



CPL. GLEN E. SANTY

Lt. Gen. Robert E. Schmidle Jr., deputy commandant for Marine Corps Aviation, is welcomed to Cherry Point, July 25, by Col. Philip J. Zimmerman, commanding officer of the air station. Maj. Gen. Raymond C. Fox, commanding general of II Marine Expeditionary Force, and Brig. Gen. Gary L. Thomas, assistant wing commander, were also on hand for the welcome.

Deputy commandant for aviation visits Cherry Point

CPL. GLEN E. SANTY

MCAS CHERRY POINT

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The deputy commandant for Marine Corps Aviation visited Cherry Point, July 25, to speak with squadron commanding officers about current events including Marine aviation's role in Afghanistan, budget, manpower and the future of Marine aviation.

Lt. Gen. Robert E. Schmidle Jr. gave the unit commanders a chance to ask questions about their future roles in relation to the

integration of the F-35B Lightning II and its effects on the AV-8B Harrier and EA-6B Prowler communities.

The DCA assists and advises the commandant of the Marine Corps on all matters relating to aviation.

"My job is to work for the customers," Schmidle told the commanders, "and my customers are you."

Schmidle's 2nd Marine Aircraft Wing visit continued on to MCAS New River, N.C., Thursday.

Family awarded for commitment to local youth

LANCE CPL. STEVEN T. STEWART

MCAS CHERRY POINT

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Beyond his role as a motor transport operations chief and staff noncommissioned officer with Marine Tactical Air Command Squadron 28, Staff Sgt. Richard L. Hopper has found himself a role model not only for Marines but also for youth within the local community.

Hopper and his family volunteer more than 30 hours a week with a local youth football league and Habitat for Humanity, an organization dedicated to building affordable homes for families in need.

For their passion and dedication to the local community, Hopper, his wife and two sons were awarded the family of the

quarter award by the Havelock Military Affairs Committee at the Carolina Grill in Havelock, N.C., July 24.

"Supporting the youth within our community is important to me," said Hopper. "The children need someone to look up to and to guide them in the right direction through life."

The Hopper family is currently in the process of adding to their family with the adoption of a daughter.

Hopper and his wife received their license to adopt in 2006 with the hope of being able to provide a family to a child in need of support. While attempting to



LANCE CPL. STEVEN T. STEWART

Staff Sgt. Richard L. Hopper, left, and his family pose after receiving the Havelock Family of the Quarter Award July 24, at the Carolina Grill.

See **FAMILY** page A9

See **SHOOTER** page A9

Back to school: Avoid the pains of getting children back in the classroom

CPL. GLEN E. SANTY

MCAS CHERRY POINT

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Getting children back to school can be a challenge for many parents, but there are options aboard the air station to help make the transition easier.

A challenge for military families is that the school season often coincides with parents receiving orders to new duty stations. Moving can be stressful enough.

"The schools here are super military friendly, they're used to getting kids at all different times of the year and they'll help make the transition easy," said Donna Bagley, the local school liaison at Cherry Point. "One of the things these families don't realize is that we have some year-round schools here."

Where the kids go to school is one of the top issues Bagley helps with when working with military families. She said many parents had trouble with the registration process in the past.

The parents would make portfolios much like someone would do when applying for a job, but problems arose because parents would often put too much or too little information in the packets. So, school liaisons on the East Coast came together to



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Julie Price and her daughter look at school supplies at the Marine Corps Exchange, Tuesday.

design a portfolio with a list of information necessary for the registration process.

The portfolio, called the School Transition Folder, contains a list of documents needed by the students and their parents, a list of resources for anyone with questions and a list of all the school liaisons.

See **SCHOOL** page A9

New River air station command changes hands



LANCE CPL. MARTIN R. EGNASH

Lt. Col. Mitchell E. Cassell greets his new Marines at a change of command ceremony aboard Marine Corps Air Station New River, Friday. During the ceremony, Col. Jeffrey M. Hewlett relinquished command of the air station to Cassell. Hewlett retired at the ceremony after having served for more than 28 years.

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CHERRY POINT PERSONNEL COMPETE IN PIRANHA PIT FUN RUN

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Marines sweat through “warm season” on Cherry Point

LANCE CPL. STEVEN T. STEWART
MCAS CHERRY POINT

FOLLOW @STSTEWARTUSMC

Red faced and soaked in sweat, aviation Marines work in hot, humid, sometimes miserable conditions on the flight line at Cherry Point, daily.

Standing 15 feet closer to the sun on scaffolding, Marines with Marine Aerial Refueler Transport Squadron 252 performed maintenance on one of the squadron’s KC-130J transport aircraft, July 20. The temperature was 92 F, with humidity making it feel 10 degrees warmer.

“We have to work regardless of the temperature,” said Lance Cpl. Curtis Brown, an airframes mechanic with VMGR-252. “Aircraft have to fly and we have to make sure they fly.”

As hot as it is to work outside in the dead heat, it’s nothing compared to performing maintenance inside of the aircraft where it feels like a sauna, said Cpl. Noreen Tamer, an electrical collateral duty inspector with the squadron.

“When the aircraft is shut down there is no air conditioning,” she said. “The moment you walk inside you start sweating.”

Many of the Marines are required to work outside, because VMGR-252’s air conditioned hangar only fits two KC-130s at one time.

Using anything they can as water sources to counter the heat, some Marines pack bottles and jugs, while others strap water-pouched Camelbaks to their back.

Another opportune relief the Marines hope for is an occasional cooling wind to offset the heat from the asphalt.

If a Marine does start to feel overheated, they immediately go inside the hangar long enough to recover before going back out beneath the beating sun.

At the end of the day, Brown walked sluggishly back into the hangar and took a deep breath followed by a sigh of relief as he felt the first gust of air conditioning hit his face.

“Nothing feels better,” said Brown. “I come in here and immediately feel cooled off.”

The five-day football season calls for heat, humidity and more heat for these hard chargers.



LANCE CPL. STEVEN T. STEWART

Cpl. Noreen Tamer, right, an electrical collateral duty inspector, and Lance Cpl. Curtis Brown, an airframes mechanic, both with Marine Aerial Refueler Transport Squadron 252, put steel siding back on one of the squadron’s KC-130J Hercules on the flight line here, July 20. The temperature was 92 F, with humidity making it feel 10 degrees warmer. Many of the Marines are required to work outside, because VMGR-252’s air conditioned hangar only fits two KC-130s at one time.

Chaplain’s Corner: Confidential communication without an asterisk

CMDR. CARL P. KOCH
MCAS CHERRY POINT COMMAND CHAPLAIN

I was talking with a friend a few nights ago. She said she didn’t realize that what a service member tells a chaplain is confidential. In other words, the chaplain can’t say anything without that person’s permission. I thought she would have known this. Doesn’t everyone?

