

Marine Corps F-35 conducts first aerial refuel



Two F-35B Joint Strike Fighters conduct the first aerial refueling of its kind with a KC-130J Hercules in the sky above Eglin Air Force Base, Fla., Oct. 2. Previous aerial refueling operations with the F-35 had been conducted with test aircraft. “It’s great to start to expand our operational capability in the context of working with the Marine Air-Ground Task Force,” said Lt. Col. David Berke, who commands the F-35B squadron, Marine Fighter Attack Training Squadron 501, at Eglin. The KC-130J was from Marine Aerial Refueler Transport Squadron 252, based at Cherry Point. See story and photos next week.

Flight line factory: *Dedicated artisans keep warbirds in flight*

CPL. TYLER J. BOLKEN
MCAS CHERRY POINT

Editor’s Note: This article is the fifth and final installment in a series that explains the many facets of MCAS Cherry Point and its role in supporting the warfighter while existing as a responsible member of the eastern North Carolina community.

It’s a row of factory-like, red brick buildings and giant hangars that span the length of several city blocks on the southeastern edge of the air station. Inside, and on the adjacent flight line, the largest civilian industrial workforce in eastern North Carolina is hard at work.

Fleet Readiness Center East, the second largest tenant organization on Cherry Point, is a virtual army of artisans, engineers, logisticians and other experts who go about the business of keeping our military aircraft ready for war.

“Marine aviation wouldn’t survive without it,” says Gunnery Sgt. Joseph P. Polakowski, one of a mere 43 Marines meshed into FRC-East’s operation.

“It’s not like the car and truck factory you see on TV,” says Polakowski, a maintenance control chief and native of West Ches-

ter, Ohio, with more than five years of experience at FRC East. “We’re not building new aircraft; we’re not building new parts. We’re refurbishing what we have. Every helicopter and jet is different; there aren’t two alike.”

FRC East, with more than 3,500 civilian and contract employees, is one of eight Navy FRCs across the country and the only one commanded by a Marine. The other Marines here serve as liaisons of sorts for the many Marine aviation squadrons FRC East services, says Polakowski. Nearly all of the Marines are from different aviation job fields, from helicopter crew chiefs, to mechanics, to pilots. They are spread throughout the facility and assist in their areas of expertise.

“There is not one waste of Marine or space in this whole place,” says Gunnery Sgt. Vince Burgess as parts-hauling electric carts roll by through the building’s vast hangar bays and hallways and specialty shops. Burgess, an assistant V-22 Osprey program manager and native of Hyattsville, Md., adds, “It’s something to see. You have such a broad range of people working out here,

See **CENTER** page A5

Federal Impact Aid closes gaps in local education budget

CPL. BRIAN ADAM JONES
MCAS CHERRY POINT

The Federal Impact Aid program, a Department of Education initiative designed to close the funding gap for communities with large populations on federal land, provides vital financial assistance to public schools that may otherwise be underfunded. This includes the Cherry Point community in eastern North Carolina where every day, thousands of military-connected children attend public schools in Craven, Carteret, and Pamlico counties.

The government determines how much each school district receives based on submission of survey cards schools send to parents, asking them to identify whether they are affiliated with the military.

With the deadline to submit for next year’s funds fast approaching, leaders from school boards and Cherry Point are calling on parents to help them receive every possible cent the schools deserve.

Home addresses on federal property, parents on active-duty and civilians employed on federal property all count toward the federal funding.

“This money is super vital,” said Lisa Boyette, the military liaison counselor for the Craven County School System. “The schools can use the money as they see fit. In the past, I know it has been used to save teaching positions, purchase textbooks, or buy curriculum materials.”

Last year, Craven County schools, which have more than 4,000 military-connected children, received \$1.8 million from the program.

“It really is going to mean having supplies in the classroom,” said Donna Bagley, Cherry Point’s school liaison, who works to ensure there is a healthy relationship between the air station and the local school districts.

Bagley explained that schools near military bases are often underfunded because large parts of their communities live on federal land and don’t pay property taxes or contribute

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Cpl. Colton Duran, an EA-6B Prowler mechanic with Marine Tactical Electronic Warfare Squadron 2, hugs his wife, Cathia, during a return ceremony at the squadron’s hangar Oct. 2.

VMAQ-2 Marines return from Afghanistan

LANCE CPL. STEPHEN T. STEWART
MCAS CHERRY POINT

Pouring rain, gusting winds and thick clouds blocking the sun made for a miserable looking day on Cherry Point.

Despite the harsh weather, the family members of Marine Tactical Electronic Warfare Squadron 2 had high spirits as they waited in the squadron’s hangar for their loved ones to return from Afghanistan.

More than 100 Marines and Sailors with the squadron returned Oct. 2 from a 6-month combat deployment.

While deployed, the squadron completed more than 450 sorties employing EA-6B Prowlers to patrol the skies of Afghanistan and provide airborne command and control support, tactical electronic support, elec-

tronic attack capabilities and electronic protection.

The Marines operated mainly from Bagram Airfield and provided electronic protection for NATO’s International Security Assistance Force, primarily focusing on locating improvised explosive devices for the ground troops.

The Marines arrival home was finalized when they were dismissed from formation outside the unit’s hangar. The first person to sprint out and find her husband was Cathia Duran, wife of Cpl. Colton Duran, a Prowler mechanic.

“It was tough having him gone for so long,” said Cathia. “I couldn’t sleep at all last night because I was so excited to have him home.”

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Butler takes charge of VMGR-252

CPL. SCOTT L. TOMASZYCKI
MCAS CHERRY POINT

Maj. Walter J. Butler assumed command of Marine Aerial Refueler Transport Squadron 252 from Lt. Col. Charles J. Moses during a ceremony at the squadron’s hangar on Marine Corps Air Station Cherry Point, N.C., Sept. 28.

Moses will assume duties in the 2nd Marine Aircraft Wing staff.

In his final address to his Marines, Moses said he facilitated good work by the Marines and they did the rest.

“I made sure they had the time, the tools, and the talent to be able to do their mission,” said Moses. “And then I watched them do miraculous things.”

Butler, the former executive officer of the squadron, said the squadron is already in excellent shape, and his role will be to maintain and improve the squadron’s performance where he can.

“It’s kind of like a race where the commanding officers before me have passed on the baton and just tried to keep running with it and start



Maj. Walter Butler

sprinting harder if they can,” said Butler. “My goal is to continue the path that we’re on set by my predecessors to build on what they’ve done, the programs we’ve got, and the personalities we have here now.”

Butler’s career highlights include commanding a squadron detachment during combat missions in Afghanistan. His personal decorations include the Bronze Star Medal, Meritorious Service Medal, Air Medal with 14 Flight Awards, Navy Commendation Medal, Navy and Marine Corps Achievement Medal, and the Humanitarian Service Medal.

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Upcoming Event:



North Carolina
Seafood Festival,
Morehead City
This Weekend

See **B1** for photos
and story



With your smartphone
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News Briefs

State Move Over Law Expanded New Havelock Amtrak Service FY13 Officer TERA

RALEIGH – A new version of the state’s Move Over law requires motorists to change lanes or slow down to avoid roadside utility and maintenance crews bearing flashing amber lights.

The law includes utility and road maintenance operations displaying amber lights, including some North Carolina Department of Transportation work sites, on the list of situations where drivers legally are required to steer clear to help prevent accidents.

Drivers are specifically instructed to move over to at least one lane when two or more lanes are available in each direction. On roads with only one traffic lane in each direction, drivers must slow down and be prepared to stop. Drivers who fail to follow the Move Over law may be fined \$250 plus court costs.

Forty-seven states have enacted similar statutes requiring drivers to slow down and, if possible, change lanes to avoid police cars, emergency responders and other types of official vehicles stopped on the side of the road.

A new bus line bringing Amtrak service within a 2 1/2-hour ride of Havelock and other eastern North Carolina cities took its inaugural ride Tuesday.

One bus route starts in Morehead City and includes stops in Havelock, New Bern and Greenville before wrapping up at the Amtrak station in Wilson.

The other bus route includes Wilmington, Jacksonville, Kinston and Goldsboro.

The bus is scheduled to arrive at the Havelock Tourist and Event Center at 10:49 a.m. and arrive in Wilson at 1:27 p.m. On the return trip, the bus leaves Wilson at 2:45 p.m. and is scheduled to arrive in Havelock at 5:26 p.m.

New York City is the northernmost destination available via the Palmetto train line, while Savannah, Ga., represents the line’s southernmost city. Other major stops on the line include Philadelphia, Washington, D.C., and Richmond, Va.

Marine Administrative Message 543/12 announced voluntary early retirement at a reduced monthly retirement pay rate to active component unrestricted officers with more than 15 and less than 20 years active duty during fiscal year 2013.

The National Defense Authorization Act for Fiscal Year 2012 grants the services temporary authority to offer military personnel the option of retiring after 15 years of service.

Visit <http://www.marines.mil> for more information.

Chaplain’s Corner

The Changing of the Seasons

LT. CMDR. DAVID SLATER

MCAS CHERRY POINT

Fall is a time of change.

The days are getting shorter, temperatures start cooling significantly, and the family routine changes as kids go back to school.

