

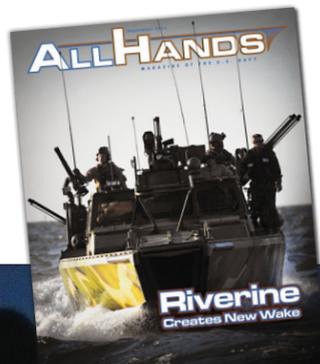
September 2011

ALL HANDS

MAGAZINE OF THE U.S. NAVY



Riverine
Creates New Wake



[On the Front Cover]

Navy's newest state-of-the-art boat, the Riverine Command Boat is a lethal supplement to the riverine's already menacing arsenal, giving the squadrons the ability to travel not only in rivers, but also out to bays and coastal regions, expanding the capabilities of command and control and the riverine squadrons' maritime security reach.

Photo by MC2(EXW) Todd Frantom



Riverine Sailors from Navy Expeditionary Combat Command's Riverine Group 1 Riverine Squadron 2 Detachment 2 (RIVRON 2 DET 2) participate in a night-training exercise, retreating and extracting to the sea after a simulated compromise of shore landing and insert.

Photo by MC2(EXW) Todd Frantom

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9/11 We will Never Forget

For 10 years, a grateful nation has recognized and honored the nearly 3,000 innocent people who lost their lives in the terrorist acts on Sept. 11, 2001. This year, we once again celebrate the commitment, humility and courage of "heroes" who demonstrated uncommon selflessness and valor, on that day.

Photo by MC1 Corey Lewis



Prowlers to Growlers

For more than 40 years, the EA-6B "Prowler" has been at the center of the Navy's airborne electronic attack warfare. The EA-18G "Growler" will soon take over these vital electronic warfare operations as the Prowler is phased out of service.

Photo by MC2 Nadelito Gervacio



ONR Global: Shaping the Department of the Navy's science and technology collaboration around the world

The Office of Naval Research (ONR) is at the forefront of the Navy's investment in multinational collaboration. ONR's international Science & Technology department, known as ONR Global, has far-reaching effects seeking the most advanced innovations that address current fleet and force needs, as well as improving lives of citizens around the globe through humanitarian assistance/disaster relief efforts.

Photo by Lance Cpl. Ethan Johnson

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Riverine Creates New Wake

Constantly evolving threats to our nation's waterways and coastlines are causing shifts in the use of Navy security forces like riverine patrol teams. The focus now is pushing further into green-water zones with the Navy's newest, state-of-the-art Riverine Command Boat.

Photo by MC2(EXW) Todd Frantom

[Next Month]

Celebrate the Navy's Birthday in photos as we look back on the last year in our *Any Day in the Navy* issue.



EN1 Jason Walter stands on the back of the Riverine Command Boat peering off into the backwash of the twin propellers.
Photo by MCz(EXW) Todd Frantom



Fleet Experience Supports Navy Training

Shipmates,

Our world is in a constant state of flux, one that requires our Navy to remain vigilant and modern while operating at the tip of the spear.

It never ceases to amaze me how well you, our Sailors, adapt to our ever-changing environment and succeed, whether it's serving aboard a ship during an extended deployment, stepping up to provide life-saving humanitarian support following a disaster such as the earthquake and tsunami in Japan or pulling arduous duty as an individual augmentee in Afghanistan. You are able to adapt and perform beyond expectation because of your fighting spirit and superb training. Like you, our Navy's training adapts to support our changing missions to deliver the best, up-to-date training. It's no accident that the Navy is recognized as a top training organization.

Our training commands partner with the enterprises that support naval aviation, surface, undersea, expeditionary, and cyber forces. They invite fleet subject matter experts back to Navy training commands to see the training first-hand and give the training staff the latest information on operations and what Sailors need to succeed.

Navy training has a structured system called Human Performance Requirement Reviews (HPRR) which is designed to ensure fleet participation in the training process. HPRRs are conducted every three years, unless otherwise required due to changes in Sailors' needed knowledge, skills and abilities, fleet readiness inspection results or development of new weapons or operating platforms.

HPRRs are used to assess existing training, eliminate redundant or unnecessary training and identify fleet requirements for additional or new training. These reviews also give Sailors the opportunity to voice concerns regarding individual rate training, as well as the enlisted rating community's health, by allowing direct access to community managers and system experts.

The blended learning solution practiced in our Navy learning centers combine instructor-led classes, hands-on labs, simulation, interactive course ware and computer-based training that evolves through the HPRR process.

The Center for Information Dominance (CID) recently appraised its cryptologic technician (maintenance) training. During the review, fleet subject matter experts identified more than 35 tasks and equipment that needed to be added to the training curriculum and because of these needs, CID's "A" School, "C" Schools and Apprentice Technical Training Course were modified to meet changing fleet requirements.

A Center for Seabees and Facilities Engineering's (CSFE) assessment revealed redundancies in training and inconsistencies of when Seabees could expect to attend specialized courses while progressing through their careers. The HPRR resulted in CSFE establishing core training areas per rating that can be achieved through a combination of formal training, accelerated training and/or personnel qualification standards (PQS).

During a Center for Surface Combat Systems 2010 HPRR cycle, more than 100 PQS books and rate training manuals were reviewed. As a result, 30 books have been targeted for updates, and five additional books have been slated for development.

But, an effective training review doesn't happen without aggressive fleet participation from Sailors like you.

The Navy needs motivated and dedicated Sailors who will step up to the challenge and provide insight and input to help shape how their community is trained.

Remaining at the tip of the spear calls for us all to remain vigilant and flexible - and ready! - at all times.

Bravo Zulu to all of you for all of your hard work and dedication that you put in every day to make our Navy a "Global Force for Good." HOOYAH! **AH**

ALLHANDS

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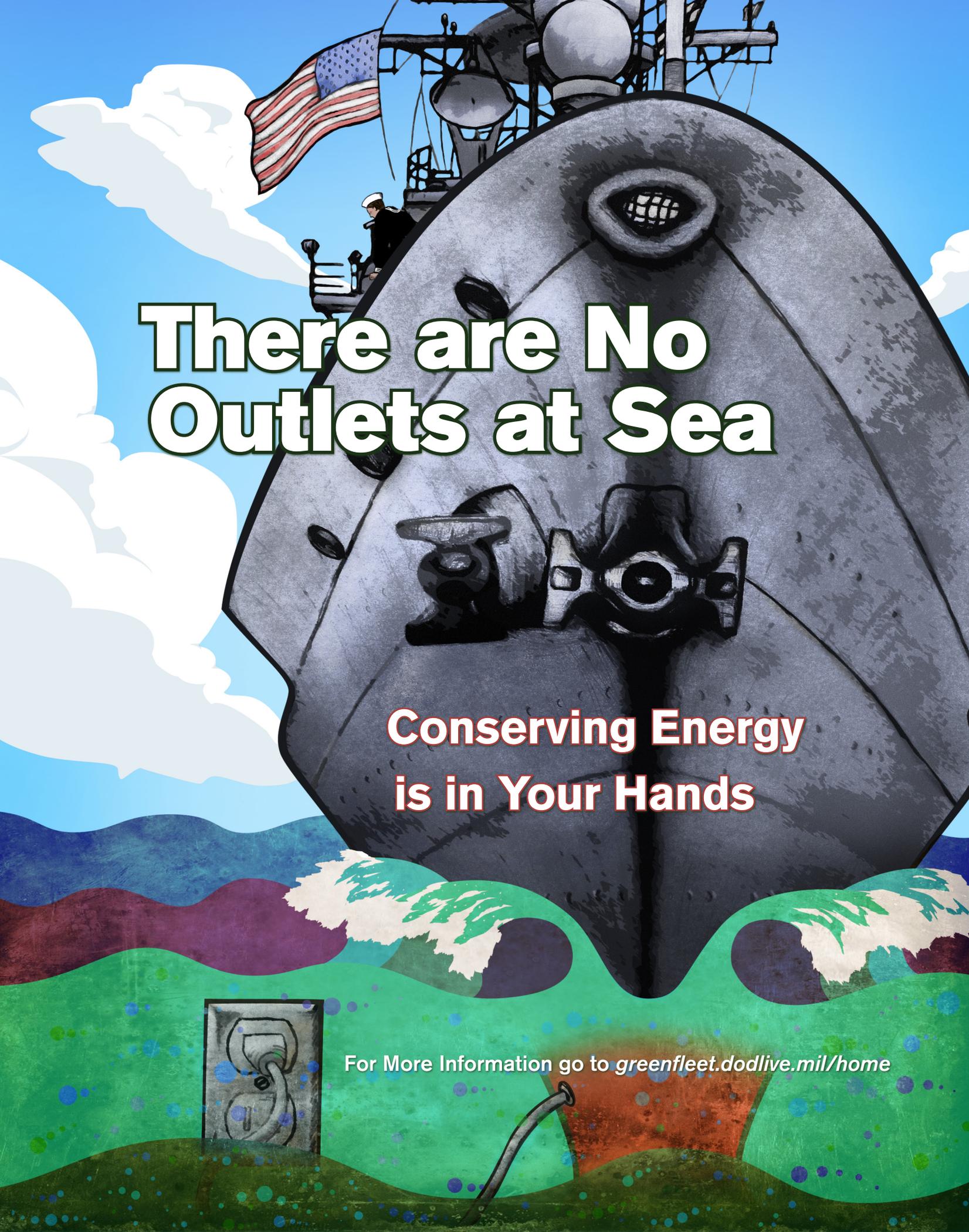
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Vice Chief of Naval Operations Outlines Priorities at Senate Hearing

President Barack Obama's choice to be the next Chief of Naval Operations outlined his priorities during a Senate Armed Services Committee confirmation hearing.

Adm. Jonathan W. Greenert will be the 30th officer to serve in the Navy's top uniformed post, succeeding retiring Navy Adm. Gary Roughead.

"My priorities will be to remain ready to meet the current challenges today, to build a relevant and capable future force, to continue to take care of our Sailors, our civilians and their families, and institute a manning strategy that recruits and nurtures a motivated, a relevant and a diverse future force," Greenert said during his confirmation hearing.

Meeting those priorities in the current budget environment will not be easy, he acknowledged. "We must be clear-eyed in communicating what we will and what we won't be able to provide the nation in the future," he said.

Half of the Navy's ships are underway, and 43 percent are deployed, he said, while 12,000 Sailors are on the ground supporting U.S. Central Command and another 10,000 are serving as individual augmentees to current operations.

"Your Navy remains ready. It is agile, and it's global, and it's relentlessly busy," Greenert said. "Operating tempo has been high, [and] our missions have evolved."

The Navy's key mission, he said, is to "assure the security and freedom of the seas, in all the domains, so that the economies of the world can flourish." To accomplish that mission, the Navy must be forward deployed, able to influence events, assist allies and provide the United States an offshore option, the admiral added.

Large cuts in the defense budget would create a conundrum that will require a strategic approach to resolve, he said.

"Our options are limited; we can't hollow the force," he said. "If we reduce force structure, that would exacerbate the problem we already have. And if we reduce modernization -- that is, go to the shipbuilding and aircraft accounts -- I'm concerned about the industrial base."

Greenert said that as vice chief of naval operations, he has provided data for the Defense Department strategic review, but is not currently involved in major deliberations.

"We have been told we would be part of any final ... decision process in this comprehensive review," he said.

Committee members asked Greenert for his views on China's expanding naval capabilities, noting that Chinese military officials said in June they are refurbishing a never-completed Soviet-era carrier.

"I believe it's clearly ... a prototype for what they ultimately want to have, which is a better aircraft carrier, indigenously built and tailored to their needs," the admiral said.

An aircraft carrier is typically an offensive capability, made to project power, Greenert noted. "The Chinese say they built it for defensive measures," he said. "It's hard to gauge their intent."

The admiral said China's recent growth in maritime capabilities shows that nation is "interested in expanding its operations to blue water" — open-ocean depths — and thereby expanding its influence.



Vice Chief of Naval Operations Adm. Jonathan Greenert speaks with Sailors during a Q&A luncheon held on board Naval Support Activity Bahrain.

Photo by MC2 Aramis X. Ramirez

Greenert's career as a submariner includes assignments aboard the USS *Flying Fish* (SSN 673), USS *Tautog* (SSN 639), Submarine NR-1 and USS *Michigan* (SSN 727) and as commander of USS *Honolulu* (SSN 718).

He also served as commander of Submarine Squadron 11, U.S. Naval Forces Marianas, U.S. 7th Fleet in the Pacific and U.S. Fleet Forces Command before he assumed the Navy's No. 2 uniformed post in August 2009. **AH**

Story by Karen Parrish, American Forces Press Service, Washington, D.C.

Navy Clarifies Revisions to Post-9/11 G.I. Bill

The Navy recently released revisions to the Post-9/11 G.I. Bill policy, providing Sailors, veterans and their families updated information on their educational benefit options.

"When the Post-9/11 G.I. Bill came about, it was a tremendous undertaking and an opportunity for Congress to reward our service members and veterans for their service to this country," said Ann Hunter, Chief of Naval Operations for Manpower, Personnel, Training & Education voluntary service chief. "As our policy-makers reviewed the program, they realized there were individual groups, who have also served, that were omitted and that implementation could be made easier."

The new policy, announced in NAVADMIN 235/11, adds benefits explanations and introduces new changes. Hunter outlined the following major changes:

- All public school in-state tuition and fees are covered.
- Annual tuition has been capped at \$17,500 for private and foreign schools.
- Tuition payment tiers now apply to active duty personnel.
- The post-9/11 G.I. Bill will now only pay the net cost for tuition and fees — that is, it will only pay what scholarships, grants and loans do not cover.
- Housing stipends will not be paid during semester breaks.

- Monthly living stipend will be paid based on rate of pursuit.
 - Entrance exam fees may now be reimbursed.
 - Active duty members and spouses can receive book and supply stipend entitlements.
 - Non-degree programs, on-the-job training, apprenticeship training, flight programs and correspondence training are now eligible for benefits.
- Most of the changes took effect Aug. 1, prior to the beginning of the fall term.

