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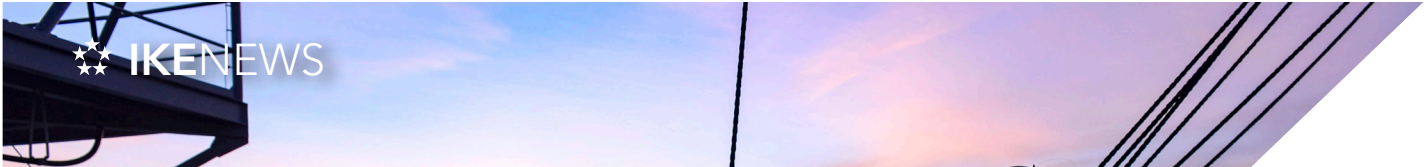
FIVE STAR

AIR



a





ONE RATE, MANY JOBS



STORY BY MCSA SOPHIE PINKHAM

An aircraft carrier in the United States Navy plays a significant role in global operations. Behind the steel frame that encompasses the ship is a crew which executes the roles vital to the mission. The ship's air department is distributed throughout five divisions and is an imperative asset to the crew.

Aviation Boatswain's Mate (Handling) 3rd Class Shanterica Green promptly found out that it would be a completely different lifestyle than she expected when she checked aboard USS Dwight D. Eisenhower (CVN 69) (Ike). "A-school" provided her with the basic knowledge to be successful, however, nothing compares to the on-the-job training she has received since her arrival.

"They taught us how to be an ABH on the flight deck, so coming to V-3 was a complete shock," said Green. "I didn't know what the hangar bay was, I didn't know exactly what to do or what exactly my job was going to be."

V-3's division responsibilities include keeping the hangar bay in good condition and maintaining the aircraft that are in it, along with moving them around and up to the flight deck on the aircraft elevator.

For Green, being an ABH in the hangar bay

is the best of both worlds.

"We have enough free time to think and to study versus a lot of other people on the ship," said Green. "At the same time, we get very exciting jobs like when we're removing an aircraft in the middle of the hangar bay and the waves are out of control. That's some real excitement."

On the other hand, Aviation Boatswain's Mate (Handling) 3rd Class Shelby Falsetti who reported to the ship two weeks before the ship's last deployment in 2016, finds that V-1 is more her niche.

"I found out I was going to V-3 when I came to the boat," said Falsetti, "but I really wanted to be on the flight deck."

Falsetti did everything that she could to show her chain of command that the flight deck is where she wanted to be.

"I would work 7 a.m. to 7 p.m. every day and then I'd come up to the flight deck and I'd work night operations until they were over," said Falsetti.

As an ABH in V-1, Falsetti plays a role in controlling the aircraft movement primarily on the flight deck. Knowing that billions of dollars worth of aircraft are in her hands is an enormous responsibility. Whether it be

aircraft, catapults, or arresting gear, there are many different moving parts requiring her head to remain on a swivel. As a part of crash and salvage, she's responsible for any type of firefighting evolution, rescue and salvage drill and any casualty that occurs on the flight deck.

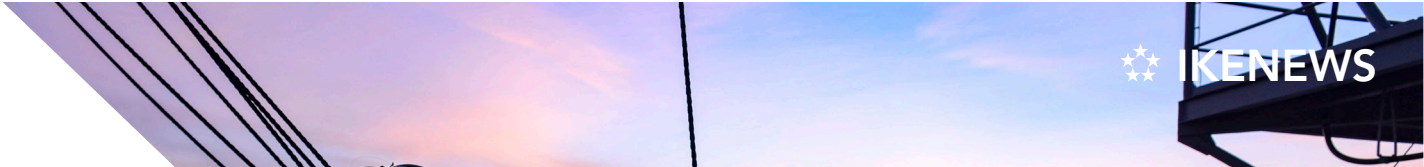
"It's fast-paced. There's always something going on, and the days go by a lot quicker because you're always doing something," said Falsetti. "I was in V-3 for a month and down there the majority of the work comes from when the flight deck is bringing aircraft down for maintenance, or if that bird is not operable at the moment for whatever reason."

