

# FIVE STAR

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## Berlin Hunts Terror-Truck Driver; ISIS Claims Responsibility

Nearly 24 hours after Germany's deadliest terror attack in decades, police said they had been holding the wrong man as their only suspect, reviving fears of more violence and escalating the hunt for at least one perpetrator at large.

Amid the uncertainty over who plowed a truck through a crowded Christmas market, the attack that left 12 people dead and 14 people still in critical condition posed new challenges for Chancellor Angela Merkel. She and her government moved to confront the attack's political impact given the unease over her immigration policy, both within her coalition and among voters. The police said a lack of forensic links to the crime scene helped clear their initial suspect, a Pakistani who arrived in Germany a year ago.

The violence in the center of the capital also raised new questions about Germany's light security posture amid an upsurge of terror in Europe that has largely spared the country until this week. Despite warnings about the possibility of an attack on one of Germany's signature Christmas fairs, there were no barriers and no more than five police at the Berlin site when the truck slammed into market stalls and visitors. "We had some officers there to keep an eye on the market," a police spokesman said. "We now see it wasn't enough."

Islamic State claimed responsibility for the attack. Investigators had released no information by Tuesday evening on any other suspects being sought in the attack.

"We don't want to live paralyzed by fear of evil," said Ms. Merkel, who received condolence calls from President Barack Obama and leaders across Europe. Authorities called for Christmas markets in Berlin to close but urged that those outside the capital stay open.

Islamic State said via its official Amaq news agency that one of its fighters had followed calls to attack members of "coalition countries." Germany is a member of the U.S.-led coalition fighting the terror group in Syria and Iraq, though not in a combat role. It was at least the fourth time this year that Islamic State claimed responsibility for an attack in Germany, though this was the only of those resulting in multiple deaths.

A witness followed the truck's driver as he fled the scene on Monday night and reported to the police that the man had disappeared on the edge of the sprawling Tiergarten park, police said. Soon after, near the center of the park, police took into custody a Pakistani man who resembled the witness's description.

"Because the witness had been observing the man from a distance, we couldn't be 100% sure that the man was the driver," said Berlin police spokesman Thomas Neuendorf. As the man continued to deny involvement Tuesday and forensic tests failed to link him to the scene, officials' doubts grew that they had the right man. The police urged Berliners to stay vigilant.

"We haven't yet been able to confirm that this person was in fact the driver," Klaus Kandt, the Berlin police chief, initially said at a news conference, referring to the man who had been detained. Later he told reporters: "It is possible that we have a dangerous criminal here in the area."

In a passenger seat of the black Scania truck that barreled through the Christmas market at Berlin's iconic Kaiser Wilhelm Memorial Church, police found a Polish man who had been shot dead. That man, officials said Tuesday, was the original driver of the truck belonging to a Polish trucking company, which had picked up construction steel from a Thyssenkrupp AG site a 3-mile drive north of the crime scene. The trucking firm's owner, Ariel Zurawski, told Polish television Tuesday German police had shown him a graphic photo of the dead driver — 37-year-old Lukasz Urban, Mr. Zurawski's cousin — covered in bruises.

"It was clear he was fighting for his life," Mr. Zurawski said. He added that the last anyone heard from Mr. Urban was when his wife spoke to him by phone at 3 p.m. on Monday. The GPS data showed the truck started moving back and forth at 3:45, "like someone was trying to learn to drive it," Mr. Zurawski said. Then for several hours there was no movement until 7:40 p.m., shortly before the attack.

German police said the weapon that killed Mr. Urban hasn't been recovered — raising fears that an armed

attacker was on the run.

"We are, of course, highly alarmed," Holger Münch, head of Germany's federal criminal police, said in a news conference. "We are investigating, of course, in all directions." Monday's attack echoed the July 14 truck rampage in Nice, France, which killed 86, and appeared to have been carefully planned, officials said. The site of the Christmas market in the upscale Charlottenburg neighborhood of western Berlin was surrounded by metal poles. The attacker avoided those obstacles by driving the truck through the open pedestrian entrance of the market.

