

RUSSELL EGNOR NAVY MEDIA AWARD WINNING NEWSPAPER

FIVE STAR



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HOW'S THE WEATHER

BY MCSN SAWYER HASKINS



(Above) Aerographer's Mate Airman Dimitri Kaponis checks the windspeed with an anemometer on vulture's row. Photo by MC3 Brianna Thompson. (Below) Aviation Machinist's Mate Airman Markanthony Feliciano directs an MH-60S Sea Hawk as it lands on the flight deck. Photo by MC3 Kaleb Sarten.

A small rate that often goes unnoticed at shore and at sea, aerographer's mates (AG) are an integral part of the Navy. AGs are experts in meteorology and oceanography. They monitor air pressure, humidity, wind speed and direction, temperature and other variables that effect flight operations and the daily routine of the ship.

"One day I had briefed that there was a possibility of thunderstorms," said Chief Aerographer's Mate Wayne Clester, leading chief petty officer of USS Dwight D. Eisenhower's (CVN 69) Meteorology and Oceanography (METOC) division, as he describes an unfortunate incident on his last deployment with USS Harry S Truman (CVN 75). "One of the jets actually ended up getting struck by lightning."

Clester said nobody was hurt and that there is always a lesson to be learned.

"We are very focused on safety flight and safety navigation," said Clester. "Everything we do in the Navy is hinged on weather."

AGs are not just weather guessers; they have many responsibilities aboard ship.

"We hold a lot of titles, people just think we're meteorology, but we're also oceanography," said Aerographer's Mate 2nd Class Chris Mann, a forecaster in METOC. "We try to use atmospheric dynamics to get the fighter the best opportunity, whether it be above the surface or below the surface. I do daily forecasts and navigation briefs, so we know we have the proper windows or the proper climate in order to do flight operations or to steer the ship in the right direction away from high winds at sea or from possible thunderstorms."

Mann said the AG community is a small one, with less than a thousand enlisted Sailors.

"A lot of people don't even know what an AG is, it's not exactly a common rate," said Aerographer's Mate Airman Dimitri Kaponis, a technician in METOC. "We try to get as integrated as possible, but it's kind of hard sometimes. We work 12-hour shifts, and half of us are on one shift and half of us on the other."

The AGs are located in a small office in the island of Ike with a coveted, but necessary feature on a ship: windows, which Kaponis said is necessary to keep their eyes on the surrounding weather.

Lt. Cmdr. Robert Wendt, the METOC officer, said he loves working with the AGs and shares their love for meteorology.

"Our AGs are very smart and very sharp," said Wendt. "They have a passion for weather and they really enjoy what they do."

"Sometimes we're kind of tucked off away in the back, but we're Sailors too," said Mann. "We are all working together for the same mission."



ADP ALL SYSTEMS GO

BY MC3 MARQUES FRANKLIN



Information Systems Technician 2nd Class Justin Koellner works on a computer at ADP. Photo by MC3 Marques Franklin.

Sailors aboard USS Dwight D. Eisenhower (CVN 69) are testing and operating their systems at full capacity. The Automatic Data Processing (ADP) department is now able to fully analyze the new updates and its systems capability with the ship on its way back to a fully operational state.

ADP is responsible for the network infrastructure that supports all functioning applications throughout Ike. They began updates in 2017 and have continued to upgrade it while in the yards and even while at sea.

"We support everything on the ship," said Chief Interior Communications Electrician Star Sherry, CS3's leading chief petty officer. "Whether it's ordering shipments of food, doing maintenance, shooting our weapons system or tracking the enemy, ADP plays a role in everything."

ADP has been testing their upgrades during their maintenance phase, however they can now see the full capabilities while Ike is underway.

"We are now just really testing the full power of these systems with us being out to sea and having the air wing onboard," said Information Systems Technician 2nd Class Angel Gonzaguealvarez, an information systems watch officer. "We went from the normal 3,000 users to over 4,000 users on our Consolidated Afloat Network Enterprise Service (CANES) every day. It's easy

