

ROUGH RIDER

USS THEODORE ROOSEVELT

JANUARY 12, 2018



CVW-17 PASSES AMCI

CVW-17 EXCEEDS EXPECTATIONS IN A
MID-DEPLOYMENT MATERIAL CONDITION INSPECTION

GETTING A MOVE
ON WARFARE

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1040	THE LOFT	POMPEII	HANNAH AND HER SISTERS
1230	REPENTANCE	ZOMBIELAND	MASTERMINDS
1410	MARSHALL	THE FOREIGNER	THE INCREDIBLES
1610	THE IDES OF MARCH	ROCKY BALBOA	GOONIES
1800	WAR FOR THE PLANET OF THE APES	BLADE RUNNER 2049	HARRY POTTER AND THE GOBLET OF FIRE
2045	MARSHALL	THE FOREIGNER	THE SHAPE OF WATER
2250	REPENTANCE	ZOMBIELAND	JIGSAW

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GETTING A MOVE ON WARFARE

Story by MCSN Michael Hogan,
USS Theodore Roosevelt Public Affairs

The highlights of the past three months abound as TR breaches the midway point of deployment. Sailors advanced in rank, saw celebrities and high-ranking military officials, and achieved departmental and shipboard qualifications left and right.

Four months remain to achieve warfare qualification goals set by nearly every Sailor aboard TR, whether that's a primary, secondary, or even tertiary pin. During a deployment, warfare program coordinators are prepared to certify every Sailor who puts in the effort to earn it.

"There's no better place than out serving your mission in the 5th Fleet, supporting [Operation Inherent Resolve]," said HMCS Michael Tabura, TR's Enlisted Surface Warfare Specialist (ESWS) program coordinator. "What better place to do it than in real time?"

Underway, warfare qualifications are hands-on and readily available. However, during a Planned Incremental Availability (PIA), getting the signatures will not be so easy.

"Realistically, in PIA, it's almost impossible to find everybody," said IS1 Davin Brown, TR's Enlisted Information Warfare Specialist (EIWS) assistant program coordinator. "During PIA, everyone who is working in one of these warfare areas can get spread out to different divisions or PIA working groups. Some people are working on days, some people are on nights, and most people are trying to get home as quick as they can."

The difficulty in finding all the departmental and program representatives can be entirely avoided while TR is underway.

"We are warfighters and we're on a warfighting platform that is recognizable worldwide, and you need to know how to maneuver on and off the ship," said Tabura. "I'm not telling you to be an FC up in combat systems, knowing how to fire off weapons systems, but you should have the basic knowledge or capabilities of what each

department brings to a large platform that is a carrier."

Warfare programs ensure that Sailors have the proper training and experience to perform effectively in their professional area. The benefit gained from earning a warfare qualification is increased understanding of the warfighter; however, the far-reaching benefits reflect in a Sailor's career path.

"For evaluations you'll want most of your Sailors to have at least their primary pin," said ABECS Darnell Jackson, TR's Enlisted Aviation Warfare Specialist (EAWS) program coordinator. "As an E-6 or above, you'll want to be at least dual-qualified as you progress through your naval career."

A warfare qualification can separate a Sailor from their peers and create an opportunity for a competitive evaluation. With better evaluations, advancement becomes more achievable. Keeping advancement and evaluations in mind, warfare program coordinators say the biggest factor is time.

"You need to make time. That's a big thing," said Tabura. "I know everyone's busy, especially during these underways and combat ops, but like the CO says, every single day give yourself one hour to PT or study for advancement. Warfare is another priority as well. You have to make that time. Once you get your face in the books and you have someone else motivating you, you'll get the books, get the signatures, do the walkthroughs, and next thing you know, you're up for your board."

Whether Sailors just checked in aboard TR or they're only a day away from their qualifying board, there's still time to max out their productivity.

"Four months is plenty of time," said Jackson. "All you have to do is go to the walkthroughs, get your signatures, take the test, and study hard for your board. No problem, you should be qualified by May."

There's no better time to certify a Sailor as a warrior than on deployment. The warfare program coordinators all agree there's still ample time to reach and exceed the goals set by many of the Sailors aboard TR.

