

FEBRUARY 2010

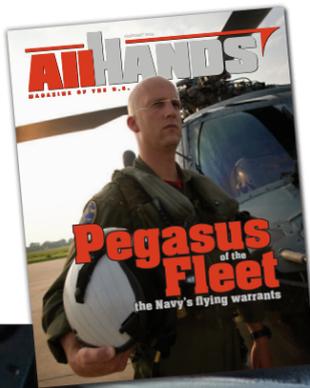
# All HANDS

MAGAZINE OF THE U.S.

A man in a flight suit is shown from the chest up, holding a white helmet. He is looking off to the side. In the background, the cockpit and rotor of a helicopter are visible. The scene is set outdoors on a tarmac during the day.

# Pegasus of the Fleet

the Navy's flying warrants



**[On the Front Cover]**  
CWO Matthew Chandler stands in front of an SH-60B *Seahawk* before undergoing his preflight check list. Formerly a chief petty officer, Chandler was motivated by his father to fly as a child due to his father's participation in Navy flying clubs.  
Photo by MC2(AW) Jonathan W. Hutto Sr.

**[Next Month]**  
*All Hands* looks at how the Operational Stress program helps Sailors build resilience to manage stressful situations and bounce back.

**[Departments]**

|                          |    |
|--------------------------|----|
| Around the Fleet         | 6  |
| This Just In             | 32 |
| Something to Think About | 36 |
| Focus on Service         | 38 |
| History                  | 40 |

[Number 1115]

**February**



**20 Forward Deployed Naval Forces: Full-Time All the Time**

SN Raymond Lovelace assigned to USS *Blue Ridge* (LCC 19) steers the course at full steam as the ship prepares to return home after participating in Exercise *Malabar 2009*.

Photo by MC2 Cynthia Griggs



Photo by MC1 Monica Nelson

**12 Pegasus of the Fleet: The Navy's flying Warrants**

The Navy's flying Chief Warrant Officer (CWO) Program has given more than 40 hard-charging Sailors the opportunity to achieve their dream of flying. At the same time, these new CWOs are contributing their unique experiences and bridging the gap between enlisted and officers on the flightline.



Photo by MC2 Shannon Renfroe

**26 HSM-70 Romeos: Supporting Dominance Missions**

For the SH-60B and SH-60F, having separate aircraft, separate maintenance requirements and separate squadrons was just too costly when it came to aircraft variants. So the 60B and 60F were redesigned and became the Romeo and Sierra models. These new models will eventually replace six other types of aircraft, saving up to \$1 billion annually.



EOD2 Edwin Sharpe rests in a hammock he has set up in the cabin of an Air Force C-130 airplane while traveling with members of Mobile Diving and Salvage Unit (MDSU) 2 on their way to a diving assignment in Badghis Province, Afghanistan.

Photo by MC1 Matthew Bash

# Speaking with Sailors

Master Chief Petty Officer of the Navy  
MCPON(SS/SW) Rick D. West

## Shipmates,

**M**ore than 14,000 Sailors, family members, retirees and other American citizens have signed up to follow us on our Facebook page: [www.facebook.com/mcpn](http://www.facebook.com/mcpn). I'd like to thank you for that and encourage you to join in the conversation if you haven't already.

During the several months, we've discussed topics like the Navy working uniform wear policy, women aboard submarines, mandatory warfare qualifications and rating mergers. Hundreds of you have asked questions, and I think the answers we're providing you have been on the mark.

We, as a Navy, are embracing new technologies and we're leveraging them so that we can make them work for us. Social networking and social media sites are prime examples of that. It's important, though, that we keep common sense in mind as we learn more and more about what the Internet can provide to us in terms of communication at all levels.

Operational security has never been more important than it is right now. Our enemies are smart, they are techno-savvy and they keep a very close eye on how we exchange information with one another, both professionally and personally. They're watching us, and if you don't believe that, you'll be an easy target.

Identity theft has been a concern for years now, and I believe we're up to speed on the best ways to prevent that. What we're talking about now is something much more potentially hazardous. People who wish to do this country harm read the networking sites to determine your routines, the routines of your families and your commands. They prey on



information you might consider innocently passed along, and they can make use of it in ways that could be harmful to the entire country.

Use common sense, Shipmates. Think before you reveal where your ship is headed or what your training schedule is. If you're hesitating before you put something on Facebook, then your instincts are probably correct.

Technology has changed our Navy and our lives. How we communicate may be the best example of that, but it's also moving so fast that we must work hard to remain aware of all the potential hazards that accompany it.

I value this new media and how it allows us to interact with one another and exchange ideas. I know many of you do, too. I need you to stay smart though, and consider the real possibility that there are people watching, reading and waiting for you to let your guard down.

Be smart, Shipmates, and be safe.  
HOOYAH! 🇺🇸

**All Hands**  
Number 1115 | February 2010  
[www.navy.mil](http://www.navy.mil)

Secretary of the Navy  
**The Honorable Ray Mabus**  
Chief of Naval Operations  
**Adm. Gary Roughead**  
Chief of Information  
**Rear Adm. Dennis Moynihan**  
Director  
Defense Media Activity-Anacostia  
**Capt. Herman Phillips**  
Chief of Production  
**Richard D. Welsh**  
Chief of Publishing  
**Lt. Cmdr. Ligia I. Cohen**  
Deputy Chief of Publishing  
**Lt. j.g. Reagan Balsamo**

### EDITORIAL

Editor  
**Marie G. Johnston**  
Assistant Editor/LCPO  
**MCCS(AW/SW) Ernest W. Frazier**  
Photo Editor  
**MC1(AW) R. Jason Brunson**  
Editorial Staff  
**MC2(SW) William Blake**  
**MC2 Shannon Renfroe**  
**MC2(SW) Elizabeth Vlahos**  
**MC2(AW) Jonathan W. Hutto Sr.**  
**MC2(SW/AW) Jhi Scott**  
**MC2(SCW) Brian Coverley**

LAYOUT AND DESIGN  
**Timothy Mazurek**

All Hands (USPS 372-970; ISSN 0002-5577) Number 1115 is published monthly by the Defense Media Activity - Anacostia, Production Department, 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819. Periodicals postage paid at Washington, D.C., and at additional mailing offices. **Subscriptions:** For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 or call 202/512-1800. Subscription prices \$45 (domestic)/\$54 (foreign); \$7.50 (single copy domestic)/\$9 (single copy foreign). **Postmaster:** Send address changes to All Hands, Defense Media Activity - Anacostia Production Department, 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819. **Editorial Offices:** Send submissions and correspondence to Defense Media Activity - Anacostia Production Department, ATTN: Editor, 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819. Tel: DSN 288-4171 or 202/433-4171 Fax: DSN 288-4747 or 202/433-4747 E-Mail: [alhandsmag@dma.mil](mailto:alhandsmag@dma.mil) Message: NAVMEDIACEN WASHINGTON DC //32// **Authorization:** The Secretary of the Navy has determined this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Committee.

# It's Up to You

## Study for the advancement exam now, or...



**Navy Advancement Center**

<https://www2.netc.navy.mil/advancement>

## CNO Cycles with Wounded Vets in Jacksonville

**C**hief of Naval Operations Adm. Gary Roughead recently joined Sailors from Naval Air Station (NAS) Jacksonville, Fla., and Naval Station (NS) Mayport, Fla., and several wounded warriors in a 50-mile bike ride from the World Golf Village in St. Augustine, Fla., to NS Mayport.

It was the last leg of the “Ride 2 Recovery” Florida Challenge that started at MacDill Air Force Base, Tampa, Fla., to raise awareness and support for wounded warriors.

“I’m here today to ride with these great young people, who are such an inspiration,” said Roughead. “We have several wounded warriors participating in this event that requires tremendous commitment, dedication and drive. I think not only are they a great inspiration to one another, but most importantly, they are an inspiration to anyone who sees this.”

“They have been injured and have given greatly in a time of war, yet they are driving on. They are the perfect example of what one gentleman here said, that, ‘life goes on,’” said Roughead, enthusiastically before the ride. “I can’t think of a better way to spend the day than with these great young people who have given so much for their country.”

Fifteen members from Team Navy Jax also participated in the ride. “It’s inspiring for me to see how well these guys have recovered,” said Capt. Bruce Gillingham, assigned to Naval Hospital Jacksonville. “I was in Fallujah, Iraq, during the invasion of Fallujah and ran a surgical unit there. I’ve seen the injuries so many of our troops have sustained.

“So, it’s great to see how well these wounded warriors have recovered. And, to see them getting out and participating in an event like this is just fantastic,” Gillingham said.

As the cyclists geared up and prepared themselves for the ride, some of the wounded warriors talked about their experiences and why the ride was so important to them.



Photo by MC1 Tiffini M. Jones-Vanderwyk

CNO Adm. Gary Roughead rides his bike during the “Ride 2 Recovery” Bike Challenge. Ride 2 Recovery encourages the mental and physical rehabilitation of active-duty service members and veterans while promoting awareness of their sacrifices.

“I’m here to support fellow injured troops. Riding my bike helps me in my recovery and also shows newly injured guys that you can get up, get about and have an active lifestyle after your injuries,” said Sam Cila, who retired from the New York National Guard in April 2009.

Cila was hit by a roadside bomb July 4, 2005, while serving in Iraq. He lost his left hand and is recovering from heart surgery and bullet wounds.

“This is an awesome event, and I love being a part of it,” he continued. Cila is sponsored by the Challenged Athletes Foundation and competes in numerous athletic events around the country raising awareness for wounded warriors.

Retired Army Sgt. Noah Galloway, a double amputee who was injured by a roadside bomb Dec. 19, 2005, also participated in the ride.

“It’s great participating in these events. I started running when I came home because I was physically fit before my injuries and wanted to continue to be. But it was too hard on the stump on my leg to run. So to be introduced to cycling has been a big help to me both emotionally and physically. Cycling is a lower impact sport, and it has me out there trying to get back into shape and push myself,” explained Galloway.

“This whole week has been great, and today is the final day riding – it’s so exciting to get to the end and to be able to say, ‘you did it.’”

*Story by Kaylee LaRocque, Naval Air Station Jacksonville, Fla.*

## Ten AGs Become First Marine Science Program Graduates

Naval Meteorology and Oceanography Command (NMOC), Gulfport, Miss., recently recognized 10 aerographer’s mates (AGs) for completing the command’s Enlisted Marine Science Education Program (EMSEP).

EMSEP is a science and mathematics intensive education program for active-duty enlisted Navy weather and ocean forecasters. The program is designed to establish an educated senior enlisted leadership core for the Navy oceanography community, to grow diversity in the oceanography officer corps, to meet NMOC strategy for its people and to meet the chief of naval operations’ sea warrior requirements, which include greater education for enlisted Sailors.

Rear Adm. Jonathan White, NMOC commander, noted, “You have an opportunity to make a difference and to make yourself count. You are the best and the brightest and can go all the way to the top. I couldn’t be more proud to be here.”

White served as guest speaker at the event along with Dr. Pat Joachim, associate provost for the University of Southern Mississippi Gulf Coast. As part of the program, students attend the University of Southern Mississippi Gulf Coast Campus full time. They receive a certificate of completion from NMOC and may also earn a Bachelor of Science degree in marine science at the University of Southern Mississippi. All 10 members of this inaugural class took advantage of the opportunity and completed the bachelor’s degree in two and a half years.

They had a cumulative grade point average of 3.87, including one perfect 4.0 by Chief Aerographer’s Mate David Elliott. Nine of the 10 were honor graduates.

“You are an exceptional group of students. Appreciate that you set a high bar. This promises to become one of Southern Miss’s premier programs,” said Joachim.

The Sailors, who range in rank from second class petty officer to chief petty officer, now scatter with fresh sets of orders or are awaiting orders. AGC David Jones and AGC Patricia Kelly, Elliott and AG1 Andrew Ribar go to sea tours. AG1 Keith Philips, AG1 Justin Shaw, AG2 Juan Arredondo, AG2 Carlos Martinez and AG2 Ryan Sorge have submitted papers to become officers.