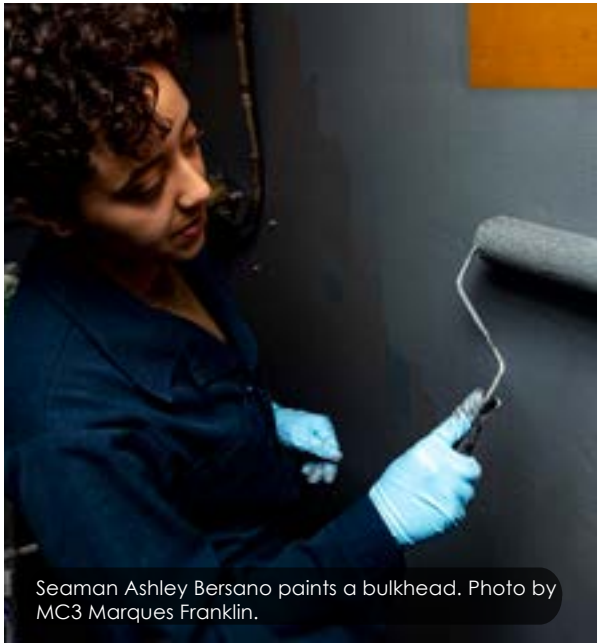
for one Sailor to log on to a system and have it work; it's a lot harder for 5,000 Sailors to do it."

With ADP systems being so essential to the ships overall performance they have to be monitored closely and running at its full potential to meet their goal.

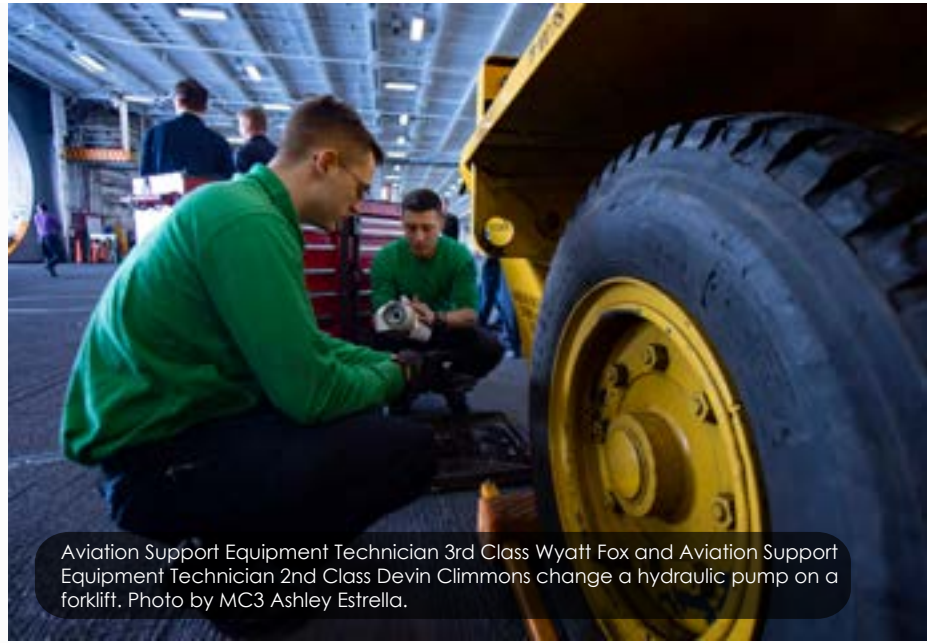
"We are able to monitor our systems on screens that can tell us different things, like when we will run out of drive space or at what time of day things may be running at different speeds," said Information Systems Technician 2nd Class Justin Koellner, an information systems watch officer. "If we can continue to have our systems up 99 percent of the time, like we have been, then we are meeting our goal."

"In order for our systems to pass our test they have to be able to do simple daily tasks," said Sherry. "Whether that be logging in, adding a track or doing a shutdown without losing information, it's essential that our system be able to complete these normal tasks, while also being ready to operate our secure networks and weapons systems."

"Information warfare is the future," said Sherry. "We have to make sure our systems are better and more capable than ever before."



Seaman Ashley Bersano paints a bulkhead. Photo by MC3 Marques Franklin.



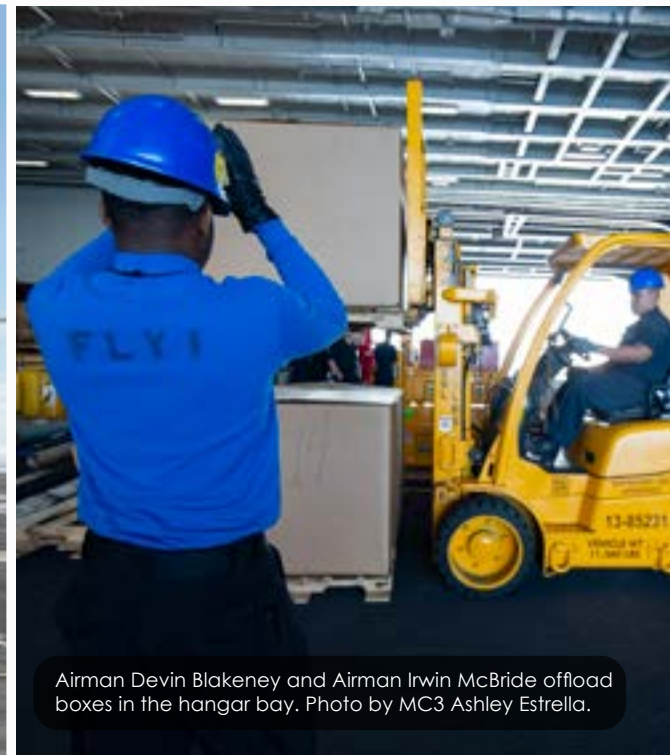
Aviation Support Equipment Technician 3rd Class Wyatt Fox and Aviation Support Equipment Technician 2nd Class Devin Climmons change a hydraulic pump on a forklift. Photo by MC3 Ashley Estrella.