THIS WEEK IN REVIEW



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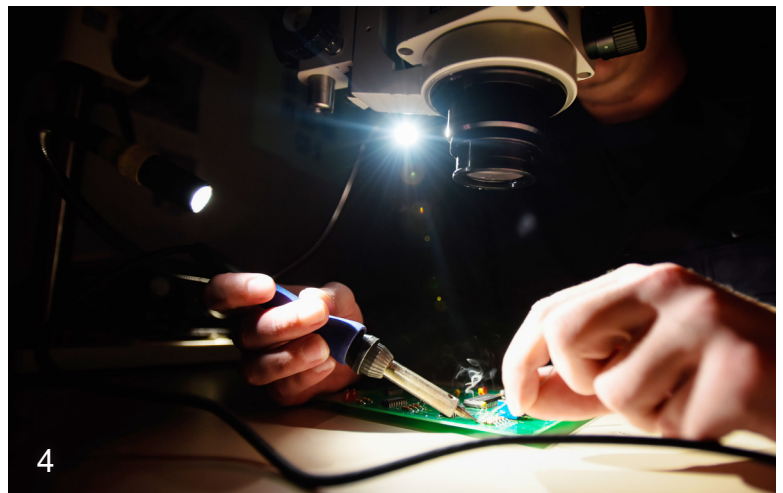
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1. FC2 Taylor Kramer hauls maintenance tools up a ladder. Photo by MCSN Michael Hogan.

2. EMFN Luis Jimenez uses a video camera to record flight operations for the integrated launch and recovery television surveillance system. Photo by MC3 Alex Corona.

3. DC2 Andrew Birmingham performs maintenance on CO2 bottles. Photo by MC3 Spencer Roberts.

4. EM3 Christian Follis solders a circuit board. Photo by MC3 Alex Corona.



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5. OS3 Carlos Galicia monitors air contacts in the combat direction center. Photo by MC3 Joseph Yu.

6. Sailors release an inflatable target, or 'killer tomato,' during a gun shoot on the fantail. Photo by MC3 Andrew Langholf.

7. AD2 Hai Truong, right, and AD3 Steven Parks check for corrosion on an E/A-18G Growler, assigned to the Cougars of Electronic Attack Squadron (VAQ) 139. Photo by MC3 Alex Perlman.



CVW-17 COMPLETES AMCI

AIRCRAFT MATERIAL CONDITION INSPECTION

Story by MC3 Alex Perlman,
USS Theodore Roosevelt Public Affairs

Carrier Air Wing (CVW) 17 Sailors and Marines completed a mid-deployment aviation material condition inspection (AMCI) while embarked aboard USS Theodore Roosevelt (CVN 71), Jan. 7.

Naval Air Forces Pacific conducted the AMCI to ensure all squadrons assigned to CVW-17 meet maintenance and safety standards while deployed. Inspectors looked for discrepancies in aircraft such as corrosion, broken parts, worn paint and over-used hardware.

“We’re just another pair of eyes looking over everything and trying to find things that, for whatever reason, were overlooked during standard inspection,” said Chief Aviation Structural Mechanic Jim Powers, a lead inspector with Commander Airborne Command Control and Logistics Wing. “We’re making sure, that without a doubt, the aircraft is going to fly safely and efficiently. Our team went around with flashlights and mirrors and thoroughly inspected the aircraft from all angles making sure there are no major things we need to fix.”

No problems were discovered in the inspection, with the exception of average wear and tear, said Powers.

The AMCI not only focused on the condition of the aircraft, but also the necessity of pilot and passenger safety.

“Aviation is inherently dangerous,” said CVW-

17 Maintenance Officer, Lt. Cmdr. Charles Fisher. “Our Sailors put in an unbelievable amount of time to ensure our programs meet or exceed the Navy’s standards. The pilots trust their lives in our work and this inspection helps give them peace of mind and is an opportunity for the maintainers to underscore their critical importance to mission success.”

