

Cherry Point’s airfield ops facilitates 24/7

CPL. TYLER J. BOLKEN
MCAS CHERRY POINT

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Every city has its heart, its purpose for being, the thing that it was created for in the first place. Here at Cherry Point, that heart is the airfield. And like the cogs on the wheels in the belly of an antique timepiece, the Marines and civilians who comprise the Airfield Operations department are a key component of what has made this complicated piece of machinery tick since 1941.

Marine Corps Air Station Cherry Point isn’t LAX, but as the only 24/7 airfield in the Marine Corps and one of only a few in the United States, Cherry Point never sleeps.

Those full-time operations combined with the air station’s geographic location and runway design provide essential operational and emergency divert services for military and civil defense organizations on the East Coast. Once upon a time, that included the U.S. space shuttles during lift-off from their Florida launch pads.

“It’s full service, just like any major civilian airport,” says Lt. Col. Ken Asbridge, who is in charge of airfield operations. The key difference is that, unlike civilian airports, Cherry Point’s main customers are usually en route to or returning from combat operations overseas.

Asbridge manages the more than 280 personnel, made up of more than 220 Marines and nearly 60 civilians, staffed round-the-clock to make Cherry Point’s 24/7 routine possible. Their duties range from aircraft refueling to air traffic control for outgoing and incoming flights. When a pilot is in trouble, aircraft rescue and fire-fighting Marines leap into their fire suits and charge into action. Explosive Ordnance Disposal Marines stand ready to handle any returning aircraft ordnance issues, while the Recovery Division operates the air station’s arresting gear systems. The air station has a full-service weather department that provides weather reports and forecasts to assist in flight planning and storm preparation. And visiting aircraft find themselves in professional hands when they arrive, thanks to a team trained to support virtually every type of aircraft that puts its wheels on the long Cherry Point runways.

“It’s a never-ending cycle,” says John Jackson, the airfield manager. Jackson would know – he has been here since 2000 with a good view of

See **AIRFIELD** page A7

Cherry Point military dog, handler fetch final farewell

LANCE CPL. STEPHEN T. STEWART
MCAS CHERRY POINT

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With tears in her eyes, Brandee Moyer, a dog handler with Cherry Point’s Provost Marshal’s Office, bid her friend and partner, Rambo, farewell at a retirement ceremony for the military working dog here, Aug. 17.

Rambo was forced to retire after he injured his left shoulder during bite training, an exercise conducted to teach the dog how to take down a fleeing enemy by biting their arm.

“Even after he hurt himself during the training, he still didn’t let go of my arm until I told him,” said Moyer. “He never quit on me, not even once.”

During the ceremony, Moyer handed Rambo’s leash to his new owner, Lisa P. Phillips, the chief executive officer of the Retired Military Working Dog Assistance Organization.

See **DOG** page A7

Heavy lift at Lejeune



LANCE CPL. SCOTT L. TOMASZYCKI

A landing support team attaches a six-ton weight to a CH-53E Super Stallion of Marine Heavy Helicopter Squadron 366 on Marine Corps Base Camp Lejeune, N.C., Aug. 16. See Page A3 for full story and photos.

Yuma squadron visits Cherry Point to conduct air-to-air combat training with Harrier pilots

LANCE CPL. STEPHEN T. STEWART

MCAS CHERRY POINT

[FOLLOW @STSTEWARTUSMC](#)

Marine Fighter Training Squadron 401 “Snipers” out of Yuma, Ariz., visited Cherry Point, Aug. 7-16, for the first time in nearly 18 years to conduct training with Marine Attack Squadron 223.

VMFT-401’s primary mission is to train military pilots in air-to-air combat utilizing the F-5N Tiger II tactical fighter and attack aircraft. According to Maj. Nicholas R. Wineman, the maintenance officer for VMA-223, the air combat instructors with the training squadron are some of the best in the Marine Corps with the average pilot having logged more than 2,500 flight hours, and most are graduates of “Top Gun” or the Marine Corps’ Weapons and Tactics Instructor course.

“As Harrier pilots, air-to-air combat is not a traditional mission



LANCE CPL. STEPHEN T. STEWART

An F-5N Tiger with Marine Fighter Training Squadron 401 and an AV-8B Harrier with Marine Attack Squadron 223 taxi back to the flightline Aug. 14, at Marine Corps Air Station Cherry Point, N.C. The aircraft had just returned from conducting air-to-air combat training from off the coast of North Carolina.

for us, however, it’s a developing mission,” said Wineman.

Harriers are normally used for air-to-surface support missions. Although the Harrier is scheduled to be replaced by the F-35B, the Harrier pilots are furthering their training with the aircraft to maintain mission readiness until the F-35B replaces it.

One of the reasons for the nontraditional training is to familiarize the pilots with the new AIM-120, an advanced medium range air-to-air missile, or AMRAAM, capable of all-weather, day-and-night missions.

“The AMRAAM gives us a greater capability in the air-to-air environment,” said Wineman. “Because of this, we have refocused the air-to-air syllabus for us and for the greater Harrier community.”

Within two hours of the visiting instructors landing on the station, after making a cross country flight, they were in the air training the pilots with VMA-223.

“They are the most professional instructors I’ve ever met. They came to every brief prepared and have a ton of knowledge,” said Wineman.

Wineman said another reason for the squadron focusing on air-to-air combat is to support the capabilities of the MV-22 Osprey.

“The Osprey has the capabilities to do deep inserts into a hostile territory and we are training to be able to protect them,” said Wineman. “We have to be ready for anything and ready to provide air-to-air support.”

The training included multiple exercises between the squadrons off the coast of North Carolina. The pilots conducted combat scenarios by placing two Harriers up against one Tiger or vice versa.

The pilots took turns performing in the offensive and defensive positions. Developing their skills, the pilots started in what is

See **HARRIER** page A7

Killeen assumes command of Marine Wing Support Squadron 274, Conway bids farewell

LANCE CPL. SCOTT L. TOMASZYCKI

MCAS CHERRY POINT

[FOLLOW @ZYCKI_USMC](#)

Lt. Col. Sean C. Killeen assumed command of Marine Wing Support Squadron 274 from Lt. Col. Scott E. Conway during a ceremony at the Naval Health Clinic parade field here Aug. 17.

Conway will move on to study at the Marine Corps War College at Quantico, Va., for two years before his next assignment.

Conway said MWSS-274 accomplished a great deal during his tenure as commanding officer.

“The Marines and Sailors of the squadron performed brilliantly,” he said. “They’ve done everything from the doctrinal mission of aviation ground support to the non-doctrinal mission when we formed a Special-Purpose Marine Air-Ground Task Force and went down to Central America and supported ... operations.”

Killeen previously served as the command element branch head of the Total Force Structure Division, Marine Corps Combat Development Command. He said he looks forward to commanding

the “Ironmen.”

“I hope to deploy with this well-led, well-trained, and very capable organization and team,” Killeen said. “I will make this happen by an extensive training plan that focuses on the squadron’s core missions and mastering the basics for the individual Marines.”

His career highlights include serving as the landing support detachment commander for the 31st Marine Expeditionary Unit in 1997, serving in the logistics section of II Marine Expeditionary Force during Operation Iraqi Freedom, and serving as the II MEF logistics operations and plans officer.



Lt. Col. Killeen

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In This Edition:



Marines scrum
with rugby
brethren

See B1 for photos
and story



With your smartphone
download a QR code reader
and scan the code.

News Briefs

2012 Career Planner of the Year September SNCO promotions

Nominations for 2012 Marine Corps Career Planner of the Year are now being accepted until Sept. 24, according to Marine Administrative Message 461/12.

The award recognizes outstanding performance in the professional career planning force and acknowledges the importance of the career planning effort in maintaining an effective career fighting force.

Applications can be emailed to bryant.lodge@usmc.mil. For more information about eligibility requirements visit <http://bit.ly/careerplannerofyear>.