Yet, whenever I contemplate the changing of the season, my focus isn’t so much on change as it is on what God promised would remain the same.

The book of Genesis says that when Noah and his family got off the ark, after the floodwaters had receded, God made them a promise. Most people familiar with the story would probably think of the rainbow as the seal of God’s promise that he would never again destroy the whole earth with a flood. But even before that, God made this promise recorded for us in Genesis 8:22, “As long as the earth endures, seedtime and harvest, cold and heat, summer and winter, day and night will never cease.”

Thousands of years have passed since God made that promise, and the faithful cycle of day and night and the changing of the seasons still testify to the faithfulness of God.

There’s much I still have to learn about God and I certainly don’t always understand the reason for many of his actions, but one thing I know for certain. God is faithful!

He keeps his promises.

His Word can be counted on to be true and reliable. It’s important, therefore, to read this promise once again and notice the very important phrase “As

See **CHAPLAIN** page A5

Domestic Violence Awareness Month:

Take a stand against domestic violence

GUNNERY SGT. MELINDA MUÑOZ

MARINE AND FAMILY PROGRAM

As the holiday season approaches, many of us spend more time with friends and family. It’s important to take a step back during these times and pay attention to our surroundings.

Do you have friends or family who may be victims of domestic violence or are possibly abusers themselves? Sometimes the signs are subtle, like someone who constantly checks up on their spouse or partner. Sometimes they aren’t so subtle, like a friend who comes to work with a black eye and bruised cheek but attempts to explain it away with an excuse that just doesn’t make sense.

You may encounter a friend or coworker who has a tendency to belittle their spouse at every gathering. Is it okay to express to them that their behavior is not acceptable and that they need to seek help?

The answers to these questions are probably not clear for some, but they can become clear when you know facts about domestic violence.

Domestic violence is one of the most underreported crimes and one of the most serious. However, there are resources for anyone experiencing domestic violence.

Domestic violence and sexual assault Victim

Advocates are available to the Cherry Point community 24 hours a day, seven days a week, 365 days a year. They are trained to provide options, information, resources and support to those in need. Marine and Family Programs can also provide a variety of services to those military members and their families who want help.

It is okay to help a friend by leading them to resources that could help them and by letting them know they have a right to a violence-free home. It is okay to tell a friend or fellow Marine or Sailor that it is not alright to belittle their spouse or partner every chance they get and that they are traveling a dangerous road.

Marines and Sailors are mandated reporters of domestic violence. Though it is important to think of reporting not only in terms of “it is something that I have to do.” Instead, think about your friend, your buddy, that family member, your coworker. How is domestic violence affecting them? Is this something you want them to endure? Is this something you want them to face alone?

Finally, do you want to report domestic violence because you have to or because it’s the right thing to do? You may be saving a friend, family member or coworker in more ways than one and helping keep Cherry Point homes violence-free.

Information and resources for victims of domestic violence:

Marine and Family Programs
466-3264 or 466-4401

Cherry Point 24/7 response line
665-4713

Coastal Women’s Shelter (Craven County)
638-5995

Caroline’s House
(Carteret County)
393-6361

National Domestic Violence Hotline
800-799-SAFE (7233)

Military OneSource
800-342-9647

Defense Centers of Excellence
Outreach Center
866-966-1020

4th Annual Operation Ball Gown

LANCE CPL. CORY D. POLOM

MCAS CHERRY POINT



Tatiana B. Sowell models a dress for the 4th Annual Operation Ball Gown at Miller’s Landing Friday.

For the fourth consecutive year Cherry Point spouses benefitted from the generosity of fellow spouses and local businesses during the 4th Annual Operation Ball Gown Friday. The sold-out event benefitted 250 spouses who each received a free ball gown.

During the event, the spouses got to choose from a selection of more than 350 donated dresses of all sizes for this year’s Marine Corps birthday ball.

“Marines and spouses benefit from this event by not only receiving

a free gown, but also by learning proper etiquette, attire, and customs associated with attending the ball,” said Alesha N. Burkeen, the host of Operation Ball Gown 2012.

“This is one area they can relax with and know they are getting a quality gown that was gifted to them by other spouses, and it really helps reduce financial stress that can accompany attending the ball.”

Operation Ball Gown teaches new Marine Corps spouses about the traditions and etiquette required at Marine Corps balls.

“They stressed the importance of the heritage and the fact that the ball

is about the Marines,” said Brooke Bentley, a Marine Corps spouse who will be attending her fifth Marine Corps Ball with Headquarters and Headquarters Squadron.

“This event is useful for Marine Corps wives of all ages either as a teaching tool or just a refresher.”

This event has helped hundreds of spouses get a ball gown without having to spend hundreds of dollars, added Bentley.

The dresses that weren’t given away will be available at the Whistle Stop Thrift Shop in Building 1691.

For more information and operating hours call (252) 444-0949.

CPL. JEREL MCKENZIE

Job Title: Unmanned Aerial System Avionics Technician/Plane Captain
Unit: Marine Unmanned Aerial Vehicle Squadron 2
Hometown: Orlando, Fla.
Age: 22
Date Joined: Jan. 6, 2008

Cpl. Jerel McKenzie’s position as a plane captain with Marine Unmanned Aerial Vehicle Squadron 2 is one of four supervisory qualifications in the squadron.

“Being the plane captain and having deployed with the squadron, I have more experience than some of the Marines here, and they look to me for guidance because of it,” he said.

McKenzie, an unmanned aerial system avionics technician, maintains and supervises the assembly and disassembly of RQ-7B Shadow Unmanned Aerial Vehicles.

“It’s the wave of the future for aviation,” said McKenzie.

McKenzie said the light-weight reconnaissance and surveillance aircraft can provide convoy escorts and ground troop movement surveillance and support.

McKenzie recently returned from a six-month deployment to Afghanistan with the squadron where they conducted missions and performed daily maintenance, launches, fueling and recovery with the UAVs.

“The heat and harsher climate corroded the aircraft faster and made them break down more often,” he said. “But we pushed through to the end.”



Highlighting Cherry Point’s Warriors

The Windsock

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PHOTOS BY CPL. SCOTT L. TOMASZYCKI

Soldiers from the 18th Fires Brigade, 82nd Airborne Division, board a Marine Heavy Helicopter Squadron 366 CH-53E Super Stallion during a joint training exercise on Fort Bragg, N.C., Sept. 26. Joint training exercises require special coordination and mutual benefit to both organizations.

'Hammerheads' lift Army artillery

CPL. SCOTT L. TOMASZYCKI

MCAS CHERRY POINT

FORT BRAGG, N.C. — The thunder of Marine CH-53E Super Stallions broke the calm afternoon skies of Fort Bragg, N.C., Sept. 26. Marine Heavy Helicopter Squadron 366 responded to a request from the 18th Fires Brigade, 82nd Airborne Division, to lift M777 howitzers during a training exercise on the fort.

An Army heavy lift unit was previously scheduled for the exercise but could not meet the commitment, so HMH-366 filled the void and took advantage of a rare opportunity for joint training alongside Army soldiers.

"I believe joint training is the wave of the future," said Maj. John A. Gagan, the 18th Fires Brigade aviation coordination officer. "As the forces start to downsize, we have to learn to participate and work in joint exercises so when we're called to deploy, we can use these skills. It's part of a one-team, one-fight concept."

The brigade had two M777 howitzers and gun crews with a mission to move to a predetermined location, conduct a fire mission, and move out of the area when the fire mission was complete. Even a mission so seemingly simple requires coordination and cooperation between the two units to complete properly.

"The standard operating procedures are always going to be slightly different from service to service, so you have to find that happy medium with them," said Cpl. Timothy A. Gayson, a CH-53E crew chief with the squadron. "As long as ev-

eryone is on the same page, any joint operation is easy to do."

Both services had factors to consider. HMH-366 needed to find an airfield to refuel and coordinate with Army flight control and Army signalmen on the ground. The 18th Fires Brigade had to coordinate their transport plan with the helicopter crew chiefs and later ensure the helicopters found the correct landing zone to drop the howitzers.

"A joint operation has a lot more planning and has a lot more assets that you need to work with," said Gayson. "It's a lot more coordination, so when it all comes together and it turns out well, you can see all the time and effort you put into it was definitely worth it."

The links of coordination between the squadron and brigade were met with difficulties and successes. After the mission, the units kept lines of communication open to talk about what worked well and where improvements could be made. The lessons learned will carry over into future operations.

"When you fly somewhere you're not familiar with, working with units you're not familiar with, it makes you revisit all the planning documents and all the steps that are taken into account," said Capt. Robert C. Debenadto, the current operations officer for HMH-366. "It makes us get used to planning outside the box a little bit. The more you plan out of your comfort area, the better you're going to be at it."



Cpl. Timothy A. Gayson, a crew chief with Marine Heavy Helicopter Squadron 366, leads a group of soldiers from the 18th Fires Brigade to a CH-53E Super Stallion at Fort Bragg, N.C., Sept. 26.



A soldier from the 18th Fires Brigade directs a Marine Heavy Helicopter Squadron 366 CH-53E Super Stallion to place an M777 howitzer during a joint training exercise at Fort Bragg, N.C., Sept. 26.