The nine squadrons assigned to CVW-17 participated in the inspection designed to thoroughly assess the condition of the aircraft, and the attention to detail of the aircraft maintainers.

“Our jets are flown hard and around the clock, but our maintainers are working just as hard to keep them in the air,” said Aviation Structural Mechanic (Equipment) 1st Class Mark Rummel, assigned to the Cougars of Electronic Strike Squadron (VAQ) 113. “Everyone involved did awesome. We worked together and worked hard to get it knocked out really quick with minimal preparation.”

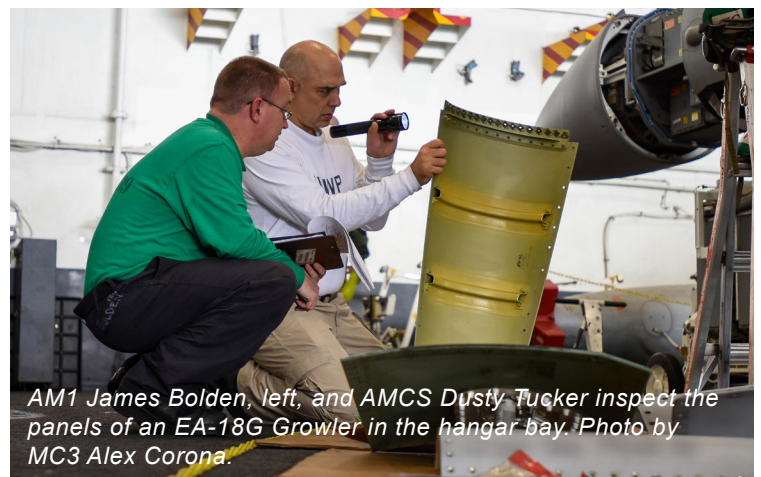
CVW-17 consists of the Fighting Redcocks of Strike Fighter Attack Squadron (VFA) 22, the Mighty Shrikes of VFA 94, the Stingers of VFA 113, the Cougars of Electronic Strike Squadron (VAQ) 113, the Checkerboards of Marine Strike Fighter Attack Squadron (VMFA) 312, the Indians of Helicopter Sea Combat Squadron (HSC) 6, the Battlecats of Helicopter Maritime Strike Squadron (HSM) 73, the Providers of Fleet Logistics Support Squadron (VRC) 30 and the Sunkings of Carrier Airborne Early Warning Squadron (VAW) 116.



ADAA Timothy McDaniel cleans the inside of an F/A-18F Super Hornet in the hangar bay. Photo by MC3 Alex Perlman.



ADC Edwin Villaneuva, left, shows AD1 Edward Cayanan a photograph during an inspection of an MH-60S Sea Hawk in the hangar bay. Photo by MC3 Spencer Roberts.



AM1 James Bolden, left, and AMCS Dusty Tucker inspect the panels of an EA-18G Growler in the hangar bay. Photo by MC3 Alex Corona.



AECS Christopher Perry inspects an MH-60S Sea Hawk in the hangar bay. Photo by MC3 Spencer Roberts.

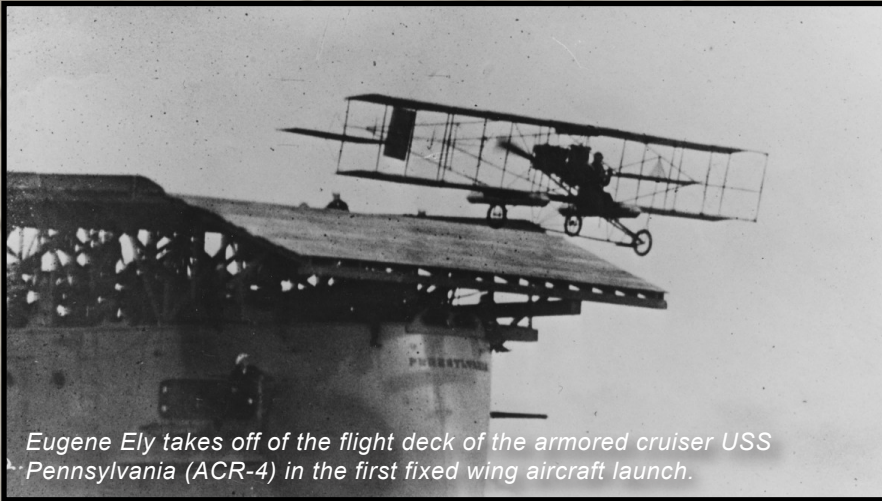




A Sailor assigned to Explosive Ordnance Disposal Mobile Unit (EODMU) 1 fires a .50-caliber rifle from the fantail. Photo by MC3 Andrew Langholf.