The driver "must have done his research ahead of time," said Michael Roden, chairman of the vendors' association of the Christmas market. "We never thought a fully loaded 18-ton truck would be able to drive into the market." Klaus-Jürgen Meier, chairman of the Christmas market, described Monday night's scene as "panic, chaos, people suffering." He and Mr. Roden had just met at the market when the attack took place just after 8 p.m.

"We saw a few hundred people running across the street in panic even though the light was red," Mr. Meier said. "Germans don't cross when the light is red."

Aside from Mr. Urban, six people killed by the truck had been identified by Tuesday, Mr. Münch of the federal criminal police said. All six were German, he said, adding it was possible that foreigners were among the other five. Fourteen of the wounded remained in critical condition Tuesday evening.

"It cannot be excluded that there will be further victims," Interior Minister Thomas de Maizière said, adding that no children were among the dead.

Mr. de Maizière, the country's top security official, said he was optimistic that German investigators were following promising leads even though the initial suspect appeared to have been the wrong man.

Iñaki Ellakuria, a young Spaniard studying in Berlin, was among those injured in the attack. "I heard the truck crash against the first stall, I turned, and it was right in my damn face," he wrote on Twitter. "It was going fast, very fast."

(Wall Street Journal)

### ESWS QUESTION OF THE DAY

How many guns are fired to honor a vice admiral?

- a. 17
- b. 16
- c. 15
- d. 14



### EAWS QUESTION OF THE DAY

What is fox corpen?

- a. A signal meaning to reserve fuel
- b. Ship's true heading during flight ops
- c. The nickname for Catapult 2
- d. The equivalent of 20 nautical miles



### EIWS QUESTION OF THE DAY

Intentional transmission of signals designed to deceive the enemy is known as?

- a. Meaconing
- b. False signaling
- c. Switch tactics
- d. Jamming



### DC QUESTION OF THE DAY

Which AFFF stations supply the main spaces?

- a. 7, 8, 9, 10
- b. 7, 8, 17, 18
- c. 8, 9, 10, 14
- d. 7, 8, 9, 14





# INSIDE AIMD

STORY AND PHOTOS BY MC2 COLE KELLER

Aircraft aboard the USS Dwight D. Eisenhower (CVN 69) (Ike) must be ready at all times. It is the Aviation Intermediate Maintenance department (AIMD) jet shop's (IM-2) mission to maintain, repair and rebuild aircraft engines to keep Ike pushing forward.

With the ability to accelerate several thousand pounds of metal far past the sound barrier, there is no argument the jet engine is one of the most effective tools the Navy has in confronting its adversaries. These powerful, hulking machines are fine tuned to allow a single aviator to harness the raw power they provide. This is not an easy task.

Ike's jet shop, located on the main deck of the ship near the fantail, is in charge of supporting Carrier Air Wing (CVW) 3 by performing intermediate-level maintenance on gas turbine engines. These engines include the F404-GE-400 (Hornets), the F414-GE-402 (Super Hornets).

"Basically, we repair and provide engines for the air wing," Aviation Machinist's Mate 2nd Class Steven Vazquez said. "We can repair just about any F414-GE-400 or F404-GE-402 engine that comes in, and we have to do mandatory tests on the engine to ensure everything functions properly."

The F404 and F414 are modular engines and are taken apart for repair in sections. The jet shop uses manufactures manuals for repair, troubleshooting and parts used on the engines.

"When we first receive the engine, we perform a major engine inspection on it," Chief Aviation Machinist's Mate Curla Hannor said. "We first tear it down, then inspect it, build it back up by changing out the necessary modules and put it on a test cell for operational testing and leak checks. Then we'll hold a final inspection on it and issue it back out to the squadron that needs it."

The jet shop determines whether or not they can repair an engine by making an assessment of how many damaged modules it contains. With four or more modules damaged, the engine is considered beyond capable maintenance and is replaced. If only one to three modules are damaged, it is deemed cost-effective to repair and reissue the engine to a squadron.