"One of the big things that affect our active duty members is that prior to this new bill, members could receive 100 percent of their tuition and fees paid for as long as they have 90 days of qualifying active duty time," Hunter said. "The new bill prorates the payment based on the member's qualifying time." Hunter also explained that active duty members will, like veterans, receive tiered benefits, from 40 to 100 percent.

Another significant change will be how the Post-9/11 G.I. Bill deals with other scholarships and loans. Previously, the G.I. Bill issued set amounts based on tuition and fees. The benefit will now pay only net costs after scholarships, grants and loans are applied.

"Net-bill-payer [policy] applies to Sailors when they use tuition assistance (TA). This is referred to as 'Top Up.' TA pays first and the GI Bill picks up the difference," Hunter explained. "Sailors don't normally get scholarships or loans, so the greatest impact on this policy change will be to veterans, drilling reservists, and dependents, including dependents of active duty military."

According to Hunter, the Department of Veterans Affairs (VA) made this policy change to keep those who used the benefit from pocketing extra funds and to save money.

"The change was not meant to push veterans and dependents away from grants and loans," Hunter said. "Those who select the more expensive schools may have to get a grant or loan to cover the full costs of the tuition and fees. For example, if the student wants to attend a private school and the tuition is \$25,000 annually, the VA will only pay \$17,500. The student might want to get a loan for \$7,500. The loan would pay first and the VA would cover the rest."

Additionally, for those students whose private school or foreign school tuition exceeds the \$17,500 limit, the Yellow Ribbon G.I. Education Enhancement Program (Yellow Ribbon Program) is available. The program is a provision of the Post-9/11 Veterans Educational Assistance Act of 2008. This program allows institutions of higher learning (degree granting institutions) in the United States to voluntarily enter into an agreement with VA to fund tuition expenses that exceed the established caps. The institution can contribute up to 50 percent of those expenses and VA will match the same amount as the institution. This service is available to veterans eligible for 100 percent entitlement and may be available to some children transferees entitled to 100 percent benefits. The Yellow Ribbon program may also be used to cover additional costs for attendance at public schools if the student is paying out-of-state tuition and fees. Members should verify whether the school of choice is a Yellow Ribbon school.

According to Hunter, under the Post-9/11 G.I. Bill, qualified Sailors may elect to transfer all or a portion of their benefits to a spouse or child enrolled in the Defense Eligibility Enrollment System (DEERS). For transferability, Sailors must have served at least six years in the Armed Forces and agree to serve an additional four years, in most cases.

NAVADMIN 203/09 identified exceptions to the additional four-year service obligation, which includes Sailors currently eligible for retirement within four years of the Post 9/11 GI Bill start date.



Vice Chief of Naval Operations Adm. Jonathan Greenert presents HM2(FMF) Jacob Emmott with a Silver Star award citation.

Photo by Lance Cpl. Walter D. Marino II

Sailor Receives Silver Star After Aiding Marines

After providing medical treatment for two Marines who were shot during a firefight in Helmand Province, Afghanistan, in 2010, Hospital Corpsman 2nd Class Jacob Emmott, a corpsman with 1st Battalion, 2nd Marine Regiment, 2nd Marine Division, was shot in the head.

Miraculously, Emmott survived the injury and was awarded the Silver Star for his heroic actions. The medal is presented for gallantry in action against an enemy of the United States and is the third highest medal for valor in the United States armed forces.

"I'm not upset about (the injury) at all," said Emmott. "We had gotten into a bunch of firefights that day, and it seemed like we were winning. It was honestly a really good day — minus the fact that I got shot in the head."

On July 14, 2011, Emmott's family and fellow service members traveled to the Third Annual Naval Safe Harbor Award Ceremony in Washington, D.C., to witness Emmott and other service members receive awards for various work and actions involving the military.

"Jacob loves his Marines," said Emmott's mother. "We're very proud of the service he's done and continues to make."

"He's the guy you can count on, the guy you want on patrol with you," said Hospital Corpsman 2nd Class Andrew S. Drummond, a corpsman with 1/2. "When we first got to our area of operation, we were going on patrols two to three times a day and he was on every patrol. He never complained. He just did it."

With a broad smile, Adm. Jonathan W. Greenert, the vice chief of naval operations, pinned the Silver Star to Emmott's chest and handed him the award citation.

"You wonder what kind of person is this that we honor that can do this kind of business," said Greenert. "It takes you back to an author, James Michener, who wrote a famous line about heroes: 'where do we get such people?'" said Greenert. "We get them from everyday life in this country, and we have a generation who are willing to stand up and say, 'I'm going to take care of this country.' It's very, very encouraging to know we're going to be in good hands." **AH**



Photo by MC1 Jennifer A. Villalobos



Photo by Air Force Staff Sgt. Courtney Richardson

Air Force Capt. Kristine Andrews, a pediatrician from Montgomery, Ala., explains common flu symptoms to a patient's mother during *Continuing Promise 2011*.

Above— Lt. Ryan Ramsden, assigned to Explosive Ordnance Disposal Mobile Unit 5, rappels off a tower while training with members of the Australian Northern Territory Tactical Response Group during exercise *Talisman Sabre 2011*.

Above right— Senior Airman Cesar Salgado-Diaz, from Bogota, Colombia, and a Salvadoran soldier carry a woman from a waiting area to a clinic during a *Continuing Promise 2011*.

Right— Suspended with neutral buoyancy in the water, ND3 Class Bryan Myers, right, assigned to Mobile Diving and Salvage Unit (MDSU) 2, assists Jorge Mario Sanchez, a diver assigned to the Guatemalan navy, maintain positive control of an engine used for underwater lift bag salvage operations.



A GLOBAL FORCE FOR GOOD



Photo by Air Force Staff Sgt. Meshal Gosic

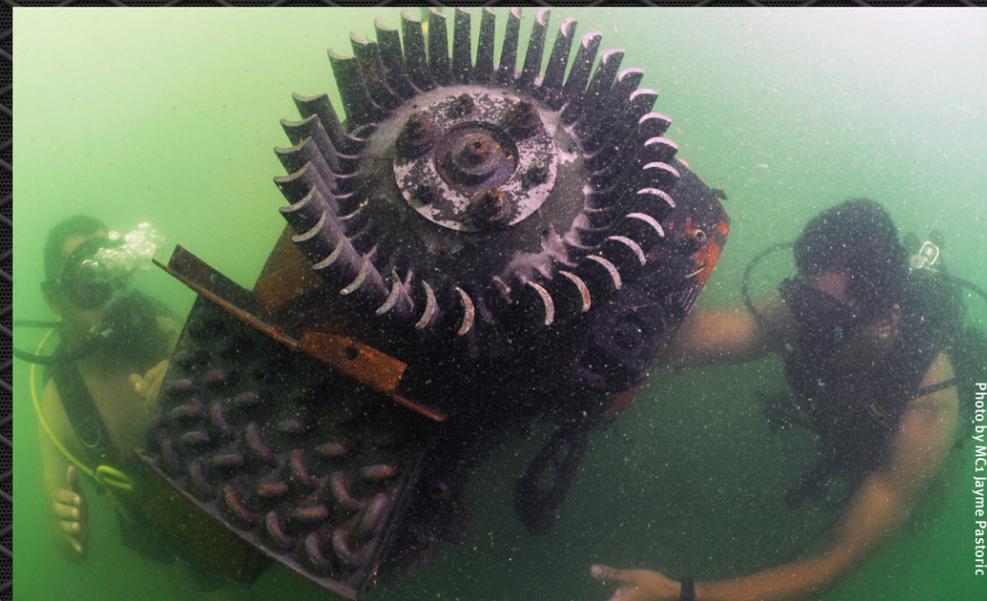


Photo by MC1 Jayme Pastoric

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More information on these changes can be viewed on the Post 9/11 GI Bill website at www.gibill.va.gov/benefits/post_911_gibill/Post911_changes.html. Sailors can enroll in the Post 9/11 GI Bill at the Veteran's Administration website, <https://vabenefits.vba.va.gov/vonapp/main.asp> and sign up for transferability of benefits at www.dmdc.osd.mil/TEB/. Sailors should ensure their service obligation is reflected in their Electronic Service Record at <https://nsips.nmci.navy.mil/>.

To read the NAVADMIN or find more information, visit the NPC website at www.npc.navy.mil, or call the NPC Customer Service Center at 1-866-U-ASK-NPC. **AH**

Story by MC1(AW) LaTunya Howard, NPC, Millington, Tenn.

Naval Academy Accepting Enlisted Applications for Class of 2016

The Navy recently announced the U.S. Naval Academy's admissions cycle for the class of 2016, entering in July 2012, is open to enlisted Sailors.

Top enlisted performers who possess strong leadership potential, have been recognized as Junior Sailors or Bluejackets of the Quarter or who graduated in the top 20 percent in their "A" and "C" schools are encouraged to apply by Jan. 31, 2012.

To be eligible, top quality Sailors and Marines must meet competitive standards based on academic, military and physical performance. Academically, applicants must possess strong high school grade point averages and SAT scores, and have completed four years of mathematics and English and one year of chemistry.

Applicants must be physically fit with no record of disciplinary action within three years preceding application. They must not have passed their 23rd birthday by July 1, 2012, and cannot be married, pregnant or have incurred obligations of parenthood.

The deadline for initial application to the class of 2016 is Jan. 31. All completed applications and rec-

ommendations must be received by March 1 to be considered.

The Naval Academy, located in Annapolis, Md., provides approximately 1,000 officers to the Navy and Marine Corps every year, with many entering as prior enlisted men and women from the regular and reserve components of the Navy and Marine Corps.

Students at the academy are designated midshipmen and receive midshipman pay plus tuition, room and board. Upon graduation, they receive a Bachelor of Science degree and a commission in the Navy or Marine Corps.

The Naval Academy offers 23 academic majors in engineering, science, mathematics, social sciences and the humanities. In addition to the academic curriculum, students also take military professional courses in navigation, naval engineering, weapons, leadership, naval history and law.

Further information on enlisted applications to the Naval Academy can be found in ALNAV 046/11 at www.npc.navy.mil.

For more information about the U.S. Naval Academy enlisted admissions process, visit www.usna.edu/admissions/step.htm. **AH**

Story courtesy of U.S. Naval Academy Public Affairs

Performance Evaluation Update for Lieutenants

Navy Personnel Command (NPC) recently released an interim change to the Navy Performance Evaluation and Counseling System Instruction BUPERSINST 1610.10C, outlined in NAVADMIN 219/11.

"In view of continued force-shaping pressures, NPC proposed stricter limits in the ranking of lieutenants," said Cmdr. Elisabeth Stephens, deputy director, Restricted Line/Staff Detailing and Special Placement Division.

Effective with the Jan. 31, 2012, periodic evaluations, lieutenant force distribution rules will change to the following:

- Early Promote recommendation limit will remain at 20 percent.

- The combined early promote and must promote recommendations must not exceed 60 percent. The must promote recommendation may be increased by one for each early promote quota not used.

According to Stephens, the change in policy provides a mechanism for controlling performance inflation and identifies top performers early for the selective detailing and selection board purposes.

The interim change will be followed by an official change in the next revision of BUPERSINST 1610.10. An updated release of NAVFIT98A is projected for January 2012, to incorporate this policy change.

For more information read NAVADMIN 219/11, call the NPC Customer Service Center at 1-866-U-ASK-NPC, 1-866-827-5672 or e-mail at cscmailbox@navy.mil. **AH**

Story by MC1(AW) LaTunya Howard, NPC, Millington, Tenn.

Navy Seeking Applicants for LDO/CWO Programs

The Navy recently announced it is seeking applications from highly qualified Sailors in pay grades E-6 through E-9 for the Fiscal Year 2013 Active Limited Duty Officer (LDO) and Chief Warrant Officer (CWO) programs.

"Limited duty officers and chief warrant officers bring a variety of experience and perspective into the wardroom from their enlisted service," said Chief Warrant Officer 4 Mitch Allen, assistant LDO/CWO community manager, Bureau of Naval Personnel. "The LDO /CWO career paths provide additional leadership opportunities and enhance a Sailor's ability to contribute to the Navy."

The LDO and CWO communities have designators in the surface, submarine, aviation, general series and staff corps communities and serve in a variety of leadership billets within their technical fields, ranging from division officer to commanding officer ashore.



Photo by M/C Brian M. Brooks



Photo by M/C Betsy Lynn Kraepfer

GSM2(SW) Terence Erroch performs maintenance on a gas turbine engine aboard the guided-missile cruiser USS *Gettysburg* (CG 64).

Above— CTT2(SW) Darius Allison, left, tosses a mooring line onto the deck of the guided-missile cruiser USS *Anzio* (CG 68) as the ship departs Djibouti.



Photo by M/C Chad J. McNeely



Photo by M/C Daniel Barker

The Tree of Life window opening in the USS *Arizona* Memorial, designed by architect Alfred Preis, casts shadows on the names of Sailors and Marines entombed there in the shrine room of the memorial at Joint Base Pearl Harbor-Hickam.

Above— The Space Shuttle *Atlantis* lifts off from Kennedy Space Center for the last time during NASA's final space shuttle mission.

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Eligibility requirements for LDO include US citizenship, serving in pay grade E-7 through E-9 or an E-6 who has passed the exam for E-7. Active-duty applicants for LDO must have at least eight, but not more than 16 years of active-duty service.

Eligibility requirements for CWO include US citizenship, serving in pay grade E-7 through E-9. Active-duty applicants for CWO must have at least 12, but not more than 22 years of active-duty service.

These programs do not require applicants to have a college degree. Applications must be postmarked no later than Oct. 1, 2011.

Eligible Sailors should apply for the designator for which they are most qualified, regardless of their current rating. Upon commissioning, Sailors selected for LDO/CWO will attend the four-week Officer Development School in Newport, R.I.

Sailors may learn more about the LDO/CWO communities in the 2011 LDO/CWO Guidebook available at www.public.navy.mil/bupers-npc/officer/communitymanagers/ldo_cwo/Pages/GUIDEBOOK.aspx.

Complete application procedures, eligibility requirements and links to other resources can be found in NAVADMIN 224/11, available on the Navy Personnel Command website at www.npc.navy.mil. **AH**

Story by M/C(SW) Maria Yager, NPC, Millington, Tenn.