Theodore Roosevelt and Naval Aviation

THEN AND NOW



Eugene Ely takes off of the flight deck of the armored cruiser USS Pennsylvania (ACR-4) in the first fixed wing aircraft launch.



A portrait of Eugene Ely.

Story by Lt. Rob Reinheimer,
USS Theodore Roosevelt Public Affairs
Photos courtesy of Navy History and Heritage Command

There is a letter framed in the commanding officer's in port cabin aboard the aircraft carrier USS Theodore Roosevelt (CVN 71). The letter is from the ship's namesake, written in 1898 when Roosevelt was the Assistant Secretary of the Navy. The foresight of the author in regards to aviation and the importance he placed on readiness are traits that the U.S. Navy and the ship that bears his name exhibit today.

Dated March 25, 1898, Roosevelt's letter to Secretary of the Navy John D. Long explains that he had been shown photographs of a flying machine Professor Samuel Langley built. Roosevelt wondered if this machine could one day play a valuable role for our country's military.

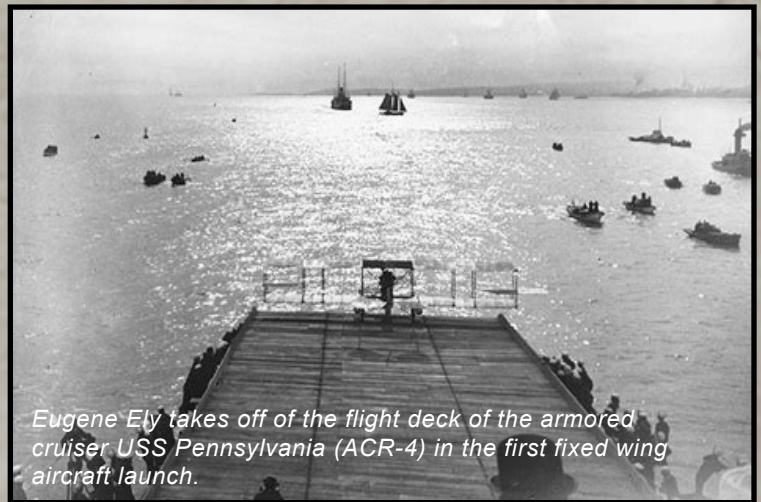
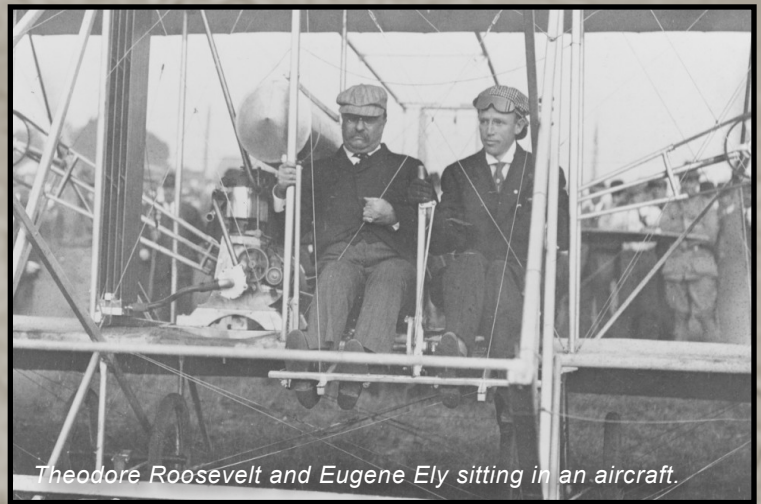
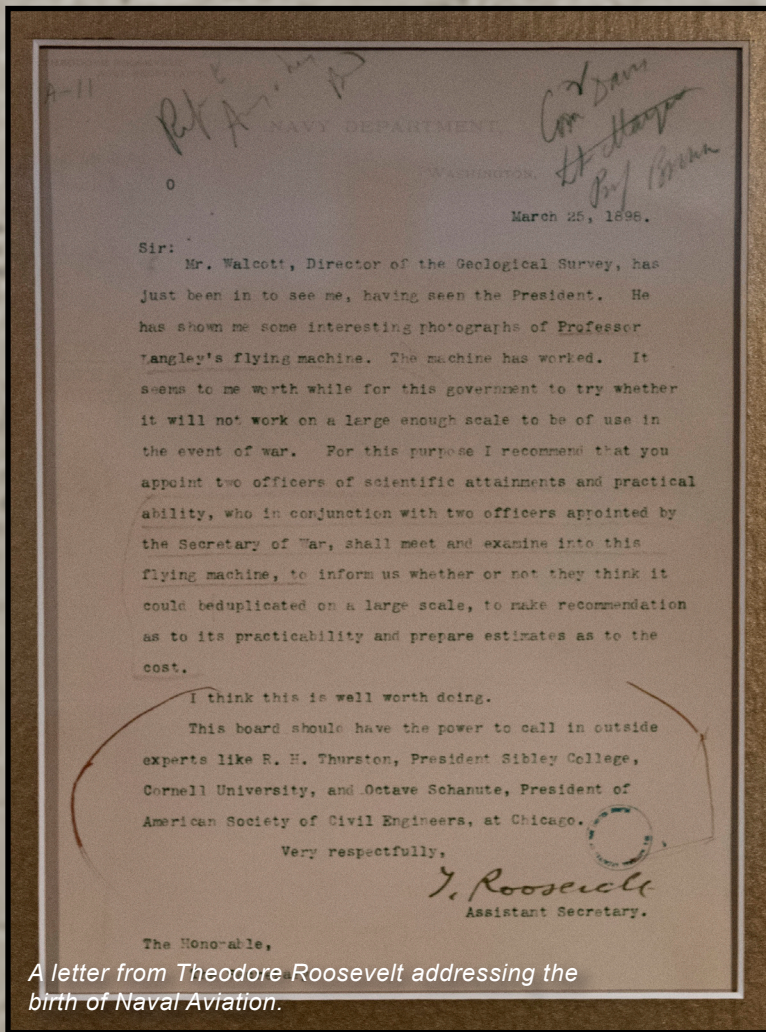
"The machine has worked. It seems to me worth while for this government to try whether it will not

work on a large enough scale to be of use in the event of war," Roosevelt writes.

While Langley was unable to accomplish manned flight before the Wright Brothers did so in 1903, his technology was the building blocks Glenn Curtiss, entrepreneur and pilot, used.

As a way to circumvent the Wright Brothers' attempt at placing a patent on flying technology, Curtiss fine-tuned Langley's ideas and built his own flying machine. Curtiss' machine proved that the Wrights' weren't the only people with the working technology, and allowed others to continue to develop the burgeoning new field of flight without fear of legal ramifications.

Curtiss' work would result in the first successful manned aircraft launch and landing on a naval ship. On January 18, 1911, Eugene Ely piloted a Curtiss Model D "Pusher" off the USS Pennsylvania. Later that same day Ely flew from land back onto the warship successfully. To many, Ely's flights are considered the birth of naval aviation. Years after



Roosevelt's letter, the government did take notice – Curtiss was put to work on North Island in Coronado, California, to train Army and Navy Officers how to fly.

Fast-forward nearly 120 years from Roosevelt's aforementioned letter, and the aircraft carrier that bears his name is patrolling the Arabian Gulf on its second deployment in support of Operation Inherent Resolve. The ship and strike group, with embarked Carrier Air Wing (CVW) 17, is working with partner nations to conduct sorties into Iraq and Syria targeting ISIS fighters and Taliban drug production facilities on the ground in order to eradicate the ISIS caliphate.

