



USS THEODORE ROOSEVELT CONDUCTS FAST CRUISE IN GUAM

During the simulation, the crew will simulate normal underway conditions while testing the critical systems required to sustain the ship

»See **A5**



U.S. Navy graphic

NAVY, MARINE CORPS, COAST GUARD TO PRESENT VIRTUAL FLEET WEEK NEW YORK THROUGH MEMORIAL DAY

From Navy Region Mid-Atlantic Public Affairs

NORFOLK

The U.S. Navy (USN), Marine Corps (USMC) and Coast Guard (USCG) are proud to present Virtual Fleet Week New York 2020, May 20-26, hosted on Facebook, Twitter and Instagram. This is the first time the Navy has hosted Fleet Week in a virtual environment.

The weeklong event is a new way for the residents of New York City and the surrounding tri-state area to continue to take part in the annual celebration despite the ongoing COVID-19 pandemic. Viewers are encouraged to check back each day as new content is added to the line-up, including live question-and-answer sessions, never-before-seen video tours of the guided-missile destroyer USS Laboon (DDG 58) and three Coast Guard cutters, as well as an aerial tour of the Coast Guard Barque Eagle, a tall ship that is used to train Coast Guard cadets.

“We are very pleased to present Fleet Week New York in this exciting new format,” said Rear Adm. Charles W. Rock, Commander, Navy Region Mid-Atlantic. “Allowing New Yorkers to participate from the comfort of their homes means we can focus on health and safety as our nation continues to heal and fight this invisible enemy.”

The events highlighting the men and women of the sea services will also include: performances by Navy Band Northeast, the USMC Battle Color Detachment and the USCG Silent Drill Team; USN parachute team the Leap Frogs, informational presentations by USN Explosive Ordnance Disposal team members, military working dog handlers and USN divers; photo contests; military helicopters, including a USCG search and rescue demonstration and a USN pilot; USMC workouts at home; Memorial Day featurettes, and much more.

For up-to-date information on all FWNY events, “Like” FleetWeekNewYork on Facebook, and “Follow” @FleetWeekNYC on Twitter and Instagram at www.instagram.com/fleetweeknyc/. Join the conversation on social media by using #VirtualFleetWeekNYC.

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Navy selection boards set to restart July 1

From Navy Personnel Command Public Affairs

MILLINGTON, TENN.

Selection, advancement and continuation boards are all set to restart July 1st, ensuring that Sailors across the fleet are in no way disadvantaged by the Novel Coronavirus (COVID-19) delays to the original board dates.

“Our overriding commitment is that no Sailor will be disadvantaged by the delay in boards,” said Rear Adm. Jeff Hughes, commander, Navy Personnel Command. “Although the boards were postponed, those who are selected for promotion can expect to be assigned the original date of rank and receive any back pay and allowances they’re warranted.”

Boards were originally postponed on March 18th to ensure the safety of all board participants. Since then, numerous risk mitigation precautions have been included in a comprehensive restart plan to minimize health risk during the board process. Navy also continues to expand the number of administrative selection

boards conducted via virtual means.

“As in our decision to postpone the boards and now in our plans for restart, we carefully assess the COVID-19 risk and will take the necessary precautions going forward to ensure the health and safety of all participants so we can accomplish the selection board mission,” said Hughes.

Sailors’ Official Military Personnel Files will be reviewed as of the original board convening date and their eligibility will remain the same.

Deadlines for letters to the board remain the same as originally set, except for the Reserve E-7 Board, which now has a deadline of May 18, 2020 to compensate

for delays in their eligibility determination. The remaining deadlines remain the same to maintain a fair and impartial balance across the fleet, but Sailors are encouraged to submit a letter if they feel their eligibility is unclear.

The restart plan will enable enlisted advancement board results to be approved and announced within 30 days of a board adjourning. Officer promotion boards require additional reviews and results are expected to be approved and announced 100 days after a board adjourns.

Board members and recorders are still needed, and those who meet the eligibility requirements are urged to submit applications as soon as possible.

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USNS Mercy arrives to Naval Air Station North Island

Mercy spent nearly 50 days pierside at the Port of Los Angeles, serving as a referral hospital treating non-COVID-19 patients, and in effect as a ‘relief valve’ for local hospitals

»See **A4**



USS Roosevelt brings new capabilities to U.S. 6th Fleet

USS Roosevelt (DDG 80) arrived at its new homeport, Naval Station Rota, Spain, after conducting a regional patrol in the U.S. 6th Fleet (C6F) area of operations

»See **B1**

Out-of-this-world fashion

Sorry, Darth Vader, but our space-going heroes will not be wearing long, flowing black capes and scary breathing masks.

»See **C1**

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MC2 Derien C. Luce

Senior Chief Aviation Maintenance Administrationman Amy Santos, a faculty advisor at the Senior Enlisted Academy (SEA), reviews essays written by students of the SEA course. The SEA is a 10-week leadership development program for active and reserve senior enlisted leaders from the U.S. Navy, Air Force, Army, Marine Corps, Coast Guard and National Guard, as well as from our international service partners.

Senior Enlisted Academy achieves mission success through virtual training during COVID-19

By MC2 Derien C. Luce
Naval Education and Training Command Public Affairs

NEWPORT, R.I.

The Senior Enlisted Academy (SEA) transitioned from an in-residence (IR) training atmosphere to an all-virtual training environment to accommodate the changes to policy due to Coronavirus 2019 (COVID-19). SEA had an advantage in adjusting to on-line learning due to previously having the beginning of its course completed online. “The SEA originally shifted to a hybrid course in 2015, conducting seven of the 11-week course via an online learning platform,” said Command Master Chief Jason Avin, SEA director. “Because the SEA has years of lessons learned and is proficient in the virtual environment, the swift but temporary transition to a completely online education experience during the COVID-19 crisis, although challenging, was accomplished without any delay.”

According to Senior Chief Aviation Maintenance Administrationman Amy Santos, a faculty advisor at SEA, although SEA has experience with virtual training, the transition had a fair share of difficulties. “Different time zones made this style of learning difficult, but not all together impossible,” said Santos. “I also noticed it was difficult for the students to open up in the virtual environment because they did not have an opportunity to develop a foundation of trust and understanding of their personalities like they would in a classroom.” Master Chief Lars Apitz, a member of the German navy and another SEA faculty advisor, agreed with Santos by stating while online meetings are valuable, they cannot replace the intense discussions and exchange of personal experiences that occur in the classroom. “I believe it is very important to use as much personal communication as possible from the beginning of the course to make

those connections,” said Apitz. “After learning our students would not be traveling to Newport, I began to engage with my students more via phone and Zoom meetings instead of email.” “Having 144 senior enlisted leaders together on one base for three weeks is an experience that is often once-in-a-lifetime and nearly impossible to replicate virtually,” said Avin. “The SEA staff has done an amazing job hand-selecting the most impactful topics normally discussed during the IR portion of the course, and developed unique and interactive ways to deliver the content clearly and with the most interaction as possible.” Santos goes on to say there is no comparison for IR education, and while she is able to replicate some experiences, the in-depth interaction and ability to work out problems in person is priceless. “The conversations, experiences, insight, and working with different platforms is something virtual learning just cannot replace,” said Santos. “I do feel it is important that we continue to educate students during this time because we can still provide value and be impactful.” “As a foreign exchange military facilitator, I think it is important to continue to educate

leaders because their job is to protect the nation’s citizens and its territories from threats,” said Apitz. “If the SEA is not able to support the warfighter, the warfighter cannot support their mission.” Avin believes the SEA is an integral part of enlisted leader development and the staff will continue to operate as the adaptive and agile team the fleet needs. “The major benefit to this style of training is that senior enlisted leaders still receive the education they deserve and that our Navy needs of them while maintaining the safety of our students, our staff and their families,” said Avin. “Although not physically together, the SEA staff continues to do an outstanding job developing the right training, at the right place, at the right time. For now, the right place is from their homes or commands as we navigate the challenges of COVID-19.” The SEA is a 10-week leadership development program for active and reserve senior enlisted leaders from the U.S. Navy, Air Force, Army, Marine Corps, Coast Guard and National Guard, as well as from our international service partners, for increased leadership and career advancement. SEA focuses on management, leadership, national security and physical fitness.

Individual Ready Reserve Sailors serve at Navy Medical Center Portsmouth

From Commander, Navy Reserve Force Public Affairs

NORFOLK

Senior leadership across the Navy Reserve Force and Bureau of Medicine and Surgery used the current COVID-19 climate to prove the feasibility and expedience of activating Individual Ready Reserve (IRR) Sailors to Navy Medical Center Portsmouth (NMCP) in direct response to special authorities granted by the COVID-19 pandemic. Presidential Executive Order 13912 gave the Departments of Defense and Homeland Security the authority to activate National

Guard and reservists to support the nationwide response to the coronavirus. In addition to the 1,600 Selected Reserve Sailors deployed globally to fight COVID-19, the Reserve force activated a small number of volunteer-IRR Sailors in order to observe the process for recalling IRR medical Sailors in a time of crisis, and provide several hospital corpsmen the opportunity to put their uniforms on again. “The IRR can provide skilled and talented Sailors, many of whom have been recently released from active duty,” said Navy Reserve Force Surgeon, Capt. Brian Bowes. “Their Navy rating skills, combined with their civilian skills provide uniquely well rounded and seasoned Sailors that can be activated in times of national crisis.” Norfolk was ultimately the target area for activated IRR Sailors, using local Sailors not already engaged in COVID-19 response efforts to be assigned to NMCP Directorate for Nursing Services. “PERS-9 leadership conducted several meetings via teleconference to develop concept of operations with Navy Operational Support Center (NOSC) Norfolk, Navy Re-

gion Southeast Reserve Component (RCC) Norfolk, and Commander, Navy Reserve Forces Command staff to ensure all administrative, logistical and medical screening requirements would be met for the selected IRR Sailors,” said Bowes. PERS-9 covers the offices of Reserve Officer, Enlisted and IRR administration, Reserve retirements, and Physical Risk administration. After notification of selection, five IRR Sailors reported to NMCP. “I received a mass email asking for willing and qualified Sailors to go work at NMCP,” said Hospitalman Austin Waters, a native of Boise, Idaho and prior active duty Sailor. “Right now, I have two-month orders, but they might get extended and I wouldn’t mind that at all.” The IRR is composed of the Active Status Pool (ASP) and the Volunteer Training Unit (VTU). The ASP is a manpower pool consisting of individuals, like Waters, who have previously served in the active component or in the Selected Reserves (SELRES) and now serve in a non-pay, non-drill status. The VTU con-

sists of personnel, organized into units, who serve in a non-pay, drill requirement status. Senior leadership is using this activation process, as it does consistently with all processes, as a tool to be reviewed towards efforts of optimizing resources in the future. “Lessons learned will ultimately provide Navy leadership with a more seamless and transparent process for activating IRR personnel, said Bowes. “Our IRR personnel are invaluable when called upon,” said Chief Hospital Corpsman Marcus B. Garcia, assigned to Commander, Navy Reserve Forces Command. “Seventy-five percent of the people that served in WWII were reservists. The IRR is an extension of that aim. When the nation calls, we answer.” The IRR Sailors activated at NMCP have not only received another chance to serve, but have also gained valuable training for their civilian careers. “Just so happens that all of us are in school for some aspect of the medical profession,” said Waters. “Being here is a great opportunity to take advantage of training and desired qualifications.”