Navy Provides Policy for Minimalist Footwear

Navy announced approval for Sailors to wear minimalist footwear with the Navy Physical Training Uniform during command or unit physical training, individual physical training and the semi-annual physical readiness test Aug. 5.

"This was the result of requests from the Fleet for guidance on the wear of these types of footwear," said Capt. William Park, head, Officer Personnel Plans and Policy. "After thoroughly reviewing potential benefits and impacts in the Fleet, leadership gave the approval."

NAVADMIN 238/11 defines minimalist footwear as shoes that allow the foot to function naturally without providing additional support or cushioning.

Examples of minimalist footwear are included in the NAVADMIN.

For more news from Chief of Naval Personnel, visit www.navy.mil/local/cnp/. **AH**

Story courtesy of Chief of Naval Operations Public Affairs, Washington D.C.

Performance Boards Ready to Review Senior Enlisted

Navy Personnel Command was scheduled to begin compiling the list of eligible Sailors for the fiscal year 2012 performance-based senior enlisted continuation board Aug. 31.

According to NAVADMIN 194/11, active, Full Time Support and Reserve E-7 to E-9 Sailors with 19 years of service and three years time in rate as of Sept. 1 will be considered by the board.

"The Navy requires senior enlisted to lead Sailors and enforce our standards. One of the major ways they do this is by living our standards and conducting themselves professionally and ethically. Those master chiefs, senior chiefs and chiefs out there who achieve great success through team and personal performance set the example for others to follow," said Navy Personnel Command (NPC) Force Master Chief (AW/SW/NAC) Jon Port.

The board will focus on performance within the last five years or since advancement to current grade, whichever is later. Among the specific performance indicators the board will consider are:

- Documented misconduct involving either UCMJ (non-judicial punishment) or civilian offenses;
- Moral or professional dereliction such as relief for cause or detachment for cause;
- Evaluation/fitness reports with marks suggesting substandard or marginal performance;
- Any documented circumstance related to performance which

results in a Sailor's inability to perform in his rating or duties.

Some senior enlisted who otherwise meet the time in service and grade criteria will be exempt from the board. These Sailors include:

- Sailors with an approved transfer to the Fleet or Retired Reserve;
- Selectees for command senior and master chief;
- Personnel enrolled in Navy Safe Harbor;
- Fleet, force and command master chiefs, chiefs of the boat and command senior chiefs who possess the Navy Enlisted Classification Code (NEC) 9580, 9579 or 9578;
- Sailors with nuclear NECs;
- Sailors with orders to or serving in the first two years of an overseas or Department of Defense area tour at the board convening date.

The Naval Education and Training Professional Development and Technology Center will publish the names of board-eligible Sailors on Sept. 15. The names will be posted to both the Navy Enlisted Advancement System website at <http://neaos.cnet.navy.mil> and on Bupers Online (BOL) at <http://www.bol.navy.mil> for command representatives to view.

Individuals can view their board eligibility profile sheet on the Navy Knowledge Online Advancement Center Page at <http://www.nko.navy.mil/portal/careermanagement/navyadvancementcenter> by selecting "Enlisted Retention Board Eligibility Profile."

The board must receive candidates' correspondence by Nov. 15. Any letters must be originated by the eligible Sailor. This is also the last day for commands to resolve eligibility issues and problems. Sailors who are not selected must submit their Fleet Reserve or retirement paperwork by May 15, 2012, with an effective date no later than Sept. 30, 2012.

For more information, read the message at the NPC website at www.npc.navy.mil. **AH**

Story courtesy of Navy Personnel Command Public Affairs, Millington, Tenn.

Story by MCC(SW/AW) Antuan D. Guerry

For many Americans, the numbers “9/11” will conjure up a moment in our history when the world as we knew it changed forever. The images of 9/11 are seared into our collective memory - hijacked planes; black smoke billowing from the Pentagon, and the wreckage of Flight 93 in Shanksville, Pa. When the massive towers of the World Trade Center fell, America was understandably shaken. Immediately thereafter, our nation joined together with patriotism and love for country set at heights not seen since WWII.

“Terrorist attacks can shake the foundations of our biggest buildings, but they cannot touch the foundation of America. These acts shatter steel, but they cannot dent the steel of American resolve,” said then-President George W. Bush during his address to the nation following the attacks.

For 10 years, a grateful nation has recognized and honored the nearly 3,000 innocent people who lost their lives in the terrorist acts on Sept. 11, 2001. This year, we once again celebrate the commitment, humility and courage of “heroes” who demonstrated uncommon selflessness and valor, while putting their own safety in jeopardy during rescue attempts that day, and in the ensuing days of recovery. This year, however, is somewhat different. America will still observe and pay tribute to those heroes, but in many ways, this year brings to light 10 years of grit and determination, and the coming together of the world. This year’s observance had its very foundation laid when Bush made a promise to Americans that, “We will not forget.” This promise has been kept at the forefront of the United States’ – and the world’s – battle against the entire al-Qaida international terrorist network, which had openly declared war on the United States with their senseless acts and remains committed to killing innocents in the U.S. and around the globe.

The terrorists doubted the will of Americans and their allies; but they persevered. They underestimated the resolve of the American people to protect what they feel is right, and to bring to justice those who committed these terrorist acts. We went to war against al-Qaida to protect our citizens and allies. Ever since 9/11, in Afghanistan and beyond, we and our partner-nations went on the offensive and struck major blows against al-Qaida.

During the last 10 years, the tireless and heroic work of the military and counterterrorism intelligence experts, has led to the disruption of terrorist attacks, both abroad and at home, and strengthened our homeland defense. In Afghanistan, the Taliban government, which had given

bin Laden and al-Qaida safe haven and other support, was removed. And around the globe, scores of Al-Qaida terrorists, including several who were a part of the 9/11 plot, were captured or killed with the help of American allies.

On the home front, the Navy paid tribute to the lives lost on 9/11 by using steel salvaged from the wreckage of the World Trade Center towers in the bow of *San Antonio*-class amphibious transport dock ship USS *New York* (LPD 21). *New York*’s sister ships, USS *Arlington* (LPD 24) and USS *Somerset* (LPD 25) are also being built with steel in their bows that was salvaged and re-formed from the two other terrorist attack sites: LPD-24’s from the Pentagon building’s structural girders, LPD-25’s from the meltdown of a crane used to excavate the airliner wreckage. Each ship is named after the location where terrorist attacks occurred during 9/11. *New York* is the only ship to have been commissioned thus far; *Arlington* and *Somerset* are still being built.

On May 2, President Barak Obama announced to the world during a live telecast, perhaps the single most important piece of information since the fight against terrorism began – the death of bin Laden. The president urged everyone to continue believing in America, and to neither lose sight of where we’ve come from, nor where we’re still going.

“And tonight, let us think back to the sense of unity that prevailed on 9/11. I know that it has, at times, frayed. Yet today’s achievement is a testament to the greatness of our country and the determination of the American people,” he said.

“The cause of securing our country is not complete. But tonight, we are, once again, reminded that America can do whatever we set our mind to,” Obama continued. “That is the story of our history, whether it’s the pursuit of prosperity for our people, or the struggle for equality for all our citizens; our commitment to stand up for our values abroad, and our sacrifices to make the world a safer place.”

We’ve remembered the lives lost at each site in various ways, including the Pentagon Memorial, 9/11 Memorial and at the site of the Flight-93 National Memorial. As Americans, we will continue to recognize the heroes of 9/11 each year to refresh our memories of what happened that day, and we will honor the veritable truths of duty, loyalty, and self-sacrifice displayed by the “heroes”...

we will
never
forget.
9/11

U.S. Navy photo by Michael W. Pendergrass



Riverine Creates New Wake

Story and photos by MC2(EXW) Todd Frantom

Threats to our nation's waterways and coastlines at home and abroad are constantly evolving, reshaping how Americans have come to view national security. The military, the Navy specifically, is no different in that it continually reassesses its assets and determines various ways to deploy security forces to fit strategic needs.

Riverine Command Boat, gives Riverine squadrons the ability to travel not only in rivers, but also out to bays and coastal regions, expanding the capabilities of command and control and the Riverine squadrons' maritime security reach with un-matched fire power.

One way in which the Navy's deployment of security forces has shifted is the use of its riverine patrol teams. The focus now is bridging the gap between the brown-water (river) and blue-water (open ocean) patrol. The Navy's newest, state-of-the-art boat, the Riverine Command Boat (RCB), is pushing further into green-water (coastal) zones to achieve that goal.

The RCB is a unique incarnation of the riverine mission, attached to Navy Expeditionary Combat Command's Riverine Group 1, Riverine Squadron 2, Detachment 2 (RIVRON 2 DET 2) located on Joint Expeditionary Base Little Creek-Fort Story, Va. At the core, the Riverine Force is a combat-arms force that performs point-defense, fire-support and interdiction operations along coastal and inland waterways to defeat enemies and support U.S. naval and coalition forces.

The RCB is a lethal supplement to their already menacing arsenal, giving riverine squadrons the ability to travel not only in rivers, but also out to bays and coastal regions, expanding the capabilities of command and control and the riverine squadrons' maritime security reach.

"With the addition of the RCB platform we are now able to potentially stop any threat [to American shores]," said Lt. Stephan Andros, officer-in-charge, RIVRON 2 DET 2.

The craft has proven the ability to operate in between blue and brown water, referred to by coastal security vessels as green water, Andros explained.

"This takes the Navy's core mission of maritime security operations into an entirely new spectrum of military operations," he added. "We can now deploy the RCB into forward operating areas as well, maintaining the ability to operate in that unique and strategically important geographic area for longer periods of time and with more fire power than before."



A Zodiac Rigid Hull Inflatable Boat (RHIB), role playing as a threat boat, during a training evolution, races by the USS *Wasp* (LHD 1) positioned off the coast of Norfolk, Va.

Above right—

HM2 Robert Simons, briefs the Riverine Command Boat crew prior to training evolutions.

Below right—

The RCB is equipped with a menacing array of weapons including: 7.62 caliber M240B machine gun, electric motor-driven Gatling gun, a Mark 19 automatic grenade launcher, twin .50-caliber machine guns, another M2 .50-cal machine gun and a remote operated .50-caliber gun.

The Navy has purchased a pair of these fast, lethal and versatile boats, creating a unique mission for the crew and a historical opportunity for security forces afloat.

"It's an incredible honor to be a first on a new platform, the RCB," said Hospital Corpsman 2nd Class Robert Simons. "Being the primary detachment to be deployment-ready has been a very challenging task that my shipmates and I have worked very hard on completing."

Simons and the RCB crew completed months of training in preparation for deployment. Many of the manning requirements for these boats go beyond a normal riverine mission.

"We had a lot of retooling to complete in order to get us out of using traditional riverine operations mindset all the time," said Simons. "It has involved in advancing the way we think, building on top of the riverine skills we already possessed. We have to build the coastal skill set onto our capabilities package as well."

Simons continued, "We now have additional factors to think about like sea state and weapons employment in the open ocean. With all the skills in our trained package, we can now project our capability from several miles out to sea launching from an amphibious assault ship conducting a mission all the way up to a few feet of water in a delta or coastal river."

"We're a double threat," said Gunner's Mate Seaman Adam Heredia. "Although we work in the coastal environment conducting escorts, security, surveillance, and anti-piracy, we can still operate in a traditional riverine environment."



GMSN Adam Heredia peers over salt water-drenched sun glasses while manning a .50 caliber weapon aboard the Navy's newest state-of-the-art boat, the Riverine Command Boat. "We're a double threat," said Heredia. "We can still operate in a traditional riverine environment, but we have also gone coastal."





According to Command Master Chief (AW) Alex Hebert, RIVRON 2 DET 2 is a unique opportunity for young enlisted Sailors to break out and take on additional responsibilities and get qualifications they won't find on a surface combatant ship, or any other commands.

"The RCB is like a command all brought together on a boat," said Heredia. "And I now know I made the best choice possible in my Navy career."

Heredia's primary duty aboard the RCB is to be a .50-caliber gunner, although he has to be qualified and familiar with all weapons in their arsenal just like any other crewmember.

"Anything can happen, and we need to be able to operate every weapon as though it were our own," Heredia said. "As a gunner we have to be able to communicate with the boat captain and the coxswain so they have a full, 360-degree awareness of what threats are out there."

The RCB is equipped with an array of weapons that are sure to deter any potential foes. The arsenal includes a 7.62-caliber M240B machine gun, an electric motor-driven Gatling gun which fires 2,000 rounds per minute, a Mark-19 automatic grenade launcher, twin .50-caliber machine guns, an additional M2 .50-caliber machine gun and a remote-operated, .50-caliber gun.

With its versatility, the RCB serves as the primary boat in combat or patrolling missions. It can serve as a combat information center, and can even be configured as an ambulance boat. It is designed to land on a variety of shorelines, including solid rock, and to drop off and extract personnel from any area.

The RCB's advances and advantages are a bonus for the security forces, although such technical advances require a tremendous amount of training and evaluation. One of their most recent training evolutions, and perhaps their most critical, is the Final Mission Problem (FMP).

In this exercise the boat teams escort high-value assets along with training exercises that reflect force protection and security evolutions at shore, including beach landings/insertion and retreat/extraction.

Every scenario and drill helps to hone the skills of riverine Sailors, ensuring they are qualified, mission-ready and capable of executing the Navy's maritime strategy.

In addition to the RCB's primary mission, the boat is also leading the way on how the Navy will conduct business in the future, including



Above—

Sailors attached to RIVRON 2 DET 2, role play as "enemy forces" firing simulated rounds toward Riverine Command Boat craft off the coast during a night training evolution.

The Navy's newest state-of-the-art boat, the Riverine Command Boat, posts a force protection watch off the coast during a night training evolution.



Above—
MM3 Luther Cole stands watch on a simulated, night beach landing.

Center—
Riverine Sailors exercise retreating/extracting to the sea after a simulated compromise of shore landing/insert.

Riverine Command Boat fires the .50 caliber gun in reaction to simulated enemy forces on shore.