On December 7, 2017, Theodore Roosevelt became the first carrier to launch sorties in support of Operation Freedom's Sentinel, the current mission in the ongoing war in Afghanistan. Furthermore, the ship and crew showed flexibility, supporting two different missions – Operation Inherent Resolve and Operation Freedom's Sentinel – on the same day. The ability of the U.S. Navy to launch strikes into two separate theaters from a single platform on the same day underscores the dynamic

capabilities of the aircraft carrier and the importance of strike warfare in today's operational environment.

As Assistant Secretary of the Navy, Theodore Roosevelt wrote at length about the importance of power projection as a deterrent to war; the aircraft carrier provides that deterrent wherever it is operating.

Strike warfare and carrier aviation have had a profound effect on our nation's ability to not only defend itself through kinetic attacks, but also support our allies through ongoing presence missions and security operations.

The Roosevelt Family Coat of Arms includes the Latin phrase Qui Plantavit Curabit, or "He who has planted will preserve." Our motto emphasizes the notion that readiness is a key to self-preservation and success. The aircraft carrier has adopted the same maxim and features it on their official crest; the ship's crew fully understands the important role that preparation and readiness play in our ability to not only carry out the present mission, but also the missions which lay further ahead.

A man and a woman are exercising on stationary bikes in a gym-like setting. The man, in the foreground, is wearing a grey t-shirt and has a focused expression. The woman, in the background, is wearing a blue t-shirt with an American flag patch. The background shows gym equipment and a poster on the wall.

TR SPINS

Story by MC3 Victoria Foley,
USS Theodore Roosevelt Public Affairs

Sweat drips down their faces. Sailors pedal furiously. Music blares from a speaker. Exhaustion is evident on each Sailor's face, but they are determined to push through as the instructor bellows, "Stay with it!"

Lt. Nate Bell moonlights as a spin instructor aboard USS Theodore Roosevelt (CVN 71) while maintaining his primary duty as the Automated Data Processing Officer.

"I was a student a long while before I got up the nerve to teach," said Bell. "I started out on the ship going to the spin classes a previous instructor taught."

Bell was an avid mountain biker for years. It wasn't until the past year that he realized he hadn't ridden his bike as often and wanted to get back in shape for it.

"Teaching spin has really helped me get back on track with my fitness and overall health," said Bell. "I've actually lost more than 30 pounds since we started deployment and about six inches on my waist."

According to Bell, you can't have a solid workout without an appropriate music playlist because the whole spin class is based off of rhythm. There were no pre-existing playlists, so he created his own. Before making a new playlist, he has to spin to each song separately to figure out the amount of revolutions per minute, often resulting in a two-hour workout.

"I've learned how to really structure a workout and build playlists to where they'll meet certain goals," said Bell. "Some days we'll do more intensive workouts of hills, climbs, heavy climbs. Other days we'll do more sprints. I also build in some workouts that are meant for a rest day because I know that if we've been hammering for four or five classes people need a break on their legs."

Cmdr. Benjamin Elfert, one of Bell's spin students, said the class is always entertaining because Bell mixes music genres to appeal to all crowds.

"The way he runs the spin class gives you a great workout while still having fun," said Elfert. "Our class jokes that it's called karaoke spin class because we sing to the music. He encourages you to sing and that's part of what makes it fun."

Tara Redshaw, Theodore Roosevelt's Fitboss, agreed with Elfert.

"Our program is what it is because of people like Lt. Bell; passionate, dedicated, and motivating," said Redshaw. "With each class you could tell he was finding more and more joy in it."

Whether for fitness, fun, or both, Bell invites all hands to give spin class a try.

"For anyone who is intimidated by it I would just encourage them to go in, have fun and not worry about anything too specific," said Bell. "Take it easy the first couple of times and get lost in the music."



EVERY DROP COUNTS

Story by MC3 Andrew Langholf,
USS Theodore Roosevelt Public Affairs

TR conserves water like our kids conserve Halloween candy. They think there is far more than there really is,” said MMNC Kelsey Thorup, machinery division training chief petty officer.

