

# Jax Air News

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Photo by Clark Pierce

An E-2C Hawkeye flown by a VAW-120 student pilot takes off from NAS Jacksonville on June 20 and heads to Outlying Landing Field Whitehouse to perform field carrier landing practice.

## VAW-120 certifies fleet replacement pilots

By Clark Pierce  
Editor

A training detachment from the "Greyhawks" of Carrier Airborne Early Warning Squadron (VAW) 120 concluded its field carrier landing practice (FCLP) at Outlying Landing Field (OLF) Whitehouse June 26. The shore-based training from NAS Jacksonville was followed in short order 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.

Lt. Cmdr. Chris Swanson led the detachment of 16 instructor pilots, 18 student pilots and eight landing signal officers (LSO).

"We detach to NAS Jacksonville about four times a year for routine FCLP training. For students, FCLP represents the approaching completion of their FRS training syllabi," explained Swanson. "A major part of the training is 'ball flying' that involves the Improved Fresnel Lens Optical Landing System (IFLOLS) at OLF

See VAW-120, Page 9

## VR-62 'Nomads' visit Iwo Jima during Japan detachment

From Commander Naval Air Force Reserve Public Affairs

The island of Iwo To (Iwo Jima) is on many Sailors' lists of places to visit if they ever get close enough. For a crew from Fleet Logistic Support Squadron Six Two (VR-62) that opportunity finally came during their recent detachment to Naval Air Facility Atsugi, Japan.

The "Nomads" were tasked with delivering Sailors and cargo to a Navy unit operating on the island – and retrieving it a few days later.

"On June 21, we visited the famous battleground where so many Soldiers, Sailors and Marines made the ultimate sacrifice," said AWFCS Mike Wendelin, one of the loadmasters on the trip.

"The trip came and went fast, but it will always be in our memories.

We were tasked to move 25 Sailors and 15,000 pounds of cargo. It was three hours from NAF Atsugi via our C-130T Hercules. One of the striking



Photo courtesy of VR-62

VR-62 PACOM detachment visits the Iwo Jima Marine Corps memorial on Mount Suribachi. (From left) Lt. Cmdr. Mike Brady, AWFCS Mike Wendelin, Lt. Timothy Berryhill, AWF2 Zach Makowski, AWF3 Gage Soinski and AWF3 Daniel Jacobson.

things was how small Iwo To is – mostly a flat island, except for Mount Suribachi at the end."

While only a few hours south of Atsugi, Iwo To is half a world away from the Nomads' home

base of NAS Jacksonville, Fla. On June 17, they departed Jacksonville for NAS Whidbey Island, Wash. The next day they flew to Elmendorf AFB, Alaska.

"The 4.5 hour leg to Alaska was the 'easy day.' Day three was a killer 11-hour and 50-minute flight to NAF Atsugi, Japan," said Wendelin.

"To pass the time on the long

trip, Cmdr. Brad Carr, one of the pilots, worked on his guitar skills while taking a break from flying. After three days of travel, the Nomads were on the ground in Atsugi, ready to start moving high-priority cargo for U.S. Pacific Command."

After transporting a group of Seabees, the Nomads were sent back to Iwo To to pick up the stuff they left there the week before.

Mission Commander Lt. Timothy Berryhill, a former Marine, wanted to take a closer look at the famous battleground. He even arranged transportation to the top of Mount Suribachi.

"Having the opportunity to visit Iwo Jima is the opportunity of a lifetime. I'm very humbled and honored to be able to see such a historic site," said Berryhill.

The Nomads were transporting 16,200 pounds of cargo and 11 passengers back to NAF Atsugi, so they had to load the

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## Pass & ID change of hours

From Security Department

The following are the new hours of operation for Pass & ID:

Yorktown Gate Building 9/Pass & ID Office hours: Monday - Friday from 7 a.m. to 4 p.m.

Commercial Gate/Pass Office: Monday - Friday from 6 a.m. to 2 p.m.

Passes will be issued by the Yorktown gate sentry after hours and weekends.

Non-NCAC (RAPID Gate) personnel will only be authorized access during commercial gate hours.

## NAS Jax holds SAPR standdown

By MC2 Amanda Cabasos  
Staff Writer

Base leaders from NAS Jacksonville engaged with Sailors June 25-28 to reinforce the necessity of all hands to work together to eliminate sexual misconduct within the Navy's ranks.

The training comes in response to Defense Secretary Chuck Hagel's directive for all military services to conduct a Sexual Assault Prevention and Response (SAPR) standdown prior to July 1.

According to the 2012 Department of Defense (DoD) annual report on sexual assault in the military, the military services received 3,374 reports of sexual assault in FY-12. The reported incidents

involved service members as either being the victim or the accused.

The command training was held by NAS Jax Commanding Officer Capt. Bob Sanders, Command Master Chief (CMDM)(AW/SW) Brad Shepherd, Command Chaplain (Cmdr.) Shannon Skidmore and Command Judge Advocate General (Lt.) Ingrid Paige.

"In the majority of sexual assault cases reported, the victims knew the predator in some form or fashion and there is a level of trust between the two," said Sanders.

Sanders continued, "It is very easy not to be a leader and to not step in and say something when a wrong has occurred. We have avenues to assist you with situations like this. You



Photos by MC2 Amanda Cabasos

NAS Jax Command Master Chief (CMDM)(AW/SW) Brad Shepherd stresses the importance of understanding the Sexual Assault Prevention and Response training to NAS Jax Sailors June 25 at the base chapel.

can do it yourself by talking to the individual and tell them to stop, or go to your chief petty officer. I don't care if you are an E-1 or an E-6, this is where leadership comes in and where we need your help."

During the training, the base leaders posed questions regarding SAPR and the Sailors expressed their concerns and

opinions. Among topics discussed were creating proper command climates and treatment to all individuals.

"We all have different beliefs. We all have different systems, points of reference. It's our compass," said Skidmore.

"We need to learn to listen

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U.S. Navy photos

The McDonnell Douglas F-4 Phantom II was a supersonic, all-weather interceptor with ground attack capability. Armament included Sparrow and Sidewinder air-to-air and Bull Pup air-to-ground missiles. Bombs were loaded on five stations under the wing and fuselage of this VF-41 Phantom flying over Vietnam in 1962.

**From Staff**

**July 11**

1798 - Reestablishment of Marine Corps under the Constitution.  
1918 - Henry Ford launches first of 100 Eagle boats.  
1943 - Gunfire from U.S. cruisers and destroyers stop German and Italian tank attack against Army beachhead at Gela, Sicily.

**July 12**

1836 - Commissioning of Charles Haswell as first regularly appointed Engineer Officer.  
1916 - North Carolina is first Navy ship to carry and operate aircraft.  
1921 - Congress creates Bureau of Aeronautics to be in charge of all matter pertaining to naval aeronautics.  
1951 - Ninth Naval District forces assist in flood relief work in Kansas City.  
1953 - United Nations Fleet launches heavy air and sea attack on Wonsan; Major John Bolt, USMC becomes first jet ace in Marine Corps.  
1988 - Secretary of Defense approves opening Navy's Underwater Construction Teams, fleet oilers, ammunition ships, and combat stores ships to women.  
1990 - Cmdr. Rosemary Mariner becomes first woman to command an operational aviation squadron (VAQ-34).

**July 13**

1863 - USS Wyoming battled Japanese warlord's forces.



An F-4 Phantom II is towed across the flight deck of USS Ranger (CVA 61) as three other Phantoms approach for recovery after a combat mission over North Vietnam. Proving highly adaptable, it was also flown by the Marine Corps and Air Force. It was also the only aircraft used by both U.S. flight demonstration teams - the USAF Thunderbirds (F-4E) and the US Navy Blue Angels (F-4J).



An F-4J Phantom II releases an arresting wire aboard USS Independence (CVA 62) steaming off the coast of Vietnam. McDonnell Douglas produced the F-4 from 1955 to 1979, when a total of 5,057 were built. In addition to service with our Navy, Marines and Air Force, the Phantom was flown by seven allied countries.

**July 15**

1942 - First photographic interpretation unit set up in the Pacific.  
1958 - In response to request by President of Lebanon, 6th Fleet lands 1,800 Marines at Beirut to support Lebanese government against Communist rebels.

**July 16**

1862 - Congress creates rank of Rear Admiral. David G. Farragut is named the first Rear Admiral.  
1915 - First Navy vessels, battleships Ohio, Missouri, and Wisconsin, transit Panama Canal.  
1945 - First atomic bomb test at Alamogordo, N.M.

**July 17**

1858 - U.S. sloop Niagara departs Queenstown, Ireland, to assist in laying first trans-Atlantic telegraph cable.  
1898 - Santiago, Cuba surrenders to U.S. naval forces.  
1927 - First organized dive bombing attack in combat by Marine Corps pilots against Nicaraguan bandits who were surrounding U.S. Marine garrison at Ocotal, Nicaraguan.  
1944 - More than 320 men are killed in an ammunition explosion at Naval Magazine, Port Chicago, Calif.  
1975 - Docking in space of the U.S. Apollo (Apollo 18) and Soviet Soyuz (Soyuz 19) space craft. This was the first manned space flight conducted jointly by the two nations. Former naval aviator Vance Brand was the Apollo Command Module Pilot. The Apollo craft was in space for nine days and 7.5 hours. Recovery was by USS New Orleans (LPH-11).

