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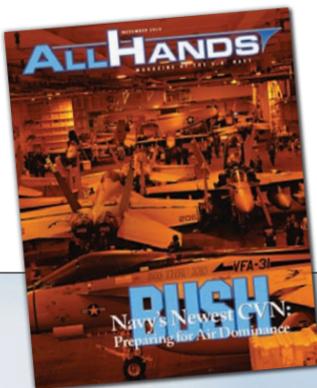
ALLHANDS

MAGAZINE OF THE U.S. NAVY



PUSH

Navy's Newest CVN:
Preparing for Air Dominance



[On the Front Cover]

Aircraft assigned to Carrier Air Wing (CVW) 8 are stored in the hangar bay of USS *George H.W. Bush* (CVN 77).

Photo by MC3 Nicholas Hall



Sailors communicate during a mass casualty drill on the flight deck of USS *George H.W. Bush* (CVN 77).

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PANAMAX 2010: Panama Canal takes center stage

The Panama Canal unites the Atlantic and Pacific Oceans at one of the narrowest points – between the Isthmus of Panama and the North American continent. In support of their partnership and to continue to provide uninterrupted passage to ships of all the nations of the world the United States, Panama and several other partner nations come together once a year for PANAMAX, a 12-day regional exercise focused on training participants as a joint, multinational force to protect the Panama Canal.

Photo by MC2 Joseph M. Clark



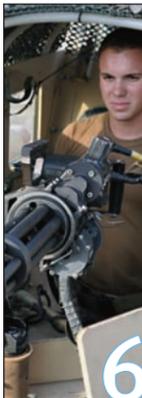
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McInerney Expands Gallant Service to Pakistan

USS *McInerney* (FFG 8), the longest-serving *Oliver Hazard Perry*-class frigate in the U.S. fleet, has been a valued asset to the Navy for more than 30 years. But on Aug. 31, 2010, the U.S. Navy, along with the remaining members of her crew and honored guests, bid farewell to *McInerney*. Upon the ship's decommissioning in Mayport, Fla., she was commissioned in the Pakistan navy as PNS *Alamgir* (F 260).

Photo by MC2 Sunday Williams

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Navy's Newest CVN: Preparing for Air Dominance

One hundred years ago a 50 horsepower *Curtiss* plane landed on Willoughby Spit in Norfolk after taking off from USS *Birmingham* (CL 2). Since then, the U.S. Navy has been perfecting the forward presence of air dominance, and no one knows this better than the crew of the Navy's newest aircraft carrier, USS *George H.W. Bush* (CVN 77).

Photo by MC3 Tony Curtis

[Next Month]

All Hands focuses on new housing in San Diego and catches up with the Leap Frogs in Milwaukee and San Diego.



Cmdr. Amy Burin, assigned to U.S. Naval Forces Central Command, Manama, Bahrain, is fitted to a phoropter during an eye examination at the Naval Branch Health Clinic at Naval Support Activity Bahrain.

Photo by MC2 Jason T. Poplin

Speaking with Sailors

Force Master Chief (AW/SW) James Delozier, Commander, Naval Air Forces (CNAF), U.S. Pacific Fleet



The focus of this issue is naval aviation. To many, that term brings to mind pilots, helicopters, jets and aircraft carriers, but we know that it's the entire team that makes naval aviation successful – especially the hardworking Sailors who keep the planes ready to fly and keep the flight deck and flight lines open and safe.

As I visited the aircraft carriers, squadrons and other commands within Naval Air Forces Pacific, I am continually struck by the caliber of the men and women serving our Navy. I could not be prouder of our Sailors, especially those who have earned the qualification of Naval Aircrewman (NAC) and Enlisted Aviation Warfare Specialist (EAWS).

The enlisted Sailor has played a key role in aviation from the start. In 1916, a class of enlisted men was formed and placed under instruction in flying and in January 1920 the enlisted pilot designation of Naval Aviation Pilot (NAP) was first used.

NAP certificate No. 1, dated Jan. 22, 1920, was issued by the Bureau of Navigation to Harold H. "Kiddy" Karr, CQM (A) (NAP) USN. NAPs retained their specialty rates and performed rating duties as well as flying. In 1921 NAP designations were made for seaplanes, ship-planes and airships and NAPs were authorized to wear their specialty rating badges on their sleeves and Naval Aviator wings on the upper left chest.

The rating of Chief Aviation Pilot (CAP) was established in 1924 for those qualified in heavier-than-air craft. The rating badge for AP used a replica of Naval Aviator wings. The Aviation Pilot First Class (AP1c) rate was added in 1927. Our enlisted aviators made significant contributions throughout World War II, but not long after, the Enlisted Flight Training Program was cut. Most consider 1948 as the official termination of the NAP program, but many enlisted pilots continued their careers in the Navy, Marines Corps and Coast Guard

When the Korean War began in June 1950, the Marine Corps had 255 NAPs. By the cease-fire in July 1953 the number of NAPs in the Corps had dropped to 137. By 1964 as forces prepared for the conflict on Vietnam, only 27 NAPs remained in Marine aviation.

In 1955, the number of enlisted Navy pilots in flight status hovered around 300. Retirements, coupled with advancements into Limited Duty Officer status, continually cut into the number of bluejacket aviators. The last enlisted pilot on active duty was ACCM Robert K. "NAP" Jones, who retired from the Navy Jan. 31, 1981.

Today, earning the EAWS or NAC pin is the identifier for our enlisted aviation warriors.

As I talk to Sailors from across the force, that sense of pride and professionalism is equally as evident. I continue to see enlisted Sailors working on challenging qualifications and I watch them with pride as they professionally support naval aviation.

Our hardworking enlisted Sailors keep the pilots safe, the aircraft well-maintained, the flight deck equipment in working order and the ordnance loaded correctly. As I travel throughout the world as the CNAF Pacific Force Master Chief, I know the future is in good hands! **AH**

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Editor

Marie G. Johnston

Assistant Editor/LCPO
MCCS(AW/SW) Ernest W. Frazier

Photo Editor/LPO
MC1(AW) R. Jason Brunson

Photo Editor
MC2(EXW) Todd Frantom

LAYOUT AND DESIGN

Timothy Mazurek

Illustration
Robb Gensic

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Photo by Lt. Erik Reed

SN Shane Parker, assigned to a riverine squadron, mounts an MK-44 medium caliber automatic cannon on a mine resistant ambush protected vehicle, near Contingency Operating Base Basra, Iraq.

Legislation Extends Special Stop-Loss Pay Deadline

President Barack Obama recently signed legislation extending the Retroactive Stop-Loss Special Pay deadline through Dec. 3, 2010.

The program allows the military to extend service members whose end-of-term of service, retirement or end-of-service obligation date falls during a deployment. They may be involuntarily extended until the end of their unit's deployment. The Army and Marine Corps used the policy the most. The program has been used extensively since 9/11 to maintain personnel strength in deploying units.

Officials estimate about 80,000 eligible service members, veterans and beneficiaries have yet to apply for the special stop-loss pay.

"It's important that all those eligible for this benefit take the opportunity to apply for what they've earned," said Lernes Hebert, DoD acting director of officer and enlisted personnel management. "We encourage those eligible to apply as soon as possible, to avoid the last-minute rush, which can increase processing time."

The program was due to run out Oct. 21. The extension is part of the continuing resolution that funds federal government operations. Congress has not yet passed authorization or appropriations bills for FY11.

The program affects military members whose service was involuntarily extended under stop-loss between Sept. 11, 2001 and Sept. 30, 2009. Eligible members or their beneficiaries are required to submit a claim to their respective military service to receive the benefit of \$500 for each full or partial month served in a stop-loss status.

The special pay is meant to remunerate the service members for their sacrifices. When the program began last year, the services estimated 145,000 service members, veterans and beneficiaries were eligible. Most had already separated from the services.

The services have sent direct mail to those eligible under the program. The military has engaged with military and veteran service organizations and has reached out via social networks and media outlets. **AH**

Story by Jim Garamone, American Forces Press Service, Alexandria, Va.

Panel Discusses Women's Roles, New Policies in Military

Military and civilian experts recently held two panel discussions concerning new policies for women and women's roles in the military during the 7th Annual Fall Leadership Symposium and Career Workshop held at the Women in Military Service for America Memorial at Arlington National Cemetery.

Experts shared updates and their perspectives on how policy is evolving to address modern military issues during the panel-style forum discussion, entitled "Military Women's Policy Update."

One of the key topics discussed during the forum was the policy change regarding women serving aboard submarines.

Rear Adm. Barry Bruner, commander, Submarine Group 10, said it is imperative for the Navy's future that women serve aboard submarines.

"I am absolutely convinced that putting women on submarines is the right thing to do," he said. "There's no doubt in my mind. It's not because it's politically correct. It's because the mission of a submarine is to put ordnance on target – that's what a submarine is supposed to do. In 1966, men earned 75 percent of the technical degrees. In 2006, women earned 51 percent of the technical degrees. To be a nuclear-trained officer you have to have a technical background."

Bruner also said that even though diminishing recruiting goals have affected the submarine community, maintaining quality officers and Sailors remains paramount for the Navy, regardless of gender.

"The playing field that we in the nuclear Navy have been able to draw the very best and brightest from to crew our submarines has been diminishing," he said. "In two of the past five years we haven't met our goals. We need to open up the aperture to make sure we really do get the best and brightest."

The second panel, entitled "Leading Ladies: Peak Performers Shattering Boundaries," was comprised of a distinguished panel of women leaders including Rear Adm. Katherine Gregory, commander, Naval Facilities Engineering Command.

The panel centered on leadership challenges and strategies for success.

A qualified Seabee Combat Warfare officer, Gregory encouraged women service members to take advantage of opportunities, accept the most difficult of assignments and remembering adversity will only increase individual capabilities.

The symposium and workshop was sponsored by Academy Women, a nonprofit organization comprised of current and former women military officers, cadets, midshipmen and candidates, provides supplemental sources of education, leadership development opportunities and resources to achieve better personal and professional balance for military women and women veterans. **AH**

Story by MC3 Shannon Burns, Defense Media Activity, Arlington, Va.

Rating Conversion Keeps Good Sailors on the Best Path

With the recent merger of Perform-to-Serve (PTS) and Fleet Rating Identification Engine (RIDE), Sailors are advised to take full advantage of the program's conversion option to stay Navy as the force is shaped to provide future capabilities.

"What we have is 5,000 Sailors in overmanned ratings being looked at in PTS, but 6,000 vacancies in undermanned ratings are not yet filled," said Mike Fair, Bureau of Naval Personnel deputy military community manager. "We have to match these Sailors up with these undermanned specialties by educating Sailors on how PTS and Fleet RIDE can keep them from becoming separated from the Navy because they aren't in ratings we need."

PTS was implemented in March 2003 as a means for the Navy to match manning requirements with mission requirements. It's a centralized reservation system that balances overmanned and undermanned ratings, using reenlistments as its key tool.

With Fleet RIDE integration, Sailors are provided the additional information of what other rating billets are open and what the Sailor may qualify for outside of their current rating, based on their Armed Services Vocational Aptitude Battery.

"Most Sailors are loyal to their rating and are reluctant to change," said Senior Chief Navy Counselor (AW) Jermaine Rawls, Navy Personnel Command PTS Help Desk. "Career development boards are indispensable in raising the number of conversion requests through PTS."

The chain of command must counsel Sailors before they enter the PTS window to clarify the importance of applying for both in-rate and conversion quotas.

"Some advantages that accompany a rating conversion are advancement, selective reenlistment bonus, formal training, college credit and the opportunity to stay Navy," said Rawls.

Sailors considering conversion can review their Career Reenlistment Objective (CREO). CREO categories are identified in one of three levels:

CREO 1 rates are undermanned.

CREO 2 rates are manned at desired levels.

CREO 3 rates are overmanned.

Command career counselors can assist Sailors with understanding the benefits of reviewing their CREO information and can provide Sailors with guidance throughout the PTS process.