The crew aboard a Riverine Command Boat retrieve the crew of a small rigid hull inflatable boat during a night exercise along the shores of the Chesapeake Bay.

an alternative fuel use demonstration to support the Secretary of the Navy's initiative to reduce total energy consumption on naval ships.

"On Oct. 22, 2010, I had the honor of witnessing the first Navy public demonstration of an RCB operating on alternative fuel," posted Rear Adm. Philip Cullom, director, Navy Energy and Environmental Readiness Division on "Navy Live," the Navy's official blog.

"This alternative fuel initiative directly supports the Secretary of the Navy's efforts to reduce the fleet's reliance on fossil fuels. The alternative fuel being tested is a blend of 50 percent algae-based/50 percent NATO F-76 shipboard fuel.

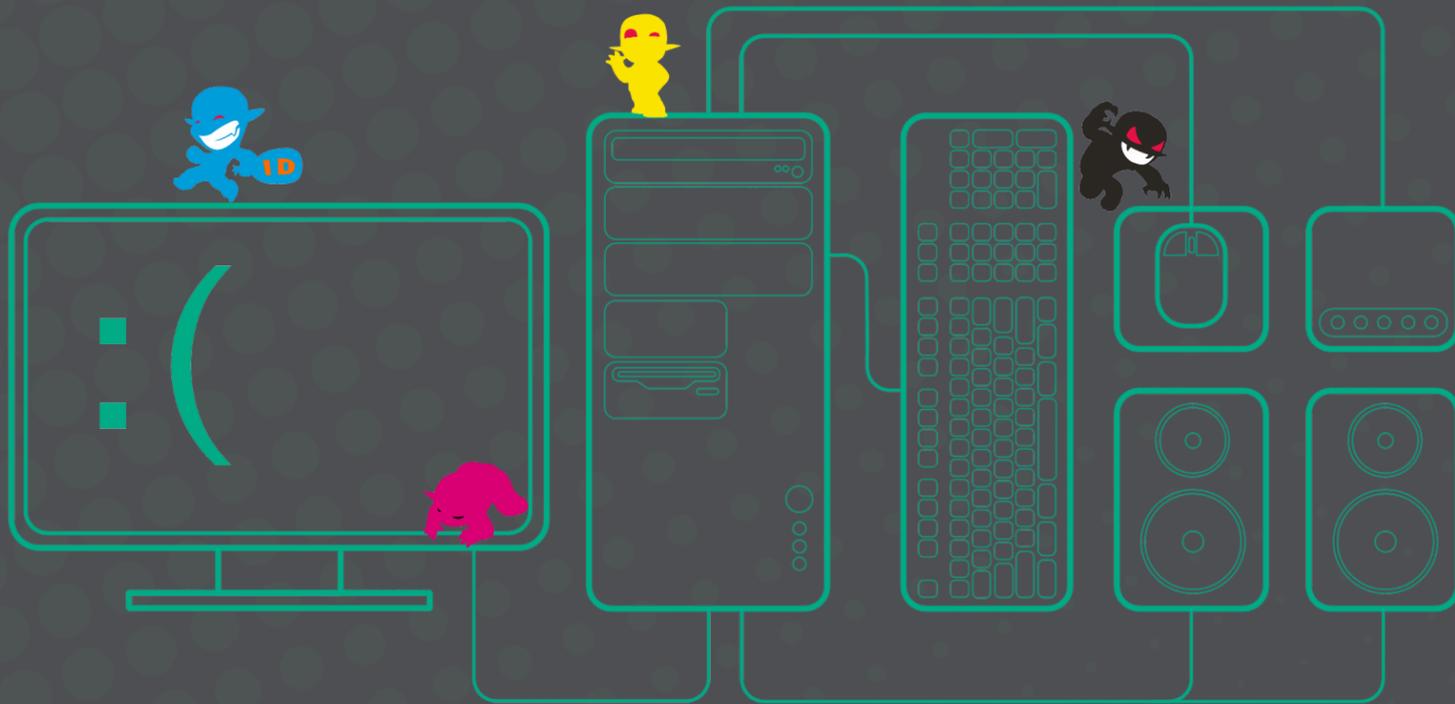
The RCB is not yet primarily operating on biofuel; however, these demonstrations directly reflect their ability to do so. It is also a prime example of the direction the Navy is heading in the future with the RCB.

"The Riverine force is a naval tradition that is frequently forgot about," said Simons. "Its history in America dates all the way back to

the revolution, with shallow water operations in every war since, including the civil war and, most notably, the famous 'River Rats' in Vietnam. So, needless to say it is more than a very large pair of shoes to fill."

Simons continued, "Many different ratings have the opportunity to join the ranks. Riverines' historical and evolving, modern platform is unique for Sailors, requiring skills and knowledge across the board, from seamanship, boat handling, weapons deployment and advanced systems use, to name a few."

Because of the necessity for varied skillsets in the community, Riverine units are comprised of many Navy job fields. Among them are master-at-arms (MA), gunner's mate (GM), engineman (EN), boat-swain's mate (BM), damage controlman (DC), intelligence specialist (IS), hospital corpsman (HM); and the list grows as the mission evolves. **AH**



Identity Theft, Phishing and Scamming: Protect Yourself

Story by MC3(SW) Mikelle D. Smith
Illustration by MC2(SW) David Danals

Technological advances have made accessibility to one's personal information much easier in today's society. Long gone are the days of cashing checks at banks, or going to the store to make purchases. Now, checks can be electronically distributed via the direct deposit system, and the Internet can be used to make an array of purchases, or pay bills. Although these systems have made it easier to manage time, they have also made it easier for thieves to steal vital personal information.

In the United States an estimated 11.7 million people are victims of identity theft each year, according to the Federal Trade Commission (FTC) which states members of the military are some of the most vulnerable individuals. Despite the best efforts to manage the flow of personal information, skilled identity thieves can use a variety of methods to gain access to data.

"The FTC provides a variety of ways to help citizens protect themselves against identity theft," said Steven Toporoff, attorney for the FTC under the division of privacy and identity protection. "We provide outreach programs in communities to include identity theft kits, pamphlets and a number of trained counselors that are proficient in helping you get your life back."

Some methods that have been identified by the FTC include stealing and hacking into personal account files, bribery, stealing mail, trash rummaging and home invasions. One very new method has enabled thieves to use a device equipped with radio frequency identification technology (RFID). RFID scanning devices have the ability to scan over the location of your credit or debit card and automatically read all the vital information; electronic pick-pocketing.

"With all of the technology that enables these individuals to get ahold of your personal information you can never really be comfortable," said Toporoff. "Before it gets to the level of these thieves taking your information and using it inappropriately, you should be aware of the easy ways that you can shield yourself from their advances."

Due to the fact that, in many cases, banks still issue the older cards, which do not have the RFID technology, to safeguard wallets and purses from RFID scanners, special wallets are being manufactured.

The FTC and the Naval Criminal Investigative Services (NCIS) understand the importance of identity protection, and a campaign titled, "Deter-Detect-Defend: Avoid Identity Theft," was designed to encourage awareness and possible precautions.

"The first thing that I would recommend is that every household have a shredder," said Toporoff. "Having a shredder and using it to get rid of all documents that have your name, address and other vital information on it is important. Secondly, I would spend the extra money to get a mailbox with a key. That way nobody can just walk by and steal the mail out of your mailbox. These two simple things can significantly decrease the possibility of you getting your identity stolen."

Toporoff also discouraged individuals to use public wireless Internet facilities to access personal accounts because thieves may have the ability to hack into the system and retrieve your information.

If, by chance, an identity thief still gets ahold of important material and you discover you are a victim several important steps should be taken in the fight to retrieve your identity, according to the FTC. These steps include:

- Contacting all three credit bureaus, Experian, Equifax and Transunion to inform them of possible identity theft.
- Filing a police report with local law enforcement to record in-depth accounts of theft.
- Taking action and issuing a fraud alert.
- Canceling all credit and debit cards you have on file.
- Reporting the situation to the FTC, NCIS or the FBI.

These steps are essential in beginning the process of tracking down the intruders and returning your life to its original state. There is no set time period allotted to fix the problem; it is highly dependent upon the severity of the situation.

"I have seen cases in which it has taken years for a person to fully reclaim their identity," said David Gerhardt, NCIS Special Agent. "It really just depends on what the [thief] got ahold of. If it was just a credit card that can be canceled, then that can take only a couple of months to clear up; but if it was your social security number it could be much longer."

Specific to the military is the option of applying an active duty alert on accounts through the credit bureaus. Because of high levels of deployment, many service members have experienced identity theft, or have been a victim of a "phishing" scam. Phishing is a way of attempting to acquire sensitive information such as usernames, passwords and credit card details by masquerading as a trustworthy entity in an electronic forum. For example, a person may receive an unsolicited e-mail from their "bank" with a web site link to update their personal information. The link, unbeknownst to the person, is actually a false site that, most times, looks exactly like the service member's site but with a different name.

"One day I got a call from a loan company telling me that I owed them money for failure to pay on a loan," said Mass Communication Specialist 3rd Class Shannon Burns. "I had applied for a loan online but it was denied, and I never received the money. They then threatened me by saying they would take me to court, contact my command and have me arrested if I didn't pay them and I got scared so I paid."

Burns added that she did not tell her command because she thought she could handle it on her own; however, she would later find out that the individual claiming to be a representative of a loan company was actually a scammer.

"A couple of days after paying the company, I received another phone call saying the same thing," said Burns. "After that I became suspicious so I did some research and found out that the person was actually lying to me and it was a scam. I was so shocked because I believed that I was always very cautious with my information and angry at what these people had done to me. Since that time I have not - and will never - apply for anything via the Internet again unless I know it's a trusted website."

It is also important to remember to never reveal personal information when you receive a phone call, e-mail, text message or other form of communication you did not begin; this small step is another important one in fraud protection and identity-theft defense.

According to the Federal Bureau of Investigations (FBI), the top two crimes in the United States are non-delivery payment scams and identity theft.

"We do investigate these crimes when they are reported to us," said Gerhardt. "I feel like too often they aren't reported to us because the service member may not know where to start. With our reduction campaign we are letting them know the steps to take and where to start to bring these people down."

The FTC, NCIS and FBI are devoted to making sure identity thieves are prosecuted and individuals reclaim identities so that life can return to normal; but, it is ultimately the responsibility of everyone to take precautions in shielding viable information from predators.

For more information on identity theft and scamming contact your local command financial specialist; the FTC at www.ftc.gov/idtheft; NCIS at www.ncis.navy.mil/, and the FBI at www.gov/scams-safety/e-scams. **AH**



From
Prowlers

TO **GROWLERS**

**The End of One Era,
THE BEGINNING OF ANOTHER.**

STORY AND PHOTOS BY MC3 (SW) MIKELLE D. SMITH

Simulation trainers are utilized during the transition phase at the Center for Naval Aviation Technical Training Unit, which gives Sailors the opportunity to receive hands-on proficiency training. The simulators have the ability to mimic real-life scenarios; Sailors are expected to troubleshoot the same way they would on a real *Growler* aircraft.

From the air traffic control tower looking out on Ault Field, the airfield at NAS Whidbey Island, *Prowlers* and *Growlers* share the Haviland Hangar, home of the Navy VAQ squadrons.



UPON ENTERING OAK HARBOR, WASH., A COMMUNITY DEEPLY ROOTED IN UNITED STATES NAVAL AVIATION HISTORY, A MONUMENT REPRESENTING ONE OF THE NAVY'S MOST VALUED AIRCRAFT SITS IN FRONT OF A SIGN IDENTIFYING ITS HOME – NAVAL AIR STATION (NAS) WHIDBEY ISLAND. FOR THE PAST 40 YEARS THE AIRCRAFT HAS BEEN THE SOLE PROVIDER OF AIRBORNE ELECTRONIC ATTACK WARFARE (AEA) TO THE NAVY, AND THOUGH IT STILL FUNCTIONS AS SUCH, THE SUN WILL SOON SET ON ITS DAY.

From the air traffic control tower located on the airfield at NAS Whidbey Island one can see many EA-6B *Prowlers* lined up as Sailors inspect, fix and preserve the few aircraft left of its kind. Alongside, less than 20 feet away, are the *Prowlers* inevitable replacements - the EA-18G *Growlers*. Both aircraft perform the same vital function in the aviation fight, but, of the two, the newly designed *Growler* will soon take over the electronic warfare operations for good.

“The introduction of the *Prowler* into the naval aviation fleet was a direct response to the air missile attacks during the Vietnam War,” said Capt. John Green, the EA-6B *Prowler* program manager for Naval Air Systems (NAVAIR) command. “During that time the Navy needed a way to detect the missiles, and the solution was the development of an aircraft that had the capability to do that.”

The EA-6B *Prowler*, designed to improve the Navy’s defenses in AEA tactics, including jamming missile systems, was the first aircraft manufactured to satisfy this role. To be competitive in the world of electronic warfare, the Navy had to make improvements to the *Prowler* with the increasing complexities made by others in regard to hostile radar-guided guns, missiles and aircraft.

“Prior to the EA-6B *Prowlers* the EA-6A version of the aircraft, a two-seater, was used by the Navy,” said Green. “That aircraft was used for a few years in the late 1960s until the Navy worked hand-in-hand with Northrop Grumman to coordinate on a better design. The design would have an extended cabin to carry four crewmembers: a pilot and



Rising at 6 a.m. to prepare a *Prowler* for first flight, Sailors assigned to VAQ-142 stand-by while the plane captain and pilot exchange hand signals during the pre-flight checking process on the aircraft.



Sailors assigned to VAQ-142 perform a routine Foreign Object Damage (FOD) walk down before preparations for the first flight of the day on Ault Field.

three ECMOs (electronic countermeasure officers). At the time, the Navy didn't have software advanced enough to do all of the work required for AEA, so extra crewmembers were needed."

Following the completion of the aircraft, the very first *Prowler* arrived at NAS Whidbey Island in January 1971. The *Prowler* delivered that month was considered the standardized version of the aircraft, and was subsequently replaced in 1973 by the expanded-capability version. The *Prowler* that many Sailors see today was designed in 1976 and was known as the improved capability (ICAP) version, which later turned into the ICAP II. Its improved features included updated operator displays, inertial-navigation systems, expanded-frequency coverage and the capability to perform tactical preflight planning and programming.