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NEWS FROM NAS OCEANA

Sailors’ Little Helper: Military Working Dogs help protect Navy’s Master Jet Base

By MC2 Mark Mahmood
Naval Air Station Oceana Public Affairs

VIRGINIA BEACH

Navy Masters-at-Arms play an important role in maintaining security on board Naval Air Station Oceana. Sailors spend thousands of hours a year training to protect the installation from a variety of potential threats.

Maintaining a secure perimeter, controlling entry points, and patrolling the streets of Naval Air Station Oceana are only a few of the tasks installation security forces perform on a daily basis.

According to Master-at-Arms 1st Class Nicholas Sellers, kennel master at Naval Air Station Oceana, military working dogs (MWD) help make their job safer and easier by acting as a force multiplier and psychological deterrent, ultimately bolstering the installation’s security posture.

“The overall mission of the MWD program is to provide support during our security operations and protect against any persons or items that threaten the safety of personnel or mission-critical facilities,” said Sellers.

MWDs perform some duties that would be much more difficult for a Sailor, such as substance or intruder detection.

Similar to Sailors, MWDs must spend a lot of time training to keep their skills sharp. The handlers at Naval Air Station Oceana spend plenty of time training the dogs in obedience, advanced maneuvering,



MC2 Mark Mahmood/

Master-at-Arms 2nd Class Jacob Parks, from Wendell, North Carolina, poses for a photo with Military Working Dog (MWD) Meeko on board Naval Air Station Oceana Dam Neck Annex. The mission of Naval Air Station Oceana’s MWD program is to provide support during security operations and protect against any persons or items that threaten the safety of personnel or mission-critical facilities.

substance detection, and a variety of other skills.

“If we work an eight hour day, we’re out with the dogs for six of those hours,” said Sellers. “Every day we’re out doing training with these dogs.”

Not only are they training a variety of skills, they’re also training in a variety of environments.

“We’re usually in the nooks and crannies of base, working in open fields and warehouses,” said Sellers.

Master-At-Arms 2nd Class Jacob Parks, MWD handler, said the enjoyment he receives from working with his “four-legged partner,” MWD Meeko, and watching him excel is one of the best parts of his job.

“People might think we train a bunch of mean dogs to do a bunch of crazy stuff,”

said Parks. “In reality, most of them are like [MWD Meeko]. They love to work, but they also like getting some love.”

For a military dog handler, an integral part of working with an MWD is building rapport. Sellers said each handler is assigned to a specific MWD to train and work with.

“At one point, I was assigned to a dog for 2 years,” said Sellers. “At another command, I was assigned to a dog for less than a year. It all depends on a command’s needs and a kennel’s needs.”

Sellers said it’s typical for MWDs and handlers to build a bond before they eventually part ways, but leaving friends is a situation that Sailors and MWDs are both familiar with.

“Unfortunately, MWDs learn the game

once they get older,” said Sellers, adding that most MWDs retire around 10 years old. “They understand that ‘dad’ might leave soon, and they might get a ‘mom’ or another ‘dad.’ The rapport aspect is huge, and you’ll see that bond solidify after several months, but the dogs understand that everything changes eventually.”

Recently, MWD Bob retired Apr. 24 after finishing his service on board Naval Air Station Oceana and was adopted by Senior Chief Master-at-Arms Mike Hausmann, who himself was a former dog handler.

Though handlers change and MWDs eventually retire, the MWD program at Naval Air Station Oceana continues to help maintain a strong security posture, protecting thousands of individuals every day.



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MC3 Tim Heaps

Hospital ship USNS Mercy (T-AH 19) arrives in San Diego May 15. Mercy deployed in support of the nation's COVID-19 response efforts, and served as a referral hospital for non-COVID-19 patients admitted to shore-based hospitals. This allowed shore-based hospitals to focus their efforts on COVID-19 cases. One of the Department of Defense's missions is Defense Support of Civil Authorities. DoD is supporting the Federal Emergency Management Agency, the lead federal agency, as well as state, local and public health authorities in helping protect the health and safety of the American people.

USNS Mercy arrives to Naval Air Station North Island, prepared for future tasking

From Commander, U.S. Third Fleet Public Affairs

SAN DIEGO

Hospital ship USNS Mercy (T-AH 19) arrived to Naval Air Station North Island, San Diego, May 15, after supporting the Department of Defense (DOD) response efforts in the greater Los Angeles area during the coronavirus outbreak. Mercy spent nearly 50 days pierside at the Port of Los Angeles, serving as a referral hospital treating non-COVID-19 patients, and in effect as a ‘relief valve’ for local hospitals as they were able to focus their efforts on COVID-19 cases. The ship will take the necessary steps to return to a “Ready 5” status to be prepared for future tasking including COVID-19 or other hu-

manitarian assistance and disaster relief efforts. “The entire crew was invested in this mission and it showed, from the medical professionals who cared for patients in the ICUs and wards, to those who performed life-saving surgeries in the operating rooms, and to the support staff of every specialty, including those who made sure the patients and crew had good food to eat,” said Capt. John Rotruck, commanding officer of Mercy’s medical treatment facility. “Now as we return from this mission, I couldn’t be more proud of the work everyone did.” Capt. Dan Cobian, commodore Destroyer Squadron 21 and the mission commander, echoed those sentiments. “This team of professionals came together as a unit very quickly and were ready

to meet the mission objective when we reached Los Angeles,” he said. “That was a monumental task and it was amazing to watch it unfold.” Mercy supported the lead agency, the Federal Emergency Management Agency (FEMA), under the Department of Defense’s Defense Support of Civil Authorities (DSCA) mission. The ship, which arrived in Los Angeles March 27, was tasked with providing care to non-COVID patients, bringing the first aboard March 29. While on mission, 77 patients were provided care ranging from basic medical/surgical care to critical care, to trauma, as the ship served as a ‘relief valve’ for state and local healthcare providers. Additionally, the medical professionals on board conducted 36 surgeries, 77 X-ray exams, 26 CT scans

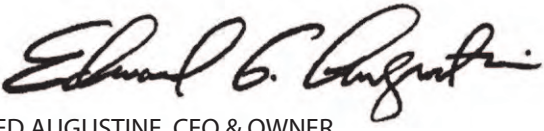
and administered hundreds of ancillary studies ranging from routine labs to high-end x-rays and blood transfusion support. While in Los Angeles, Mercy personnel worked closely with FEMA, state, and local public health authorities to help protect the health and safety of the American people. “Relationships are critical during a crisis response,” said Vice Adm. Scott D. Conn, commander, U.S. Third Fleet and Maritime Command Element-West said. “Our response was greatly aided by the relationships and trust we have been able to foster with FEMA, the State of California, Los Angeles County, and the City of L.A. through annual Defense Support to Civil Authorities Senior Leadership Seminars and Los Angeles Fleet Week. Whether at home or abroad, we can surge capability but we can’t surge trust.” Approximately 60 personnel assigned to Mercy’s MTF will continue to provide support at select skilled nursing facilities in support of FEMA, state and local healthcare providers.



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MC3 Conner D. Blake

The aircraft carrier USS Theodore Roosevelt (CVN 71) is moored pier side at Naval Base Guam May 15. Theodore Roosevelt's COVID-negative crew returned from quarantine beginning on April 29 and is making preparations to return to sea to continue their scheduled deployment to the Indo-Pacific.

USS Theodore Roosevelt conducts fast cruise in Guam

From USS Theodore Roosevelt Public Affairs

NAVAL BASE GUAM

Sailors aboard USS Theodore Roosevelt (CVN 71) are simulating being at sea while moored at Naval Base Guam. During the simulation, or “fast cruise,” the crew will simulate normal underway conditions while testing the critical systems required to sustain the ship during its upcoming underway operations.

“Fast cruise is a major milestone for the ship and for the crew,” said Capt. Carlos Sardiello, commanding officer of Theodore Roosevelt. “Our Sailors have tested all of the ship’s systems individually, but this is our opportunity to integrate all of that together and show that Theodore Roosevelt is

ready and able to go back to sea.”

The ship has been conducting a crew swap since April 29, rotating Sailors back on board who have completed quarantine and isolation and have received two negative COVID-19 tests. Following the recent Navy announcement that more than 2,900 Sailors have returned, the ship is one step closer to recommending its scheduled deployment to the Indo-Pacific.

“We passed a rigorous certification process before deployment, validating the crew’s ability to safely navigate, launch and recover aircraft and respond to on-board emergencies,” said Lt. Cmdr. DeCrisha Nolan, Theodore Roosevelt’s training officer. “We are applying that same standard to fast cruise to ensure that we can complete

any mission the Navy asks of us.”

In addition to testing the ship’s systems, Theodore Roosevelt’s crew will also be implementing new measures to protect the crew from possible exposure to the novel coronavirus. The crew has spent the past month and a half adjusting to their normal work routine while wearing masks and maintaining social distance.