Apparently not. So, at her suggestion, for the sake of all of our service members and their families, I want to remind EVERYONE of this GREAT RESOURCE you have. I also want to attempt to clarify some legal information I’ve been reading.

If you want to cure your insomnia, have I got some fun reading for you. And you can get it online. Two great documents sure to become movies one day. Read them before Hollywood changes how they end.

First, there’s Secretary of the Navy Instruction (SECNAVINST) 1730.09, 7 Feb. 2008. It’s all about Confidential Communications to Chaplains. It’s relatively light reading, kind of like the Cliff’s Notes for the next recommendation.

Second is the Manual for Courts-Martial United States (2012 Edition). It’s a page-turner. Sorry, no pictures. But it has the stuff on which SECNAVINST 1730.09 is based. Read these and you’re ready for “A Tale of Two Cities” or “The Brothers Karamazov.”

What makes confidential communication to chaplains so special? First, there is no asterisk with a chaplain. What does this mean? Everyone else you might see for help with your problems or issues is a mandatory reporter. There are some things, once you tell these folks, that they must report. Child abuse. Domestic violence. Suicidal plans. Homicides. The list goes on.

Many other counselors will tell you they offer “confidential” counseling, but there’s an asterisk. If you did something illegal, immoral, or contrary to the UCMJ (check with these counselors for the exact issues they must report), they HAVE TO report you to the appropriate authorities. They are bound by law to do so. NOT SO with chaplains.

There is no asterisk with us. We are bound by SECNAVINST 1730.09 to maintain confidential communication with you no matter what you tell us. Did you get that? No matter what!

A brief example: You go to a Marine Corps Community Services counselor because last night, in an argument, your spouse threw your Game Boy at you. You both stopped your argument and said, “We need help!” So, you make an appointment to see an MCCS counselor.

You love each other. You both want help! As soon as you tell the counselor about the Game Boy, he or she has to report this as domestic violence. That starts a whole ugly ball rolling and, in some cases, you end up not getting the counseling

you wanted and needed. That’s confidential communication WITH an asterisk. NOT SO with chaplains!

Same scenario, but you come to see your chaplain instead of an MCCS counselor. When you tell your chaplain your spouse threw a Game Boy at you, he or she maintains this information confidentially. No asterisk, period. We are bound by law not to tell anyone, not without your permission. But we can then counsel you in ways to fix your marriage. We may even refer you to MCCS. They have some great counselors there.

Confidential communication WITHOUT an asterisk. That’s what chaplains offer whether you are religious or not. And we offer it for everything! Whatever you tell us is between you and your chaplain. This should open up a whole bunch of questions for you!

Do I mean if you killed someone and told your chaplain, he or she couldn’t report you to the cops? Yes. Do I mean if you told your chaplain you were planning to hang yourself, he or she couldn’t tell anyone? Yes again. That’s crazy! No, it’s confidential. WITHOUT an asterisk.

This doesn’t mean we won’t do everything we can to help you! But your secrets, all of your secrets, are safe with us. Without your permission, we cannot tell another living soul. If you didn’t realize this before, I hope you know it now.

The Windsock

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REMEMBER TO RECYCLE

Highlighting Cherry Point’s Warriors

LANCE CPL. SCOTT L. TOMASZYCKI

CPL. NICHOLAS J. LORBER

Job Title: Radio operator
Unit: Marine Wing Support Squadron 274
Hometown: Mentor, Ohio
Age: 26
Date Joined: August 2008

Cpl. Nicholas J. Lorber tunes and sets up radio equipment, establishing the communications networks between higher headquarters issuing orders and operational elements getting the job done. As a radio operator for Marine Wing Support Squadron 274, he ensures everybody on the battlefield is aware of what everyone else is doing.

“When we’re out on a field operation, my job is to make sure my Marines who are on post know what they’re doing, and they understand what is going on at that post as far as how to talk on the radio. I make sure that if the radios go down, they get back up and running in a timely manner.”

Lorber said the biggest challenge in maintaining a radio network is working the radio. Each radio can perform five functions and radio operators need to switch from one function to another on muscle memory. As a corporal, it is Lorber’s job to make sure his Marines can perform.

Lorber gets a lot of satisfaction from his job. He feels important because he ensures that Marines miles away can hear what they need to hear and exchange information that needs to be shared.

Highlight Your Marine or Sailor Superstar

Call or email The Windsock
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466-3542

— Q&A —

Assistant Wing Commander, 2nd Marine Aircraft Wing Brig. Gen. Gary L. Thomas

Brig. Gen. Thomas recently arrived aboard the air station from the Pentagon, where he served as the assistant deputy commandant for Marine aviation. Thomas is an F/A-18 Hornet pilot by trade and native of Austin, Texas, where he graduated from the University of Texas in 1984.

Q: What is your role as Assistant Wing Commander?

A: My job is to aid in accomplishing the goals of the 2nd Marine Aircraft Wing commanding general, Maj. Gen. Glenn M. Walters, which focus on three areas; ensuring the Wing trains to a high standard, constantly improving the material readiness of our equipment and helping our commanders within the Wing create a positive work environment. We're at war right now, so we're always preparing for the next deployment, which presents challenges. With reduced numbers, it's a testament to the Marines we have here at 2nd MAW. They continue to perform at a high level.

Q: What excites you about your new job and environment?

A: Number one, it's an operational billet, which I think all Marines itch for. Also, 2nd Marine Aircraft Wing has a great history of being successful conducting several combat and contingency operations over many, many years. It's really just a privilege to be part of an organization like this. I've flown out of Cherry Point many times as an F/A-18 pilot, but I wasn't really familiar with the air station. Now I'm getting an opportunity to get to know some of the moving parts here within the Wing, as well as some of the Marines and civilians that help support 2nd MAW.

Q: Assuming your new role, what will you draw from your prior career experience?

A: I've been fortunate to have many mentors throughout the years. One of the great things about the Marine Corps is it's small enough where you get to know Marines over many years. I've had the privilege of working with Maj. Gen. Walters before, and he's been kind enough to give me the benefit of his experience. You do learn from those who have gone before, and over a career you do several deployments and learn about the expeditionary nature of the Marine Corps, whether it's at sea, in the desert or in the jungle. What I've learned most over the years is that no matter what the background, Marines are pretty much the same.

Q: What do you like most about being a Marine?

A: It's great to be with other Marines and do the things we're asked to do. One of things I love is we're from all over. Think about it, where else do you get the opportunity to meet other people from across our nation and learn about where they're from and what's important to them? That's one of the real treats of being a Marine. I wouldn't consider it particularly unique, but I love being a Marine and being around Marines. I'm continually inspired by the professionalism of the Marines around me.