Photo by Tony Papp

HM2 Richmond Roy (left) and Lt. Brandon Sheets, helicopter aircraft commander, are interviewed aboard an (MH-60S) Sea Hawk search and rescue (SAR) helicopter by Seattle KING 5 TV News (NBC) reporter Gary Chittum.

Whidbey Island Search and Rescue Crew Receives Commendation

Members of a Naval Air Station (NAS) Whidbey Island, Wash., search and rescue (SAR) team were recently honored by the Mason County, Wash., Sheriff's Office for saving the life of a teenager. Team members recognized were: Lt. Brandon Sheets, pilot and mission commander; Lt. Scott Zenner, pilot; Chief Naval Aircrewman (NAC) Jeremiah Wilkins; Naval Aircrewman (NAC) 1st Class Andrew Worth; Naval Aircrewman (NAC) 2nd Class Brian Casey and Hospital Corpsman 2nd Class (NAC/AW) Richmond Roy.

The SAR crew, which responded to a call for assistance from the sheriff's office after a 16-year-old girl fell off a cliff and into the river in Skokomish River Canyon while hiking with her family.

SAR launched an MH-60S Knighthawk helicopter with a crew of six as ground rescue teams reached the injured hiker and rendered first aid.

Once on location, the crew analyzed the situation taking everything into consideration to perform a safe and successful extraction.

"I would like to take this opportunity to commend all of you for your heroic and spectacular rescue," said Mason County Sheriff Casey Salisbury. "Your conduct during this operation reflects favorably on the U.S. Navy; during this mission you all demonstrated the highest standards of dedication, bravery and professionalism to the mission of public safety."

"Because of the brave rescue you accomplished that day, Ruth Powell is alive and expected to recover fully from the injuries she sustained. Accordingly, I am awarding you this commendation on behalf of the citizens of Mason County, the Mason County Sheriff's Office and Mason County Fire Districts No. 4, No. 6 and No. 9."

During the awards ceremony, each member of the crew received a challenge coin from Salisbury and a letter of commendation.

"This is a huge honor to be recognized by the community," said Roy. "They were working just as hard as we were and for them to recognize us means a lot. It is personally rewarding to be able to get a chance to build a great relationship with the community and help save those who get stuck in bad situations."

"I am proud of the SAR crew for what we do as a unit and it's nice to be recognized," said Zinner. "This job is very rewarding and any chance we get to help people who need us; we are there, trained and ready to help."

Tinoko is assigned to Navy Public Affairs Support Element West, Det. Northwest, Silverdale, Wash.



Photo by MC3 Adam K. Thomas

A Sailor aboard USS *George Washington* (CVN 73) uses a fire hose to clean mud and debris from one of the ship's 90,000-pound anchors as the ship departs Manila, Philippines, after making her third liberty port call since leaving Yokosuka, Japan, for the 2010 summer patrol.



Photo by MC3 Christopher B. Stoltz



Photo by MC3 Sylvia Nealy

HM3 Jyotiben Patel, (right), fights IT3 Jared Chase after she was sprayed in the face with Oleoresin Capsicum spray during a Security Reaction Force Basic (SRF-B) course aboard USS *Mount Whitney* (LCC 20) in the Baltic Sea.

At top — Cmdr. Cyrus Rad, embarked aboard USS *Iwo Jima* (LHD 7), performs an eye exam in Puerto Barrios, Guatemala, a remote town three hours away from the nearest medical facility during a *Continuing Promise 2010* community service event.

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“PTS and Fleet RIDE helps us keep our best and brightest Sailors in the Navy in their current rating in the Navy in their current rating, conversion to undermanned rating or by direct affiliation into our SELRES,” said Fair. “There are many untold happy endings.”

“For example, a machinist’s mate third class was approved for conversion. His old rating was overmanned with advancement opportunity to E-5 less than 7 percent. The Sailor converted to cryptologic technician collection; attended A School; graduated; converted to CTR 3rd Class; received a standard re-enlistment bonus for a six-year reenlistment; and is now assigned to a Navy information operations command. CTR advancement opportunity for E-5 is nearly 100 percent. We want to get the word out to Sailors about the power of PTS and Fleet RIDE. We believe a satisfied Sailor makes a better Navy,” said Fair. **AH**

Story by MC1(AW) LaTunya Howard, Navy Personnel Command, Millington, Tenn.

New Law Extends 75-Day Leave Carry-Over

A 2008 law that increased annual leave carry-over from 60 days to 75 days has been extended to 2013.

The 2010 National Defense Authorization Act passed by Congress and signed by President Barack Obama in October 2009, extended the planned December 2010 expiration of the 75-day leave carry-over benefit, until Sept. 30, 2013. Afterward, leave carry-over eligibility will be reset to 60 days.

“While this extension was effective in October 2009 and policy documents were updated to reflect this change, it appears that many Sailors had not received this information. The release of NAVADMIN 281/10 ensures maximum distribution to the fleet,” said Lt. Brandi McGehee, Navy military

pay and compensation policy, assistant pay and allowances officer. Special Leave Accrual (SLA) retention limits for SLA earned between Oct. 1, 2008, to Sept. 30, 2013, for service members assigned to hostile fire or imminent danger areas, certain deployable ships, mobile units or other duty, were also extended to four fiscal years from the previous three fiscal year limit.

These leave carryover changes are now reflected in the MILPERMAN articles that apply (1050-010, 1050-060 and 1050-070).

For more information, visit the Navy Personnel Command website at www.npc.navy.mil and read the message or contact your servicing personnel support detachment. **AH**

Story Courtesy of Navy Personnel Command, Millington, Tenn.

Navy Tightens E-5 Eval Recommendations

To more clearly define top-performing Sailors, the Navy is revising the E-5 periodic evaluations beginning March 15, 2011, with a mandatory “ranking” requirement.

According to NAVADMIN 286/10, the E-5 force distribution rules are being changed so that the total number of “early promote”

and “must promote” recommendations cannot exceed 60 percent and “must promote” recommendations can be increased by one for every unused “early promote” quota.

Previously, raters were not limited in how many “must promote” recommendations they were able to give, but “early promote” recommendations have been set and remain at 20 percent.

As the Navy continues to center its attention on performance, it’s more important than ever for Sailors to ensure their records are up-to-date and accurate. The electronic service record can be viewed at <https://nspics.nmci.navy.mil> and official military personnel files are available on BUPERS Online <https://www.bol.navy.mil>.

An updated release of the NAVFIT98A software is planned for January 2011 to incorporate the policy change. The software was modified earlier this year to incorporate changes regarding the documentation of physical fitness assessments and individual augmentee assignments.

For more information, visit www.npc.navy.mil/CareerInfo/PerformanceEvaluation/FAQ.htm. **AH**

Story Courtesy of Navy Personnel Command, Millington, Tenn.

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Photo by Lt. Colby Drake

Amphibious assault vehicles from the 31st Marine Expeditionary Unit (MEU) and the Republic of Korea (ROK) Marine Corps launch smoke grenades during a demonstration for the 60th anniversary of the landing operation at Inchon, Korea.

Students in the third phase of Basic Underwater Demolition SEAL (BUD/S) training, double check each others work in building a standard charge on the beach of the BUD/S compound on San Clemente Island.

From top right— Preventive medicine entomologist Lt. Michael Kavanaugh, embarked aboard USS *Iwo Jima* (LHD 7), takes water samples in Puerto Barrios, Guatemala, as a young boy watches.

LS2 Kimberly Castro, assigned to Strike Fighter Squadron 32, purchases a soda from the vending machines on the aft mess decks aboard USS *Harry S. Truman* (CVN 75) while deployed to the Arabian Sea.



Photo by MS Blake Midnight



Photo by MC2 Jonathan E. Davis



Photo by MS3 Zachary Montgomery

continued from page 9

Learning, Development Roadmap Available for All Enlisted Sailors

Culminating three years of intense work by the staffs at Naval Education and Training Command (NETC) learning centers, learning and development roadmaps (LaDRs) are now available for every rating.

Announced in NAVADMIN 258/10, the completed LaDRs are fleet-focused products that provide guidance to Sailors along with a learning and development continuum that is specific to each rating.

“Completion of all learning and development roadmaps is a significant milestone for helping Sailors to be successful in their ratings,” said Master Chief Petty Officer of the Navy (SS/SW) Rick D. West. “Having a written guide that explains in detail what each Sailor needs at specific points in their career is an invaluable tool for service members and their mentors.”

All rating-specific LaDRs were developed by subject matter experts at the NETC learning centers and include input from the enlisted community managers at the Bureau of Naval Personnel and have been validated by the fleet.

“The LaDR for each rating is organized around significant career phases and enables targeted learning opportunities,” said Tom Smith, NETC enlisted learning and development coordinator. “Each LaDR is also sequenced to meet growing and changing roles throughout a career. Sailors new to the Navy and early in their careers will find that LaDRs provide a solid technical and analytical foundation that will support tactical and operational competencies.”

Commanders are required to ensure distribution of LaDRs to every enlisted pay grade at all commands. This is can be accomplished through Navy Knowledge Online (NKO) at <https://www.nko.navy.mil/portal/home/>. After accessing the NKO home page, a

Sailor selects the “Career Management” tab and navigates along the blue side banner and selects the LaDR hyperlink.

Additional information about LaDRs is detailed in NAVADMIN 258/10, available through the Naval Personnel Command Web site at www.npc.navy.mil/ReferenceLibrary/Messages/. **AH**

Story by Ed Barker, Naval Education and Training Command, Pensacola, Fla.

Officers Required to Have Full-Length Photo on File

The requirement for officers to submit photographs for their permanent service records was reinstated in NAVADMIN 103/07, released in April 2007.

“While there may be limited opportunities for officers to have a photo taken professionally, there is a simple way to accomplish this requirement using materials and equipment available [a white board, a digital camera and a plain wall],” said Capt. Leo Falardeau, Navy Personnel Command (NPC) assistant commander for Career Progression.

Per the instruction, write the required information on a piece of paper, poster board or white board in two-inch letters (can be hand-written).

- LAST NAME, FIRST NAME, MIDDLE INITIAL

- GRADE/SSN LAST FOUR/ DESIGNATOR(S)
- DD/Month abbreviation/YY (for example: 09 OCT 10)

Take the white board, poster or paper along with a digital camera and a shipmate into the passageway. Stand up against the bulkhead (left shoulder forward), while a shipmate takes the full-length photo.

The photograph (per MILPERMAN 1070-180) must be in color and display a full-length, three-quarter view of the member, left shoulder forward. A plain, flat background provides sufficient contrast to highlight details of the uniform. The photo must be four inches in width and six inches in height.

Save the picture to a hard drive, then copy and paste it into the submission form (link below). Type in requested information, print the form with the picture and sign the form.

Mail the completed, signed form to:
Navy Personnel Command
Pers-312C
5720 Integrity Dr.
Millington, TN 38055-3120
NAVPERS form 1070/884 is available at www.npc.navy.mil/ReferenceLibrary/Forms/NAVPERS/.
Board schedules can be viewed at www.npc.navy.mil. **AH**

Story Courtesy of Navy Personnel Command, Milington, Tenn.

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

Directions on how to properly submit photos can be found at 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, for fresh images of your shipmates in action.