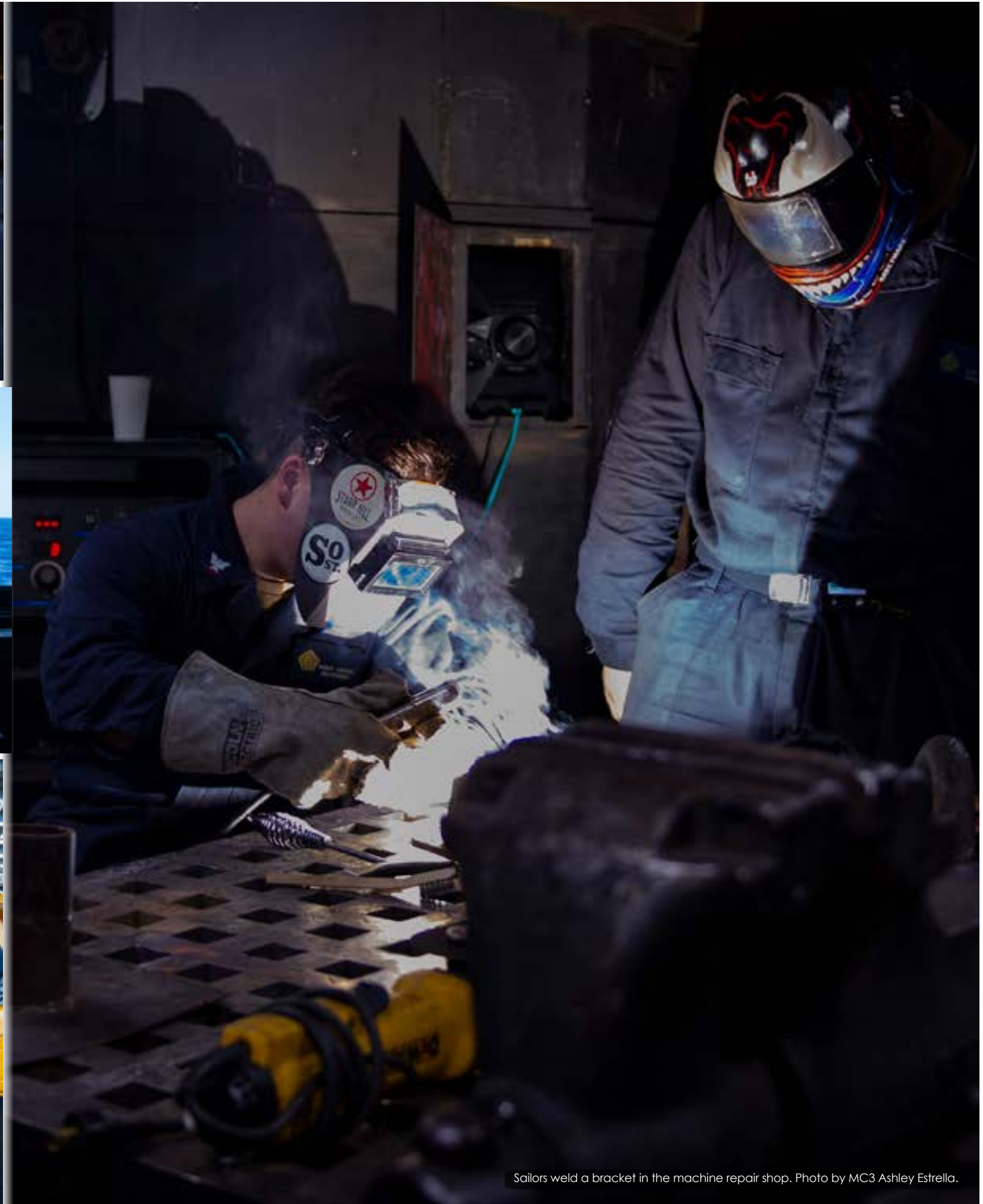
Sailors present arms during a rifle drill in the hangar bay. Photo by MC3 Ashley Estrella.



