF3 Jacob Locher
AWF3 Juan Morales
AWF3 Jonathan Stokes
- Class 1202 - CAT I In-flight Technician**
AWV3 Aharon Pacholke
AWV3 Tiffany Hurrell
AWV3 Michael Olmstead
AWV3 Brian Rhoden Jr.
AWV3 Marvin Vargas

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BEACH RUN

From Page 1

NAS Jax Command Master Chief (CMDCM) (AW/SW) Brad Shepherd.

After a series of warm-up exercises and singing the national anthem, the runners took off down the beach, followed by the formation of CPO selectees proudly carrying flags and singing traditional Navy songs.

They were cheered on by hundreds of family members, friends and spectators who came out for the event.

As they hit the halfway mark, the group turned around and headed back to the finish line, coming in at a little over one hour.

Stevens praised the CPO selectees for completing the run. "I'm impressed that the group stayed together - nice job! I guess the CPO 365 program is working out pretty well," he said.

"It's great to be an American and do something special and then we join the U.S. Navy and become part of something even more special. Then, a chosen few get the opportunity to be called a 'chief petty officer.' There are about 30,000 CPOs in the United States Navy, and when you compare that to the 300-plus million population of our country, you are the chosen few and you should feel good about that," Stevens continued.

"I'm so very, very proud of you all coming out here tonight and to see those who will soon wear the coveted fouled anchors perform in such a magnificent manner in front of the great citizens of Jacksonville. What a great Navy town this is!" said Stevens, who also recognized the spouses and families, thanking them for their support.

Although the run proved a bit challenging for some of the selectees, most were thrilled to be part of the group crossing the finish line.

"This run was a bit easier than I thought it was going to be. We've been training pretty hard for it and run



Photo by MCI Ian Anderson

Prospective Master Chief Petty Officer of the Navy (MCPON) Mike Stevens and NAS Jax Command Master Chief (CMDCM)(AW/SW) Brad Shepherd lead a group of chief petty officer selectees from NAS Jacksonville and NS Mayport in the annual 5-mile Tijuana Flats Summer Beach Run. Stevens and Shepherd also discussed the vibrant NAS Jax CPO 365 program.



Photo by Miriam S. Gallet

CPO selectees from NAS Jax and NS Mayport listen to prospective Master Chief Petty Officer of the Navy (MCPON)(AW/NAC) Mike Stevens, center, as he explains the responsibilities of being a Navy Chief prior to the start of the run on Aug. 25.



Photo by Miriam S. Gallet

Wearing a blue T-shirt prospective Master Chief Petty Officer of the Navy (MCPON)(AW/NAC) Mike Stevens joins CPO selectees from NAS Jax and NS Mayport during a series of pre-run warm-up exercises.

five miles three times a week so we were ready for it. It was a really good time," said AWOC(NAC/AW/IUSS) (select) Ervin Maldonado of Commander, Patrol and Reconnaissance Wing 11.

"I loved this run - it's been a great day!" added ASC(AW) (select) Kathryn Kennon of the Center for Naval Aviation Technical Training Unit Jax.

After completing the run, the chief selectees gathered in formation to show their pride by reciting the Sailor's Creed, singing "Anchors Aweigh" and participating in some cool-down stretches.

CNP

From Page 1

fleet. And, retention remains historically high."

Another issue the admiral discussed was resiliency of force. "With our force in such high demand, there is a continuous increase of stress and sacrifice placed upon our Sailors and their families. Earlier this year, the SECNAV and CNO rolled out the 21st Century Sailor/Marines initiative which focuses on readiness, safety, physical fitness, inclusion and continuum of service. We will continue to resource and support those programs," said Van Buskirk.

He mentioned several top priorities including

operational stress control, sexual assault prevention and synthetic drug testing. "Resiliency of our force is critical. We need to be more proactive in recognizing stress indicators, suicide ideations and increase awareness on sexual assault prevention," he stated.

During a question and answer session, Sailors asked about changes to the PTS program, TA program, workforce quotas, high-year tenure, ERB, Individual Augmentee assignments and pay increases.

Van Buskirk closed by thanking Sailors for what they do every day and for continuing to answer the call.



Photo by Kaylee LaRocque

Chief of Naval Personnel Vice Adm. Scott Van Buskirk meets with NAS Jacksonville Sailors during an all hands call at the VP-30 auditorium on Aug. 23. Van Buskirk discussed such issues as the status of the Navy's workforce, 21st Century Sailor and Marine initiative, Perform to Serve and the Tuition Assistance program.

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Presidential award

Photos by Kaylee LaRocque



(Below) Commander, Navy Region Southeast Rear Adm. Jack Scorby Jr. (left) presents NAS Jax Commanding Officer Capt. Bob Sanders with a letter from President Barack Obama on Aug. 22, congratulating the NAS Jax Team for winning the 2012 Commander-in-Chief's Annual Award for Installation Excellence. The station earned the award for supporting mission readiness by providing services to 15 Navy squadrons handling more than 77,000 flight operations and supporting detachments and carrier readiness sustainment exercises. The NAS Jax team was also lauded for energy conservation measures and managing multiple construction projects while reducing the station's footprint. "This is truly a team award. The biggest thing I noticed when I first arrived here is that



everyone cares. Everyone has a customer service attitude here and strives to find a way to say 'yes' and work with the customers to make it happen. I couldn't be more proud to be standing here today thanking you all for what you do day in and day out," said Sanders.



Photo by Kaylee LaRocque

CO talks about NAS Jax future

NAS Jax Commanding Officer Capt. Bob Sanders discusses the future of NAS Jax during the Association of Naval Aviation (ANA) Inc., Bald Eagle Squadron luncheon at the NAS Jax Officers' Club on Aug. 21. Sanders spoke about current construction projects, the transition of the P-3C Orion to the P-8 Poseidon aircraft, the new Broad Area Maritime Surveillance Training Facility and several other issues pertaining to the future of the base. For more information about the ANA, call 389-6600.

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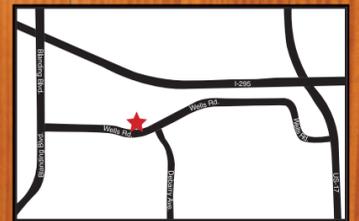
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Royal Australian Navy to train here on MH-60R Seahawks

By Clark Pierce
Editor

In June 2011, Australian Minister for Defense Stephen Smith announced his government's approval for the acquisition of 24 MH-60R Seahawk helicopters at a cost of more than \$3 billion.