Following a successful fast cruise, the ship will commence underway training and carrier qualifications to support the air wing’s return to operational readiness. During the underway, the ship will leave Sailors ashore that are not required for these evolutions. This will enable the ship to conduct training at sea while personnel left in Guam can support the recovery of the rest of the crew who remain in quarantine or isolation. During this transition, the ship will enforce strict cleaning protocols and maintain social distancing as part of the phased approach to returning the ship to operations.

“Safely navigating an aircraft carrier is a

complex process that involves teams of Sailors throughout the ship,” said Cmdr. Christopher Brown, Theodore Roosevelt’s navigation officer.

“We are setting the normal underway watches and running through various navigation scenarios so that the bridge watch teams can learn how to effectively communicate with one another while still protecting themselves and each other.”

After safely completing fast cruise, Theodore Roosevelt and its crew will be one step closer to going to sea to conduct carrier qualification flights for Carrier Air Wing 11. The remainder of the crew will return to the ship following the air wing integration.

Theodore Roosevelt is America’s fourth Nimitz-class aircraft carrier with a crew of nearly 5,000 Sailors who support and conduct air operations at sea. Theodore Roosevelt departed San Diego for a scheduled Indo-Pacific deployment January 17 and is in Guam preparing to return to sea.

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MC2 Alex Corona

Chief Cryptologic Technician (Collection) Marisol Swenney, left, and Chief Fire Controlman (Aegis) Roland Reyes, both assigned to future USS Daniel Inouye (DDG 118), review a muster sheet during crew swap, the next phase of recovery for the guided-missile destroyer USS Kidd (DDG 100). The Navy re-tested the crew for COVID-19 and transferred nearly 90 confirmed healthy Sailors from quarantine to the ship to replace the caretaker crew that has been aboard since the ship arrived in San Diego on April 28. The new caretaker crew will continue the strategic deep-cleaning regimen and provide essential services for the ship.

USS Kidd conducts crew swap, transitions to next phase of COVID-19 response

From Commander, Naval Surface Force, U.S. Pacific Fleet Public Affairs

SAN DIEGO

The Navy has transitioned into the next phase of its aggressive response to the COVID-19 outbreak on board the guided-missile destroyer USS Kidd (DDG 100). On May 18, the Navy transferred nearly 90 confirmed healthy Sailors from quarantine onto the Kidd to replace the caretaker crew that has been aboard since the ship arrived in San Diego.

Prior to the transfer, the Navy re-tested 100 percent of the crew. The test results informed decisions about who to transfer and who should remain in quarantine or isolation. Military health professionals will continue to monitor all crew members for symptoms. “Our number one priority is to protect the health of our force and our families. By doing that, we also help to protect the health of our communities where we serve,” said Vice Adm. Richard Brown, Commander, Naval

Surface Forces. “Before we clear any Sailor to return to the ship, they must receive two separate negative test results. We’re focused on the health and safety of Sailors, and ensuring the full recovery of Kidd’s crew. Kidd arrived at Naval Base San Diego April 28 to receive medical care for its Sailors and clean and disinfect the ship, following a COVID-19 outbreak while underway. A number of Sailors remained onboard the ship to operate essential services, while other crew members and anyone who tested positive were removed from the ship to iso-

lation or quarantine, as appropriate. The next phase of the recovery is another step toward ensuring the ship is safe to get underway to continue deployment. “I want to thank the amazing team that has supported us—from Vice Adm. Brown to our most junior crew member,” said Cmdr. Nathan S. Wemett, commanding officer of USS Kidd. Everyone’s resiliency and hard work is paying off, but the recovery process is not over. We must remain focused and vigilant throughout the entire process to maintain our health and readiness in order to get back to sea.” The cleaning of the ship and care for the crew is expected to continue for approximately two more weeks. The Navy will test all Kidd crew members again before the ship resumes its deployment.



U.S. Navy photo

Lt. Margaret Straw, assigned to the Navy Exchange Service Command (NEXCOM) assesses the wear and functionality of cloth face coverings to stem the spread of COVID-19. In total, NEXCOM procured and distributed 550,000 cloth face coverings to the Fleet as organizational clothing.

Navy Exchange Service Command provides over half million cloth face masks

From Navy Exchange Service Command Public Affairs

VIRGINIA BEACH

Since early April, the Navy Exchange Service Command (NEXCOM) has deliv-

ered just over 550,000 cloth masks to the fleet. Through its vendor relationships, NEXCOM procured and delivered the first 100,000 masks within one week of the NAVADMIN 100/20 release, which requires wearing a cloth face covering if six feet of distance cannot be maintained. “As a Navy command, NEXCOM truly understands the needs of the Navy,” said retired Rear Adm. Robert J. Bianchi, chief executive officer of NEXCOM. “Immediately after the NAVADMIN was released, our NEXCOM team jumped into high gear to fulfill this new directive. We were able to quickly lean forward and steer into uncharted water to fill the void until the Defense

Logistics Agency came online with face coverings.” NEXCOM buyers worked with three manufacturers, Brooks Brothers, Taylor Brand and Sewell, to procure the masks. Once they were made, they were sent to one of NEXCOM’s 11 global distribution centers. The first shipment went to USS Theodore Roosevelt (CVN-71) and the U.S. Navy Ceremonial Guard. Since then, the masks have been sent to Navy commands around the world. NEXCOM’s unique mission and six business lines ensured the cloth masks went where needed and could withstand the rigors of the Navy and shipboard life. Since the product is made out of a techni-

cal fabric with more filtration than cotton, NEXCOM’s Navy Clothing & Textile Research Facility conducted extensive wear and wash tests. The results confirmed they can withstand shipboard washing helped the team develop procedures for ships and Sailors to launder the masks. Once those procedures were finalized, NEXCOM’s Ships Store Program worked with supply officers aboard ships for dissemination of instructions. “NEXCOM is here to support our Navy and our military members in any way we can,” said Bianchi. “We are proud to be a part of the process to help keep our military members safe during the COVID-19 pandemic.”

USFF commander commissions 52 new military officers in Notre Dame virtual ceremony

By MC2 Brooke Macchietto
Commander, U.S. Fleet Forces Command Public Affairs

SOUTH BEND, IND

.Notre Dame's Reserve Officer Training Corps (ROTC) class of 2020 may have dreamed of a commissioning ceremony with bells, a band, full-dress uniforms, and their loved ones in attendance, but they probably never imagined the creative way it would play out due to COVID-19 and social distancing.

The May 16 ceremony still included customary bells, band, and fancy uniforms; however, the band, speakers, and guests attended virtually from all across the country.

Adm. Christopher W. Grady, U.S. Fleet Forces commander and a 1984 graduate of Notre Dame, was the keynote speaker and administered the oath of office to 52 new military officers—27 Navy, 16 Army, six Air Force and three Marines—over a live video feed.

“These are indeed unique circumstances. This once-in-a-century challenge is fundamentally changing how we do nearly everything in our lives, and this ceremony is no different. A few short months ago, we couldn’t imagine carrying out an important event like this in such a way,” said Grady, a senior mentor and Notre Dame’s first and only four-star military officer in the school’s history. “I am grateful, however, that we are commissioning our newest ensigns and second lieutenants into the finest military force the world has ever known in the distinguished manner such an achievement deserves.”

The Notre Dame ROTC programs require a focus on academics, leadership, physical fitness, and community involvement. Academic excellence, in the pursuit of a bachelor’s degree, is paramount to the success of each midshipman and cadet.



U.S. Navy photo illustration

Adm. Christopher W. Grady, commander, U.S. Fleet Forces Command, and a 1984 graduate of Notre Dame, administers the oath of office to 52 new military officers — 27 Navy, 16 Army, six Air Force and three Marines — over a live video feed May 16. The ceremony included the customary bells, band and dress uniforms; however, the band, speakers and guests attended virtually from all across the country.

In response to COVID-19, the university modified both the academic and ROTC processes to include holding online classes, meeting frequently over video chat, and requiring personal physical training twice a week to ensure they met all requirements for commissioning.

“The team here at Notre Dame has worked really hard to ensure that the cadets and midshipmen get to experience, as close as possible, the ceremony they have earned in spite of the current restrictions,” said Lt. Austin Chung, assistant professor of naval science and 1st Class Midshipmen advisor.

Despite the unique circumstances they faced during these trying times, the Notre Dame ROTC class of 2020 understands the importance of the milestone they’ve reached.

“We have learned that the U.S. military must never rest and that we all must be ready to answer the call,” said Ensign Michael Teranova, who will serve as a submarine officer. “For this reason, it is important to commemorate our military commissioning, especially during this time of the pandemic. We should celebrate the work we have done, and remind ourselves, the country, and the world that, even now, we are ready to serve and protect our nation.”

While earning a commission during a pandemic wasn’t what anyone expected, it has

taught Ensign Brian Lee the importance of persevering through the unknown.

“I think that my number one takeaway will be the idea of “bend don’t break,”” said Lee. “The world is faced with a scenario most of us probably had never considered, but even though things have been turned upside down, people found solutions, and are making the best of it. Throughout our military careers, I’m sure there’ll be tough times and difficult situations, but if we can remember to be flexible, and work the problem, we’ll find our way through.”

As these newly commissioned officers prepare to join the fighting forces, they were honored to have Grady as their keynote speaker, as he has served as the unit’s Flag officer mentor.

“Even though we can’t all be together in person, it really means a lot to me that Adm. Grady ... would help us celebrate the occasion,” said Lee, who will train to become a naval flight officer. “To me, it’s another example of the tight-knit Navy family, willing to go out of the way to help each other out. The added benefit of him being a Notre Dame grad is that he is an example of something to strive for. For my classmates and me to share a similar background with him, it makes it a lot easier to see that we can be successful in our careers as well.”

As the newly commissioned officers move on to their next assignment or training pipeline, Grady thanked the Notre Dame ROTC Class of 2020 for all their hard work and willingness to serve.

“You’ve worked hard to earn your commission, and you’ve demonstrated your full commitment to this honorable and vital profession, the profession of arms,” said Grady. “Through these experiences, you’ve proven that you have the necessary character and competence to serve as an officer worthy of our nation’s special trust and confidence. I admire and very much respect your willingness to serve. Every one of you could have chosen another, less dangerous path, but instead, you chose a life of service. You chose a life of sacrifice. And so, today, you join the ranks of those whose mission is to preserve freedom for the other 99%—an act I believe is the truest measure of what it means to be a citizen.”