Sailors conduct distinguished visitors training as an E-2C Hawkeye approaches the flight deck. Photo by MC3 Kaleb Sarten.



Airman Devin Blakeney and Airman Irwin McBride offload boxes in the hangar bay. Photo by MC3 Ashley Estrella.



Sailors weld a bracket in the machine repair shop. Photo by MC3 Ashley Estrella.

BIG NAVY SWEETENS RETENTION INCENTIVES, STARTING NOW!

BY MARK D. FARAM, NAVY TIMES



Navy officials have begun mixing bonus bucks with non-monetary incentives to keep sailors in the Navy and take on the toughest jobs. Photo by Peter D. Lawlor.

As sailors anticipate news about upcoming reenlistment bonuses, the Navy’s outgoing chief of personnel has another message — grab the money when it’s offered, because it could disappear quickly.

Nominated by President Donald J. Trump to become the next Vice Chief of Naval Operations and pick up his fourth star, Vice Adm. Bob Burke told Navy Times that personnel planners are eyeing an incentive update that will boost bonuses for some sailors while dropping them for others.

He calls it a “more dynamic” incentive program because it dangles money for sailors in more ratings and skill sets than have traditionally received bonuses. It also boosts bonus bucks for the Navy’s top performers.

And it’s evolving to include other strategies to help staff a growing Navy beyond merely throwing cash around. In the works are non-monetary retention and detailing incentives designed to keep sailors in uniform while getting them to take the jobs that are the hardest to fill, Burke said.

The Navy’s also testing incentives such as geographic stability for sailors who don’t want to leave an area or offering specialized training as part of retention packages.

“We’ve been spreading [Selective Reenlistment Bonuses] out quite differently over the last year and a half and that was deliberately to build that kind of cadre of knowledgeable experienced mariners at the E-6 and E-6 level,” he said.

“We want a deep bench of warfighting sailors that know what the heck they’re doing running that larger Navy. We need to keep that experience in the Navy, so we’ve been targeting it across the broader audience.”

Burke wants his deputies to craft a 21st century Selective Reenlistment Bonus program that’s unlike past initiatives, when officials would publish a list of perks that would stand for a year or longer.

“Two years ago, we were putting out one to two SRB messages a year,” he said. “We’ve been averaging five to six a year now.”

The idea is to manage the talent pool by nimbly using monetary bonuses and other incentives to quickly grab those sailors with the right ratings and skills and, once they’re signed up, move to fill other billets.

“So you’ll see different ratings ebb and flow on the SRB

levels because as build up a deep bench in one area we will probably scale back on SRB levels there, to build up a bench in another area,” Burke said.

To Burke, that sort of system is “as likely to have a multiple go down as it is up” or even go away totally “because of how dynamic we’re doing the market.”

And once a rating or skill comes off the list, it might not reappear a while, if at all.

“It may take it may take several cycles and could even take a year before it comes back again, depending on what’s going on with the economy and in your particular job skill overall in the Navy,” Burke said.

To make sure that that the largest number of sailors can collect bonuses in exchange for reenlisting in the Navy, officials have widened the re-up windows sailors.

Officials also allow deployed sailors in combat exclusion zones to collect their initial bonus payout and anniversary incentives without incurring a tax liability.

“The message is to act and ask, because the flexibility is there to reenlist a bit earlier to get that money while it is still there,” Burke said. “And if you have extenuating circumstances — for example, you missed your window by a day, or something like that — ask that question.

“We would like to be a commonsense organization and (the) tie goes to the sailor willing to make that commitment.”

Merit bonuses for proven performers was a reform the Navy began testing late last year and Burke said “it’s going well.”

In December, the service began awarding bonus bucks to top sailors in seven surface engineering ratings.

Sailors who had been graded an “early promote” on two of their last three evaluations could qualify, provided they hadn’t failed their physical fitness tests or recorded disciplinary problems over the previous three years.

“We especially want to incentivize the best sailors with those skills we need by paying a little bit more money,” Burke said.

Burke said “we’re finding we were a little bit restrictive” by requiring the two “early promote” recommendations over a three-year span and officials began “finding that our eligible pool was relatively small.”

He’s letting the pilot program play out a little longer to get the data staffers need to tweak the initiative but he’s seen enough to say his “intent is to continue to expand this as a tool.”