Green and Falsetti both agree that there's a little competition between the ABHs in the V-1 and V-3 divisions.

"There's a friendly rivalry between V-1 and V-3," said Green. "It's always been like that, it doesn't matter who you ask."

As Falsetti has worked in both V-1 and V-3, she has had a taste of both worlds.

"Our responsibility is to save lives and prevent further damage to aircraft, both jobs are important in different aspects," said Falsetti. "It's just cool to know that the job we do is such a vital asset to our Navy's mission."



FIRST AIRCRAFT CARRIER TO WIN SAFETY ACHIEVEMENT AWARD FLAG



STORY & PHOTO BY MCSN KALEB SARTEN

Capt. Kyle P. Higgins, the commanding officer of the aircraft carrier USS Dwight D. Eisenhower (CVN 69) (Ike), accepts the Safety Achievement Award flag on behalf of Ike during an all hands call on the flight deck.

USS Dwight D. Eisenhower (CVN 69) (Ike) was presented the Safety Achievement Award flag August 17 at Norfolk Naval Shipyard in front of the entire crew during an all hands call. Ike is the first aircraft carrier to win this award, which was given to acknowledge accomplishments in teamwork, planning and cooperation during its Planned Incremental Availability (PIA) phase of the Optimized Fleet Readiness Program (OFRP).

"Safety underlies everything we do here on the mighty Ike," said Capt. Kyle P. Higgins, Ike's commanding officer. "It's a great measure of how the crew and the shipyard strive toward getting us back to sea. I couldn't be more proud of this team."

What makes maintaining safety to

the standard of this award such a challenge for aircraft carriers is the sheer population of the ship's crew. Coupled with the additional challenges of coordinating both military and civilian personnel, carriers are faced with unique problems that require a constant focus on safety.

"This award is truly marked by teamwork between everybody up here," said Jill Wild, the director of occupational safety, health and environment for Norfolk Naval Shipyard. "How team Ike communicated and dealt with issues was key."

Both Ike and the civilians that work on board implemented many different programs to ensure that everyone remains vigilant at all times. From stand-downs to meetings, leadership ensured that there

were constant reminders of the importance of safety.

"All of these things are designed to educate the force around us so that everybody goes home safely," said John Cleary, the safety project manager for carriers at Norfolk Naval Shipyard.

Safety is everybody's responsibility, and cooperation between both military and civilians is paramount to ensuring that it is maintained. When an individual recognizes a hazard, it's their duty to address it, so that the next person doesn't pay the price.

"Honestly, it's the perfect achievement when you're not only looking after your own safety, but you're also looking after everybody else," said Wild. "That was a big thing."



IKE

Photo by MCSA Conner Houghtaling
Aviation Electrician's Mate 2nd Class Sasha Holcomb studies a map of the aircraft carrier USS Dwight D. Eisenhower.



Sailors stand at attention during a warfare pinning ceremony.
Photo by MCSA Tyler Miller



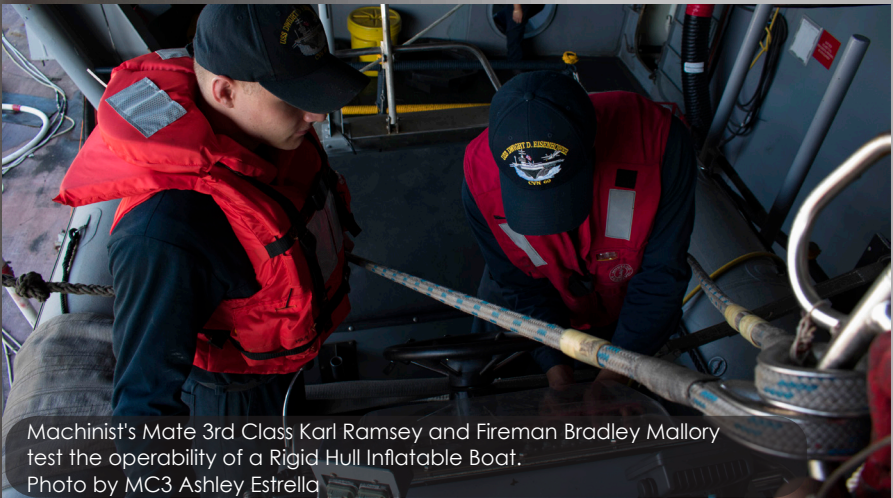
Aviation Boatswain's Mate (Equipment) 2nd Class Mason Grantham secures a lanyard to a purchase cable.
Photo by MCSN Kaleb Sarten