**This Week in Navy History**

1939 - Appointment of Rear Adm. Richard Byrd as commanding officer of 1939-1941 Antarctic Expedition.  
1943 - During Battle of Kolombangara in Solomon Islands, The Navy lost USS Gwin (DD-433) while Japanese lost light cruiser Jintsu.

**July 14**

1813 - Lt. John Gamble, the first marine to command a ship in battle (prize vessel Greenwich in capture of British whaler Seringapatam)  
1853 - Commodore Matthew Perry lands and holds first meeting with Japanese at Uruga, Japan.  
1882 - Sailors and Marines from four U.S. ships land to help restore order at Alexandria, Egypt.  
1945 - U.S. warships bombard Kamaishi, Japan; first naval gunfire bombardment of Japanese Home Islands.  
1950 - U.S. Marines sail from San Diego for Korean Conflict.  
1952 - Laying the keel of USS Forrestal, the first 59,900-ton

# Two columns spark reader debates

By Sarah Smiley  
Special Contributor

## From the Homefront

Reactions to a recent column about Ford's last year of Little League surprisingly helped to solidify my points in another recent column (about the changing role of fatherhood and how it affects military dads), which, by the way, also received interesting reactions.

For a while, my inbox felt like a vortex, with readers disagreeing with me one week and then proving my point the next. All of which shows me that the concept of fatherhood, and in particular military fatherhood, is still in flux.

Three weeks ago, I wrote that society's new expectations of fathers mean that military men who leave their children for months at a time are sacrificing in new and different ways than did their predecessors - military men from the 1970s and earlier who were needed around the house about as often as fathers in general were.

I wrote about my own father, who missed my birth, and how that didn't seem strange because most men - military or not - were not allowed in the delivery room anyway.

Readers said I was complaining about being a military wife. "This is what you signed up for" and "military families always want sympathy" were common

sentiments.

But that column wasn't about me. And it wasn't particularly supportive of the military, either. What I wrote is that as it becomes more commonplace for all fathers to be at every parent-teacher conference, Little League game and school play, men considering a career in the military will have more to consider before they enlist. It's becoming a new hurdle for recruitment and retention.

Men who aren't fully and physically (a key qualifier) present in their children's lives are looked upon with the same disdain as working mothers used to be a generation ago.

The whole thing has flip-flopped. Women have, for the most part, come to terms with their dual home/work lives, but for men, it is a new concept. It's not enough just to bring home the bacon; a dad has to be there to cook it, eat it and clean up afterward, too. And if you can't do it all, well then, you pretty much stink. (PS: welcome to our world, dads.)

This is a new and unbeatable challenge for military dads in particular because they have no choice (aside from enlisting in the first place) about whether they are home for tonight's dinner or the next 365 family dinners. Several

generations ago, men enlisted to protect the women and children they love back home. Now they enlist to do the same thing, but people view them as dead-beat dads because of it. (Sound familiar moms?)

A week after that column was published, I wrote a separate one about my oldest son's last year of Little League and how he did not make the All-Star team.

My husband has not been physically present for most of Ford's Little League career. He has, however, provided much encouragement and lessons through e-mail and the telephone. In fact, while Dustin was deployed overseas, he watched Ford pitch for the first time through Skype on my iPhone.

But you can't play catch through the phone or the computer. I realize that. Everyone knows that. Still, some readers wasted no time reinforcing the point: If Dustin hadn't been away, maybe his son would have made All-Stars. (Would we have thought that 20 years ago?)

Except, guess who did play catch with Ford. Me! And also his brothers and anyone else in the community who accepted Ford's invitation. (One of the

boys' favorite parts of our "Dinner with the Smileys" project was when former Maine Gov. John Baldacci played catch with them in the backyard.) So I'm not sure the blame can be placed squarely on Dustin. Neither do I think it should, anymore than a working mother should be blamed for a child's poor grades.

Ford didn't make All-Stars because he can't hit the ball very far. Maybe that's because his dad wasn't here. Maybe it's because his mom was helping him. Maybe it's because he hasn't hit his growth spurt. Maybe he hadn't had his Wheaties that morning.

But does it really even matter why? These are Ford's life circumstances. Everyone has some.

After the second column, a reader wrote me and asked, "Why does a father join the military and do that to his kids?"

I'm not sure what "that" is, but my answer is this: a father joins the military today for the same reason fathers always have - to protect the ones they love. The only thing that has changed is society's idea of what a father should be, which is moving closer to what a mother always has been expected to be.

So shouldn't it have been enough that I was out there playing catch with Ford? Or should I have been folding laundry and making beds instead?



Photo by MC2 Amanda Cabasos

## Road Closure

NAS Jax Public Works reminds drivers that Birmingham Avenue between Mustin Road and Langley Street will be closed July 22 through Aug. 26 for storm water piping and box culvert repairs. Detour signs will be displayed.



Photo by Victor Pitts

## NAS Jax XO Tours FRCSE

NAS Jax Executive Officer Capt. Roy Undersander (left) holds a composite model of a hand control unit for a Forward Looking InfraRed turret mounted on H-60 helicopters, as he tours the Industrial Manufacturing Division accompanied by Kevin Brooks, Dora Quinlan, NAS Lead Planner Cheryl Milligan, Cmdr. Duane Decker and Rick Delp at Fleet Readiness Center Southeast on June 25.



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# Unaccompanied Housing earns prestigious awards

By Kaylee LaRocque  
NAS Jax Public Affairs Specialist

The staff of NAS Jacksonville Unaccompanied Housing was recognized for their outstanding service to its customers by earning the prestigious CEL and Associates, Inc. A-List Platinum and 2012 Crystal Award July 3.

This is the second consecutive year NAS Jax Unaccompanied Housing team has received the Platinum Award and the fourth consecutive year they've earned the Crystal Award.

Each year, the Navy conducts resident satisfaction surveys to monitor the level of customer satisfaction, a program that is managed and administered by Commander, Navy Installations Command.

"I attribute these awards to the staff here. I have an excellent staff and they do a great job. Their care, concern and respect for the residents who live here is what makes this possible. Our motto is 'don't treat people how they treat you, treat them how you want to be treated.' It's all about customer service," said NAS Jax Unaccompanied Housing Manager Beverly Nix.

Nix also praised Wayne Jensen of NAS Jax Public Works for overseeing the maintenance of the Unaccompanied Housing buildings.

"As facilities manager for our buildings, he has the same mindset as our staff - that customer service is the top priority. He ensures that all trouble calls are handled efficiently," she added.

NAS Jax Unaccompanied Housing boasts 838 rooms at 86 percent capacity.



Photos by Morgan Kehnert

Richard Dye of Navy Region Southeast Fleet and Family Support Programs (fourth from left) presents NAS Jax Bachelor Housing Manager Beverly Nix (seventh from left) and her team with the A-List Platinum award for excellence in customer service on July 3 as NAS Jax Commanding Officer Capt. Bob Sanders, (right) looks on.

"We have 21 people on staff working around the clock to ensure all their needs are met. It's all about customer service and I have a superb team which I am extremely thankful for," Nix said.

NAS Jax Commanding Officer Capt. Bob Sanders (left) presents NAS Jax Bachelor Housing Manager Beverly Nix with the Crystal Award as Richard Dye of Navy Region Southeast Fleet and Family Housing Programs looks on during the extended department head meeting on July 3. This is the fourth consecutive year NAS Jax Bachelor Housing has won the Crystal Award for outstanding service to its customers.



## Bikes Blessed

Naval Hospital (NH) Jacksonville Chaplain (Lt.) Joseph Shubert delivers a prayer for command bikers, including motorcyclists and bicyclists, during a Blessing of the Bikes ceremony on June 28. Capt. Gayle Shaffer, NH Jacksonville commanding officer, expressed the significance of this event and the command's commitment to increase awareness and promote safer ridership among current and future riders. On average, every year in Florida there are approximately 7,500 motorcycle mishaps, with 6,700 requiring medical attention and 400 resulting in a fatality. Last year, the Navy and Marine Corps team reduced motorcycle injuries and fatalities by 36 percent.



Photo by Jacob Sippel

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Mine was earned in the Persian Gulf. By my dad.

Joseph O., future USAA member



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AE3(AW) Daniel Coulter of VP-16, conducts a pre-flight check with Jax Navy Flying Club Chief Flight Instructor John Nayfack before a flight over Jacksonville.



# Learning to fly with . . .

By Kaylee LaRocque  
NAS Jax Public Affairs Specialist

Sharing the runway alongside the P-8A Poseidon, P-3C Orion aircraft and helicopters at NAS Jacksonville are several small Piper and Cessna aircraft belonging to the Jax Navy Flying Club (JNFC). These aircraft are used for pilot training, maintaining proficiency and private travel by club members.

While JNFC is sponsored by the NAS Jax commanding officer and administered by the NAS Jax Morale, Welfare and Recreation Department, they are a non-profit, operating self sufficiently through club membership, aircraft rentals and their Federal Aviation Authority (FAA) Part 141 flight school.