Military ROTC Programs are hosted at colleges and universities across the country. While each service’s programs differ, they all provide undergraduate educations concurrently with training midshipmen and cadets in preparation for commissions as ensigns or 2nd lieutenants in the United States Armed Forces—more than 1,400 will earn their commission this year.



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Truman Strike Group and 2nd Marine Aircraft Wing complete week of integrated training

See B4



MC3 Katie Cox
A crane is used to position the brow as the Arleigh Burke-class guided-missile destroyer USS Roosevelt (DDG 80) returns to Naval Station Rota, Spain, after a scheduled underway, May 16. Roosevelt, named in honor of President Franklin D. Roosevelt and his wife Eleanor, is the first Flight IIA Arleigh Burke-class guided-missile destroyer stationed in Rota, providing the ability to deploy with two embarked Lamps MK III MH-60B Sea Hawk helicopters.

USS ROOSEVELT BRINGS NEW CAPABILITIES TO U.S. 6TH FLEET

From U.S. 6th Fleet Public Affairs

NAVAL STATION ROTA, SPAIN

The Arleigh Burke-class guided-missile destroyer USS Roosevelt (DDG 80) arrived at its new homeport, Naval Station Rota, Spain, after conducting a regional patrol in the U.S. 6th Fleet (C6F) area of operations,

May 16.

Roosevelt, named after the 32nd President Franklin D. Roosevelt and his wife Eleanor, is replacing USS Carney (DDG 64) in the first of several scheduled homeport shifts to occur in support of the U.S. Navy’s long-range plan to gradually rotate the four Rota-based destroyers.

“Roosevelt has already proven she is a great asset to 6th Fleet, enhancing the capabilities of our Forward Deployed Naval Forces-Europe Aegis destroyers in Rota, Spain,” said Vice Adm. Lisa Franchetti, commander, U.S. 6th Fleet. “Her arrival, hosted by our long standing ally, Spain, enhances our combined commitment to a stable and secure Europe and further reinforces our ironclad commitment to our allies and partners.”

The new addition brings top-of-the-line capabilities to C6F to include the most modern combat systems upgrade, the newly configured Aegis Baseline 9/Ballistic Missile Defense (BMD) 5.1.

“Roosevelt and her crew add increased

lethality with the Navy’s most advanced sensors, weapons, and communication systems, to include our embarked MH-60R [helicopter] teams,” said Cmdr. Matthew Molmer, commanding officer of Roosevelt. “Our ability to integrate with 6th Fleet, joint players in Europe, and the nation’s allies and partners adds capabilities that we are just beginning to leverage.”

Roosevelt is outfitted with the most recent Advanced Capability Build, which integrates its weapons and sensors to include Cooperative Engagement Capability; Evolved Sea Sparrow Missile; Mk 15 Close-In Weapons System Block 1B; and

See CAPABILITIES | B7

CSG-10 bids farewell to Schlise, welcomes McLane during change of command at sea

From Carrier Strike Group TEN Public Affairs

ARABIAN SEA

Rear Adm. Brendan McLane relieved Rear Adm. Paul Schlise as commander, Carrier Strike Group (CSG) 10 during a ceremony aboard the CSG’s flagship, USS Dwight D. Eisenhower (IKE) (CVN 69) while the ship is deployed to the U.S. 5th Fleet area of operations (AOO), May 19.

Beginning last summer, the Sailors, ships, squadrons and staffs of IKE Carrier Strike Group executed an accelerated pre-deployment training and certification syllabus, including a complex Group Sail, which integrated Royal Navy and Dutch ships. The strike group was certified for deployed operations during a Composite Training Unit Exercise (COMTUEX), which incorporated Danish, French and Canadian ships in tiered, complex training serials.

Following a brief at-sea logistics and sustainment period off the U.S. east coast, IKE deployed, executing a fleet battle problem and operations with French carrier Charles de Gaulle in the Mediterranean prior to transiting the Suez Canal and entering the U.S. 5th Fleet AOO.

With ongoing Navy-wide efforts to pre-



MC2 Kaleb J. Sarten
Rear Adm. Paul Schlise salutes Rear Adm. Brendan McLane, commander, carrier strike group 10, during a change of command ceremony aboard the aircraft carrier USS Dwight D. Eisenhower (CVN 69) May 19. Ike is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and Pacific through the Western Indian Ocean and three strategic choke points.

vent shipboard outbreaks during the COVID pandemic, IKE with its escort ship USS San Jacinto have continuously operated at sea for more than 120 days, while the remainder of the strike group ships have been at sea for more than 100 days..

Addressing assembled IKE Carrier Strike Group Sailors during the turnover

ceremony, Schlise’s comments focused on the teamwork and resiliency of them and their families.

“The professionalism and self-sufficiency you’ve demonstrated in remaining on-station and fully mission-capable is a testament to your toughness. Our Navy and Nation have asked Team IKE to serve as

‘America’s away team’ here in the Central Command/5th Fleet region during a time of great uncertainty around the world, and you have answered the call with excellence. I could not be more proud of you and the extended IKE Carrier Strike Group family

See FAREWELL | B7

Saved by the bolognese

By Lisa Smith Molinari

From the bright sunlight that glowed through my closed eyelids, it was a beautiful morning. But I couldn't get up and face another day of this unending monotony. I pulled the pillow over my face, and yearned for sleep to deliver me.

An hour later, I'd given up. I made the bed, decided it wasn't worth showering, dressed in spandex again, brushed my teeth because I wasn't ready to completely throw in the towel on hygiene, and sat sipping coffee in the kitchen.

I was bottoming out. Throughout the shut down, my attitude had been surprisingly positive. At first, I was downright happy. Our college kids were home. My husband, Francis, was wasn't commuting to New York City anymore. We were eating meals together, playing games, calling friends, cooking out, going on long walks.

Even Zoom meetings seemed fun. Three months in, I would have chosen a stick in my eye over another Zoom meeting. The jokes about gray roots and quarantinis weren't funny anymore. Francis' work-from-home schedule had given me new appreciation for those wonderful nights when I was by myself on the couch with the TV clicker while he was in the city. The kids were acting like our house was a free bed and breakfast and I, their scullery maid. The daily walks had become so repetitive, I had taken to peering shamelessly into neighbors' windows just to fight boredom. Our house, that had once seemed like our cozy refuge from the rest of the world, felt more like a prison each passing day.

Even the coffee didn't taste good anymore. I sighed, desperately. I pulled out my tattered "To Do" list, and scratched my pen through items on the list, to feel like I'd accomplished something. Do laundry. Scratch. Buy groceries. Scratch. Plant tomatoes. Scratch.

I added enough new items to occupy another day in captivity. Vacuum upstairs. Mop kitchen. Spray bug killer in basement. Plan dinner.

I got up to look for ingredients for our evening meal. The sight of the open refrigerator ignited a tiny spark within me. An idea was lighting up the dark recesses of my stagnant



Lisa Smith Molinari

mind.

"My bolognese!" I thought, more excited than I'd been in weeks. Quickly, I grabbed ground pork and beef, carrots, celery, onion, milk, and cans of tomatoes. My tattered recipe card was on a shelf in the room we call my "office" — the unheated space that was actually our pantry.

By the time the kids emerged from their bedrooms mid-morning, the aroma of sautéing onions and browning meat was wafting through the house. Anna called down the kitchen stairs, "Mom, what's that smell?"

"Bolognese," I replied, stirring a cup of dry wine into the sizzling pot.

"Yes!" she said.

"There it is," I thought. That whoosh of warm feeling I was looking for, to reignite my love for my family and my maternal motivation to nurture them through the crisis.

The uncovered pot bubbled and hissed all day, thickening, releasing steam, and filling the air with much-needed anticipation for good things to come.

About an hour before dinner, Francis appeared from his third-floor home office where

he'd been working all day. "Hey Hon, what's for din...", a package in the open refrigerator caught his eye, "Italian sausages? Is that what we're having for dinner?"

"No Hon, look here," I gestured to the pot of home-cooked goodness on the stove, "I made my bolognese." I smiled coyly, expecting the same excited reaction I got from Anna.

"But, but ..." he stuttered for a few painful seconds, his eyes darting to his favorite food in the world — sausages — before blurting, "you could make those sausages, too."

All my rekindled hopes, warm thoughts, and nurturing feelings were summarily sucked into the whirring fan blades in our range hood. I had thought the bolognese would be enough to save me. Save our family. Save humanity.

I was wrong.

On our walk the following day, I stopped peering in windows long enough to explain to Francis why the bolognese had been important to me. Surprisingly, he understood. However, I hadn't realized that Francis sought salvation, too, until he added, "So... will you cook those sausages tonight?"

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Military OneSource

How is the military protecting my service member during COVID-19?

By Military OneSource

The Department of Defense has always been committed to the health and safety of military members and their families. This time of the coronavirus disease 2019 pandemic is no different. The DOD continues to work with the Centers for Disease Control and Prevention and other government agencies to respond to the outbreak and prevent its spread. The DOD offers free resources through Military OneSource. Each program helps with different military-life challenges or seasons.

PROTECTING AGAINST COVID-19

Your local government set guidelines to keep the community healthy. The DOD took the following steps to help keep military members healthy:

- Authorized telework when duties allow

- Instituted daily health screening for jobs where remote work isn't possible
- Extended travel restrictions until June 30 for all military travel
- Required face masks on base when 6-feet social distancing isn't possible
- Began tiered COVID-19 testing of military personnel
- Bases are taking additional health and safety precautions. You may read about them on the base's official website.

PROTECTING YOUR SERVICE MEMBER'S PAY AND BENEFITS

COVID-19 has changed daily routines for many people around the world. This includes many service members with affected duties and training. The DOD understands that can heighten anxiety during this stressful time. So it has taken action to protect pay and benefits.

Learn more at Service Members' Pay, Benefits, Training and Duty During COVID-19.