Q: What attributes do you look for in a leader?

A: I call it the three C's. First is competence, learning to perform your specialty. Second is character, which speaks to our core values as Marines. The last one is compassion, which is the importance of the relationships Marines have with one another, including subordinates, peers and superiors.

Q: What would be your advice for a new young Marine first stepping onto the air station?

A: I would tell him he's going to be a part of a great organization. He's going to be doing an important mission, ultimately in support of our national objectives. Come onboard, get to know your noncommissioned officer, work hard and good things will happen.

“I'm glad to be here and part of the 2nd Marine Aircraft Wing.”

— Brig. Gen. Gary L. Thomas

Helicopter support training races against time, weather

LANCE CPL. PAUL PETERSON

2ND MARINE LOGISTICS GROUP

CAMP LEJEUNE, N.C. – The sound of the helicopter's rotor blades echoed over the tree canopy announcing the aircraft's arrival. The CH-53E Super Stallion churned hard against the evening's humid air and raised a gust of wind and debris over Training Landing Zone Phoenix as it prepared to lift its simulated cargo, July 24.

Seven Marines on the ground made up a helicopter support team from Combat Logistics Battalion 8, 2nd Marine Logistics Group. Another storm was descending upon Holly Ridge, N.C., so they needed to move quickly.

This training represents an important part of the unit's forward deployed capabilities: supplying troops in Afghanistan with transportable goods regardless of weather conditions.

"It's extremely vital," said Sgt. Kip Buedel, a landing support specialist with the battalion. "Where I was [in Afghanistan], we had to make sure these things happened no matter what the weather was or what was going on in the outlying areas."

The wind from the rotor blades created a rippling sea in the field of grass and washed over Cpl. Nash Helms, the team leader. He braced himself against the gust of wind and stood ready to grasp the ropes used to secure the cargo to the helicopter.

"When the bird first comes toward you, you feel that gust of wind and it's a shock to your system," said Helms. "You're getting prepared. Then, all of a sudden, it's calm and you're sitting underneath the bird."

The helicopter's body shielded members of the team as they attached a thick metal beam to the aircraft to simulate the weight and bulk of military cargo. Members of the team linked ropes from the beam to the aircraft. Helms cautiously guided the ropes through the process to prevent them from entangling the helicopter and loading crew.

Strong wind and debris are not the only hazards the crew trains to defeat. The Super Stallion is capable of producing up to 200,000 volts of static electricity, which can be fatal, said Helms. That is why the team trains to properly ground the aircraft. A "static" man tames the current with a grounding pole as the rest of the team guides the aircraft and attaches the cargo.

The Super Stallion's external load-bearing ability bridges many of the logistical challenges Marines face in the field. It offers swift transport solutions for medical supplies, food, ammunition and vital equipment such as vehicles, which cannot be transported inside the helicopters.

"A lot of this is very important to some of the more remote outposts where they can't normally truck goods in on the roads," said Buedel.

The helicopter hoisted the first set of simulated supplies and tilted forward. Sand pecked the exposed areas of the Marines' skin as the wash from the departing aircraft once more engulfed the team.

Dark clouds crept over the clearing, and the Super Stallion swung its cargo over the woods, then turned and headed back to the field where the team detached the load and prepared to start again.

Precision and coordination come with time and repetition. Buedel, who performed similar operations in Iraq and Afghanistan, said each flight at TLZ Phoenix was an opportunity to sharpen the team's performance.



CPL. BRUNO J. BEGO

Marines with Combat Logistics Battalion 8, 2nd Marine Logistics Group, secure load-bearing ropes to simulated cargo before attaching the load to a CH-53E Super Stallion during a training mission near Camp Lejeune, N.C., July 24. The simulated cargo mimics the weight of supplies and equipment, which allows the team to prepare for difficult supply missions while deployed to remote parts of Afghanistan.



CPL. BRUNO J. BEGO

A CH-53E Super Stallion departs Training Landing Zone Phoenix with cargo attached by a helicopter support team with Combat Logistics Battalion 8, 2nd Marine Logistics Group, during a training mission near Camp Lejeune, N.C., July 24. The Super Stallion's ability to carry internal and external loads helps Marines quickly transport needed war supplies to geographically dispersed areas.



One of Marine Heavy Helicopter Squadron 366’s CH-53E Super Stallions is aerially refueled Thursday during a training exercise off the coast of North Carolina. As the CH-53Es approached the KC-130J, Maj. James Poppy, a KC-130J pilot with Marine Aerial Refueler Transport Squadron 252, released refueling hoses off two of the exterior fuel tanks.

Squadron refuels CH-53Es during day and night training

LANCE CPL. STEPHEN T. STEWART
MCAS CHERRY POINT

FOLLOW @STSTEWARTUSMC

Marines with Marine Aerial Refueler Transport Squadron 252 and Marine Heavy Helicopter Squadron 366 trained to refuel in mid-air off the coast of North Carolina, Thursday.

The training gave new CH-53E Super Stallion pilots the opportunity to practice aerial refueling from a KC-130J Hercules.

“The CH-53 pilots need to become familiar,” said Sgt. Ray Finlay, a crew chief with VMGR-252. “They learn in the daylight first to get a hang of it, then we do it at night.”

Finlay and his fellow crew chief, Sgt. Aaron Bidwell, sat in the back of the Hercules and communicated to the pilots to help guide them as they linked the fuel hoses up to the trailing helicopters.

“Our job is fairly easy but it is still very important,” said Finlay. “Communication is key. In this training, everyone on the CH-53 and the KC-130 are communicating to help each other out.”

As the CH-53Es approached the KC-130J, Maj. James Poppy, a KC-130J pilot with VMGR-252, released refueling hoses off two of the exterior fuel tanks.