BUSH

Navy's Newest CVN: Preparing for Air Dominance

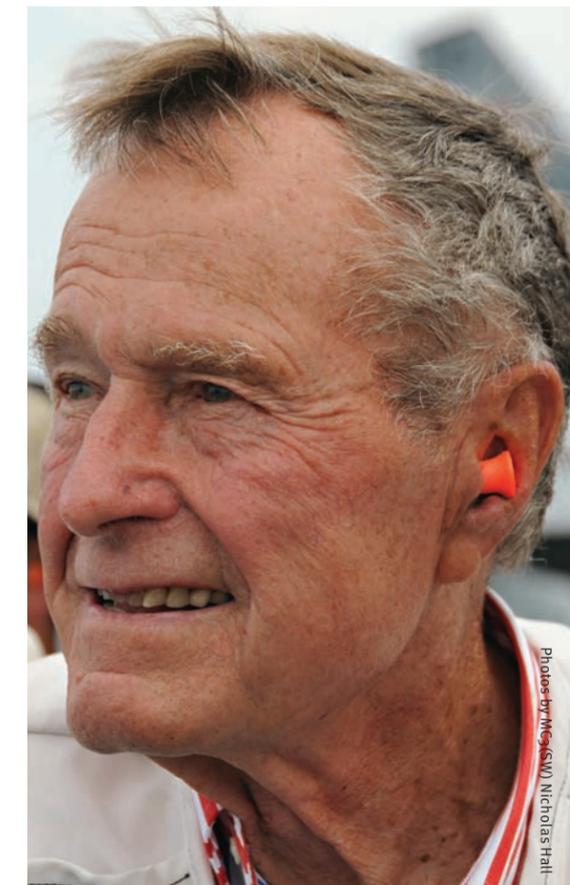
Story courtesy of USS *George H.W. Bush* (CVN 77)

An Enlisted Aviation Warfare Specialist (EAWS)
Pin sits on EAWS qualification books.

Photos by MC3(SW) Nicholas Hall



From the first take-off of a 50 horsepower *Curtiss* plane from a wooden deck built on USS *Birmingham* (CL 2) Nov. 14, 1910, to the first landing of an F/A-18F *Super Hornet* on the flight deck of USS *George H.W. Bush* (CVN 77) in May 2009, the U.S. Navy continues to perfect the forward presence of air dominance. No one knows this better than the crew of the Navy's newest aircraft carrier, USS *George H.W. Bush*.



Former President George H.W. Bush watches flight operations from the landing signal officer's platform aboard the aircraft carrier that bears his name.

Above left—
USS *George H.W. Bush* (CVN 77) sails in the Atlantic Ocean.

Photos by MC3(SW) Nicholas Hall



Photos by MCSN Daniel S. Moore

With as many people on board as some small towns, an aircraft carrier's crew operates together as one large team through every evolution they conduct.

Operations range from global crisis response to full-scale war, but the carrier's main objective is to conduct flight operations promoting forward presence and sea power.

As America's newest aircraft carrier prepares for her maiden deployment, there are countless equipment and systems certifications that USS *George H.W. Bush* (CVN 77) must complete to prove that she and her crew are combat ready. Despite the daunting number of tests and inspections the carrier goes through, the most vital task is taking a crew who has never spent extended periods of operational activity at sea and prepare them for a deployment. That preparation ranges from in-rate training to shipwide evolutions.

To help in this endeavor, the command used local training organizations and coordinated with *Bush's* sister ships throughout the fleet to send Sailors on temporary assigned duty (TAD) to deploy on other aircraft carriers.

Beginning in May 2009, nearly 30 *Bush* Sailors joined the crew of USS *Ronald Reagan* (CVN 76) for the ship's deployment to the 5th Fleet Area of Operations. The Sailors spent five months aboard *Reagan* learning or refreshing their trade.

During his six months on board *Reagan*, Aviation Support Technician 2nd Class (AW) Hansel Zapata, assigned to *Bush's* Aircraft Intermediate Maintenance Department (AIMD), helped with maintenance in multiple aviation support shops and received valuable hands-on experience. Zapata worked on flight deck and hangar bay equipment such as tractors, fire trucks and spotting dollies.



Photos by MCSN Betsy Lynn Knapper

AC2(AW/FMF/SW) Joseph Heale, assigned to the Operations Dept. aboard USS *George H. W. Bush* (CVN 77), monitors aircraft status in the ship's Carrier Air Traffic Control Center while in the Atlantic Ocean.

Opposite page—

A Sailor from USS *George H.W. Bush* (CVN 77) Air Department watches an F/A-18 *Hornet* launch from the ship's flight deck.



Photo by MC3(SW) Nicholas Hall

“Deploying helped give me an idea of what deploying on a fully operational warship was like. It helped me learn my job and ultimately, prepared me for deploying on this ship,” Zapata said. “That’s why TAD deployments are important. They prepare Sailors by sending them to a well-oiled machine where they don’t have to learn from the ground up.”

Aviation Boatswain’s Mate (Handling) Airman (AW) Andres R. Garcia, an aircraft director for *Bush*’s Air Department V-3 division, deployed to the Western Pacific aboard USS *Nimitz* (CVN 68) in June 2009 with nearly 20 other *Bush* Sailors. He was aboard *Bush* for just four months before deploying, but by the time he returned, he was a fully qualified aircraft director and had earned his enlisted aviation warfare specialist (EAWS) pin.

“They had the opportunity to gain so much experience that they can now bring back to benefit us,” said *George H.W. Bush* Commanding Officer Capt. Chip Miller. “It really adds depth to our team when we have Sailors that have been through a full deployment.”

This invaluable, hands-on experience resulted in the ship qualifying for flight operations on the first attempt and zero mishaps during evolutions. Their training played an integral part in the success of the first aircraft to land aboard the ship’s flight deck May 19, 2009.

In addition to deploying its Sailors aboard other aircraft carriers, *George H.W. Bush* focused on using both at-sea and in-port time to continue to train, develop and prepare the crew for the approach-

A member of USS *George H.W. Bush* (CVN 77) Air Department’s Crash and Salvage Team practices rescuing a pilot during a drill on the ship’s flight deck while conducting training in the Atlantic Ocean.

ing deployment. Miller noted the importance of capitalizing on the ship’s busy underway schedule as an opportunity to sharpen the skills of the entire crew during drills and regular operations.

“I am extremely pleased with the invaluable experience we gain through our daily operations and training exercises,” said Miller. “It is of the utmost importance that we use our at-sea periods as opportunities to certify equipment, qualify our personnel and conduct training, so that this warship and her crew are fully prepared for our first combat deployment. We are committed to continued diligence in all of the training scenarios we conduct, from general quarters and mass casualty drills, to man overboard and security alert drills.”

Command Master Chief (AW/SW/FPJ) John W. Heck echoed Miller’s sentiments.

“This crew has made a lot of progress in terms of our training and war-fighting capabilities,” agreed Heck. “We have had multiple opportunities to put our training to the test and each time we continued to prove the importance of ‘training like we fight’ and ‘fighting like we train.’”

While the aircraft carrier was being built at Northrop Grumman Newport News Shipyard, crew members took advantage of various Navy training facilities.

Several times during the ship’s pre-commissioning stage and after the ship’s commissioning in January 2009, Sailors from Deck Department trained to load and unload cargo while attending a three-day course at the Center for Service Combat Systems Det. East Underway Replenishment (UNREP) Training Facility at Joint Expeditionary Base Little Creek – Fort Story, Va.

UNREP is one of the ship’s primary methods of receiving mail, food and other critical items such as equipment and aircraft parts. Deck Department sent 30 Sailors to practice using the machinery and to build teamwork. The training facility has two UNREP stations to train on both fueling at sea and cargo transfers.

“At this facility we can take Sailors into a controlled training environment, so if something goes wrong we can stop everything to correct it,” said Master Chief Boatswain’s Mate (SW/AW) Alton C. Smith. “It is a lot safer than just putting a new Sailor onto a ship and expecting them to know what to do during an actual UNREP.”

Additionally, 14 *Bush* air traffic controllers participated in team training at Carrier Air Traffic Control Center (CATCC), Naval Air Technical Training Command (NATTC) Pensacola, Fla., where they used a full CATCC simulator.

“Naval air traffic controllers are in charge of the 50 miles of airspace that surrounds the flight deck of the ship,” said Air Traffic Controller 2nd Class (AW/SW) Joseph P. Heale, of Operations Department. “Once the aircraft is within 50 miles of the ship, we gain control of the planes via radar and bring them safely aboard, one at a time.

“The CATCC simulator is like a giant video game,” Heale said. “The radar systems operate realistically. There are simulated aircraft that we talk to and they do what we tell them to do [via voice simulators].”

According to the commanding officer, these training opportunities paid off.

“It takes a team of professionals to safely land an aircraft aboard a carrier at sea. The crew of USS *George H.W. Bush* has been working and training for this for more than two years,” said Miller.

Bush has accomplished much in her short career and none of it would have been possible if it weren’t for the great amount of experience from senior Sailors and the diligent training of the ship’s newest Sailors.

By February 2010, the ship took on more than 860,000 gallons of fuel from the oiler USNS *Leroy Grumman* (T-AO 195). Deck Department Sailors manned several different stations during the UNREP using the training they received. Their most important



Photo by MC3N Kevin J. Steinberg

ADAN Megan Kehoe, assigned to Strike Fighter Squadron 15, inspects an F/A-18C *Hornet* on the flight deck of USS *George H.W. Bush*.



Photos by MC3 Tony Curtis

Sailors walk along a catapult on the flight deck of USS *George H.W. Bush* (CVN 77).

job was ensuring that the lines between the two ships were operating properly.

“My entire department was pumped up, fired up and ready to rock,” said BMC(SW) Verlin E. Phillips. “This event gave our junior Sailors an opportunity to be a part of history.”

The crew’s first UNREP proved the Sailors’ ability to replenish food, fuel and critical supplies. But, the crew’s first missile launch four months later proved its Sailors’ ability to defend the ship from enemy attack.

Bush successfully fired two evolved NATO *Sea Sparrow* missiles and two Rolling Airframe Missiles (RAM) for the first time, to conclude its first Combat Systems Ship’s Qualification Trials (CSSQT). CSSQT is a combined effort between the Combat Systems, Operations and Weapons Departments to test the carrier’s self-defense systems.

“We’ve been preparing for this evolution ever since the ship left the shipyard, and we took ownership of the system,” said Fire Controlman 2nd Class (SW/AW) Ryan P. McWilliams. “This was one of the hardest evolutions Combat Systems Department will have to do during the existence of this aircraft carrier.”

The missile shoot ensured the ship’s defensive capabilities and its ammunition on-load two months later took the crew one step closer to being able to operate offensively in a war setting.

By the end of August, *Bush* received approximately 2 million pounds of ordnance in the form of live and practice bombs, missiles and torpedoes and their components during the ship’s initial ammunition on-load. The crew simultaneously conducted a connected replenishment and vertical replenishment with USNS *Robert E. Peary* (T-AKE 5).

To successfully complete that evolution, the ship’s Combat Systems, Aircraft Intermediate Maintenance Division, Security and Weapons Departments spent two years ensuring that *Bush* met all required regulations to carry ammunition. That involved completing a wide variety of certifications, qualifications and inspections, to verify the ship is structurally capable to account for, construct, store and transport ordnance safely.

A carrier’s mission is to conduct safe flight operations in support of national objectives, but it’s an all hands effort. The flight deck’s success depends on other departments operating correctly to ensure flight operations can go smoothly. The Sailors working below the flight deck are the men and women behind the closed curtain.

BM2(SW/AW) Stephen J. Markman, Deck Department’s 2nd division work center supervisor, explained that Deck Department plays a large part in the ship’s operations, including successful flight ops.

“When you think about Deck Department, we’re the ones operating the helms – steering the ship and operating the throttles,” Markman said. “The aircraft can’t fly unless we’re creating correct windspeed.”

Markman explained that they must also steer the ship in a certain direction or at specific speeds to produce incoming wind from the preferred angle and to avoid side gusts and unwanted wind direction for aircraft to launch and land safely.

While Deck Department assists with successful flight operations, another key element is maintaining maximum safety before, during and after flight operations. Though the possibility of a large-scale fire breaking out is unlikely, Sailors must be prepared at all times for worst-case scenarios.

The emphasis on preventing and fighting fires to avoid a possibly catastrophic event is managed by Engineering Department’s damage control (DC) division. These Sailors are experts in shipboard firefighting.

DCs maintain the aqueous film forming foam (AFFF) sprinkler systems throughout the ship, which are in place to fight fires and are controlled inside the ship by DCs. There are sprinklers spread throughout the flight deck as well, in case of an emergency.