The club is open to all active duty members, reservists, retirees, Department of Defense employees and members of the Civil Air Patrol. "We offer flight training from private pilot through airline transport pilot. As a Part 141 school, we are recognized by the VA so eligible students can use their GI Bill to help defray 60 percent of the cost," said JNFC Manager Moe Vazquez.

To earn a private pilot's license, students must have an FAA medical screening which is recommended before enrolling in any flight program. It is also recommended they enroll in six weeks of Private Pilot Ground School or complete an accredited course online.

"The course is not required to complete the flying portion requirements, however, students must have an endorsement by an accredited institution or flight instructor stating they have sufficient knowledge to pass the FAA private pilot written exam. This written exam must be satisfactorily completed before taking the final check ride with an FAA instructor," said Vazquez.

Before students are accepted into a flight program, they are interviewed by a JNFC flight instructor to ensure they are up to the challenge.

"It takes a lot of time and dedication to earn a pilot's license. We recommend they complete ground school which is two nights a week for six weeks. Once they finish ground school, we try to schedule flight lessons in the aircraft as least twice a week. Students must complete 40 hours of flight time before testing with an FAA instructor," explained JNFC Chief Flight Instructor John Nayfack, a retired Navy pilot who has trained more than 300 students over the past 20 years.

According to Vazquez, students should expect to pay around \$8,500 for a private pilot's license, although the majority of students in the military use their VA benefits. Depending on which VA training benefits a military student is under, they may be able to utilize it for flight training above the private pilot level.

"It's definitely a commitment. The pipeline varies for each student based on their schedules but it usually takes about four months to obtain their private pilot license," he said. "They can continue training to earn their instrument rating certification and go on to become commercial pilots, flight instructors or airline transport pilots."

For student, AE3(AW) Daniel Coulter of VP-16 learning to fly has always been a dream of his. "I grew up in Mississippi and have wanted to fly since I was young. We used to go to Keesler Air Force Base and watch the aircraft there. So when I arrived here and learned about the flying club, I decided to learn to fly," said Coulter, who recently completed his first solo cross-country flight to visit his family in Leesburg, Fla.

"My solo flight was quite a rush because it was the first time flying by myself. But I was confident because of the great training I've gotten at JNFC," added Coulter.

"Daniel has really progressed quickly through this course. He realized the opportunity he has here and knows the sacrifices involved - time and money. After working at his squadron, he comes here to work on his flying curriculum instead of doing other activities. It's a real sacrifice," said Nayfack.

Once the student earns their private pilot license and remains a member of the club, they are required to fly once every 90 days. There is no expiration on the license, however, for those under the age of 40, medical screenings are required every five years for private pilots and every two years for commercial pilots.

JNFC members are encouraged to use the club's aircraft. "We currently have three Cessna aircraft, one



Members of the Jax Navy Flying Club listen as Manager Moe Vazquez discusses the new NAS Jax Air Operations instruction for closed tower operations during a club meeting on June 15.



AE3(AW) Daniel Coulter of VP-16 (left) works on his flight plan as Jax Navy Flying Club Chief Flight Instructor John Nayfack assists before heading out for a flight on June 15.

Piper Archer and are purchasing a Piper Arrow," said Vazquez. "Our members can pick a destination, rent an aircraft and go providing they follow base instructions and safety guidelines."

The club also takes care of all maintenance on the aircraft. Members meet monthly to discuss financial, safety and maintenance issues. They also relay interesting stories about some of their flights, lessons learned and publicly acknowledge students for their accomplishments. There are also two half-day stand downs each spring and fall.

"I joined the club a few months ago because it's a great way to maintain my flight experience and currency for my certification. And, because I really love to fly!" said Ensign Winston, a student at VP-30.

"I got my private pilot's license about nine years and someday plan to become an airline pilot."

Currently JNFC boasts about 130 members. "Our members come and go. One great thing about the club is that the membership transfers if another base has a flying club. All they have to do is get a letter of 'good standing' with us and they can go to another club and (with an appropriate checkout) rent their aircraft," said Vazquez. "We are always looking for new members and our flight school is one of the best around. So if anyone is interested, they can contact us and we'll explain what we are all about."

**For more information on the Jax Navy Flying Club, call 777-8549 or visit their Web site at [www.jaxnfc.net](http://www.jaxnfc.net).**



AE3(AW) Daniel Coulter fills the club's Piper Archer with fuel after the flight.



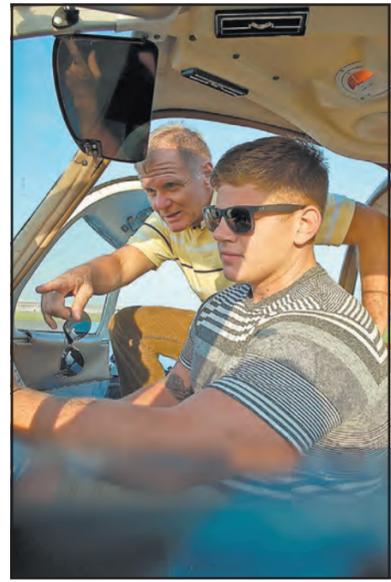
**Jax Navy Flying Club Chief Flight Instructor John Nayfack (right) and AE3(AW) Daniel Coulter carefully push the Piper Archer back to its place on the tarmac after the flight.**



AE3(AW) Daniel Coulter of VP-16, a student pilot at Jax Navy Flying Club, conducts a safety check around the aircraft before the flight.



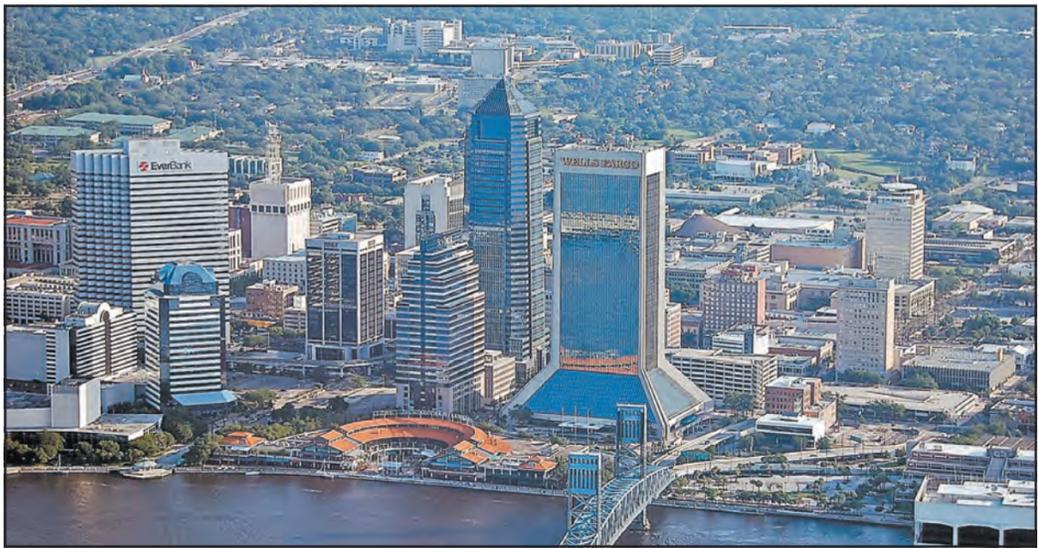
AE3(AW) Daniel Coulter of VP-16 (left) and Jax Navy Flying Club Chief Flight Instructor John Nayfack crank up the aircraft to taxi to the runway.



Jax Navy Flying Club Chief Flight Instructor John Nayfack ensures AE3(AW) Daniel Coulter of VP-16, a student pilot, monitors the gauges during a pre-flight check in the club's Piper Archer aircraft before taking off for a flight.



Up, up we go - leaving the NAS Jax flightline past the Air Operations control tower.



Flying over downtown Jacksonville in the Jax Navy Flying Club's aircraft.



A look at EverBank Field from the Jax Navy Flying Club's Piper Archer aircraft.



One of the Jax Navy Flying Club sits in the club's hangar where it will undergo some maintenance. "All of our aircraft are continually checked for maintenance issues by certified mechanics to ensure the safety of our pilots and students," said Jax Navy Flying Club Manager Moe Vazquez.

*Photos by Kaylee LaRocque*



North Florida Soaring Society Pilot Giorgio Azzalin uses the society's Piper Pawnee to tow the glider to 3,000 feet. The glider, piloted by Joseph Campisano, is then released to fly powerless through the air like a bird through the clouds and eventually back to the ground at Herlong Airfield.

Jax Navy Flying Club (JNFC) and North Florida Soaring Society (NFSS) member Joseph Campisano of Naval Hospital Jax preps a LET L-23 Super Blanik glider for a flight at Herlong Airfield on June 15. Campisano earned his private pilot license from the Jax Navy Flying Club in 1987 and went on to earn his glider license from NFSS. "I became interested in becoming a glider pilot while performing touch and goes at Herlong Airfield as a JNFC pilot. Glider flying just captivated me," said Campisano.