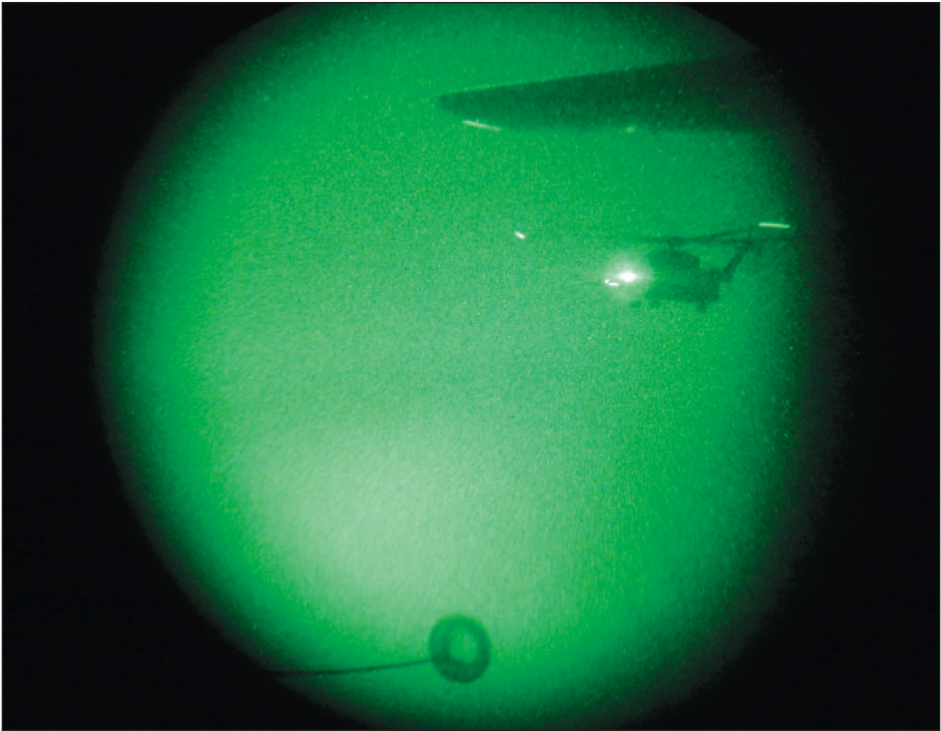
After about an hour and a half of performing aerial refueling in the daytime, the Marines stayed airborne waiting about a half hour for the sun to set. The Marines could not see more than 20 feet in the pitch-black night.

To counter the lack of visibility during the night, the Marines operated using night vision goggles.

The pilots turned off the normal lights in the aircraft, which are blinding to Marines wearing NVGs, and turned on specialized green and blue lights that are less disruptive to the goggles.

“Even the slightest amount of red or white light can be distracting to the pilots,” said Finlay. “That’s why we have to go almost completely dark to use the NVGs.”

The night refuel took almost two hours to complete. VMGR-252 Marines conduct aerial refueling regularly, as it is an everyday operation that enables aircraft to extend their range and mission capabilities.

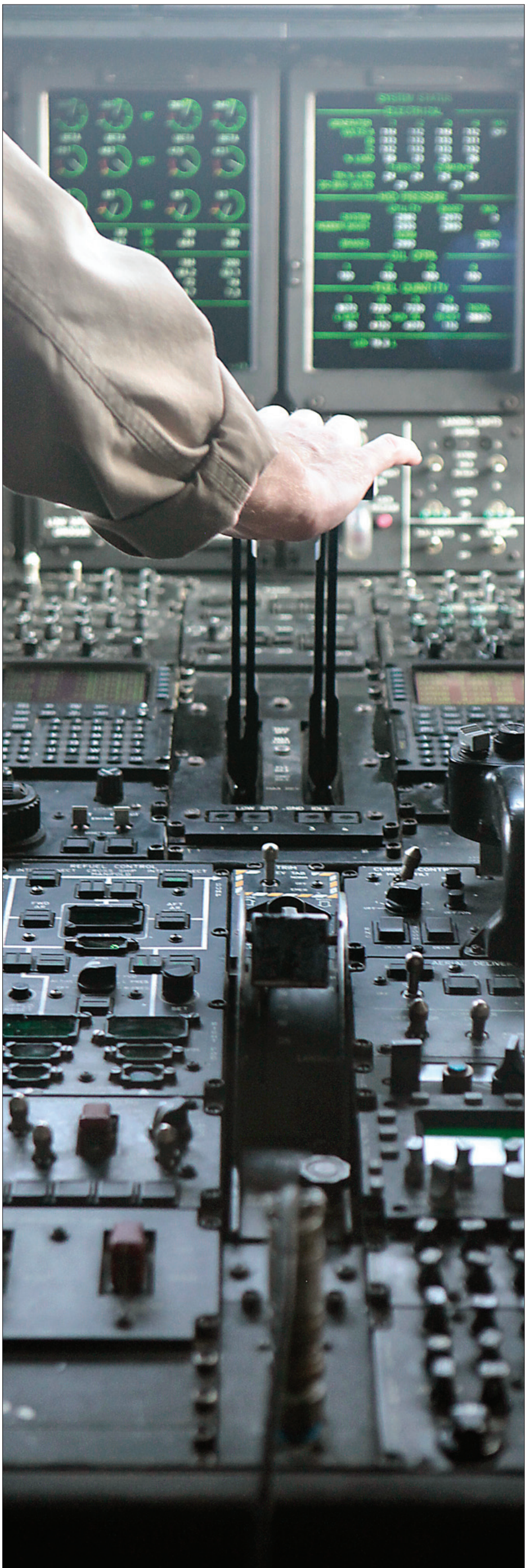


One of Marine Heavy Helicopter Squadron 366’s CH-53E Super Stallions aerially refuels at night during a training exercise off the coast of North Carolina, July 26. To counter the lack of visibility during the night, the Marines operated using night vision goggles.



Maj. James Poppy, a KC-130J Hercules pilot with Marine Aerial Refueler Transport Squadron 252 flies one of the squadron’s aircraft during a refueling exercise Thursday.

(Right) A KC-130J Hercules pilot with Marine Aerial Refueler Transport Squadron 252 flies one of the squadron’s aircraft Thursday during an aerial refueling training exercise off the coast of North Carolina.





PFC. RAQUEL BARRAZA

A team that worked to restore the "Easter Egg" A-4M Skyhawk stands in front of the finished aircraft aboard Marine Corps Air Station Miramar, Calif., July 19. The A-4M Skyhawk was built in 1979 and only 2,690 were manufactured.

Last A-4 restored for Flying Leatherneck Aviation Museum

PFC. RAQUEL BARRAZA

MARINE CORPS AIR STATION MIRAMAR

MARINE CORPS AIR STATION MIRAMAR, Calif. – In 1960 a young second lieutenant, Bob Butcher, was in his first operational flying assignment with Marine Attack Squadron 242. He was flying a McDonnell Douglas A-4D Skyhawk with less than nine hours of flight time on it and felt a little intimidated, but enjoyed every moment of it.

Now, after more than 50 years, retired Maj. Gen. Butcher is a board of directors chairman for the Flying Leatherneck Historical Foundation, which supports the Flying Leatherneck Aviation Museum. The museum recently restored an air-

craft like the one he flew for more than 30 years.

On July 21, the museum unveiled the restored A-4 Skyhawk. It was the last one built before McDonnell Douglas discontinued its manufacturing.