FINANCIAL ASSISTANCE AND COUNSELING

Job layoffs and closures have strained finances for many. Resources are available to help service members, including:

- Emergency financial assistance — from your service relief society
- Child care fee assistance — for those who must pay for child care during quarantine
- Military OneSource financial counselors — reach by phone and video
- The Servicemembers Civil Relief Act — financial and legal protection
- Military OneSource is here 24/7 to keep you informed of COVID-19 changes.

For DOD updates for the military community on COVID-19, view these sites:

- Visit Coronavirus.gov, CDC.gov, USA.gov and Defense.gov.
- Follow Military OneSource's Facebook, Twitter and Instagram platforms.
- Check Move.mil for PCS-related updates.



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NAVSAFECEN announces FY 19 Grampaw Pettibone Award winners

By Aaron Strickland
Naval Safety Center Safety Promotions Public Affairs

NORFOLK

Training Squadron (VT) 10 and Lt. Katherine Smisson of Command and Control Squadron (VAW) 121 are winners of the 2019 Grampaw Pettibone Award.

The award, presented by the Naval Safety Center (NAVSAFECEN), recognizes individuals and organizations that contribute the most toward aviation safety through publications and media resources.

Smisson received the individual award for her article, “Pressurized into an Early Recovery,” describing a May 2019 over-pressurization event aboard an E-2D Hawkeye assigned to the VAW-121 “Blue Tails.” Her narrative recounted a rare event during a flight in which a Hawkeye crew experienced over-pressurization, and how teamwork brought the five-person crew safely back aboard ship.

“This was an emergency we don’t normally see on Hawkeyes,” Smisson said. “We had to trust our training, trust others and work together.”

The outcome of the incident, the resulting reports and the article was a new Naval Aviation Training and Operating Procedures Standardization Manual (NATOPS) procedure to more quickly identify and respond to over-pressurization.

VAW 121’s safety officer chose Smisson to write the article based on her communication skills.

“Her article allowed us to re-evaluate the



U.S. Navy photo
Lt. Katherine Smisson from Command and Control Squadron (VAW) 121, the 2019 Grandpaw Pettibone Individual Award winner.

incident in a way everyone can understand,” said Lt. Cmdr. Gerald Armstrong. “The new NATOPS procedure is proof that their teamwork paid off.”

What impressed the judges at NAVSAFE-CEN most was its applicability Navy-wide.

“This article told how the crew made quick, real-time decisions that got them safely back on deck,” said NAVSAFECEN Aviation Safety Programs Deputy Director Adam Hyams, who chaired the awards board. “There were other articles that were as professionally written, but this was the only one with lessons for the entire aviation community.”

The article will appear in the spring 2020 issue of Approach magazine.

VT-10 was chosen as the organization winner due to innovative communications within the squadron and with the student Naval Flight Officers (NFO), it trains. Through required reading, crew resource management (CRM) training and its internal newsletter, the “Wildcats” of VT-10 show that communicating safety is a priority.

“The squadron has a quality safety promotion program,” Hyams said. “With their internal communications program, including The Scratching Post, they incorporate multiple safety and operational aspects into a strong message that helps VT-10 student NFOs realize the interrelation between safety and operations and how both are essential to mission accomplishment. The desire is

that they take that mindset with them when they report to the fleet.”

The Scratching Post is VT-10’s semi-annual internal publication full of lessons learned from activities on the ground and in the air.

“It’s a kind of a ‘there I was, I was wrong and how I got it right’ letter,” said VT-10 Safety Officer Lt. John Montana. “We are all going to make mistakes. It’s how we overcome them and learn from them that’s important.”

Montana said that the squadron wants student NFOs to understand the importance of safety from day one.

“We want them to stand up for safety,” Montana said. “We want them taking the lead in safety, so we bring them into safety decisions early on instead of holding their hands.”

VT-10’s aviation safety officer said that communicating openly with student NFOs encourages them to speak up when they see something wrong.

“The reason our program runs so well is that leadership empowers everyone to bring up something that’s unsafe, all the way down to the newest student NFO or the newest airman in the squadron,” said Lt. Rebecca Ne-Smith. “By empowering everyone, it gives mission ownership and encourages safety in every aspect.”

The Grampaw Pettibone awards are named for the cartoon character and curmudgeon from Naval Aviation News magazine. For more than 75 years, he has shared stories of miscues, mishaps, goofs, flubs and other airborne misadventures. Sharing lessons learned has long been a hallmark of professional aviators. Publishing these lessons learned as well as other innovative ideas, keep countless aviators from learning the hard way. Grampaw Pettibone was the idea of the late Capt. Seth Warner (USN) and the late Robert Osborn, who was Pettibone’s illustrator.

The Grampaw Pettibone Award winners will receive a commemorative plaque from NAVSAFECEN.

Maritime Patrol and Reconnaissance Force passes key milestones

From Commander, Patrol and Reconnaissance Group Public Affairs

NORFOLK

The second week of May marked a number of noteworthy milestones for Naval Aviation and the Maritime Patrol and Reconnaissance Force (MPRF).

Patrol Squadron (VP) 40 completed a Safe-For-Flight evaluation May 14 for acceptance of their first P-8A Poseidon, the culminating event of a six-month transition from the P-3C Orion.

“The Fighting Marlins lived up to the incredibly high standard set by both Naval Air Station (NAS) Whidbey Island and Naval Air Station (NAS) Jacksonville squadrons,” said Capt. Erin Osborne, Commander, Patrol and Reconnaissance Wing 10. “The ability of these units to learn a completely new aircraft and seamlessly integrate into the battlespace is a testament to the agility, dedication, and professionalism of our force.”

VP-40 represents the 12th and final active component VP squadron to transition from the P-3C Orion to the state-of-the-art P-8A Poseidon platform, a process that began eight years ago with VP-16 aboard NAS Jacksonville.

“The completion of all twelve active VP squadron transitions represents a landmark

occasion in our storied branch of Naval Aviation,” said Rear Adm. Pete Garvin, Commander, Patrol and Reconnaissance Group. “I am confident that the men and women of the Fighting Marlins of VP-40 will continue to display the same level of pride and professionalism as each of their predecessors. I remain very proud of their effort to fight to the finish and the distinction they brought upon themselves and our community during the final active duty P-3C deployment.”

The last P-3C to return from that deployment, bureau number 162776, now resides at the National Naval Aviation Museum in Pensacola, Fla. Museum and MPRF leadership are in the planning stages of a formal ceremony and display.

The P-3C to P-8A transition has been on glideslope, on course, maintaining the original schedule over the last seven years, all while continuing to meet VP Global Force Management and deployment obligations.

“Employing a mix of legacy and new aircraft, the MPRF demonstrated a tenacious commitment to ensuring forward deployed fleet and combatant commanders were provided the Maritime Domain Awareness they have come to expect,” said Garvin. “This level of success is unprecedented in Naval Aviation and demonstrates a continuous delivery of performance with

speed and affordability through strengthening relationships with industry leaders, interagency partners, and allies.”

In the same week, MPRF accepted the 100th United States Navy P-8A aircraft. Side number 555 is the 94th addition to the fleet’s inventory of mission-capable aircraft, with six additional jets serving in developmental/operational test and evaluation roles.

The P-8A is a proven long-range multi-mission maritime patrol aircraft capable of broad-area, maritime and coastal operations. It combines superior performance and reliability with an advanced mission system that ensures maximum interoperability in the battlespace. With an impeccable service and safety record, the globally proven airframe recently surpassed 297,500 flight hours across the worldwide fleet.

The recent success of the MPRF does not end there. Two MQ-4C Tritons deployed to Guam earlier this year bringing a long anticipated early operational capability to the fleet. The newest addition to the community’s family of systems, Triton entered its operational phase last month and rapidly proved itself a valuable asset across the Indo-Pacific theater of operations. Providing persistent Intelligence, Surveillance, and Reconnaissance (ISR) to fleet and combatant commanders, the appearance of the MQ-4C has the potential to be a game changer in maritime operations.

The Triton is operated and maintained by Unmanned Patrol Squadron (VUP) 19, the Navy’s first dedicated Unmanned Aerial System (UAS) squadron. The highly trained crews underwent multiple examinations, simulator events, and flights to become fully qualified.

“The men and women of ‘Big Red’ are operating and maintaining this new capability forward deployed today,” said Capt. Matt Pottenburgh, Commander, Patrol and Reconnaissance Wing 11. “Triton is integrating into a series of missions in support of multiple task forces across the Indo-Pacific theater that showcase its unprecedented endurance. Operating at high-altitude with a 24 hour flight endurance, the MQ-4C is the perfect complement to the P-8A Poseidon. The pairing of a high-altitude persistent spotter with multi-mission shooter is the epitome of long-range maritime lethality.”

Garvin reflected on the MPRF’s hard work over the last several years that culminated in achieving the week’s significant milestones.

“I am extremely proud of how far our community has come, and more importantly, where we are headed. It is important that we acknowledge the incredible diligence and tremendous dedication of so many that have made these programs a success. The Maritime Patrol and Reconnaissance Force is not just completing a transition from one platform to another, but a fundamental transformation in the way we operate. What an honor and inspiration it is to see the completion of these three momentous achievements in the span of a few weeks.”

The Maritime Patrol and Reconnaissance Force is the Navy’s primary provider of long-range airborne Anti-Submarine Warfare, Anti-Surface Warfare, and Maritime ISR forces. Comprised of more than 7,000 men and women on both coasts, the force is continuously deployed around the world 24/7, 365 days of the year.



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MC2 Tamara Vaughn

An F/A-18E Super Hornet assigned to the Sunliners of Strike Fighter Squadron (VFA) 81 launches from the flight deck of the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) in the Atlantic Ocean, May 12. The Harry S. Truman Carrier Strike Group (HSTCSG) remains at sea in the Atlantic as a certified carrier strike group force ready for tasking in order to protect the crew from the risks posed by COVID-19, following their successful deployment to the U.S. 5th and 6th Fleet areas of operation. Keeping HSTCSG at sea in U.S. 2nd Fleet, in the sustainment phase of OFRP, allows the ship to maintain a high level of readiness during the global COVID-19 pandemic.