EMSEP began in 2006 as a way to provide up to 10 enlisted members of the oceanography community with a formal certificate

or degree to address diversity in the oceanography officer corps, to give additional commissioning opportunities to AGs and to improve the capability of the enlisted corps working with civilian scientists. With the graduation of the first 10, four more are now in the program.

AGs who enter the program will be commissioned as ensigns when they graduate. The command will continue to pay tuition and fees for up to 10 students, who are AGs and in a major in, or related to, one of the community’s core competencies, including meteorology, oceanography, hydrography and marine science.

*Story by George Lammons, Naval Meteorology and Oceanography Command, Gulfport, Miss.*



## TR Sailor Donates Bone Marrow to Save a Life

**A**viation Ordnanceman Airman Joshua Alexander, assigned to USS *Theodore Roosevelt* (CVN 71) recently saved the life of a 6-year old girl by donating his bone marrow. While giving blood in the summer of 2009, Alexander learned he was a possible match for a young girl with a potentially deadly disease.

“I was very surprised to hear I matched,” said Alexander. “It wasn’t a hard choice. I’m always helping people out by donating blood. This was just something new to do.”

Alexander flew to Sewell’s Point Branch Medical Clinic, Norfolk, to confirm he was a match. After finding out he was a match, Alexander was flown to George Washington University, Washington, D.C., to undergo the procedure.

“I brought my Dad along for the trip,” said Alexander. “It was a great experience, and it wasn’t painful. When most people hear about bone marrow donation, they think it’s going to be a big needle, but it’s really nothing like that. It’s painless, and it only lasts about four hours.”

Alexander encourages anyone who finds out they are a potential match to go through with the procedure. He said that if he had the opportunity to do it again, he would.

“If you get selected, I recommend it,” said Alexander. “I definitely feel like I made a difference.”

*Story and photo by MCSN Austin Rooney. Rooney is assigned to USS Theodore Roosevelt (CVN 71).*

## Shipmates

## Around the Fleet



Photo by MCI Jonathan Kulp

A child watches as teachers, local government officials and U.S. Navy Sailors assigned to Maritime Civil Affairs Team 214, Combined Joint Task Force-Horn of Africa, distribute packets of school supplies to students at the Tongoni Primary School, Tanga, Tanzania.

AT3 Richard Genavieve, assigned to Strike Fighter Squadron 41, re-stows chains aboard USS *Nimitz* (CVN 68) while in the Gulf of Oman.



Photo by Marine Corps Lance Cpl. James Purshwitz

### New Qualification Standards Released

New and updated personnel qualification standards (PQS) booklets for the yeoman (YN) rating, personnel specialist rating (PS), Material, Maintenance and Management (3-M) program and scullery operator (specific platforms) were recently released by the Center for Service Support (CSS), Newport, R.I.

A PQS is a compilation of the minimum knowledge and skills an individual must demonstrate to qualify to stand watches or perform other specific routine duties necessary for the safety, security or proper operation of a ship, aircraft or support system.

“With the current emphasis on 3-M and back to basics, it was necessary to review and update the 3-M PQS. But, the revision is only one small step toward refreshing 3-M fundamentals. We are also reviewing and revising 3-M training taught throughout the fleet,” said Command Master Chief Jeff Owejan from CSS. “Being a post-tour 3-M coordinator, reviewing 3-M training requirements has been a passionate experience, and CSS has received astounding support from the fleet.”

The PQS booklets are available for download and printing on Navy Knowledge Online (NKO) via the “Navy PQS” link found on the “Quick Links” tab on the left side of the main page. From the “Navy PQS” page, Sailors should follow the “PQS 43200 Series” link on the left side.

The first non-resident training course (NRTC) on the table will be for the mass communication specialist (MC). The revised courses, like the PQS, will be available in electronic versions only. They can be downloaded via NKO.

“We are excited about the challenge of bringing the NRTCs up to date and in line with the

fleet,” said Price. “The MC NRTC is the first one on our plate, and we expect it to be quite a tasking as we merge about 10 previously printed manuals from the four previous ratings.”

Sailors in the administrative, logistics and media ratings should visit the “What’s Happening” page in the CSS NKO domain to remain informed.

CSS is comprised of active-duty, civilian and contractor personnel, who direct the training efforts of 13 different schools around the fleet. The CSS team ensures curriculum and professional development tools are current. ♣

*Story courtesy of the Center for Service Support, Newport, R.I.*

### Oceanographer of the Navy Speaks at U.N. Climate Change Summit

The oceanographer of the Navy and director of the U.S. Navy’s Task Force Climate Change recently discussed the national security implications of the changing global climate at the United Nations climate change summit in Copenhagen, Denmark.

“The U.S. Navy is committed to addressing global climate change using a science-based approach,” said Rear Adm. David Titley, oceanographer of the Navy and director of the U.S. Navy’s Task Force Climate Change.

Titley said that the Navy views the implications of climate change in terms of near- and mid-term impacts, and wild card impacts that are not well understood by science.

As examples of near-term impacts, he described the decline in summer sea ice in the Arctic and the opportunity to build partnerships to adapt to the new environment.

“In this context, climate change may be viewed as a ‘common enemy’ that will bring nations together toward a common end,” Titley said.

For mid-term implications, Titley said changes in temperature and precipitation patterns may require greater humanitarian and disaster relief missions and could affect naval infrastructure and force structure.

Wild cards include such concerns as the affects of ocean acidification on subsistence food sources for emerging coastal nations and the impact of glacial ice sheet melting on the rate of rising sea levels.

Titley described the Navy’s response to climate change in terms of assessment and prediction, adaption and mitigation.

For assessment, Titley focused on computer models and data collection.

“Near-term efforts include development of a next generation coupled air-ocean-ice operational prediction system and the deployment of a fleet of oceanographic sensors to contribute to national climate observation systems,” he explained.

Titley noted that the Navy’s response to mitigating the effects of climate change include reducing its carbon footprint and increasing its reliance on alternative fuels.

“We have a companion task force, Task Force Energy, which is leading our efforts in climate change mitigation,” he said.

Titley emphasized that the Navy is focused on new partnerships, improvements in scientific observations and prediction and rigorous risk-assessment for future investments. ♣

*Story by Bob Freeman, Office of the Oceanographer of the Navy, Washington, D.C.*

HM3(FMF) Eric Noriga, assigned to Combined Anti-Armor Team 2, 1st Battalion, 5th Marine Regiment, takes a security halt during a foot patrol in Nawa District, Helmand Province, Afghanistan.

# Around the Fleet



Photo by MCSA Michael Smevog

ABHAN Ryan A. Jones (left), and ABHAN Jesse K. Hicks, both assigned to USS *George H.W. Bush* (CVN 77), hoist the national ensign during morning colors in Newport News, Va.



Photo by Bill Starford, NASA

Center for Security Forces Instructor Gerald Fine (center) instructs members of the NASA astronaut candidates (Class of 2009) on the uses of a parachute canopy for shelter during a week of survival training at the Navy's Rangeley mountain wilderness training facility in western Maine.



Photo by MCSA Michael Lindsey

Seabees assigned to Naval Mobile Construction Battalion 74 participate in a 5K run as part of their mid-deployment party while deployed to Helmand Province, Afghanistan.

Flying squad members and hospital corpsmen hoist a simulated casualty out of a trunk during a deep extraction drill aboard USS *John C. Stennis* (CVN 74) during carrier qualifications for fleet replacement squadron pilots off the coast of Southern California.



Photo by MCSA Kenneth Albate

## Navy Fitness Team Builds New Fitness System for Sailors

A new fitness and nutrition system has been designed especially for the mobile, operational lifestyle of Sailors, and focuses on proper exercise, injury prevention and nutrition.

Created by the Center for Personal and Professional Development (CPPD), the Navy Operational Fitness and Fueling Series (NOFFS) was recently presented to Navy fitness professionals at the Navy Fitness Conference, Orlando, Fla. The initiative has been approved by Commander, Naval Installations Command (CNIC), the lead agency for the Navy Fitness program, and is scheduled to be introduced to the fleet this summer in Norfolk.

The series includes physical fitness programs tailored for specific types of duty and is designed to improve a Sailor's operational performance through proper exercise, injury prevention and nutrition.

"The goal of NOFFS is to provide the Navy with a world-class performance training resource that offers specialized guidance to Sailors, and Navy health and fitness professionals," said Capt. Jonathan Picker, CPPD commanding officer. "It was developed in partnership with Athletes' Performance Institute to instruct individuals on ways to physically train safely and effectively."

Following the initial training of CNIC personnel, command fitness leaders (CFL) and assistant CFLs fleetwide will receive training and indoctrination to ensure they implement the new exercises correctly at their individual commands. NOFFS will be a component of the education track that will be required by more than 6,000 CFLs and ACFLs Navywide by the end of 2010.

The focus of NOFFS is optimal operational physical performance and fueling that includes more than 90 exercises. It is a series of four separate physical fitness programs designed to eliminate the guesswork in developing Sailor workout routines.

"It combines human performance, injury prevention strategies and proper nutrition that will result in safer training and improve human performance," said Diana Strock, senior advisor for health and fitness, CPPD. "Human performance is much broader than physical fitness alone. Human performance encompasses all aspects of operational and occupational performance, as well as day-to-day tasks and individual fitness.

"Each series of instruction is tailored specifically for duty aboard submarines, surface ships, large decks and for group physical training. NOFFS addresses the two most common detractors that Sailors face while exercising during deployments, and in group settings; confined spaces and limited equipment. The exercises recommended by NOFFS are designed to duplicate the activities that Sailors carry out during their daily routine: lifting, pushing, pulling and carrying."

NOFFS includes training in the following areas: movement preparation, multidirectional movement training, strength

training, cardiovascular training, recovery training and nutritional fueling strategies.

"During the design of this product we conducted site visits aboard numerous operational platforms, including USS *Boise* (SSN 764), USS *Benfold* (DDG 65), USS *Princeton* (CG 59), USS *George H.W. Bush* (CVN 77) and Strike Fighter Squadron 11," said Strock.

"More than 750 Sailors participated in our many focus groups. The feedback we received provided our development team with an accurate perspective of the strengths and limitations of the Navy workforce environment and its personnel, especially as they relate to the performance of exercise programming and the practice of making healthy nutrition choices. NOFFS information will be incorporated into the CFL program during the 2010 curriculum overhaul to sustain the program.