The "Easter Egg" A-4M Skyhawk, nicknamed for its unique color and design, was made specifically for the Marine Corps as a close air support platform.

Steve Smith, a curator with the Flying Leatherneck Aviation Museum, was part of the team that spent more than three months on the restoration.

"The Marine Corps has a long history with the A-4," said Smith. "It was first introduced in the late '50s, early '60s."

It is important that these aircraft are restored so they can tell the story of Marine Corps aviation, said Smith. They tell the story of the pilots, the crew and all the others who worked with the A-4.

A lot of time and effort goes into restoring aircraft so they look as they did when they first came off the assembly line.

"What takes up the most time is all the research that goes into it," said Smith. "We want it to be exact, all the way down to the accurate shade of blue they used. It can take from five minutes to five days [to match colors]."

Butcher appreciates the importance of restoring and sharing these aircraft with others.

"It is a wonderful feeling that every day I drive to work and see the A-4s and see people who have never flown, but they get to enjoy them as well," said Butcher.

Restoring and sharing the story of Marine Corps aviation is what the museum prides itself on. Both Butcher and Smith have their reasons to share the story, whether it is to inform or inspire.

"If I could go back and fly one more time, I'd fly the A-4," said Butcher. "You didn't fly it – you strapped it on like it was a part of you."

Displaying the A-4 at the museum marks another chapter in Marine Corps aviation history. Smith and Butcher are proud to be part of this chapter and its restoration.

Marine born in Afghanistan gives back to home nation

CPL. MARK STROUD

1ST MARINE LOGISTICS GROUP

CAMP LEATHERNECK, Afghanistan – “I remember the day I heard that America was going into Afghanistan,” said Lance Cpl. Behzad Razzada, a member of the embedded partnering team with Combat Logistics Battalion 4, 1st Marine Logistics Group (Forward). “My parents were happy because it was a chance for Afghanistan to unite and fight for freedom. They said it was the only way that injustice in Afghanistan would be finished.”

The idea of providing a better future for the Afghan people resonated with Razzada, a 24-year-old native of Afghanistan.

“I was born in Kabul and lived there until I was 10,” said Razzada. “I went to school there. It was just a normal school like anywhere else before the Taliban came. I studied until the fifth grade ... and then chaos started. Everyone started leaving the country, all heading in one direction and hoping they didn’t get killed by the Taliban.”

Razzada’s family left the country after the Taliban implemented their harsh policies.

“I was pretty young, but I remember [the Taliban] beheading people, making people wear certain types of clothes and maintain certain hygiene standards,” said Razzada. “People who worked for the previous government were all in danger. Anyone who killed [employees of] the previous government would be rewarded, and my father had held a high position.”

Traveling to Pakistan with his family, Razzada spent the next three years attending school north of Peshawar City, where he studied math, science and English, while his family applied for permission to immigrate to the United States.

“We didn’t know if we were going to come to the United States. People used to say that the chances of successfully making the case to come to the United States were about 10 percent,” said Razzada. “When we left Afghanistan, we couldn’t stay in Pakistan because they were still killing members of the former [Afghan] government there, and that’s why we were accepted. We came to America with refugee status, so we were part of that 10 per-

cent who got accepted.”

Razzada’s time in Afghanistan and Pakistan would serve him well both later in life when he returned to the region as a Marine, and more immediately when he began primary school in St. Louis.

“My English was decent, not very strong, but decent, so I started school right away,” said Razzada. “The culture was extremely different though.”

After graduating high school and attending Yuba College in Yuba City, Calif., Razzada joined the Marines.

“I joined the Marine Corps after two years in college, where I majored in psychology,” said Razzada. “I am going to finish my school. The Marine Corps is a good way to pay for college and be part of the military at the same time.”

CLB-4 was already training for its deployment to Afghanistan when Razzada joined the battalion.

“I had to talk to my parents and tell them I was going to get deployed,” said Razzada. “They told me it was a good chance for me to go there and be a helping hand because I was from the country. They told me to go there and do my best.”

Razzada is in an ideal place to make a difference while assigned to the EPT.

“I speak Dari, a little bit of Pashtun, Hindi and Urdu along with English,” said Razzada. “I had the perfect chance to help, especially having the [chain of command] I did, who let me interact with the [Afghan National Army] as much possible.”

The EPT worked with 2nd Battalion, 5th Kandak, 215 Corps as advisors and subject matter experts to assist in training, as well as planning for and executing operations.

“We were part of a combat service support kandak. Our mission was to train them – to support forward infantry battalions,” said Maj. Charles E. Parker Jr., officer in charge, EPT, CLB-4.

A hands-on approach to helping build a better future for the Afghan people suited Razzada.

“Like every other Marine on my team, he is mature beyond his years, and he was always looking forward to helping,” said Parker. “He had a strong bond with our interpreters, and I would bring him along



CPL. MARK STROUD

Lance Cpl. Behzad Razzada, embedded partnering team, Combat Logistics Battalion 4, 1st Marine Logistics Group (Forward), returned to Afghanistan as a Marine 14 years after fleeing the country with his family following the Taliban’s rise to power. Razzada used his background and knowledge of local customs and languages to help build a better future for the country.

sometimes to [meetings], and he could help fill me in on the perception and mood amongst the ANA.”

Razzada brought his journey full circle when he returned to Afghanistan as a Marine and helped rebuild the country in the aftermath of Taliban rule.

“I’m extremely happy that I had this ex-

perience,” said Razzada. “What the EPT has done is make the ANA more confident in themselves and make them more capable when they are out there on their own. We accomplished our mission.”

Helicopters deliver troops during international maritime exercise



Two CH-53E Super Stallion helicopters assigned to Marine Heavy Helicopter Squadron 463 prepare to land and deliver Marines and Canadian soldiers as part of a noncombatant evacuation training operation during Exercise Rim of the Pacific 2012 at Marine Corps Training Area Bellows, Hawaii, July 26. From June 29 to Aug. 3, more than 200 aircraft, 40 ships and submarines and 25,000 military personnel from 22 nations are participating in RIMPAC. The world's largest international maritime exercise is held biennially in and around the Hawaiian Islands. This is the 23rd in the series that began in 1971. The exercise fosters training, interoperability and improved relations between countries providing security in sea lanes and oceans around the world.

SHOOTER from page A1

The Marines and civilian law enforcement engage in two and four-man teams in pursuit of their target, clearing one area at a time. Maintaining awareness of their surroundings, they must seek and neutralize the shooter.

"Time is precious and can be the difference in saving lives. The situation has to end quickly," said Avery. "It is our end

goal and what we train for."

Bouie added the real life training enables any police officer to react to a situation, making their response second nature.