## Soaring through the sky like a bird

**From Staff**

Another avenue for private pilots is a certification to fly glider aircraft with the North Florida Soaring Society (NFSS) located at Herlong Field.

Currently there are about 75 members, mostly with military backgrounds.

"I became interested in becoming a glider pilot while performing touch-and-goes at Herlong Field as a JNFC pilot. Glider flying captivated me," said Joseph Campisano of Naval Hospital Jax, who earned his private pilot's license with JNFC in 1987.

Gliding in a sailplane is a unique experience. The glider is towed to a certain altitude by a tow plane and pilots skills to sustain flight. Some flights may last several hours if conditions are in sync. In landing a glider, the pilot must perform a precision landing; the same precision required when landing on the flight deck of a carrier. The only difference is there's no engine to execute a go-around.

Anyone interested in learning about glider training, can visit [www.nfsoaring.org](http://www.nfsoaring.org).



A Schweizer SGS-2-33 glider from the North Florida Soaring Society comes in for a landing after a flight. Several Jax Navy Flying Club members spend their time soaring the skies after earning their private pilot's license at NAS Jacksonville. For more information, go to [www.nfsoaring.org](http://www.nfsoaring.org).

# Wing 11 adds another MTOC

From Staff

Mobile Tactical Operations Center Nine (MTOC-9) was established June 26 aboard NAS Jacksonville by Commander, Patrol and Reconnaissance Wing (CPRW) 11, Capt. Eric Wiese.

Lt. Jason York was named officer in charge of the rapidly deployable mobile command and control, communications, computers and intelligence (C4I) unit that supports maritime patrol and reconnaissance operators worldwide.

York said MTOC-9 consists of four officers and 22 enlisted personnel. "We're already moving forward with our IDRC (Inter-Deployment Readiness Cycle) in conjunction with VP-10. We'll be working with the VP-10 operations and training officers to intertwine our schedules."



Commander, Patrol and Reconnaissance Wing 11, Capt. Eric Wiese (center) stands with Sailors assigned to Mobile Tactical Operations Center Nine (MTOC-9) that was established aboard NAS Jacksonville on June 26.

Photos by Clark Pierce



Commander, Patrol and Reconnaissance Wing 11, Capt. Eric Wiese congratulates MTOC-9 Officer in Charge Lt. Jason York during the establishment ceremony on June 26 aboard NAS Jacksonville.



(From right) MTOC-9 Officer in Charge Jason York and SA Ahjah Cohen cut the ceremonial cake, as Cohen's parents, John and Karen McCall, look on.

## FRCSE F414 engine team earns NAVAIR commander's award, improves Fleet support

From Fleet Readiness Center Southeast Public Affairs

Commander, Naval Air Systems Command (NAVAIR) announced the Fleet Readiness Center Southeast (FRCSE) F414 Engine and Module Team as one of seven category winners to earn a commander's national award during a video teleconference broadcast from Patuxent River, Md., June 27.

Rear Adm. CJ Jaynes, commander, Fleet Readiness Centers, read the team accomplishments in Maryland as FRCSE Production Director Holly Martinez presented the award in Florida to Donald Dunlap, the Aircraft Engine Repair Strategic Business Team division director.

The F414 engine team earned the 2012 NAVAIR Commander's National Award in the Logistics and Industrial Operations category that recognizes technical, business and leadership excellence.

Team members recognized for their individual contributions were Donald Dunlap, Richard Eveson, Richard O'Cain, Greg Davis, Richard Morris, Kevin Fowler, Benjamin Phipps, Jr., Joseph Donato, Mary Ann Ball and



Photo by Marsha Childs

Fleet Readiness Center Southeast (FRCSE) Production Director Holly Martinez (front row, center left) presents Donald Dunlap with the 2012 Naval Air Systems Command (NAVAIR) National Commander's Award in the Logistics and Industrial Operations category.

Terry Fenske.

"I'm proud and honored to accept this award on behalf

of the F414 Engine/Module Team," said Dunlap.

"This was the ultimate team effort in support of engine readiness for the Fleet and the warfighter. The people standing here today and the 60-80 men and women back home at the engine building are the ones that made it happen. This award validates their hard work, technical skill, leadership and professionalism."

NAVAIR recognized the team for its extraordinary achievement from Jan. 1 to Dec. 31, 2012, in surging capabilities to provide F414 engine modules to support Fleet requirements with a remarkable 53 percent increase in engine module throughput.

During this period, the team exceeded all expectations in meeting an aggressive production schedule and proved the highest quality delivery of F414 engine modules to Fleet Readiness Center West and other Fleet activities.

In his remarks during the award ceremony, Vice Adm. David Dunaway, NAVAIR commander, congratulated all the winners and said the teams recognized in the various categories "are standing out in a sea of standout people."

## SAPR

From Page 1

to our moral compass so when we get into situations or see others in situations where the red light is flashing, we watch, step in, intervene and inform someone," Skidmore stated.

"That is what shipmates do. They take care of one another and should be able to trust and protect them. And that comes from who we are as individuals."

Among inquiries asked, female Sailors were asked what they could do to prevent their risk of sexual assault. The women responded with several ideas, including being mindful of your surroundings, dressing appropriately, having a plan, knowing your alcohol limits and using the buddy system.

"The purpose of this training is to inform Sailors, officers or enlisted to address the different issues relating to sexual assaults and harassment," said RPI (SW/FMF) Gregory Haywood of the NAS Jax Chapel.

"This training reminds us to keep an open eye on what is going on in the commands and communities. I think this is great training and helps point out certain things people might not know or different things we should be looking for. If a sexual assault case does occur, the training helps prepare us for what steps to take," he stated.

"I think most sexual assault cases occur because of a lack of a morals," said NAS Jax Command SAPR ACC(AW/SW) John Jones of NAS Jax Air Operations.

"I think some times the predators think they are above the law. They think they won't get caught, or they won't be that guy. Even though they attend training, and it brings awareness, once they leave, they forget everything they learned. It has gotten to the point where it is affecting our mission. The mission at hand is to take care of our people," he

continued.

The training fully reinforced the understanding that sexual assault or harassment is a crime that truly hurts one and affects all and has no place in the United States Navy.

Get more information and resources to combat sexual assault at <http://www.sapr.navy.mil>.



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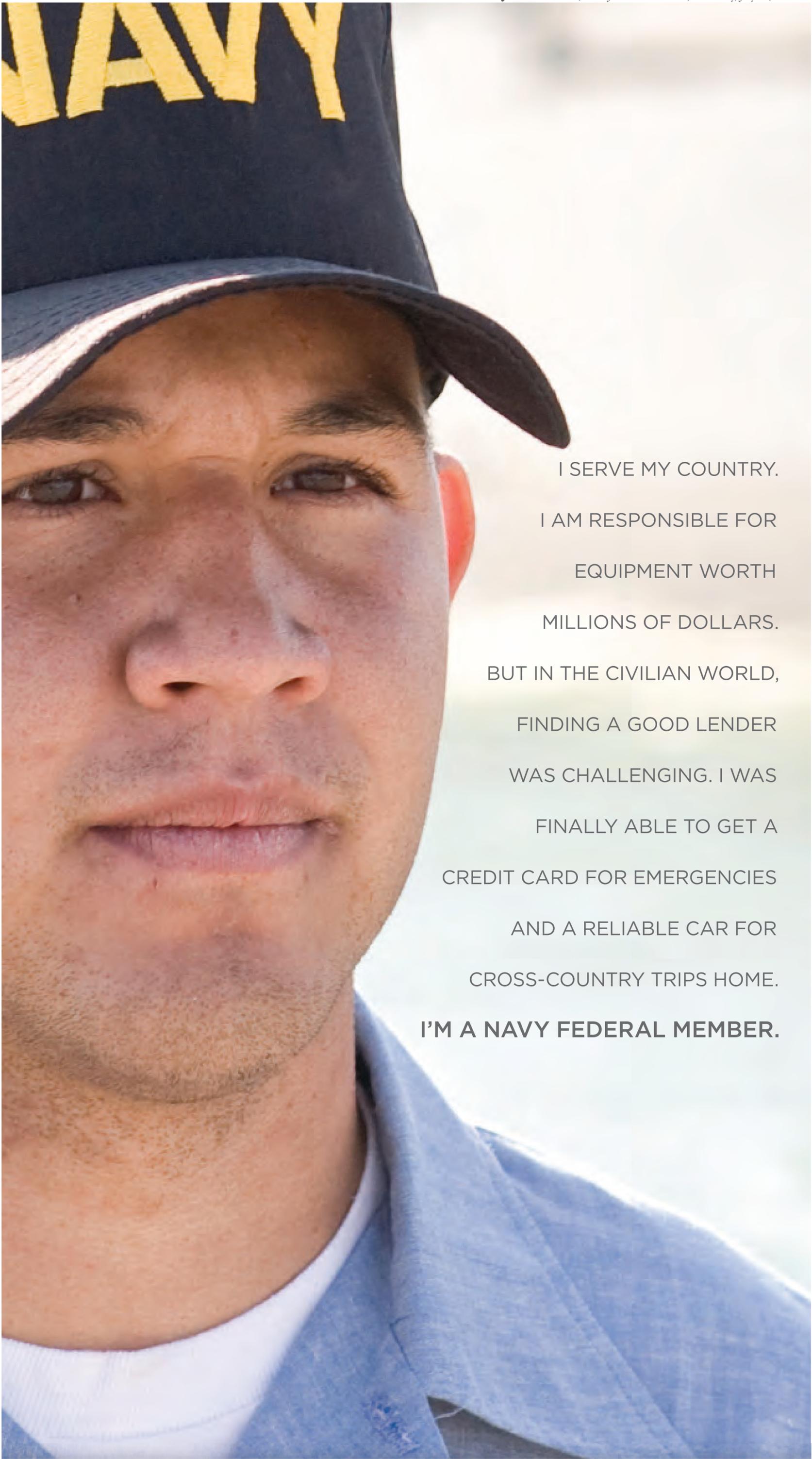
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# Mayport EOD fast ropes with 'Dragonslayers'

By Clark Pierce  
Editor

Explosive Ordnance Disposal (EOD) technicians from EOD Detachment Mayport teamed up with the HS-11 "Dragonslayers" in mid-June to certify personnel in Helicopter Rope Suspension Techniques (HRST) at the south antenna farm aboard NAS Jacksonville.