Today, a Royal Australian Navy (RAN) advance team is working with Helicopter Maritime Strike Wing Atlantic to ensure RAN aircrews and maintainers are trained and ready when their first pair of production Seahawks land at NAS Jacksonville in December 2013.

RAN Lt. Cmdr. Marcus Baxter of the Australian Defense Material Organization is the Resident Project Team (RPT) training lead for the Australian MH-60R Project Office.

"Our FMS (Foreign Military Sales) agreement with the U.S. government includes what they call the 'total package' of training, systems, technical, supply and logistics support," said Baxter.

The plan currently entails formal USN training courses for over 100 RAN personnel - including aircrew, technicians and maintainers, with training commencing early 2013. A portion of these personnel will also receive three months consolidation/on-job-training with USN squadrons.

"During our training time at NAS Jacksonville, we will concurrently be building new helicopter hangars and flight/mission simulators at our home base of HMAS Albatross in Nowra, New South Wales. Like the HSM squadrons here, a number of our new Romeos will deploy on board RAN frigates and destroyers," said Baxter.

"This is an off-the-shelf sale with the rationale that, as a close ally, we want to be completely inter-operable with the



(From left) Royal Australian Navy (RAN) CPO Robert McLean, Lt. Cmdr. Marcus Baxter and CPO Steven Rissman stand atop one of the H-60 maintenance trainers at the Center for Naval Aviation Technical Training Unit (CNATTU) at NAS Jacksonville.

Photo by Clark Pierce

USN. The MH-60R and its robust suite of training and support systems represent the best value for our taxpayers and one of the best weapons platforms for our navy," explained Baxter.

The RAN organizational concept for the MH-60R includes a training squadron and an operational squadron that will provide at least eight helicopters to RAN frigates and destroyers on independent deployments.

Those majority of aircraft not deployed will support both aircrew and maintainer training activities with a remaining few undergoing scheduled maintenance.

RAN chief petty officers Robert McLean and Steven

What is FMS?

Foreign Military Sales (FMS) is the U.S. government program for transferring defense equipment, services and training to other nations. Countries approved to participate in this program pay for these goods and services with either their national funds or with funds provided through a variety of U.S. government assistance programs.

The FMS Operations Directorate acts as the international customers' advocate to develop support and material requirements necessary to operate and maintain the customers' weapon systems acquired from the U.S. Department of Defense.

The U.S. Navy's "total package" approach means that as an FMS program develops, every aspect of the system acquisition is provided - including hardware, software, repairs, spare parts, engineering and logistics support, publications and training.

Rissman are liaisons with CNATTU Jacksonville and HSM-40 at NS Mayport.

"I'm involved with reviewing the MH-60R maintenance courseware for any specifications or instructions that are different for RAN versus USN.

flight, mission and maintenance simulators.

ATCS Edward Krueger is in charge of the H-60 training program at the Center for Naval Aviation Technical Training Unit (CNATTU) at NAS Jacksonville.

"Supporting this FMS program will be a new experience for CNATTU, but we have a good initial training track established for the MH-60 Romeo. Right now, our CNATTU team is working with Lt. Cmdr. Baxter and Chief McLean to adapt the courseware to RAN specifications. Since English our common language, there's not much translating involved - it's mostly acronyms, ratings clarification and technical terms," said Krueger.

The new Sikorsky-Lockheed MH-60R helicopters will replace the current inventory of 16 S-70B-2 Seahawks in the Australian Defense Force.

Baxter observed, "From the airframe and power plant point-of-view, there are many similarities between the two. The real difference is a quantum leap forward in the cockpit displays and mission systems. Whether you're a structural mechanic, avionics technician, sensor operator or pilot - everyone selected to come to NAS Jacksonville is particularly enthusiastic about training with the USN."

He concluded, "We look forward to our first RAN at-sea exercise by taking part in RIMPAC 2014 for our Operational Test and Evaluation. Our major operational milestone is scheduled for March 2015 when we stand up at our home base in New South Wales and embark our first RAN flight."

David Mims is a logistics specialist with the PMA-299 FMS team that is working with industry partners and the leadership of Helicopter Maritime Strike Wing Atlantic. "Australia is a valued American ally in the Pacific Rim and the concept of naval interoperability is important to both navies. This is the first FMS program involving the MH-60R, but most likely won't be the last."





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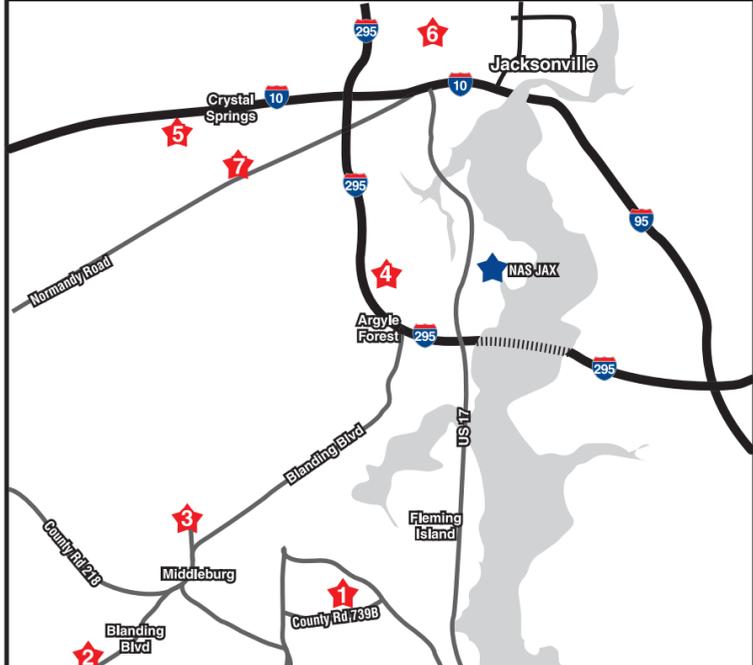
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Workforce preparations evident throughout IG inspection

By Daphne Cassani
 NAVSUP FLC Jacksonville
 Director of Corporate Communications

From Aug. 14-23, the Naval Supply Systems Command's (NAVSUP) Inspector General (IG) team performed an independent and objective analysis of operations at NAVSUP Fleet Logistics Center (FLC) Jacksonville. This inspection resulted in NAVSUP FLC Jacksonville receiving an overall grade of "Satisfactory," the highest grade attainable in an IG inspection.

The grade of "Satisfactory" was a terrific accomplishment, but it doesn't capture the specific achievements of the NAVSUP FLC Jacksonville workforce. In the final report, the IG team

documented those achievements as 73 "Noteworthy Accomplishments" and six "Best Business Practices" across the Jacksonville enterprise.