CPL. TYLER J. BOLKEN

Two young girls take the controls of an AH-1W Cobra during a visit to Cherry Point Sept. 26. Twenty-eight students from St. Paul Catholic School in nearby New Bern, N.C., took a field trip to the air station to visit Marine Aerial Refueler Transport Squadron 252 and Marine Light Attack Helicopter Squadron 467.

Marines host youngsters' field trip to Cherry Point flight line

CPL. TYLER J. BOLKEN

MCAS CHERRY POINT

There are no two better words in grade school than "field trip" – invoking a feeling of freedom for a day out of the classroom with sack lunches in hand.

With that child-like enthusiasm, 28 second and fifth-graders herded onto the flight line at Marine Corps Air Station Cherry Point Sept. 26. The elementary school students, from St. Paul Catholic School in nearby New Bern, N.C., visited Marine Aerial Refueler Transport Squadron 252 and Marine Light Attack Helicopter Squadron 467.

The visit began with a quick brief in the VMGR-252 ready room, much like the start of an average day for many Marines who work at the squadron.

"Today, you are in the seats of some of the pilots and aircrew that make up Marine aviation," Lt. Col. Charles Moses told the students, who were seated in the room's theater-like seats in front of a large flat screen. "We support worldwide

operations. You guys know your geography, right?"

Moses, then the commanding officer of the squadron, explained to the students that the ready room is where the aviation process begins with pilots planning and discussing their flight missions. The students watched a demonstration video of VMGR-252's KC-130J Hercules four-propeller transport plane, which has shipped cargo and troops for the Marine Corps since the Vietnam era.

Stuffing in some earplugs, the students walked out to the flight line to see the Marine Corps classic for themselves.

"This is what I call real education," said Bill Rogers, the students' fifth-grade teacher, who knows a little bit about the military himself as a reserve lieutenant colonel in the Army National Guard. "At this age, when these kids get to see jets, helicopters and Marines, it can really set with them."

Rogers said he fondly remembers when he was their age he took a field trip and

saw the same aircraft, saying, "I want to sit in one of those seats someday," referring to the signature red mesh seats in the back of the aircraft. "Chances are some of these kids will be sitting in those red seats one day," he said.

The children's curiosity was evident as they continually raised their hands to ask questions as Maj. Edward Fergus, a KC-130J pilot, guided them around the aircraft from cockpit to loading ramp.

"I always try to relate it to something a second or fifth-grader would understand," said Fergus. He explained to the students that the aircraft can function like a gas station in the sky, refueling aircraft with hose lines from massive fuel tanks on the wings and compared the aircraft's hold to a commercial airliner many of the children have flown on.

"Except there aren't any cushioned seats or flight attendants," he said.

Many children were also able to relate on a personal level, getting a chance to see what some of their family members see

day in and day out.

"Several of the children have military parents and many of the school's teachers are military spouses," said Rogers. "This gives them a sense and appreciation of what their family sees every day."

Maj. Scott Weinpel, an AH-1W Cobra pilot with HMLA-467, showed the students around the squadron's attack helicopters. One of the students happened to be his son, Henry.

"Anytime we can give back to the community, that's what this is about," said Weinpel. "But to also have Henry out here, it's great that this is something he can share and talk to his classmates about."

It is very positive and helpful for them to understand what their military does, because at the end of the day, it is their military, said Fergus.

"It's all to protect you," he told the students.

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making everything we do, day-to-day, easier.”

The majority of the FRC’s workload supports the Marine Corps, says Lt. Col. Dale E. Short, the FRC East director of operations and a native of Huntsville, Ala.

Named by Congress as a Vertical Lift Center of Excellence, FRC East maintains, repairs and overhauls nearly every weapons platform the Marine Corps flies, with a primary focus on vertical lift aircraft and components. Overall maintenance is provided for AV-8B Harriers, EA-6B Prowlers, V-22 Ospreys, AH-1W Cobras, UH-1N Hueys, CH-53E Super Stallions and KC-130J Hercules. Since standing up more than six decades ago during World War II, FRC East has served the Marine Corps, as a catch-all when it comes to aviation maintenance. That service will continue into the future with the planned maintenance support for the F-35 Joint Strike Fighter, the UH-1Y Venom and the AH-1Z Viper.

There are three levels of maintenance in Marine aviation, categorized by degrees of difficulty and diagnostics. The first level of maintenance is conducted in-house, within the squadron to which the aircraft is assigned. If the required maintenance is unable to be completed there, Marine aviation logistics support squadrons take over. Finally, there is depot level maintenance at the FRCs, which can break the aircraft down to the last bolt if need be.

The majority of the maintenance here is done per mandatory maintenance schedules required by naval regulations. But the very nature of military operations with fleets of aging aircraft means not all work here is dictated by routine scheduling. And you also have to factor in war itself.

When news broke about six Harriers being destroyed in Afghanistan Sept. 16, FRC East was notified that replacement aircraft would be needed sooner than expected. A few of these aircraft, which were sourced from another AV-8 squadron, required depot level repairs. FRC East had staff at the squadron the next morning.

FRC East’s mission statement reads “Service to the Fleet,” with a primary goal to support the warfighter. “We are intimately connected with the Marine Corps’ mission and training requirements,” says Short. “We understand, prioritize and focus on meeting deadlines.”

The process starts when the Fleet calls FRC East’s customer service center. Planners and estimators then evaluate the scope of repairs needed, estimate repair time, what kind of specialists are needed and estimate repair costs. It can be a lengthy process, says Short. “But due to the way we’re organized, we’re tied very tightly to not only the enduring fleet requirements, but the emerging high priority requirements as well.”

One of FRC East’s valuable tools is its Fleet Support Teams made up with artisans and engineers who can typically diagnose and troubleshoot problems on the spot. All civilians, the teams are usually the first sent out. A squadron can request them at anytime, anywhere – locally or in a combat zone.

“We can send a body overseas and provide support globally within 72 hours,” says Short. “It’s a small but very important piece of what we do.”

Annually, the FRC East repairs, restores, upgrades and overhauls more than 115 aircraft. Though unable to physically work on the aircraft, the Marines are able to communicate the conditions to the FRC East staff and perform tests to ensure full mission capability when the aircraft goes back to the fleet.

And as the fleet continues to conduct its many missions around the globe, FRC East will continue to provide the highest level and quality of maintenance possible.

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long as the earth remains.”

Besides the fact that time on this earth is limited for all of us, God’s Word also tells us that one day this earth will end. “Then I saw a new heaven and a new earth, for the first heaven and the first earth had passed away ...” (Revelation 21:1).

The point is, we can get so preoccupied with the changing seasons of this life that we don’t consider or prepare for the eternal life God has promised us. Have you seriously considered what will happen when your time on earth and earth’s time are up?

I hope, as it is for me, that this change of seasons will also be a reminder to you of God’s faithfulness and an encouragement to claim his greatest promise of all. Jesus said, “For this is the will of my father, that everyone who beholds the Son and believes in him will have eternal life, and I myself will raise him up on the last day” (John 6:40).

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The couple was married in February and less than two months later, Duran, a native of Bakersfield, Calif., deployed.

“Deploying right after getting married made it hard on both of us,” said Duran. “But we both remained strong and now I’m back, and the only thing I want to do is shower, eat and spend time with my wife.”

Maj. Robert Farias, the executive officer of the squadron, returned earlier with an advanced party and said he’s happy to have the rest of the Marines joining him.

The remainder of the squadron, more than 50 Marines, is slated to return with the unit’s Prowlers later this week.

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as much to the local economy.

“It’s kind of a way for the federal government to pay its taxes to the local areas,” Bagley said.

Craven County plans to send the survey cards out Oct. 16. Carteret and Craven counties sent their cards out Monday. Bagley said it is absolutely imperative that parents return the completed cards as soon as possible.

“Lots of times people don’t even fill them out because they don’t think they’re all that important, when really, it’s coming down to their child getting certain things in the classroom,” Bagley said. “It’s absolutely critical that they get all of the cards back because it literally is money.”



SGT. JAMES MERCURE

Lance Cpl. Ethan Burk stands in front of a bullet-riddled concrete barrier from the night Camp Bastion was attacked Sept. 22. Carrying a bullet-scarred rifle and wounded during the attack, Burk and another Marine maneuvered out of the kill zone to inform the British Army's quick reaction force of the insurgents' fighting position.

MALS Marine still in the fight despite war injuries

SGT. JAMES MERCURE

REGIONAL COMMAND SOUTHWEST

CAMP BASTION, Afghanistan – “T-here was blood down my leg after I got shot.”

Lance Cpl. Ethan Burk, a hazardous materials management coordinator with Marine Aviation Logistics Squadron 16, 3rd Marine Aircraft Wing (Forward), was on his way to work when he heard the first rocket-propelled grenade explode behind him.

Avoiding the giant fireball from the explosion, he had driven straight into an ambush of heavily armed insurgents firing at his four-wheeled tractor, which had no armor to stop the barrage of bullets striking all around him.