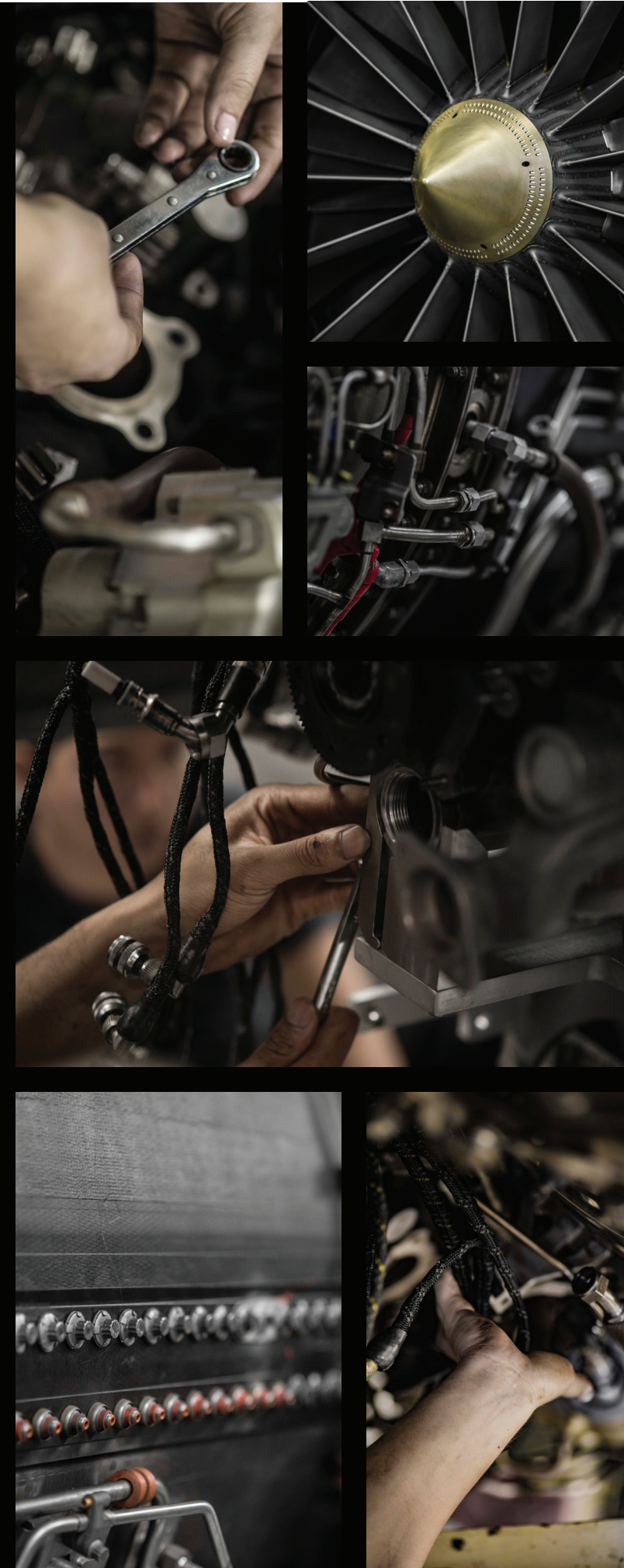
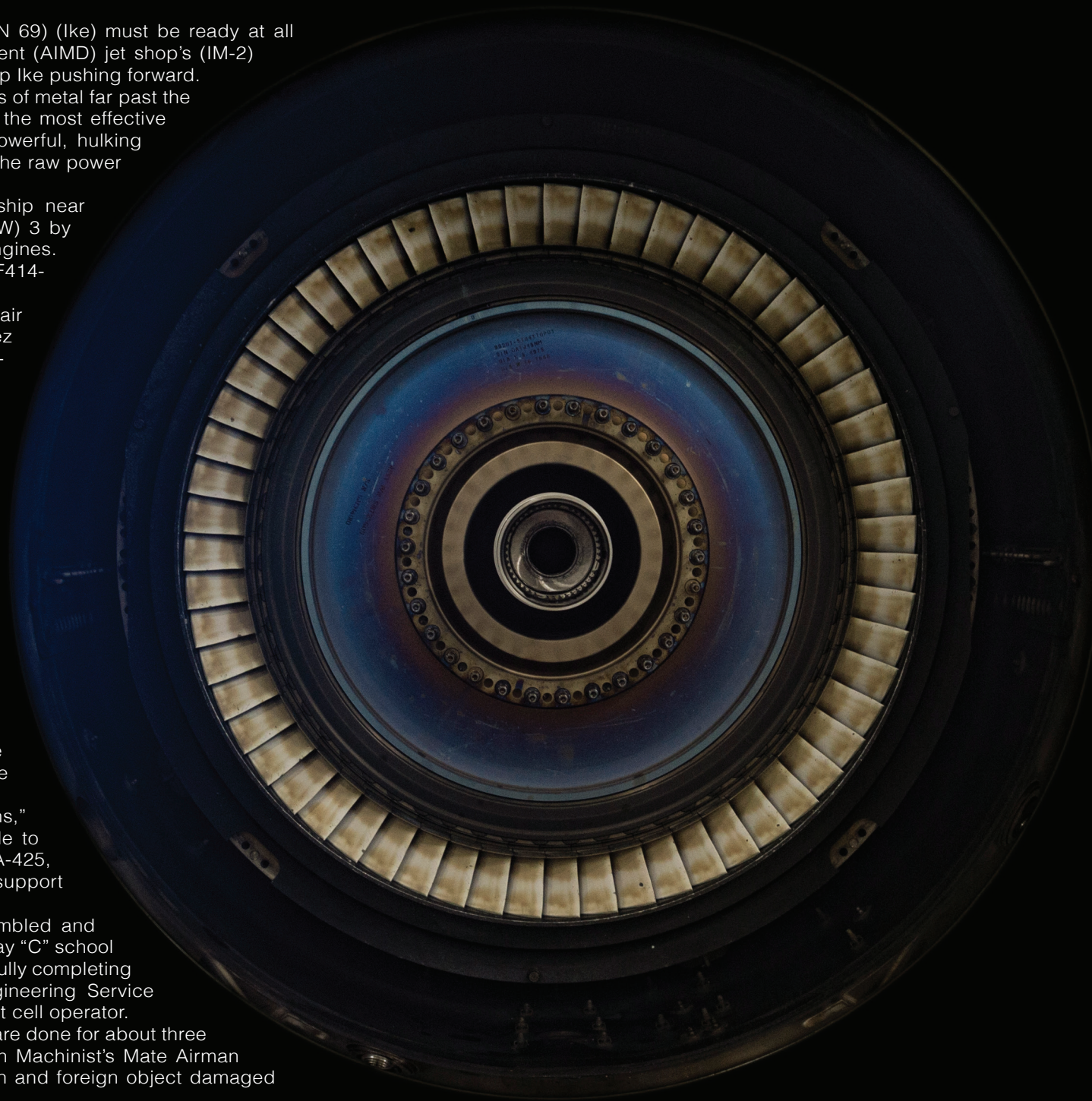
"We always keep motors on standby for the squadrons," Hannor said. "It's imperative to our mission that we are able to issue these engines on demand." The ship carries T56-A-425, T56-A-427, T700-GE-401C gas turbine engines onboard to support the embarked air wing.