Truman Strike Group and 2nd Marine Aircraft Wing complete week of integrated training

From USS Harry S. Truman Carrier Strike Group (CVN 75) Public Affairs

ATLANTIC OCEAN

The Harry S. Truman Carrier Strike Group, underway in the Atlantic Ocean, conducted a week of naval air integration exercises with Marine Corps elements assigned to the 2nd Marine Aircraft Wing May 12-18, 2020.

The purpose of the high-end training was to improve Navy and Marine Corps integration, communication, power projection in the form of strikes, and enhance readiness of air defense assets.

The HSTCSG is comprised of the flag ship Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) and the embarked squadrons of Carrier Air Wing (CVW) 1, Ticonderoga-class guided-missile cruiser USS Normandy (CG 60) and Arleigh Burke-class guided-missile destroyer USS Forrest Sherman (DDG 98).

Marine Corps support included F/A-18C Hornets assigned to Marine Aircraft Group

(MAG) 31, based out of Marine Corps Air Station Beaufort, South Carolina, and AV-8B Harriers assigned to (MAG) 14, based out of MCAS Cherry Point, North Carolina.

“This was a great opportunity to demonstrate how quickly our services can put together a complex large force exercise, even within the current constraints of COVID-19,” said Maj. Sean Stephenson, current operations officer 2ND MAW. “The Commandant is very serious about reinvigorating the Marine Corps’ Naval Integration capabilities and this joint exercise is one example of how effective we can be as a team.”

The week of day and night-time integration started with close air support exercises, in which Marine ground forces coordinated with Navy strike fighter aircraft to strike a precision target. During the close air support event, ground forces used combat communication with Navy aircraft to strike the targets, while sharpening tactics. The integration of Marine Corps shore-based

elements with deployed naval assets showcased the ability of both teams to fight together as a united naval expeditionary force.

“Integrating with Marine ground forces on close air support missions provided the air wing an opportunity to practice supporting our forward deployed forces, while also providing the Marines with opportunities to qualify new joint terminal air controllers,” said Lt. Cmdr. Bryce Holden, the maintenance officer for Strike Fighter Squadron (VFA) 136. “This bolstered our ability to seamlessly integrate with supported ground forces, which has proven to be indispensable over the past two decades during operations in Afghanistan, Iraq, and Syria.”

The coordination continued with high-end training during multiple air defense exercises and large force strikes over the course of the week. In one of the multiple events, over twenty CVW-1 aircraft including F/A-18E/F Super Hornets, E/A-18 Growlers, and E2D Hawkeyes faced off against a similar numbers of USMC F/

A-18C Hornets and A/V-8B Harriers to conduct defensive and offensive counter-air and strike missions in support of the carrier strike group and National level tasking. The Navy and Marine Corps aircraft took turns simulating the enemy “red force” versus the U.S. “blue force” and executed advanced combat tactics.

Lt. Cmdr. Ryan Aldrich, assigned to Strike Fighter Squadron (VFA) 211, was the mission commander for one of the large force strike exercises. “It was a pleasure to work with the men and women of the USMC. The seamless integration of our sister force into the training that the carrier strike group accomplished this week was challenging, valuable, and appreciated,” said Aldrich.

Overall, the Navy and Marine Corps teams were able to increase proficiency and learn from the other service’s perspective. Both teams were able to gain hands-on understanding of each other’s tactics and capabilities.

The Harry S. Truman Carrier Strike Group (HSTCSG) remains at sea in the Atlantic as a certified carrier strike group force ready for tasking in order to protect the crew from the risks posed by COVID-19, following their successful deployment to the U.S. 5th and 6th Fleet areas of operation. Keeping HSTCSG at sea in U.S. 2nd Fleet, in the sustainment phase of OFRP, allows the ship to maintain a high level of readiness during the global COVID-19 pandemic.

Stores elevators on Ford increase operational proficiencies

By Lt. Cmdr. Chris Buchanan
USS Gerald R. Ford (CVN 78) Public Affairs

ATLANTIC OCEAN

The aircraft carrier USS Gerald R. Ford’s (CVN 78) full pallet capable stores elevators design significantly reduces crew workload and provides access to almost all of supply department’s storage compartments which reduces the time it takes to on-load stores. These elevators were put to the test during a replenishment-at-sea (RAS) with USNS Patuxent (T-AO 201), May 15.

“Stores elevators are a significant advantage Ford-class carriers have over Nimitz-class carriers,” said Cmdr. Carl Koch from Chicago, Ford’s supply officer. “They offer a direct benefit to supply department Sailors in providing us the capability to strike full pallets of repair parts and subsistence to the storerooms without breaking them down. After using stores conveyors on Nimitz-class ships and the full pallet stores elevators on Ford, I couldn’t imagine going back. This is a tremendous leap forward in our capability and flexibility as a supply department.”

Ford’s first-in-class design uses 10 programmable logic-controlled, machinery driven elevators, over centralized supply storage spaces through multiple levels arrayed fore to aft. This vertical integration of centralized storerooms significantly increases storage capabilities and eliminates



MC3 Connor Loessin

Sailors assigned to USS Gerald R. Ford’s (CVN 78) supply department move supplies off the aircraft elevator during a vertical replenishment May 15. Ford is underway in the Atlantic Ocean conducting carrier qualifications.

the need for large ship-force working parties.

Sailors that have served aboard other ships find it shocking that large 50-man or 100-man working parties are not used during a logistical resupply aboard Ford. A receiving team can place full pallets on an elevator, send to the proper level, off-load pallet, and then store the entire pallet in the storage space. Koch explained that Ford’s stores elevators increase operational capabilities.

To keep the fleet underway and supporting operations, Navy ships conduct a RAS

to restock different classes of supplies. During a RAS pallets of supplies are either passed on wires strung between both ships called connected replenishment (CONREP) or through vertical replenishment (VERTREP) via a helicopter that slings a cargo net-wrapped pallet from underneath its frame ship to ship.

During Ford’s RAS with Patuxent, Ford received 425 thousand gallons of aircraft fuel (JP5) and 143 pallets of food. The entire evolution took several hours, but the stores on-load of pallets was conducted in 2 hours with only 18 supply personnel on

the flight deck. Once on-loaded, all pallets were transported from the flight deck to their respective storage compartments, and all 83 food service pallets were stowed within 75 minutes of receipt.

Operating multiple stores elevators to stow materials minimizes the time the hangar bay is closed to personnel due to replenishment.

“As our proficiency improves, we expect to be capable of striking down material at the rate of delivery which means after a RAS we can return the hangar back to support air operations sooner,” said Koch.

Chief Culinary Specialist and Food Services Cargo’s Leading Chief Petty Officer Moses Brathwaite, from Saint John, U.S. Virgin Island plans and supervises replenishment operations from the hangar bay, and delivery to storage compartments.

“In my opinion, the stores elevators on Ford double or triple the efficiency of the Nimitz -class package conveyors,” said Brathwaite. “At full capacity, the ability to load up to 12 complete pallets of stores and lower them straight into centralized storerooms to be placed directly into long-term storage is extremely convenient.”

The Chief of Naval Operation’s maritime strategy calls for a future navy with more agile and resilient logistics that provide the capability to employ forces in dispersed, forward environments across the spectrum of conflict. The Ford-class carrier is the future of naval logistics, providing minimal manning and vertical integration of stores elevators over centralized storerooms - a cost benefit that enables carrier operations to be more efficient ultimately improving lethality by keeping carriers in the fight and on station longer.



MC3 Zachary Melvin

An E-2D Advanced Hawkeye, assigned to the "Greyhawks" of Carrier Airborne Early Warning Squadron (VAW) 120, prepares to land on USS Gerald R.Ford's (CVN 78) flight deck during flight operations May 10. Ford is underway in the Atlantic Ocean conducting carrier qualifications.

VAW-117 Carrier Qualifies on Ford, transitions to E-2D Advanced Hawkeye

By MC2 Ryan Seelbach
USS Gerald R. Ford Public Affairs

ATLANTIC OCEAN

The Navy’s newest and most technologically-advanced aircraft carrier, USS Gerald R. Ford (CVN 78), contributed to another milestone for naval aviation during carrier qualifications (CQ) for the “Wall-bangers” of Airborne Command and Control Squadron (VAW-117) May 12.

Ten VAW-117 pilots successfully completed CQ with assistance from the “Greyhawks” of VAW-120 in the operation of the E-2D Advanced Hawkeye. VAW-117 completed 151 catapults and 158 traps over the course of three days. The completion of the CQ prepares VAW-117 for the finalization of their transition between aircraft.

Lt. Cmdr. Jeremiah Caldwell, from Loudoun County, Virginia, a pilot assigned to VAW-117, explained some of the differences between the E-2C Hawkeye and the E-2D Advanced Hawkeye, and how his squadron is making the transition between aircraft.

“The E-2D is our latest and greatest aircraft that has a lot of good equipment and a really good radar that’s going to allow us to see our enemies at distances that we really haven’t seen before,” said Caldwell. “The training process for us is about three years just to get to the fleet, so we are here aboard Ford training fleet aviators that are making the transition from the Charlie to the Delta.”

Lt. j.g. Nick Neighbors, from Johns Creek, Georgia, a junior pilot assigned to

VAW-117, is one of the squadron’s newest pilots and said that he wanted to be a naval aviator since he was young and enjoys every aspect of his job.

“I got picked up for the E-2 community for my initial squadron,” said Neighbors. “As I go through the pipeline and learn more and more about the aircraft, it’s a great crew to be a part of with a good mission, and it’s something that I really enjoy doing.”

With the completion of their CQ, VAW-117 is one step closer to being a fully-designated E-2D Advance Hawkeye squadron.