"An active shooter situation is instantaneous, right now," he said. "Watching our guys go through the training, seeing their adrenaline, it's real to them."

Bouie said he never wants his personnel to wonder "what if," and because of the steady training schedule they endure, he said he is confident they can successfully respond to any situation.

FAMILY from page A1

adopt a girl named Amber, 15 years old at the time, the Hoppers were told four days before their soon-to-be daughter was scheduled to join their family that, for unknown reasons, Amber would not be moving in.

The Hoppers were devastated by the news, but continued to do everything they could to provide to young children within their community.

"I don't know why I love volunteering, I just do," said Hopper. "I feel that we should all be a part of the community we live

in and help others as much as we can."

Hopper's wife, Rebecca, is a police officer and a dog handler for the New Bern Police Department K-9 unit. She also serves the community by participating in a local community watch group.

The Hopper's two sons Austin, 15, and Alexander, 10, are both very proud of their parents' dedication to helping others.

Austin said he looks up to his father and wants to be like him in many ways.

"I think my parents are the greatest," said Austin. "My dad is a fair, understanding and kind person and always wants to help others. I have thought about following in his footsteps by joining the military when I'm old enough. He has taught me that we should always put others first and look out for one another."

Hopper's dedication to helping others shows now more than ever. Earlier this year the Hoppers were reunited with Amber, now 20 years old, and they once again have begun the process to adopt her and make her a permanent member of their family.

SCHOOL from page A1

Also required in the folders are the child's immunization records, a copy of their birth certificate, school transcripts, most recent report cards, proof of residency and picture identification.

Some tips she gave included contacting the school early to schedule an appointment to meet with the principal and teachers to let them know that you're coming. Children and parents can take a tour of the school to get to know the facility and get involved with school programs.

"The kids typically feel more comfortable if they can get a walk-through ahead of time," said Bagley. "Involving the parents is beneficial because it'll put the kids more at ease with the process."

Bagley said it would be especially important for students with special needs to contact the schools ahead of time so the school can prepare.

She also advised that anyone planning a move in the future should do research about the new area they will be moving to.

"Children who have a sense of community are going to do well in all other areas because they'll feel comfortable," said Bagley. "Some kids are super resilient, some are not. But I would advise that they get connected to things on the installation and local area."

Getting your child involved in a club or local sports team is a great way to help them through the transition

process, she said.

Another way to get children ready for the back-to-school season is getting the needed supplies at affordable prices.

North Carolina's Sales Tax Holiday Weekend is Friday through Sunday, which includes 72 hours of tax-free shopping on selected merchandise.

Tax-free items include school instructional materials up to \$300 per item, school supplies up to \$100 per item and sports and recreational equipment up to \$50 per item.

For more information, contact the local school liaison or visit the school liaison website at <http://www.usmc-mccs/school>.

Life & Times

Facebook.com/MCASCerryPoint

August 2, 2012



PHOTOS BY LANCE CPL. STEVEN T. STEWART

Tristan, 7, drinks water after completing the 2.5-mile Piranha Pit fun run aboard Cherry Point, Saturday. When he ran across the finish line, flush and covered in sweat, the other participants cheered him in. He was the youngest runner at the event.

7-year-old son completes race with Marine dad



Run participants make their way through the woods as part of a 2.5-mile Piranha Pit
fun run aboard the air station, Saturday.

LANCE CPL. STEVEN T. STEWART

MCAS CHERRY POINT

FOLLOW [@STStewartUSMC](https://twitter.com/STStewartUSMC)

Why wake up early on a Saturday morning to go running through the woods on Cherry Point? The answer to this question may vary for each person.

More than 30 Marines, family members and residents from the Cherry Point community gathered aboard the air station Saturday for the 2.5-mile Piranha Pit fun run.

Some came to mix up their normal physical training routine with some adventure, rather than another boring route on the side of the road.

Some came for the challenge, trying to further improve their physical fitness and better themselves. The Piranha Pit running trail incorporates hills, hanging trees, and roots that can sometimes be challenging obstacles.

Others came for the fundraising aspect of the run. The money earned from the entry fees went to Marine Corps Community Services, an organization that dedicates its resources to helping Marines.

For one Marine and his 7-year-old son, this run was another way to spend time together.

Chief Warrant Officer 2 John Merritt, an aviation ordnance officer with the Cherry Point Center for Naval Aviation Technical Training, and his son, Tristan, finished the run in less than 40 minutes.

“This is our third run together and it’s always fun,” said Merritt. “Spending time with my son is important.”

Tristan, exhausted and thirsty, said he also enjoyed the run.

When he ran across the finish line, flush and covered in sweat, the other participants cheered him in. He was the youngest runner at the event.

Tristan and his proud father sat down at one of the picnic tables by the finish line while Tristan clung to a water bottle worried about only two things, drinking water and the medal he had just received for completing the run.

Among the variety of reasons runners came out, for this father and son duo the race was another great memory they can cherish for years to come.



Marines, family members and residents of the community gather for the 2.5-mile Piranha Pit fun run here.



Cherry Point community members run through the woods during the Piranha Pit fun run aboard the air station. The money earned from the entry fees went to Marine Corps Community Services, an organization that dedicates its resources to helping Marines.



The Local Buzz

Announcements

► *Indicates new announcement*

► **Lynyrd Skynyrd and The Allman Brothers Band**
The Time Warner Cable Music Pavilion at Walnut Creek in Raleigh, N.C., will host Lynyrd Skynyrd and the Allman Brothers Band in concert Saturday. Ticket prices vary. The concert begins at 7 p.m.
For more information, call 910-831-6400.

► **Havelock Little League Baseball Registration**
New players can register for the Havelock Little League 2012 Fall baseball season at the Havelock Recreation Center, Saturday and Aug. 11, from 10 a.m. - noon.
Returning players can call 671-2941 to register. Registration fees will be \$30.
For more information, call 646-3984.

► **My Big Fat Italian Vacation Dinner Theater**
The Legacy Theater Company in Jacksonville presents “My Big Fat Italian Vacation” Aug. 10.
The show is a comedy and improvisation performance allowing the audience to determine the ending.
Tickets are \$30 and include dinner.
For more information, call 910-545-2296.

► **Operation Ball Gown is Accepting Dresses**
Gently used gowns are currently being accepted for “Operation Ball Gown” scheduled for Sept. 28.
Drop-off locations are Marine Corps Family Team Building and the Whistle Stop Thrift Shop aboard the air station, and Intimate Bridal in Morehead City.
For more information, call 466-4637.