Every engine is stripped of its faulty parts, reassembled and tested by aviation machinist's mates (AD). AD's attend a 28-day "C" school to learn about the engines and technical terms. After successfully completing this course, a class at Naval Air Technical Data and Engineering Service Command is required for a Navy enlisted classification for test cell operator.

"After all our schooling, we watch how certain things are done for about three days and jump right in to get our hands dirty," said Aviation Machinist's Mate Airman Kevin Horton. "That way we can tear apart and fix all broken and foreign object damaged engines."

The work that goes on in the jet shop, 24/7, is vital to Ike's operational readiness. Horton explained the entire jet shop takes 100 percent ownership for all their work, good or bad. They are responsible for keeping pilots up in the air.

"The pilots depend on us to give them a safe and reliable engine, and we take that responsibility very seriously," Horton said. "It is a team effort and we all hold each other accountable to guarantee Ike can complete the mission and get our pilots back here safely."





## Weed Killer Made in Britain, for Export Only

The factory here, set amid a brick campus in an industrial town, recently celebrated its centennial.

It produces paraquat, one of the world's most enduring weed killers, but not one that can be purchased in the European Union.

So it will be sent to another part of the globe that still allows paraquat to be sprayed on weeds.

Paraquat has long been controversial because of its use in suicides in many parts of the world. Drinking one sip can be lethal. But regulators in the United States are grappling with a wave of research linking paraquat to Parkinson's disease.

In a recent regulatory filing, the Environmental Protection Agency said, "There is a large body of epidemiology data on paraquat dichloride use and Parkinson's disease." The agency is weighing whether to continue allowing the chemical to be sprayed on American cropland.

In the meantime, many of the nations that ban paraquat and other chemicals whose use is contentious still allow them to be manufactured as long as they are exported to faraway fields. The Huddersfield plant is owned by Syngenta, the pesticide giant based in Switzerland, which has not allowed paraquat since 1989.

Even China, a nation not known for environmental regulation, said in 2012 that it would phase out paraquat "to safeguard people's lives." But it still allows production for export.

As Europe and China move away from paraquat, its use is rebounding in the United States. That is true for soybean fields, where the number of pounds used is up more than fourfold over the past decade, according to Department of Agriculture data.

The world's most popular weed killer is



Monsanto's Roundup; some 220 million pounds of its active ingredient were used last year in the United States, according to the E.P.A. But weeds are becoming resistant to Roundup, and paraquat has been marketed as an alternative. Last year, seven million pounds of paraquat were used in the United States, Syngenta said.

While the possibility of a Parkinson's link has been cited in studies going back more than two decades, research in the past five years has intensified, including a prominent study by the National

Institutes of Health and meta-analyses of a large body of research. The studies have looked at the exposure of farmers and others who spray paraquat, as well as people who live near where it is used.

"The data is overwhelming" linking paraquat and Parkinson's disease, said Dr. Samuel M. Goldman, an epidemiologist in the San Francisco Veterans Affairs health system who has studied the connection. "I'm not a farmer, I don't need to kill weeds, but I have to believe there are less dangerous options out there."

(Reuters)

## Obama Uses 1953 Law to Ban Drilling

President Obama announced on Tuesday what he called a permanent ban on offshore oil and gas drilling along wide areas of the Arctic and the Atlantic Seaboard as he tried to nail down an environmental legacy that cannot quickly be reversed by Donald J. Trump.

Obama invoked an obscure provision of a 1953 law, the Outer Continental Shelf Lands Act, which he said gives him the authority to act unilaterally. While some presidents have used that law to temporarily protect smaller portions of federal waters, Obama's declaration of a permanent drilling ban on portions of the ocean floor from Virginia to Maine and along much of Alaska's coast is breaking new ground. The declaration's fate will likely be decided by the federal courts. The move is one of many efforts by Obama to protect what environmental policies he can from a successor who has vowed to roll them back. Obama rushed countries to ratify the Paris Agreement on climate change before Trump's inauguration.

Environmentalists are already drawing

comparisons between Obama's use of the 1953 law to ban new drilling to what critics and opponents called his novel and audacious efforts to craft new climate change regulations: He turned to an obscure provision in the 1970 Clean Air Act to write sweeping regulations that would require states to shift their electricity systems from fossil fuels to renewable energy sources.

It is not unusual for presidents to be seized by a sense of urgency in their final weeks in office, said Kenneth R. Mayer, a political scientist at the University of Wisconsin. Last week, the Obama administration issued a final rule to bar states from withholding federal family-planning funds from Planned Parenthood affiliates and other health clinics that provide abortions, a measure that will take effect two days before Trump takes office.

Rules were also finalized to determine whether schools should be considered succeeding or failing under the new Every Student Succeeds Act. The Army Corps of Engineers denied a permit for the

Dakota Access oil pipeline that had raised the ire of Native Americans.

That may not be the mad rush that academics say Bill Clinton's White House had in its final days.

"Both the Bush administration and this administration really have tried not to have that rush," said Susan Dudley, who headed the regulatory review process in the final years of the George W. Bush administration.