"HRST is a means to insert or extract ground forces by helicopter - primarily reconnaissance, special operations and EOD teams - from rural terrain, urban areas, or maritime vessels," explained EODI Ryan Waller. "This afternoon, the Dragonslayers are providing the aerial platform - an HH-60H Seahawk - from where our EOD team will recertify in rappelling and fast roping."

Waller was joined by shipmates EODI Zachary Phillips, EODI Gabriel Cantu, EODI Joel Graves and EODC Jack Hanson.

For the first evolution, HS-11 Commanding Officer Cmdr. Ryan Keys flew in the left seat as an observer of one of his junior pilots.

"The Dragonslayers are using this exercise to certify four of our Seahawk pilots in HRST. We're also providing two SAR-qualified hospital corpsmen as safety observers," said Ryan.

"When the ropers clear the egress site, they recover the rope so the Seahawk can land and board more ropers, as well as change out pilots when needed. Part of the pilot qualification is flying a four-minute 'racetrack' holding pattern."

HRST Masters are qualified instructors who teach the methods of rappelling/fast roping typically used for insertions on board ships, in jungle environments or clearing buildings from the outside in.

Waller summarized the exercise as, "Approach the egress site, kick a rope out, send some ropers down, recover the rope, fly a racetrack and repeat."

When the HRST exercise was underway for about 25 minutes, a malfunctioning electrical generator grounded



Five Explosive Ordnance Disposal (EOD) technicians from Detachment Mayport prepare to load ropes and rappelling gear into an HS-11 helicopter on the NAS Jax flight line.



The EOD team has retrieved the fast rope and await a signal from the helicopter crew chief to approach and stow the rope for the next training insertion.



The pilot of the Dragonslayers' HH-60H Seahawk helicopter was required to fly a 'racetrack' holding pattern between training sessions.

the HH-60H Seahawk at the antenna farm. They radioed for a troubleshooter from the squadron, but ultimately the Seahawk could not be repaired until the following day - and the exercise would be rescheduled.

EOD Detachment Mayport consists of a five-person team whose mission is to "render safe all types of ordnance, both conventional and unconventional, improvised, chemical, biological, and nuclear to include Improvised Explosive Devices and Weapons of Mass Destruction.



Wearing protective helmets, goggles and gloves, EOD technicians begin their first fast rope insertions from an HH-60H Seahawk from HS-11.

# September case lot sale cancelled

From the Defense Commissary Agency

The Defense Commissary Agency is canceling its September case lot sale because of budgetary reductions mandated under sequestration. This announcement follows DeCA's decision in February to cancel the May case lot sale.

The case lot sale cancellations are part of ongoing steps to reduce operating costs wherever possible. Those steps include a hiring freeze, restrictions for official travel, and postponement of all Guard and Reserve on-site sales after July 8 until further notice.

Commissaries will continue to offer savings on sidewalk sales, truckload events and in-store promotions. Stores will also continue to offer items in the value-sized, economical 'club pack' format found in off-base club warehouse stores.

Customers should check with their local commissary to get information about upcoming sales. Customers can visit [commissaries.com](http://commissaries.com), click on the "Locations" tab on the home page, then "Alphabetical Listing", find your local store, and then click on "Local Store Information."

They can also click on the "Shopping" tab on the home page to access promotional prices.

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# VAW-120

From Page 1

Whitehouse.”

IFLOLS is a system consisting of 12 vertical light cells and 10 horizontal datum lights that a pilot can see from about 1.5 nautical miles out, giving them time to make the necessary final adjustments that will ensure their tail hook connects with the arresting gear on board the aircraft carrier's flight deck.

Assistant Officer in Charge Lt. Alex Glass said, “Our LSOs at Whitehouse are focused on one thing – accurate landings without mishaps.

Their most important job is grading each touch-and-go landing (a ‘bounce’) at Whitehouse. After flight ops, each student pilot is debriefed by their LSO.”

Every day, for 10 days, the students average 32 day and night bounces. The squadron's training goal is to achieve consistent landing accuracy, whether it takes place during day or night operations.

The runway at OLF Whitehouse is the same width as an aircraft carrier flight deck. Because the Hawkeye's wingspan is so wide, student pilots must fly the ball for a dead-on centerline landing without drifting to one side or the other.

During their detachment to NAS Jacksonville, each student pilot averaged 200 or more bounces at OLF Whitehouse.

Glass added that, “In the week following FCLP, our student pilots undergo ship-board carrier qualifications where each Hawkeye or Greyhound pilot must accomplish at least 10 daytime traps and six night traps.

The FRS mission is to train pilots, naval flight officers and maintainers. Upon successful completion



Photos by Clark Pierce

A C-2A Greyhound assigned to VAW-120 is prepared for launch from NAS Jacksonville June 20. Note the squadron's E-2C Hawkeyes in the background.

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 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, or “COD” (carrier onboard delivery), provides critical logistics support to carrier strike groups. Its primary mission is the transport of high-priority cargo and passengers between carriers and shore bases.

Priority cargo such as jet engines can be transported from shore to ship in a matter of hours. A cargo cage system or transport stand provides restraint for loads during launches and landings.



A C-2A Greyhound taxis by three E-2C Hawkeyes on the flight line of NAS Jacksonville. All are assigned to fleet replacement squadron, VAW-120, based at Norfolk, Va.

## Bureau orders refunds for troops after faulty car loans

By Karen Parrish

American Forces Press Service

About 50,000 service members will get refunds averaging \$100 – though some will be far higher – after an enforcement action involving auto loans that Consumer Financial Protection Bureau officials announced June 27.

The bureau is ordering U.S. Bank and one of its nonbank partners, Dealers Financial Services, to return about \$6.5 million to service members across the country, CFPB Director Richard Cordray told reporters during a conference call today.

“We've determined that the companies developed a joint program that engaged in deceptive marketing and lending practices while providing subprime auto loans to tens of thousands of active-duty military members,” he said.

Cordray explained that U.S. Bank and DFS created the Military Installment Loans and Educational Services program, better known as MILES, to sell subprime auto loans to active-duty service members at communities across the country located near military bases.

The consumer bureau found that MILES used the military discretionary allotment system to its advantage. Service members were required to pay by allotment, which he noted is “straight from their paycheck before the money hit their personal bank accounts,” without disclosing all associated fees and the way the program worked.

Specifically, he said, MILES failed to accurately disclose the finance charge, annual percentage rate, payment schedule and total payments

for the loans.

“The examination also found that the MILES program deceived service members by understating the cost and scope of certain add-on products, such as a service contract, marketed and sold in connection with the loans,” he said.

The action requires return of at least \$3.2 million in undisclosed fees and costs, he said, and \$3.3 million for the cost of the add-on products.

CFPB won't impose civil penalties, he said, in part “because of the manner in which U.S. Bank and DFS cooperated with the bureau to resolve these matters.”

“The action reflects our determination to act to protect service members against harmful practices in the consumer financial marketplace. . . . Everyone at the bureau will continue to stand side by side with our military and veterans,” Cordray said.

The director said he is pleased that Defense Secretary Chuck Hagel ordered an interagency effort to determine whether the allotment system should be

changed to further protect service members.

Holly Petraeus, CFPB's assistant director for service member affairs, joined Cordray on the call and echoed his sentiments about allotments.

The system has been around since long before electronic fund transfers existed, she noted, and has been extremely useful for troops who need to make regular payments to their creditors, especially when deployed or on the move.

But allotments have drawbacks, she added. They may include costs for third-party processors, “as we saw in this case,” she said, and they reduce budget flexibility, because an allotment comes out before a service member receives his or her pay.

Allotments also offer less protection and less transparency than electronic bank transfers, she said.

Noting Hagel's interagency working group to study allotments, Petraeus said, “I hope all of us can work together to try to eliminate the risks to military consumers that have grown

up around the use of the allotment system.”