Tours of Cedar Grove Cemetery
Craven Chapter of Questers International and the New Bern Historical Society will provide tours of Cedar Grove Cemetery through November.
Tours offer glimpses into the lives of more than two centuries of New Bernians. Tickets are \$10 and can be purchased at the New Bern Historical Society, Monday through Friday from 9:30 a.m. - 4:30 p.m. or at the gate prior to the tour.
All tours begin at 4 p.m., with one being held Saturday.
Other tour dates are as follows:
August 11, 18, 25
September 1, 8, 15, 22, 29
October 6, 13, 20, 27
November 3, 10, 17, 24

For more information, call 635-1374.

National Night Out
Havelock will host its annual “National Night Out” at Walter B. Jones Park, Friday.
The event will begin at 6 p.m. There will be children’s activities, food, clowns, vendors and more.
National Night Out is designed to heighten awareness of crime and drug prevention, strengthen neighborhood spirit and police and community partnerships, and generate support for local anti-crime programs.
For more information, call the Havelock Police Department at 447-3212.
Jacksonville, N.C., will host its annual National Night Out at Riverwalk Park, Friday.
There will be live entertainment, children’s activities, vendors, food, fun and fireworks. The event is open to the public. Shuttles will be provided by Jacksonville Transit.
For more information, call 910-455-1772.

Beaufort Pirate Invasion
Beaufort will host its annual pirate invasion event, Aug. 10-11.
Reenacting the events of 1747 with “Blackbeard,” there will be sword fighting, cannons blaring, pillaging, plundering and grog swilling.
For more information, call 728-5225.
To coincide with the annual Beaufort Pirate Invasion, the North Carolina Maritime Museum will host a free presentation about the most famous pirate of North Carolina, Blackbeard, Aug. 10. Nautical archeologist David Moore will also provide an archeological update.
The event is free and will take place from 3 - 4:30 p.m.
For more information, call 728-7317.

► **Impress Me Talent Show**
Cherry Point’s Marine Corps Community Services is hosting the “Impress Me” talent competition.
Auditions are Sept. 5 - 6. Semifinals are Oct. 4 and the finale is Oct. 12.
First place winner takes home a \$500 Marine Corps Exchange gift card.
Registration is \$10 per person and the final registration date is Sept. 4. Register locations are the Road House, MCCS building 400, or online at <http://cpimpressme.eventbrite.com>
For more information, call 466-2905.

Marine Corps Professional Reading List Program recent additions:

ALMAR 017/12 Date Signed: May 14, 2012

All Marines: “The Marines of Montford Point, America’s First Black Marines,” by Melton A. McLaurin

“The Marines Of Montford Point, America’s First Black Marines” chronicles the varied experiences of several Montford Point Marines as the first African Americans integrating into the Corps and details their combat service in the Pacific, Korea and Vietnam

Captain and chief warrant officer 4: “Into the Tiger’s Jaw,” by retired Lt. Gen. Frank E. Petersen with J. Alfred Phelps

“Into the Tiger’s Jaw” is the autobiography of retired Lt. Gen. Frank Petersen who served a 38-year career, overcoming numerous challenges to become the first Marine Corps African American aviator and general officer.

View full reading list at <http://bit.ly/usmcreadinglist>

Marine and Family Programs

Marine, Family Programs Office Numbers
The Family Member Employment Program, Transition Assistance Management Program, Relocation Assistance Program and accredited financial counselors can be reached at 466-4201.
• Child Development Resource and Referral – 466-3595.

Now in Building 87
• Exceptional Family Member Program – 466-3305.
• Sexual Assault Prevention and Response Program – 466-5490.
• Substance Abuse Counseling – 466-7568.
• New Parent Support Program – 466-3651.
• Family Advocacy Program – 466-3264.

• Library – 466-3552.
• LifeLong Learning – 466-3500.
• Military Family Life Consultant – 876-8016.
• Retired Activities – 466-5548.

Budget for Baby
The Navy-Marine Corps Relief Society offers Budget for Baby classes.
To register, call 466-2031.

Breastfeeding Class
The Navy-Marine Corps Relief Society offers free breastfeeding classes to expectant mothers.
The purpose of the class is to help prepare the mother to be ready and confident to breastfeed once the baby arrives.
To register, call 466-2031.

Veterans’ Assistance
A representative from the Veterans Affairs Office visits Cherry Point each Thursday in building 4335. Call 466-4201 for assistance.

Monthly and Weekly Events

Beach Magic
The Morehead Center hosts Beach Magic Thursday evenings at 7 p.m.
Tickets are \$10.
For more information, call 726-1501.

Zumba
Zumba exercise classes are held every Monday, Wednesday and Thursday at the Marine Dome aboard the air station at 5 p.m.
For more information, call 466-1147.

Al-Anon Family Group Meeting
Al-Anon family group meetings are held Tuesdays at 8 p.m. for family members and friends of individuals with possible alcohol problems. Meetings are held at Havelock First Baptist Church.
For more information, call 447-8063

Courage to Change
Cherry Point and Havelock Courage to Change support group is for friends and families of people who suffer from alcoholism. Meetings are held at St. Paul’s Lutheran Church in Havelock, Tuesdays at 7 p.m.

For more information, call 241-6155 or 670-6236.

Cycle Classes
Cycle classes are held every Tuesday and Thursday at the Semper Fit Center aboard the air station at 11 and 11:50 a.m.
For more information, call 466-1147.

Water Aerobics
Water aerobics classes are held every Tuesday and Thursday at the Cedar Creek Pool aboard the air station at noon.
For more information, call 466-1147.

Dart Tournament
Weekly dart tournaments at the Road House restaurant and recreation facility are held Thursdays at 8 p.m.
For more information, call 241-6155 or 466-3044.

Domestic Violence Victims
Support groups for victims of domestic violence are provided by the Carteret County Domestic Violence Program.

The group meetings are held every Wednesday at 6 p.m.
For more information, call 728-3788.

Marine Corps League Meetings
Cherry Point’s detachment of the Marine Corps League meets the third Tuesday of each month at Miller’s Landing at 7 p.m.
For more information, call 515-1175.

Disabled Veterans
Chapter 26 of the Disabled American Veterans meets the third Tuesday of each month at the Senior Center in Havelock at 7 p.m.
For information, contact Cris Young at 259-3427.

Basic Budgeting
Learn basic financial management skills in room 159 of the Training and Education building.
The classes for 2012 will be held Aug. 9, Sep. 6, Oct. 11, Nov. 6 and Dec. 6, at 9 a.m.
For more information, call 466-4201.