“If a fire was to break out on the flight deck, we would be the ones controlling the AFFF,” said Damage Controlman Fireman Apprentice Portia Q. Toon.

Toon said DCs know how to report any incident and what initial actions to take in any problematic event. They would also be the secondary responders to Air Department Sailors who would be manually fighting a fire on the flight deck.

Lt. Cmdr. Ronald G. Rancourt, the ship’s handler, explained that, in addition to DC efforts, Air Department also relies on engineering to provide operable elevators, which move aircraft from the hangar bay to the flight deck and vice versa.

Rancourt also emphasized the importance of Supply Department to provide flight deck jerseys, boots and most importantly, hot food, which boosts the Sailors’ morale and performances.

Carriers have come a long way since that 50 hp. Curtiss left the deck of USS *Birmingham* and landed on Willoughby Spit 100 years ago. *Bush* Sailors have trained hard to become a cohesive Navy team. As *Bush* prepares to deploy, she can add another “first” to her history as the last of the *Nimitz*-class carriers and for being the 11th ship in today’s solely nuclear-powered, carrier Navy. **AH**

FUTURE OF AIRCRAFT CARRIERS

Our nation’s aircraft carriers remain at the center of the most potent, sea-going fighting force the world has ever seen. Together with their accompanying strike groups, the Navy’s aircraft carriers provide exactly the right balance of forward presence and surge capability needed to conduct warfighting and peacetime operations around the globe in support of national priorities.

Sailing the world’s oceans, each carrier strike group possesses a versatile, independent and deadly striking force capable of engaging targets located up to hundreds of miles inland. The mobility and operational independence of aircraft carriers provide a unique level of access that does not require host-nation support.

Nuclear-powered aircraft carriers can remain on-station for months at a time, replenishing ordnance, spare parts, food, consumables and aircraft fuel, while conducting air strikes and other critical missions. This capability demonstrates the remarkable operational flexibility and logistical self-reliance of the aircraft carrier, vital to conducting time critical strike operations. Aircraft carriers and their strike groups are always within rapid reach of where they need to be and are ready on arrival.

For the first time, the 11 aircraft carrier force is solely nuclear-powered, comprised of USS *Enterprise* (CVN 65) and 10 ships of the *Nimitz* class. USS *George H. W. Bush* (CVN 77), the last of the *Nimitz* class carriers, was delivered to the Navy in May 2009. The day after that delivery, the commissioning pennant was lowered on the last fossil-fueled carrier, USS *Kitty Hawk* (CV 63), after completing more than 48 years of active service.

Although *Bush* will include many upgrades and improvements, service life allowances (such as weight and center of gravity, electrical load margin, material handling and future weapon requirements) constrain the further growth of the *Nimitz*-class design. Consequently, a new design was approved to ensure the aircraft carrier’s role as the centerpiece of the 21st-century carrier strike group.

Construction of *Gerald R. Ford* (CVN 78), the lead ship of the new class of aircraft carriers, began in 2008. The *Ford* class is the first major design upgrade in the more than 40 years since the *Nimitz* class was first designed. The *Ford* design boasts an improved reactor and electrifies all auxiliary systems outside the main propulsion plant, greatly reducing the requirement for costly steam, hydraulic and pneumatic piping.

The improved reactor and zonal electrical distribution system also will increase electrical power generation capacity by nearly 300 percent, enabling new technologies such as the electromagnetic aircraft launch system and advanced command-and-control systems. The new ship design, which is based on the current *Nimitz* hull, also includes an advanced arresting gear system as well as new flight and hangar decks.

The redesigned flight deck will enable greater flexibility during aircraft turnaround and launch-and-recovery cycles, leading to a 25-percent increase in daily sortie generation rates. In addition, the *Ford* class will restore growth and electrical margins no longer available in *Nimitz*-class ships.

When compared to their *Nimitz*-class counterparts, manpower requirements for *Ford*-class ships and their embarked air wings will be reduced by as many as 1,200 Sailors. These manpower reductions, coupled with improved reliability and reduced maintenance requirements for the carrier, will enable the Navy to realize total operating cost savings of more than \$5 billion during the life of each ship.

To meet the demands of 21st-century warfare, *Nimitz*- and *Ford*-class aircraft carriers will deploy long-range manned and unmanned strike aircraft. Advanced weapons and sensors, combined with high-speed sealift platforms, tilt-rotor aircraft and advanced amphibious assault vehicles will generate more flexible combat power. Joint concepts of operation, centered on the aircraft carrier, will leverage the military strengths of all the services, bringing cooperative muscle to the fight and a potent synergy across the warfare continuum.

The design approach and spiral development of the *Ford* class will reduce risk by introducing new technologies and capabilities at an affordable pace. Armed with advanced aircraft such as the F/A-18 E/F *Super Hornet*, F-35C *Lightning II*, EA-18G *Growler* and unmanned combat air systems, these new aircraft carriers, along with existing *Nimitz*-class ships, will project dominant maritime combat power well into the future. **AH**





Panama Canal takes center stage during PANAMAX 2010

Story by MCC(SW/AW) Mary Popejoy and MC2(SW/AW) Rafael Martie

U.S. business, industry and government have an interest in reliable, open access to the Panama Canal. Although the United States' formal responsibility in the canal concluded at noon, Dec. 31, 1999; a partnership with the government of Panama continues today to provide uninterrupted passage to ships of all nations.

In support of that partnership, the United States, Panama and several partner nations come together once a year for PANAMAX, a 12-day regional exercise focused on training participants as a joint, multinational force to protect the Panama Canal.

Considered one of the engineering wonders of the world, the Panama Canal is 50 miles long and unites the Atlantic and Pacific Oceans at one of the narrowest points – between the Isthmus of Panama and the North American continent.

This year's exercise, co-sponsored by the government of Panama and U.S. Southern Command, took place in the vicinity of the Panama Canal, Colombia, Miami, Mayport, Fla. and Norfolk. The exercise also featured components from the U.S. Air Force and Army with more than 2,000 civilian and military personnel participating from 18 countries.

PANAMAX 2010 provided U.S. 2nd Fleet (C2F) staff the ability to maintain proficiency as a joint task force-capable headquarters. During the exercise, C2F assumed the role of a joint task force leading a multinational force while operating under a United Nations resolution.

This allowed the team to test their ability to respond to threats in the Panama Canal, and to plan and execute a large-scale, simulated humanitarian assistance and disaster relief operation in the region.

"PANAMAX is the capstone event that leverages the strengths and capacities of our partner nations in building

Members of Fuerza de Operaciones Especiales, the Peruvian special operations force, fast rope from a UH-60 Blackhawk helicopter operated by the Army 160th Special Operations Aviation Regiment onto the flight deck of USS Carr (FFG 52) as part of PANAMAX 2010.

Photo by MC2 Joseph M. Clark



Panama

Area: 78,200 sq. km. (30,193 sq. mi.); slightly smaller than South Carolina. Panama occupies the southeastern end of the isthmus forming the land bridge between North and South America.

Capital: Panama City 1.7 million in metropolitan area.

More than half the population lives in the Panama City-Colon metropolitan corridor.

Population (May 2010): 3,322,576.

Ethnic groups: Mestizo (mixed African, Amerindian and European ancestry) 70%, Amerindian and mixed (West Indian) 14%, Caucasian 10%, Amerindian 6%. Origins--36.5% African, 37.6% indigenous and 25.9% Caucasian.

Religions: Roman Catholic 84%, Protestant 15%, other 1%.

Languages: Spanish (official); 14% speak English as their native tongue; various indigenous languages.

Government: Constitutional democracy.

Independence: Nov. 3, 1903.

Constitution: Oct. 11, 1972; amended 1983 and 1994 and reformed in 2004.

Economy: GDP (2008 est.): \$25.04 billion.

Natural resources: Timber, copper, gold.

Services (67% of GDP): Finance, insurance, health and medical, transportation, telecommunications, Canal and maritime services, tourism, Colon Free Zone, public administration and general commerce.

Agriculture: bananas, corn, sugarcane, rice, coffee, shrimp, timber, vegetables, livestock.

Industry/manufacturing: construction, brewing, cement and other construction materials, sugar milling.

Trade (2009):

Exports (goods) - \$821 million in exports, with salmon/tuna as the largest dollar amount, followed by beef, watermelon, shrimp and pineapples.

Imports (goods) - \$7.8 billion was imported in 2009; petrol and fuel oils capture the largest percentage by weight (21%) and in dollar amount (8.5%). Capital goods, foodstuffs, chemicals and consumer and intermediate goods are the remaining imports.

(Source: U.S. State Department)

Panamanian navy Lt. Luis Rodriguez (right) discusses maritime strategy with Canadian navy Lt. Liza Sprang as IS3(SW/AW) Jose Maldonado translates the conversation at Commander, U.S. 2nd Fleet Maritime Headquarters, Norfolk, during PANAMAX 2010.

a coalition for mutual defense or distributed assistance,” said Cmdr. Dave Givey, with the Multi-National Forces South Theater Security Cooperation/Inter-Agency Coordination for C2F. “Security cooperation and partnerships with coalition militaries improves multinational relations through working together to achieve collective security and prosperity in the region.”

To effectively communicate with PANAMAX participants outside the Norfolk area, the exercise focused around All Partner Access Network (APAN). This “community of communities” website combines the benefits of unstructured collaboration (blogs, forums) and structured collaboration (file and calendar sharing) with the personalization of social networking to share unclassified information with multinational partners, non-governmental organizations and various U.S. federal and state agencies.

“APAN proved to be an extremely valuable means to share information and collaborate with our partner nation participants,” said Nancy Jenkins, C2F’s knowledge management officer. “Additionally, it provided a single repository for exercise documents and a means to share significant event information and developments across the [strategic, operational and tactical] levels of military planning and operations involved in the exercise.”

Ecuadorian Navy Capt. Roberto Yanes enjoyed using APAN and networking with partner nations and U.S. military personnel.

“It was great to see the interaction and involvement of a joint operation in person and to use APAN to monitor daily threats in the given scenarios,” said Yanes.

With simulated Panama Canal scenarios at the ready, PANAMAX participants relied upon APAN, each other and translators to communicate key themes, messages and guidance.

“Translators were vital to the operational and tactical course of PANAMAX since many of the partner nations are not fluent in English,” said Brig. Gen. Juan E. Vergara Frias, the general director of the Air-Sea Service of Panama.

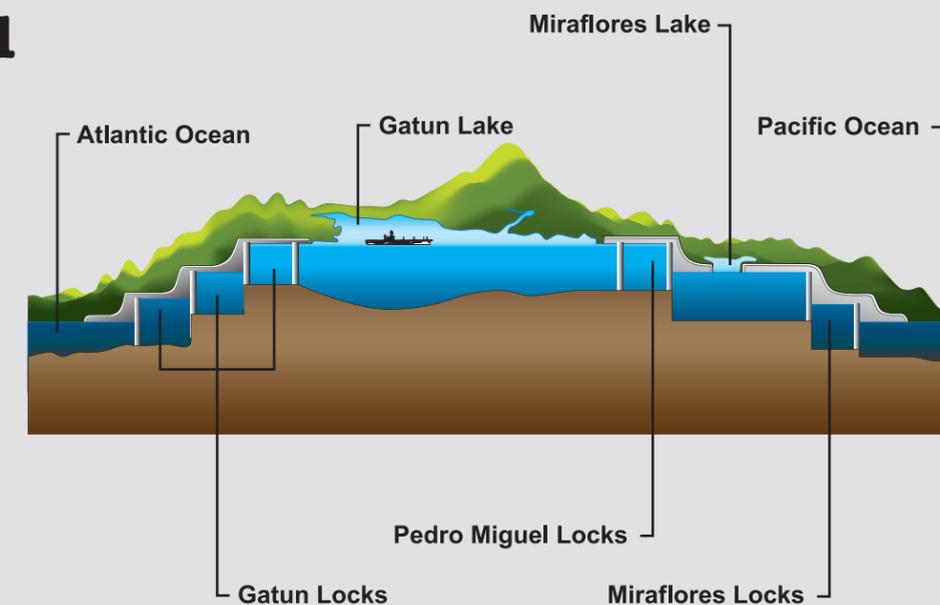
Colombian Marine Capt. Andres Vasquez Billegas, in charge of the Caribbean Navy Force, was impressed by how well they were able to translate so much information into understandable Spanish.