Navy Bureau of Medicine plans to conduct a pilot program with NOFFS to determine if there are any issues with implementing the program at operational commands, and to assess its impact on Physical Fitness Assessment scores. ♣

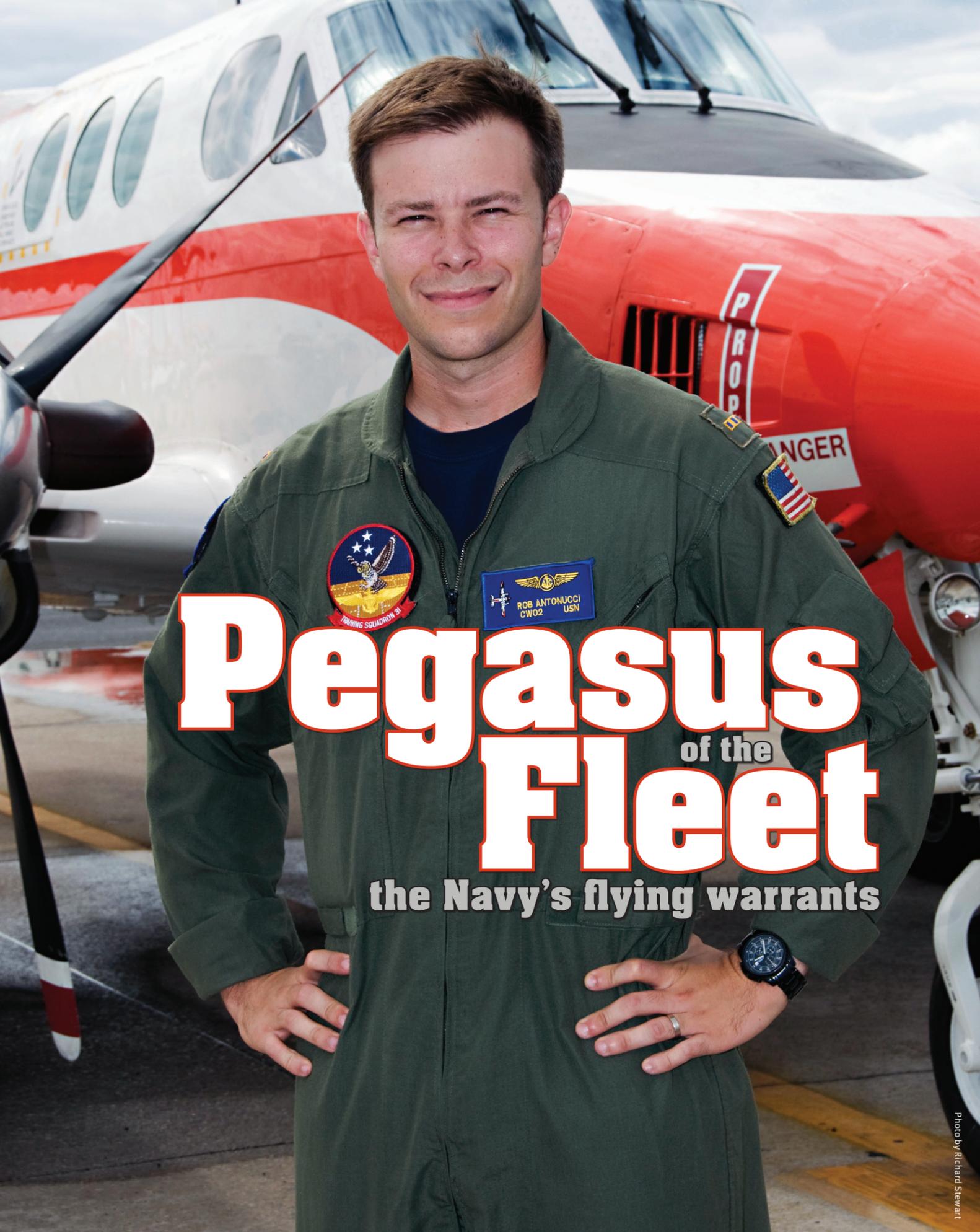
*Story courtesy of the Center for Personnel and Professional Development and Naval Education and Training Command, Virginia Beach, Va.*

To be considered for the "Around the Fleet" section, forward your high resolution images with full credit and outline information, including full name, rank and duty station to: [navyvisualnews@navy.mil](mailto:navyvisualnews@navy.mil)

Directions on how to properly submit photos can be found at [www.navy.mil/photo\\_submit.html](http://www.navy.mil/photo_submit.html)

Mail your submissions to:  
Navy Visual News Service  
1200 Navy Pentagon, Rm. 4B514  
Washington, DC 20350-1200

Click on the Navy's home page, [www.navy.mil](http://www.navy.mil), for fresh images of your shipmates in action.



# Pegasus of the Fleet

the Navy's flying warrants

Photo by Richard Stewart

Story by MC2(AW) Jonathan W. Hutto Sr.  
Photos by MC1 Monica Nelson

CWO2 Robert Antonucci stands in front of a T-44 *Pegasus* before a scheduled training flight. Formerly a Naval Air Crewman 2nd Class, Antonucci was finishing his Army Warrant Officer Flight program when he learned of the Navy's CWO flight program.



**In the fall of 2005,** while putting the finishing touches on his Army Warrant Officer Flight program package aboard USS *Preble* (DDG 88), Naval Air Crewman 2nd Class (NAC/AW/SW) Robert Antonucci received a message from his department head about the Navy's new pilot Chief Warrant Officer (CWO) Flight program.



CWO2 Kevin Holland inspects the tail strut and tail wheel lockpin on the SH-60B.



**“We’ve been the ones to ask for more responsibility, not just to better ourselves but more importantly to help better our crews and commands ...**



CWO2 Kevin Holland goes over the preflight checklist while sitting in the SH-60B. Holland’s father was also in the Navy and brought Holland around the S-3 helicopters he worked on. Holland has wanted to fly ever since.

**“**I really didn’t want to join the Army,” said Antonucci. “But, I really wanted the opportunity to fly. Once I received the message from my department head about our new warrant flight program, I took the Army package and put it in the shredder.”

Antonucci submitted his package for the 2006 CWO board and was disappointed when he was not chosen. He immediately started his bachelor’s degree and increased his shipboard qualifications to make his package better for the 2007 CWO flight board.

“I had an entire year to make my package stronger,” said Antonucci. “During this time I earned more qualifications including command CPR coordinator, assistant fitness leader and assistant urinalysis coordinator. Increasing my qualifications and going beyond my associate’s degree made my package stronger plus I made first class. I was selected for the ’07 board although I needed a waiver due to my age.”

Antonucci was one of 45 prior-enlisted members selected for the CWO flight program since its inception in 2006 with 29 entering pilot training, and 16 entering naval flight officer (NFO) training. The selectees had to be commissioned by their 27th birthday, possess an associate’s degree or higher and be between the ranks of E-5 through E-7. Age waivers can be granted to applicants not exceeding the age of 29 for pilots and 31 for NFOs.

“The attrition and performance of the CWO pilots is right there with the rest of the student population,” said Marine Corps Col. Scott Walsh, Commander of Training Air Wing 5 (TW-5), Milton, Fla. TW-5 trains aviators from the Navy, Marine Corps, Coast Guard, Air Force and allied nations.

“The profile of a successful aviation student is traditionally a young single guy between the age of 23 to 25,” said Walsh. “A warrant officer is probably between the age of 27 to 28, married with kids. Though typically having families and other responsibilities associated with their age demographic, warrants have maturity, focus and time management skills commensurate with having served as enlisted Sailors,” said Walsh.

CWO2 Kevin Holland, a former aviation warfare systems operator first class, recommends future applicants educate their loved ones early about the intense commitment of the program.

“If you are married, talk to your spouse about it and don’t sugar coat it,” said Holland. “Let your spouse know that flight school will be rough and you will probably see them one day out of a seven-day week. Your face will be in a book the majority of the time.”

In 2006, Holland had just completed his bachelor’s degree in professional aeronautics and was completing his package for Officer Candidate School (OCS) when he read the message traffic for the CWO flight program.

“I’ve always wanted to fly since my dad took me to see the helicopter he worked on in the Navy when I was a kid: an SH-3 *Sea King*,” said Holland. “Upon seeing the message traffic, I immediately deleted everything from my OCS package stating OCS and tailored it to CWO. I was fortunate to be chosen among the 10 pilots and four NFOs in that class.”

CWO2 Matt Chandler, formerly a chief aviation electronics technician, was also motivated to fly by his father as a child. Chandler grew up hearing stories of his Dad’s experiences in various Navy flying clubs in the 1960s.

“My dad had to cut his flying dreams short to support me and my eight siblings,” said Chandler. “In some way, I wanted to fly for my father, but more importantly [I wanted to fly] for something bigger than me.”

Applying for the program as a chief petty officer, Chandler felt some pressure to remain in the chief’s mess.

“I have missed the privilege of serving in the world’s finest fraternity, however, this flying gig is pretty awesome,” said Chandler. “I’m reluctant to admit I chose one for the other, but rather I am part of a team that is paving the way for enlisted commissioning programs and creating opportunities that come with change.”

The flying warrant application process entails taking the Aviation Selection Test Battery (ASTB), obtaining an aviation candidate physical and interviews from at least three officers within the aviation community. Upon being chosen, the CWO flight candidate attends five weeks of LDO/CWO indoctrination training in Newport Rhode Island, six weeks of aviation preflight indoctrination (API), five



Darrell Blades pins Aviator wings on his daughter, CWO2 Amy Blades during the winging ceremony. She chose her father to pin her because of the encouragement and motivation he provided.



months of primary training, and five to eight months of platform-specific training in a squadron before reporting to the fleet.

According to CWO2 Leighton DaCosta, “Our flight program is non-traditional only in its method of selection. The traditional pilots have mostly come from the Academy and Officer Candidate School (OCS). We come directly from the ranks.”

CWO2 Amy Blades came from the ranks as a prior undesignated Sailor and aviation boatswain’s mate (handler). Blades was first motivated to fly when she was a third class aboard USS *John F. Kennedy* (CV 67).

“I took a back seat flight on an EA-6B *Prowler*, and it was the best experience ever,” said Blades. “I’ve been striving to be an aviator ever since.”

Blades initially applied for the CWO program in 2006 and was not selected. She reapplied in 2007 and was selected as an alternate.

“One of the CWO selectees, a friend of mine, was accepted to both the CWO program and OCS,” said Blades. “He chose OCS which opened up a spot for me to be in the 2007 class.”



CWO2 Amy Blades reminisces with Ensign Brian Allen over their advanced flight training at Patrol Squadron 30, Jacksonville, Fla., while waiting for their winging ceremony to start.

**“... We’re here because someone believed in us and thought we could make the Navy a better place to live and work in ...”**

Going from the operations of a ship to a classroom atmosphere was initially challenging for Blades and the other warrants.

“I did college, but college does not compare to this,” said Blades. “The majority of us have not been in a heavy learning environment since our last ‘C’ school. To overcome the challenges, I formed study groups with everyone around me, which included the small handful of us warrant candidates along with Academy and OCS graduates.”

Cmdr. Sean Maybee serves as the executive officer for training squadron VT-6, one of three squadrons at NAS Whiting Field responsible for training new pilots during primary training.

Maybee believes the CWO program will enhance the tactical level of the squadrons allowing them to have a greater experience base across the fleet.

“In the future, the flying warrants will be the ‘go-to’ aviators when they have 5,000 flight hours,” said Maybee. “In the future, we will have a warrant who has been an avia-

tion safety officer two or three times before bringing their wealth of knowledge and art of flying to the squadrons and classroom.”

During primary training, the pilots progress through basic flying, aerobatics and formation flying.

“Formation flying is multiple aircraft in formation, side-by-side with 10 feet of step-down, four feet of wing-tip distance and 20 feet of tail distance,” said CWO2 Richard Michael Shilling. “Formation flying is very challenging and hair raising.”

Before aircraft primary instruction (API), every candidate goes through a month-long introductory flight syllabus (IFS) to determine their capacity to operate a Navy aircraft. During IFS, candidates engage a civilian flight syllabus completing 25 hours of flight training. Flying within a Cessna 172, candidates are judged on their adherence to safety, ability to carry out maneuvers and overall readiness to learn.

“The purpose of IFS is to see if you can handle an aircraft,” said Shilling. “The Navy would rather spend more than \$5,000 to find out you should not be a pilot and that you

would be a danger to yourself and others, than put \$250,000 into you to find out the same thing.”

Shilling was an aviation ordnanceman first class with VFA-31 when he applied for the program in 2007.

“I was in the process of completing my package to become a line officer and attend flight school in 2007 when my master chief told me of this program,” said Shilling. “He told me the warrant program does the same thing but you fly specifically.”

NAVADMIN 067/09 for the CWO program states, “This program harnesses the strength of Sailors today and shapes the Navy of tomorrow by creating flying specialists unencumbered by the traditional career paths of the unrestricted line community.” Flying warrants will rotate between traditional sea/shore flying billets and will fill junior officer billets. Flying warrants are not eligible for department head tours.

“There’s a benefit to having pilots not having to hit the same widgets,” said Maybee. “You get a young ensign from whatever commissioning route, and they all have their



CWO2 Leighton DaCosta performs pre-flight set-up on a P-3 Orion during the platform-specific phase of his CWO Flight Training program at Patrol Squadron 30, Naval Air Station Jacksonville. DaCosta, whose father passed away while he was in the pre-flight state of his training was one of 10 Naval Flight Officers chosen for the program in 2009.

**“... So, through blood, sweat and tears we have come to be the Navy’s flying warrants — ‘Pegasus of the Fleet.’” – CWO Amy Blades**



CWO2 Kevin Holland prepares to leave Mayport Naval Air Station. Holland was pursuing OCS before the message on the CWO flight program crossed his hands.

career progression which entails becoming a department head, commander, commanding officer, etc. Flying warrants will not have the same issues and concerns. They would have never left the cockpit for a Pentagon tour or major staff. The only concern they have is their next flying tour.”