Applications for enlisted to officer

Marine Administrative Message 449/12, signed Thursday, authorizes enlisted Marines to apply for one of the several enlisted to officer programs offered by the Marine Corps.

The programs allow Marines the opportunity to attend a college or university and attend Officer Candidate School to gain commission as an officer.

Applications are due in September.

For more information about eligibility speak with your local career planner or visit <http://bit.ly/enlistedtoofficer>.

Marine Administrative Message 458/12, signed Monday, released the numbers of selected staff noncommissioned officers for September.

The message details the total number for each rank and projected numbers for October.

For more information visit <http://bit.ly/sncopromotions> or email suzanne.denault@usmc.mil

Campaign reaches 5,800 lbs.

Cherry Point Feds Feed Families Campaign collected more than 676 lbs. of donated food items from multiple facilities aboard the air station, Friday.

Since the beginning of the campaign, Cherry Point personnel have donated more than 5,800 lbs. of non-perishable food delivered to local food banks.

The federal-wide food drive is in response to food bank shortages during the summer months as children are left without school nutrition programs.

Donation boxes are located at several locations across the air station including Marine Mart, Marine Corps Exchange, and the Pass and Identification office. For more information on the program visit <http://bit.ly/mcascpfff>.

The campaign ends Aug. 30.

New job services for transition

The Marine Executive Association (MEA,) a 30-year old nonprofit based in Quantico, VA, has announced new and expanded services to support Marines in transition.

The MEA provides services to all Marines, including those leaving active service, returning from Iraq or Afghanistan, retired, reserve or veteran Marines.

For more information about these new services and about MEA visit <http://bit.ly/meajobservices>.

Veterans Program Reaches Milestone

More than 25,000 unemployed Veterans between the ages of 35 and 60 have already applied for new benefits to cover education costs for up to one year through a joint Department of Veterans Affairs and Department of Labor (DOL) program that focuses on retraining up to 99,000 Veterans for high-demand jobs.

Forty-five thousand Veterans can start receiving benefits during the current fiscal year. The VA began accepting applications on May 15. A maximum of 54,000 jobs will be available for the fiscal year beginning Oct. 1, 2012.

Chaplain’s Corner.

Modern military lessons from ancient stories: giving aid to the enemy

NAVY LT. STEVEN J. VORIS
MALES-14 AND VMGR-252

There are over two dozen combat stories in the Bible from which modern warriors can learn lessons concerning military strategy, ethics, and morality. One such story is how the great Israelite prophet, Elisha, healed Naaman, the commander of Syria’s army. In doing so, Elisha provided comfort and aid to the enemy. Though Elisha’s act of compassion converted Naaman, it was not enough to sway the politics between the two nations toward a lasting peace. The complete story can be found in 2 Kings 5:1-19.

Off and on for centuries, the people of Syria had raided settled communities within Israel, even besieging the capital city, Samaria, just a few years before the healing incident in question. Alas, those ancient conflicts and border disputes continue to this present day in 2012.

As commander of Syria’s army, it is hard to imagine that Naaman had not led combat operations against Israel at some point in his career. Undoubtedly, Naaman had Israelite blood on his hands. As it came to pass, Naaman developed leprosy. One of his slaves, who had been captured in a raid on an Israelite village, told him that a great prophet lived in Samaria and could heal him. Naaman approached the

king of Syria and asked to travel to Samaria to gain a cure. The king granted his request and sent a diplomatic letter to the king of Israel asking that Naaman be cured of his skin disease. Naaman took a very large gift of gold, silver, and fine clothing with him as payment for his healing. Ironically, Naaman sought life from the very people that he had been responsible for killing.

The king of Israel took the diplomatic correspondence as an impossible request thinking that the king of Syria was looking for an excuse to renew hostilities. Elisha heard of the king’s dilemma and asked that Naaman be sent to him. Elisha gave Naaman a simple, but strange, prescription for his healing. Naaman was asked to bathe seven times in the Jordan River. This necessitated a one or two day journey to the river, so the prescription was a test of Naaman’s resolve and faith. When Naaman complied, he was immediately cured of his disease. And, Naaman became a convert to the Hebrew faith. Elisha refused to take any payment for the healing. God’s blessing cannot be bought or sold.

Of course, this incident predated the Geneva Convention and there was no “noncombatant” designa-

See **CHAPLAIN** page A7

COMBINED FEDERAL CAMPAIGN KICKOFF EVENT

3-7:30 pm Sept. 13, MCAS Cherry Point Theater



Unit Competition for the 2012 Cherry Point CFC Cup
Arm wrestling tournament, pushup competition, tug-of-war, egg toss, relay. 4 person teams

Fun events for the whole family to enjoy
Music, inflatables, silent auction, car/bike show, karaoke competition



Key event times
Car & Bike Show Begins: 3:30 pm
CFC Cup Begins: 4:00 pm
Silent Auction: 4:30 pm
Karaoke Contest: 6:00 pm
See full schedule online

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LANCE CPL. RYAN M. BLOOMER

Job Title: Crew Chief
Unit: Marine Light Attack Helicopter Squadron 467
Hometown: St. Mary’s, W. Va.
Age: 29
Date Joined: Feb. 22, 2009

No UH-1N Huey helicopter takes off without a crew chief in the back. Lance Cpl. Ryan M. Bloomer, a crew chief with Marine Light Attack Helicopter 467, provides support for his helicopter both in the air and on the ground.

Bloomer said he assists mechanics doing maintenance, inspects the maintenance, and flies with the helicopter to support the pilots however they need him.

“The pilots can only see from three and nine o’clock forward, while we can lean our head out and see the whole 360 degrees between the two crew chiefs in the back,” he said. “We’re their eyes because they’re focused on reading the gauges and radio calls.”

Bloomer said working 12 or more hours a day on a regular basis is a challenging part of his job. It is also a challenge to master all three parts of his job with inspections, maintenance and flying. However, the job is not without its perks.

“My favorite part about the job is flying,” he said. “It’s the meat and potatoes of what we do, and it’s the most thrilling part of the job.”

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Highlighting Cherry Point’s Warriors



LANCE CPL. SCOTT L. TOMASZYKI

The Windsock

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REMEMBER TO RECYCLE





PHOTOS BY LANCE CPL. SCOTT L. TOMASZYCKI

A landing support team from Combat Logistics Regiment 27 watches the approach of a CH-53E Super Stallion of Marine Heavy Helicopter Squadron 366 during an external lift training exercise on Marine Corps Camp Lejeune, N.C., Aug. 16. The Super Stallion can lift up to 16 tons of equipment.

Super Stallions conduct MAGTF training

HMH-366 practices heavy-lift capabilities

LANCE CPL. SCOTT L. TOMASZYCKI

FOLLOW @zyckiUSMC

MCAS CHERRY POINT

Marine Heavy Helicopter Squadron 366 practiced moving artillery from a fixed base to a forward position on Marine Corps Base Camp Lejeune, N.C., Aug. 16.

The squadron uses the CH-53E Super Stallions, which can lift up to 16 tons of equipment, for "vertical envelopment," or dropping forces off at a landing zone to strike the enemy from an unexpected direction.

The artillery unit participating in the exercise became unavailable, but the squadron still trained in the spirit of the scenario, said Capt. Frederick L. Reiss, the ground training officer of the squadron.

"We went out and did external lifts and kept the scenario involved to keep everybody tactically proficient," Reiss said. "As a Marine Corps, we have to stay up on everything that has to do with war fighting."

A six-ton cement block and a large steel I-beam replaced the two previously scheduled M777 howitzers for the duration of the exercise, but the crew treated it the same as if the cannons were there.

The pilots practiced taking off with external weight, dropping off external cargo loads, and doing it with the coordination of the landing support company controlling the landing zone. The crew chiefs practiced controlling the hook that carried the external loads.

In combat scenarios, the helicopters would conduct internal and external extractions of equipment and personnel into and out of hostile combat environments.