“I could see the muzzle flashes from the corner of the compound,” said Burk. “That’s when I realized they were all aiming at me. I felt something hit my arm, but I thought I had just banged it on something. Then I rolled out of the (tractor) and ducked. When I reached for my

rifle they started shooting at me again, and that’s when I realized they had a lot more firepower than I did because they were firing too fast for just regular AK-47s.”

Maneuvering behind a barrier, Burk could only see and judge the insurgents’ movements in the darkness by their muzzle flashes. So he pressed on, trying to use the flightline’s light to see where the insurgents had holed up so he could get the drop on them.

After moving to a covered position, one of his friends and the only other Marine in the area, Lance Cpl. Kevin Sommers, a cryogenics technician with MALS-16, 3rd MAW (FWD), jumped over a barrier and almost landed on top of Burk. The two Marines waited for the insurgents to try and flank them, when they didn’t, the pair climbed over concrete barriers to get better firing points in relation to the enemy.

“Once we realized they weren’t coming after us, we jumped over the T-walls and cleared out the area behind the barriers. At that point the British (quick reaction force)

showed up, and the (helicopters) were shooting from their main guns at the insurgents’ fighting position right overhead,” Burk said. “We flagged the soldiers down with a light and yelled ‘Marines, Marines, Marines’ to let them know the situation. The guy in charge of the British QRF told us to go get my arm checked out because he saw the blood on my uniform.”

After Burk and Sommers checked in for accountability, Burk went to a corpsman and found out he had been shot in the elbow by one of the insurgent’s machine gun rounds.

“After I had it x-rayed, they found two pieces of the bullet still lodged in my arm and they had to surgically remove them,” Burk explained. “After the whole ordeal, they asked if I wanted to go home because I was injured, and I told them I just got here, why would I want to go home?”



PHOTOS BY LANCE CPL. STEPHEN T. STEWART

Marines with Marine Transport Squadron 1 conduct pre-flight checks on an HH-46E Sea Knight on the flight line here Sept. 27. The squadron conducts a daily aerial sweep to make sure all ranges are clear before training begins.

Pedro capabilities unique for Prowlers air station



Lance Cpl. Stephen D. Bargar, a crew chief with Marine Transport Squadron 1, looks out the window of an HH-46E Sea Knight during a range sweep Sept. 27 for Marine Corps Air Station Cherry Point. VMR-1 is the only squadron in the Marine Corps that uses the HH-46E Sea Knight as a rescue helicopter.

LANCE CPL. STEPHEN T. STEWART

MCAS CHERRY POINT

The MV-22B Osprey began replacing HH-46E Sea Knights throughout the Marine Corps in 2006, but because of their unique nature, the helicopters will continue to be a cornerstone of operations aboard Cherry Point.

Marine Transport Squadron 1 is the only unit in the Marine Corps that uses Sea Knights, commonly known as "Pedro," to conduct search and rescue operations.

In addition to search and rescue operations, the unit provides short and medium range response and high speed multipurpose light transport of key personnel.

The twin-turbine, tandem-rotor, medium-lift helicopter is especially advantageous here at Cherry Point, the sole home in Marine Corps aviation to EA-6B Prowlers.

"This helicopter is not only beneficial to our mission but also a necessity," said Maj. Bryan Donovan, a Sea Knight pilot and the director of safety and standardization of the squadron. Donovan said if an EA-6B Prowler

crew needed to be rescued, Pedro is the best aircraft for the job.

The Prowler, an electronic warfare aircraft, seats a four-man team of one pilot and three electronic countermeasures officers, and the HH-46E Sea Knight is the only rescue helicopter in the Corps' inventory that can carry four passengers with room to provide medical assistance.

As long as we have Prowlers, we will have the Sea Knight," said Donovan.

The Navy mainly uses the SH-60 Sea Hawk and the CH-53 Sea Stallion, said Petty Officer 3rd Class John H. Nelson, a hospital corpsman with VMR-1. He said they are better suited for other things like heavy lifting and search and rescue missions with fewer than two victims.

Donovan said the CH-53 can handle four victims, but because it is a heavy-lift helicopter, it produces too much "down-wash," air forced downward by the helicopter's powerful rotor blades. The down-wash from a Sea Stallion can cause harsh waves in the water, making it harder for victims to stay afloat.

"With the Sea Knight we can get

closer to the people who are being rescued without causing any further complications from the down-wash," said Donovan. "Also, the 46 can land a lot faster because of the way it is built."

Nelson said the Sea Knight was nicknamed "the frog" during Vietnam because of the way it sits, "as if it is ready to hop away," and because of how fast it can land and take off without risking damage to the helicopter.

The Sea Knight is built with its front sitting higher than the back and has two rotors. Donovan said it is built without a tail so it can land quickly without having to worry about the rear end dragging on the ground.

All these factors combine to solidify the helicopter's continued operation in a variety of scenarios the squadron supports.

"It is smooth-riding, quick and spacious," said Donovan. "This helicopter is an important asset for Cherry Point and the most important asset for this squadron."

Gas station in the sky - 24th Marine Expeditionary Unit pushes amphibious reach with aerial refueling capability

CAPT. ROBERT SHUFORD

24TH MARINE EXPEDITIONARY UNIT

U.S. 5th FLEET AREA OF RESPONSIBILITY – When most people think of amphibious operations they still garner visions of World War II-era assaults on heavily defended beaches. This couldn't be farther from the truth for the 24th Marine Expeditionary Unit.

Throughout its work-up training cycle and now in the sixth month of a deployment, the 24th MEU has continued to push

the preconceived limits of its amphibious reach using the MV-22B Osprey tiltrotor aircraft paired with its KC-130J Hercules refueling and transport planes.

According to the 24th MEU's commanding officer, Col. Frank Donovan, the KC-130J's aerial refueling capability greatly enhances the MEU's crisis response capabilities. With 22 of the 29 aircraft in the MEU having refueling probes, this means much more than just the marriage of the new Osprey with the KC-130J. The MEU's CH-53E Super Stallion heli-

copters and AV-8B Harrier jets also utilize the refueling ability of the KC-130J.

The use of aerial refueling platforms could allow the Marines to essentially fly uninterrupted as long as they have gas – removing all other factors like crew rest or other flight restrictions.

"The professionals of our KC-130J detachment maximize the range, speed and lethality of our MV-22s, AV-8Bs and CH-53Es," said Donovan.

Donovan explained that this increased capability would be

critical in responding to contingencies like the recent uprisings that took place throughout the Middle East, and provides higher commands more options for crisis response utilizing the MEU.

"Our ability to reach U.S. embassies and American citizens in trouble over 400 nautical miles from the coast is greatly enhanced by our KC-130Js and demonstrates the value of our expeditionary Marine Air Ground Task Force operating from the sea," said Donovan.



CPL. MICHAEL PETERSHEIM

GUNNERY SGT. CHAD KIEHL

(Above) An MV-22B Osprey, right, and a KC-130J Hercules, both with Marine Medium Tiltrotor Squadron 261 (Reinforced), 24th Marine Expeditionary Unit, conduct aerial refueling training operations Sept 23. The training consisted of MV-22B Ospreys and AV-8B Harriers conducting aerial refueling with the 24th MEU's KC-130J Hercules aircraft to practice the skills needed for long-range flight operations. The 24th MEU is deployed with the Iwo Jima Amphibious Ready Group as a theater reserve and crisis response force for U.S. Central Command in the U.S. Navy's 5th Fleet area of responsibility.

(Left) Cpl. Blaise Conway, a KC-130J load master with Marine Aerial Refueler Transport Squadron 252, Marine Medium Tiltrotor Squadron 261 (reinforced), 24th Marine Expeditionary Unit, looks out the back of a KC-130J Hercules as an MV-22B Osprey is refueled during a training mission Sep. 23.



GUNNERY SGT. CHAD KIEHL

AV-8B Harriers with Marine Medium Tiltrotor Squadron 261 (Reinforced), 24th Marine Expeditionary Unit, fly in formation after conducting aerial refueling training operations Sept 23.



GUNNERY SGT. CHAD KIEHL

An MV-22B Osprey connects to the refueling hose of a KC-130J Hercules, during aerial refueling training Sept. 23. Both aircraft are with Marine Medium Tiltrotor Squadron 261 (Reinforced), 24th Marine Expeditionary Unit, and conducted aerial refueling training to practice the skills needed for long-range flight operations.

CH-53E Super Stallion ground refuel training



CPL. MICHAEL PETERSHEIM

Marines with Marine Aerial Refueler Transport Squadron 252, Marine Medium Tiltrotor Squadron 261 (Reinforced), 24th Marine Expeditionary Unit, take part in an aviation-delivered ground refuel for a CH-53E Super Stallion from Marine Heavy Helicopter Squadron 464 attached to Combined Joint Task Force Horn of Africa in Djibouti Sept. 22. The 24th MEU is deployed with the Iwo Jima Amphibious Ready Group as a theater reserve and crisis response force in U.S. Central Command and the U.S. Navy's 5th Fleet area of responsibility.



LANCE CPL. ALI AZIMI

Cpl. James Coe, reconnaissance Marine with 2nd Reconnaissance Battalion, provides security for fellow Marines after exiting a KC-130J at the Sweet Water training area, Marine Corps Mountain Warfare Training Center Bridgeport, Calif., Sept. 17.