Lt. Bryant Nunn, a pilot instructor at TW-5, teaches pilots from all training routes including OCS, Naval Academy and warrants.

“The flying warrant program provides the Navy with a more informed pilot,” said Nunn. “We often times get students who have no idea what they’re getting into. Students who come through the warrant program know the aircraft they want to fly. Most of them have worked that platform, become familiar with it and are a lot more informed.”

Nunn conducts flight briefs with the pilots before they fly to ensure preparedness and adherence to safety.

“The flight brief is the most rigorous part of the flight event,” said Antonucci. “You must brief the instructor giving them all the knowledge you have. The brief is very in-

depth, covering everything such as the safety aspects, systems of the aircraft and flight maneuvers.”

Nunn believes the CWO flight program will help bridge the gap between enlisted and officers on the flight line.

“In the past there may have been some issues with pilots understanding their enlisted troops,” said Nunn. “This program helps breakdown any disconnect between enlisted and officer, between the serviceman that keep our planes flying and those who fly them.”

DaCosta helped to keep planes flying while serving aboard USS *Nimitz* (CVN 68) and USS *Harry S Truman* (CVN 75). His job as a fire controlman included tracking airplanes, crafts and missiles along with fixing missile launchers. As a NFO DaCosta will be among the men and women who operate the advanced systems aboard naval aircraft as the overall tactical coordinators. As an NFO, DaCosta does not pilot but helps to navigate during training and real-time scenarios.

“The NFO runs the flight and is the mission commander,” said DaCosta. “Whether it’s dropping ordnance or doing tactical engagements, the NFO is part of the team helping to augment the pilot’s job.”

DaCosta was not accepted the first year as a NFO in 2006. To strengthen his application, DaCosta was selected as Junior and Senior Sailor of the quarter, nominated Sailor of the Year, received a Navy Achievement Medal and earned his master training specialist qualification at Surface Combat Systems Dam Neck, Va.

“The first year I applied, many aviation rates picked up, plus I applied as a second Class,” said DaCosta. “The next year I kept charging and fortunately got an e-mail from the higher-ups asking if I wanted to reapply.” For DaCosta, the most challenging aspect of flight school is managing the external challenges from family and loved ones.

“One of the goals of flight school is task saturation and priority management,” said DaCosta. “My father passed away while I was in pre-flight which was the No. 1 challenge

for me to overcome. My dad was very proud of me for being one of 30 selected for the program, one of 10 NFOs and one of the few minorities chosen.”

Despite the challenges, Blades takes special pride in the road traveled to become a warrant.

“We’ve fought our way through the ranks, some were knocked down but got right back up,” said Blades. “We’ve spent our time on deployments, be it on the flight deck, the boiler room, the sand box or the middle of the ocean. We’ve been the one’s to ask for more responsibility, not just to better ourselves but more importantly to help better our crews and commands. We’re here because someone believed in us and thought we could make the Navy a better place to live and work in. So, through blood, sweat and tears we have come to be the Navy’s flying warrants – ‘Pegasus of the Fleet.’”

*Hutto is assigned to Defense Media Activity-Anacostia, Washington, D.C.*

A large, detailed illustration of the USS Curtis Wilbur (DDG 54) sailing on the ocean. The ship is shown from a front-quarter perspective, moving towards the viewer. The sea is a deep blue with white-capped waves. In the background, a large, snow-capped mountain, Mt. Fuji, rises against a clear blue sky. The ship's complex superstructure, including radar masts and various antennas, is clearly visible.

Story by MC2(AW) Jonathan W. Hutto Sr.

Forward Deployed Naval Forces:

# Full-time all the time

**A**s a main propulsion console operator aboard USS *Curtis Wilbur* (DDG 54), Gas Systems Turbine Technician 1st Class (SW) Ian DelaSantos has some major advice for new Sailors reporting to Forward Deployed Naval Forces (FDNF).

“Have a full sea bag ready with all inventory,” said DelaSantos.

“The fastest I’ve seen our ship get underway since I’ve been here is three days; it depends on how urgent they need us,” said DelaSantos. “The command is very supportive of ensuring we’re able to take care of personal and family matters. Nevertheless, we must keep the mission out front. That’s our No. 1 priority.”

USS *Curtis Wilbur* (DDG 54) transits the Pacific Ocean with Mt. Fuji in the background.



BM2 Anthony Ryan Mendez demonstrates knot tying techniques to Japanese sea cadets.

A Sailor aboard USS *Curtis Wilbur* (DDG 54) goes up for a lay-up against a local Japanese team in Sakata, Japan.



*Curtis Wilbur* is one of 21 U.S. Navy ships forward deployed to Japan as part of 7th Fleet. The 7th Fleet area of responsibility (AOR) encompasses more than 48 million square miles - from the Kuril Islands in the north to the Antarctic in the south, and from the International Date Line to the 68th meridian east, that runs down from the India-Pakistan border.

Seventh Fleet employs both forward- and rotationally-deployed ships, aircraft, submarines and other maritime forces independently or as part of a joint, combined or multinational force, executing military operations across the spectrum, from major combat operations to humanitarian assistance and disaster relief.

“Being a part of FDNF of 7th Fleet is not only an opportunity for deterrence, but for engagement,” said Lt. Roderick McGhee, combat systems officer aboard *Curtis Wilbur*.

Opportunities for engagement are taken to their fullest, whether at sea or ashore, like during a basketball game in the Japanese town of Sakata. The Sakata gym hosted an exhibition game between *Curtis Wilbur*’s basketball team and a local team.

“It’s a goodwill game, and we’re out here representing the ship and the Navy,” said Operations Specialist 1st Class (SW/AW) James A. Souder, the coach of *Wilbur*’s team.

McGhee explains how activities such as a basketball game are connected to our maritime strategy.

“We’re not simply here to project combat power but also [provide] cooperative engagement with our allies, which is just as important,” said McGhee. “We’re here to gain and build new allies for the overall mission.”

A multi-mission platform, *Curtis Wilbur* is capable of operating independently or as part of a battle group. As an *Arleigh Burke*-class destroyer, it incorporates many technological advances, but according to *Wilbur*’s Commanding Officer Cmdr. Paul Hogue, nothing compares to the talent of his Sailors.

“The technology and the enhanced capacity are valuable, but what’s more valuable is your Sailor’s willingness and readiness to do the job,” said Hogue. “A highly sophisticated system can do a lot of things, but if you don’t have the people, no matter how great that computer is, it’s just a piece of metal. It boils down to your people.”

Hogue believes it’s imperative Sailors know the mission and the big picture to understand the role they play on the ship and within the Navy as a whole.



USS *Blue Ridge* (LCC 19) transits the Pacific Ocean during the culmination of *Annual Exercise 21G*, the largest annual bilateral exercise with the U.S. Navy and the Japan Maritime Self-Defense Force.

Members of *Curtis Wilbur*’s VBSS team approach their ship in preparation for a mock search and seizure drill.

USS *Blue Ridge* (LCC 19) flight deck crew prepare to land an SH-60B *Seahawk* from Helicopter Anti-Submarine Squadron Light (HSL) 51 on the flight deck.



“Visiting these countries along with our cooperation and engagement exchanges helps our Sailors understand they are a valuable part of the team and their role plays into a much bigger [picture],” said Hogue. “It’s about building the whole person and ensuring Sailors understand their role in the Navy, America and the world. Whether you’re an E-1 or an O-5, you have to understand the big picture because this is reality for us.”

For the Sailor, part of understanding the bigger picture is embracing their unique role within FDNF.

“This is a challenging area of responsibility. It’s definitely tip of the spear,” said McGhee. “You get to be a true sea mariner out here with the many exercises we execute. Your skills will become sharper along with giving you a leg up on sister ships.”

Surface combatants assigned to FDNF are afforded increased flexibility with embarked detachments from Helicopter Anti-Submarine Light (HSL) 51, the largest aviation squadron forward deployed to Naval Air Station Atsugi. In addition to its primary role in anti-submarine warfare, embarked HSL-51 detachments perform a variety of missions including search and rescue, vertical replenishment and humanitarian assistance.

“HSL 51 is a fast-pace and high-tempo command. We work under a 48-hour window to deploy at anytime. We go out anywhere from three weeks to three months, back for two days and out another week,” said Aviation Ordnanceman 1st Class (AW/SW) Daniel Delgado, an 11-year Navy veteran from Tampa, Fla. “You never really know when you’re going. You never have a set schedule. You must be ready to deploy at anytime.”

Exposure to the gamut of operations and increased responsibility from early on builds up Sailors’ leadership skills. Damage Controlman 2nd Class (SW) Corey Leon Harding believes a young Sailor’s career will benefit from serving in FDNF – especially on a “small boy.”

“I was recently a scene leader during an Army helicopter operation,” said Harding. “A damage controlman would not have been a scene leader on a larger vessel.”



Hull Technician 3rd Class Colton Richart has also experienced additional responsibility as a first-term Sailor aboard *Curtis Wilbur* as well. Along with his primary rate, he does the job of an aviation boatswain’s mate (fuels), a damage controlman and an engineman.

“Everyone has to know everyone’s job on a small boy,” said Richart. “It helps if you know multiple jobs in case someone is on leave. We get much more done this way instead of being rate specific and knowing one job.”

Cross-training is even more important as FDNF ships do not work on a traditional cycle of work-ups, deployment and maintenance, but need to maintain a high state of readiness at all times. For the same reason, *Curtis Wilbur*’s underway periods are packed with drills across the spectrum of operations.



Sailors assigned to USS *Blue Ridge* (LCC 19) plant trees at the Barrine Nature Refuge during a community service project with Conservation Volunteers Australia.

“Destroyers today are multimission; we carry missiles, we’re able to do anti-air warfare, anti-submarine and anti-strike,” said Hodge. “[Just as important are the capabilities] you don’t see as hardware on the deck, such as VBSS (visit board, search and seizure). This is a mission, along with performing missions with partner ships and navies, community relations projects and theater security cooperation.”

This mindset is not unique to *Curtis Wilbur* but shared across platforms throughout 7th Fleet’s AOR, starting with the Navy’s only full-time flagship – USS *Blue Ridge* (LCC 19).

A mega communication platform, *Blue Ridge*, serves as the command and control ship for Vice Adm. John M. Bird, Commander, U.S. 7th Fleet. The Sailors support a crucial mission – to integrate all available information into a complete tactical picture of air, surface and subsurface contacts, even in the most challenging circumstances.

“Most ships have limited communications in port,” said Information Systems Technician 1st Class (SW) Arian Sanchez, who serves as the tactical communications supervisor for 7th Fleet.

“*Blue Ridge*’s communications are up 100 percent of the time. We work in every frequency range from high frequency to very high frequency, not only in American circuits but in international circuits as well. India, Korea and Japan are just some of the countries we work with. At anytime, we’re in contact with at least two navies from different countries,” he said.

Sanchez believes the professional and personal experiences gained here set Sailors for success in their Navy career.

“The experience we gain here is unparalleled to any other ship,” said Sanchez. “If you become proficient here, then you should be able to go anywhere in the Navy and be 100 percent ahead of the crew. That’s the kind of tempo we keep here.”

As longest continually forward-deployed ship in Navy history, *Blue Ridge* has played a central role in fostering military-to-military relationships in the region for 30 years. With routine deployments in fall and spring, *Blue Ridge* Sailors carry out a hectic schedule of port visits and military exercises.

“Seventh Fleet is the only fleet where the headquarters is on the ship all the time,” said Command Master Chief Miguel Juan V. Reyes, *Blue Ridge* command master chief. “For this reason we travel to many countries in our AOR showing the flag and being good ambassadors. We average a minimum of 10 ports a year. Some of the places we visited were Thailand, Singapore, Philippines, Korea, Hong Kong and eight days in Sydney, Australia. Every two to three days, we visit another port when we’re out to sea.”