Hotlines

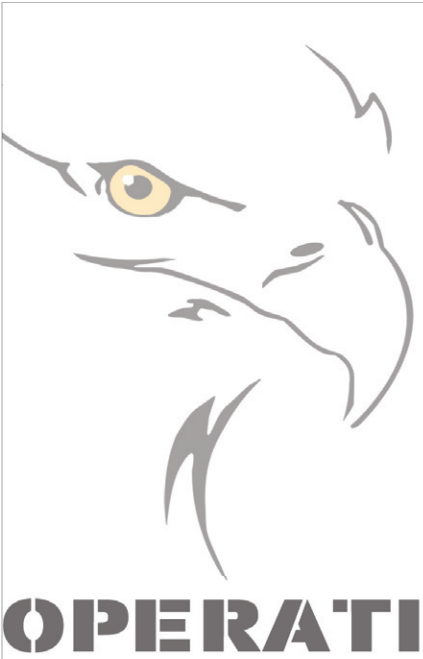
2nd MAW Command Inspector General
466-5038

Station Inspector
466-3449

Fraud, Waste and Abuse
If you know of or suspect any fraud, waste or abuse aboard MCAS Cherry Point, call 466-2016.
This line’s automated answering service is available 24/7.

Sexual Assault
This procedure is not to replace calling 911 if you are in immediate danger. Immediately call 665-4713, which is monitored 24/7. The person answering the call will help you decide the next steps to take. You may remain anonymous.

Severe Weather and Force Protection Information
Cherry Point personnel call 466-3093.
FRC East personnel call 464-8333.
DDCN personnel call 466-4083.



Fixed surveillance

Fixed surveillance is done from a static, often concealed position, possibly an adjacent building, business or other facility. In fixed surveillance scenarios, terrorists may establish themselves in a public location over an extended period of time or choose disguises or occupations such as street vendors, tourists, repair or deliverymen, photographers or even demonstrators to provide a plausible reason for being in the area.

If you notice this type of behavior aboard Cherry Point, contact the Provost Marshal’s Office at 466-6366.

OPERATION EAGLE EYES

Off Limits

MCAS CHERRY POINT AREA

98 CENT ONLY STORE
(BIG DADDY) WESLEY’S GROCERY
COASTAL SMOKE SHOP
EXPRESSIONS
FRIDAY’S NIGHT CLUB (AKA CLUB INSOMNIA, CLUB CLASSICS, INFINITY LOUNGE)
H&D EXPRESS AKA CITGO
NADINE’S FOOD MART
SUPER EXPRESSWAY
TOBACCO OUTLET (HAVELOCK AND NEW BERN)
TOBACCO SHOP & GIFTS (BEAUFORT AND NEW BERN)
TOBACCO TOWN
TOBACCO SHOP (NEWPORT AND NEW BERN)
TWIN RIVERS (NOT THE MALL)
WHITE SANDS CONVENIENCE STORE

MCB CAMP LEJEUNE AREA

BELL AUTO SALVAGE II
DASH-IN
DISCOUNT TOBACCO
D’S DRIVE THRU
D’S QUICK MART
EXPRESS WAY
KINGS DRIVE THRU
LAIRDS AUTO & TRUCK CENTER
MOE’S MART
NEW YORK TOBACCO CENTER
ONE STOP SHOP
SMART BUY
SMITTY’S R&R
TOBACCO FOR LESS
TOBACCO HOUSE CIGARETTE CENTER
TOBACCO LEAF
VETERANS AFFAIRS SERVICES

31st MEU Marines train to rescue downed pilot in enemy territory

SGT. PAUL ROBBINS AND LANCE CPL. CODEY UNDERWOOD

31ST MARINE EXPEDITIONARY UNIT

KIN BLUE, Japan – A downed pilot concealing himself deep in the jungle, attempting to stay hidden from enemy forces in hostile territory. His survival depends upon many factors, one being the capabilities of the Tactical Recovery of Aircraft and Personnel team.

Marines of the 31st Marine Expeditionary Unit's TRAP team, consisting of aircraft from Marine Medium Helicopter Squadron 262 (Reinforced) and infantrymen from Battalion Landing Team 2nd Battalion, 1st Marine Regiment, conducted a mock rescue of a downed pilot here, July 27.

"In addition to the robust capabilities resident within the (Marine Expeditionary Unit), there are a number of contingencies for which we must be prepared," said Lt. Col. Brian Hawkins, the operations officer for the 31st MEU. "One of the most likely contingencies a MEU may be required to handle is a 'downed aircraft' scenario."

Whether the downed aircraft belongs to the Marine Corps, another U.S. service or even another nation's military in the Asia Pacific, the MEU will often be in the closest proximity to the crash site, making the 31st MEU the fastest response force available, according to Hawkins.

In order to respond to such an immediate task, the 31st MEU's TRAP team remains in a constant state of readiness during operations. Within minutes of notification, the entire force can be mobilized for transport.

CH-46E Sea Knight and CH-53E Super Stallion helicopters are used to insert the team, while UH-1N Huey and AH-1W Cobra helicopters provide aerial security.

The size of the ground force depends on the scope of the mission, but is always comprised of specialized teams for their specific tasks. Security teams carry heavy weapons like the 240G machine gun for defense, search teams canvass the area to locate isolated personnel, support teams augment wherever needed, and the headquarters team directs the effort.

Proper coordination of these specialized elements is essential to a successful recovery.

"The recovery team has to make quick and important decisions on the ground, with the intention of accomplishing our task proficiently," said Staff Sgt. Branden D. Kunath, platoon sergeant for the TRAP force ground element.

Speed is also crucial in the successful conduct of a



LANCE CPL. CODEY UNDERWOOD

Marines from the Tactical Recovery of Aircraft and Personnel team of the 31st Marine Expeditionary Unit, rush from the back of a CH-53E Super Stallion helicopter with Marine Medium Helicopter Squadron 262 (Reinforced), during a training mission to rescue a downed pilot here, July 26. The 31st MEU is the Marine Corps' force in readiness for the Asia-Pacific region.

TRAP mission, as one myriad of factors that influence the survival of isolated personnel.

Due to the violent nature of an aircraft crash, there is a chance the pilot requires immediate medical attention. The potential for a quick reaction of enemy forces to capture the downed pilot also pushes the TRAP team to act swiftly.

"We rush into the objective point, set up and begin searching," said Lance Cpl. Andrew Escamilla, a motorman with the TRAP ground force. "We're hoping that after just 30 minutes on the deck searching, we can recover the pilot and evacuate him out safely."

Training scenarios like the one performed improve

the speed and efficiency of the TRAP team, and also strengthen the coordination between the ground and air element, according to Kunath.

As with all other training the 31st MEU conducts, the most important benefit is the increase in readiness for theater security operations.

"The training for this scenario that we conduct during our MEU workup ensures that, if the time comes, we are capable of responding efficiently and effectively under any conditions," said Hawkins.

The 31st MEU is the Marine Corps' force in readiness for the Asia-Pacific region.