"The diligence with which our team performs day-in and day-out is evidenced by the terrific results of the past ten days," said NAVSUP FLC Jacksonville Commanding Officer Capt. Kevin Head.

NAVSUP Inspector General Capt. Glenn Lintz added to that observation.

"I was very impressed with the workforce, their level of knowledge and their enthusiasm," said Lintz.

"The relationships [FLC Jacksonville] has with its customers was also impressive, particularly [Commander, Navy Region Southeast] and [Commander,



Photo by Daphne Cassani

NAVSUP Fleet Logistics Center Jacksonville Commanding Officer Capt. Kevin Head addresses the Northside Fuel Depot team and members of the Naval Supply Systems Command Inspector General team on Aug. 15.

4th Fleet] which gave glowing reports. This is a credit to Capt. Head and the entire FLC Jacksonville team."

"The IG team reviewed 21 functional

areas, and all 21 were graded satisfactory. This workforce really did an amazing job. I am extremely pleased with the result," said Head.

Commissary employee reaches goal

Commissary Store Associate Philip Sanders sells his 1,000th bag of food donations for the Feds Feed Families program to store customer Linda Crane on Aug. 23. Sanders set his goal several weeks ago and has strived to sell the \$10 bags to his customers in an effort to benefit the annual campaign to help feed hungry families.



Photo by Nancy Garcia

Ready Navy

I am. Are you?

From Commander, Navy Installations Command

Accept the challenge and find out more in September as the U.S. Navy launches Ready Navy, its emergency preparedness and public awareness campaign.

Be informed: Find out what disasters are most likely to happen in your area and the history of their occurrence, and learn about any specific instructions or information you may need to know regarding these specific disasters.

Have a plan: Another important tool you and your family need to prepare for possible emergencies is a family preparedness plan. Everyone in the family should understand what to do, where to go, and what to take in the event of an emergency. Your emergency plan should include how your family will communicate with each other, particularly if normal communication methods, such as phone lines or cell towers,

are out. Have a contact person outside the area that each member of the family can notify that they are safe. Also, plan ahead for how you will evacuate the area and where your family will meet if you are evacuated separately. Learn about the mustering requirements at your command and become familiar the Navy Family Accountability and Assessment System (NFAAS) (<https://navyfamily.navy.mil>). If you are stationed overseas, learn about additional noncombatant evacuation orders procedures.

Build a kit: The best way to prepare for the unexpected is to create one or more emergency kits that include enough supplies for at least three days. Keep a kit prepared at home, and consider having kits in your car, at work, and a portable version in your home ready to take with you. These kits will enable you and your family to respond to an emergency more effectively. Your various emergency kits will be useful whether you have to shelter-in-place or evacuate. Be sure your kits address the needs of small children, individuals with special needs, and your pets.

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Greyhawks practice carrier landings at OLF Whitehouse

By Clark Pierce
Editor

A training detachment from the "Greyhawks" of Carrier Airborne Early Warning Squadron (VAW) 120 concluded its 12-day field carrier landing practice (FCLP) at NAS Jacksonville and Outlying Landing Field (OLF) Whitehouse Aug. 27. The shore-based training will be followed by shipboard training on an underway aircraft carrier in the Atlantic.

VAW-120 is the Navy's fleet replacement squadron (FRS) for carrier airborne early warning squadrons flying the E-2C Hawkeye and fleet logistics support squadrons flying the C-2A Greyhound aircraft.

Cmdr. Brad Stevens, operations officer of VAW-120, led the detachment of eight instructor pilots, 15 student pilots and three landing signal officers (LSO).

"We detach to NAS Jacksonville four or five times a year so our student pilots can get their FCLP, which represents the near completion of their FRS training syllabi," explained Stevens. "Pilot 'ball flying' using the Optical Landing System at Whitehouse is the biggest part of our mission for this detachment - because there's no greater challenge for a young pilot than landing an aircraft on a ship."

"Everything our LSOs work for serves a singular purpose - accurate landings without mishaps," said Stevens. "That's why grading each touch-and-go landing or 'bounce' at Whitehouse is vital. Every bounce by every pilot is analyzed and graded - and after flight ops, each pilot is debriefed by their LSO."

He said the training goal is to achieve the same landing accuracy, whether it takes place during day or night operations. "Night ops can be more beneficial because it reinforces the instrument scan in the pattern. This encourages the student to focus on trusting his instruments for his turn to approach the ship. The runway at Whitehouse is the same width as an aircraft carrier flight deck. Because the Hawkeye's wingspan is so wide, our LSOs harp on hitting the pattern and flying the ball for a centerline landing. Drift five feet, one way or the other - and there could be trouble."

During their detachment to NAS Jax, pilots averaged 170 to 190 passes at OLF Whitehouse. When they undergo carrier qualifications the following week, each Hawkeye pilot must accomplish at least 10 day-time traps and six night traps.

Stevens added that this was his final VAW-120 detachment to NAS Jax. He has orders to the aircraft carrier USS Harry S. Truman (CVN 75) where he'll serve as the air operations officer. As the "air boss," he'll be responsible for every aspect of aircraft operations, including the hangar deck, the flight deck and airborne aircraft out to five nautical miles from the aircraft carrier.

The FRS mission is to train pilots, naval flight officers and maintainers. Upon successful completion of their syllabi, they depart VAW-120 for assignment to one of the Navy's operational E-2 or C-2 squadrons based at Naval Station Norfolk, Va. or Naval Base



Photos by Clark Pierce

Maintainers assigned to the VAW-120 "Greyhawks" approach a C-2A Greyhound to begin their pre-flight procedures on Aug. 23 on the NAS Jax flight line. The C-2A provides critical logistics support to carrier strike groups. Its primary mission is the transport of high-priority cargo, mail and passengers between shore bases and aircraft carriers.



AD1 Paul Schroeder maneuvers an E-2C propeller sling with a chain hoist in NAS Jax Hanger 115 as his crew accomplishes an engine change.



ADAN Zach Puckett reassembles the bleed air duct system on the newly installed port engine of an E-2C Hawkeye assigned to VAW-120.



(From left) AD1 Paul Schroeder hands an E-2C Hawkeye propeller alignment tool to contract maintainer Erin Kieloy and AD2 Joshua Giniocvki as they finish installation of a new port power plant.

Ventura County at Point Mugu, Calif.