2nd Recon conducts air raid

LANCE CPL. ALI AZIMI

MARINE CORPS AIR GROUND COMBAT CENTER TWENTYNINE PALMS

TWENTYNINE PALMS, Calif. – Though the KC-130J Hercules flew through clear skies, the high buzz of the propellers sounded as if sand was being thrown into them.

A platoon of reconnaissance Marines were crunched in its cargo area awaiting their arrival to the mountains. Their weapons never left their hands.

The Hercules landed in an area more than 6,000 feet above sea level. As the rear of the aircraft lowered its doors, recon Marines rushed out.

Marines with 2nd Reconnaissance Battalion conducted an air raid exercise at the Marine Corps Mountain Warfare Training Center Bridgeport, Calif., Sept. 17.

The exercise made the most of air-to-ground integrations with an assault force as well as KC-130Js, MV-22B Ospreys, AH-1Z Super Cobras, F/A-18 Hornets, and Omega Tankers.

The battalion, currently at the combat center for Enhanced Mojave Viper, traveled hundreds of miles in the Hercules and Osprey aircraft, escorted by Hornets to fight off aggressors in route.

“We practice integration in the objective area, but when you take that objective area and stretch it 300 nautical miles away, you expose a lot of other mission-essential tasks that come with it,” said Lt. Col. Robert Freeland, Marine Medium Tiltrotor Squadron 162 commanding officer. “The V-22s flew a long way. We were able to get up to altitude and take advantage of characteristics to burn less gas, to go a little faster and stay clear of some of the turbulence down below.”

The assault force was divided into two training areas, Hawthorne and Sweet Water, each with a specific objectives.

The MV-22s dropped 37 Marines off at the Hawthorne training area, where the main raid took place. Recon Marines entered and cleared buildings until they reached a simulated high value target.

Flying above the Marines were two AH-1Z Super Cobras providing air support. “They’re the eye in the sky, with a human looking through the sensor, talking on the radio, telling the guys on the ground what he’s seeing in real time,” Freeland said. “That’s the ground-air integration that makes the Marine Corps such a powerful fighting force.”

A KC-130J dropped off 36 recon Marines at Sweet Water, where they seized the airfield, set up a ground refueling point and held security.

“We went up there and made sure everything was safe,” said Lance Cpl. Brady J. Hopper, reconnaissance Marine, 2nd Recon Battalion. “We spotted certain trucks and things that came in and reported it up.”

The Cobras soon joined the Marines at Sweet Water, where they were able to fuel up and return to the sky.

“Our movements were quick,” Hopper said. “We were tactical. Everybody did pretty well.”

In addition to the refueling at Sweet Water, the Omega Tankers provided refueling mid-mission at more than 17, 000 feet above sea level.

With objectives complete, Marines at both training areas loaded into their aircraft and headed back to the desert.

“There were a lot of players, a lot of detailed planning,” Freeland said. “I think the execution was so smooth because we had a lot of professionals involved in it and it worked out very well.”



CPL. JONATHAN G. WRIGHT

CH-46E Sea Knight helicopters with Marine Medium Helicopter Squadron 262, 31st Marine Expeditionary Unit, prepare to land as the Battalion Landing Team's Combined Anti-Armor Team provides security at Andersen South, Guam, Sept. 22. Various MEU elements worked in conjunction with the BLT's Company G during a helicopter-borne assault exercise while deployed in Asia-Pacific region on its annual fall patrol. The 31st MEU is the only continuously forward-deployed MEU and is the Marine Corps' force in readiness for the Asia-Pacific region.

CBRN specialists support infantry during helicopter raid

LANCE CPL. CODEY UNDERWOOD

31st MEU

ANDERSEN SOUTH, Guam – Approaching the decrepit buildings, gas masks donned, a company of Marines prepared to clear a town that may have been chemically contaminated. Hearing only the sound of their own breath, the Marines secured the town and waited for the arrival of the chemical, biological, radiological and nuclear specialists to check contamination levels.

Marines and Sailors from Company G, Battalion Landing Team 2nd Battalion, 1st Marine Regiment, and Combat Logistics Battalion 31, both from the 31st Marine Expeditionary Unit, conducted a helicopter raid on a potentially hazardous town here Sept. 22.

The mission called for the Marines to wear their M-50 joint service all-purpose masks because of the possible chemical contamination within the area while performing their mission.

The Marines and Sailors conducted a foot patrol up to a town and cleared several buildings while wearing their masks. Difficulties were inevitable.

"When my team was clearing the buildings, we were moving fast, causing the lens to fog," said Schnabel. "When you are breathing hard, all you can hear is your breath entering and exiting the mask's chambers."

Once the area was secured and there was no longer a contamination threat, the BLTs provided security while CBRN specialists tested the contaminated area.

The CBRN Marines moved to a building suspected of containing hazardous material. Using a wide array of analyzing tools, they verified whether the reported building contained harmful material. Wearing full suits to protect themselves from the hazardous material, the Marines used the training to brush up on their skills.

"Neutralizing a harmful threat of hazardous material is a big part of our job that needs to be practiced continuously,"

said Lance Cpl. Briana Waldorf, a CBRN specialist with CLB-31. "We have to be ready to work together with the BLT to neutralize possible (CBRN) threats the 31st MEU comes across."

The CBRN Marines utilized their equipment to hunt down the source of the harmful material and mark the area properly. Once CBRN's mission was complete and all enemies were neutralized, Co. G withdrew from the area.

The 31st MEU continuously trains in order to improve its capabilities, throughout the spectrum of military operations, while building the individual Marine's proficiency.

The 31st MEU is the only continuously forward-deployed MEU and is the Marine Corps' force in readiness in the Asia-Pacific region.

Osprey orientation event



LANCE CPL. CHARLES CLARK

Distinguished visitors board an MV-22B Osprey during an orientation event aboard Marine Corps Air Station Iwakuni, Japan, Sept. 27, to learn about the safety, capabilities and operation of the MV-22B Osprey aircraft. The Osprey flies twice as fast, carries nearly three times the payload and has four times the range of the CH-46E helicopter, enhancing the U.S.-Japan security alliance.



SGT. CHARLES MCKELVEY

Maj. Gen. Christopher S. Owens, 1st Marine Aircraft Wing commanding general, presents a brief about the MV-22B Osprey to Ministry of Foreign Affairs guests, media and Japanese officials aboard Marine Corps Air Station Iwakuni, Japan, Sept. 27.



LANCE CPL. GAYCE NEVERS

MV-22B Ospreys carry Ministry of Foreign Affairs guests, media and Japanese officials during orientation flights in the skies above Iwakuni, Japan, Sept. 27. The MV-22B Osprey aircraft combines the capabilities of a helicopter with the speed and range of a fixed wing aircraft, carrying a larger payload further and faster than its predecessor, the CH-46E helicopter.



Facebook.com/MCASCherryPoint

October 4, 2012

Life & Times

Something fishy in Morehead City

*Fun for the entire family this weekend at
26th Annual N.C. Seafood Festival*

SPECIAL TO THE WINDSOCK
MCAS CHERRY POINT

Cherry Point families are invited to enjoy three days of seafood and fun at the region's largest fall festival, the 26th Annual North Carolina Seafood Festival in downtown Morehead City tomorrow through Sunday.

The event is free with a large number of vendors selling a variety of seafood as well as other food. There will also be arts and crafts vendors who will be selling a variety of nautical items. For children there will be carnival rides and a Saturday fireworks show at 9 p.m.

According to Jody Merritt, a member of the board of directors for The North Carolina Seafood Festival, the event evolved from a way to attract tourists during non-Summer months to a major Eastern North Carolina tradition.

"This year we expect to have anywhere from 150,000 to 175,000 people attend the festival, especially with the way the weather looks for the weekend," said Merritt.

Merritt added that the festival takes place over only three days, but planning

it is a year-round process starting in November.

"The festival serves as a fundraiser for local non-profit organizations," said Merritt. "My favorite part is seeing kids enjoying all the events."

Some of the events will include a Twin Bridges 8K road race, a Chefs' Tent where visitors can watch highly renowned North Carolina chefs prepare seafood, wine tasting, free ice tea and ice cream, SasSea's Island Playground, and a performance by Gloriana on Saturday night followed by a fireworks display. Patrons can meet famous marine wildlife artist and conservationist Guy Harvey at 36 North on Saturday.

The North Carolina Seafood Festival is a not-for-profit organization of Carteret county citizens and business people, in conjunction with the town of Morehead City, N.C. Seafood Festival, Inc., was organized to develop and conduct a festival every year with the goal of helping others recognize the importance of seafood and the commercial fishing industry in eastern North Carolina.

Want to go?

The festival takes place along the waterfront in downtown Morehead City. Parking with free shuttle is available Saturday and Sunday at the Morehead City Port. Community lots also available for a small fee.

For more information call 726-8273, email fun@ncseafoodfestival.org or visit <http://www.seafoodfestival.org>.