"Doing the external lift is good to gain more proficiency because that was a big part of our job every day in Afghanistan," said Lance Cpl. Robert J. Ellis, a crew chief with the squadron.

He added it keeps everyone on their toes.

"We go out and we do these training missions and basically train like we fight, every time," Reiss said. "We try to incorporate tactics into every training mission that we can to the maximum extent possible. Instead of going around burning circles in the sky, we give some purpose to it."



A CH-53E Super Stallion of Marine Heavy Helicopter Squadron 366 comes in to pick up an I-beam during a training drill on Marine Corps Base Camp Lejeune, N.C., Aug. 16. The downdraft is so strong the landing support crew from Combat Logistics Regiment 27 has to brace themselves for the wind in order to not fall over and wear masks to stop the stinging of small wind-blown objects.



The landing support team attaches a six-ton weight to a CH-53E Super Stallion of Marine Heavy Helicopter Squadron 366 during external lift training exercises on Marine Corps Base Camp Lejeune, N.C., Aug. 16. Lance Cpl. Robert J. Ellis, a crew chief with the squadron, said external lift was a big part of the squadron's job in Afghanistan.



A CH-53E Super Stallion of Marine Heavy Helicopter Squadron 366 comes in to pick up an I-beam during a training drill on Marine Corps Base Camp Lejeune, N.C., Aug. 16. The training exercise helped the squadron practice vertical envelopment techniques, by which troops and equipment are dropped off by aircraft to strike an enemy from an unexpected direction.

Corporals Leadership Course: Setting the Standard

Week One: History and tradition

CPL. SANTIAGO G. COLON JR.

MCAS CHERRY POINT

At 23, serving as a squad leader during a fight against enemy forces in Iraq in 2004, Cpl. Jason Dunham led his squad into an engagement, then stopped to search seven Iraqi vehicles attempting to depart the area. As Dunham walked toward the vehicles, an insurgent jumped out and attacked him. Dunham wrestled him to the ground and the insurgent released a grenade. Giving his life to save two of his fellow Marines, Dunham covered the grenade with his helmet and body.

As previous Marine non-commissioned officers had done, Dunham set the standard for all Marines to live up to – a standard of courage and fighting spirit unmatched by most military organizations in the world.

This spirit is bolstered in the indoctrination period known as Corporals Leadership Course, the first in a series of Professional Military Education courses offered by the Marine Corps to teach Marines the Marine Corps standards for their rank, and to prepare them for promotion to the next rank.

During the history portion, Marines learn about Marines like Cpl. Jason Dunham, who earned the Medal of Honor for his actions in Iraq in 2004, and discuss what type of traits a person must have to jump on a grenade in defense of his comrades.

As the first rank in the non commissioned officer corps, corporals have a responsibility to their subordinates and superiors unlike that of any other rank. Marine corporals are the “working supervisor,” fulfilling their occupational field specialty obligations while leading and mentoring junior Marines, said Gunnery Sgt. Valdez R. Baker Jr., staff non commissioned officer in charge for Cherry Point Corporals Leadership Course.

“We are directly responsible for shaping the ideas they have,” said Baker about his responsibilities to the corporals that come through his course. “Going to basic training, (Marine Combat Training), (military occupa-

tions skills) school, that’s just the foundation.

“Once you get to the fleet and gain a little more experience you need those senior Marines to give you better leadership and mentoring skills – that’s our goal during the course.”

Baker and his team of instructors, Sgts. Lindsey Philpot, Michael A. Blaul and Stephen W. Ford, teach more than 30 corporals every month – fitting in a multitude of topics

enlisted panel consisting of sergeants major from multiple units across the air station. The panel of senior leaders shared their expectations of the corporals and set the tone for the next three weeks.

“You are sitting next to somebody that could be a sergeant major or a master gunnery sergeant with you later on in your career,” said Sgt. Maj. Holly C. Prafke, headquarters and headquarters squadron sergeant

He said one preconceived notion of corporals course is that it is similar to boot camp which he found out was totally incorrect.

“Everything from physical training to the classes were all taught in a very professional manner,” said Chevalier. “They treat us professionally because we are already Marines.”

Ford said that as an instructor he is not making Marines, he is teaching and improving NCOs.

“In my opinion, I still try to emulate (drill instructors) as an NCO because they are perfect, spot-on, 24 hours a day, seven days a week,” Ford said. “(When it comes to corporals course) I am not a drill instructor. You know what it is to be a Marine; you have been to boot camp. My job here is to reignite the flame in the NCO.”

Ford said every Marine who goes through the course has a different experience depending on the unit they are coming from. He said for some Marines this is their first experience with the topics and for some its part of what they do every day.

“Some of these students could probably teach certain classes better than I could,” added Ford.

Some of the courses included classes on leadership styles, Mentoring Marines, Leading by Example and history of the NCO portion, which teaches Marines about prior corporals and sergeants who made a difference in the Corps and in U.S. history.

Baker said it is vital that Marines know the history of their rank and of the men who wore it before them.

“You don’t know where you are going if you don’t know and understand where you are come from,” said Baker. “It is very important to show, through history, that the NCO is the backbone of the Marine Corps.”

Traditions also play a part during the first week of the course. Corporals of class 274-12 polished off their week with an introduction to drill with the NCO sword and the guidon.

“We are directly responsible for shaping the ideas they have. Once you get to the fleet and gain a little more experience you need those senior Marines to give you better leadership and mentoring skills – that’s our goal during the course.”

— **Gunnery Sgt. Valdez R. Baker**
SNCOIC for Cherry Point Corporals Leadership Course

into the three-week course.

For Baker, the goal of week one is to introduce the junior rank of NCOs to their first ever Professional Military Education Course.

“You get a couple of classes about nutrition, physical fitness, development of the NCO mindset,” said Baker. “Different things like mentorship and leadership classes that help break them in and help them understand this is your first PME and this is what to expect.”

Marines from across the air station checked-in Aug. 13, in the traditional Service A uniform to the instructor hatch, lining up in alphabetical order in typical Marine Corps fashion, hoping to gain a spot in Class 274-12. Once they were processed into the course, and after undergoing a thorough uniform inspection, they began the first part – a senior

major. “When you leave here you are going to have a wealth of knowledge about Marine Corps orders. You need to take that back with you.”

Shortly after the panel the class began their first period of instruction, Operational Risk Management, a process by which the Marine Corps analyzes and assesses potential danger, and jumped right into developing the NCO mindset class, which focuses on the 24/7 mentality that all Marines, and especially NCOs, must embody the highest level of professionalism and ethics whether on or off duty.

For some students, like Cpl. Thomas Chevalier, a 26-year-old KC-130J Hercules mechanic with Marine Aerial Refueler Transport Squadron 252, the class environment surprised him during the first days of the course.



CPL. SANTIAGO G. COLON JR.

Cherry Point Corporals Leadership Class 274-12 hold a “draw sword” during an introduction to sword manual, Aug. 17. The three-week course is the first Professional Military Education class enlisted Marines attend and focuses on leadership, history and tradition of Marine Corps corporals.

The fastest way to be safe: Autocross returns to Cherry Point



PHOTOS BY CPL. GLEN E. SANTY

Staff Sgt. Christopher Henkle, supply chief with Combat Logistics Battalion 6, and his father retired Maj. Steve Henkle, race to the finish on the Cherry Point autocross at Foxtrot Taxiway, Aug. 11. Hosted by the Single Marine Program, the Cherry Point autocross is a timed circuit race meant to teach Marines and guests the importance of safety and auto control.

CPL. GLEN E. SANTY

MCAS CHERRY POINT

The Cherry Point autocross began with an inconvenient delay due to rain and lightning strikes within five miles, Aug. 11. After 45 minutes of waiting, the rain and lightning cleared, letting the racers commence to skidding their cars along the wet, windy track.

Hosted by the Single Marine Program, the autocross is a timed circuit race meant to teach Marines and guests the importance of safety and auto control at Foxtrot Taxiway, a converted stretch of airstrip to racetrack aboard Cherry Point.