According to the Naval Air Systems Command fact sheet, the E-2C Hawkeye provides all-weather airborne early warning, airborne battle management and command and control functions for the carrier strike group and joint force commander. Additional missions include surface surveillance coordination, air interdiction, offensive and defensive counter air control, close air support coordination, time critical strike coordination, search and rescue airborne coordination and communications relay.

The C-2A Greyhound provides critical logistics support to carrier strike groups. Its primary mission is the transport of high-priority cargo, mail and passengers between carriers and shore bases. Priority cargo such as jet engines can be transported from shore to ship



The Northrop Grumman E-2C Hawkeye employs computerized radar, Identification Friend or Foe and electronic surveillance sensors to provide early warning, threat analysis against potentially hostile air and surface targets.

in a matter of hours. A cargo cage system or transport stand provides restraint for loads during launches and landings.

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\$39.95 includes, 2 hours of one-lane bowling, rental shoes, 4 hot dogs, 2 large nachos and 4 medium drinks.
\$25 savings!

Fall Bowling Leagues now forming.
Mixed league - Monday - 7 p.m.
After-work league - Wednesday - 4:30 p.m.
Seniors league - Thursday - 9 a.m.
Mixed league - Thursday - 6:30 p.m.
Intramural (Captain's Cup) league - Friday - 11:45 a.m.
Friday night league - 7:30 p.m.
Rising Stars youth league - Saturday - 10:30 a.m.

Fitness & Aquatics

Call 542-2930
Command Circuit Training
Tuesday & Thursday
8 a.m. in the base gym
45-minute, high-intensity group training

Family Fitness Center (located above the Youth Center Gym)
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Times Union Center
Sept. 25, 7:30 p.m., \$47

Sesame Street Live
Times Union Center
Sept. 29, 2:30 p.m., \$18

Spanish Military Hospital
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Victory Casino Cruise in Port Canaveral
Meal/slot play \$25

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Rock of Ages - April 6

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The Vault Liberty Recreation Center

Trips, activities and costs may be restricted to E1-E6 single or unaccompanied active duty members. Call 542-1335 for information.

NFL Jaguars vs. Atlanta Falcons
Aug. 30
Free admission and transportation

Paintball Trip
Sept. 1 at 9 a.m.

Mall & Movie Trip
Sept. 15

Orange Park Mall & AMC Theater

NAS Jax Golf Club

Golf course info: 542-3249
Mulligan's info: 542-2936
Military Appreciation Days
\$18 per person, includes cart & green fees
Sept. 4 & 18 for active duty
Sept. 6 & 20 for retirees & DoD personnel

September is customer appreciation month
Monday - Friday play 18 holes for \$18, includes cart and green fees.
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NAS Jax Sports

Captain's Cup 7-on-7 Flag Football League meeting Sept. 5

Open to NAS Jax active duty, command DoD, DoD contractors and selective reservists. Meet at noon in the base gym. Commands whose athletic officer or designated representative attend the meeting receive 5 Captain's Cup points. Attend the meeting to discuss rules and get required paperwork.

Captain's Cup Fall Bowling League meeting Sept. 7

Open to NAS Jax active duty, selective reservists, and command DoD personnel and DoD Contractor personnel. Meet at 11:30 a.m. in the NAS Freedom Lanes - with the first matches starting after the meeting. Commands whose athletic officer or designated representative attend the meeting receive 5 Captain's Cup points.

Captain's Cup 3-on-3 Sand Volleyball League forming

Open to NAS Jax active duty, command DoD, DoD contractors and selective reservists. The games will play at lunch time on Tuesday and Thursday. Contact base gym for rules and required paperwork.

Captain's Cup Doubles League forming

Open to NAS Jax active duty, command DoD, DoD contractors and selective reservists. The games will play at lunch time on Monday and Wednesday. Contact base gym for rules and required paperwork.

For more information about any sports, contact Bill Bonser at 542-2930 or e-mail bill.bonser@navy.mil. Visit the MWR website at www.cnic.navy.mil or www.facebook.com nasjaxmwr.

Standings

Intramural Summer Golf Final Standings

Team	Wins	Losses
VP-10	7	1
PSD/TPU	6	2
NCTS	5	3
CBMU202	5	3
VR-58	5	3
SERCC Gold	4	3
CNATTU Gold	4	4
VP-26	2	3
SERCC Blue	2	5
VR-62	2	6

NAS JAX Navy Ball
Back to the Basics
On Saturday, the 13th of October 2012
At the Officer's Club
Cocktails begin at 1800
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Photo by Kaylee LaRocque

Career counselor reenlists

NAS Jax Executive Officer Capt. Roy Undersander reenlists NC1(SW/AW) Tomeka McDonald of the NAS Jax Career Counselor's Office on Aug. 17. Williams reported to NAS Jax in 2010 and will transfer to Naval Support Activity Bahrain in February. McDonald reenlisted for another six years during the ceremony as her husband, Chad and daughters, Kaylee and Kimora looked on.



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In memoriam AOC Carl Creamer, USN (Ret.)

From Staff

Retired AOC Carl 'Ed' Creamer, 91, passed away Aug. 23 in Jacksonville. Creamer was born Jan. 26, 1921 in Portis, Kansas. He joined the Navy in September 1940 completing boot camp and Ordnance "A" School in San Diego. His first tour was with VP-41 in Seattle, Wash. During this tour, Creamer deployed to Sitka and Kodiak, Alaska.

On June 3, 1942 while on patrol in a PBY5A, the aircraft was shot down by Japanese fighters. Creamer was one of three survivors of the nine-man crew who managed to stay afloat in the dark Bering Sea for four hours before being picked up by the Japanese cruiser Takao. As a prisoner of war (POW), Creamer was moved through seven Japanese POW camps during the war.

Creamer was given a presidential appointment to chief petty officer in October, 1944 and later transferred to NAS Sand Point, Seattle, Wash as the assistant base master-at-arms, ordnance chief and chief of transportation.

In October 1948, Creamer transferred to Fleet Composite Squadron Five at NAS Moffett Field, Calif. as special weapons chief. Three years later, he transferred to Heavy Attack Training Unit One in Norfolk, Va. as chief of ordnance in special weapons and ABC Handling Equipment.

In January 1952, Creamer reported to Fleet Aircraft Service



File photo

Former World War II Japanese POW retired Navy Chief Ed Creamer leads the POW Pledge of Allegiance during the annual NAS Jax POW/MIA Ceremony in September 2006.