CONTRIBUTED PHOTOS



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 barbecue 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 October 4

Lunch - Cream of broccoli soup, Jamaican jerk chicken, creole macaroni, cilantro rice, succotash, balsamic roasted potatoes Dinner - Chicken and orzo soup, pork scallopini with herbed tomato sauce, baked stuffed shells, rice pilaf, marinara sauce, stewed chick peas with zucchini mixed vegetables

Friday October 5

Lunch - New England clam chowder, maple glazed salmon, turkey 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 October 6

Lunch - Beef barley and onion soup, vegetable and black bean enchiladas, 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-naise potatoes, buttered egg noodles, stewed tomatoes, peas

Sunday October 7

Lunch - Vegetable beef supreme soup, baked citrus herb crusted fish, fried chicken, brown rice pilaf, red bliss mashed potatoes, cream gravy, green bean casserole, corn Dinner - Turkey noodle soup, creamy cajun shrimp penne, meat loaf, roasted garlic mashed potatoes, brown gravy, Louisiana style smothered squash, okra me-lange

Monday October 8

Lunch - Beef short ribs, chicken/vegetable pasta, steamed rice, roasted zucchini, steamed baby carrots minestrone soup Dinner - Braised pork chops, turkey meatloaf, buttered egg noodle, Island-er's rice, Lyonnaise wax beans, broccoli polonaise, brown gravy, chicken gumbo soup

Tuesday October 9

Lunch - Salmon with tomato cucumber relish, fried chicken, rice pilaf, mashed potatoes, sausage gravy, succotash, southern style greens, cream of potato soup Dinner - Roast beef, baked ziti with Italian sausage, parsley buttered potatoes, peas, vegetable stir fry, toasted garlic bread, navy bean soup, horseradish sauce

Wednesday October 10

Lunch - Santa Fe glazed chicken, baked smoked chicken, south-west orzo pasta, whipped sweet potatoes, corn on the cob, sim-mered mustard greens, raison sauce, chunky beef noodle soup Dinner - Swedish meatballs, spicy shrimp with cheesy grits, rice pilaf, French fried cauliflower, French cut green beans, brown gravy, chicken noodle soup

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, October 4

6:00pm - Total Recall PG 13

Friday, October 5

5:00pm - ParaNorman PG

7:15pm - The Campaign R

Saturday, October 6

2:00pm - ParaNorman PG

4:30pm - The Odd Life or Timothy Green PG

7:00pm - Total Recall PG 13

9:30pm - The Campaign R

Sunday, October 7

2:00pm - ParaNorman PG

MOVIE SYNOPSIS

Total Recall - Starring: Colin Farrell, Bryan Cranston, Jessica Biel. Welcome to Recall, the company that can turn your dreams into real memories. For a factory worker named Douglas Quaid, even though he's got a beautiful wife who he loves, the mind-trip sounds like the perfect vacation from his frustrating life - real memories of life as a super-spy might be just what he needs.

The Odd Life of Timothy Green - Starring: Jennifer Garner, Joel Edgerton, CJ Adams. Happily married couple, Cindy and Jim Green can't wait to start a family but can only dream about what their child would be like. When young Timothy shows up on their doorstep one stormy night, Cindy and Jim-and their small town of Stanleyville - learn that sometimes the unexpected can bring some of life's greatest gifts.

ParaNorman - (Animation) - Starring the voices of: Casey Affleck, Kodi Smit-McPhee, Tempestt Bledsoe. When a small town comes under siege by zombies, who can it call? Only misunderstood local boy Norman, who is able to speak with the dead. In addition to the zombies, he'll have to take on ghosts, witches and worst of all, grown-ups, to save his town from a centuries-old curse. But this young ghoul whisperer may find his paranormal activities pushed to their otherworldly limits.

The Campaign - Starring: Will Ferrell, Zach Galifianakis, Katherine LaNasa. When long-term congressman Cam Brady commits a major public gaffe before an upcoming election, a pair of ultra-wealthy CEOs plot to put up a rival candidate and gain influence over their North Carolina district.

Movies are subject to change without notice

Naval Health Clinic Cherry Point

Mosquito Abatement Program

NAVAL HEALTH CLINIC

MCAS CHERRY POINT

Naval Health Clinic Cherry Point's Preventive Medicine Department takes an active role in the monitoring and mitigation of mosquito-borne diseases through the Mosquito Abatement Program. The program runs annually from April to October.

The program consists of placing mosquito traps in multiple areas throughout MCAS Cherry Point. These traps are placed in high traffic recreational areas, all military housing areas, and military training areas both on base and at outlying auxiliary fields. Traps are monitored weekly and, based on mosquito counts, we advise base facilities where to conduct low-volume spraying to target and reduce mosquito populations to acceptable levels.

Daily surveillance conducted via online databases allows us to identify disease outbreaks that may occur throughout military treatment facilities, local hospitals or throughout the state of North Carolina. These efforts provide the ability to target control measures to the type of mosquitoes responsible for various mosquito-borne diseases.

West Nile Virus is one such potentially serious illness. Experts believe WNV is established as a seasonal epidemic in North America that flares up in the summer and continues into the fall. The following fact sheet contains important information that can help identify and prevent infection by the virus.

Centers for Disease Control

West Nile Virus Fact Sheet

What can I do to prevent WNV?

The easiest and best way to avoid WNV is to prevent mosquito bites.

When you are outdoors, use insect repellents containing an EPA-registered insect repellent.

Many mosquitoes are most active at dusk and dawn. Be sure to use insect repellent and wear long sleeves and pants at these times or consider staying indoors during these hours.

Make sure you have good screens on your windows and doors to keep mosquitoes out.

Get rid of mosquito breeding sites by emptying standing water from flower pots, buckets and barrels. Change water in pet dishes daily and replace the water in bird baths weekly. Drill holes in tire swings so water drains out. Keep children's wading pools empty and on their sides when they aren't being used.

What are the symptoms of WNV?

Approximately 80 percent of people who are infected with WNV will not show any symptoms at all, but there is no way to know in advance whether you will develop an illness.

Up to 20 percent of people who become infected will display symptoms which can include fever, headache and body aches, nausea, vomiting, and sometimes swollen lymph glands or a skin rash on the chest, stomach and back. Symptoms can last for as short as a few days, though even healthy people have been sick for several weeks.

About one in every 150 people infected with WNV will develop severe illness. The severe symptoms can include high fever, headache, neck stiffness, stupor, disorientation, coma, tremors, convulsions, muscle weakness, vision loss, numbness and paralysis. These symptoms may last several weeks, and neurological effects may be permanent.

How does West Nile Virus spread?

Infected Mosquitoes. Most often, WNV is spread by the bite of an infected mosquito. Mosquitoes be-

come infected when they feed on infected birds. Infected mosquitoes can then spread WNV to humans and other animals when they bite.

Transfusions, Transplants, and Mother-to-Child. In a very small number of cases, WNV also has been spread through blood transfusions, organ transplants, breastfeeding and even during pregnancy from mother to baby.

Not through touching. WNV is not spread through casual contact such as touching or kissing a person with the virus.

How Is WNV Infection Treated?

There is no specific treatment for WNV infection. In cases with milder symptoms, people experience symptoms such as fever and aches that pass on their own, although illness may last weeks to months even in healthy persons. In more severe cases, people usually need to go to the hospital where they can receive supportive treatment including intravenous fluids, help with breathing, and nursing care.

What should I do if I think I have WNV?

Milder WNV illness improves on its own and people do not necessarily need to seek medical attention for this infection though they may choose to do so. If you develop symptoms of severe WNV illness, such as unusually severe headaches or confusion, seek medical attention immediately. Severe WNV illness usually requires hospitalization. Pregnant women and nursing mothers are encouraged to talk to their doctor if they develop symptoms that could be WNV.

What Is the CDC Doing About WNV?

CDC is working with state and local health departments, the Food and Drug Administration and other government agencies, as well as private industry, to prepare for and prevent new cases of WNV.

For more information, visit www.cdc.gov/westnile, or call the CDC at 800-CDC-INFO (English and Spanish) or 888-232-6348.

Smoke Alarms

Keep family safe with these tips from Cherry Point Fire and Emergency

FIRE AND EMERGENCY SERVICES

MCAS CHERRY POINT

Smoke alarms are an important part of a home fire escape plan. When there is a fire, smoke spreads fast. Working smoke alarms give you early warning so you can get outside quickly. Dial 9-1-1 if alarms sound.

Safety Tips

Replace smoke alarms immediately if they do not respond properly when tested or when batteries are replaced. All smoke alarms should be replaced when they reach 10 years old, regardless of their condition.

Replace batteries in all smoke alarms at least once a year. If an alarm "chirps," warning the battery is low, replace the battery right away.

Install smoke alarms inside every bedroom, outside each sleeping area and on every level of the home, including the basement.

Larger homes may need additional smoke alarms to provide enough protection.

For the best protection, interconnect all smoke alarms so when one sounds, they all sound.

Install smoke alarms following manufacturer's instruction high on a wall or on a ceiling.

An ionization smoke alarm is generally more responsive to flaming fires. A photoelectric smoke alarm is generally more responsive to smoldering fires. For the best protection, a combination alarm system (photoelectric and ionization) is recommended.

Contact your local fire department for assistance.