“The translators were professionally knowledgeable of the topics, even with the immense number of acronyms used and were vital to decisions made in the operational, strategic level and essential in clarifying subjects discussed,” said Vasquez Billegas.

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Panama Canal

The canal consists of three sets of locks – Gatun (Atlantic side), Pedro Miguel and Miraflores (Pacific side) – each of which has two lanes. Operations continue 24 hours a day, 365 days a year, allowing more than 14,000 vessels ferrying nearly 280 million tons of trade goods between Eastern and Western nations each year. The canal transports 16 percent of total U.S. trade and 68 percent of canal traffic originates in or is destined for the United States.





Panamanian Marines from the National Aero-Naval Service, Riverine Squadron 3 from Yorktown, Va. and Marine Corps 2nd Fleet Antiterrorism Security Team (FAST) Company from Yorktown, Va., storm a beach in Panama with air support from a Panamanian Aero-Naval Service AN-111 helicopter during the pursuit of three suspected “drug traffickers.”

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Whether it was translating a speech or a training session, the overarching goal was to keep everyone on the same page concerning simulated events involving the security of the canal and ensuring its unhindered access and operation.

“This exercise allows us to practice and unite as a whole in defending the canal,” said Vergara Frias. “We as Panamanians are proud to have the canal, but we also understand the importance it has on the economy of Panama, the continent and the world.”

In addition to using computers during simulate scenarios, U.S. Navy Riverine Squad-

ron (RIVERON) 3 and U.S. Marine Corps 2nd Fast Company were able to participate in live training during a riverine counterdrug exercise with the Panamanian Marines from the National Aero-Naval Service.

“We got great training alongside the Panamanian Marines. I never imagined we would learn a lot from each other and I look forward to working with them again in the future,” said QM2(EXW) Jack Dougherty.

According to Air Force Gen. Douglas Fraser, commander, U.S. Southern Command, PANAMAX participants were successful in

their quest to defend the canal with live training and simulated scenarios.

“This year, PANAMAX participants learned and shared the knowledge required to successfully support multinational maritime, air and land operations with a focus on protecting the canal against serious threats,” said Fraser.

Vice Adm. Dan Holloway, C2F commander, is confident his team of U.S. and partner nations will perform flawlessly together if a real-world event occurs.

“I am extremely proud of the entire 2nd Fleet team, our partner nations and joint



Panamanian Marines, members of Riverine Squadron 3 and U.S. Marines complete a riverine exercise for the day during PANAMAX 2010.



Members of Grupamento de Mergulhadores de Combate (GRUMEC), the Brazilian special operations force and Batallon de Fuerzas Especiales de Infanteria de Marina (BFEIM), the Colombia special operation force, practice boarding a ship as part of PANAMAX 2010.

partners for making PANAMAX a huge success,” said Holloway. “The knowledge, expertise and planning during the exercise was simply phenomenal. Our processes received arduous testing, allowing us to practice “what if” scenarios and reach out to our counterparts in the international community to

determine the best course of action for each situation. I am left with tremendous confidence that our PANAMAX team will do an outstanding job, if and when the call to action may come.” AH

Popejoy and Martie are assigned to Commander, 2nd Fleet, Norfolk.

McInerney

Expands Gallant Service to

Pakistan

Story by MC2(SW) Jacob Sippel



The U.S. and Pakistan national anthems are played during the decommissioning ceremony of USS *McInerney* (FFG 8) at Naval Station Mayport, Fla.



Photo by MC2 Sunday Williams



Photo by MC2 Sunday Williams

Sailors assigned to USS *McInerney* (FFG 8) disembark the ship for the last time during the ship's decommissioning ceremony.



Photo by MC2 Sunday Williams

Sailors assigned to USS *McInerney* (FFG 8) bow their heads while a Pakistani sailor stands by holding a Quran during the invocation of the ship's decommissioning ceremony.

USS *McInerney* (FFG 8), the longest-serving Oliver Hazard Perry-class frigate in the U.S. fleet, has been a valued asset to the Navy for more than 30 years. The ship's motto "Fast, Fearless, Gallant," can be said to be true over and over again based upon *McInerney's* many successes.

Whether in its own ship class or the Navy in general, *McInerney* has had a remarkable history.

During a 2008 deployment, the frigate captured a self-propelled, semi-submersible (SPSS) drug smuggling vessel. This year with the help of the MQ-8B *Fire Scout*, a vertical takeoff and landing unmanned aerial vehicle, *McInerney's* crew helped disrupt the distribution and sale of nearly 10 tons of narcotics coming into the United States.

But on Aug. 31, 2010, the U.S. Navy, along with the remaining members of her crew and honored guests, bid farewell to *McInerney*. Upon the ship's decommissioning, she was commissioned in the Pakistan navy as PNS *Alamgir* (F 260).

"This was an opportunity to recognize the tremendous contributions of *McInerney* for the past 30 plus years to our Navy and to our nation. But we also get the opportunity to recognize and appreciate the tremendous strategic relationship that the United States has with Pakistan," said Rear Adm. Victor G. Guillory, commander, U.S. Naval Forces Southern Command and commander,

Cmdr. Paul D. Young, commanding officer of USS *McInerney* (FFG 8), presents a certificate of transfer to Pakistan navy Capt. Naveed Ashraf during the ship's decommissioning ceremony.

U.S. 4th Fleet. "This transfer will allow them to participate, to an even greater extent, in maritime coalition efforts in the region."

Before *McInerney's* decommissioning, she achieved one more first. That was to train Pakistan navy sailors to take control of the ship, sail her out of the United States as their own thus becoming part of the first-ever United States-to-Pakistan "hot transfer."

Hot transfers occur immediately after a ship decommissions and is sold in working condition with most of the weapons systems intact. This differs from a cold transfer, the most common method, which takes place long after a ship has been docked at a storage facility and stripped clean. During the past 10 years, the Navy has transferred 23 ships, including minesweepers, patrol craft and tugboats to other countries.

During *McInerney's* last deployment, the crew was made aware that they would not only be decommissioning their ship, but also getting her ready to turn the ship over to Pakistan's navy. To make the transfer a success, the crew developed a training program from scratch that incorporated basic seamanship, navigation, combat weapons systems, basic and advanced damage control and many other skills.

"I am going to miss my Sailors the most. They are the best. They nailed every challenge put in front of them and they never let me down." - Cmdr. Paul Young, former commanding officer, USS *McInerney* (FFG 8)

"We have never had to do this before; build a training program from the ground up," said Cmdr. Paul Young, *McInerney's* commanding officer. "The crew was diligent with executing a plan ahead of time. By the time the training started, the crew knew what they were going to do, how they were going to do it and they made it happen. They have done remarkably well through this hot transfer."

Pakistan received the ship in working condition and will see the ship receives a \$65-million overhaul. The overhaul of the frigate will include the fitting of an anti-submarine missile system, modern guns and other weapons.

The ship will improve the Pakistan navy's ability to safeguard territorial waters. *Alamgir* might also serve as part of the multinational task force conducting maritime security operations in and around the Strait of Hormuz, Gulf of Aden, Gulf of Oman, Arabian Sea, Indian Ocean and the Red Sea.

"The relationship between the United States and Pakistan is getting stronger, and it's evident today," said Capt. Naveed Ashraf, *Alamgir* commanding officer. "The United States has helped us

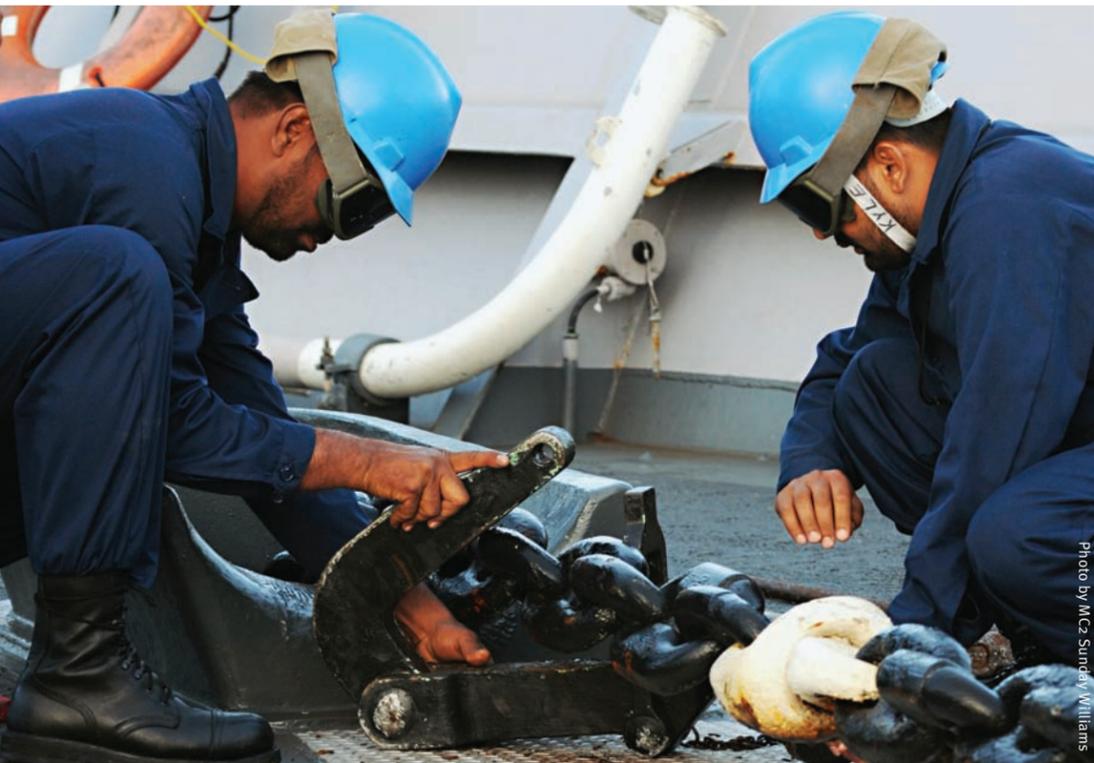
in the past and most recently with the devastating floods. Even though the United States is losing a fine ship, they are gaining so much more by strengthening their relationship with Pakistan."

Pakistan's navy is rather young compared to other countries. The birth of the Royal Pakistan Navy came with the creation of Pakistan, Aug. 14, 1947. Like other navies of the former British Empire, Pakistan's navy also had the prefix "Royal" until the country was proclaimed a republic in 1956.

Now, more than 50 years later, Pakistan is again doing something memorable.

In May, more than 200 Pakistani sailors arrived in Mayport, Fla., to begin their training aboard *McInerney*. The purpose was to allow *McInerney* Sailors to teach the Pakistani sailors about their ship. To the surprise of *McInerney's* crew, teaching these foreign Sailors turned out to be a lot easier than anticipated.

McInerney proved to be a ship that was extremely accommodating yet different and unfamiliar to the Pakistani sailors. To



Above from left— At Sea aboard USS *McInerney* (FFG 8) off the coast of Florida.

operate this frigate to the best of their abilities, the Pakistani crew felt they needed to know the ship inside and out.

“There were so many concerns leading up to the Pakistani sailors getting here because no one knew what to expect,” said Fire Controlman 1st Class (SW) Sean West. “We weren’t sure how much experience or knowledge they were going to have, but it turned out that almost every one of them has as much or more experience than we do.”

West said that he, along with many of the other crew members, became students.

“I was one of the many who became a student and absorbed the unique Pakistani culture,” said Electronics Technician 2nd Class (SW) Eric Gordon. “I learned many valuable lessons, both personally and professionally.”