According to Kent Markus, the bureau's assistant director for enforcement, service members due refunds don't need to take action. They will receive them either through an account credit or by check.

Markus noted the enforcement action also mandates that MILES drop the allotment requirement, and that the institutions involved make no further deceptive statements or omissions.

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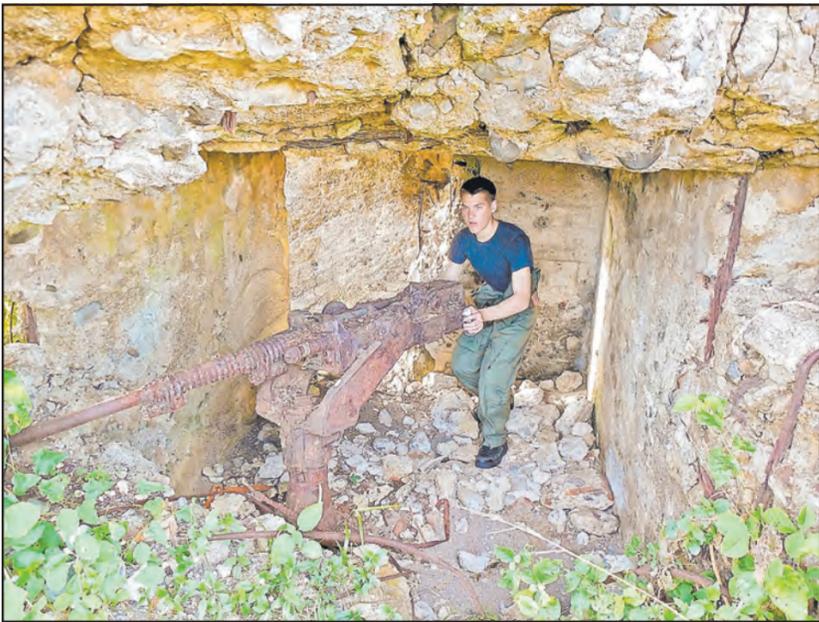
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Photos courtesy of VR-62

AWF3 Gage Soinski mans the rusted gun in a Japanese pillbox dug into Mount Suribachi.



The commanding view of the beach from atop Mount Suribachi.

## VR-62

From Page 1

aircraft first and then visit the mountain. Then they would return to their aircraft, load the passengers and fly to Atsugi.

"AWF3 Daniel Jacobson figured out the puzzle of a balanced load, and we were ready," said Wendelin.

"Getting things in the right order is a lot of what a loadmaster does. We sent the loading team back to put the pallets in the right order to balance the aircraft for flight.

"When the aircraft was loaded, we got in the van to drive up the mountain. As we drove to the top, I felt a lump in my throat imagining what it must have been like to be here for the big battle. Marines and Sailors fighting for every blood soaked inch of this small island," said Wendelin.

"The view from the top of Mount Suribachi is beautiful. We could look down the coast and see where it happened. It's peaceful now, with the bat-



Cargo and passengers are safely stowed within the Nomads' C-130T Hercules aircraft for the flight from Iwo Jima to NAF Atsugi.

tlefield silent. Our crew was silent, too, as we took it all in. Then we headed to the beach to see what it looked like from that vantage point. Open fields of fire with nowhere to hide, but very peaceful now. After some reflection, it was time to go back to our aircraft. We got the passengers loaded and flew back to Atsugi. But I will never forget my visit to that place," Wendelin concluded.

"I feel humbled by all those Marines and Sailors who fought here. We have the watch now. May they rest in peace."



Photo by Morgan Kehner

## America's Kids Run

The 2013 America's Kids Run, created to facilitate the need for an age appropriate running event, was held at the outdoor track aboard NAS Jacksonville June 28. There were 165 children ages 5 through 12 that ran in this year's event. The event is not only designed to challenge youth, but also to give them an obtainable goal, teaching them that fitness is fun.



**July 13**  
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**The Zone**  
**(Brew house)**  
**Bldg. 798**

MWR will be selling restaurant equipment and supplies such as: reefer, shelving, chairs, pans, plates, glassware, cutting boards, etc.

\*MWR employees and their relatives are not eligible to make purchases during the yard sale event.

\*Off base personnel are welcome to attend.  
Base access forms are due July 1, 2013.

For questions about the yard sale and base access please contact Margaret Baker at (904) 542-3123 or e-mail [margaret.baker1@navy.mil](mailto:margaret.baker1@navy.mil).



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# VP-30 O's complete clean sweep in soccer playoffs

By Bill Bonser  
NAS Jax Sports Coordinator

The 2013 Captain's Cup Soccer League began in April with 17 teams playing on the new turf field for the first time. One of the factors that the teams faced was playing the regular season without paid officials due to the sequestration.

Some games were officiated by volunteers while other games were officiated by players playing in the game. Most teams played at least eight games in the regular season with Fleet Readiness Center Southeast (FRCSE) winning the league with an 8-0 record and VP-8 finishing second with a 7-0 record.

Twelve out of the 17 teams made it to the double elimination playoffs to determine the base champion. The 22 game playoffs were officiated by paid officials.

The top seed in the playoffs was FRCSE who won their first match against the VP-30 E's



Members of the VP-30 O's Soccer Team proudly display their medals after winning the 2013 Captain's Cup Soccer Championship on June 26.

Photo courtesy of VP-30

3-1. FRCSE was not so fortunate in their second game of the playoffs when they were handed a 2-1 loss by the Coast Guard Hitron Unit out of Cecil

Commerce Center.

The VP-30 O's finished the regular season with a 6-5 record and the number seventh seed in the playoffs.

The VP-30 O's cruised to the championship game by recording defeats over Naval Computer and Telecommunications Station

(10-0); VP-8 (3-2); Navy Branch Health Clinic (NBHC) Jacksonville (2-1); and Hitron (2-0).

Meanwhile, top seeded FRCSE fought their way through the loser's bracket beating the VP-30 E's again 6-1; NBHC 2-1; and Hitron 3-1 to set up a match with the VP-30 O's for the soccer base championship. The VP-30 O's had not lost a match in the playoffs and FRCSE had one loss in the playoffs so FRCSE would have to beat the VP-30 O's twice to win the championship.

FRCSE took a 1-0 lead at the end of the first half. The VP-30 O's Mattus Paulsen scored a goal to tie the game at one in the second half. The teams battled back and forth until finally the VP-30 O's Matt McCullough scored a goal to put VP-30 up 2-1. The score would stand as neither team could make another goal and the VP-30 O's defeated the top seed FRCSE to win the 2013 Captain's Cup Soccer League Base Championship.

# Naval Branch Health Clinic's 'Trap House' wins sand volleyball championship

By Bill Bonser  
NAS Jax Sports Coordinator

Naval Branch Health Clinic's "Trap House" 3-on-3 Sand Volleyball Team finished the 2013 Captain's Cup 3-on-3 Sand Volleyball League regular season June 25 with a 4-2 record.

The league is played at the outdoor sand volleyball courts located next to the Mulberry Cove Marina. Trap House won their first match of the playoffs, but lost to Naval Hospital Jacksonville in their second match of the playoffs sending them to the loser's bracket.

Trap House bounced back by win-

ning their next two matches to set up a second showdown with Naval Hospital Jacksonville in the playoffs. Trap House had their work cut out for them as they would have to win three consecutive best two out of three game matches to win the 2013 Captain's Cup 3-on-3 Sand Volleyball Championship.

Trap House beat Naval Hospital Jacksonville 21-10 and 21-20 to win the match and to get into the championship game against unbeaten Fleet Readiness Center Southeast (FRCSE).

To win the championship, Trap House would have to beat FRCSE four out of six games. In the first match, Trap House won the first two games

21-14 and 21-12 to force a second and final best two out of three game match against FRCSE since both teams had one loss in the double elimination playoffs.

In the first game of the final match, Trap House defeated FRCSE 21-9. However, FRCSE did not give up and won the second game 21-18 to set up a third and final game for the match and the base championship.

The third game of the best out of three game match was to 15 points with a win by two up to a 21 point cap. The match was even for a while as both teams battled back and forth.

In the end, Trap House managed to pull away to win the game 15-10 and to win the 2013 Captain's Cup 3-on-3 Sand Volleyball Championship.



Photo by Bill Bonser

(From left) Micah Tossas, Sebastian Quinceno and Eric Robertson from Naval Branch Health Clinic Jacksonville's "Trap House" 3-on-3 Sand Volleyball Team display their gold medals after defeating Fleet Readiness Center Southeast in the 2013 Captain's Cup 3-on-3 Sand Volleyball Championship June 25.

## NAS Jax Sports

### Captain's Cup Badminton Singles League forming

The league is open to all active duty, command DoD, DoD contractors and selective reservists assigned to a command at NAS Jacksonville. The matches will be played at lunchtime on Fridays. All interested personnel should contact the base gymnasium to obtain the rules and an entry form to join the league.

### Captain's Cup Greybeard Basketball League forming

The league is open to active duty; DoD civilians, DoD civilian contractors and Selective Reservists assigned to a command at NAS Jacksonville who are age 30 & up. The games will be played at lunchtime on Tuesdays and Thursdays. All interested personnel should contact the base gymnasium to obtain the rules and entry forms to join the league.