For more information about fire safety visit <http://www.nfpa.org>

FACTS

! Roughly two-thirds of home fire deaths happen in homes with no smoke alarms or no working smoke alarms.

! Working smoke alarms cut the risk of dying in reported home fires in half.

AND DON'T FORGET...

All smoke alarms should be tested at least once a month using the test button

THE LOCAL BUZZ

Announcements

► Indicates new announcement

► Marine Dome Opening

The Cherry Point Marine Dome will re-open Monday at 1 p.m.
The hours of operation are Monday-Thursday, 5 a.m. - 9 p.m., Friday 5 a.m. - 6 p.m. and Saturday, Sunday and holidays 1-5 p.m.
Call Cherry Point Athletics at 466-6214 for more information.

► Haunted Hayrides

Ghosts of New Bern and Carolina Carriage Tours will host “haunted hayrides” every Friday and Saturday in October starting Oct. 11.
The hour-long ride starts at 7:30 p.m. and starts at Morgan’s Tavern and Grill.
Guests ride in the rustic comfort of a tractor-drawn hay wagon and hear tales of strange occurrences, unusual happenings and ghosts that haunt some of New Bern’s homes and buildings. The stories are based on the book, “Ghosts of New Bern” by Joseph and Joyce O’Callahan. Haunted Hayride guests are treated to an entertaining and “spirited” evening as they celebrate more than 300 Years of New Bern ghost stories.
Space is limited.
For more information and to purchase tickets call 571-4766.

► Flu Shots

The Naval Health Clinic is offering Saturday seasonal flu vaccine rodeos for all eligible beneficiaries from 8 a.m. – noon at the immunizations department on the following dates: Oct. 13, 20, 27.
Eligible beneficiaries may also receive the flu vaccine during regular immunization hours, Monday – Friday, 8 a.m. - 3 p.m.

► MARSOC Screening Team Visit

The Headquarters Marine Corps Special Operations Command Screening Team will visit Cherry Point Oct. 22, New River Oct. 23, and Camp Lejeune Oct. 24 - 26.
For more information, contact Karlee Loch at 910-440-0282, 910-915-6745, or Karlee.loch@usmc.mil, or visit <http://www.marsoc.marines.mil>.

Fire and Emergency Services Open House

Cherry Point Fire and Emergency Services will open its doors to the Cherry Point community Saturday and Oct. 13, as part of Fire Prevention Week. The open house will take place at Cherry Point’s newest fire

station, Station 3, located at the intersection of F St. and 4th Ave.
There will be activities for people of all ages, especially children. The open house will feature tours of the firehouse and trucks, a chance to meet Sparky the Fire Dog and Freddie the Fire Truck, stop, drop and roll lessons, free fire hats, coloring books and stickers, and the chance to try on real fire suits.
Cherry Point Fire and Emergency Services hopes to promote an understanding of fire safety among children and the entire Cherry Point community.
Fire Prevention Week is Oct. 7 – 13 commemorating the Great Chicago Fire of 1871.

2012 Cherry Point Intramural Basketball

The deadline to register teams for the 2012 Cherry Point intramural basketball season is Monday.
Letters of instruction can be picked up at the Marine Dome. Minimum sign-up requirement is five team members and maximum is 15 at the games, but there is no maximum for team rosters.
Active-duty military from Cherry Point and Marine Corps Auxiliary Landing Field Bogue are invited to sign-up.
The first coaches meeting is Oct. 15 and the season begins Oct. 22.
For more information call 466-6214.

New Bern MumFest

The 32nd annual MumFest celebration will come to the restored streets and waterfront of historic downtown New Bern, Oct. 13 - 14.
New this year: model car show and the Indy Tour exhibit, the Sea Fair floating art gallery and New Bern’s own version of “Dancing with the Stars.”
For more information, call Swiss Bear Downtown Development Corporation at 638-5781 or visit the website at <http://www.mumfest.com>.

Naval Health Clinic Breast Cancer 5K

The 7th Annual Breast Cancer Awareness 5K run will take place at Sunset Park across from the flight line aboard Cherry Point Oct. 20.
Shirts for the event are now on sale at the surgery clinic aboard the Health Clinic. Prices are \$10 for short sleeve and \$12 for long sleeve. Shirt payments are due no later than Oct. 12. No registration needed.
For more information contact Petty Officer 2nd Class Noceda at 466-0915.

Onslow Oktoberfest and 5K

Along with mouth-watering beer and bratwurst,

Onslow Oktoberfest will also host it’s fourth annual 5K run or walk at the Riverwalk Crossing Park in Jacksonville, Oct. 27. Register online at <http://www.onslowco.org> or for more information call 910-455-5733.

Tours of Cedar Grove Cemetery

The 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, 9:30 a.m. - 4:30 p.m. or at the gate prior to the tour. All tours begin at 4 p.m.
• Saturday
• Oct. 13, 20, 27
• Nov. 3, 10, 17, 24
For more information, call 635-1374.

Marine and Family Programs

Marine, Family Programs Office Numbers

- Now in Building 298**
• Library – 466-3552.
• Retired Activities – 466-5548.
- Now in Building 286**
• Exceptional Family Member Program – 466-3305.
• Child Development Resource and Referral – 466-5490.
- Now in Building 87**
• Sexual Assault Prevention and Response Program – 466-5490.
• Substance Abuse Counseling – 466-7568.
• New Parent Support Program – 466-3651.
• Family Advocacy Program – 466-3264.
• Military Family Life Consultant – 876-8016.
• Families Overcoming Under Stress Representative – 466-7137.

- Now in Building 4335**
• Lifelong Learning – 466-3305.
• The Family Member Employment Program, Transition Assistance Management Program, Relocation Assistance Program and accredited financial counselors can be reached at 466-4201.

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.

Marine Corps Family Team Building
Educational resources and services to foster personal growth and enhance the readiness of Marine Corps families. Located in Building 87. For more information, email family.readiness@usmc.mil

Monthly and Weekly Events

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.

Table Talk Bible Study

The Cherry Point Chaplain hosts a weekly bible study at Miller’s Landing Thursdays at 6 p.m.
For more information, call the Chaplain’s office at 466-4000.

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 information, call 241-6155.

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 Saturdays at 8 p.m. For more information, call 241-6155 or 466-3044.

Disabled Veterans

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

Domestic Violence Support

Support groups for victims of domestic 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.

Basic Budgeting

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

Zumba

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

Education Fairs

The Cherry Point Education office hosts monthly career and education fairs, at the Jerry Marvel Training and Education building, room 171b. The next fairs are Oct. 19, and Nov. 30. For more information call, Dana Bayliss, at 466-2046.

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 meant 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

Cherry Point personnel call 466-3093.
FRC East personnel call 464-8333.
DLA personnel call 466-4083.

This month in Marine Corps History

From the USMC History Division

- Oct. 1, 1997** The first African-American female colonel in the Marine Corps was promoted during a ceremony at MCAS Cherry Point. Col. Gilda A. Jackson, a native of Columbus, Ohio, made Marine Corps history when she achieved the rank of colonel.
- Oct. 5, 1775** Meeting in Philadelphia, the 2nd Continental Congress used the word “Marines” on one of the earliest known occasions, when it directed Gen. George Washington to secure two vessels on “Continental risque and pay,” and to give orders for the “proper encouragement to the Marines and seamen” to serve on the two armed ships.
- Oct. 23, 1983** At 6:22 a.m. an explosive-laden truck slammed into the battalion landing team headquarters building in Beirut, Lebanon, where more than 300 men were billeted. The massive explosion collapsed the building in seconds, and took the lives of 241 Americans including 220 Marines. This was the highest loss of life in a single day for Marines since D-Day on Iwo Jima in 1945.

NEXT
UP...

SPRINT CUP
Race: Good Sam Roadside Assistance 500
Where: Talladega Superspeedway
When: Sunday, 1 p.m. (ET)
TV: ESPN
2011 Winner: Clint Bowyer (right)



NATIONWIDE SERIES
Race: Dollar General 300
Where: Charlotte Motor Speedway
When: Oct. 12, 7 p.m. (ET)
TV: ESPN
2011 Winner: Carl Edwards

CAMPING WORLD TRUCKS
Race: Coca-Cola 250
Where: Talladega Superspeedway
When: Saturday, 3:30 p.m. (ET)
TV: SPEED
2011 Winner: Mike Wallace



Journalist and broadcaster **Chris Economaki** appearing on ABC's Wide World of Sports. (NASCAR photo)

Chris Economaki, 1920–2012

The ‘must read’

Veteran journalist covered auto racing for six decades

When the current media center/press box at Indianapolis Motor Speedway was new, there were rows of work stations each with an electrical outlet, phone jack and high-speed Internet connection. But at one seat up front there was a station with a typewriter, where Chris Economaki could be found clacking away at another story for National Speed Sport News. His clacking on the typewriter was a familiar sound for years at race tracks large and small across America.

Economaki, who died last week at 91, was the undisputed leader of the American motorsports journalist corps, and his publication was, during his time as editor, the “must read” paper for anyone associated with American auto racing.

Economaki also had a distinguished career as a broadcaster. He was knowledgeable about the elite racing circuits, but also kept fully abreast of the goings on at the short tracks and smaller touring series that are the backbone of American auto racing.