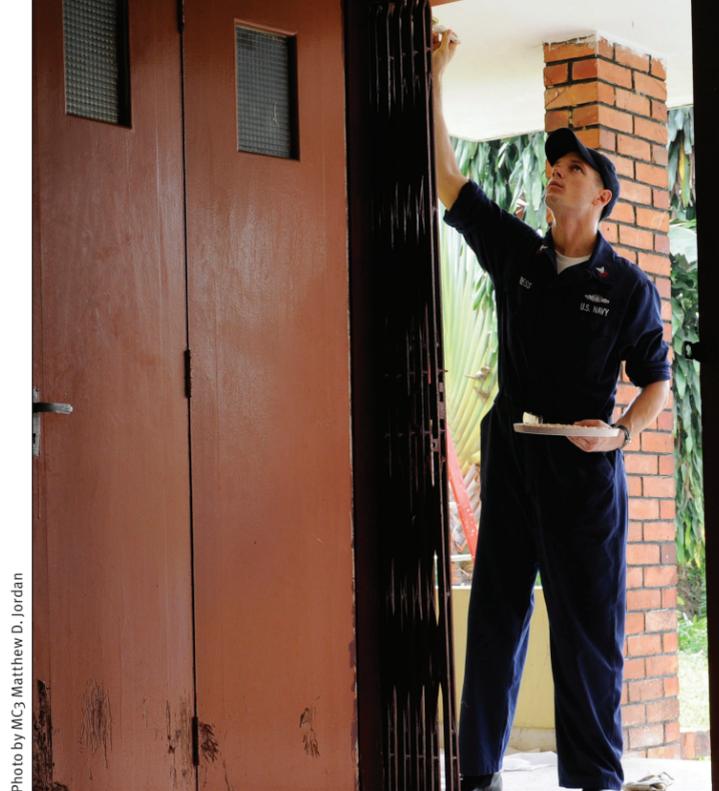
Often traveling with *Blue Ridge* to assist in ceremonies and concerts is the 7th Fleet band. The band is a popular and effective tool for diplomacy and outreach.

“We’re one of the only fleet bands that deploy on a ship,” said Musician 1st Class (SW) Chris Sams. “When *Blue Ridge* pulls into port, they schedule community (service) events that could include a picnic, rebuilding a park, helping at a home for the elderly or youth center. The band provides music for people to relax and have a good time after the work is done.”

The band not only provides entertainment, but often provides a respite and uplifts the spirits of people in times of hardship.

“My first cruise on *Blue Ridge* was after the tsunami hit Thailand,” said MU2 Darryl Forney.

“We took a ceremonial band to do a community service project at an orphanage that had adults with disabilities. We played for about 45 minutes. At the end of the concert when they were taking pictures, an older blind woman, about 65-years-old, came toward me. She reached her hand out to touch my trumpet; she had never touched a trumpet before. This simply rocked my world, it was unbelievable.”



LN1 Kevin Jares paints a doorway at the Praise Emmanuel Children’s Home during a community service project in Petaling Jaya, Malaysia.

OS2 Lesha Aldridge paints a playground fence during a community outreach project at To Hien Thanh Elementary School in Da Nang, Vietnam.

The Navy musicians fulfill a role expected of every Sailor on *Blue Ridge* and throughout the 7th fleet.

“Once you get orders to Japan, you have another job, and that’s being an ambassador for the United States,” said 7th Fleet Command Master Chief Marcos F. Sibal. “Each and every one here is an ambassador for the United States – every day, 365 days a year. We are the definitely at the ‘tip of the spear,’ and we remain a ready power force for peace.”

*Hutto is assigned to Defense Media Activity – Anacostia, Washington, D.C.*

## Promoting Peace and Stability: The Navy’s Asia-Pacific presence

The U.S. Navy has maintained a continuous presence in the Western Pacific and Indian Ocean since the early 19th century, first with the East India Squadron, and later the Pacific and Asiatic Squadrons. Today, more than 150 years after Commodore Matthew Perry sailed into Tokyo Bay to open Japan to the world, the U.S. 7th Fleet continues to operate in those waters, promoting peace, encouraging regional cooperation and deterring aggression.

The 7th Fleet has the largest area of responsibility of any of the Navy’s numbered fleets. It encompasses more than 48 million square miles – from the Kuril Islands in the north to the Antarctic in the south, and from the International Date Line over to the India-Pakistan border. The area includes 35 maritime nations and the world’s five largest foreign armed forces.

At any given time, there are as many as 80 ships, 300 aircraft and 40,000 Navy and Marine Corps personnel assigned to the 7th Fleet. These include both rotationally deployed personnel from bases in the United States, as well as the ships and aircraft assigned to the Forward Deployed Naval Force (FDNF).

At the heart of the 7th Fleet is USS *George Washington* (CVN 73), which sits as high as a 24-story building, at 244 feet. The super carrier, which can accommodate 75 aircraft and has a flight deck that spans more than 4.5 acres, operates with her strike group from Yokosuka and Atsugi, Japan. USS *Essex* (LHD 2) and her amphibious ready group operate from Sasebo, Japan. It embarks Marines assigned to the 3rd Marine Expeditionary Force, Okinawa and can deliver and support them ashore throughout the region.

With its proximity to potential hotspots, forces assigned to the 7th Fleet must first and foremost be ready for war. This requires a high operating tempo, and a constant vigilance to ensure the highest standards of combat readiness. But even as they stand ready to fight, 7th Fleet forces also work to build partnerships, and provide help to people in need.

*Pacific Partnership*, which evolved from the unprecedented international disaster response for countries devastated during the 2004 tsunami, is a cooperative effort with other governments, militaries, international organizations and nongovernmental organizations to strengthen relationships and improve the U.S. and partner humanitarian assistance and disaster relief capacity.

Seventh Fleet units take part in as many as 100 bilateral and multilateral exercises each year, including last summer’s *Talisman Saber 2009*, in which the USS *George Washington* Carrier Strike Group and the USS *Essex* Expeditionary Strike Group operated in Australian waters alongside Australian ships. The exercise combined more than 24,000 Sailors, Soldiers, Airmen and Marines from the United States and Australia, who focused on war-fighting readiness and combat training.

Ships deployed to the 7th Fleet conduct more than 250 visits every year to some of the most exotic and desirable liberty ports in the world. But even as they enjoy their free time and the amazing recreational opportunities they have, 7th Fleet Sailors also recognize that they are diplomats even off duty. They participate in dozens of community service projects, personnel exchanges, outreach activities and host nation sporting events - they never stop representing the U.S. Navy.

Courtesy of the U.S. 7th Fleet.

Supporting

# 70. PROMISES Dominance Missions

Story and photos by MC2 Shannon Renfro

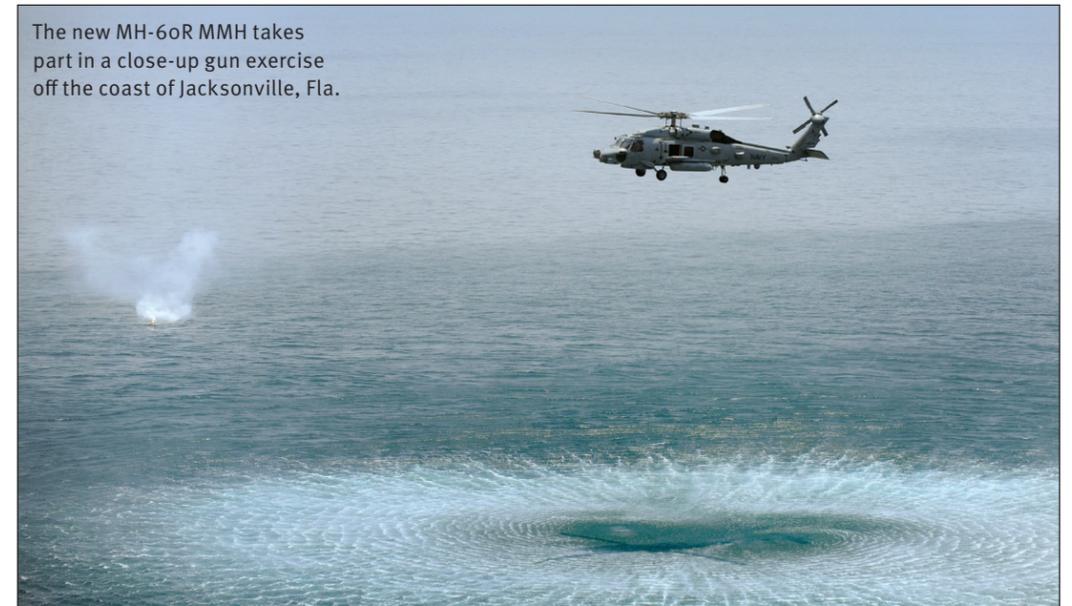


**N**ew seems to be the theme. A new squadron, new helicopter, new hangar and eventually deploying with a new carrier. The all too familiar “new car” scent is worth \$7 billion.

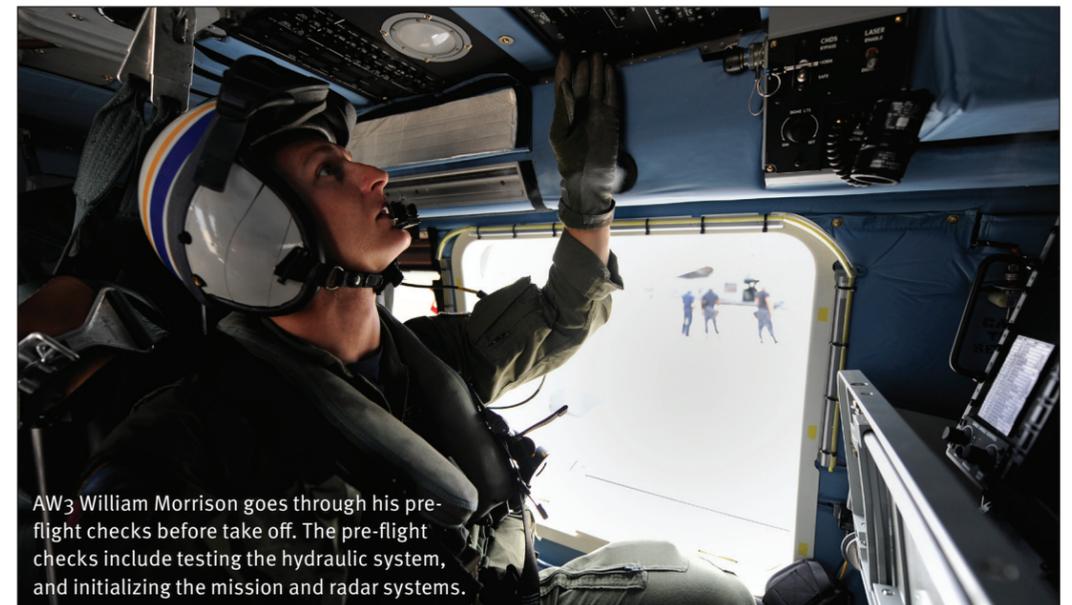
The MH-60R assigned to Helicopter Maritime Strike Squadron 70 is en route to home base, Naval Air Station Jacksonville, Fla., after a over-water gun exercise.



One of the four new MH-60R MMH belonging to east coast squadron, HSM 70, sits in the hangar bay for maintenance evolutions.



The new MH-60R MMH takes part in a close-up gun exercise off the coast of Jacksonville, Fla.



AW3 William Morrison goes through his pre-flight checks before take off. The pre-flight checks include testing the hydraulic system, and initializing the mission and radar systems.

This multibillion dollar “new ride” can be found at Helicopter Maritime Strike Squadron (HSM) 70, homeported in Jacksonville, Fla. HSM-70 is the first East Coast squadron taking on a brand-new MH-60R multimission helicopter (MMH). There are many upgrades with the “Romeo,” as it combines the technologies from its two predecessors – SH-60B and SH-60F – to better support maritime dominance missions.

“It was apparent early on that the 60 Bravo and 60 Foxtrot, with their separate aircraft, separate maintenance requirements and separate squadrons, was just too costly for the Navy to have so many different variants [supporting] missions that could really be combined,” said Capt. Kenneth Copp, executive officer of HSM-70. “So the Navy tried to reduce the cost of the overall helicopter community by narrowing the number of types, models and series we have.”