According to the National Center for Biotechnology Information, motor vehicle crashes account for nearly one third of U.S. military fatalities annually.

"I don't know how many Marines have actually come up to me to tell me how this event saved their lives or prevented a potentially fatal situation," said Jen Krivohlavy, a single marine program coordinator with MCAS Cherry Point. "It teaches safety and it is fun."

A variety of automobiles, from homemade hotrods to 20-year-old Honda Civics, entered the race. Most Marines drove their cars they drive everyday to and from work.

From the amateurs to the sponsored professionals, all participants found enjoyment while staying safe at the event. Some guests made the drive from Wilming-

ton or further to compete. Other patrons were from the local Havelock, New Bern, and Morehead City, N.C., area.

Ashlee Woh, 16-years-old from Havelock, has been racing since she was 15 with a drivers permit and her father, John Bodnar, a Cherry Point contractor currently deployed to the Kingdom of Bahrain in the Persian Gulf, usually rides shotgun.

"This is my first real go on this track," said Woh. "I just really hope I don't mess up my car."

Staff Sgt. Christopher Henkle, a supply chief with Combat Logistics Battalion 6, and his father, retired Maj. Steve Henkle, said the event was a blast.

"We're not here to win, we're here to have fun," said Christopher. "This course wasn't designed to go too fast on. As soon as you start picking up speed there's a turn or obstacle you have to slow down around."

"I love the enthusiasm I see from the Marines," Krivohlavy said. "This is the number one favorite event of the SMP."

At the moment, the Cherry Point autocross is the only autocross course in the Eastern North Carolina region, Krivohlavy said. The next big Single Marine Program autocross challenge will be held in October. It will be Cherry Point's first time sponsoring the Eastern North Carolina regional championship.



Ashlee Woh, 16-years-old from Havelock, N.C., prepares for her relay around the Marine Corps Air Station Cherry Point autocross course at Foxtrot Taxiway, Aug. 11. Woh has been racing since she was 15 with a drivers permit, her father, John Bodnar, a Cherry Point contractor currently deployed to the Kingdom of Bahrain in the Persian Gulf,



Pfc. MELISSA ESCHENBRENNER

A pilot with Marine Fighter Attack Training Squadron 101 lands aboard the aircraft carrier USS Nimitz at a training event, Aug. 13. Pilots trained to qualify trapping, using the tail hook of an F/A-18 Hornet to catch wires on the flight deck, during day and night training.

Flying high to qualify, pilots land aboard aircraft carrier

Pfc. MELISSA ESCHENBRENNER

MARINE CORPS AIR STATION MIRAMAR / 3RD MARINE AIRCRAFT WING

ABOARD USS NIMITZ – Marines with Marine Fighter Attack Training Squadron 101 trained for aircraft carrier landing qualification aboard USS Nimitz, Aug. 9-16.

The detachment of six pilots qualified in trapping, which requires landing by dropping a tail hook of an F/A-18 Hornet and catching one of four wires across the landing deck which brings the aircraft to a stop.

Along with trapping, pilots practiced taking off from

catapults that send the aircraft to speeds greater than 150 mph in approximately two seconds.

“It’s pretty nerve-racking for new pilots,” said Maj. Christopher T. Severson, a pilot with VMFAT-101. “Being able to land on an aircraft carrier is what makes Marine and Navy pilots some of the most qualified pilots in the world.”

Pilots must trap 10 times during the daytime and four times at night to become qualified for flight on an aircraft carrier. They also must complete touch-and-go’s, quick landings and take-offs from the runway.

During landing, the pilot never turns off the aircraft’s power. Jet pilots must be prepared to take off again in case they do not catch the wire. Only after the pilot has had confirmation that they have caught the wire, will they cut the power, explained Severson.

Pilots with the ability to land aboard an aircraft carrier are highly qualified to defend the country when ever their services are needed, explained Severson.

This training is one of the final qualifications new pilots need to complete to become fully qualified to fly with a deployable F/A-18 squadron.

CHAPLAIN from page A2

tion at that time. Even though Elisha was a religious professional, he was still a combatant. In fact, a short time after Naaman's healing, the king of Syria tried to assassinate Elisha for tipping off Israel's forces about Syria's troop movements. Naaman's healing did not curb the king of Syria's hostilities. Even still, Elisha had compassion on an enemy soldier and healed him. That one act of kindness did not change the political realities of war. Governments wage war. Individual soldiers do their part to fight and win. But, soldiers are human, and humans can offer compassion to those who are suffering, even at a time of war. We don't know if Naaman returned to Syria and took up arms against Israel again or not. He is not mentioned again. But, the act of compassion Elisha provided an enemy combatant has never been forgotten. That's something to think about.

Beginning on September 6, a military education study series on "Modern Lessons from Ancient Combat Stories" will be held on the first and third Thursdays from 12:00-13:00 at the Station Chapel. Bring a sack lunch and explore the surprising relevance of other ancient combat stories to the ethical, moral, and tactical preparation for modern warriors. This study is for warriors of all ages and all ranks.

Amen and Amen.

DOG from page A1

The organization, based out of Texas, adopts retired military working dogs to help provide medical assistance and permanent homes.

"The organization is great for these dogs," said Moyer. "They treat the dogs as military members and not just like a piece of equipment."

The military working dogs at Cherry Point help provide security for the station by conducting anti-terrorism searches, patrolling the air station, and working closely with local law enforcement.

During Rambo's tenure, he conducted 169 random anti-terrorism vehicle searches, 160 walking patrols, 35 searches of buildings and property, and five public demonstrations exhibiting the capabilities of military working dogs.

HARRIER from page A1

called a neutral starting point with each aircraft facing each other and trying to gain the upper hand on their enemy.

It requires an air combat tactics instructor or an air combat instructor to conduct air-to-air combat training. There are only two instructors on the East Coast, which makes it difficult to get this training for the pilots. Because the training squadron brought more instructors and five of their F-5Ns, VMA-223 was able to complete what would normally take three or four months to achieve in less than two weeks.

Wineman said his Marines and the visiting instructors performed phenomenally during the training cycle, attributing their success to teamwork. The squadrons cancelled zero sorties during the training, and every flight took off and landed on time because of the exceptional work done by the maintenance Marines from both squadrons.

Wineman added that the instructors from VMFT-401 are an invaluable asset for his Marines to train with, and he hopes to continue his unit's relationship with the training squadron. The squadron is planning to return next year.

"For the younger pilots to have the opportunity to train with these instructors is an honor," said Wineman. "This is an opportunity and an asset that these pilots have never received. We are looking forward to working with the instructors in the future."

AIRFIELD from page A1

airfield operations thanks to his supervisory role as well as the commanding view from his office near the air traffic control tower. According to Jackson, regardless of whether the traffic here is military or commercial, "the airflow is effective and efficient."

In a virtual sense, Cherry Point's air traffic control operations are the most visible facet of the airfield ops team. Using sophisticated radar technology, they control more than 5,300 square miles of airspace for all aircraft that pass through Eastern North Carolina. Although their primary mission is to support military flight operations, explains Asbridge, the air traffic controllers here also provide 24/7 ATC services for commercial and general aviation flights throughout the region.

The bulk of airfield operations here are conducted in support of the 13 Marine aviation squadrons, made up of more than 100 aircraft combined, who call Cherry Point home. The resident platforms include AV-8B Harriers, EA-6B Prowlers, KC-130J Hercules, UH-1N Hueys, AH-1W Cobras, CH-53 Super Stallions, C-9B, UC-35D, HH-46E search and rescue helicopters and unmanned aircraft.

All of these aircraft and the Marines responsible for their operation must constantly train to ready themselves for deployments to the far corners of the globe as part of the Marine Air-Ground Task Force. Cherry Point's primary mission in life is to provide all relevant services in support of those operations – a mission that doesn't stop when the sun goes down or the weekend rolls around.