Not all sailors have skills that qualify them for re-up bonuses but Burke wants to explore non-monetary incentives to keep them in uniform or prod them to pull duty where the service needs them most.

“I think we have most of the non-monetary benefits kind of worked out and we’re using them in isolated places right now,” Burke said.

He pointed to a critical need now for aviation maintenance ratings to take orders to Naval Air Station Lemoore in California’s rural San Joaquin Valley.

The Navy traditionally struggles to convince sailors to relocate there but now the base is expanding as the service grows its F-35C Joint Strike Fighter program, forcing officials to get creative.

“We’re offering bundled orders deals to aviation maintenance, aviation structural mechanics and aviation ordnance and willing to go to LeMoore,” Burke said.

Those sailors can negotiate for future back-to-back tours at their next duty station, giving them geographic stability, according to the Navy.

Detailers also can hammer out deals for sailors to attend technical schools or get a pay grade boost with the new “advance to vacancy” option.

The Navy’s new orders negotiation system, “Detailing Marketplace,” is slated to premier online in August and “tie all these things together” by letting sailors negotiate bundled deals on a broader scale, Burke said.

Just because it’s not online yet doesn’t mean sailors can’t start making deals with detailers, Burke said. He urged service members to give them a call and talk about what’s available.

“Those kind of conversations can be on the table right now for geographic stability or training opportunities,” he said. “But that conversation will be that you do something for the Navy and the Navy will do something for you in return, or vice versa.”

Welcome Back


Carrier Air Wing Early Warning Squadron (VAW) 123




Warfighting is first. Our job is to provide flexible, on-scene carrier airborne command and control for joint and combined forces worldwide in order to ensure stability, build on our relationships with allies and partners, provide our nations leaders with options in times of crisis, and if necessary, win conflicts.

Norfolk Tides vs. Pawtucket Red Sox

MAY 9th, 2019 at Noon



\$6 Entry (\$6 meal voucher included with purchase)
\$4 Parking
Features like Color Guard like sailor will throw first pitch
To buy tickets, stop by MWR ticket window at (2-146-02-Q).
Must buy tickets through MWR
Sale ends: May 8th
Harbor Park, 160 Park Ave., Norfolk, Va, 23510



<i>Holy Week</i>		
		
Good Friday		
Oceana Base Chapel		1900
Holy Saturday		
Dam Neck Chapel		1500
Easter Sunday (at NOB Chapel)		
Easter Sunrise Worship		0700
Roman Catholic Mass		0930
Protestant Worship		1030
Easter Sunday Services (on Ike)		
Roman Catholic Mass		0900
Protestant Worship		1000

SAILOR OF THE DAY



INTEL/QW

CTT3 BRYANNA CHANAME

FROM TRACY, CALIFORNIA

JOINED THE NAVY JANUARY 16, 2018

REPORTED TO IKE AUGUST 23, 2018

WANTS TO ATTEND NAVAL ACADEMY

FAVORITE MOVIE: WONDER WOMAN



IKE'S MOVIE PLAYLIST

★★ THURSDAY, APRIL 18TH, 2019 ★★

CHANNEL 5

0815/2015: SAILOR OF THE DAY'S CHOICE
 1045/2245: ANCHORMAN: THE LEGEND OF RON BURGUNDY
 1315/0115: THE INCREDIBLES
 1545/0345: THE INCREDIBLES 2
 1815/0615: LOGAN

CHANNEL 6

0815/2015: MANCHESTER BY THE SEA
 1045/2245: MAN ON FIRE
 1315/0115: SIXTEEN CANDLES
 1545/0345: CAPTAIN AMERICA: CIVIL WAR
 1815/0615: KINGSMAN: THE GOLDEN CIRCLE

CHANNEL 7

0815/2015: MID90'S
 1045/2245: BAYWATCH
 1315/0115: FEAR AND LOATHING IN LAS VEGAS
 1545/0345: OCEAN'S ELEVEN
 1815/0615: GREEN BOOK

IKEMEDIA

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 EXECUTIVE OFFICER Capt. Jon Bradford

COMMAND MASTER CHIEF CMDCM (SW/AW/EXW) Todd A. Mangin
 PUBLIC AFFAIRS OFFICER Lt. Cmdr. Rick Chernitzer

ASSISTANT PUBLIC AFFAIRS OFFICER Ensign Lewis C. Aldridge
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ON THE COVER:

Seaman Tianna Rodriguez paints the skin of the ship aboard the aircraft carrier USS Dwight D. Eisenhower (CVN 69). Photo by MC3 Marques Franklin.



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