In spite of the realization that the *Prowler* will soon be permanently laid to rest, joining the aircraft it replaced, the A-6 *Intruder*, the *Prowler's* rich history will never cease to exist; it can be found in the community of Oak Harbor and through stories told by the men and women that have had the opportunity to sit in its cockpit, or who have performed countless hours keeping it operational.

"I have been flying the *Prowler* for four years and I am pretty comfortable," said Lt. Chad Mickelson, *Prowler* pilot, from VAQ-142. "I love the *Prowler*. It's 40 years old. It's built well and sturdy, and it's very basic. It's like that old hotrod that you get attached to. The experiences I've had in the *Prowler* have shaped my life in these past four years and I'm going to miss it, but the aviation fleet will definitely benefit from the new aircraft."

The Navy has 15 tactical electronic warfare (VAQ) squadrons, some of which have made the transition from *Prowler* to *Growler*. VAQ-129 is functioning as the training squadron for the transition.

"I'm excited about transitioning to the *Growler*," said Lt. Cmdr. Christina Portnoy, ECMO in VAQ-142. "I knew I wanted to join the Navy since I was 13, and having the opportunity to be among the first set of ECMOs in the squadron's history to fly the brand new aircraft is amazing; as well as all the new technology, it's going to be fast-paced and challenging, but I like a challenge."

Officers and enlisted members of each squadron will have to attend school to become familiar with the new airframe, which bears a resemblance to that of an F/A-18 *Super Hornet*; they will also become familiar with the electrical functionality, handling, electronic systems and a variety of other aspects that are different from the *Prowler* aircraft.

"I became an instructor for CNATTU (Center for Naval Aviation Technical Training Unit) because I wanted to be able to work hands-on with the Sailors that were going through this transition," said Aviation Electronics Technician 1st Class (AW) Jose Morales. "I've always

loved teaching so, for me, this was the best place to be. When a Sailor leaves here I truly believe that they will have received very thorough training and will be able to accomplish their jobs appropriately."

At CNATTU, the electronic attack maintenance trainers (EAMT) teach enlisted personnel how to troubleshoot systems in the *Growler* aircraft by using simulation machines that resemble actual parts of the aircraft. All components in the simulators were designed to mimic exact functions to give the individual the ability to work hands-on during the learning process.

"I am always open to learning new things so when I went to school to learn about the *Growler* I was excited," said Aviation Electronics Technician 3rd Class (AW) Jovanny Natareno, from Sylmar, Calif. "The simulators were a great addition to the schooling. The instructors were always there answering any questions that we might have had, and I liked being able to touch the systems and see the things that I would be working on in the real *Growler*."

The first squadron to successfully transition pilots, ECMOs, and maintainers, as well as embark on an expeditionary deployment with the *Growler* platform was VAQ-132.



Sailors assigned to VAQ-132 perform maintenance on a *Growler* during their deployment. The squadron was the first *Growler* squadron to successfully deploy with the aircraft.

Photo by AT1 Michael Ferrell

"We (VAQ-132) were aware that we would be the first squadron going through the *Prowler*-to-*Growler* transition a year prior to our actual start date," said Cmdr. Jeff Craig, VAQ-132 commanding officer. "We actually, physically, started the transition in February of 2009, and once we got the wheels in motion, it took us about nine months to get everyone through the pipeline. We became 'safe-for-flight' in late October of 2009."

Craig added VAQ-132 Sailors, "came together to learn about a new aircraft," and executed when "they performed 110 percent every day during the deployment and set the stage for the squadrons that will deploy after."

"It's a very exciting accomplishment for the Navy and for our nation to have the *Growler* in the fleet - on time, on cost, and with the performance that was expected. What we're hearing from the fleet is that the young lieutenants and lieutenant commanders who are flying the aircraft are, just as we thought, taking advantage of the capabilities of the Block 2 *Super Hornet* to make the jet more effective," said Capt. Mark Darrah, NAVAIR's F/A-18 and EA-18G program manager (PMA-265). "We're looking forward to more feedback from the fleet in order to continue developing exciting capabilities for the aircraft."

Sailors are not the only individuals going through a transition; the citizens of Oak Harbor, who have been a vital support system to NAS Whidbey Island, will also experience a loss and a gain.

"I first arrived to the Oak Harbor area back in 1995," said Craig. "The community has always been very supportive of the base and everything that we do. They are really great about knowing when squadrons are leaving and welcoming us when we return. I think even though the community, for the past 40 years, has seen mostly *Prowlers* regardless of the airframe we are flying, they will continue providing us with that much needed support."

AMAA Chavez Espinoza, an aviation structural mechanic from VAQ-132 learns how to perform fuel inspections on a *Growler* aircraft.

When a Sailor first gets to a squadron they may be placed in the line shack where they will receive familiarization of the aircraft. During pre-flight preparations cranials and goggles must be worn to protect the Sailor from projectiles and hearing loss.



Two *Growler* aircraft fly over Ault Field before landing to return from a practice flight of the aircraft. Pilots attend training with VAQ-129 to receive flight qualifications on the aircraft.

VAQ-132 Commanding Officer Cmdr. Jeff Craig gives “thumbs up” to signal the plane captain of his completion of pre-flight checks. This was Craig’s last flight with the squadron before transferring to VAQ-129.



In June 2008 during an acceptance ceremony of the *Growler*, then-Secretary of the Navy Donald Winter expressed his eagerness for the Navy to once again advance technologically, but also reminded Sailors of their real purpose as aviators.

“The electronic attack community came of age over Iraqi skies 17 years ago, and with the *Growler*, it is poised to once again forge a game-changing path in the history of air warfare. While today’s event is a celebration of an impressive achievement in hardware, it is the people who fly and maintain our systems who really make the difference,” Winter explained. “The superior skills of our Sailors are the greatest qualitative differentiator we have over our adversaries. And it is the Sailors’ dedication to duty, their service, and their professionalism that keeps us safe and defends a great Nation.”

According to Green, the Navy will not officially stop flying the *Prowler* aircraft until 2015; until then, both the *Prowler* and the *Growler* will work together to continue the mission of electronic warfare for the Navy. **AH**

Smith is assigned to Defense Media Activity



Family members of Sailors assigned to VAQ-132 wave as a *Growler* taxis down the flight line on Ault Field at NAS Whidbey Island. The squadron was returning from an eight-month expeditionary deployment.

Photo by MC2 Nadelito Gervacio



Photo by Lance Cpl. Ethan Johnson

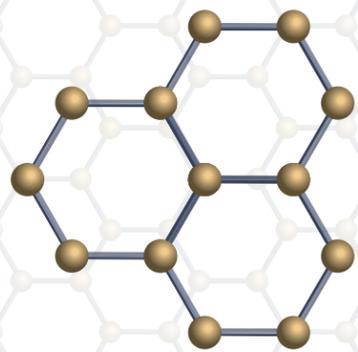
ONR Global:

Marines assigned to Marine Medium Helicopter Squadron (HMM) 265, and Japan Self-Defense Force service members unload bottled water for Japanese citizens affected by the earthquake and tsunami from the back of a CH-46E Sea Knight helicopter.

Shaping the Department of the Navy's science and technology collaboration around the world

Story by Melissa Goodwin, Office of Naval Research

Ever since its discovery in 2004, “wonder metal” graphene has had the science and technology (S&T) world abuzz. The one-atom sliver of material is super strong and has physicists predicting that it will one day replace silicon in computer chips and even revolutionize the electronics, aerospace and automotive industries.



Graphene's discovery earned Professors Andre Geim and Kostya Novoselov, both of the University of Manchester in England, the 2010 Nobel Prize in physics. The Nobel win also validated the Office of Naval Research's (ONR) investment in multinational collaboration. The command's international S&T department, known as ONR Global, recognized the carbon material's potential for naval applications and quickly launched programs to invest in its promise.

ONR Global began supporting Geim's work in 2007 under its Naval International Cooperative Program. Although graphene was not discovered under ONR sponsorship, the agency's senior leaders said they were honored to be associated with Nobel-caliber scientists.

“The graphene project exemplifies the way in which ONR Global scours the world for the most innovative research being conducted and collaborates with international partners from industry, academia and government agencies to bring these forward-thinking products to fruition,” said Navy Capt. Mike Smith, ONR Global's commanding officer.

Shrinking dollars

Collaboration with international partners in the S&T arena is crucial, Smith said.

“Global S&T investment dynamics are changing. Of the \$1 trillion annual international investment in S&T, the U.S. portion has shrunk to approximately one-third and continues to shrink as other nations in Asia and Europe increase their spending.

“This trend offers more opportunity to find innovative S&T ideas across the globe, but it also increases America's potential for technology surprise,” Smith continued. “This underscores ONR Global's mission of seeking the most advanced innovations to keep the Department of the Navy on the leading edge of technology.”

With engagements spanning six continents and 70 countries, ONR Global acts as the Department of the Navy's technology broker, connecting the international S&T community to the Naval Research Enterprise (NRE)—the Navy labs, warfare centers and affiliated universities. It is the bridge between operational Sailors and Marines and the NRE.

Simply put, “ONR Global's mission is to search the world for promising emerging scientific research and advanced technologies,” said Dr. Clay Stewart, ONR Global's technical director. “This will enable ONR to effectively address current fleet and force needs and to investigate and assess revolutionary, high-payoff technologies for future naval missions and capabilities,” Stewart said.

In the beginning...

Founded in London as the Navy International Liaison Office in 1946, ONR Global focused on identifying promising research opportunities in Europe. By 2010, ONR Global had expanded its footprint and its mission, establishing offices in Japan, Singapore, Chile and the Czech Republic.

Today, ONR Global comprises two major complementary programs: the Science Advisor and the International Science programs. The former introduces relatively mature technologies into the fleet in the near term, while the latter focuses on fundamental research that will payoff for the future naval forces.

ONR Global's science advisors provide the critical link between ONR and the best technology the world has to offer. These 26 scientists and engineers are selected from the NRE through a highly competitive process to participate in a one- to three-year career development tour. Science advisors are assigned to the staffs of combatant commands, as well as major Navy and Marine Corps commands worldwide, and focus on delivering S&T solutions to solve operational problems.

Additionally, the International Science Program's 23 associate directors reside in ONR Global's five offices. These Ph.D.-level scientists, who have previous experience with academia, industry and U.S. Navy labs, engage foreign governments, academic institutions and industries to tap into global S&T resources that will enhance or develop new opportunities for cooperative research.

Associate directors are typically internationally recognized specialists in their respective fields of expertise, such as sensors, power electronics, ocean acoustics and metamaterials, and many are fluent in a foreign language.

While performing their primary mission of mining innovative international S&T, the associate directors also contribute to the overall U.S. defense relationship with various countries, and deliver enhanced global technical awareness to the naval forces. They are frequently called upon to brief senior naval leaders. Additionally, International Science Program personnel execute grants with foreign researchers to further ONR and general NRE programs, since much groundbreaking S&T research is done by international partners.

From basic research to product deployment, ONR Global is committed to identifying the best S&T resources from around the world.

“Future S&T relevant to naval needs requires productive global dialogue,” said Dr. Clay Stewart, ONR Global technical director. ONR Global's long history, international presence and dynamic staff contribute to making that dialogue possible.

A force for good

Beyond international S&T collaboration, ONR Global also focuses on improving the lives of U.S. naval forces and citizens around the globe.

When a March earthquake in Japan triggered a tsunami that destroyed lives, some of the country's infrastructure and led to a nuclear power plant's partial meltdown, ONR Global's science advisors in the region offered support. They shored up Operation Tomodachi, staffing the U.S. Pacific Command's S&T cell at headquarters in Camp Smith, Hawaii.

Science advisors worked 24/7 screening technology to help measure radiological status, monitor the ocean and currents, and model airborne particle plumes in support of Department of Defense efforts. ONR Global staff also identified and proposed several technologies to the Japanese military to assist with the country's recovery.

“We worked for a month straight doing whatever was possible to identify and then propose technology solutions to this unprecedented disaster,” said Donn Murakami, a science advisor to Marine Forces Pacific. “We would take any step necessary to contribute to the fight, even if it was not the 100-percent solution, because we knew our efforts were helping those in need.” **AH**

Marines participating in Operation Tomodachi are checked for radiation at Naval Air Facility Atsugi, Japan. Office of Naval Research Science Advisors worked around the clock, seven days a week, screening technology to help with radiological status, airborne plume modeling, hydrodynamic and ocean monitoring to assist with the Department of Defense efforts to provide humanitarian assistance/disaster relief.



Photo by Cpl. Patricia D. Lockhart

ONR writer Katherine H. Crawford contributed to this report.

NAVAL AVIATION CENTENNIAL

5 May 1961: Cmdr. Alan B. Shepard Jr. becomes the first American in space aboard *Freedom 7*.

1961: SH-3 *Sea King* enters service.

26 August 1961: USS *Iwo Jima* (LPH 2), the first "helicopter carrier" amphibious ship built from the keel up, commissioned.

14 December 1961: First pilot landing aid television system installed on USS *Coral Sea* (CVA 43).

1962: P-3 *Orion* enters service.

1963: A-6 *Intruder* enters service.

1964: UH-1 *Iroquois* enters service.

5 August 1964: In retaliation for the Tonkin Gulf incidents, the first naval air strikes against Vietnam take place, with aircraft from USS *Constellation* (CVA 64) and USS *Ticonderoga* (CVA 14) bombing targets along the North Vietnam coast.

1969: AH-1 *Huey Cobra* enters service.

5 April 1972: Navy tactical aircraft hit targets in southern North Vietnam, helping to beat back the so-called Easter Offensive.

25 May 1973: *Skylab II*, carrying an all-Navy crew, begins repairs to the *Skylab* station, damaged during initial launch and deployment.

1974: S-3 *Viking* enters service.

1974: F-14 *Tomcat* enters service.

13 May 1975: USS *Nimitz* (CVN 68) commissioned.

12 May 1975: *Coral Sea* participates in the recovery of the American merchant vessel SS *Mayaguez* off the coast of Cambodia.

29 May 1976: USS *Tarawa* (LHA 1) commissioned.

Jan-Dec 1979: Navy aviation forces responded to five global crises, in Cuba, Nicaragua, Korea, Iran, and Yemen.