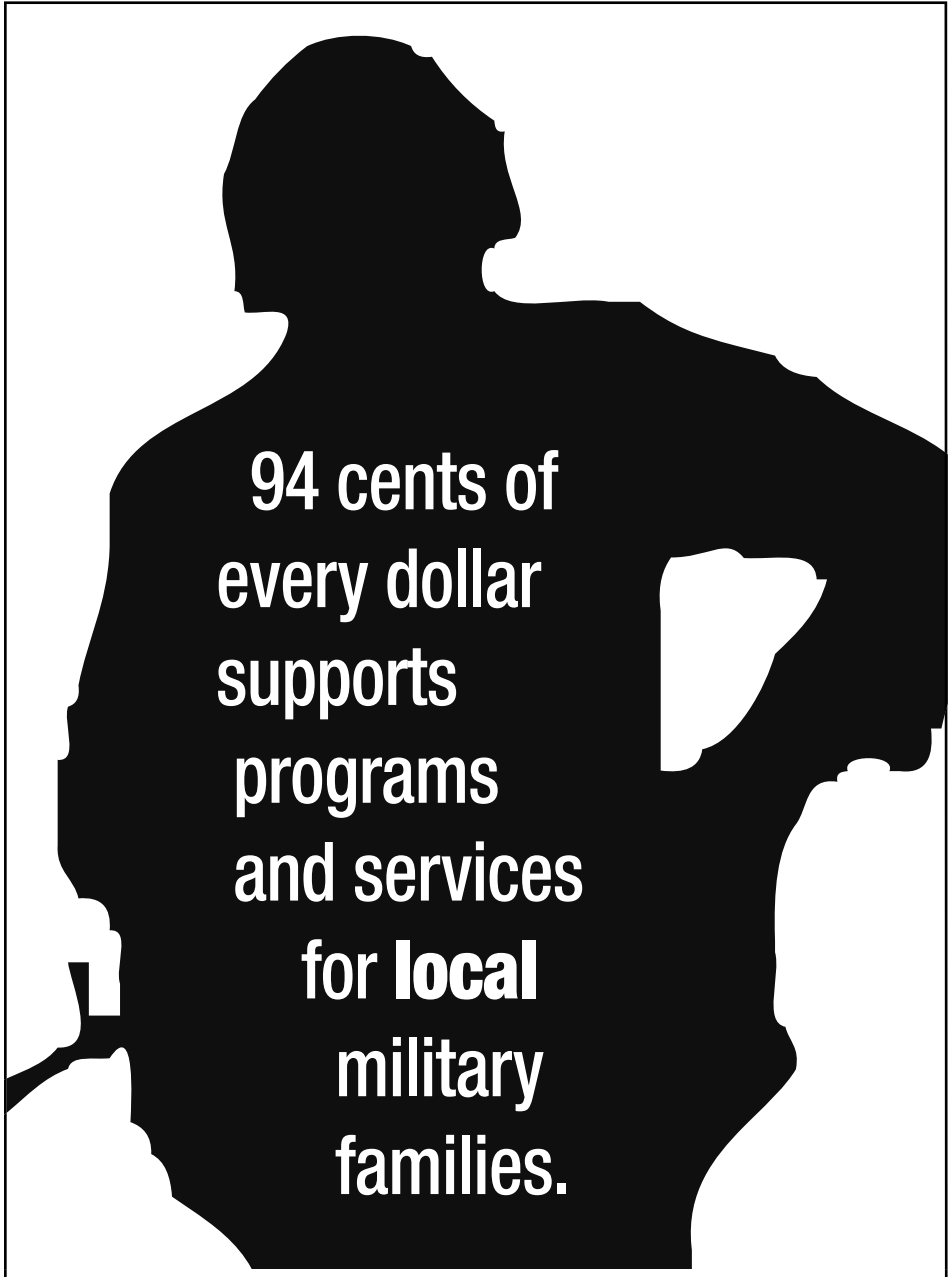
Lt. Cmdr. Justin Porter, from Crowley, Texas, a Naval Flight Officer assigned to VAW-117, said the success of the mission is

not just attributed to the pilots who completed the CQ, but also the Ford Sailors who work on the flight deck.

“We’ve been surprised at the overall efficiency of CQ on the Ford, and because of that we are able to get our CQ done faster and get back to the west coast to finish the next steps for our squadron,” said Porter. “This is a new ship, but the deck crew has been awesome getting us around the flight deck very efficiently.”

Ford is a first-in-class aircraft carrier and the first new carrier designed in more than 40 years. With more than 2,300 catapult launches and advanced arresting gear landings since commissioning, her tested and proven technology is delivering many improvements to the naval aviation enterprise.

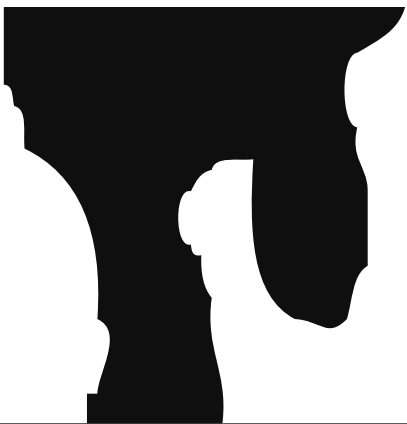
VAW-117 will return to their home station, and begin training and integrating with their air wing for future missions and deployments. The squadron is on track to receive their “Safe for Flight” designation for the E-2D Advanced Hawkeye in July.

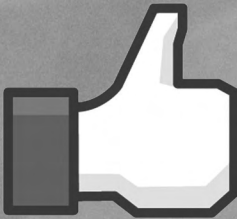


94 cents of every dollar supports programs and services for local military families.



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Resident satisfaction and participation increase in fall 2019 PPV survey

From Commander, Navy Installations Command Public Affairs

WASHINGTON

Navy Public Private Venture (PPV) housing residents expressed a marked improvement in housing satisfaction according to survey results from the annual Resident Satisfaction Survey (RSS) conducted in the fall of 2019. Even with the upward trend, Commander, Navy Installations Command (CNIC) continues to focus on improving the PPV housing program.

“We remain committed to providing each PPV housing resident what they need, even during the uncertainty caused by COVID-19,” said Vice Adm. Mary M. Jackson, commander CNIC. “While an increase in average overall scores indicates that our corrective actions have contributed towards addressing our deficiencies, it is each and every family’s experience that matters most. We welcome candid feedback from our warfighters and their families as we seek to improve our culture of excellence and accountability.”

RESIDENT PARTICIPATION IS KEY

The Fall 2019 response rate of 35.8 percent increased to near the historical average response rate for the annual RSS, which is 10 percent higher than the “out of cycle” RSS administered by the Navy in April-May 2019. The 35.8 percent response rate is higher than what is required to meet statistical significance for multifamily housing, and serves as a reflection of residents’ willingness to express opinions.

“I encourage every resident to take their

housing surveys and give us feedback whenever your RSS is scheduled,” said Greg Wright, CNIC housing director. “With increased resident participation, we gain better insight into where CNIC and our housing partners are getting it right and where we need continued focus. The 10 percent increase in response rate is really the best news out from the survey because it means we have a clearer picture of where we are at with improvements to PPV housing.”

In addition to the annual RSS, PPV housing residents also have the opportunity to provide feedback about their satisfaction with move-in, move-out, and maintenance work orders by using the PPV online portal or smart phone app at any time throughout the year. The Navy monitors these responses to measure project performance and to be aware of issues to which the Navy can respond. Resident participation in these surveys is extremely valuable because the information is used to help improve the overall performance of the project – we depend on residents to let us know what is working well or what needs improvement.

“Work order survey responses provide Navy Housing service centers, installation commanding officers, and PPV property managers immediate data on quality and timeliness so they can identify and solve issues as soon as possible,” said Wright. “The RSS is valuable, but residents have multiple ways to provide actionable feedback throughout the year.”

FALL 2019 RSS

The annual RSS, independently conducted by CEL & Associates, focuses on

three satisfaction indexes – Overall Satisfaction, Property Satisfaction and Service Satisfaction. These indices provide CNIC with a snapshot of the PPV residents’ opinions about the condition of the homes, neighborhoods and the quality of the services provided. The average scores (on a 100-point scale) across the Navy’s 39,000-plus family PPV homes are:

- Overall Satisfaction Index Results: 80.2
- Property Index Results: 76.5
- Service Index Results: 82.5

These scores reflect satisfaction with PPV housing experience for residents. CNIC uses these satisfaction scores to compare PPV performance to comparable properties in the commercial sector. This can be a useful measure, and is one of several used to evaluate military privatized housing performance and the residents’ experience.

The PPV partner property managers are required to work with every installation housing office to develop action plans to address any neighborhood survey results that scored less than 75 points on the Fall 2019 RSS. Navy leadership oversees the implementation of the action plans, which are designed to address specific local issues.

PROGRAM-WIDE UPDATES

The Navy is making program-wide improvements to regain resident trust, reinforce Navy oversight, and exercise active leadership, which include:

- CNIC and Naval Facilities Engineering Command (NAVFAC) hired 129 of the 183 newly authorized housing management specialists, housing inspectors, quality assurance specialists, and project oversight spe-

cialists as of April 10th.

- The Secretary of Defense and Military Department Secretaries all signed the Military Housing Privatization Initiative Tenant Bill of Rights.
- Navy and Marine Corps leaders met with privatized housing company executives at Joint Base Anacostia Bolling on Feb. 5th, 2020, the fifth periodic session in the last 12 months, as part of the Department of the Navy’s strategy to develop long-term improvements across the enterprise.
- The Navy developed and continues to expand an electronic data warehouse and reporting system to monitor project performance in near real-time. The system enables the Navy to monitor project performance in key areas including health and safety issues, timeliness of work-order service calls, and monitoring maintenance performance for new residents at change of occupancy.

RECENT EFFORTS TO COMBAT COMMUNITY SPREAD OF CORONAVIRUS

CNIC and our PPV partners began making adjustments to operations in early 2020 to combat the spread of the coronavirus and ensure the safety of families and both work forces while maintaining essential services. To help prevent the spread of the virus, all of the Navy’s PPV partners have implemented adjustments until further notice:

- Emergency and urgent maintenance orders are still being performed.
- Routine maintenance orders are being deferred.
- Common areas have been closed and resident events have been suspended.
- Staffing, leasing activities and office hours have been reduced.

For more information about Navy Housing, go to www.cnic.navy.mil/ffr/housing.html or visit your Navy Housing Service Center.



A Navy diver assigned to Mobile Diving and Salvage Unit (MDSU) 2 is guided off of a stage after conducting dives from Military Sealift Command's fleet ocean tug USNS Apache (T-ATF 172) while the ship is moored pierside at Joint Expeditionary Base Little Creek-Fort Story.