His Editor’s Notebook was by far the most-read article in National Speed Sport News, and in the days before the Internet he gleaned information from newspapers all across the country and passed along the most significant happenings, always crediting the reporter and paper that first published the news. He also befriended those reporters, took them under his wing and encouraged them in ways he likely never fully knew.

When reporters would gather to reminisce, his stories about long-gone pioneers like Tommy Hinnershitz and Ted Horn were to be treasured, as they were direct links to

the sport’s earliest days.

Economaki began hawking copies of National Speed Sport News at age 14 at local tracks and eventually held the position of editor for more than 60 years. He also worked as a track announcer and with ABC’s Wide World of Sports, as well as covering races for CBS and ESPN.

Many a racing movie from back in the day includes clips of Economaki calling the action.

Dick Berggren, a longtime announcer and journalist himself, said Economaki was “the most premier auto racing journalist who ever was and ever will be. We’ll never again see someone as incredibly diverse and successful at his craft.”

Economaki is survived by his daughters Corinne and Tina and two grandchildren.

The racing community also lost another beloved leader last week as Bob Newton, the founder of Hoosier Tire, passed away.

Newton is remembered as a man who cared deeply for the sport of auto racing and its participants. His company had a brief run in NASCAR, with several drivers winning races on his tires, but most of his focus was on the other circuits in the motorsports world.

Tony Stewart was among those offering remembrances of Newton.

“If it weren’t for Bob and the company he built, guys like me never would’ve had the opportunity to do what we do, and I never would’ve had the opportunity to make it to NASCAR,” Stewart said in a statement. “No one cared more about racers than Bob. For decades, he’s been responsible for shaping short-track racing.”

BRIEFLY

Testing; Danica; HANS

NASCAR is relaxing its restrictions on testing. For the first time since 2008, teams can test independently at tracks that host NASCAR’s top three divisions. Each Cup organization, no matter how many cars it fields, can test four times next season. The testing is in addition to the Preseason Thunder test at Daytona International Speedway the second week of January.

Reports from Dover indicate that Danica Patrick will race next year with veteran crew chief Tony Gibson and the crew that has been paired with Ryan Newman.

Newman’s new crew chief and crew members have yet to be determined.

Simpson Performance Products, one of the leading manufacturers and distributors of racing safety equipment, has acquired HANS Performance Products, which builds HANS head-and-neck-restraint devices worn by most racers these days. HANS Performance Products was formed in 1991 by five-time IMSA driving champion Jim Downing and Dr. Robert Hubbard. The Atlanta-based company will be operated as a separate division of Simpson Performance Products and Downing and Hubbard will continue to provide engineering experience and support.

2012 CHASE CONTENDERS

Chase Chart Following the AAA 400 at Dover International Speedway

1. Brad Keselowski 2,142 (finished first)
He stretched his fuel to the finish to win for the second time in three Chase races, but he insists it’s still early. “It feels great to win. I’m so proud of my team. But I can’t state loudly enough how much longer this battle is,” he said.

2. Jimmie Johnson -5 (finished fourth)
He had taken command of the race as the laps wound down but had to back off to save fuel, which isn’t his strongest suit. “We have a handful of races that come down to [fuel mileage] each year, and we’ve worked to get better at it,” he said.

3. Denny Hamlin -16 (finished eighth)
After starting from the pole, he had a car capable of finishing in the top three, but a late-race stop for fuel dropped him down in the running order. Still, he was upbeat about his Chase chances. “There’s nothing we can’t handle on the race track,” he said.

4. Clint Bowyer -25 (finished ninth)
He and crew chief Brian Pattie weren’t happy after Dover, but Talladega is next, and they like that. “We’ll go to Talladega and hopefully shake them up there,” Pattie said.

5. Tony Stewart -32 (finished 20th)
He was unlucky but still ran better than he usually does at Dover. “I don’t know what we’ve got to do to change our luck, but that’s just the story of the day for us,” he said.

6. Kasey Kahne -32 (finished 15th)
He had plenty of fuel and a fast car at the end, but a mechanical issue followed by a pit road penalty put him three laps down at the end. “We were sitting really good because we had just pitted and topped off [the fuel tank],” he said. “It’s too bad whatever it was.”

7. Dale Earnhardt Jr. -39 (finished 11th)
He had a so-so run, which isn’t good enough to win a championship. “Eleventh isn’t too bad if you want to run seventh in points, but if you want to try to win the championship ... you are going to have to win races,” crew chief Steve Letarte said.

8. Martin Truex Jr. -42 (finished sixth)
He started third, faded early and bounced back. “We showed what we were made of, and battled,” he said. “We were just off at the beginning of the race.”

9. Kevin Harvick -46 (finished 13th)
Three straight finishes between 11th and 13th have him more than a full race behind the leader in the points standings. “Our car wasn’t very good,” he said. “We made some good adjustments, [but] just couldn’t make up those two laps.”

10. Jeff Gordon -48 (finished second)
After hitting the wall because of a stuck throttle at Chicagoland, he’s finished third at New Hampshire and second at Dover, but he’s lost one point to the leader in that span. “We’ve got seven more weeks to get it done,” he said.

11. Greg Biffle -51 (finished 16th)
The points leader at the end of the regular season continues to drop in the standings and needs poor finishes by his competitors. “It’s pretty much a stretch for us right now,” he said. “We would have to have a lot of help at Talladega and a few other race tracks to try and leapfrog back in.”

12. Matt Kenseth -72 (finished 35th)
He’s a lame duck at Roush Fenway Racing, and his cars keep breaking down on him. At Dover, the rear suspension broke. “Our performance hasn’t been very good either,” he said.

NOTEBOOK

Talladega could be ‘wild card’

This weekend’s Good Sam 500 at Talladega Superspeedway is one many Chase drivers dread, as one of the multi-car crashes that typically occur there could ruin a championship run.

On the other hand, it could bring back into contention some who have fallen behind. Clint Bowyer, winner of the past two fall races at Talladega, said Sunday’s race definitely will be the “wild card” race of this year’s Chase.

“Things are so tight right now and the competition is so close, it’s literally a point or two here and a point or two there that’s shaking up the Chase right now,” he said. “That race can shake things up in a big way. It can propel you to the lead or bury you. It’s one of those races that I kind of look forward to. I’ve won a couple times there and enjoy it, but I also know what can happen there, too.”

Annett: ‘We keep getting better’

Nationwide Series driver Michael Annett tied his career-best finish by running third last Saturday at Dover International Speedway behind race winner Joey Logano and runner-up Paul Menard. But he said this third-place run meant more to him than the one he got earlier this year at Daytona, where the draft and the mad scrambles at the end can produce surprise finishes.

“To get [a third] on a track where you really have to earn it is pretty cool and a testament to our team that we’re still getting better,” he said. “We didn’t level off there and be happy with consistent top 10s; we want these top fives and we just keep getting better.”



Michael Annett signs autographs for fans. (NASCAR photo)

And he said he’s getting close to that breakthrough victory.

“If you get yourself in the first three rows of a late-race restart, then you have a chance for a win and that’s what we did,” he said. “Obviously we’re still looking for that first win, but I just said that we’re still getting better while a lot of teams are leveling out.”

Wallace ends top-10 streak

Darrell Wallace had another strong run in the No. 20 Toyota from Joe Gibbs Racing. The Drive for Diversity participant started from the pole at

Dover, his first Nationwide Series pole, but finished 12th, his worst result in four career Nationwide starts.

“Every race we have a car better than where we finish,” he said. “I’m the world’s worst on restarts. I’ll figure it out someday, hopefully, so we’ll maintain our spot and go forward instead of coming backwards and then going forward.”

But he said that overall he was pleased with his performance. “We kept the car in one piece, and we finished the race on the lead lap, but bummed we broke our top-10 streak,” he said.

Busch defends Furniture Row

Kurt Busch, who announced last week that he’ll move from James Finch’s No. 51 Chevrolet to the No. 78 Furniture Row Chevrolet now driven by Regan Smith, disputed those who have called his move a lateral one.

“That is a slap in the face to [Furniture Row owner] Barney Visser,” Busch told reporters at Dover. “He has put together a program that is tiers above ... just different levels of competition above where James Finch is.”

He said Finch, who fields cars built and powered by Hendrick Motorsports, is running obsolete equipment. “The No. 51, we are running equipment that is four years old,” he said. “It’s very obvious to me on why this is not a lateral move.”

Busch also said that he expects to work closely with Richard Childress Racing, which supplies cars and engines to Furniture Row Racing.

“You are going to see a No. 29 car, a No. 31, a No. 27 [all Childress entries] and you’re going to see a No. 78 work together as one,” he said.

Busch is set to take over the No. 78 at Charlotte next week.

NUMERICALLY SPEAKING

5,839 Green-flag passes by Jeff Burton in the past 15 Sprint Cup races at Talladega, the most of any driver

331 Laps led by Jeff Gordon in the past 15 Cup races at Talladega, tops among drivers

86 Laps led by Todd Bodine in the past six Truck Series races at Talladega, tops among drivers

1 Point separating Truck Series points leader Ty Dillon and second-place James Buescher