"If we had to limit our field hours, it would hamper 2nd Marine Aircraft Wing operations," says Asbridge.

You can hear aircraft taking off and flying overhead at any time of day here, he adds. Those late-night flights that some find annoying aren't just for kicks. "We fight wars at night, requiring training at night," says Asbridge. "It's about saving Marines' lives on the battlefield."

"We are very conscious of the annoyance caused by late-night flights, especially during the summer months when the daylight lasts so long," says Asbridge, "and we work hard to keep that noise to a minimum by adjusting flight patterns and procedures. Ultimately, we realize that we also rely on the positive support we receive from our neighbors."

Another key wheel in the machine that makes Cherry Point tick is Cherry Point's Aerial Port of Embarkation. Acting as a military flight terminal, the APOE is manned and operated by Marines from Camp Lejeune-based Combat Logistics Regiment 27. The regiment's Combat Service Support Detachment 21 works with Airfield Operations to handle all incoming and outgoing cargo and personnel on military and commercial aircraft. The APOE serves as the point of departure to all international and continental United States destinations for most Marine units based at Cherry Point and Camp Lejeune. Other U.S. and foreign military units occasionally pass through the APOE as well.

In 2011, more than 74,000 passengers, nearly 16,000 short tons of cargo and 589 aircraft traveled through the APOE. This year's numbers are on track to be about the same with more than 52,000 passengers, more than 11,500 short tons of cargo and 419 aircraft already traveling through as of Aug. 20.

Despite their multiple customers and wide range of services provided, the airfield isn't anywhere near its capacity, says Asbridge, who believes Cherry Point will continue to be a staple in Marine aviation and Eastern North Carolina for at least another 70 years.

"We're not just working for a paycheck supporting 'X, Y, Z' corporation," says Asbridge. "Our deployed service members are in the fight 24/7 – so the Marines and civilians here never stop working to provide that critical support."

Wing helps fight California wildfire



PHOTOS BY CPL. RYAN CARPENTER

The 3rd Marine Aircraft Wing partnered with the California Department of Forestry and Fire Protection to conduct aerial firefighting against wildfires in eastern San Diego County, Aug. 15.



PHOTOS BY CPL. TYLER J. BOLKEN

Justin Michael ‘Red’ Reed, a player for the Cherry Point rugby squad, digs in trying to outrun players from Ger’s Army during the 2nd annual Blackbeard 7s Beach U.S. Open Rugby Championship Tournament at Atlantic Beach in Morehead City, N.C., Aug. 11. The Irish squad edged Cherry Point in the championship match.

Marines scrum with rugby brethren

CPL. TYLER J. BOLKEN
MCAS CHERRY POINT

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Rugby isn’t for the faint of heart and whipping winds and drenching rain wasn’t about to prevent the 2nd annual Blackbeard 7s Beach U.S. Open Rugby Championship Tournament at Atlantic Beach, Aug. 11.

The sport, renowned for its brotherhood spirit, brought out men and women from all walks of life, including a Cherry Point team of Marines, Sailors and civilians, a few teams from across the state and even a team of players from Ireland, spending their summer in the states.

In a narrowed field because of weather, the Irish squad took the tournament crown in a final against Cherry Point, 25-21, but as the game’s nature dictates, the focus from competition quickly turned to kinship. Players from both teams united in a huddle around one of the Irish players fittingly leading a yelling chorus of The Foundations’ “Build Me Up Buttercup.”

“What really brings the guys out, especially the Marines and Sailors, is how tight knit and close the rugby community is,” said Sgt. Tommy Anderson, an aviation ordnanceman at the air station who has been on the Cherry Point rugby team for more than four years.

Cherry Point “ruggers,” as those in the sport refer to themselves, dedicate their off-time practicing on the air station throughout the week. Most of the guys wouldn’t have even met each other had it not been for their rugby paths colliding, explained Anderson, a native of Cañon City, Colo.

A rugby scrum itself is symbolic of the sport’s brotherly nature when the players line up across from another, interlock arms, and grit and grind for position to determine possession.

The raucous scrum scenes at the beach saw winds gusting and whistles blowing while players hollered at one another and the sidelines echoed the enthusiasm during aerial collisions and feet-lifting hits.

“It’s said that rugby is a hooligan’s game played by gentleman,” said Anderson.

All hits and taunts aside, the sport seems to always draw back to its foundational beginnings of teamwork and sportsmanship. It’s just the spirit of the game, though heated at times, everybody gives their all and shakes hands afterward, said Anderson.

“You can hit somebody in the face on the field and share a beer with them five minutes later,” said Chris Underwood, a civilian aerospace engineer at the air station and one of Cherry Point’s veteran rugby players with nine years under his belt. “It’s a strong bond, different than just a regular friendship with somebody you work with,

it’s stronger.”

Though rugby is far from becoming an American past time, its culture and bruising hits are catching on in the states and internationally. The Armed Forces Rugby 7s Championship, between the Army, Navy, Coast Guard and Marine Corps, was held in Glendale, Colo., Aug. 18-19, with the All-Marine rugby team edging the Air Force in the Championship, 33-31.

“In 2016 rugby will be in the Olympics,” said Anderson, adding that the goal is to get as many service members on the American team as possible.

“It’s just another one of those things, trying to build the sport more in America,” he said.



The Cherry Point rugby team, black, made up of Marines, Sailors and civilians from the air station, scrums for possession against Ger’s Army, a team of players from Ireland overseas for the summer, during the 2nd annual Blackbeard 7s Beach U.S. Open Rugby Championship Tournament at Atlantic Beach in Morehead City, N.C., Aug. 11.



Players from the Cherry Point rugby team, black, made up of Marines, Sailors and Civilians from the air station, huddle together with Ger’s Army, a team of players from Ireland, they competed against in the championship game at the 2nd annual Blackbeard 7s Beach U.S. Open Rugby Championship Tournament at Atlantic Beach in Morehead City, N.C., Aug. 11. The Irish squad edged Cherry Point, 25-21.

CHERRY POINT MESS HALL

HOURS OF OPERATION

Monday-Friday

Breakfast 6-8 a.m., Lunch 11 a.m.-12:45 p.m.,
Dinner 4-6 p.m.

Saturday-Sunday/ Holiday Hours

Breakfast/Lunch 8:30-11 a.m.,
Dinner 3-5 p.m.

FAST FOOD LINE

Monday-Friday

Breakfast 6-8 a.m., Lunch 11 a.m.-1 p.m.,
Dinner 4-6 p.m.

Breakfast Menu

Assorted fresh fruit, assorted hot and cold cereals, fried eggs and omelets to order, scrambled eggs and hard cooked eggs, grill special, pancakes, French toast or waffles, breakfast potatoes, breakfast meats, creamed beef or sausage gravy, assorted muffins, breads and breakfast pastries.

Specialty Bar Menu & Blendz

Tuesday and Thursday Lunch (Blendz) - Banana-strawberry yogurt, banana-blackberry yogurt, banana peach yogurt, banana pineapple yogurt, banana mango yogurt, banana blueberry yogurt, Asian chicken chopped salad, Asian beef chopped salad, Savannah fried chicken salad, Southwest chicken strip salad, chef salad bowl, buffalo chicken salad, turkey club salad, beef fajita salad, BLT club salad, Southwest flank steak salad, chicken caesar salad, Chinese chicken salad, antipasto salad.

Monday - Pasta primavera, lasagna, chicken rotini casserole, baked ziti with four cheeses, meatballs, baked Italian sausage, boiled rigatoni, boiled spaghetti, simmered ziti, simmered linguine, simmered fettucini, simmered penne rigate, simmered rotini, Italian meat sauce, alfredo sauce, caesar salad, toasted garlic bread and breadsticks.

Wednesday - Chicken enchiladas, taco beef filling, burritos, Mexican rice, refried beans with cheese, Mexican corn, shredded lettuce, diced tomatoes, chopped onions, sliced jalapeno peppers, taco shells, flour tortillas, taco sauce, salsa, sour cream.