Squadron 51 at NAAS Sanford, Fla. A year later, he was given a temporary presidential appointment to gunner, warrant officer and transferred to USS Cabot (CVL-28) at Philadelphia Naval Ship Yard as the aircraft ordnance and training officer.

In 1954, his status was reversed back to aviation ordnance chief and Creamer transferred to Fleet Composite Squadron 62 at NAS Jacksonville.

He then reported to Attack Squadron 106 at NAS Cecil Field as ordnance chief followed by tours at USNAAS Barin Field, Foley, Ala., and Attack Squadron 196 NAS Moffett Field, Calif.

Creamer retired from the Navy on July 1, 1960 at NAS Alameda, Calif.

Creamer maintained association with shipmates while attend-



AOC Carl Creamer, USN (Ret.)

ing American Legion and American Ex-POW functions immediately following his transfer to the Fleet Reserve.

He also attended Patrol Wing 4 and VP-41's 50th and final squadron reunion in 1999, where he met and shook

the hand of the Japanese Zero pilot that shot him and the crew of his PBY5A from the sky on June 3, 1942.

Several books have been written about his capture and interment in Japan including, "We Stole to Live," by Joseph Rust Brown, "The Thousand-Mile War: WWII in the Aleutians," by Brian Garfield and "War Comes to Alaska: The Dutch Harbor Attack," by Norman Rouke.

Creamer is survived by his wife, Jeanette, and sons Roger and Richard, who are also retired chief petty officers and their families.

Pahl retires from Fleet Area Control and Surveillance Facility, Jacksonville

By ET1 (SW) Patrick Horgan
FACSFAC Jacksonville PAO

Teresa Pahl, Fleet Area Control and Surveillance Facility (FACSFAC) Jacksonville administration officer and command security manager retires Aug. 31 after more than 34 years of dedicated government service.

Pahl, a native of Port Hueneme, Calif., graduated from Hueneme High and attended Ventura Junior College for three years before joining the Civil Service.

She has served the Navy honorably around the globe, including Naval Stations in Guam, Argentina, Newfoundland, Washington, D.C., and, for the last 22 years, at FACSFAC Jacksonville. Pahl originally served as secretary to the commanding officer, beginning in January 1990.

During her 22 years supporting FACSFAC Jacksonville's mission, she has received multiple awards for retention excellence and Bravo Zulus for administrative support from the Deputy Assistant Secretary of the Navy. As editor for the command public affairs officer, she edited over 264 news articles covering topics ranging from Sailors achievements and retirements to other command events.

FACSFAC Jacksonville's mission in support of national defense is to provide preeminent control, coordination, and management of our airspace, sea space, and sub-sea space to our nation's militaries, agencies and civilian users. This critical mission can only be accomplished through the hard work and dedication of individuals such as Pahl. She has played a vital part in the success of FACSFAC Jacksonville and to the successes of many Sailors that have worked with her over the past 34 years.



Teresa Pahl

A letter to the USO

From Kimberly Janus

My name is Kimberly Janus and I am a Sailor in the United States Navy, currently stationed at NAS Jacksonville. I have been battling a health condition for a period of time that has resulted in me requiring an intrusive medical procedure.

When my mother heard about my upcoming procedure, she really wanted to be there for me. She is from the Chicago, Ill., and I hadn't seen her in a very long time.

We figured out we would have just enough money for the plane ticket, groceries and gas - however, we wouldn't have enough money for a place to stay. The barracks does not allow visitors to sleep in the rooms. My mother and I were stranded. I really needed her to come down and help take care of me after my procedure but we had nowhere to go.

This is when I contacted the USO at NAS Jax. I explained the story and a day later a man by the name of Bob Ross (business director of the NAS Jax



Kimberly Janus

USO) said that Comfort Inn in Orange Park would allow my mother and I to stay there, free of charge! Ross told me to contact the hotel manager, Paz Patel, who also serves on the board of the USO.

I contacted Mr. Patel, who happens to be the nicest individual I have ever met. He welcomed my mother and I into his hotel. We were relieved and so thankful for this kindness. My mother flew into the Jax airport on July 31, and we met at the airport's USO. From the airport we drove to Comfort Inn to check in.

Upon our arrival, I was given a blue gift bag with goodies and a postcard from Mr. Patel that said, "Dear Janus Ladies, I trust you will have a wonderful stay. Welcome aboard. Catch up soon. Paz." This brought tears to my eyes. Not only did Mr. Patel allow us to stay in his hotel, but he also made me feel welcome and comfortable. He went the extra mile to give a Sailor the feeling of home and support.

For the duration of our stay, Mr. Patel continued to check on us. He stopped by to shake my hand and to thank me for serving my country. The day of my surgery he called to make sure everything went well and to ask if we needed anything.

We cannot thank Comfort Inn, Mr. Patel, and the USO enough. We had the most wonderful stay and encourage more hotels to offer something like this to their troops in need. We will never forget this, thank you.

- Kimberly & Therese Janus

Army CSH change of command



Photos by Lt. Col. Deidre Anderson

(Above) Col. Daniel Ducker addresses the Soldiers of the 345th Combat Support Hospital (CSH) one last time during the change of command ceremony on Aug. 11. (At right) Lt. Col. Vincent Valinotti passes the 345th Combat Support Hospital colors to Command Sgt. Maj. Robert Boudnik during the 345th CSH Change of Command at NAS Jacksonville Hangar 117.



File photo



Photo by Lt. Matt Malmkar

Family reunion recreated

(At left) AW1 Gene Chittick (left) meets his new son, Brian, during a homecoming celebration with his wife, Cheryl, and grandparents, Mr. and Mrs. Gillespie, after arriving home from a deployment to NAS Sigonella, Italy, with the VP-45 "Pelicans" in December 1973.

(At right) Brian Chittick, his wife, Angie, and son, Shane, recreate a photo taken on the NAS Jax flight line when Brian was an infant, and met his father for the first time, as Brian returned home after a VP-45 detachment to NAS Sigonella, Italy.

SAPR training held

NAS Jacksonville Commanding Officer Capt. Bob Sanders conducts Sexual Assault Prevention and Response training on Aug. 22 to base leadership stressing the importance of supporting victims of sexual assault as well as maintaining the Navy's core values of honor, courage and commitment.



Photo by Lt. j.g. Kevin Wendt

NAVSUP FLC Jax names Sailors of the Quarter

By **Daphne Cassani**
 NAVSUP FLC Jacksonville
 Director of Corporate Communications

NAVSUP Fleet Logistics Center (FLC) Jacksonville has named its Sailors of the Quarter for the Third Quarter of Fiscal Year 2012. MM1(SW) Benjamin Stanley is the Senior Sailor of the Quarter, ABF2 Jason Lawhorne is the Junior Sailor of the Quarter and LS3 Gustavo Chavez is the Blue Jacket of the Quarter.