Utilizing four flash-type distilling units, machinery division produces a maximum of 400,000 gallons of water per day. The distilling units achieve this by taking seawater and super heating it to steam, which separates salt from water. The steam is then cooled to condense back to water, which is then treated and stored for use around the ship. Roughly a quarter of potable water goes to reactor or engineering uses, while the remainder is reserved for services around the ship such as showers, sinks, galley, laundry, air conditioning chill water, and washing aircraft.

“Each Sailor can afford to use about 35 gallons per day,” said Lt. Katie Labbe, assistant main propulsion assistant. “With 5,000 people, we should be consuming approximately 150,000 gallons of potable water per day. On an average day, we consume upwards of 200,000 gallons of potable water every day.”

Above average water consumption causes a shortage of in-plant water inventories. Mission-essential water usage, such as steam for aircraft catapults or ship propulsion plants, takes precedence over quality of life

uses. Reactor department can institute water hours until those inventories are replenished. Water hours can cause laundry to be secured, restricted shower hours, and having to use paper plates in the galley.

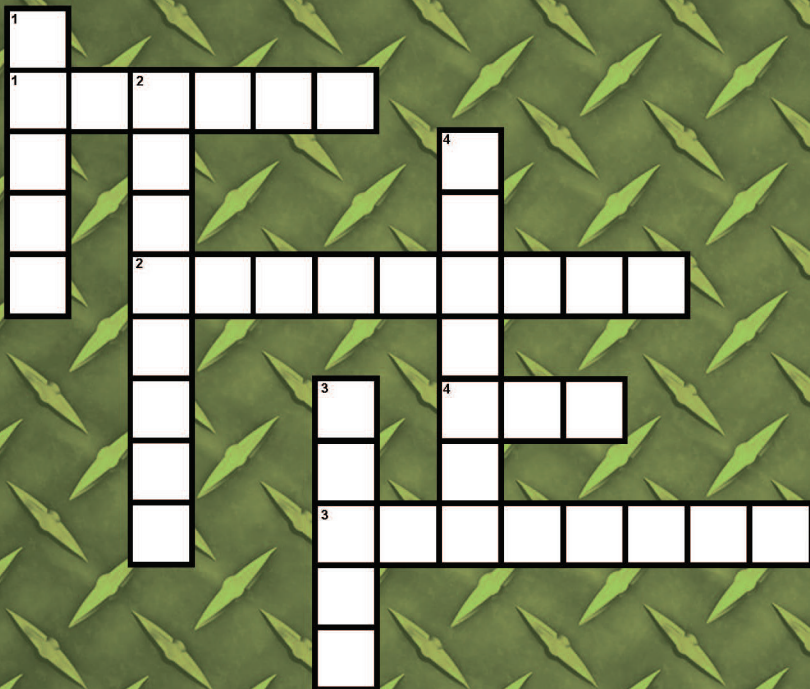
“Nobody likes being told there is only a two-hour window to shower,” said Thorup. “We have been fortunate that our Sailors have done an excellent job maintaining the equipment, but TR is one distilling unit away from feeling the pain or really smelling the pain.”

Shutting water off while brushing teeth or shaving can save approximately 2.5 to 3.5 gallons per minute. Limiting shower time saves three to five gallons per minute. Multiplying that by 5,000 people can lead to significant water conservation. Major uses of freshwater, such as washing aircraft or flushing the water brake in the propulsion plant, require the permission of the engineering officer of the watch (EOOW), as they are the primary managers of ship water. Leaks or excessive use of water should immediately be reported to the EOOW at J-5700.

“If you are taking ‘Hollywood’ showers of 10 minutes or more, you are probably using about 100 gallons or more per-day truly water meant for someone else,” said Cmdr. Warren Hakes, assistant reactor officer. “This is our ship, so working to repair any leaks is not only the right thing for our material condition, but also helps out with us not wasting water overall.”

How well do you know...