With a smile on his face, Gordon continued expressing his evaluation of the Pakistani Sailors.

“These guys already knew how to be Sailors! We were getting them adjusted to the ship’s equipment while sharing knowledge and past naval experiences,” said Gordon. “They have many of the same interests we have. They have so much respect for each other and their families. I learned a great amount about who they are and what they are about. I respect the differences as much as I do the similarities, and I have made some great friends through this process.”

Before the Pakistanis arrived, the Navy looked to raise *McInerney’s* awareness of Pakistan’s culture. To do this, the crew went through two days of sensitivity training to learn about Pakistan and many of the customs involved with the country.

Sharing such opportunities to exchange stories made the transfer a lot easier and Gordon believes that the Pakistani crew are sailors, just like his peers and Young whole-heartedly agreed.

“What I learned, more than anything, is that no matter what uniform is being worn or what country is represented, Sailors are Sailors,” said Young. “They want the same things and have the same motivations. They are professional, and they are very good at what they do.”

Damage Controlman 1st Class (SW/AW) Jeremy Ruud, who taught all of the Pakistani crew vital basic and advanced damage control, said they are great Sailors.

“They know their jobs, and they showed me that I knew mine,” said Ruud. “By teaching, I found out I knew a lot more than I thought I did.”

Though most of *McInerney’s* crew put in their final hours aboard the ship, a heavy U.S. Navy presence will remain aboard for a few more months.

A group of highly-trained and professional retired Navy contractors have been aboard doing their part to help prepare the leadership of the Pakistan Navy. The contractors are managing a shipyard industrial availability contract to make ship repairs that will help to extend its life. During the availability, a Ship Training and Assistance Team (STAT) will provide hands-on maintenance and operational training for the Pakistan crew.

In January 2011, STAT is scheduled to conduct underway training for the crew, with a final evaluation by the Navy Afloat Training Group on the ability of the Pakistan crew to operate the ship and equipment. After that evolution, the crew will sail the ship home to Karachi, Pakistan. A small party of civilian transfer assistance team personnel will accompany the ship and provide further underway training.

Among those contractors is retired Navy Capt. Rick Arthur. Arthur’s job has been to train the commanding officer, executive officer and department heads on operational training.

According to Arthur, the selection of Pakistan leaders is wtop notch.

“It seems to me that Pakistan went through and hand picked the best of their best to send here. All of them are exceptional,” said Arthur. “They are highly motivated and professional, and I truly believe they are going to take this ship and continue to do great things with it.”

During her long career in the Navy, *McInerney* served the United States during 14 deployments, from the Middle East in 1984, to the Caribbean in 1993 and finally in South America in 2010.

“They are getting a ship with a lot of life left in her,” said Young. “I am really sorry to see her go because she is in great shape and we proved it. I feel even worse to see my crew go. They are the

best, and they nailed every challenge put in front of them and they never let me down. I am going to miss my Sailors the most.”

When *McInerney* sails away with her new crew and new name, the colors of green and white will be seen on the frigate instead of red, white and blue. Still, for most of *McInerney’s* Sailors, the ship will be remembered for her days in the U.S. Navy and all the memorable times the crew shared on board.

Sippel is assigned to Navy Public Affairs Support Element East, Det. Southeast, Jacksonville, Fla.

Pakistan sailors parade their country’s colors during the decommissioning ceremony of USS *McInerney* (FFG 8) at Naval Station Mayport.



Joe Schmuckatelli's Guide to Eval/FITREP Writing

Story by MC2(SW) Elizabeth Vlahos
Illustration by MC2 William Blake

"A photographic memory with the lens cap glued on."

"This Sailor has the potential to go far ... and the sooner he does, the better."

"The wheel is turning, but the hamster is dead."

"When Petty Officer Schmuckatelli opens her mouth, it seems that it is for the sole purpose of changing feet."

You probably don't want to see the above bullets in your evaluations – or anyone else's, regardless of whether or not they deserve it. Chances are, however, that if you don't know how to write your evaluation (eval) or fitness report (FITREP), whoever reads it will be tempted to insert one of those zingers, if only in his or her mind.

Your eval is basically a two-page representation of you and the last thing you want is to present a negative reflection of yourself. Let's face it, if your eval reads "Pety Ossifer Shmukateli is a grate sailer," any selection board who sees it will spray coffee through their noses from laughing so hard before dismissing your package. On the other hand, an eval or FITREP that reads something to the effect of, "The expansive potential of Petty Officer Joe knows no bounds," is like cotton candy – puffed up, tastes sweet, but quite transparent and not at all substantial. The boards will see right through it.

So how do you avoid getting jabbed by the above arrows? Learn how to write your own eval. Clueless? Let us help.

Looks Good on Paper

Your eval or FITREP has the power to make or break you, especially during a chief or officer selection board. For this reason alone, you do not want it to read like you wrote it on less than two hours of sleep. Here's how to make sure your eval's bark is on par with its bite from the beginning:

- Make sure your basic identifying information is correct – your name, social security number, qualifications, etc. If you notice any errors, correct them before you sign it.
- Make sure the dates are correct. Continuity is absolutely essential when you're tracking your progress. The beginning of the current

eval has to be the day after the end of the previous eval. Account for any gaps in reporting time (e.g.: temporary assigned duty prior to reporting).

- Ditch the flowery language. Cause and effect is essential when you're listing your bullets and the boards neither need nor want to wade through any linguistic puffery. Stick to basic English and explain terms that might not be easily understood.

According to Navy Personnel Command Force Master Chief, (AW/SW/NAC) Jon D. Port, the language contained in an eval should be simple, not a reflection of one's ability to look up synonyms in a thesaurus.

"Generally short and to the point is better than long-winded with a lot of thesaurus-based words, that can do more harm than good," he said. "You want to do what you can to make your evaluation stand out from your peers. The best way to do that is to be short, sweet and precise."

Port added that evaluations should have a significant impact right from the start.

"It's not key phrases, it is commitment," he said. "An evaluation is communication to selection boards of why this person should be promoted. From that very first opening remark – that should say this is my number one and then you go on to say why. A closing remark reiterates that," he said. "A statement saying 'If you can only promote one, promote this Sailor – promote him or her (whatever the case) now!' That kind of a commitment from a chain of command on a Sailor makes the difference when senior leaders are looking to promote them."

Trying to tally up your bullets when writing your eval can drive you up a wall. For this reason, you should keep a yearly tally of everything you do – preferably on a notepad at your desk. This way, come eval time, you won't be racking your brain trying to remember everything you did.

Break from the Pack

Going above and beyond your job description will strengthen your bullets. Whether it's taking college courses, obtaining qualifications, taking a collateral duty or supporting activities in the community, these activities show your commitment and make you a well-rounded Sailor.

Port said that an evaluation period generally lasts for one year and staying on top of what you've accomplished – whether begrudgingly or happily – should be reflected in the write-up of any Sailor competing for advancement.

"You're promoting them on their ability to perform at the next pay grade," Port continued. "The bullets – the documentation in that eval – needs to speak to that ability and that capability. It's OK to have bullets about technical expertise and technical ability within their rating, but that can't be all that's in an eval. It's a whole Sailor concept. You have to document what you do, make notes about what you're doing every day, so when it's time for an eval there's a year's worth of documentation about the things that you've been doing both professionally and personally."

It is never too early to start learning how to write your own eval

Read as many resources as you can – the most important should be BUPERSINST 1610, the Navy Performance Evaluation System. It will tell you everything you need to know about how to put your eval together. Ask your leading petty officer (LPO) or your chief how it's done – they will be more than willing to show you the ropes.

Get friendly with NAVFIT

NAVFIT is a program that lets you fill out your own eval, giving you a template which is exactly the way it will look when you print it out. The "validate" function will let you spell-check your eval, but you need to click on and validate each individual section.

Manually and methodically proofread your eval

This is one area where you cannot simply take a quick glance. Some errors cannot be captured by spell-check – in some cases, one wrong letter can spell an entirely different word. Imagine if you were typing up a bullet talking about your role as urinalysis program coordinator – would you rather say you "tested" more than 500 samples in any given week or that you "tasted" that many samples? As you can see, one little letter can make a gargantuan difference.

Port said errors such as this are something which should never happen, adding that members of a selection board only see the eval – not the Sailor – so the first impression had better be good.

"Obviously spelling and grammar errors just show a lack of attention to detail by the writer and senior rater as well as the Sailor who's signing that eval," he said. "If you're sitting down with your chain of command to sign your eval and there's an error in it, if it's wrong, you need to say it's wrong. You need to have it corrected."

Check your own records to make sure your information is correct

Spelling and grammar aren't the only areas prone to error on an eval; if you list an award that you received but it's not in your record, get your record updated! If a board looks at your record and can't find the award you listed in your eval, it will look like you falsely listed the award and your honesty could be questioned.

Take the initiative to fix any mistakes that may exist – don't rely on anyone to do it for you

Review your eval with every tool you have at your disposal and make sure it is 100 percent squared away. If you have any questions, ask your chief or your LPO. It is your responsibility to make sure your eval paints a positive reflection of you – nobody else!

Port said that while selection boards often hold the ability to determine an advancement, the ultimate responsibility for a career path resides with really just one person.

"I was always told that your career is your responsibility – your career is your own and it's what you make it," he said. "In an era of a smaller Navy, a more competitive Navy, Perform to Serve (PTS), long-term continuation boards and decisions you make on liberty could potentially affect your long-term career. A Sailor should be ever conscious of their actions, both professional and personal, and how they could potentially affect how you finish out a long hard year as either a 'Must Promote' or an 'Early Promote.'"

It's not very often that a Sailor literally holds in their own hands the tool that can make or break their career, but evals and FITREPS can do just that. An eval is like a weapon – handled carefully, it can benefit the user, but handled improperly, it can do said user much harm. **AH**

Vlahos is assigned to Defense Media Activity, Washington, D.C.



Moving Forward

Story by MC2 Shannon Eve Renfroe
Photo by MC2(EXW) Todd Frantom

a group of resilient survivors of combat injuries recently joined together in a unique cycling adventure called

the Sea-to-Shining-Sea Ride. These survivors had the opportunity to experience the power, freedom and strength of literally moving themselves forward. Among these survivors was Nicolette Maroulis, a Navy K-9 handler who was injured in Iraq during 2003.

Maroulis suffered from brain trauma, pelvis and back injuries, along with nerve complications in her leg. But that didn't slow her down one bit. After being told she would never walk again and spending three and a half years confined to a wheel chair, she signed onto the bike challenge with two months notice. She initially had her reservations but overcame them once the race began.

"I have no doubt at all that I'll finish," Maroulis said. "I'm going to take it one pedal at a time."

Maroulis took the challenge into her own hands. She didn't just pedal the race, but hand cycled the entire journey, which began in San Francisco and ended in Virginia Beach, Va.

"I want people to know me for who I am," she said. "I don't want to identify myself through my injuries."

After 64 days and 4,000 miles, the grueling ride came to an end.

"You know, it's a little bittersweet," Maroulis said. "I made some life-long friends here and it's been an amazing opportunity - an amazing adventure - so in some ways it's sad to come to an end. But this was my final goal, so I'm glad that I got the chance to accomplish it."

Maroulis was also just accepted to be a part of the U.S. Paralympic Rowing Team and is pursuing a degree in sports and health sciences, which she hopes to use in helping other injured veterans. **AH**

Renfroe and Frantom are assigned to Defense Media Activity, Washington, D.C.



Marine Corps Sgt. Jesse A. Schneider speaks with his wife at Naval Medical Center San Diego via a live teleconference as part of the medical center's Face to Face program. Schneider, although deployed to Kandahar, Afghanistan, with Marine Fighter Attack Squadron 232, was able to talk to his wife before the delivery of their first child.

NMCSD's Face to Face Program Virtually Brings Families Together

One deployed service member was able to meet his son for the first time recently by using Naval Medical Center San Diego's (NMCSD) Face to Face program.