Combining the Foxtrot and Bravo variants into the Romeo and Sierra, not only makes training and maintenance easier, but it reduces overall costs for the Navy. The consolidation of aircraft could save up to \$1 billion, annually. MH-60R and MH-60S, which is scheduled for future release, will eventually replace all SH-60B/F and the HH-60H *Seahawks*, HH-1N *Hueys*, UH-3H *Sea Kings* and CH-46D *Sea Knight* helicopters.

The new Romeo has many improvements with an appealing glass cockpit, improved mission systems, new sensors and advanced avionics.

“Well, from the outside they look very similar, but all the mission systems have been upgraded. It’s pretty much like going from a mid-1980’s technology to today’s technology,” said Lt. Cmdr. Paul Will, maintenance officer of HSM-70.

“Not only did you combine the capabilities, at least from a mission perspective, but we have a leap in magnitude over the technology of the legacy aircraft,” said Copp. “Maintenance consolidation and cost ef-

fectiveness and all the technology that goes into the 60 Romeo is much better than the legacy aircraft were.”

Copp also mentioned that if software has to be changed, it’s as simple as submitting a change and the engineers will customize the software. This technology mirrors the civilian aviation community’s technology so, in turn, there is a lot more commonality between both the commercial and Navy organization.

The transition doesn’t happen overnight. HSM-71, located in San Diego, is the only West Coast squadron, fully-manned with the new Romeos.

“We were detached to HSM-71, the first Romeo squadron on the West Coast,” said Aviation Warfare Systems Operator (Helicopter) 3rd Class Aisrael Clarke, a search and rescue swimmer. “We helped them out with their [Composite Unit Training Exercise and Joint Task Force Exercise] when a couple of us went out for about two weeks. This helped us out and gave us experience.”

The MH-60R program will ultimately include 243 aircraft during the next 10 years. Additionally, approximately 18 more MH-60R squadrons will be created in the future.

“It’s not like throwing a light switch – you can’t just turn off a community,” explained Copp. “There’s people in there, and you have to phase [out] their careers and their timing and training. At the same time, we’re building up the new helicopter squadrons, we can’t afford to buy 200 Romeos (MH-60R) all in one year and just create a bunch of squadrons.”

Copp explained that both squadrons, old and new, have to be proportionally phased at the same time. As the Romeo community builds up, the Foxtrot and Bravo community will start phasing out. Ultimately, level capability must be consistently provided so that warfare fighting capability doesn’t decrease.

Many challenges surface with building a squadron from scratch. HSM-70 originally started with an empty hangar space. There were no computers, no office furniture and no “birds.”



A group of search-and-rescue (SAR) swimmers complete a portion of the SAR Fit Test.

“A lot of junior Sailors [were chomping] at the bit to get to work, but had no aircraft to work on,” said HSM-70 Command Master Chief Jeffrey Nickerson. “So it was challenging to keep the morale at an acceptable level and be able to challenge them on a daily basis so they didn’t leave at the end of the day feeling like they didn’t really accomplish anything.”

With the new aircraft, additional training comes with the territory. Aviation Electrician’s Mate 1st Class (SW) George Wilcox calls it a “learn on the job” type training where the crew learns different procedures and different maintenance actions while reviewing new publications for the aircraft.

“It’s a pretty big challenge just to start a squadron up from scratch,” said Cmdr. Scott Walsh, commanding officer of HSM-

70. “Bringing people in from different communities and then getting them to stand up the squadron and learn a lot of new stuff [is not easy].

“This aircraft looks much like the legacy 60s (SH-60B/F). The avionics and everything is completely different, so there is a lot to learn for everybody. That’s probably one of the bigger challenges,” Walsh added.

The new technological advances in the MH-60R *Seahawk* also include improvements in weapon and communication systems.

“Our mission systems are much more advanced,” said Copp. “A more advanced radar ... electro-magnetic countermeasure systems, [and a] much more advanced forward looking infra red.”



A pilot prepares for take-off in the brand new MH-60R multi-mission helicopter. The console in the aircraft is one of the newest features included.

The primary missions of the aircraft include surface warfare, anti-surface warfare, command control communications and mobility and non-combat operations. Secondary missions include search and rescue, medical evacuation, vertical replenishment, naval surface fire support and communications relay.

Unlike previous deployments, HSM-70 will deploy and be attached to a carrier air wing. Normally a Helicopter Anti-Submarine Squadron (HSL) is typically a detachment-oriented community and as carrier battle groups deploy, squadrons would then outsource a detachment to each of the supporting ships.

For example, a carrier strike group would go out with four escort ships and could have four different detachments from four different squadrons. Although the system has

worked, it isn’t as efficient as it could be. HSM streamlined the concept and decided to deploy as a whole, increasing the synergy between squadron and air wing.

“It’s a whole new concept of operation for most of us,” explained Copp. “Most of us in the squadron grew up with the old HSL way of doing business where we just operated in detachments. So we have a steep learning curve [about] how the carrier air wing functions and how we function with the carrier. We’re going to have to have an integrated mindset with them.”

The MH-60R was designed to increase mission capabilities and extend the life of the helicopter. New designs and upgrades to the aircraft, such as the glass cockpit, will



A squadron member prepares to chock and chain the new MH-60R helicopter after returning from flight.

AW1 Jeff Richardson goes over the pre-start checklist, ensuring all mission systems are satisfactory before take-off.

Two new MH-60R fly in tandem during section landings.



contribute to adding approximately 10,000 more operational hours. The Romeo is capable to operate in both open-ocean and close-to-shore environments. This new configuration gives the helicopter the freedom to participate in vertical replenishments, humanitarian assistance in disaster scenarios, communications relay, special forces support and anti-submarine warfare.

The MH-60R *Seahawk* uses specialized sonobuoys: devices that detect submarines, electrical fields, as well as measuring water temperature, air temperature and wave height.

“I’ve spent 12 and a half years on aircraft carriers, but I’ve always seen it through the eyes of ship’s company,” said Nickerson. “I’ve never had the ability to see it through

the eyes of a command coming aboard and integrating in that manner. So that’s going to be new for me.”

The transition to a new squadron is also a historical experience for some.

“Being a plankowner is something that obviously not a whole lot of Navy personnel get to experience in their career,” said Lt. Peter Mitalis, an HSM-70 pilot. “I’m privileged to be a part of that, to be able to stand up this squadron.”

*Renfroe is assigned to Defense Media Activity – Anacostia, Washington, D.C.*



Master Chief Petty Officer of the Navy Rick West receives the H1N1 vaccination at the Pentagon. The vaccination is mandatory for all military personnel.

## H1N1 Vaccines Crucial To Fleet Readiness

Commands and medical clinics throughout U.S. Fleet Forces (USFF) continue to execute a strategy of information awareness and vaccination of personnel to fight against the H1N1 flu.

Currently all active-duty personnel and DOD beneficiaries are eligible to receive the H1N1 vaccine. NAVADMIN 340/09 requires all commands to utilize the Navy Family Accountability and Assessment System (NFAAS) to report H1N1 vaccinations for all active-duty, Reserve, government civilian, and contractor employees. But, the reporting of civilian and contractor employees is strictly voluntary.

"The vaccination program is going very well," said Rear Adm. Alton Stocks, USFF fleet surgeon. "We have made tremendous strides in getting the vaccine doses out to the fleet to our first priority group, which are deployers."

Stocks said afloat operational units, and those ashore who are preparing to deploy, are among the first to receive the vaccine, and deliveries to those units continue to arrive every day.

"Our command recently received the H1N1 vaccine, and we're working to get everyone immunized within the week," said USS *Gonzales* (DDG 66) Command Master Chief (SW/AW)

Diane Ruhl. "It's important that all of our Sailors are ready to carry out our ship's mission on a moment's notice. And their health and physical readiness are at the heart of that ability."

Stocks said the H1N1 vaccine is produced using the same methods as the seasonal flu vaccine, which has proven to be extremely safe and effective.

To detect early outbreaks of H1N1 flu, all influenza-like illnesses are monitored in the fleet and reported to Navy and Marine Corps Public Health Center (NMCPHC). NMCPHC collects data from the fleet as well as throughout the Navy and recommends appropriate interventions to stop the further spread of the H1N1 flu. Influenza-like illnesses and H1N1 cases continue to decline throughout the fleet and Navywide according to Capt. Tina Davidson, USFF fleet nurse.

The symptoms of the H1N1 flu are almost the same as the seasonal flu: fever, sore throat, runny nose, nausea, muscle aches and feeling

rundown. The 2009 H1N1 virus - formerly known as swine flu - is a pandemic virus, according to the World Health Organization.

Together with vaccination efforts, medical personnel throughout the fleet are also disseminating information about the flu and its prevention.

"The bottom line is we must get our Sailors who are on the front lines vaccinated against H1N1 flu in a timely manner, and that has been our No. 1 priority," said USFF Fleet Medical Master Chief Hospital Corpsman (SW/FMF) Michael Hedden. "We're making great strides in fleetwide distribution to ensure our ships remain mission ready."

For additional information on the H1N1 flu or the vaccine, visit the CDC Web site at [www.cdc.gov](http://www.cdc.gov), or the Navy and Marine Corps Public Health Center at [www-nehc.med.navy.mil/](http://www-nehc.med.navy.mil/).

Story courtesy of U.S. Fleet Forces, Norfolk.

## North Carolina Builds 'Right Spirit' into Virginia-class Program

The second pennant in Submarine Group 2's "Right Spirit" pennant program was recently presented to USS *North Carolina* (SSN 777).

Submarine Group 2 Commander, Rear Adm. Paul Bushong, awarded the blue pennant with the words "Right Spirit" and a silver star emblazoned on it to Cmdr. Wallace Schlauder, *North Carolina's* commanding officer for the crew going 2,000 days without a driving under the influence (DUI) incident.

"We are here today to recognize the outstanding job you guys have been doing in just one small area that has big implications for the submarine force," said Bushong. "The fact that *North Carolina* has never had a DUI is pretty incredible. If we could figure out a way for you guys to package [what you are doing] and share it with the Submarine Force and the Navy that would be huge."

*North Carolina's* crew was formed in 2004 as the submarine was being built. After more than five years, they have never had a DUI incident.

"I think we all have seen some other successes so we know that it comes down to leadership, peer leadership and helping shipmates out," said Bushong. "This is a tremendous job, and I am very, very impressed with you."

Schlauder attributes the success to the peer leadership that the crew exhibits as they look out for each other, on and off duty, and as they make and follow a plan when they go out.

"It has less to do with the grand vision that the command has, and more to do with the quality of the crew that makes up *North Carolina*," said Schlauder.

"Most of this is the level of personal responsibility that they display on a day by day basis."

The first pennant was awarded to the crew of USS *Hartford* (SSN 768) in October after they passed their 1,000th DUI-free day.

The pennant is Navy blue with gold lettering and includes a gold star for each year the command is DUI free. A pennant with a single silver star represents five-consecutive year without a DUI incident. Commands are authorized to fly the pennant as long as they are DUI free.

The Right Spirit Campaign, initiated by the Secretary of the Navy in 1995, was designed to enhance fleet readiness by the reduction of alcohol abuse and related incidents, to provide a safe and productive working environment and to ensure quality of life while de-glamorizing alcohol use. This pennant was the brainchild of waterfront leadership. Submarine Group 2's Navy Alcohol and Drug Control officer designed and implemented the idea.

Story by MC1 Steven Myers, Submarine Group 2, Groton, Conn.

## A Joint Connection in the Skies above Afghanistan

Air Force tankers provide a vital in-flight refueling lifeline to extend the missions of Carrier Air Wing (CVW) 11 embarked aboard USS *Nimitz* (CVN 68) over Afghanistan in support of Operation *Enduring Freedom* (OEF).

CVW 11 aircraft leave *Nimitz's* flight deck to fly hundreds of miles away to support troops on the ground in Afghanistan. The KC-10A

*Extender* is an airborne gas station capable of delivering 350,000 pounds of fuel per mission to U.S. and coalition aircraft.