Obama is picking fights — the drilling ban is a case in point. But other presidents who have invoked old laws to enact new policies have not run up against successors like Trump.

He has mocked climate change as a hoax perpetrated by China and has attacked Obama's environmental regulations as job killers. More important, he has promised to make fossil fuel mining and drilling across the nation's lands and waters a central feature of his economic program. As such, he is not likely to let Obama's drilling ban go unchallenged.

(NYT)

## Steelers are Getting Their Two Points Worth

Being the kicker for the Pittsburgh Steelers is no different from holding that job on any other N.F.L. team.

Except when it is.

After the Steelers score a touchdown, that is when Chris Boswell leaves his post by the kicking net and finds a spot about 15 yards from Coach Mike Tomlin.

"I'm eyeing him to see what he wants to do," said Boswell, who is 29 for 29 on extra-point attempts this season.

Tomlin has held up two fingers, signaling his desire to attempt a 2-point conversion, more than any coach since last season. Only Tomlin regularly flouts convention by going for 2 in situations that before would have otherwise required Boswell's services.

Such as in the first quarter with a 6-0 lead (Week 4 against Kansas City). Or in the second quarter leading by 2 (Week 12 last season at Seattle). Or in the second quarter leading by 9 (Week 3 last season at St. Louis).

Of the Steelers' 20 2-point attempts since the beginning of last season, 13 have come in the first half. The Steelers have converted 11 in total, including three of nine this season, with four of those chances coming in a single game, a Week 10 loss at home to Dallas.

Aiming to inflict pressure on the Cowboys, Pittsburgh went for 2 after scoring two first-quarter touchdowns. That the Steelers missed all four times in a 35-30 defeat obscured what they consider the broader perspective: It is better to try and to fail than not to try at all.



When Todd Haley, the Steelers' offensive coordinator, coached the Kansas City Chiefs for chunks of three seasons, he abided by a philosophy that he characterized as "ultra-aggressive," one reason he likes working with Tomlin.

When an injury to Boswell forced the Steelers to sign a new kicker the day before playing the Giants in Week 13, Haley posited that Tomlin, with little time to learn about Randy Bullock, would go for 2 early at least once, which he did, in the second quarter.

"When you're successful," Haley said, "it gives you even a little bit more of an extra burst than a touchdown because you feel like you scored twice."

Since the league adopted 2-point conversions in 1994, teams have almost exclusively kicked extra points after touchdowns. Only when the situation mandated would they go for 2.

The N.F.L. has precipitated a rise in 2-point attempts by making extra points longer: Kickers have converted 93.9 percent of their attempts over the last two seasons, down from 99.3 in 2014. There have been 186 attempts, with 89 conversions, across the last two seasons, which is more than the previous three combined. With 92 attempts this season, the league is on pace for 104 attempts. That would be the most since 105 in 1998, according to the Elias Sports Bureau. (AP)

## SUDOKU DIFFICULTY ★★★★★

7	1			5		6	
		4				7	
			7	9			
	6					2	7
			9	8			
5		3					1
				5	3		
		8				3	
	7		2				4 9

## KENKEN DIFFICULTY ★★★

7 +	2 -		3 /		40 ×
	30 ×		1 -		
1 -				1 -	
6 ×	2 /		24 ×		5 +
		15 ×		6 +	
2 -		8 +			

Fill the grid with digits 1-6 without repeating a digit in any row or column. The digits within each bolded box will produce the target number shown by using addition, subtraction, multiplication or division, as indicated.

## TODAY IN HISTORY

1942 - Eight PT boats (PT 36, PT 37, PT 40, PT 43, PT 44, PT 48, PT 59, and PT 109) turn back eight Japanese destroyers attempting to reinforce Japanese forces on Guadalcanal.

1943 - USS Sawfish (SS 276) sinks Japanese transport Sansei Maru southeast of Chi Chi Jima. Also on this date, TBFs sinks Rabaul-bound fishing boats No. 3 Yusho Maru, No.7 Fukuri Maru, No.2 Takatori Maru, and No.1 Hoko Maru.