Using the Face to Face program, a service that connects family members with their hospitalized loved ones, Marine Corps Sgt. Jesse A. Schneider, currently deployed to Kandahar, Afghanistan, was able to sit virtually in the delivery room as his son, Caiden A. Schneider, was born.

"It was amazing," said Tiffany A. Schneider, Schneider's wife. "I think about it and it brings tears to my eyes. Although he wasn't here in person, it made our family complete."

"He loved it," said Tiffany of her husband. "He wants to help as much as possible and being in Afghanistan he feels it's really hard to do. He was able to be supportive and get to see his son before the rest of the world did."

Face to Face is available for a broad spectrum of patient needs, from pregnant women

with a deployed spouse to service members who are facing medical emergencies.

Face to Face uses a video teleconference system called Defense Connect Online that permits the use of streaming video and audio from a secure feed.

"This program helps families by uniting them at a stressful time," said Hospital Corpsman 3rd Class Charles M. Powers, Face to Face program coordinator. He went on to explain how technology allows a visual and audio connection that was previously unavailable.

The program was established in 2007, with only 26 participants to date. NMCSD Patient Relations hopes to raise awareness so more beneficiaries will use this service.

"If we did one Face to Face a year, gave one service member and their family the opportunity to either welcome a baby while deployed, or even to say 'goodbye' one last time, this program would be a success," said Powers. "[It] gives the service member peace of mind and helps allow them to concentrate on the task at hand."

Patients using the program can use the teleconference system in the privacy of their own room, for up to an hour. Face to Face is typically conducted during normal business hours, but special cases may be granted after working hours. The program works on a first come first served basis, but is available for multiple patients in a single day.

For more information on NMCSD or the Face to Face program, visit www.navy.mil/local/sd or contact Patient Relations Department at 619-532-6418. AH

Story and photo by MC2 Chelsea A. Radford, Naval Medical Center San Diego.

Seabees, Marines Rebuild Haitian Hospital Roof

Seabees and Marines deployed aboard USS *Iwo Jima* (LHD 7), recently spent five days reconstructing a hospital in Port de Paix, Haiti, during *Continuing Promise 2010*.

Naval Mobile Construction Battalion 7, Construction Battalion Mobile Unit (CBMU) 202 and Marine Logistical Command Element (LCE) built a new roof on the hospital, washed and bleached all the walls and floors, painted the walls inside and outside the facility and constructed a shelter over a well behind the hospital where locals wash their clothing.

"We've been tasked to refurbish this hospital and make it a usable facility for the Haitian people," said Builder 2nd Class Thomas J. Camara, CBMU 202 project supervisor.

The medical facility is the only hospital in Port de Paix that is supported by the local government.

"The community has been really receptive to what we are doing here," said Camara. "They have actually come out to watch us work everyday."

During their lunch breaks, Seabees and Marines had the opportunity to sit and visit with the locals and enjoy a few laughs while they were in Haiti.

"This was a fulfilling mission and a beautiful province to work in," said Marine Corps Gunnery Sgt. George J. Fowler, from the LCE.

The Haitian government shut down the hospital one month prior to the arrival of the Seabees and Marines and moved all the patients out to another facility.

"As a joint task operation for multiple units, we've come together really well at this time to help the Haitian people and really push forward on this project," said Camara. AH

Story by MC2 Bryan Weyers, Commander, U.S. 2nd Fleet, Port De Paix, Haiti.

Naval Special Warfare Unit Trains with Guatemalan Special Forces

Members of a Naval Special Warfare Unit recently trained with the Fuerza Especial Naval (FEN), the Guatemalan Naval Special Forces, in San Jose, Guatemala, as part of a five-week Joint Combined Exchange Training (JCET) exercise focusing on maritime interdiction.

During the JCET, FEN members trained in weapons handling, boat handling, boat inserts and extracts, tactical formations and vectoring for interception of watercrafts by naval special warfare instructors.

The training is intended to build military capacity, rapport and relationships through a partnership with the Guatemalan military, specifically the Guatemalan Navy.

"Our goal is to effectively train the FEN force," said a U.S. Navy special warfare combatant-craft crewman (SWCC), whose name is withheld for security reasons. "We are here to lay a foundation to build a new skill set on. Ultimately, they will be able to operate when they need to, solely by themselves."

FEN members were also able to see the benefits of working alongside their American counterparts.

"The Americans bring certain skills and tools to make us better," said Jose Ramon Con-

terras Lopez, FEN junior officer. "By working with them, I hope we learn new ways to operate and improve our technical and communication skills to become better at our jobs."

For both U.S. and Guatemalan military personnel, JCETs have become especially important in building cooperation in the effort to enhance regional stability throughout Central America.

"Drugs flow from South America to the North," said another SWCC facilitator. "That flow makes a pit stop in Central America. We are helping the FEN by providing them the tools to deter and stop this trafficking. This training will hopefully help break that bridge in the trafficking route."

For these goals to be accomplished, the U.S. and the FEN must work together and overcome several barriers in the training.

"The language barrier is tough, but we have capable translators within our team," a SWCC facilitator said. "Sometimes it's tough to get our message across when it comes down to technical terms."

The FEN also has several sailors who speak English, to help in the communication of the tactics presented during the training.

"With me speaking English, it helps with the language barrier," said Lopez. "We have different terms than the Americans for some of the same tactics; I can help teach my guys what is being taught by working together with the instructors. I can also tell the instructors what types of techniques we are trained in and use to and maybe [the Americans] can learn from us, as well as us learning from them."

Although some tactics between the militaries are different, members of both nations have been able to find common ground during the training.

"Our concepts of operations are sometimes totally different than their concepts of operation," said a SWCC facilitator. "So, we have to work together to help and explain how and why we do the things the way we do, so they can get the best understanding of the training being conducted." AH

Story by MC2 Jacob L. Dillon, Naval Special Warfare Group 2, Little Creek, Va.



Sailors from the Fuerza Especial Naval, the Guatemalan naval special forces, participate in a pistol familiarization course taught by Sailors from Naval Special Warfare Command on the pistol range at Base Naval Del Pacifico, San Jose, Guatemala.



A Lithuanian MI-8 (Hip) military utility helicopter lands aboard USS *Mount Whitney* (LCC/JCC 20) during deck landing qualification training in the Baltic Sea, as part of exercise *Jackal Stone 2010 (JS10)*.

Helos Support Special Forces Training During Jackal Stone Exercise

Helicopter-to-ship boarding training was recently given to special operations forces (SOF) from Croatia, Latvia, Lithuania, Poland, Romania, Ukraine aboard USS *Mount Whitney* (LCC/JCC 20) during exercise *Jackal Stone 2010 (JS10)*.

Helicopter Sea Combat Squadron (HSC) 28, Det. 1, embarked aboard *Mount Whitney* to support the JS10 mission by conducting flight operations at sea with members of the Lithuanian Air Force and other SOF units.

“Fast roping from a helicopter onto a moving ship is an essential skill for these specialized forces,” said Lt. Cmdr. Joe Strassberger, HSC-28, Det. 1, officer in charge. “I am pleased with the performance of our aircrews and glad for the opportunity to support this exercise.”

Members of HSC-28 were able to integrate with MI-8 helicopters from the Lithuanian Air Force in combat fast-rope training exercises onto the flight deck of *Mount Whitney*.

“We were able to coordinate with the Lithuanian pilots for several JS10 key evolutions,” said Strassberger. “We observed and assisted them in getting an opportunity to enhance their ability to land on a moving ship and perform deck landing qualifications.”

Other operations performed in support of JS10 included helicopter born sniper operations and “hot” landing zone troop insertions.

“The operators were easy going and terrific to work with,” said Aviation Warfare Systems Operator 3rd Class Christopher Carpenter. “We briefed with the Lithuanian SOF operators back on land and performed a few practices runs of the various training exercises before getting started. It’s amazing how much they were able to improve their proficiency.” AH

Story by MC1 Terry Vick, Commander, U.S. Naval Forces Europe-Commander, U.S. Naval Forces Africa/Commander, U.S. 6th Fleet.

HMCS *Corner Brook* (SSK 878) from the Canadian Navy arrives at Naval Submarine Base New London, Groton, Conn., for a scheduled port visit.



Canadian, U.S. Forces Return from Torpedo Exercise

A Canadian Navy, Victoria-class submarine HMCS *Corner Brook* (SSK 878) recently returned to Canada after participating in a torpedo exercise with USS *Memphis* (SSN 691) and USS *Mason* (DDG 87).

The exercise was held in the Cape Cod operating area and included the firing of 15 MK-48 ADCAP torpedoes and six MK-54 torpedoes. This is the first time *Victoria*-class submarines were used as targets in exercise torpedo firings.

“Being on the receiving end of more than 20 torpedoes is not a natural state for a submariner,” said Lt. Cmdr. Alex Kooiman, *Corner Brook*’s commanding officer. “However, being able to practice a variety of evasive maneuvers numerous times during this exercise will give us a tactical advantage in the future.”

The exercise was an opportunity for both submarine forces to continue to improve their ability to work together.

“Experiencing the different submarines is an important part of the Navy’s working relationship with international partners,” said Cmdr. Charles Maher, *Memphis*’ commanding officer. “They help to enhance friendly, mutual cooperation and understanding between participating navies by developing interoperability in naval operations.”

Prior to the exercise, *Corner Brook* visited Naval Submarine Base New London for a five-day port call. Submarine Development Squadron 12 was the host squadron. AH

Story Courtesy of Submarine Group 2, GROTON, Conn.



Sailors deployed aboard High Speed Vessel *Swift* (HSV 2) demonstrate proper techniques for maneuvering a rigid-hull inflatable boat during a small-boat operations subject-matter-expert exchange with Dominican Republic Defense Forces.

Swift Crew Members Begin Exchanges in Dominican Republic

Sailors, Airmen and Marines deployed aboard High Speed Vessel *Swift* (HSV 2) recently began subject matter expert (SME) exchanges in Santo Domingo, Dominican Republic.

The exchanges support *Southern Partnership Station (SPS) 2010*’s primary mission of information sharing with navies, coast guards and civilian services in the U.S. Southern Command’s Area of Responsibility throughout the Caribbean and Central America.

“These professional exchanges between the United States and the Dominican Republic are what *SPS 2010* is all about,” said Capt. Kurt Hedberg, mission commander, *SPS 2010*. “We will re-enforce a valuable partnership with the defense forces in the Dominican Republic, in hopes of ensuring a future of long-lasting maritime security for both nations.”

Scheduled SME exchanges for the upcoming weeks include small boat maintenance and basic operations, senior leadership principles, junior enlisted leadership principles, combat first aid and tactical land navigation and martial arts, both facilitated by the embarked Marine Corps detachment.

“With all the current events in today’s world, our jobs require more coordination with other nations than ever before,” said Chief Hospital Corpsman Tracie Ham, from the Maritime Civil Affairs Security Training team deployed aboard *Swift*. “These exchanges give us a better insight to the structure of each military, which makes integration much easier when needed.”

While each exchange includes some lecture and group discussion, much of the time is spent in hands-on exhibitions of one another’s knowledge and expertise on a particular topic.

“I just hope they get as much out of the exchanges as I do,” said Ham, who’s facilitating both the senior leadership and combat first aid exchanges. “I had such a great time with the folks in Guyana and I’m really looking to learning from the people here in Dominican Republic.” AH

Story and photo by MC1(SW) Rachael Leslie, High Speed Vessel *Swift* (HSV 2), Santo Domingo, Dominican Republic.

Continuing Promise 2010 Brings Veterinary Aid to Guatemala

U.S. Army Soldiers and civilian volunteers from ‘World Vets,’ currently embarked on board the multi-purpose amphibious assault ship USS *Iwo Jima* (LHD 7), recently brought veterinary assistance to the people of Puerto Santo Tomas, Guatemala.

Continuing Promise 2010 (CP10) veterinary mission’s goal is to improve the Guatemalan people’s quality of life while serving as ambassadors for the United States.