- Stanley, the lead on all cryogenics operations and maintenance at NAVSUP FLC Jacksonville, Site NAS Kingsville, Texas was the key to the successful repair and continued maintenance of the site's mobile nitrogen gas generators over the quarter. When the generators broke down, his dedicated efforts returned them to full operational capability with no impact on the training mission.

When it comes to cryogenics equipment repair, Stanley is the go-to guy for NAS Kingsville as well as NAS Corpus Christi. Stanley is also involved with the local community's children volunteering at the base Child Development Center and with other local projects that prepare children for academic success. Additionally, Stanley is pursuing his Bachelor of Science in Mechanical Engineering.

"MM1 Stanley is a truly exceptional leader with impressive work ethics; an outstanding technician who distinguishes himself through superior performance. He exhibits initiative, leadership, and a highly professional and positive approach to all aspects of naval service. His personal traits of honesty, hard work, and unquestionable integrity are evident in his daily performance," said Lt. Cmdr. Samuel Betancourt NAVSUP FLC Jacksonville, Site NAS Kingsville.

- Lawhorne is a member of the



ABF2(SW) Jason Lawhorne

NAVSUP FLCJ, Site NAS Fort Worth JRB Fuels team. Over the quarter, Lawhorne provided professional support with the delivery of more than 2.2 million gallons of JP-8 aviation fuel jet fuel and 17,866 gallons of ground fuels in support of NAS Fort Worth JRB flight operations.

As the quality assurance evaluator, Lawhorne coordinates daily operations and preventive and corrective maintenance of the fuels facilities and equipment. During the absence of his chief and leading petty officer, Lawhorne took charge of the emergency inspection of one of the bulk fuels storage tanks.

During this time, he performed superbly as the primary point of contact and ensured the close coordination and communication with contractors and Department of Defense fuel representatives in support of the safe and quick removal of all fuel products.

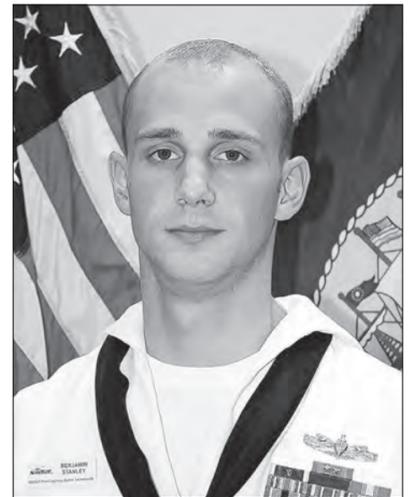
In his off-duty time, Lawhorne dedicates a great deal of time serving as an assistant coach for the Benbrook YMCA Little League Baseball Team where he



LS3 Gustavo Chavez

mentors more than 37 youth, and serves as a positive representative of the Navy in regards to community relations.

- Also member of NAVSUP FLCJ, Site NAS Fort Worth Joint Reserve Base (JRB), Chavez has been vital to the success of the Receiving Department. He processed more than 1,000 stock and direct turnover items that were back-ordered during the Navy Enterprise Resource Planning (NERP) upgrade, ensuring 100 percent accountability for receipt and stowage of the material. Chavez, the most junior sailor in the command, took incredible initiative requesting additional NERP training to become a sought-out expert. The additional NERP training he provided to the command's two new civilian employees drastically improved receipt processing turnaround time. Chavez helped prevent a backlog of mission critical items when he stepped up to assist the Packing and Crating Division with the packing of more than 100 outbound shipments. Additionally, he is involved with the local Meals on Wheels program and devotes personal time to



MM1(SW) Benjamin Stanley

coaching a youth soccer group.

"Petty Officer Lawhorne continually leads by example volunteering for duties normally held by more senior personnel and executes those duties with tremendous ownership and pride. Petty Officer Chavez's positive and enthusiastic attitude directly infects those who work with and around him as he takes the initiative, sets the example, and always producing a top quality product," said Cmdr. Dave Rudko, site director for NAVSUP FLC Jacksonville, Site NAS Fort Worth JRB.

"I am extremely proud of both Petty Officer Lawhorne's and Petty Officer Chavez' noteworthy accomplishments."

"We had a difficult task this quarter choosing among the nominees, who were all worthy of selection in their respective categories," said NAVSUP FLC Jacksonville Commanding Officer Capt. Kevin Head.

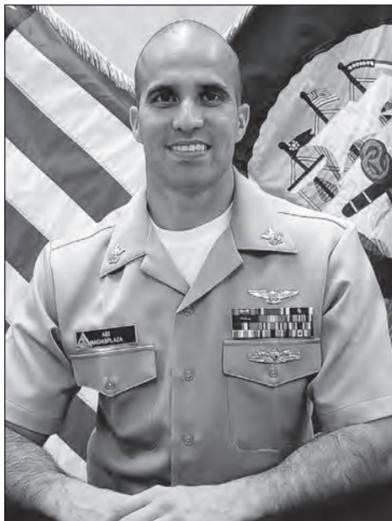
"I congratulate Petty Officers Stanley, Lawhorne, and Chavez for standing out among their peers to be named FLCJ's Senior, Junior, and Blue Jacket of the Quarter. Bravo Zulu!"

CNATTU Jax announces second quarter awards

By **AE1(AW) Robert O'Neill**
 CNATTU Jax

The Center for Naval Aviation Technical Training Unit (CNATTU) Jacksonville announces their Sailor of the Quarter, Second Quarter, FY-12 and Instructors of the Quarter, Third Quarter, CY-12.

- AS1(AW/SW) Mario Macias-Plaza was selected as the Instructor of the Quarter for Third Quarter FY-12. As Support Equipment A/S37A-3 Mobile Electric Power Plant lead instructor for Maintenance Training Unit (MTU)



AS1(AW/SW) Mario Macias-Plaza

3032, he provided over 120 hours of instruction to 11 Sailors. As MTU SARP advocate, he trained 64 students and 26 staff personnel on sexual assault prevention and awareness.

- AS1(AW/SW) Dhovie Apoyan was selected as Sailor of the Quarter for Second Quarter CY-12. As Environmental Protection Agency (EPA) manager, Apoyan managed the Hazardous Material Certification program granting graduates credentials endorsed by the EPA to safely manage Type I, II, and III refrigerants for air conditioning and cooling systems for 63 students with a 100 percent graduation rate.