April 1980: Eight RH-53 *Sea Stallions* participate in the unsuccessful attempt to rescue American hostages held at the U.S. embassy in Tehran.



25 November 1961: USS *Enterprise* (CVN 65), the world's first nuclear-powered aircraft carrier, commissioned.



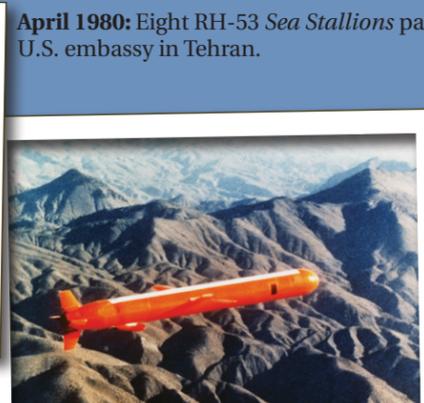
20 February 1962: Marine Lt. Col. John H. Glenn Jr. becomes the first American to orbit the earth.



21 July 1969: Astronaut Neil Armstrong, a former naval aviator, becomes the first human to set foot on the surface of the Moon.



14 July 1969: First A-7E *Corsair II*, the first naval aircraft with a heads-up display, is delivered to an operational squadron, VA-122.



5 June 1976: First test of fully guided *Tomahawk* cruise missile.



18 July 1979: VP-23 is first operational squadron to receive the air-launched version of the *Harpoon* missile.



12 April 1981: Naval aviators, Capts. John Young and Robert Crippen, are at the controls of the *Columbia* on its two-day maiden voyage.



29 January 1963: The television-guided glide bomb AGM-62 *Walleye*, one of the first "smart bombs," is tested successfully at China Lake, Calif.



1 May 1966: Naval Air Systems Command established.



24 June 1969: First operational "hands off" arrested landing system, AN/SPN-42, is used aboard USS *Saratoga* (CVA 60).



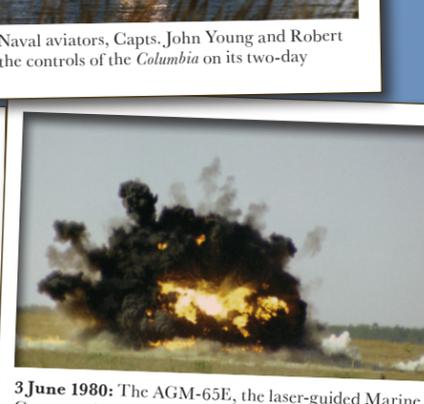
1971: AV-8 *Harrier* enters service.



12-30 April 1975: Navy and Marine Corps aircraft and ships evacuate thousands as the Cambodian and South Vietnamese regimes collapse.



22 June 1977: A Navy OV-10D *Bronco* tests the Forward Looking Infrared System.



3 June 1980: The AGM-65E, the laser-guided Marine Corps version of the *Maverick* missile, is fired for the first time.

26 March 1965: Aircraft from U.S. 7th Fleet begin participating in Operation *Rolling Thunder*, the systematic bombing of military targets in North Vietnam.

1966: CH-53 *Sea Stallion* enters service.

September 1966: First successful intercept test of the AIM-54 *Phoenix* missile.

29 July 1967: A fire aboard USS *Forrestal* (CVA 59) kills 132 and wounds 161.



22 February 1974: Lt. j.g. Barbara Ann Allen becomes the first woman to be designated as a naval aviator.

1983: F/A-18 *Hornet* enters service.

25 October 1983: USS *Guam* (LPH 9), USS *Independence* (CV 62), and numerous other Navy vessels support the landing of Marines and Soldiers on Grenada.

1984: SH-60 enters service.

October 1985: Navy aircraft intercept Egyptian airliner carrying four *Achille Lauro* terrorists.

1961

1971

1981



FIGHTING HOT AND COLD WARS: 1961-1986

Naval Aviation would face its greatest combat and logistics challenges to date over the skies of Southeast Asia, where it was tasked with conducting years of sustained operations. Operating from carriers on "Yankee" and "Dixie" Station or land bases in South Vietnam such as Da Nang, Navy and Marine Corps aircraft attacked targets in the North and provided air mobility and support to Marines on the ground in the South. In the final years of the war, air power would prove instrumental in bringing the combatants to the negotiating

table and help end major U.S. involvement by 1973. Concurrently, Naval Aviation also provided strategic conventional deterrence against the Warsaw Pact during the Cold War. During the Soviet Navy build up beginning in the 1960s, Naval Aviation provided long-range and carrier-based antisubmarine capabilities against new quieter submarines, fleet air defense against long-range bombers, and an offensive capability built around nuclear-powered carriers that found its ultimate articulation in the Maritime Strategy of the 1980s. **AH**

NAVAL AVIATION CENTENNIAL

15 April 1986: Navy aircraft participate in Operation *Eldorado Canyon*, the bombing of targets in Libya in retaliation for a terrorist attack in West Berlin 10 days before that killed an American soldier.

29 July 1989: USS *Wasp* (LHD 1) commissioned.

6 October 1990: The Coast Guard's first astronaut, Cmdr. Bruce Melnick, makes his first space flight serving as a mission specialist aboard the space shuttle *Discovery*.

1991: AIM-120 AMRAAM air-to-air missile enters service.

2 January 1992: The Naval Air Warfare Center Aircraft Division is established at NAS Patuxent River, Md. The Naval Air Warfare Center Weapons Division is established at Point Mugu and China Lake, Calif., nearly three weeks later.

7 November 2004: Marine Aircraft Group 39 supports Marine and Army ground forces during the Second Battle of Fallujah.

30 August 2005: USS *Bataan* (LHD 5), USS *Iwo Jima* (LHD 7), USS *Harry S. Truman* (CVN 75), and numerous other ships and Navy and Marine Corps aircraft assist with disaster relief in the wake of Hurricane Katrina.

2007: MV-22 *Osprey* enters service.

October 2007: VMM-262 conducts first tilt-rotor operations during deployment to Iraq.

10 January 2009: USS *George H.W. Bush* (CVN 77) commissioned.



24-25 March 1986: Naval aircraft supporting freedom of navigation destroy multiple Libyan targets.



18 April 1988: Navy aircraft from *Enterprise* (CVN 65) sink the Iranian frigate *Sahand* and damage the frigate *Sabalon* during Operation *Praying Mantis* in the Arabian Gulf, the largest U.S. naval engagement since World War II.



16 January 1991: Operation *Desert Storm* begins, as Navy and Marine Corps aircraft participate in the five-week-long air campaign and subsequent 100-hour ground war to liberate Kuwait from Iraqi control.



2 March 1995: Lt. Cmdr. Wendy Lawrence becomes the first woman naval aviator astronaut as a crewmember of the space shuttle *Endeavor*.



16 December 1998: Navy aircraft from USS *Enterprise* (CVN 65) and USS *Carl Vinson* (CVN 70) spearhead attacks on Iraq in Operation *Desert Fox*.



25 November 2001: In the longest amphibious aerial assault in history, Marine ground units are airlifted from the Arabian Sea to Kandahar, Afghanistan, as the Taliban regime collapses.



10 Sept 1987: A remotely piloted vehicle, the *Pioneer*, deploys for the first time.



19 March 1989: The V-22 *Osprey* tilt-rotor aircraft makes its first flight in Arlington, Texas.



9 December 1992: Helicopters from USS *Tripoli* (LPH 10) land Marines at Mogadishu, Somalia, as Operation *Restore Hope* begins.



21 February 1994: Lt. Shannon Workman becomes the first woman combat pilot to pass carrier qualifications aboard USS *Dwight D. Eisenhower* (CVN 69).



24 March 1999: Navy and Marine Corps aircraft from USS *Theodore Roosevelt* (CVN 71) and USS *Kearsarge* (LHD 3) participate in Operation *Allied Force*, the three-month-long bombing campaign of Kosovo.



March 2002: Navy and Marine Corps aviation forces support Operation *Anaconda* in Afghanistan.



19 March 2003: Operation *Iraqi Freedom* begins. Five carrier task forces, three amphibious ready groups, and 780 Navy and Marine Corps aircraft participate in major combat operations during the first month and a half of the war.

12 April 1993: Aircraft from USS *Theodore Roosevelt* (CVN 71) begin enforcement of the U.N.-sanctioned no-fly zone over Bosnia-Herzegovina.

7 June 1996: VMU-1, the Marine Corps' first unmanned aerial vehicle squadron, deploys to Bosnia-Herzegovina.

1 September 1997: The Joint Standoff Weapon is deployed for the first time aboard *Nimitz* (CVN 68).

1999: F/A-18 *Super Hornet* enters service.

7 October 2001: Navy and Marine Corps aircraft participate in the aerial bombing campaign against Afghanistan, marking the beginning of Operation *Enduring Freedom*.

12 January 2010: Navy and Marine Corps ships and aircraft bring humanitarian relief in response to a massive earthquake near Port-au-Prince in Haiti that kills more than 230,000.

November 2010: USS *George Washington* (CVN 73) and other U.S. and South Korean forces participate in exercises in response to tensions on Korean Peninsula.

1991

2001

2011



A RETURN TO ASIA: 1986-2011

In response to Iraq's invasion of Kuwait on Aug. 2, 1990, a coalition of nations led by the United States sent military forces to Saudi Arabia and the Arabian Gulf region. When operations against Iraq began in January 1991, U.S. Naval Aviation forces included six carrier battle groups and more than 750 Navy and Marine Corps aircraft. Swift victory after six-weeks of combat was followed by 12 years of sustained vigilance as Navy and Marine Corps aircraft participated in the maintenance of "no-fly zones." Naval Aviation would also play a key role

in ending conflicts in Bosnia-Herzegovina and Kosovo. In the aftermath of 9/11, the U.S. responded by attacking Afghanistan in 2001, which had supported the al-Qaida terrorists that had perpetrated the attacks. Naval aviation has faced numerous challenges supporting ground operations deep in Central Asia, including launching the longest amphibious air assault in history. A year and a half later, naval aviation again provided support for U.S. and coalition ground forces during the invasion of Iraq. To date, Navy and Marine Corps aviation forces have provided persistent support to the ongoing campaigns in both conflicts. **AH**

SPICE: A Temporary High for a Permanent Change

How it Affects Your Body and Your Navy Career.

Story by MC3 (SW) Mikelle D. Smith | Illustration by MC2(SW/AW) Gina Morrisette

In 1986, then-President Ronald Reagan signed a \$1.7 billion drug enforcement bill launching the nation into an all-out war on illicit drugs with his “Just Say No” campaign. Since then, the United States government and its citizens have devoted large amounts of time as well as money in trying to keep the country free of illegal substances. In the past 10 years, however, technological and scientific advances have facilitated the development of new substances known as, synthetic, or man-made, drugs. One that has particularly taken the spotlight is known worldwide as Spice.

Spice, the “designer” synthetic cannabis drug, has become increasingly popular among many Americans, including those in the military. Typically costing around \$60 for a three-gram tin, Spice is marketed as an incense to cover up its real use - to get high. It can be found on shelves in smoke shops, gas stations and many other locations that carry tobacco, but is perhaps most easily accessible through online purchase.

Since the emergence of this drug in the U.S., the military has been proactive in its disapproval efforts, actively discouraging its members from using the substance.

In 2009, the Department of the Navy declared Spice a banned substance, and is currently holding all Sailors who choose to disregard the order to strict and, potentially, career-ending consequences. The release of the March 25, 2010 NAVADMIN 108/10 reemphasized Navy policy on substance abuse, specifically prohibiting possession of substances that contain synthetic cannabinoid compounds.

The Navy’s ban on Spice is on par with any other previously illegal substance, which impairs judgment or mimics the effects one can receive from using

marijuana. Effects include, but are not limited to, impaired vision, hallucination and increased appetite.

Spice is not the actual name of the synthetic style drug, rather it is a specific brand. Other “herbal,” “chemical” and incense brands include “Genie,” “Skunk,” “Yucatan Fire,” “K2,” “Blonde,” “Pink,” “Citron” and “Summit,” all of which are mixtures of exotic plant materials, including Bay bean, Blue Lotus, and Maconha Brava.

Scientists have determined that the mixture of plants that are found in Spice and other products are not known to be the actual culprit for the “high” feeling that comes with ingesting it. Instead, it is the synthetic compounds that are laced into these herbs cause the effect. CP 47/497, JWH-018, and HU-210 are among the synthetic compounds currently identified. These chemicals have been said to mimic the active chemical found in marijuana: tetrahydrocannabinol, also known as THC.

Following many years of study committed to finding out the effects of THC on the body, scientists have learned a great deal about how it acts in the brain to produce its effects. When marijuana is introduced into the body, THC moves quickly from the lungs to the blood and is carried throughout the body. Once in the brain cannabinoid receptors give off reactions in the cell state that cause the “high.” Depending on the area within the brain, the presence of the cannabinoid receptors vary from many to none; but oddly, the highest concentrations have been found in regions that control things like time perception, coordinated movement and thinking.

Other related research has shown in chronic marijuana users, THC’s adverse impact on things like learning and memory can last for days, or even weeks, following the disappearance of the drug in one’s system. As a result, someone who smokes marijuana every day may be functioning at sub-par intellectual level all of the time.

Since ingredients in Spice are similar to the effects of THC in marijuana, synthetic cannabinoids are listed as hallucinogens.

According to the Hunterdon Drug Awareness Program, a non-profit organization devoted to providing communities with informative material on possible life-threatening substances, these very risky substances have tested five times more potent than some of the strongest marijuana. The organization also cites that the compounds are more dangerous because of its unregulated production.

“You’ve got people that are getting heart palpitations, difficulty breathing, sweating and nausea,” said an undercover agent for the Naval Criminal Investigative Service (NCIS). “There have even been reports of people being hospitalized and near death.”

In an attempt to reach out to Sailors and explain the severity involved in Spice use, Master Chief Petty Officer of the Navy Rick West delivered a Navy-wide message stating that, “More than 150 Sailors [have been] processed for Spice use, possession, or distribution ... this is unsat. The Navy’s policy on drug abuse is simple and clear – ZERO TOLERANCE.”