Friday - Wings of fire, honeyed BBQ wings, teriyaki wings, French fried chicken wings, French fried garlic fries, corn on the cob, baked beans, carrot sticks, celery sticks, blue cheese dressing, ranch dressing.

Weekly Menu

Thursday August 23

Lunch - Cream of broccoli soup, Jamaican jerk chicken, Creole macaroni, cilantro rice, succotash, balsamic roasted potatoes

Dinner - Chicken and orzo soup, pork scaloppini with herbed to-mato sauce, baked stuffed shells, rice pilaf, marinara sauce, stewed chick peas with zucchini, mixed vegetables

Friday August 24

Lunch - New England clam chowder, maple glazed salmon, tur-key pot pie with baking powder biscuits, long grain and wild rice, green beans, cauliflower polonaise

Dinner - Turkey vegetable soup, mambo pork roast, lasagna, candied sweet potatoes, marinara sauce, steamed broccoli, Mexican corn

Saturday August 25

Lunch - Beef barley and onion soup, vegetable and black bean en-chiladas, chicken and broccoli casserole, confetti rice, Spanish style beans, steamed vegetable medley

Dinner - Cream of chicken soup, java molasses pork loin, Swiss steak with mushroom gravy, Lyon-nais potatoes, buttered egg noodles, stewed tomatoes, and peas

Sunday August 26

Lunch - Vegetable beef supreme soup, baked citrus herb crusted fish, fried chicken, brown rice pilaf, red bliss smashed potatoes, cream gravy, bean casserole,

Dinner - Turkey noodle soup, creamy Cajun shrimp penne, meat loaf, roasted garlic mashed potatoes, brown gravy, Louisiana style smothered squash, okra mēlange

Monday August 20

Lunch - Open faced steak sandwich, Cajun lightning chicken, rice pilaf, green beans Nicosia, sautéed summer squash with tomato

Dinner - Vegetarian split pea soup, spaghetti with meat sauce, bar-becued spareribs, scalloped potatoes, steamed broccoli

Tuesday August 21

Lunch - Louisiana chicken and sausage, gumbo, southern style fried catfish fillets, turkey with vegetable primavera, roasted zuc-chini, potatoes au gratin, calico cabbage, hush puppies

Dinner - Tomato noodle soup, Yankee pot roast, Casablanca vegetable stew, oven browned potatoes, steamed rice, brown gravy, corn on the cob, sweet sour greens

Wednesday August 22

Lunch - Hearty winter vegetable soup, maple mustard pork loin, chicken parmesan, whipped sweet potatoes, penne rigate noodles, marinara sauce, ratatouille, broccoli, cheese, rice breadsticks

Dinner - Chicken tortilla soup, Texas BBQ beef brisket, baked tuna and noodles, backed macaroni and cheese, vegetable stir fry, beans fiesta

DID YOU KNOW?

Fatigue and Late night Driving

CONTRIBUTED ARTICLE

MARINE CORPS SAFETY & FORCE PRESERVATION

The U.S. National Highway Traffic Safety Administration estimates that drowsiness or fatigue is a principal factor in approximately 100,000 police-reported crashes annually (about 1.5% of all crashes). Like drunk drivers, a drowsy driver’s judgment, reaction time, and memory are impaired. Moreover, doctor’s point out that drowsiness is not a warning sign; it’s the last thing that happens before you fall asleep, whether you want to or not. Highway hypnosis can also contribute or exacerbate fatigue driving. Highway hypnosis is a mental state in which a driver goes into a trance-like state from staring at monotonous road patterns (yellow/white lines on the road) coupled with little to no lighting or urban structures. A hypnotic driver is physically driving the vehicle and responding to road conditions in the expected manner but his conscious mind may have no recollection of having done so. Highway hypnosis usually happens during long drives, day or night. Typical crash related to fatigue

- Occur late at night to the early morning 11 p.m. – 3a.m.
- Involves a single vehicle and a driver who is alone or has passengers asleep and who does not attempt to avoid a crash
 - Happens on a high-speed road

Who is at-risk? Common Factors

- Sleep-deprived or fatigued
- Driving long distances without breaks
- Driving during times when they normally sleep
- Taking medication or drinking alcohol
- Driving alone
- Driving on long roads without much change in scenery
- Frequent travelers such as those on business trips

Strategies to Reduce Fatigued Driving

The obvious way to reduce fatigue driving crashes is to get enough sleep and to pay attention to your driving. But there are more solutions that can help mitigate the risks:

- Manage your time so you can arrive at your destination as early as possible
- Avoid alcohol prior to driving or riding a motorcycle
- provide appropriate allowances for leave or longer liberty periods (like “noon to noon”)
- Avoid prescribed medications that will make you drowsy
- Utilize assistant drivers or passengers who can be awake and ensure you are not fatigued
- If you are tired, pullover and get some rest
 - Rolling the window down, turning on the air conditioner, turning up the radio, or drinking energy drink may temporarily reduce fatigue but they are not the recommended solutions for long distance driving. Use operational risk management and sleep before hitting the road!

Civilian Life Ahead?

Get Assistance With

- Employment
- Education
- Benefits
- Life Goals

MARINE FOR LIFE

CONNECTING MARINES WITH OPPORTUNITY

An Official Program Of The United States Marine Corps

www.MarineForLife.org • 866.645.8762

Station gym hours

Devil Dog Gym: 466-2713/4420/4192

Monday - Thursday: 3:30 a.m. - 10 p.m.

Friday: 3:30 a.m. - 8 p.m.

Saturday: 8 a.m. - 6p.m., Sunday: 9 a.m. - 5 p.m.

Marine Dome: 466-2566

Monday - Thursday: 5 a.m. - 9 p.m.

Friday: 5 a.m. - 6 p.m.

Weekends and holidays: 1 - 5 p.m.

Hancock Fitness Center: 466-4018

Monday - Thursday: 5:30 a.m. - 7 p.m.

Friday: 5:30 a.m. - 5 p.m.

Closed weekends and holidays

MCAS Cherry Point

STATION THEATER

E Street

Movie Hotline: 466-3884

Visit us at www.mccscherrypoint.com

Adults only \$4 • Kids (4-12) only \$3

NOW SHOWING

Thursday, August 23

6:00pm - People Like Us PG 13

Friday, August 24

5:00pm - Madea’s Witness Protection PG 13

7:45pm - Abraham Lincoln: Vampire Hunter R

Saturday, August 25

2:00pm - The Amazing Spider-Man PG 13

5:00pm - Madea’s Witness Protection PG 13

7:45pm - Abraham Lincoln: Vampire Hunter R

Sunday, August 26

2:00pm - Brave PG

Tuesday, August 28

6:00pm - Shark Tales G

Wednesday, August 29

6:00pm - Ted R

MOVIE SYNOPSIS

Abraham Lincoln: Vampire Hunter - Abraham Lincoln: Vampire Hunter explores the secret life of our greatest president, and the untold story that shaped our nation.

The Amazing Spider-Man - Starring: Andrew Garfield, Rhys Ifans, Emma Stone. Peter Parker, an outcast high schooler who was abandoned by his parents, is set on a collision course with The Lizard, while making life-altering choices to use his powers and shape his destiny to become a hero.

People Like Us - Starring: Chris Pine, Elizabeth Banks, Michael D Addario. Sam is a young, fast-paced salesman who reluctantly returns home when he learns his father has died unexpectedly. In the course of putting his father’s estate in order and reconnecting with his estranged family, Sam discovers he has an older sister. As their relationship develops, Sam must to rethink everything he thought he knew about this family and take a hard look at his own life choices.

Brave - Starring the voices of: Kelly Macdonald, Billy Connolly, Emma Thompson. Merida is a skilled archer and impetuous daughter of King Fergus and Queen Elinor . Determined to carve her own path in life, Merida defies an age-old custom sacred to the uproarious lords of the land: massive Lord MacGuffin, surly Lord Macintosh and cantankerous Lord Dingwall.