- AM2(AW/SW) Mark Hamilton was selected as Junior Sailor of the Quarter



AS1(AW/SW) Dhovie Apoyan

for Second Quarter CY-12. As MTU 1005 H-60 Airframe and Related Systems Technician (Initial) and (Career) Course instructor, he demonstrated superior dedication, leadership and technical skills, providing 500 instructional hours. Hamilton recently qualified as a master training specialist.

- AT2(AW) Max Delpivo was selected as Junior Instructor of the Quarter for Third Quarter FY-12. As MTU 1005 SH-60B LAMPS MK III Weapons System Technician (Initial) and (Career) Course instructor and Course Curriculum Model manager, he demonstrated superior dedication, leadership, and technical skills graduating 22 students with a 100 percent passing rate all while performing an intense course re-



AM2(AW/SW) Mark Hamilton (left) and AT2(AW) Max Delpivo

vision. As the MTU SARP advocate, he trained 102 students and 26 staff on sexual assault prevention and awareness. Additionally, Delpivo recently qualified as a master training specialist.

- Sgt. Stephen Wethy was selected as Non-Commissioned Officer of the Quarter for Third Quarter CY-12. As MTU 3032's Instructional Systems Development representative, Wethy has been instrumental in preparing the MTU for the upcoming Training Management Assessment Program inspection, ensuring that all programs of instruction are updated, revised, and ready for inspection. Wethy has also volunteered numerous hours to HabiClay building houses for those in need.

Awaken the Movement: The Time is Now.




We need YOU to help make a difference!

Our most basic obligation is to support the healthy development of our nation's children. Now is the time for our nation to awaken to how we can provide every child with an equal opportunity for healthy growth and development. The Movement is a fast-growing grassroots initiative of organizations of people from coast to coast, who are collaborating to develop a comprehensive national strategy to ensure that all of our children are given an opportunity to develop – socially, emotionally and cognitively – in healthy, nurturing homes, schools, neighborhoods, and communities.

In October, Prevent Child Abuse Florida and the NAS Jacksonville Fleet and Family Support Center are inviting volunteers to attend a Listening Tour provided by National Movement for America's Children. Jim Hrusovitch, president and CEO of Prevent Child Abuse America, will be the featured speaker. After listening to his presentation, volunteers will be asked to answer The Big Question: How can we ensure that every child has an equal opportunity for healthy growth and development?

Input from the volunteers will be compiled to help shape the strategy used to stand for our children and it will be promoted and implemented nationwide. As military families, our children face additional challenges. Please take time to volunteer for this opportunity to let your voice be heard!

Listening Tour – National Movement for America's Children
 Oct. 10, 10-11:30 a.m.
 NAS Jacksonville Base Chapel
 RSVP to Emily Fox by Oct. 5 at (904) 542-5405 or Emily.fox.ctr@navy.mil





NAS Jacksonville Fleet and Family Support Center Presents Dr. David Wexler

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- From 8:00AM - 3:30PM



WHO

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TOPIC

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CNO establishes LCS Council

From Defense Media Activity-Navy

The Chief of Naval Operations (CNO) established a board known as the "LCS Council" Aug. 22 consisting of four Navy vice admirals to oversee continued fleet testing and introduction of littoral combat ship (LCS) sea frames, mission modules and mission packages.

Adm. Jonathan Greenert designated Vice Adm. Rick Hunt, director of the Navy staff, as the council's chairman. Other officers on the council include Vice Adm. Mark Skinner, principal military deputy to the Assistant Secretary of the Navy for Research, Development and Acquisition; Vice Adm. Tom Copeman, commander, Naval Surface Forces; and Vice Adm. Kevin McCoy, commander, Naval Sea Systems Command.

The initial focus of the LCS Council will be to develop a class-wide plan of action to address the areas identified as needing improvement in recent assessments and reviews. The plan is expected to be implemented by Jan. 31, 2013.

"Addressing challenges identified by these studies, on the timeline we require, necessitates the establishment of an empowered council to drive action across acquisition, requirements and fleet enterprises of the Navy," said Greenert.

It is expected that issues will arise in any first-of-class ship-building program. Navy ships



Photo by Lt. Jan Shultis

The first-of-class littoral combat ships USS Freedom (LCS 1), left, and USS Independence (LCS 2), maneuver together May 2, 2012 during an exercise off the coast of Southern California. The littoral combat ship is a fast, agile, networked surface combatant designed to operate in the near-shore environment and engage 21st-century coastal threats such as submarines, mines and swarming small craft. When necessary, it is also capable of open-ocean tasking.

are designed with test and trial periods to ensure everything is working correctly, and repairs can be made, if required. That approach also allows for the incorporation of lessons learned into the follow-on ships before they're delivered.

"I am confident we are on a path of success for LCS," said Secretary of the Navy Ray Mabus.

"This council will continue to unify our efforts to implement operational lessons learned from our research and

development ships to further ensure successful fleet integration."

As first-of-class research and development (R&D) ships, LCS 1 and LCS 2 have provided significant lessons learned in the test and evaluation process. Those lessons learned have led to design and production improvements on follow-on ships.

"All Navy combat ships, even test and evaluation platforms, must be ready to meet assigned missions starting with the first

day of active service - LCS is no exception," said Greenert.

Navy efforts are now focused on transitioning from testing initial R&D ships to operationally employing LCS and ensuring the Navy is prepared to man, train and equip the class in the most efficient and effective manner.

Still, it is expected that LCS 1 and LCS 2 will continue to provide lessons learned well into the future. The LCS council will use a comprehensive review process to critically

examine areas that need to be addressed before an LCS deploys to Singapore next spring.

In June, the Singapore military agreed in-principle to allow the U.S. Navy to deploy up to four littoral combat ships to the city-state on a rotational basis.

U.S. Defense Secretary Leon Panetta stated that the LCS will not be based or homeported in Singapore, and that crews will live on board the ships for the duration of their deployment.

Navy promotes first African-American female Three-Star Officer

By MC1 Phil Beaufort
U.S. Fleet Forces Public Affairs

Vice Adm. Michelle Janine Howard has been a trailblazer throughout her entire career. She was the first African-American woman to command a U.S. Navy warship, the first female graduate of the Naval Academy to achieve the rank of rear admiral, and the first African-American woman to command an Expeditionary Strike Group at sea.

Howard reached another milestone Aug. 24, when she became the first African-American woman promoted to three-star rank in the U.S. Armed Forces with the assumption of her new job as deputy commander, U.S. Fleet Forces.