Capt. Rebecca Carden, a veterinarian from South Plains Veterinary Services, Fort Sam Houston, emphasizes the importance of eliminating diseases capable of being transmitted between humans and animals.

“The mission is to improve people’s outlook and way of life and improving their food



Army Capt. Rebecca Carden, a veterinarian from South Plains Veterinary Services, Fort Sam Houston, Texas, embarked aboard USS *Iwo Jima* (LHD 7), vaccinates a chicken during a veterinary mission to Puerto Santo Tomas, Guatemala.

animals is another way of doing that,” said Carden. “*CP10* shows a compassionate side of the military, a mission like this helps develop relationships internationally.”

Elsa and Kirsten Swenson, sisters participating in the mission, view their participation as a chance to see the world and help those who live in it.

“We wanted to travel internationally together and the *CP10* mission provided the opportunity at the right time,” said Elsa Swenson.

“I think it’s nice we can provide services for people,” said Kirsten Swenson.

“We’re improving animals’ lives and health, educating farmers and improving public health by reducing the risk of transmissible diseases such as rabies and parasites in food animals,” said Elsa Swenson.

Dr. Jenny McDougle, a veterinarian, sees the *CP10* mission as a unique opportunity to learn and teach.

“It gives us [veterinary professionals] a chance to see other country’s level of veterinary care, vaccines and parasite and infectious disease prevention,” said McDougle.

CP10 is a humanitarian civic assistance mission. The assigned medical and engineering staff embarked on board *Iwo Jima* will work with partner nation’s teams to provide medical, dental, veterinary and engineering assistance to eight different nations to improve mutual understanding of current medical issues. AH

Story and photo by MC2 Zane Ecklund, USS *Iwo Jima* (LHD 7).



Vice Adm. Samuel Gravelly Jr., Pioneer for a Race

Story by MC3 Mikelle Smith

The thirteenth amendment to the Constitution was the first of many steps forward for African-Americans and their dream to establish a better life. From that point on, many sacrifices were made by pioneers such as Harriet Tubman, Dr. Martin Luther King Jr., Frederick Douglass, Malcolm X and an array of others.

Many of these men and women accomplished “firsts” as African-Americans; but their common denominator was in being the first to step outside of what was expected during adverse times throughout the history of the nation and stand up for what was morally right. Among these influential individuals was Vice Admiral Samuel L. Gravelly Jr., the first African-American to reach the rank of admiral in the U.S. Navy.

On the brink of World War II, then-20-year-old Gravelly decided to pre-empt the draft and joined the Navy in 1942. At that time the Navy was undergoing an experiment that allowed African-Americans to venture out of their typical roles as messmen and into other occupational fields previously only offered to non-black service members.

In response to the change Gravelly, who was trained as a fireman apprentice took the opportunity to participate in the Navy Reserve Officer Training Course. Gravelly, along with two other seamen who were white, passed an aptitude test beating out 120 applicants. In 1944 after completion of midshipmen school, Gravelly became the first African American to

be commissioned as an ensign through the Navy Reserve Officer Training Course.

In spite of his achievements, he was frustrated with the racism and discrimination so prevalent in the Navy. Seeing no room for advancement at the time Gravelly felt it best to resign from his post after the war and continue with higher education in 1946. For the next two years Gravelly focused his attentions on obtaining his baccalaureate degree in history.

That same year, in July 1948, then-President Harry S. Truman issued Executive Order 9981 to establish the President’s Committee on Equality of Treatment and Opportunity in the Armed Services. This order committed the government to integrating the segregated military.

By April 1949, newly-appointed Defense Secretary Louis Johnson issued a policy affirming Truman’s integration order. Under increasing pressure from Johnson, the Navy proposed a recruiting program to enlist African American Sailors. As a result, Gravelly was recalled to active duty in 1950 and was assigned as a recruiter in the local African-American community in Washington, D.C.

According to his wife, Alma Gravelly, “I think that he thought a lot about [the recruiting job]. I had the notion that in his own mind, he certainly did not want to be a recruiter the rest of his Navy career and he wasn’t certain that it would take him any place further, but that was his job and he did it.”

Gravelly’s naval service, like many other African-Americans in the military at the time, was controversial because of the continued racial discrimination, even after being allowed to enter into the officer ranks.

Following his service as a recruiter Gravelly transferred to active duty and was promoted to commander of USS *Falgout* (DE 324) a destroyer escort. Gravelly would go on to command USS *Taussig* (DD 746), USS *Theodore E. Chandler* (DD 717) and USS *Jouett* (CG 29), where he received his appointment to rear admiral.

“Vice Adm. Gravelly was an inspiration, not only to African Americans, but to all naval officers aspiring to be the best that they can be,” noted Vice Adm. Anthony Winns, Naval Inspector General.

Despite the adversity he faced, Gravelly never let that stop him from assuming duties as a communications, electronics and personnel officer during his career. He believed all jobs were good jobs because they provided a chance to excel.

“He loved the Navy and he loved ships, he always said, ‘Sailors belong on ships and ships belong at sea.’ That was his motto,” said his wife.

Throughout his 38 years of service to his country, Gravelly had many historical “firsts” to include: being the first African-American to command an American warship and the first African-American to command a U.S. fleet (U.S. 3rd Fleet).

“He opened our eyes to possibilities we had not dreamed of,” said former Deputy Assistant Secretary of the Navy for Personnel Programs Charles Tompkins, who met Gravelly during his time as a flight student. “The future was not crystal clear for African-Americans in the struggle we were trying to overcome.”

To honor Gravelly’s tremendous contributions in service to country, the Navy will commission USS *Gravelly* (DDG 107) on Nov. 20, 2010, in Wilmington, N.C.

Smith is assigned to Defense Media Activity, Washington, D.C.



A Day That Changed a Life

Story by MCC Leif HerrGesell

Editor’s Note: Ali Omar is not this boy’s real name. We can’t use his real name because doing so can endanger him and his family.

Orthopedic Surgeon, Capt. Donald Bittner, serving with Naval Mobile Construction Battalion 18, was working at a Multinational Medical Unit, in Afghanistan. Bittner, a drilling Reservist from Orange County, Calif., is currently on an individual augmentee deployment with the Seabees. He is an associate professor of surgery at the University of California-Irvine working at St. Jude’s Hospital where he specializes in hand and upper extremity corrective and reconstructive surgery.

When he deployed, Bittner figured he would work on the occasional broken hand, crushed foot, and of course, combat-related injuries. But that didn’t mean he wasn’t ready to try to save the arms of a local child caught in harvesting equipment.

Aug. 10, 2010, wasn’t any ordinary day for 12-year-old Ali Omar.* It was one of those days that can change a life.

Like any other day Ali and his family were working hard to simply feed themselves and still have enough left over to sell. Ali’s father grows wheat and almonds for home consumption and sale.

As Ali was feeding wheat into a 25 horse power threshing machine, the wind blew his clothing causing it to get caught in the thresher. Within seconds his arms were pulled into the equipment, which is used to separate the grain from the hulls after it has been harvested. Ali’s father struggled to pull him free, but even his immediate action wasn’t fast enough.

Unable to free his son, he disengaged the machine by removing a pin and releasing Ali’s arms. That day the threshing machine separated more than just grain. Ali’s flesh was removed from his hands and arms.

Ali’s family encountered a U.S. Army patrol. A nine-line report (emergency information with location) was called in by the patrol and Ali was rushed by helicopter to the nearest medical facility. Because the initial facility was unable to provide the level of reconstructive care that Ali required, he was transported to a ROLE 3 hospital.

“This certainly isn’t the kind of patient you anticipate in a war zone,” said Bittner. “I see this kind of accident at home and we are better prepared to manage this level of trauma in the states, but to be able save a child who would otherwise have died is why we become surgeons – this is what medicine is about.”



Photo by MSgt. Demetrius Lester

Bittner and two teams made up of four other surgeons and other specialists from Canada and the United States worked more than eight hours to save Ali’s arms. The surgery was long and intense as the two teams meticulously and simultaneously reconstructed the boy’s mangled arms. His arteries, major muscles and skin had been severely traumatized. The team had to reattach muscle, reconnect arteries and graft skin to restore blood flow and rebuild Ali’s arms.

Fortunately for Ali, the team’s skills translated very well to caring for injuries like his.

Despite the five surgeries Ali will have to go through to rebuild his arms and the follow-on skin grafts, the prognosis is very good, said Bittner, who continues to see his young patient.

One day Bittner tested Ali’s fine motor skills by asking the boy to pinch a \$2 bill between his thumb and forefinger. With a smile he told Ali that if he could do it, he could keep the money. After Ali indicated that he would prefer Bittner’s watch, the boy was able to pinch the money, said Bittner, with a laugh.

Ali’s father indicated that Ali will continue to be a farmer after he has finished the healing process. It is common in Afghanistan for a boy to follow his father in a trade.

August 10th was a good day for Ali’s parents: Their son lived.

It was also a good day for Bittner: He and the other medical professionals at the ROLE 3 made a difference in a war-torn land.

HerrGesell is assigned to NMCB 18, Afghanistan

San Diego Centennial Kickoff Celebration & Aerial Review	Feb. 10-13
Jackson Navy Week (NAS Meridian, Miss., & Keesler AFB, Biloxi, Miss., air shows)	March 19-27
NAS Corpus Christi Salute to 100 Years of Naval Aviation, Corpus Christi, Texas	April 9-10
NAS Ft. Worth JRB Air Power, Ft. Worth, Texas	April 15-17
MCAS Beaufort Air Show, Beaufort, S.C.	April 30-May 1
Centennial of Naval Aviation Week Pensacola, Fla.	May 3-9
New Orleans Navy Week & 'Nawlins Air Show	May 5-11
Marine Week St. Louis	May (TBD)
MCAS New River Air Show, Jacksonville, N.C.	May 13-15
DoD Joint Services Open House Andrews AFB, Md.	May 20-22
New York Fleet Week, New York City & Jones Beach Air Show, Wantagh, N.Y.	May 22-June 2
Philadelphia Navy Week & Millville AAF Show, Millville, N.J.	May 23-29
Rockford Air Fest 2011, Rockford, Ill.	June 4-5
Evansville Freedom Festival, Evansville, Ind.	June 11-12
Davenport Navy Week & Quad Cities Air Show, Eldridge, Iowa	June 16-22
National Guard Association of Rhode Island Open House & Air Show North Kingstown, R.I.	June 25-26
Rochester Navy Week & ESL International Air Show, Rochester, N.Y.	July 11-17
Detroit Navy Week & Thunder over Michigan Air Show, Ypsilanti, Mich.	July 18-24
EAA Air Venture Oshkosh, Wis.	July 25-Aug. 1
Seattle Fleet Week & SeaFair	July 31-Aug. 8
Fargo Navy Week and Air Show, Fargo, N.D.	Aug. 8-14
The Great State of Maine Air Show, Brunswick, Maine	Aug. 26-27
NAS Patuxent River Air Expo '11, Patuxent River, Md.	Sept. 3-4
Omaha Navy Week & Guardians of Freedom Air Show, Lincoln, Neb.	Sept. 6-11
National Championship Air Races, Reno, Nev.	Sept. 14-18
Memphis Air Fest, Millington, Tenn.	Sept. 17-18
NAS Oceana Air Show & AIAA Centennial Convention, Virginia Beach, Va.	Sept. 20-25
San Diego Fleet Week & MCAS Miramar Air Show	Sept. 19-Oct. 2
San Francisco Fleet Week	Oct. 8-9
Lemoore Air Show, Lemoore, Calif.	Oct. 15-16
El Paso Navy Week & Amigo Air Show, El Paso, Texas	Oct. 17-23
NAS Jacksonville, Birthplace of the Blue Angels Air Show, Jacksonville, Fla.	Nov. 5-6
Pensacola Homecoming, Pensacola, Fla.	Nov. 11-12
Centennial Closing Gala, Washington, D.C.	December 2011

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