“The incoming Sailors [new] to commands are briefed on the [drug policy],” said the NCIS agent. “We’re not just out there trying to lock everyone up ... we’re educating as well.”

The Navy is not the only organization to add Spice to its list of illegal substances. According to a recent bulletin update by the Drug Enforcement Administration (DEA), “synthetic cannabinoids are banned in at least 18 states in the United States and several countries, and all five branches of the U.S. military prohibit military personnel from possessing or using synthetic cannabinoids.”

Navy leadership has been proactive in getting the word out about this newest threat to the health, safety and well-being of Sailors, as well as its potentially career-ending impact to those who use, possess or distribute Spice.

“Once we’ve identified a Sailor and gotten some sort of intelligence on it, we’re going to look into it,” said the NCIS agent. “We’re going to find you using it, and if you are [using it], we’re going to find you in possession of it and you’ll be brought up on charges.”

For more information on the Navy’s policy on drug abuse visit the Naval Personnel Command’s website at www.npc.navy.mil, and for more information on Spice visit the United States Drug Enforcement Administration’s website at www.justice.gov/dea/. AH

Smith is assigned to Defense Media Activity

As stated in NAVADMIN 108/10, the Navy’s policy on drug usage, drug abuse includes the wrongful use, possession, manufacture, or distribution of a controlled substance; the unlawful use of the following:

- Controlled substance analogues (designer drugs)
- Natural substances
- Propellants
- Prescribed or over-the-counter drugs
- Pharmaceutical compounds

Anything with the intent to induce intoxication, excitement, or stupefaction of the central nervous system, and will subject the violator to punitive action under the UCMJ and/or adverse administrative action.

“... we’re going to find you in possession of it and you’ll be brought up on charges.”

9/11 Alters Sailor's Path in the Navy

Story and photo by MC3 Shannon Burns

On the morning of Sept. 11, 2001, then-Senior Chief Electronics Technician Rafael Perez was in his hotel room with his family before being abruptly awoken by his command sponsor. In the middle of a duty station change, Perez's sponsor went on to inform him that two commercial airplanes had crashed into the World Trade Center Towers. Little did Perez know the events that had transpired would forever shift the path of his life. A native of Bronx, N.Y., Perez joined the Navy in 1987, five years after graduating high school. His motivation came in the form of the Hollywood blockbuster, "Top Gun."

"When I watched the movie 'Top Gun' I said to myself, 'I want to do that. I wanted to ... be like those cool guys in the movie,'" said Perez.

Following his decision to join the Navy, Perez spent the next 14 years like any other Sailor: deploying, visiting other countries, advancing in rank, and building friendships.

"When 9/11 happened I had just transferred from USS Newport News (SSN 750) to Submarine Group Seven, Yokosuka, Japan," said Perez. "I was in the Navy Lodge with my family, and my sponsor woke me up at about 11:30 p.m. Yokosuka time and told me to turn on the TV. He told me that our country was under attack. After that, our lives changed forever."

After receiving the devastating news, Perez's first reaction was to try to get in touch with his mother and two siblings who resided in the Bronx.

"I talked to my family immediately as [the attack] was happening," said Perez. "I said to myself, 'Oh my God! There must be at least 25,000 people who work in that building.' I couldn't believe that someone would kill innocent people through terrorism in my hometown! I'd always hear about wars in other countries, but I never thought that the streets I would walk on and the places I would visit with my family would be a target for terrorist activity."

Because he was stationed in Yokosuka at the time of the attacks, Perez was not able to immediately see his family.

"I was not able to see my mom and brothers until a year after the attacks," said Perez. "I knew they were safe, but that day changed my life because I knew that anything could happen anytime, anywhere. Every day that I get to see them is a blessing."

During the aftermath of 9/11, Perez attended an admiral's call in which the upper chain of command spoke about the current events.

"9/11 reinforced to me that we were going to be a nation at war and that leadership of Sailors was going to be essential to success. September 11th inspired me to take that next step and lead Sailors outside of my rate. I aspired to be a CMC," said Perez.

The steps that Perez took to accomplish his goal of one day becoming a command master chief included numerous hours of selfless devotion to his Sailors and constant support to the war against terrorism. One of those ways, Perez said, is serving aboard USS New York (LPD 21). It was an opportunity, symbolic as it were, "I knew I couldn't pass up."

On Sept. 9, 2003, construction began on New York, a ship containing 7.5 tons of metal salvaged from the towers. New York was christened on March 1, 2008, during a ceremony at Avondale Shipyard in New Orleans. On Nov. 7, 2009, she was commissioned in New York City.

"When I heard that they were going to build New York using metal from the towers, I wanted to be stationed [at that command]," said Perez. "I felt so great knowing that there was going to be a ship that would have such a personal connection to New York and those attacks. The souls of those who perished are in that ship, and it feels so amazing to be a CMC on board her."

The attacks changed not only his path in the Navy, but his view of how safe he was as well.

"Before 9/11, I probably took security and safety for granted," Perez explained. "Since 9/11, I realized we can't live in fear – that would mean the terrorists won – but, that we must be vigilant that there are some in this world who still desire to do our nation harm. It takes all of us to protect our nation and our communities."

For Perez the connection to the New York goes beyond her crew.

"I've been in the Navy for 24 years and most of it has been served in the submarine community," Perez said. "The biggest thrill of my naval career is serving as CMC on USS New York. I feel as though the 348 crewmembers assigned are not her only crewmembers. I feel like I have about 15 million New Yorkers as my crewmembers as well."

Since 9/11 the Navy has had to adjust to the threat of terrorism and a new kind of war where the enemy may not be as obvious as it has been in the past.

"The Navy is so adaptable, [but] 9/11 changed the face of the Navy," Perez commented. "We had to realize that we had to change our warfare tactics, I think the entire DoD (Department of Defense) realized that we were going to have to change. We had to become lite and fast instead of just trying to overcome [our adversaries] with our military might. It caused our leadership to think about how quickly and effectively we could bring the fight to the enemy."

Perez said that he feels privileged not only to be in the Navy, but to be on New York as the CMC as well.

"I'm so blessed to be a part of this organization. I'm so proud that I get to represent New York, her crewmembers, and the Navy to the world," said Perez. "I wish I could invite the whole Navy to come and visit USS New York because she's a fantastic ship, and the people who serve aboard her are fantastic."

Perez's focus is on helping his Sailors improve in and out of the Navy.

"I really want to help USS New York become the best it can be," said Perez. "Developing my Sailors both personally and professionally is my primary focus right now. Most of the Sailors that serve on [New York] chose to serve here, and they have a deep personal connection to what this ship stands for."

Perez's hope for the future of New York is for the ship to reach its full potential while on deployment.

"I'd really like the ship to excel in all warfare areas," Perez commented. "I really want her to make a difference while deployed so that when people ask how New York fared on deployment I can say that we exceeded all expectations."

Perez has been New York CMC for five months. New York's homeport is Norfolk, Va. **AH**

Burns is assigned to Defense Media Activity



The U.S. Navy's MQ-8B *Fire Scout* vertical takeoff and landing tactical unmanned aerial vehicle before a day of developmental flight tests at the Webster Field Annex onboard Naval Air Station (NAS) Patuxent

Halyburton, Embarked Fire Scout UAVs Complete Deployment

USS *Halyburton* (FFG 40), its two *Fire Scout* unmanned aerial vehicles and Helicopter Anti-Submarine Squadron Light 42, Det. 2, returned to Naval Station Mayport last month, completing a seven-month deployment.

"Every *Halyburton* Sailor can be proud of our accomplishments during this deployment; the work was hard, the hours were long and the mission was challenging and worthwhile," said Cmdr. John Schmidt, former commanding officer of *Halyburton*. Schmidt turned command of *Halyburton* over to Cmdr. Bertram Hodge during a change of command ceremony Aug. 2.

During its deployment, *Halyburton* operated under Combined Task Force 508 along with USS *Bainbridge* (DDG 96) and other partner nations in both the 5th and 6th Fleet areas of responsibility.

The *Halyburton* team crew performed tasks under NATO Maritime Group 2, conducted numerous counter-piracy operations in the Gulf of Aden and conducted intelligence, surveillance, and reconnaissance (ISR) missions in support of Operation *Unified Protector*, employing the MQ-8B *Fire Scouts*.

"It was a great opportunity to bring *Fire Scout* out to the fleet and see how it performs in real-world operations," said Lt. Cmdr. Curtis Webster, HSL-42 Det. 2 officer-in-charge.

The *Halyburton*/HSL-42 Det. 2 team also assisted in the rescue of 13 hostages aboard the pirated vessel *SL Irene*, assisted a Yemeni dhow that had been adrift for several days in late January and, while in the Mediterranean Sea, enforced United Nations-sanctioned resolutions ensuring illegal weapons did not enter Libya.

HSL-42 Det. 2 simultaneously operated SH-60 *Seahawk* helicopters and unmanned MQ-8B flight operations during *Halyburton's* transits through the straits of Hormuz and Bab Al Mandeb.

MQ-8B operators pushed the unmanned helicopter to its operational limits, setting records for maximum altitude, range, and endurance. More than one thousand deployment flight hours were recorded, with 438 hours flown by *Fire Scout*.

"The success of this deployment has given leverage to the *Fire Scout* program as a viable platform to conduct ISR operations in a maritime environment," said Schmidt.

"*Fire Scout's* outstanding performance is greatly attributed to personnel aboard the *Halyburton*," said Capt. Patrick Smith, *Fire Scout* program manager at Naval Air Station Patuxent River, Md. "The respective commands recognized the importance of their contribution to operating the *Fire Scout* system and the immediate impact it has on the warfighter." AH

Story courtesy of Naval Station Mayport Public Affairs, Mayport, Fla.

F-35C Launches to New Milestone

The F-35C Joint Strike Fighter (JSF) completed its first steam catapult launch marking another milestone toward initial ship trials in 2013.

A TC-13 Mod 2 test steam catapult was used to launch F-35C test aircraft CF-3 into the sky. Steam catapults are currently used on board U.S. Navy aircraft carriers to launch various aircraft.

Video of the launch can be seen at www.youtube.com/watch?v=NkNZfu3EdvA.

The F-35C carrier variant of the Joint Strike Fighter is distinct from the F-35A and F-35B variants. It has larger wing surfaces and reinforced landing gear for slower catapult launch and landing approach speeds and deck impacts associated with the demanding carrier take-off and landing environment.

Assigned to the F-35 integrated test facility on board Naval Air Station Patuxent River, CF-3 is the designated carrier suitability testing aircraft.

"It was great to be able to be a part of this milestone in the F-35C test program," said Navy test pilot Lt. Chris Tabert. "Due to the hard work of the entire test team, the event went very well and I look forward to seeing the airplane operate from the carrier."

Tabert is the most junior test pilot to fly any variant of the F-35, which reflects a deliberate shaping of the test force which balances experienced military and contractor test pilots with more newly qualified test pilots with more recent experience.

"Our first trip here to Lakehurst went very smoothly because of the true collaboration and hard work from the integrated team," said Tom Briggs, government air vehicle engineering manager. "We look forward to another productive visit and staying on track for initial ship trials."

In addition to the catapult launches at varying power levels, the integrated test team will execute a test plan over three weeks to include dual-aircraft jet blast deflector testing and catapult launches using a degraded catapult configuration to measure the effects of steam ingestion on the aircraft.

The ability to degrade the catapult is unique to the test facilities at Lakehurst.

"We are pleased to have NAVAIR Lakehurst support the first F-35C steam catapult launch," said Kathleen Donnelly, senior executive for Support Equipment and Aircraft, Launch and Recovery Equipment (ALRE). "Our dedicated personnel, along with our shipboard representative steam catapult, enable the Navy to have accurate and timely test data necessary to evaluate the compatibility of this critical weapons system with ALRE systems."

The F-35C is undergoing test and evaluation at NAS Patuxent River prior to eventual delivery to the fleet. AH

Story courtesy of Naval Air Systems Command, F-35 Integrated Test Force Public Affairs, Lakehurst, N.J.

Construction Begins on Future USS Jackson

The Navy authorized the first cutting of aluminum for the sixth littoral combat ship, the future USS *Jackson* (LCS 6), at Austal's Modular Manufacturing facility in Mobile, Ala., last month.

The "first cut" is a significant ship construction milestone, signifying the ship's progression from design drawings to the beginning of a tangible form.

"The littoral combat ship is a key part of our future fleet and demands the very best skill and effort from government and industry teams," said Program Executive Officer for Littoral Combat Ships (PEO LCS) Rear Adm. James Murdoch. "The commencement of production of LCS 6 marks another significant milestone in the program, and demonstrates the efficiency benefits of our 'block buy' arrangements with the ship builders. These fixed-price contracts ensure cost efficiency in the program and best value for the taxpayer."

The LCS is an entirely new breed of U.S. Navy warship. A fast, agile, and networked surface combatant, LCS's modular, focused-mission design will provide combatant commanders the required warfighting capabilities and operational flexibility to ensure maritime dominance and access for the joint force. LCS will operate with focused-mission packages that deploy manned and unmanned vehicles to execute missions as assigned by combatant commanders.

PEO LCS, established July 11 and an affiliated program executive office of Naval Sea Systems Command, provides a single program executive responsible for acquiring and maintaining the

littoral mission capabilities of the littoral combat ship class, beginning with procurement, and ending with fleet employment and sustainment. PEO LCS designs, delivers and maintains the systems, equipment and weapons necessary for the littoral combat ship warfighter to dominate the littoral battle space and provide U. S. forces with assured access to coastal areas. AH

Story courtesy of Program Executive Office, Littoral Combat Ships, Washington, D.C.

ONR Technology to Aid in War on Drugs

The Office of Naval Research (ONR) recently announced that an ONR-developed software technology is being installed and used by a multi-agency task force charged with eliminating illegal drug trafficking.

The Joint Interagency Task Force (JIATF) South has been assembling the Command and Control Rapid Prototype Continuum (C2RPC) system, a software application designed to provide continuous rapid delivery of warfighter capability to support time-sensitive decision making.