"We work very well with our coalition partners both in the air and with the troops on the ground," said Rear Adm. John W. Miller, commander, *Nimitz* Carrier Strike Group/Carrier Strike Group 11. "We are all on the same team, and we are all trying to accomplish the same mission."

CVW 11 aviators work with Army air controllers on the ground and Air Force assets in the sky to bring joint precision support to counter-insurgency operations.

"Without the ability to use joint tanker operations, we would be unable to provide the continuous uninterrupted support of ground forces in Afghanistan," said Lt. Tommy Kolwicz, assistant operations officer for Strike Fighter Squadron 97.

*Nimitz* currently provides 30 percent of the close-air support to the coalition force in Afghanistan.

Story courtesy of USS *Nimitz* (CVN 68).



An F/A-18F Super Hornet assigned to Strike Fighter Squadron 41 is refueled by a U.S. Air Force KC-10 Extender aircraft in the skies above Afghanistan.

## USNS *Grapple* Civil Service Mariners, Navy Divers Contribute to Africa Partnership Station Mission

USNS *Grapple* (T-ARS 53) recently completed a two-month long international outreach and maritime security mission, visiting four cities in as many countries along the East African coast. The mission's first stop was in Kenya. *Grapple* then continued on to Dar es Salaam, Tanzania; Djibouti; and the Seychelles before completing her mission in early January.

The mission, in support of *Africa Partnership Station* (APS), is a U.S. Naval Forces Europe-Africa initiative designed to enhance the continent's maritime security through partnership and collaboration. *Grapple* is deployed as part of APS East, which encompasses Africa's eastern and southern regions.

During *Grapple's* mission, the ship's crew, including 26 civil service mariners (CIV-MARs), and five Navy Sailors, supported 12 embarked Navy divers who were part of Mobile Diving and Salvage Unit (MDSU) 2, Little Creek, Va. The divers shared their diving and salvage expertise with their counterparts from partner country defense forces. *Grapple's* Sailors are permanently assigned to operate the ship's communications suite.

"This is a unique mission for us," said Capt. Curtis Smith, *Grapple's* civil service master. "I've been working aboard these ships for many years, and this is the first time I've been part of a mission that wasn't strictly geared toward towing or salvage."

*Grapple* is one of Military Sealift Command's four rescue and salvage ships. Typically these ships have embarked Navy divers who operate at sea to recover objects from the ocean floor, tow stranded vessels and provide firefighting assistance.

For this mission, *Grapple's* crew and embarked divers traveled from port to port, working both ashore and at sea to conduct dive training, exercises and operations with host-country defense forces. The goal of *Grapple's* current mission is to improve maritime-security collaboration and increase the rescue and salvage capabilities of all participants. This type of collaboration is especially important to ensure preparedness for real-world rescue and salvage operations – like recovering downed aircraft and dealing with other rescue and salvage missions in international waters.

At each stop, *Grapple's* divers conducted classroom and hands-on training and information-sharing sessions with their host-nation counterparts. Topics include diving safety and

medicine; techniques for both surface-air-supplied dives and self-contained underwater breathing apparatus dives; anti-terrorism and force-protection diving procedures; recompression-chamber operations and dive-equipment maintenance.

"We're enjoying the unique opportunity to share our diving and salvage expertise with our African partner nation dive units," said Navy Chief Warrant Officer William Turner, company commander of MDSU 2, Company 2-2. "This is the first theater security cooperation engagement that our unit has been involved with. We have enjoyed it tremendously."

Outside of the classroom, *Grapple's* CIVMARs play an important role in mission success. The seasoned maritime professionals operate and navigate the ship and provide food, lodging and other support services for the embarked Navy divers. The CIVMARs also connect the divers with their dive sites by providing small boat support, operating a 35-foot workboat used to transport the divers' salvage gear and providing maintenance, launch and operating support for the rigid-hull inflatable boat, that transports divers to their operation sites.

The relationship between the CIVMARs and divers is a close one. "The teamwork between the CIVMAR crew and the divers is integral to the success of our mission," said Smith.

Turner agreed. "We enjoy an excellent working relationship with the CIVMARs and greatly appreciate and rely on their professionalism and many years of experience." 🌟

Story by Laura M. Seal,  
Military Sealift Command, Washington, D.C.

## Makin Island Completes First CSSQT, Harrier and AAV Ops

Sailors and Marines aboard USS *Makin Island* (LHD 8) recently completed three combat critical training evolutions. During her 11-day underway, *Makin Island's* focus was to conduct a successful Combat Systems Ships Qualification Trials (CSSQT), her first *Harrier* flight operations and first operations with amphibious assault vehicles (AAV).

Command, Control, Computers, Communications and Combat (C5) Department performed four missile shoots against low altitude/high velocity targets and four close-in weapons system shoots during the underway.

"This was the ship's initial CSSQT evolution, testing all combat systems weapon systems against multiple targets," said Chief Fire Controlman (SW) Russell Seymour. "The CSSQT tests us on watch-standing proficiency and the technician's ability to maintain and operate their systems. The event is evaluated and assisted by an outside entity. This prepared us for the near future when we will conduct missile firings entirely by ship's force."

C5 Department's CF Division began preparing for CSSQT soon after the ship arrived in San Diego. They worked more than 150 off-duty man hours per person ensuring that every Sailor and the system was prepared for this underway.

"When we actually shot the missiles, and they hit the targets, it was such a big relief," said Fire Controlman 2nd Class Brian Jarvi. "Especially considering the extra hours we spent preparing for this moment."

*Makin Island's* air department completed more than 250 day and night AV-8B *Harrier* landings and take-offs during this at-sea period. The ship embarked 17 pilots from Marine Attack Squadron (VMA) 311 who used these operations to complete essential qualifications of their own.

"Our mission out here is to get initial carrier qualifications for our new squadron pilots," said Marine Capt. Robert Reinoehl, VMA-311's landing signal officer. "In addition to getting night qualifications for some of our more experienced flight leaders and combat wingmen, we [trained] to ensure we can safely conduct operations during our deployment."

During the past months, *Makin Island's* air department has conducted flight operations with U.S. Navy, Marine Corps and Army and various foreign nations. But, these were the first day/night *Harrier* operations the ship has completed.

Deck and combat cargo departments worked together to perform another first aboard *Makin Island*. The 3rd Amphibious Assault Battalion's Charlie Company, Camp Pendleton, Calif., brought a total of 24 AAV aboard *Makin Island* to certify the ship for AAV operations.



USS *Makin Island* (LHD 8) launches its first NATO *Sea Sparrow* missile during combined combat system ship qualifications trials.

"There was some cross coordination between the ship and the AAV operators themselves, and [combat cargo] spent some time with the Deck Department crew," said Gunnery Sgt. Shane Snyder, well deck combat cargo assistant. "We worked on ground guiding the vehicles and what to expect when they came into the well deck and when they got up into the upper vehicle stowage area aboard the ship."

*Makin Island* had already completed well deck certifications for landing craft air cushion and landing craft utility operations.

"We did a lot of training while we were in San Diego and Pascagoula [Miss.], at [pre-commissioning]," said Boatswain's Mate 3rd Class Edward Fiaseu. "We've never done the AAV evolution before, but this being our first time doing it, I was very satisfied with how our junior Sailors performed the tasks. Bravo Zulu to my junior Sailors."

Below decks during this at-sea period, gas turbine engineers from ship's main propulsion division worked side-by-side with civilian technicians to groom aspects of *Makin Island's* electric drive system.

"With the tuning and upgrades we commissioned into the Auxiliary Propulsion System (APS) these past two weeks, the ship will now use less power to run the electric drive," said

Chief Gas Turbine Electric Technician Vincent Pettigrew. "It'll save more than 300 gallons of fuel every single hour at full APS power, which is 12-plus knots, compared to running a single gas turbine engine at the same speed."

For a relatively short period away from shore, the amount of work and number of successful evolutions performed by LHD 8's Sailors and Marines can be used as an indication of the asset *Makin Island* is already becoming to the fleet.

"It speaks volumes for the quality of our crew that in less than six months, *Makin Island* has successfully made the transition from Pre-Commissioning to a seasoned member of the Pacific Fleet," said Capt. Robert Kopas, *Makin Island's* commanding officer.

"[During] this underway period, we helped qualify or requalify nearly 100 pilots while [helping] VMA-311 complete qualifications so they could deploy forward. We also completed nine of nine engagements with our gun and missile systems, while simultaneously completing a number of internal ship qualifications and tests. The crew's above-and-beyond efforts continue to improve our ship and set the standard." 🌟

Story by MC2 Justin L. Webb,  
USS *Makin Island* (LHD 8), San Diego.



Sailors assigned to Mobile Diving and Salvage Unit 2, embarked aboard USNS *Grapple* (T-ARS 53), teach proper knot tying to Tanzanian Peoples Defense Force Navy sailors during a diving operation assessment.

# Swatting the Flu Bug

Story by MC2(SW) Elizabeth Vlahos,  
Graphic by MC2(SW) William Blake

Shipmates, picture this scenario:

You head for bed, feeling normal, but a little tired – and wake up the next morning in misery. Your room is like a sauna, yet you feel like you’ve just gone swimming with the local polar bear club. Your throat is dry and feels like you swallowed glass. Your head pounds and your nose makes Niagara Falls look like a mere trickle.

**Welcome to Influenza Hell.**  
Population: you.

### All Jokes Aside, This Is Serious

This year’s H1N1 flu is a serious disease, and it’s important to take all the actions you can to protect yourself.

Let’s start with a few facts you need to know about the flu:

- Influenza is contagious. It is thought to spread mainly person-to-person through the coughing or sneezing of infected people. Most healthy adults may be able to infect others beginning one day before symptoms develop and up to five to seven days after becoming sick. That means you may be able to pass the flu on to someone else before you know you are sick, as well as while you are sick.
  - Winter is the prime season for the flu. While flu outbreaks can happen as early as October, most of the time influenza activity peaks in January or later.
  - The illness itself ranges from mild to severe, and in some cases, deadly. During the 1919 pandemic, influenza killed roughly 2.5 to 5 percent of the world’s population.
- Despite advances in medicine, the flu has not lost its impact. According to the Centers for Disease Control (CDC), every year in the United States, on average:

- Five to 20 percent of the population gets the flu;
- More than 200,000 people are hospitalized from flu-related complications; and
- About 36,000 people die from flu-related causes.
- Complications of flu can include bacterial pneumonia, ear and sinus infections, dehydration, and worsening of chronic medical conditions such as congestive heart failure, asthma or diabetes.

### An Ounce of Prevention ...

Now that you know the facts about the flu – whether seasonal or H1N1 – here’s what you can do to prevent it.

- **GET VACCINATED!** This is the single best way to prevent seasonal flu. You have two types of flu vaccines:
- The conventional flu shot – an inactivated vaccine (containing killed virus) that is given via needle. This shot is approved for use in people 6 months of age and older, including healthy people and people with chronic medical conditions.
- The intranasal flu vaccine – made with live, weakened flu viruses that do not cause the flu. The intranasal vaccine is approved for use in healthy people age 2 to 49 years of age who are not pregnant.

Do **NOT** get vaccinated without first consulting your doctor if:

- You are severely allergic to chicken eggs.
  - You have had a severe reaction to an influenza vaccination in the past.
  - You have previously developed Guillain-Barré syndrome within 6 weeks of getting an influenza vaccine.
  - You have a moderate or severe illness with a fever. Wait until your symptoms lessen to be vaccinated.
  - Children less than 6 months of age (the flu vaccine is not approved for this age group).
- If you have questions about whether you should get a flu shot, talk to your doctor.

Other things you can do to reduce your risk of getting sick are:

- Cover your nose and mouth with a tissue when you cough or sneeze. Discard the tissue afterwards.
- Wash your hands often with soap and water. If this is not practical, use an alcohol-based hand sanitizer.
- Avoid touching your eyes, nose and mouth. Germs spread this way.
- Try to avoid close contact with sick people.
- Follow public health advice regarding school closures, avoiding crowds and other measures to keep your distance from others to lessen the spread of flu.