With a career highlighted by firsts, the path to Howard's current assignment as a Navy vice admiral initially began with an obstacle. It is an obstacle that taught her to embrace change, find strength in the challenges she faced, and to not be afraid to lean on others.

Howard said her Navy career began as a chance encounter while watching television. It was a documentary about one of the military service academies that opened Howard's eyes to a possible future career as an officer in the military. At 17, Howard applied and was accepted into the U.S. Naval Academy. In 1978, she entered the Naval Academy as a freshman. She was in only the third class to accept women. At that time women made up only five percent of the Navy. With more than 200 years of naval history and traditions, there was some resistance to change.

With a self-deprecating laugh, Howard said that the Academy wasn't easy. In retrospect, she realized that expecting a smooth sail wouldn't have been very realistic.

"When you look at where society was at the time, this was before there was even a woman on the Supreme Court, before Sally Ride was an astronaut, and it was also only five or six years after



Vice Adm. Michelle Janine Howard

we became an all volunteer force in the military, so our society was still going through a lot of changes."

She says the one person who was incredibly helpful in putting her experiences in context was Wesley Brown, the first black Naval Academy graduate, Class of 1949.

"He talked about how great this country is and how much it has changed; that as the country changed, people changed. "What I really learned from him was that he was a man who could forgive and go on with his life. There is a lot of strength in that," said Howard. Change is inevitable, and Howard rode a wave of it as she moved through her career.

"In the 1980s when the Navy opened the logistics ships to women, that was huge, because it allowed a lot of opportunities for women to serve at sea. Then it was just a few years later that we were engaged in Operation Desert Storm. So even though women weren't serving on warships, women were still serving in a combat arena, and that started a national conversation. 'What is a woman's role in the military?'"

Coming out of that time frame, the

combat exclusion law was repealed and that meant women were going to serve on combat ships and fly combat aircraft," said Howard. After serving sea tours aboard several ships, in 1999, Howard fulfilled her dream of commanding a Navy warship at sea. She took command of the amphibious dock landing ship USS Rushmore (LSD 47), becoming the first African-American woman in such a role.

"The crew was wonderful. To this day that's what I think about. When you are going into command you think it's going to be challenging, you believe it's going to be fun, and it definitely was fun, but there are always challenges you don't expect. At the same time you go in with the expectation that Sailors can do anything, and that was the ship that proved it. We are so lucky that we have the people who not only have the talent, but who care and want to get it right."

Howard was selected for the rank of rear admiral lower half in 2006, making her the first admiral selected from the U.S. Naval Academy Class of 1982 and the first woman graduate selected for flag rank.

In 2009, Howard put on her second star and assumed command of Expeditionary Strike Group 2 and deployed in the Gulf of Aden to conduct anti-piracy operations. Within one week of checking aboard her flag ship, amphibious assault ship USS Boxer (LHD 4), she was immersed in the rescue of Capt. Richard Phillips, commanding officer of the MV Maersk Alabama.

"That's an eye-opening way to start a new job. Very quickly we had several ships, special forces, aircraft and it seemed like everyone in the world was focused on one American and trying to make sure he didn't end up on shore in Somalia. Synchronizing that kind of might and capability was pretty amazing."

Not including the 3,000 Sailors and Marines in her task force, Howard said

they also had support from reconnaissance aircraft out of Djibouti, intelligence support from the United States, as well as communication with the staff at U.S. 5th Fleet in Bahrain.

"When you think about it that's a lot of people, and I'm going to say that's the right call. The Department of Defense is there to protect America's interest, America's property and America's citizens. And in the end there is a deterrence factor. You want the average pirate to look at an American ship and say, 'we'll just let that one go by.'"

For the women following in her footsteps, Howard has this advice. "You have to keep your sense of humor. You have to develop stamina and you need to be adaptable. Finally, you need to stay connected to women. It's important to be able to share experiences and to be able to tap into those shared experiences."

During her career, Howard has seen dramatic changes in the Navy and the nation, but there is one more change she'd like to witness.

"I would like to see our nation appreciate the importance of the Navy. We are blessed to live in a time where the average citizen really appreciates their Sailors - when we walk anywhere in a uniform we get thanked. If I could change anything I'd like Americans to understand who they are thanking and why. How do you convince a nation this big that they are a maritime nation? Our founding fathers got it; they understood the importance of international commerce and that is why they said to maintain a Navy in the Constitution. And ironically enough, we are even more dependent on maintaining safe waterways now than they were then."

Howard may get her wish. As the newest vice admiral in the Navy and deputy commander of U.S. Fleet Forces, she will have the opportunity to reach a much larger audience than ever before. As she has proven time and again, there is a first for everything.

Stennis strike group departs early for 8-month deployment

From USS John C. Stennis (CVN 74) Public Affairs Office

The flagship of the John C. Stennis Strike Group (JCSG), aircraft carrier USS John C. Stennis (CVN 74), departed Aug. 27, to begin an eight-month deployment to the western Pacific Ocean and the Persian Gulf.

Secretary of Defense Leon Panetta visited with the ship's crew Aug. 22 to thank them for the extraordinary effort to pre-

pare for this upcoming deployment.

"I understand that it is tough," said Panetta. "We are asking an awful lot of each of you, but frankly you are the best I have and when the world calls - we have to respond. You are the heart and soul of our national defense. You are the heart and soul of what makes America strong. That's why I'm here. To thank you for what you do to help keep America the strongest military power in the world."

JCSG is returning to the U.S. 7th and 5th Fleet areas of operation four months ahead of schedule in order to maintain combatant commander requirements for the presence in the region. Stennis returned in March from its most recent deployment.

JCSG is comprised of the USS John C. Stennis (CVN 74), Carrier Air Wing (CVW) 9, Destroyer Squadron (DESRON) 21 and USS Mobile Bay (CG53). CVW-9 consists of Helicopter Sea Combat Squadron (HSC) 8, Helicopter Maritime Strike Squadron (HSM) 71, and Fleet

Logistics Combat Support Squadron (VRC) 30 from Naval Air Station (NAS) North Island, Calif.; Strike Fighter Squadron (VFA) 14, VFA-41, VFA-97, and VFA-192, from NAS Lemoore, Calif.; and Electronic Attack Squadron (VAQ) 133 from NAS Whidbey Island, Wash.

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Northside nr bus route furn. rm, ch&a w/d
 \$125wk empl verif/bkard 672-5337, 219-3902

Orange Park \$150/wk all utils paid,
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 Homes Unfurnished
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