Aviation Maintenance Administrationman 2nd Class Terronn White manages records.
Photo by MC3 Ashley Estrella



Logistics Specialist Seaman Pierre Houlston moves pallets.
Photo by MCSA Conner Houghtaling



Machinist's Mate 3rd Class Karl Ramsey and Fireman Bradley Mallory test the operability of a Rigid Hull Inflatable Boat.
Photo by MC3 Ashley Estrella



Aviation Machinist's Mate Airman Zach Lloyd rolls a hose.
Photo by MCSA Sophie Pinkham



OPSEC

Avoid Discussing sensitive issues on the ship away from work!

Operations Security (OPSEC) is a systematic method used to identify, control, and protect critical information and subsequently analyze friendly actions associated with military operations and other activities. Ultimately, OPSEC is protecting your information and activities from your adversaries.

THE OPSEC PROCESS

Identify Critical Information- Information about friendly (U.S., allied, and/or coalition) activities, intentions, capabilities or limitations an adversary seeks in order to gain a military, political, diplomatic, economic, or technological advantage. Simply put, any information that the "bad guy" wants and needs to do us harm or allows them to gain an advantage over us.



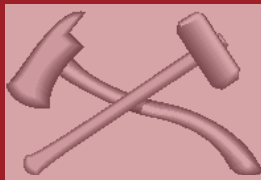
GQ ALL- STARS

MVP

AOAN TERRANCE NELSON
REP 2

FASTEST "Z"

REP 2
BRAVO ZULU



WATER WIZARDS

REP 1B

SMOKE EATERS

REP 7A



DC QUESTION

is the quickest temp patch to apply and holds easily up to 100 psi. It will only fit the size of pipe it is made for, but the source of the rupture need not be secured to apply.



ESWS QUESTION

How much power does each reactor generate?



EAWS QUESTION



EIWS QUESTION

What does SNOOPIE stand for?

G R E A T E R E A C H D A Y

- a. K type
- b. Jubilee
- c. Soft patch
- d. EWARP

- 400 MW
- 500 MW
- 550 MW
- 600 MW

- a. Foxtrot
- b. Hotel
- c. Papa
- d. Oscar

- a. Shipboard Narrative Organizing or Photographic Information
- b. Super Norwegian Otter Operation in Exertion
- c. Ship's Nautical or Otherwise Photographic Interpretation and Exploitation





IKEMEDIA

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 EXECUTIVE OFFICER **Capt. Craig Sicola**
 COMMAND MASTER CHIEF **CMDCM (SW/AW/EXW) Todd A. Mangin**
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ON THE COVER:

(July 30, 2016) Sailors make final checks on an F/A-18C Hornet assigned to the Wildcats of Strike Fighter Squadron (VFA) 131 prior to launching from flight deck of the aircraft carrier USS Dwight D. Eisenhower (CVN 69) (Ike). (U.S. Navy photo by Mass Communication Specialist 3rd Class Alex Delgado)

TOUCH BASE WITH US



Show off your #CVN69 pride by following our facebook page at www.facebook.com/TheCVN69 so you can see what the rest of the ship has been up to!

QUESTION OF THE DAY ANSWERS:

ESWS: C
 EAWS: D
 EIW: C
 DC: B

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