The C2RPC prototype is being used by Pacific Command, and the 5th, 6th and 7th fleets have requested their own systems. For JIATF-South, ONR delivered a variant for intelligence, surveillance and reconnaissance (ISR) for evaluation, planning and execution in support of ISR operations. This will provide the foundation for accessing technique and strategies for integrating extremely large disparate data sets.

C2RPC is part of a broader ONR effort to combine independent systems to automate analysis of large amounts of data, reduce manpower requirements and provide technical solutions and direction to related acquisition programs.

ONR, the Navy's science and technology arm, wants to fuse combat systems, C2 and ISR data into a common information environment that is "plug-and-play," modular, and based on publicly available, or open, standards, said Dr.

Bobby Junker, director of ONR's Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance, or C4ISR, department.

An F-35C test aircraft piloted by Lt. Christopher Tabert launches from a steam catapult for the first time.

"Navy and defense department systems are often point solutions with serious data and system interoperability issues," Junker said. "They tend to be proprietary, closed systems, which are costly to maintain and upgrade."

However, during the past seven years, in partnership with the Program Executive Office for C4I, ONR has developed an open, modular, Service Oriented Architecture (SOA) based on a set of design principles used during systems development and integration as the foundation for next-generation C2 systems, Junker said.

The approach uses common commercial-off-the-shelf-solutions, open source, government developed solutions and industrial developed codes for which the government has unrestricted license. In this environment, the government can compete best-of-breed across multiple sources for upgrades and maintenance.

Initial operational use of this SOA system occurred in 2006, when a core component was installed aboard USS *Ronald Reagan* (CVN 76) to support the Maritime Domain Awareness system, Junker said.

SOA provided the infrastructure for C2RPC, a collaborative effort between ONR, PEO C4I and Commander Pacific Fleet (COMPACFLT). C2RPC was initially deployed for use in Maritime Operational Center readiness analysis.

Readiness analysis, which had previously taken days to accomplish, took just hours with C2RPC. This improvement allowed for the system to be used in operational planning even though it was only a science and technology prototype, Junker said.

Continued success of C2RPC led to the Air Force's Air Operations Center Weapons/Systems also evaluating the system.

Additionally, information services developed by the Air Force were directly integrated into the open, modular SOA framework with both the Air Force and Navy benefiting from capabilities each has developed. This effort also transitioned to the Navy's Afloat Core Services program of record under the Consolidated Afloat Networks and Enterprise Services.

ONR provides the science and technology necessary to maintain the Navy and Marine Corps' technological advantage. Through its affiliates, ONR is a leader in science and technology with engagement in 50 states, 70 countries, 1,035 institutions of higher learning and 914 industry partners. ONR employs approximately 1,400 people, comprising uniformed, civilian and contract personnel, with additional employees at the Naval Research Lab in Washington, D.C. AH

Story courtesy of the Office of Naval Research, Arlington, Va.



Photo courtesy of Lockheed Martin

Sister Ships of USS Constitution

Story by MC3(SW) Mikelle D. Smith

At the Navy Yard in the Boston neighborhood of Charlestown, one of the United States Navy's oldest fighting warships, *USS Constitution*, sits gloriously. After more than 200 years of service to country, and still going strong, "*Old Ironsides*," as it is referred to, was proposed in the late 1700s as part of a bigger plan for Navy seapower.

USS Constitution is one of the Navy's six original frigates. These vessels were made to establish the building blocks of the naval fleet today. Known to sister ships as "*Old Ironsides*," *USS United States*, *USS Constellation*, *USS Chesapeake*, *USS Congress*, and *USS President* were a direct response to the Naval Act of 1794.

On March 27, 1794 the act was established with the intent to construct six frigates at a total cost of more than \$600,000. Frigate designer, Joshua Humphreys, recommended the ships be equipped with enough firepower to engage in battle with French and British navy vessels, taking into consideration speed, weight and reliability. Each ship would have no less than 30 guns, with two having 36 guns and the other four having 44 guns.

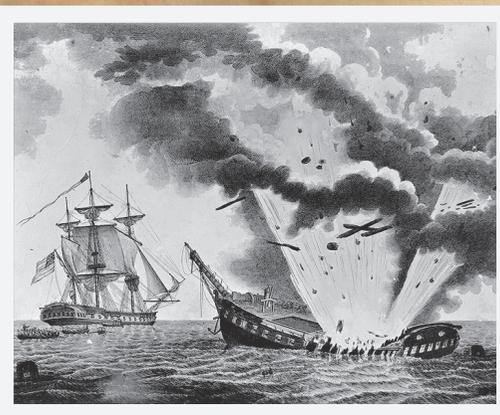
To maximize the speed at which the frigates would be completed and to maximize the financial benefit across the region, six separate locations were used. For each vessel one civilian naval constructor was placed to oversee steady progression toward the finish. Subsequently, by December 1795 each keel was laid, utilizing the best wood that could be found: live oak.

Following the successful laying of each keel the production flow hit a standstill when the realization that more funds were required was brought to light. To quickly solve the problem at-hand, Secretary of War James McHenry requested additional funds from Congress for allocation between three ships nearest completion: *USS United States*, *USS Constellation* and *USS Constitution*. Of the three remaining frigates, *USS President* and *USS Congress* were completed in August 1799, and *USS Chesapeake* in 1800.

Outfitting each vessel with armament was the final step; *USS United States*, *USS Constitution*, and *USS President* received 44 guns, while

USS Congress and *USS Chesapeake* received 36 guns, which were later re-rated to 38. Each ship carried their standard allotment of guns into battle; however, more guns were often taken along because of their mobility. *USS Constitution* typically fit between 55 to 60 guns depending on the situation and captain, according to Rebecca Parmer, a historian for the *USS Constitution* Museum at Charlestown Navy Yard. Some of *Constitution's* guns weighed as much as 6,000 pounds on the carriage and required a crew of 14 men to operate them. The carronade, another type of gun *Constitution* used during its history, weighed more than 2,000 pounds without the carriage and needed a crew of 4 to 8 men.

USS United States was commissioned on July 11, 1797, and its greatest battle was fought on Oct. 25, 1812 when it engaged in combat against, and then captured, *HMS Macedonian*. The vessel was decommissioned on Feb. 24, 1849 and



was later used by the Confederate Navy during the Civil War as a blockade against Union forces. After this point the vessel was salvaged by the Navy, but because of the cost of repairs was broken up in 1865.

USS Constellation was built in Baltimore and first launched on Sept. 7, 1797. Her two biggest battles were both against French vessels; one in February 1799 against *L'Insurgente* and one in February 1800 against *La Vengeance*. In 1853, the ship was broken up and timbers were used to build the new *Constellation*, which is currently stationed at the inner harbor in Baltimore.

USS Constitution was launched from Boston on Oct. 21, 1797, and is the most victorious frigate of the six, having successfully defeated numerous merchant ships and four British warships during the War of 1812. During the battle against *HMS Guerriere* one of the gunmen witnessed cannon balls bouncing off the sides of the vessel's hull and yelled out, "Huzza! Her sides are made of iron!" Henceforth, the ship received the nickname "*Old Ironsides*." Following the War of 1812,

she was used as a flagship at various times. The vessel deployed on a world cruise from 1831 to 1834, and was used in various capacities, including billeting as a United States Naval Academy ship. These types of assignments continued until the 1840s. The ship was finally retired from active service in 1881, and turned into a museum in 1907, although it is still an active-commissioned warship in the U.S. Navy today.

USS Chesapeake, built in Gosport Navy Yard, in Virginia, was launched on Dec. 2, 1799. Her biggest battle occurred on June 22, 1807 when it was fired upon by *HMS Leopard* for refusal to comply with search warrants made by the Royal Navy. The ship was determined defenseless and surrendered to *HMS Leopard*. In June 1813, *USS Chesapeake* was captured by *HMS Shannon* after going to sea to battle the British vessel. Upon losing this fight *USS Chesapeake* was taken by the Royal Navy to Halifax, Nova Scotia and later England where she was broken up in 1820.

USS Congress was launched on Aug. 15, 1799. In 1804, she participated in the first Barbary War performing blockade and patrol duties. During the War of 1812, *USS Congress* was part of the squadron under the command of Commodore John Rodgers, and patrolled the North Atlantic Ocean from June to August. *Constitution* continued patrolling from October to December collecting nine prizes along the way. Following this duty the vessel became the flagship for Commodore James Biddle, and a receiving ship at Norfolk, Virginia until she was broken up in 1834.

The final ship, *USS President* was the last frigate to be completed, and was launched from New York City on April 10, 1800. She participated in patrols during the Quasi-War with France and made numerous recaptures of American merchant ships. In January 1815, while heading out of New York harbor under the command of Stephen Decatur, *USS President* ran aground and damaged the ship's hull while trying to break through a British blockade. While on the way back home, Decatur and his crew were attacked by the British frigates *HMS Endymion*, *Pomone*, *Majestic*, and *Tenedos*, said Parmer. The *President* was in a firefight with *Endymion*, but it was the latter three British ships that forced Decatur to surrender. The Royal Navy changed her name to *HMS President* and she was used until she was broken up at Portsmouth, England in 1817.

Although *USS President's* surrender signaled the end of her existence, it was not the demise of the class. A frigate's contribution in mission deterrence and protection of the seas is still a vital part of today's Navy's execution of the maritime strategy. **AH**

Smith is assigned to Defense Media Activity

IA 360 9/11 Edition

Story by MC3(SW) Mikelle D. Smith



Since the inception of the Navy's individual augmentee (IA) program, the presence of Sailors in-country on the ground has grown. Sailors are sacrificing time with loved ones and their

overall protection, like their brethren from other United States military armed forces, to help in the fight against entities that support terrorist groups like al-Qaeda.

Many of these Sailors are coming forth as volunteers to aide in the fight against terrorism. One Sailor attributes his participation in the IA program directly to the September 11th attacks.

On the morning of September 11, 2001 Capt. Patrick J. Neher began his day as we would any other; performing his morning routine, that included putting on a United States Navy uniform, and saying good-bye to his loved ones before making his way to work at the Pentagon. Unbeknownst to Neher was the distinction of this day, and the fashion in which his life would be forever changed.

"I worked in the "E" ring of the Pentagon as special counsel for the Vice Chief of Naval Operations, part of the Judge Advocate General's (JAG) Corps," said Neher. "It was a typical morning in the office when all of a sudden Annette, the lieutenant that worked for me came into the office and told Lisa (another coworker) and I that we had to turn on the television."

On the television Neher and his coworkers watched as the first commercial jet smashed into one of the towers. In the midst of watching the television Annette, worried about the possibility of the Pentagon being a target, began to become overwhelmed at the reality she saw.

"I remember telling Annette that we were fine here in the Pentagon; we were at the bottom of a hill in a low building," recalled Neher of his experience on that day. "As soon as she was calmed down and we started watching the television again we heard this "Kabam!" And the building shook."

What Neher had heard and felt was exactly what Annette had feared; a commercial jet had just crashed into the Pentagon. Neher would later find out that the place in which it hit was located in the new Navy Command Center where he once was part of the staff.

Originally I thought it was a truck bomb," said Neher. "As we walked up onto Washington Blvd., and to the exit for the cemetery, there was a huge chunk of fuselage in the middle of the road with a road flare on it, and that's when it hit me that this had been a plane that hit the Pentagon as well."

Protocol for Neher and his fellow shipmates and civilians was to get safely to the Navy Annex where they would begin assessing the extent of the damage.

"We didn't do anything heroic, we just got out of the building and we started setting up because we knew that we needed the basics," said

Neher. "We did everything that you are supposed to do: started taking musters, arranging meetings, doing communication checks with people in the fleet ... the rest of the night Jim Protin, another JAG officer and I spent time working with reservists from BUPERS (Bureau of Naval Personnel) setting up the temporary offices for the staff."

Neher added that after finding out that his brothers and sisters from the Navy Command Center had all been killed in the tragedy he went through a series of life-altering changes.

"I have learned to be a little more persistent and disciplined and understand how important family is; I'm more religious; I appreciate life just that much more; I think about all the people that I have known over the last decade who have been killed or wounded by these battles, and all the families that have been affected back home; I think somehow that combination of experiences has made me more thoughtful, more appreciative of the little things in life ... it certainly has made me understand the importance of people and listening to what my Sailors are saying because you never know when the time will come that you never see or speak to them again."

Neher arrived in Afghanistan in February 2011 as a staff judge advocate and is serving as a special agent for transition at Camp Phoenix.

"I volunteered to come out here [because] I knew they were hurting for JAG support," said Neher. "I managed to get approval to come out (Temporary Duty) TDY [and] I've agreed to extend a couple of times. I am seven months into this TDY and will most likely stay another three ... I expect to be home by Thanksgiving."

Neher works directly with senior Afghan forces to help them develop improved functions for handling insurgents.

"Afghanistan currently deals with insurgents through its criminal justice system, but that system was not designed to deal with the scope or sources of violence being inflicted on the country today," said Neher. "If Afghanistan can succeed in developing a new system of justice for dealing with those who are facilitating suicide attacks, assassinations and bombings against the civilian population, then it will no longer be necessary for U.S. armed forces to conduct detention operations on the scale that we now do ... we will be able to transition those operations to Afghan National Security Forces."

Neher added that "The Navy really over the last decade has demonstrated its agility and what distinguishes it as a service." The Navy has flexed to meet the new mission set of supporting the ground component commander in protracting counter insurgency warfare. We are in a landlocked country in central Asia and there are a lot of Navy IA Sailors here. The Navy has adapted and done an absolutely superb job at it. We have managed to do that while, at the same time, meeting commitments internationally with Sailors still getting deployed on ships and amongst a significant reduction in funding and resources."

There is not a moment that goes by that Neher is not reminded of the positive way in which the Navy has responded to the tragedy of September 11th; every day he sees more and more Sailors proving that the Navy is devoted to the fight against terrorism.

"Sailors have really stepped up in Afghanistan and Iraq. I would say this to every Sailor out there; there is no better career that you could possibly have than being in the Navy. I have been in for more than 20 years, and I love the Navy. There is really no greater calling that you can make of your life." **AH**

Smith is assigned to Defense Media Activity

NEVER FORGET



SEPT. 11, 2001