1967 - President Lyndon B. Johnson signed legislation establishing the Navy Judge Advocate General's Corps. The Navy already designated a Judge Advocate General; but President Johnson's legislation recognized the need for a full-time, distinct, and dedicated community of legal professionals.





## SAILOR OF THE DAY

IT2 (IW/AW/SW) Kiara Arnold  
VFA-32

- From Austin, Texas
- Joined the Navy April 11, 2013
- Reported to Ike June 1, 2016
- Wants to commission as IW officer
- Plans to start a business after the Navy

## MOVIEPLAYLIST

### CHANNEL 10

0800/2000 - Gods of Egypt  
1030/2230 - Zootopia  
1300/0100 - Dawn of the Planet of the Apes  
1530/0330 - The Best Man Holiday  
1800 - Aloha

### CHANNEL 12

0800/2000 - L.A. Confidential  
1030/2230 - Ride Along  
1300/0100 - Ride Along 2  
1530/0330 - What About Bob  
1800 - The Perfect Guy

### CHANNEL 13

0800/2000 - It's a Wonderful Life  
1030/2230 - Elf  
1300/0100 - Black Nativity  
1530/0330 - Four Christmases  
1800 - Sailor of the Day's Choice

### CHANNEL 7

Training / IKE ON

### AFN CHANNELS

5, 15, 16, 17

## IKE MEDIA

COMMANDING OFFICER **Capt. Paul Spedero Jr.**  
EXECUTIVE OFFICER **Capt. Robert Aguilar**  
COMMAND MASTER CHIEF **CMCDM(AW/SW) Tyrone M. Blockton**  
PUBLIC AFFAIRS OFFICER **Lt. Cmdr. Rebecca Rebarich**  
DEPUTY PUBLIC AFFAIRS OFFICER **Lt. Kristina Fontenot**  
ASSISTANT PUBLIC AFFAIRS OFFICER **Lt. j.g. Katie Diener**  
MEDIA DEPARTMENT LCPO **MCCS(SW/AW) Tony Koch**  
PRODUCTION LCPO **MCC(SW/AW) John M. Osborne**  
**EXECUTIVE EDITOR**  
MC2(SW/AW) Cole Keller  
**EDITOR**  
MC3(SW/AW) Liam Antinori

#### STAFF

MC1(SW/AW) Patrick Grieco  
MC1(SW/AW/SCW) Erick Holmes  
MC1(SW/AW/EXW) Rafael Martie  
MC2(SW/AW) Michael Gendron  
MC2(SW/AW) William Jenkins  
MC2(SW/AW) Ryan Kledzik  
MC2(SW) Andrew Sneeringer  
MC3(SW/AW) Robert Baldock  
MC3(SW/AW) Nathan Beard  
MC3(SW) Anderson Branch  
MC3(SW/AW) Casey Hopkins  
MC3(SW) Janweb Lagazo  
MC3 Christopher Michaels  
MC3 Casey Trietsch  
MC3(SW) Dartez Williams  
MC3 Julio Martinez  
MCSN Neo Greene III  
MCSN(SW/AW) Joshua Murray  
MCSN(SW) Zachary Sleeper  
MCSN Jake Stanley

### ON THE COVER:

An F/A-18C Hornet assigned to the Wildcats of Strike Fighter Squadron (VFA) 131 taxis onto the catapult on the flight deck. (Photo by Mass Communication Specialist 3rd Class J. Alexander Delgado)

7	1	9	3	4	5	8	6	2
2	5	4	8	6	1	7	9	3
8	3	6	7	9	2	4	5	1
9	6	1	5	3	4	2	8	7
4	2	7	9	1	8	5	3	6
5	8	3	6	2	7	9	1	4
1	9	2	4	5	3	6	7	8
6	4	8	1	7	9	3	2	5
3	7	5	2	8	6	1	4	9

2	6	4	1	3	5
5	1	6	3	2	4
4	3	1	2	5	6
1	2	5	4	6	3
6	4	3	5	1	2
3	5	2	6	4	1

QUESTION  
OF THE DAY  
ANSWERS:

ESWS: C  
EAWWS: B  
EIW: A  
DC: D

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