### Captain's Cup Intramural Basketball League forming

The league is open to active duty; DoD civilians, DoD civilian contractors and selective reservists assigned to a command at NAS Jacksonville. The games will be

played in the evenings Monday through Thursday. All interested personnel should contact the base gymnasium to obtain the rules and entry forms to join the league.

For more information, call Bill Bonser at 542-2930/3239 or e-mail [bill.bonser@navy.mil](mailto:bill.bonser@navy.mil).

## Standings

### As of July 5 Intramural Summer Golf

Teams	Wins	Losses
CPRW-11 Tacmobile	3	0
NCTS	3	0
VP-10	3	0
PSD	2	1
CNATTU Gold	2	1
CBMU202	1	2
CV-TSC	1	2
SERCC	1	2
VP-30	1	2
VR-62	1	2
CNATTU Blue	0	3
FACSFAC	0	3



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Win prizes all summer long!

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Call 542-2930

Outdoor pool hours

Lap Swim (water park, water  
slide and concessions are not  
open) Monday - Friday 6-8  
a.m. & 6-7 p.m.

Recreational Swim (water park,  
water slide and concessions are  
open) Monday - Sunday 11 a.m.  
- 6 p.m.

2013 Learn to Swim Program  
Session 3 July 22 - Aug. 1

Private pool parties can be  
reserved at the fitness center  
Parties are not available during  
regular business hours of oper-  
ation and occur in the evenings  
when the pool is closed.

Parties must be reserved 10  
days prior to party date, pay-  
ment due at time of reservation  
For more information call 542-  
3518

The temporary gym, The Zone,  
Bldg. 798 closes July 10  
The Base Gym, Bldg. 614 will  
reopen July 22

### I.T.T. Events

Call 542-3318.

Jacksonville Jaguars Tickets on  
sale July 12 - \$70 section 147

Legoland Florida - Free ticket  
for active duty military through  
Oct. 27

Jacksonville Suns Baseball  
\$5.50 - \$11.50

MOSH - \$7 - \$12

Jacksonville Sharks - \$25 per  
person - section 100

Amelia Island Museum of  
History - \$10 family pass, Ghost  
tour \$8 adult, \$4 child

Gatorland - Free admission  
for active duty and retired  
military until the end of the  
year. Family tickets can be  
purchased at ITT. \$19.95 adult,  
\$12.50 child, zip line \$54.25

### 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.

Mandarin Mills Putt Putt Trip  
July 13 at 6 p.m.  
\$5 per person

Jacksonville Beach Trip  
July 20 at 9 a.m.

Kayak Trip  
July 27 at 9 a.m.

### NAS Jax Golf Club

Golf course info: 542-3249  
Mulligan's info: 542-2936  
Military Appreciation Days  
\$18 per person, includes cart &  
green fees  
July 23 for active duty  
July 11 & 25 for retirees, DoD  
personnel and their guests

Monday & Tuesday  
Play 18-holes for \$20  
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Furlough Fridays  
All civilian employees that  
have been furloughed can play  
18-holes with cart & green fee  
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Junior Golf Clinic  
Session 2, July 15-19, ages 6-10  
Session 3, July 29 - Aug. 2, ages  
11-17

\$110 per child, per session

### Mulberry Cove Marina

Call 542-3260.  
Free Kayak & Canoe Rental  
Every Thursday for active duty

Free Stand-up Paddle Board  
Lessons  
Every Thursday 11 a.m. - 1 p.m.

Skipper "B" Classes  
\$150 at the Mulberry Cove  
Marina  
July 20, 21, 27 & 28  
Aug. 17, 18, 24 & 25  
Sept. 21, 22, 28 & 29  
Oct. 19, 20, 26 & 27

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mation.

Movie Under the Stars  
July 19 at 8:30 p.m.  
Patriot's Grove

### Flying Club

Call 777-8549

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Aug. 5 - Sept. 16  
\$500 per person

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# Summer Splash Pool Party held for military families

By Shannon Leonard  
MWR Marketing

The Summer Splash Pool Party proved highly successful despite inclement weather conditions June 29.

More than 450 patrons enjoyed a day of fun, entertainment and activities at the outdoor swimming pool courtesy of the Morale, Welfare and Recreation (MWR) Department and presenting sponsor Sprint.

Patrons received a free hot dog, beverage of their choice, and chips. The Sprint NASCAR simulator allowed guests to experience a simulated race on a NASCAR speedway.

One of the highlights of the party was a cardboard boat regatta, where teams competed to build a floatable boat out of cardboard and other materials, such as duct tape and pool noodles. The first three teams to finish won tickets to Adventure Landing in Jacksonville.

Participants also enjoyed karaoke and showcased their singing talents for free ice cream.

"The weather held out and it was a great time. The music and food were awesome and the event was a great opportunity for the kids to have some fun," said Suzanne Speight.

Ten-year-old Jaden Strange



Photos by Shannon Leonard

Fifteen teams participate in the boat regatta competition during the summer splash outdoor pool party on June 29. The first three teams to finish won tickets to Adventure Landing in Jacksonville.



Britney Scarlett makes her way across the pool during the boat regatta competition.



(From left) Evan Dodani, Jaeden and Liam Strange sing karaoke for free ice cream during the summer splash outdoor pool party.

added, "My favorite event was the boat regatta competition. It was great working together as a team."

Special thanks to the presenting sponsor Sprint for making this day possible for military families.

Neither MWR, nor the U.S.

Navy or any other part of the federal government officially endorses any company, sponsor or its products or services.



JJ Burkes (left) and Kenshin Loveless toss bags during a game at the summer splash outdoor pool party.



Anthony Crawford (left) and Cody Owens have a blast on the Sprint-sponsored NASCAR simulator.



Photos by Marsha Childs

## FRCSE XO Throws Some Heat At Suns

Capt. John Kemna (left), executive officer of Fleet Readiness Center Southeast and Dr. Nicolai Vitti, the superintendent of Duval County public schools, after each threw the "first pitch" at the Jacksonville Suns baseball game June 21.



Capt. John Kemna, the executive office of Fleet Readiness Center Southeast throws out the first pitch at a Jacksonville Suns game in front of fans, including a group from the Navy depot – about 100 employees, family and friends – hosted by the Civilian Employee Welfare and Recreation Committee on June 21. Although the Suns lost, the rain held off and a great time was had by all.

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# Diversity: Promoting readiness

From Naval Hospital Jacksonville Public Affairs

Today and in the next decade, Sailors and civilians will remain the centerpiece of the U.S. Navy's warfighting capability.

To maintain our warfighting edge, it is essential that our people be diverse in experience, background and ideas; personally and professionally ready; and proficient in the operation of their weapons and systems.

Diversity is not founded on statistics, percentages, or quotas. Diversity is about achieving peak performance.

Our force will draw upon the widest possible set of talents and backgrounds to maximize our warfighting capability, adapt to address new threats and challenges, and take advantage of new opportunities.

Naval Hospital Jacksonville staff members share their thoughts on why diversity is important to the U.S. Navy.



*"Diversity brings new innovation into the Navy, both culturally and prospectively."*

**HM2 Keenan Fitts**  
Naval Hospital Jacksonville Admissions



*"Diversity is important so we can learn about the different cultures around the world and have knowledge of the countries we serve and protect."*

**Dennis Fletcher**  
TRICARE



*"As nurses, we are advocates for the patient. Having a diverse environment, especially in the medical community, brings a variety of opinions on care to the patient. This ensures the best outcome."*

**Lt. j.g. Charles Hardaker**  
Naval Hospital Jacksonville Operating Room



*"One of the benefits of serving in the Navy is meeting people from all over the country and the world. I would not have necessarily experienced this if I had stayed in my hometown."*

**Lt. Kelly Mueller**  
Naval Hospital Jacksonville Intensive Care Unit Staff Nurse



*"The importance of diversity in the Navy is the ability to learn from the different cultures and backgrounds. No matter the ranks or rate, being a part of such a diverse Navy family gives us the ability to take a piece of everyone you come in contact with from various duty stations."*

**HM3 Tamellia Burns**  
Navy Operational Support Center Tallahassee



*"When diversity within the workforce is encouraged, it allows for increased contributions toward the organization's mission. The best teams are those that embrace collaboration and diverse perspectives."*

**Dr. Melanie Sembach**  
Naval Hospital Jacksonville Ear, Nose and Throat Audiologist

## VP-5 transition spotlight

By Lt. j.g. Brian O'Bannon  
VP-5 PAO

As VP-5 transitions to the P-8A Poseidon, the squadron is highlighting a transitioning "Mad Fox" each week. This week's "spotlight" shines on YN3 Alan Trahan.

Trahan is from Queens, N.Y. and is the youngest of seven children. His father is a retired Air Force tech sergeant who performed air traffic control duties. Trahan previously served an operational tour with Navy Information Operations Command in Fort Meade, Md. before coming to VP-5.