### ... Is Worth A Pound of Cure

If, despite all preventative efforts, you still get bitten by the flu bug, here’s how to swat it:

**STAY HOME!** Infecting your coworkers with the flu just because you feel you have to be at work is unfair to them. Come on, they invented sick call for this reason. More than anything, though, you need to rest to be able to recover. CDC recommends that you stay home until 24 hours after your fever dissipates.

- Take the preventative measures listed above.
  - Stay hydrated; drink plenty of fluids. Go easy on the caffeine, though – it’s a diuretic.
  - Take acetaminophen or ibuprofen (i.e. Tylenol or Motrin) to reduce the fever. Aspirin has been linked to Reye’s Syndrome, a rare but potentially fatal illness of the liver reported to be associated with aspirin. Although children and teenagers are at the greatest risk, Reye’s can strike anyone.
- If you experience the following symptoms, head straight for the emergency room:

- Difficulty breathing or shortness of breath;
- Pain or pressure in the chest or abdomen;
- Sudden dizziness;
- Confusion; and
- Severe or persistent vomiting.

Parents, take note of the following symptoms in your children:

- Fast breathing or trouble breathing;
- Bluish skin color;
- Not drinking enough fluids;
- Not waking up or not interacting;
- Being so irritable that the child does not want to be held;
- Flu-like symptoms improve but then return with fever and worse cough, and
- Fever with a rash.

### A Note about H1N1

The vaccines available for conventional influenza will not protect against H1N1, but vaccines for this strain are available, so get it as soon as you can. Your doctor may prescribe anti-viral medications if you do contract H1N1. Anti-

viral medications can make you better faster and may also prevent serious complications. These drugs are being used mainly this season to treat people who are very sick, such as people who need to be hospitalized, and to treat sick people who are more likely to get serious flu complications. Your doctor will decide whether antiviral drugs are needed to treat your illness. Keep in mind, though, most people with H1N1 have had mild illness and have not needed medical care or antiviral drugs; the same is true of seasonal flu.

**Stay healthy! We need you!**

(Source: Centers for Disease Control (CDC))

Vlahos and Blake are assigned to Defense Media Activity – Anacostia, Washington, D.C.



# Hangin' by a Line

Story by MC1 Amy Kirk, photo by MC1 Brien Aho

**N**avy Search and Rescue swimmers risk their lives on a daily basis - hanging from a thin line, dangling from helicopters and plucking victims from danger and death. We've seen their heroics play out in the movie theaters and while watching the nightly news.

Descending from the sky like angels, these brave Sailors are prepared to put it all on the line every time a call comes.

Aviation Warfare 1st Class Karl Anderko of Lockport, N.Y., recalls flying back toward Naval Air Station Norfolk's Helicopter Sea Combat Squadron 28 when the crew received word there was a boater in distress, and they were asked to investigate.

"We came back and placed Petty Officer Gillespie's and Petty Officer Rockwell's rescue gear into the bird," said Anderko. "We refueled and headed out."

Flying over the area AW2 Zachary Gillespie spotted something with his night vision goggles. There was a boat below with its lights flashing and a man frantically waving his arms.

Acting quickly, Anderko lowered AW2 Eric Rockwell into the water about five feet from the boat. Swimming over, Rockwell found one survivor.

"Well, right from the start I was amped," said Rockwell, a Saint Augustine, Fla., native. "As soon as I hit the water all my training kicked in, and I started asking him questions and assessing the situation."

The boater was very scared because there were water moccasins in the water, but after a little coaxing from Rockwell he made his way over. A rescue strap was quickly lowered and the boater was brought to safety.

Rockwell said he will never forget the man's words to him as they were being hoisted up. "He said, with a very unusual accent, 'I'm a little scared, but right now I feel safe in your arms.' I felt really good that I had just saved someone."

The entire evolution lasted approximately 35 minutes from the time of the initial call to the rescue.

"We just stick to our training, and execute quickly and safely," said Gillespie, a native of Phoenix. "One of our sayings that is always passed down from Fleet Readiness Squadron is 'slow is smooth and smooth is fast.' So, that is what we have trained for."

SAR swimmers must complete nearly a year of training before going to their first squadron - four weeks at Naval Aircrew Candidate School, five weeks in Aviation Rescue Swimmer School, 16 weeks at Aviation Warfare 'A' School and 16 weeks at Fleet Replacement Air Crewman School.

Once Sailors complete aircrew and rescue swimmer school, they enter into what many view as one of the most dangerous jobs in the fleet.

Rescue swimmers must have flexibility, strength, endurance and be able to function for 30 minutes in heavy seas. Once qualified, training remains a constant.

"There's lots of pool training," said Gillespie. "And, in any given month, we train just on SAR - a minimum 20 hours."

The job is tough, training non-stop and the story doesn't always have a happy ending. But, for Sailors like Gillespie, Anderko and Rockwell, the knowledge that they could be called on at a moments notice to save a life is all the motivation they need.

"Making a rescue is pure adrenaline," said Gillespie. "It feels good to know you can help someone when they are in a bad situation. That's what we're all here for. If you asked us to do it every day, we would." 🍷

*Kirk and Aho are assigned to NPASE-East, Norfolk.*

Search and rescue swimmers AW2 Justin Stonebraker from Palmdale, Calif., and AW2 Zachary Todd Gillespie from Phoenix, both assigned to Helicopter Sea Combat Squadron 28, conduct search and rescue training in Willoughby Bay, Norfolk.

## Hero of the Korean War: Ensign Jesse L. Brown

Story by MC2(AW) Jonathan W. Hutto Sr.

**T**wenty-two years before President Harry S. Truman signed an executive order desegregating the Armed Forces, Jesse L. Brown, the Navy's first African American pilot, was born in Hattiesburg, Miss., Oct. 13, 1926. The son of a sharecropper and school teacher, Brown and his five brothers and sisters learned farm work very early to help their family make ends meet.

Despite being raised in poverty, Brown learned to read by the age of six. His interest in flying began out in the fields where he would stare in awe at the planes flying overhead.

Brown was motivated at an early age by his mother's determination that all her children would attend college. He graduated second in his high school class, and was accepted to Ohio State University in 1944. At the time, less than 1 percent of Ohio State's enrollment was African-American as most of Brown's contemporaries attended historically black colleges and universities.

Brown studied engineering and joined the Naval Reserve Officer Training Corps on campus in 1946. Despite discriminatory and discouraging remarks from an instructor, Brown graduated from Ohio State and later earned his flight wings from the U.S. Navy Flight School in 1948. A year later he was commissioned an ensign and assigned to the 32<sup>nd</sup> Fighter Squadron flying F4U-4 *Corsairs* aboard USS *Leyte* (CV 32) in 1950.

During the Korean conflict, Brown was awarded combat medals for successfully leading bombing campaigns against enemy installations in 20 air combat missions. Brown's mission in November 1950 to the Chosin Reservoir in North Korea would be his last and most heroic.

Though greatly outnumbered by the Chinese ground force, the allied forces had the advantage of air superiority. Brown and his squadron flew in to support the allies. Shortly after the mission began, Brown calmly made a radio call stating, "I think I may have been hit. I've lost my oil pressure, and I'm going to have to go in."

Brown crash-landed on a 5,300-foot mountain. The impact of the crash broke his aircraft in half with flames

and smoke billowing above the wreckage. Brown's fellow pilots believed he was dead until the hatch of his plane opened and they could see Brown occasionally wave to them.

Lt. Thomas J. Hudner, one of the pilots in Brown's squadron, became good friends with Brown while aboard *Leyte* through their love of flying. A Naval Academy graduate, Hudner felt compelled to help his friend trapped in the wrecked aircraft. Without his commander's permission, and with Chinese aircraft in the area, Hudner flew his aircraft into the wind and crash landed on the mountain near Brown.

Uninjured from the crash, Hudner unsuccessfully attempted to free Brown's legs from the aircraft using a small ax without any success. When a Marine rescue helicopter arrived, they worked into the late evening to free Brown. When it became apparent he would not be freed from the wreckage, Brown had some final words for Hudner, "If I don't make it, please tell my wife Daisy, I love her."

With those final words, Hudner and the rescue team left the mountain. Hours later, the crash site would be burned and the trapped body of Ensign Jesse Brown was incinerated with it.

Rather than being disciplined for crashing his plane into the mountain, Hudner received the Medal of Honor for his actions from President Truman. Brown was posthumously awarded, the Distinguished Flying Cross. In 1972, the Navy commissioned a *Knox*-class frigate, USS *Jesse L. Brown* (FF 1089). 🇺🇸

*Hutto is assigned to Defense Media Activity-Anacostia, Washington, D.C.*



## Chief Hospital Corpsman Julie Jorgensen

Story by MC2(SCW) Brian Coverley, and Douglas Stutz

The main role of the originally Canadian-led Role 3 Multinational Medical Unit [NATO forces trauma center]

**C**hief Hospital Corpsman Julie Jorgensen recently returned to her parent command, Naval Hospital Bremerton (NHB), Wash., as a newly-pinned chief, with her individual augmentee (IA) assignment to Kandahar Air Field (KAF), Afghanistan behind her. "[When I arrived in Afghanistan,] I was expecting an administrative/leadership position, similar to my [2007] Kuwait deployment," she said. "But, I was told I would be seeing patients in sick-call and helping transfer critically wounded casualties from the flight-line to our trauma bay in ROLE 3 [Multinational Medical Unit]; transporting patients outside medical treatment facilities and for medical evacuation (MEDEVAC) flights to Germany."

– also known as an R3 or a MIMU – is to provide clinical care to multinational, NATO and joint-forces troops requiring urgent care such as injuries from intense combat or from mine or improvised explosive device (IED) blasts.

Jorgensen, who was still a hospital corpsman 1st class at the time, quickly became a shift-supervisor and then was selected to be part of the trauma department.

While overseeing the functions of what triage wards do, Jorgensen said, "A 'normal' day for us was to expect any number of [trauma] cases flown in from all over Southern Afghanistan. As a trauma team member, I helped [receive] and treat a lot critically wounded combat casualties that were mostly from IED and mine blasts and gunshot wounds."

This, she added, was despite several incoming rocket attacks she experienced.

"The only prior training I had was attending Tactical Combat Casualty Care (TCCC), which is great if you're a medic 'outside the wire' or even a flight medic," she said. "I have been a Biomedical Photography technician for 11 of my 14 years as a hospital corpsman. I really didn't have any preparation for this except for all the years of studying for advancement exams and watching the action happen during fleet hospital exercises."

Regardless of a seemingly incongruous background for her assignment, Jorgensen met mission requirements, continued her professional development, and was ultimately selected for advancement as a chief petty officer. Her indoctrination group was comprised of a full spectrum of warfighters from both the Army and the Navy as well from our allies in ongoing Operation *Enduring Freedom*. "Our induction committee-members were Navy SEALs, as were half of our selectees.

"Surprisingly there were even a lot of Army personnel who understand the chief petty officer induction process and there were also a lot of retired Navy working here as government contractors who helped to explain it to the other nation's representatives," said Jorgensen.

All of Jorgensen's experience, especially her enthusiastic volunteering and execution of her duties during her IA, show her love for the Navy and what it embodies.

"I joined Feb. 14, 1993. I had wanted to join the military since I was a freshman in high school, but I couldn't decide on what branch until my brother beat me to it. My dad, four of my uncles and my brothers were all boiler technicians. So I guess it was sort of a family tradition, although I'm the only one who made the Navy a career." 🇺🇸

*Coverley is assigned to Defense Media Activity – Anacostia, Washington, D.C.*

*Stutz is assigned to Naval Hospital Bremerton, Wash.*

# Any Day in the Navy

MAGAZINE OF THE U.S. NAVY

To be considered for the  
**'Any Day in the Navy'** issue,  
forward your high resolution  
images with full credit  
and outline information,  
including full name, rank  
and duty station to:  
**[anyday@dma.mil](mailto:anyday@dma.mil)**

## Any Day in the Navy

Photo submissions due by July 15, 2010