Shark Tales - Starring the voices of: Will Smith, Renee Zellweger, Jack Black. Oscar is a fast-talking little fish who dreams big. But his big dreams land him in hot water when a great white lie turns him into an unlikely hero.

Ted - Starring: Mark Wahlberg, Mila Kunis. John Bennett is a grown man who must deal with the cherished teddy bear who came to live as the result of a childhood wish... and has refused to leave his side ever since.

Madea’s Witness Protection - Starring: Tyler Perry, Eugene Levy, Romeo. George wakes up to learn that his firm, Lockwise Industries, has been operating a mob-backed Ponzi scheme and that he’s been set up as the fall guy. Facing criminal charges and death threats from the mob, George and his entire family are put under witness protection in the safest place that Brian, a federal prosecutor from Atlanta, can think of... His Aunt Madea’s house down South.

Movies are subject to change without notice

The Local Buzz

Announcements

► Indicates new announcement

► Run With The Pack

New River Harley-Davidson will host the motorcycle “Run with the Pack,” poker run and charity ride, Saturday, to benefit Sheep Dog Impact Assistance and Bear Creek Volunteer Fire and Rescue Department.
Registration begins 10:30 a.m., Saturday, or call, Tim Parkhurst at 910-546-6046 to pre-register.

Greenville-Pitt County 8K Road Race

Greenville-Pitt County will host an eight-kilometer road race at East Carolina University, Saturday. The race includes a one-mile fun run or walk, and can be run individually or as a two-person team. The event will be held at the Embassy Suites, 204 Centrepoint Drive, Greensboro, N.C.
For more information, or to register, visit the official race website at <http://runtheeast.com>.

North Carolina Grill Masters Tournament

Compete head to head for the ultimate title of grill master at Carteret Community College, Sept. 1, from 11 a.m. to 6 p.m. Proceeds will benefit wounded warriors and the American Cancer Society. Price of admission is \$5 per person.
For more information, call 503-5739.

Make Your Move Chess Tournament

High Point University will sponsor three separate chess events for players of all skill levels, Wednesday-Sept. 3. The 2012 North Carolina Open is currently registering players to compete.
For more information visit, <http://www.ncchess.org> or call, Dr. Walter High at 919-619-3541.

2012 New Bern Riverfront Music Festival

The “Sounds for your Spirit” music festival and Labor Day celebration will be held at the New Bern Riverfront Convention Center, Sept. 3.
The festival is open to all ages and begins at 1 p.m. General admission is \$28. For more information, call 240-694-6808.

Impress Me Talent Show

Cherry Point’s Marine Corps Community Services is hosting the “Impress Me” talent competition.

Registration is \$10 per person and continues now through Sept. 4. Auditions are Sept. 5 - 6. Semifinals are Oct. 4 and the finale is Oct. 12. First place winner will take home a \$500 Marine Corps Exchange gift card.
Registration locations are the Roadhouse, MCCS building 400, or online at <http://cpimpressme.eventbrite.com>. For more information, call 466-2905.

Carteret “Ole Time” Family Fun Festival

Hot dog cookoff, pie contests, battle of the bands, children’s games, tug-of-war contest, petting zoo, antique car show, music from local bands and more will be found at the Sept. 8 “Ole Time” festival. The festival is located at Camp Albemarle in Newport, N.C., and will last from 10 a.m. to 7 p.m.
For more information, call 762-4848 or visit the event website at <http://www.facebook.com/carterethomecoming>.

► Jacksonville Patriot Day, 2012

Sheep Dog Impact Assistance and Crossfit Wilmington will honor the fallen with a crossfit competition at Northside High School in Jacksonville, Sept. 8. Registration is \$20 per person and ends Sept. 4. All proceeds go to the Crystal Coast Chapter of Sheep Dog Impact Assistance.
For more information call, Tim Parkhurst at 910-546-6064, or register online at <http://sheepdogwodjville-eventful.eventbrite.com>.

Flag Football League

The New Bern Parks and Recreation is offering a four-on-four flag football league that will begin, Sept. 9. All games will be played at Kafer Park. Register now through Sept. 4 at the Stanley White Recreation Center or online at www.newbern-nc.org. Teams are limited to eight people per team at \$25.00 per person.
For more information, call 639-2907 or visit frietast@newbern-nc.org.

► Lt. Dan Band Concert

Back by popular demand, Gary Sinise and the Lt. Dan Band will perform at Marine Corps Base Camp Lejeune, Sept. 16, at W.P.T Hill Field. Event site opens at 2 p.m., show time is at 3 p.m.

Monthly and Weekly Events

Education Fair

The Cherry Point Education office will be holding Career and Education Fairs, for authorized air station patrons. The first fair is Friday, at the Jerry Marvel Training and Education building. For more information or to find out about next month’s meeting call, Dana Bayliss, at 466-2046.

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.

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.

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.

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.

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 domes-

tic violence are provided by the Carteret County Domestic Violence Program. The group meetings are held Wednesdays at 6 p.m.

For more information, call 728-3788.

Disabled Veterans

Chapter 26 of the Disabled American Veterans meets the third Tuesday of the month at the Senior Center in Havelock at 7 p.m.
For information, contact Ancil Jones at 622-5245.

Basic Budgeting

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

New Bible Study

Modern lessons from ancient combat stories. First and third Thursday from 12 – 1 p.m., at the station chapel.
For more information email the station chaplain, at steve.voris@usmc.mil.

Operation Ball Gown Accepting Dresses

Gently used gowns are being accepted for “Operation Ball Gown” scheduled, 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 tours are as follows:
• August 25
• September 1, 8, 15, 22, 29
• October 6, 13, 20, 27
• November 3, 10, 17, 24
For more information, call 635-1374.

Free Annual Passes for National Parks

The National Park Service is currently giving annual passes for national parks in N.C. and other states to active duty service members and their dependents. For more information, call 910-867-8151.

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

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.

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.

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.



Signs of Terrorist Activity: Elicitation

*Elicitation is anyone attempting to gain information about a place, person or operation.
For example is someone attempting to gain knowledge about a critical infrastructure like a power plant, water reservoir or maritime port.
If you observe suspicious activities, call the Cherry Point Emergency Dispatch at 466-3616 or 3617 immediately.*

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

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NEXT
UP...

SPRINT CUP
Race: IRWIN Tools Night Race
Where: Bristol Motor Speedway
When: Saturday, 7 p.m. (ET)
TV: ABC
2011 Winner: Brad Keselowski (right)



NATIONWIDE SERIES
Race: Food City 250
Where: Bristol Motor Speedway
When: Friday, 7 p.m. (ET)
TV: ESPN
2011 Winner: Kyle Busch

CAMPING WORLD TRUCKS
Race: UNOH 200
Where: Bristol Motor Speedway
When: Wednesday, 7:30 p.m. (ET)
TV: SPEED
2011 Winner: Kevin Harvick



Bristol Motor Speedway. (NASCAR photo)

Bristol reboot

The Sprint Cup Series is racing on several repaved race tracks this season, at Pocono, Michigan and Kansas, all tracks that chose to put down new asphalt because of the deterioration of the existing surfaces.

This weekend's race at Bristol Motor Speedway also will be run on a much different surface, but the changes were made for an entirely different reason. After seeing Bristol's years-long string of sellouts come to an end, and a sea of empty seats at the race back in March, track owner Bruton Smith decided to redo the top groove, taking away banking and making it less likely that drivers will run up there during the race.

The idea was to put the high-banked concrete half-mile oval back like it was before a 2007 reconfiguration that brought about side-by-side racing, but not as much beating and banging as before.

Many in the sport say the changes in the racing were due more to the cars than the track, but fans say they wanted the track changed, and Smith responded accordingly.