**YN3 Alan Trahan**

As a member of the Mad Foxes Administration Department, Trahan has been very busy during the P-8A transition. Each administration member has continued the behind-the-scenes work that ensures Mad Fox main-

tainers and aircrew can focus on their demanding transition syllabus. These duties included routing qualifications, keeping records up to date, routing award nominations, and processing gains and losses.

"The transition has presented many new challenges with handling the administration of our people across multiple training syllabi," commented Trahan.

"I would not be able to do my part if it wasn't for the support and motivation provided to me by everyone on our administration team."

Along with his primary administration job, Trahan keeps busy as president of VP-5's Coalition of Sailors Against Destructive Decisions (CSADD).

The goal of this group is to provide junior enlisted Sailors under the age of 25 the opportunity and support to participate in low-risk, yet highly entertaining off duty activities.

CSADD has already had a bowling and Adventure Landing night and look forward to an upcoming 'Gas and Glass' fundraiser.

In his off time, Trahan enjoys playing his guitar, going to church, singing, weight lifting and playing basketball.

He is also taking night classes with the American Military University as he works towards a degree in homeland security.

VP-5 has been transitioning to the P-8A Poseidon since Jan. 4.

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# Navy receives first F-35C Lightning II

**From Commander, Naval Air Forces Public Affairs**

Navy Strike Fighter Squadron (VFA) 101 received the Navy's first F-35C Lightning II carrier variant aircraft from Lockheed Martin June 22 at the squadron's home at Eglin Air Force Base, Fla.

The F-35C is a fifth generation fighter, combining advanced stealth with fighter speed and agility, fully fused sensor information, network-enabled operations and advanced sustainment.

The F-35C will enhance the flexibility, power projection and strike capabilities of carrier air wings and joint task forces and will complement the capabilities of the F/A-18E/F Super Hornet, which currently serves as the Navy's premier strike fighter.

By 2025, the Navy's aircraft flying in carrier-based air wings will consist of a mix of F-35C, F/A-18E/F Super Hornets, EA-18G Growlers electronic attack aircraft, E-2D Hawkeye battle management and control aircraft,



*Photos by USAF Maj. Karen Roganov*  
**Lt. Cmdr. Christopher Tabert, an F-35C instructor pilot, prepares to exit the cockpit after landing at Eglin Air Force Base, Fla. The Navy's Strike Fighter Squadron (VFA) 101 received the Navy's first F-35C Lightning II carrier variant aircraft from Lockheed Martin on June 22. VFA-101, based at Eglin, will serve as the F-35C Fleet Replacement Squadron, training both aircrew and maintenance personnel to fly and repair the aircraft.**

Unmanned Carrier Launched Airborne Surveillance and Strike (UCLASS) air vehicles, MH-60R/S helicopters and Carrier Onboard Delivery logistics air-



**Navy F-35C Lightning II instructor pilot, Lt. Cmdr. Christopher Tabert, lands on June 22 at Eglin Air Force Base after a two-hour flight from Ft. Worth, Texas.**

craft.  
 VFA-101, based at Eglin Air Force Base, will serve as the F-35C Fleet

Replacement Squadron, training both aircrew and maintenance personnel to fly and repair the F-35C.

# Supply Corps officer served with distinction

**By Kari Hansen**  
*NAVSUP FLC Jacksonville  
 Corporate Communications*

Cmdr. Tom Dailey asked permission to go ashore for the final time of his naval career at the Officer's Club Pavilion at NAS Jacksonville June 28. The ceremony hosted more than 100 people, some of whom had traveled from across the country and globe, to celebrate Dailey's retirement after 33 years of active naval service.

Dailey had worked as the executive officer of NAVSUP Fleet Logistics Center (FLC) Jacksonville since June 2011. During his tenure at NAVSUP FLC Jacksonville, his hands-on management entailed leading over 900 military, civilian and contractor personnel providing premier regional logistics support to 17 sites, 49 fleet units, and two industrial activities in seven states, throughout the Southeastern United States and the Caribbean.

A native of Dracut, Mass., and the son of Joseph Dailey Jr., many family members attend the event including his wife and daughters. Donna Dailey was honored and officially retired as a "Navy wife," and his daughters, Tiffanie and Fiona were



*Photo courtesy of FLC Jax*  
**Fleet Logistics Center Jacksonville Executive Officer Cmdr. Tom Dailey is saluted by sideboys at the conclusion of his retirement ceremony on June 28 after serving 33 years of honorable naval service.**

recognized for their contributions and sacrifices.

A former mess management specialist, Dailey's enlisted tours included: USS Constellation (CV-64) home ported in San Diego from 1980-82; USS Midway (CV-41) home ported in Yokosuka, Japan from 1982-84; USS Pegasus (PHM-1)

home ported in Key West, Fla., from 1984-87; and Naval Air Forces Atsugi, Japan from 1987-90.

Dailey earned his officer commission through the Limited Duty Officer Commissioning Program in August 1990. His officer assignments include: wardroom/

food service officer on board USS Independence (CV-62), home ported in San Diego and Yokosuka, Japan from 1991-94; officer-in-charge of the Navy Food Management Team in San Diego from 1994-96, (during which he became the first naval officer to become a certified executive chef by the American

Culinary Federation); primary assistant to the supply officer for services on board USS Independence (CV-62), home ported in Yokosuka, Japan from 1996-98; director, industrial support at the Fleet and Industrial Supply Center, Ship Repair Facility in Yokosuka, Japan from 1998 to 2000; supply officer, USS Port Royal (CG-73) home ported in Pearl Harbor, Hawaii from 2000-02, rating assignment officer, Navy Personnel Command in Millington, Tenn. from 2002-03; and fleet readiness officer for Commander, Pacific Fleet, Pearl Harbor, Hawaii from 2003-07.

Dailey's previous tour before becoming the executive officer at NAVSUP FLC Jacksonville entailed serving as the director of Navy Food Services at the Naval Supply Systems Command in Mechanicsburg, Penn. from May 2007 to June 2011. During this tour, Dailey completed an Individual Augmentee tour as logistics department head, Base Command Group at Al Asad Airbase, Iraq from October 2008 to May 2009.

Dailey plans to continue residing in Jacksonville and open a consulting and marketing business.

# Flight Line Café holds 'vendor day'

**By Kaylee LaRocque**  
*NAS Jax Public Affairs Specialist*

The NAS Jax Flight Line Café held a special "vendor day" June 27 to allow military patrons the opportunity to sample a variety of foods to help determine what new food items they would like to see served during meals.

"We have 17 different vendors here today introducing new food products to the troops to get their feedback information on their likes and dislikes. Then we will evaluate the products to see about adding them to our inventory. It's like a menu review board where we determine what meals will be served here," said NAS Jax Food Service Officer CWO4 Terresa Cullipher.

"We are holding this event because we care about our customers and want them to have a say so in what types of meals we are serving them," stated CS1(SW) Marnika Ash, who coordinated the event. "We are asking our patrons to sample the items and fill out surveys to rate their favorite foods and ask them how we can improve our service."

As military members went through the chow line, they were greeted by vendors promoting their products such as cooked samples, free give-a-ways and beverages.

"I think it's cool they are allowing us to experience other foods, not normally served here and maybe adding it to the wide variety that we already have. Adding more just makes it even better," said AEAN Robert Lucas of the Center for Naval Aviation Technical Training Unit Jax.

"I came here to have lunch and was surprised because I didn't know they were having vendor day. But it's great because it gives us the opportunity to see what different foods they have to offer," added PS2 Audrey Hicks of Navy Operational Support Center Jax.



*Photos by Kaylee LaRocque*  
**Food vendor David Pauly of World Marketing Company serves AWF3 Jesse Brigham of VP-30 a chicken cordon bleu ball during the Flight Line Cafe's annual food vendor day.**



**ADAN Kenton Mason of the Center for Naval Aviation Technical Training Unit Jax, right, gets some samples of Italian sausage from food vendor Anthony Gulla, a national military food service sales representative for Fontanini during a vendor day at the Flight Line Cafe June 27.**

# Commissaries collect items for Feds Feed Families through Aug. 31

**From the Defense Commissary Agency**

Commissaries are again serving as one of the collection points on military installations for the annual Feds Feed Families food drive campaign underway now through Aug. 31.

Military customers and federal employees can donate nonperishable food and personal hygiene items to the campaign using marked bins in participating commissaries. Donations help charitable organizations such as the local food bank.

This year, 180 commissaries in 46 states and Puerto Rico are collecting donations.

The most needed items include: canned vegetables - low sodium, no salt; canned fruits - in light syrup or its own juices; canned proteins - tuna, salmon, chicken, peanut butter and beans; soups - beef stew, chili, chicken noodle, turkey or rice; condiments - tomato-based sauces, light soy sauce, ketchup, mustard, salad dressing or oils; snacks - individually packed snacks, crackers, trail mix, dried fruit, granola and cereal bars, pretzels and sandwich crackers; multigrain cereal; 100 percent juice - all sizes, including juice boxes; grains - brown and white rice, oatmeal, bulgar, quinoa, couscous, pasta, and macaroni and cheese; paper products and household items - paper towels, napkins, cleaning supplies; and hygiene items - diapers, deodorants, feminine products, toilet paper, tissues, soap, toothpaste and shampoo.





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