EIWS



Across:

1. Gathers indication and warning information for the warfare commander
2. Level of warfare that assists in national strategy and policy
3. An attack that sends client requests to a range of server port addresses
4. Uses information from all warfare areas in CDC to defend the ship

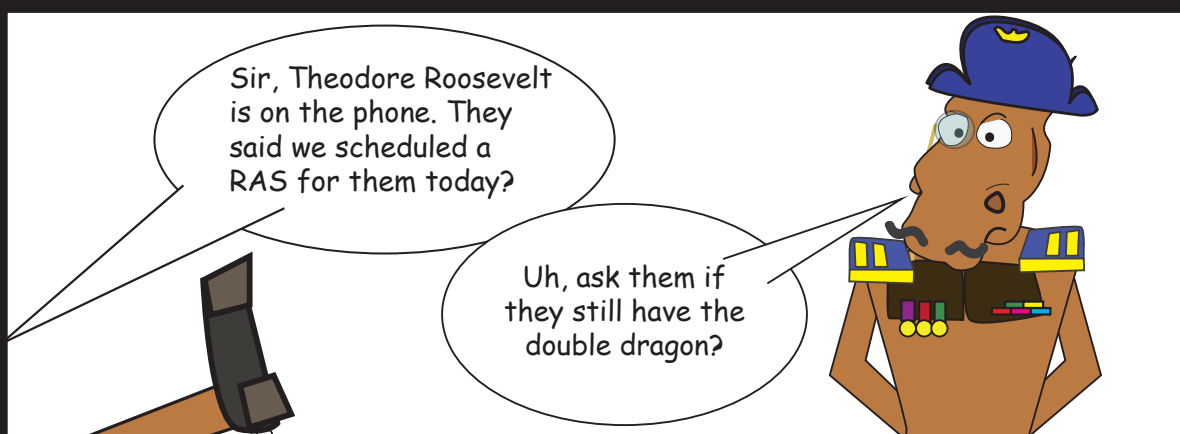
Down:

1. Provides storm information
2. One of three dimensions in an information environment
3. Pre-planned responses to a specific missile seeker
4. Systems and intelligence support for current and planned operations

Answers: Across: 1. EXPLOT 2. Strategic 3. PortScan 4. TAO
Down: 1. METOC 2. Physical 3. Zippo 4. Theater



A Theodore Roosevelt comic
by MC2 Jimmi Lee Bruner



Wash your hands.

TR



Name: AT2 Nathan Delamar

Hometown: Dallas, Texas

Favorite thing about the Navy:

Working with a diverse group of people

Message to the crew: No matter what it is, learn something new every day

Favorite food: Meatloaf

Favorite movie: The Room

THIS WEEK IN NAVY HISTORY



Jan. 12, 1953 - Aircraft landings began operational tests, day and night, aboard the Essex-class aircraft carrier USS Antietam (CVA 36), the first angled-flight deck carrier.

Jan. 13, 1964 - Forrest Sherman-class destroyer Manley (DD 940) evacuated 54 Americans and 36 allied nationals after the Zanzibar government was overthrown.

Jan. 14, 1863- Navy General Order 4, signed by Secretary of the Navy Gideon Welles, announced the Emancipation Proclamation by President Abraham Lincoln, which was signed, Jan. 1, 1863.

Jan. 15, 1916 - The E-class submarine USS E-2 (SS 25) exploded at the New York Navy Yard because of escaping gases during an overhaul. The interior of the ship was severely damaged and four men were killed.

Jan. 16, 1991 - Operation Desert Storm began to liberate Kuwait from Iraq. After three months, Iraq requested a cease fire, which was formalized by the United Nations in April.

Jan. 17, 1899 - Yorktown-class gunboat USS Bennington (PG 4), commanded by Cmdr. E.D. Taussig, claimed Wake Island for the United States, which gave the U.S. a cable route between Honolulu and Manila, a factor that influenced territorial demands in the Pacific.

3 EASY WAYS — TO TACKLE — YOUR TAXES

1: Legal Department can draft a power of attorney for you to give a third party authority to file taxes on your behalf.

2: You can file your taxes online.*

3: You can file your taxes at home after deployment is over, with your automatic, military tax extension.

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TAX SEASON!***

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