Saturday night's race should provide an indication of whether the track was the problem or not, but the debate likely will continue for years.

"I just hope they didn't screw up the race track," said Ryan Newman, who holds the track record at Bristol with a lap at 128.709 miles per hour back in 2003. "The racing was different than what we had there in the past because of the tire, to me, not because of the race track.

"I hope that the racing is good. I hope they didn't take the racing away. The beating, banging and crashing is not the racing that I like. That's what some of the fans enjoy, but



Ryan Newman, here at Martinsville in March, holds the track record at Bristol. "I just hope they didn't screw up the race track," he said of the Bristol changes. (NASCAR photo)

that's not the racing I like. I like being able to run side by side."

He said the problem with the tires is that they were too good, in a way. The tires didn't wear significantly, so speeds didn't drop off over long stretches of racing.

"Your car didn't fall off, your balance didn't change, and everybody was virtually the same speed," he said. "We passed, and we raced side by side, but it made it difficult to see the guy coming from 10th on new tires to pass the

guys that were in the top five.

"It just didn't happen the way it used to. To me, the tires are the biggest issue when it comes to a place like that."

Carl Edwards, who got his one Bristol win in Sprint Cup back in 2008, is among those taking a "wait-and-see" approach. He did say that since all the changes were to the top groove, it will affect him less than others because he spends most of his time on the bottom anyway.

"Who knows what will happen," Edwards said. "Anytime you change a track like that there is no telling. It might make it a completely different race, and I guess in the end that is what they are trying to do.

"I give credit to Bruton [Smith] and those guys for trying to make the racing as good as they can and not afraid to make changes.

"I think all of us go there hoping for a really good race."

Brad Keselowski, winner of the past two Sprint Cup races at Bristol, said that no matter how the track is configured, it's at the top of his list of tracks.

"Bristol, to me, is a man's race track, and I respect that place so much, and I think it takes a level of respect for it, which from Day One, the first day I was there and walked in there, I respected it, but I also wanted to win there," he said. "I wanted to prove to myself and others that I could be the man to win at a man's racetrack. So it's always been a challenge to me, and it's one that for some reason has taken a piece of me somewhere deep inside and made it rise to the next level, and I just love it for that reason ...

"It feels good going there."

Competition for 'wild card' Chase slots heats up

When it came to positioning themselves for a spot in the Chase for the Sprint Cup, the real winners on Sunday at Michigan International Speedway were Kasey Kahne, who recovered from an early race incident with Mark Martin to finish third, and Ryan Newman, who soldiered through on a day when he was feeling ill to finish eighth.

Greg Biffle won the race and moved to the top of the points standings, but that's not as important as it was in years past, because the points will be reset to start the 10-race, championship-deciding Chase.

With three regular season races left to run, Kahne and Newman are the top two drivers in the wild card standings. The Chase field will be filled by the top 10 drivers in the standings, plus two more who will get in based on race victories and points. Kahne has two wins and is 11th in the standings. Newman has one win and is 13th in points.

Marcos Ambrose, whose win a week ago at Watkins Glen put him in the wild card hunt, finished fifth at Michigan, but still is fifth in the wild card race behind Kyle Busch, who was 13th at Michigan, and Jeff Gordon, who remains fourth in the wild card standings despite a blown engine at Michigan that left him with a 28th-place finish. Joey Logano struggled to a 31st-place finish and is 18th in the overall standings and sixth in the wild card running.

Kahne suffered through a miserable start to the season, his first at Hendrick Motorsports, but now he's feeling better about his prospects for the immediate future.

"I just felt really good about our speed," he said. "Our car has been really fast. We've been pretty consistent as a team. We want to make it to the Chase. That's a big part of our season, something that we're really shooting for. I think our team has done a great job of that.

"It would still be nice to get one more win and make that Chase spot, make it happen. But we'll see. We still have



Kasey Kahne, driver of the No. 5 Farmers Insurance Chevrolet, races Brad Keselowski, driver of the No. 2 Miller Lite Dodge, during the Pure Michigan 400 at Michigan International Speedway on Sunday. (NASCAR photo)

good tracks to go, we just need to keep running up front."

Newman acknowledged that like Kahne, he'd like to get another win in the next three weeks to put him in a better position for a Chase berth.

"A win is going to answer a lot of questions, and we are all trying real hard," he said. "We had about a 10th-place car and finishing eighth, I think we're proud of that."

SPRINT CUP POINTS

1. Greg Biffle
823; Leader
2. Matt Kenseth
803; behind -20
3. Dale Earnhardt Jr.
801; behind -22
4. Jimmie Johnson
795; behind -28
5. Brad Keselowski
776; behind -47
6. Martin Truex Jr.
763; behind -60
7. Clint Bowyer
757; behind -66
8. Kevin Harvick
738; behind -85
9. Tony Stewart
728; behind -95
10. Denny Hamlin
727; behind -96

NUMERICALLY SPEAKING

1,375 Laps led by Kyle Busch in the past 15 Cup races at Bristol, the most of any driver

38 Laps led by Dale Earnhardt Jr. in the past 15 Cup races at Bristol, the fewest of any driver in the top 10 in the current standings

2 Drivers in the top 10 in Sprint Cup points who have finished every race this season (Greg Biffle and Dale Earnhardt Jr.)

11 Top-5 finishes this year by Jimmie Johnson, the most of any Sprint Cup driver

NOTEBOOK

Engine woes plague Hendrick

Sunday's Pure Michigan 400 saw three drivers that use engines from Hendrick Motorsports sidelined with engine problems. Jimmie Johnson was leading with six laps to go and poised to get his first-ever Michigan victory when his engine blew. His teammate Jeff Gordon also lost power in his engine, as did Tony Stewart, who runs Hendrick engines in his cars.

"It's something that is not a norm for sure," Stewart said. "I appreciate everybody at the Hendrick engine department ...

"It's uncommon to have a problem like this there. It's not something I'm concerned about and having problems in the future with, it's just a bad day and like I said, we have the best engine department in the world, in my opinion."

Safety issue raised after crash

Mark Martin's crash into the blunt end of an opening in the pit wall at Michigan raised questions about the safety of those openings. The impact destroyed his car, but no crew members or others were injured.

Brad Keselowski said changes may be in order.

"Over the course of time, we always get complacent and think that we've hit all the buttons on the safety side," he said. "Then you see something like that. It shows you why you have to never quit working at making these cars and tracks safer, because that could have been a lot worse, whether it was for Mark or for the crew members or anybody."

Later, a track representative issued a statement saying: "The safety of the drivers is paramount. So we will seek NASCAR's opinion and work with them on any recommendations they may have on how we can improve any part of the competition area — that includes pit road, pit wall, the track, anything competition-related."

The openings are similar to those at many other race tracks.

NASCAR finds global groove

Saturday's races for NASCAR's second- and third-tier circuits definitely had an international flavor. Nelson Piquet Jr. from Brazil won the Camping World Truck Series race at Michigan and wrapped himself in Brazil's flag afterward.

Later that day, the Nationwide Series raced at Circuit Gilles Villeneuve in Montreal. Hometown driver Alex Tagliani started on the pole and was a contender for most of the race. Jacques Villeneuve, racing on the track named for his late father, dominated the latter stages of the race before losing on a green-white-checkered-flag run to the finish. Justin Allgaier, who races for the same Turner Motorsports team as Piquet, took the victory, his first ever on a road course.

"Winning in Montreal means so much because all the people in the series enjoy coming here," Allgaier told reporters after his win. "The atmosphere is great, the fans never disappoint here, but the race played out perfectly for us."

Allgaier, who was running third on a restart that decided the race, got past Villeneuve and Sam Hornish Jr. to take the win. Hornish finished second and Villeneuve third.

"I knew I was closing in on Jacques, but he braked really early into Corner Six and I was certain he had ran out of gas," Allgaier said. "He went really slow and I had too much of a head of steam and was sorry I got into him."



Nelson Piquet
NASCAR photo)