Navy EOD and dive community expands Tactical Human Performance Program

From Naval Education and Training Command Public Affairs

PANAMA CITY, FLA.

Taking ideas and programs from top-tier professional sports teams, the Naval Diving and Salvage Training Center (NDSTC) is implementing several changes this year to increase functional performance, resiliency and cognitive capability while decreasing injury and accelerating the physical recovery of explosive ordnance disposal (EOD) technicians and Navy divers.

Navy EOD technicians and divers may be known for their ability to stay calm in pressurized situations and possess high levels of fitness that allow them to eliminate explosives or underwater hazards for the most elite special operations forces, but that amount of tactical human performance does not come without the proper instruction and development.

Cmdr. Sam Brasfield, NDSTC commanding officer, said that the legacy human performance programs during an EOD technician’s or Navy diver’s initial training typically relied on the limited knowledge base of EOD and dive instructors, who did not possess formal education on exercise

physiology and muscle recovery.

“The insufficient scope of the knowledge in exercise physiology and muscle recovery at these school houses resulted in recurring injuries throughout their time in school and on into their career,” said Brasfield. “The sequence of physical conditioning did not consistently build strength, endurance and recovery across all phases of initial training or result in professional expertise based on proven methods to optimize human performance across a Sailor’s expeditionary career.”

In order to correct this issue, NDSTC initiated a review of its physical therapy program, while calling upon graduate-level research from the Naval Postgraduate School and inputs from professional human sports performance clinicians, to build a framework for tactical combat use. Using this data, NDSTC created the Tactical Human Performance Program (THPP) in 2016 to provide baseline instruction, development and evaluation in all aspects of human performance to dive training students. Today’s program specifically focuses on four key pillars – mindset, nutrition, movement, and recovery – that optimize human performance and injury pre-

vention.

“In the EOD and dive communities, our people are our weapon systems and we have to do everything we can to make them stronger, decrease injuries, increase cognitive capacity, and accelerate their physical/mental recovery,” said Brasfield. “What we are trying to do with our THPP is get ‘left of boom’ with our folks by giving them the skills and foundation early on that will set them up for success with all these things. As my grandmother used to say, ‘an ounce of prevention is worth a pound of cure.’”

NDSTC has been temporarily assigned an active-duty Air Force physical therapist and has one contracted athletic trainer who is responsible for coordinating efforts for three training/learning sites. However, with an annual throughput of 1,300 EOD technicians and divers, the Center for Explosive Ordnance Disposal and Diving (CEODD) has plans to hire a data analyst, three human performance program advisors and kinesiotherapists, three strength and conditioning specialists, two performance dietitians and two cognitive specialists who specialize in sports psychology. The Air Force has funded a new tactical performance facility and the associated exercise equipment for the THPP, and the other Services have come together to support this program.

In addition to the new hires, the EOD and diving community is also looking towards employing a complete athlete-data-management-platform, Smartabase, in order to track performance and provide better feedback to Sailors. Putting real-time data at the center of the THPP will digitally transform how the EOD and dive communities can monitor the health and performance of their Sailors over the course of their careers and make it easier to adjust the program’s parameters as necessary.

“Early career training for EOD technicians and divers sets the stage for those Sailors as they develop in their career field. Giving them the best training possible allows them to adapt to the challenges that we face as a Navy in an era of great power competition,” said Rear Adm. Brian Brakke, commander, Navy Expeditionary Combat Command. “The Tactical Human Performance Program provides world-class training for our Navy EOD and dive Sailors so that they recover after times of stress and grow throughout their Navy careers.”

As THPP expands, the performance data that is aggregated will serve as the foundation for the EOD Force Resiliency Program (FRP), which protects individuals and teams in the EOD community from debilitating stress through adaptability and recovery and growth across the personal, social, cognitive and physical well domains. Both EOD Groups One in San Diego and Two in Little Creek, Virginia, are currently expanding their staff and facilities to address the current and future needs of their warfighters that will result in a more combat effective force.

Under Navy EOD’s Strategic Vision 2030, THPP and FRP are identified as key lines of efforts that will develop the force to win against near-peer competitors in the future.

NDSTC is the largest diving facility in the world and trains military divers from all services to face any challenge anytime, anywhere by providing them with the skills and the confidence to successfully complete our nation’s missions.

U.S. Navy EOD is the world’s premier combat force for eliminating explosive threats so the Fleet and nation can fight and win wherever, whenever and however it chooses.

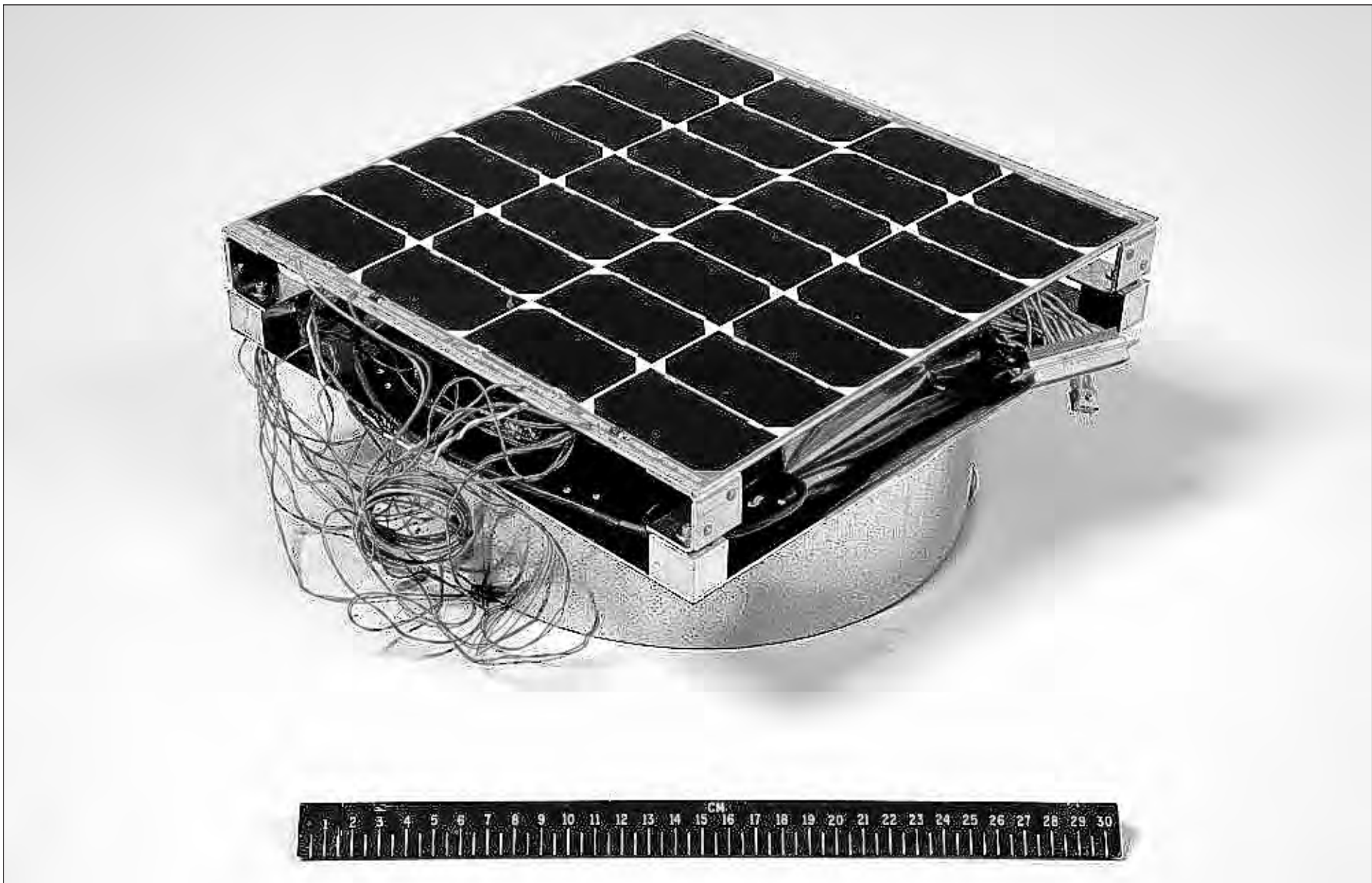


Image of the Photovoltaic Radio-frequency Antenna Module (PRAM) with a 12-inch ruler for scale. The hardware is the first orbital experiment designed to convert sunlight for microwave power transmission for solar power satellites. U.S. Navy photo

Naval Research Laboratory conducts first test of solar power satellite hardware in orbit

From U.S. Naval Research Laboratory Public Affairs

WASHINGTON

U.S. Naval Research Laboratory engineers launched PRAM, the Photovoltaic Radio-frequency Antenna Module, aboard an Air Force X-37B Orbital Test Vehicle on May 17 as part of a comprehensive investigation into prospective terrestrial use of solar energy captured in space. “To our knowledge, this experiment is the first test in orbit of hardware designed specifically for solar power satellites, which could play a revolutionary role in our energy future,” said Paul Jaffe, PRAM principal investigator. The 12-inch square tile module will test the ability to harvest power from its solar panel and transform the energy to a radio frequency microwave. “PRAM converts sunlight for microwave power transmission. We could’ve

also converted for optical power transmission,” said Chris Depuma, PRAM program manager. “Converting to optical might make more sense for lunar applications because there’s no atmosphere on the Moon. The disadvantage of optical is you could lose a lot of energy through clouds and atmosphere. “ The use of solar energy to operate satellites began at the start of the space age with another NRL spacecraft: Vanguard I, the first satellite to have solar cells. This current experiment focuses on the energy conversion process and resulting thermal performance. The hardware will provide researchers with temperature data, along with PRAM’s efficiency in energy production. This information will drive the design of future space solar prototypes. Depending on the results, the team aims ultimately to build a fully-functional system on a dedicated spacecraft to test the transmission of energy back to Earth. The

development of a space solar capability could potentially help provide energy to remote installations like forward operating bases and disaster response areas. This flight experiment enables researchers to test the hardware in actual space conditions. Incoming sunlight travels through the Earth’s atmosphere, both filtering the spectrum and reducing its brightness. A space solar system traveling above the atmosphere would catch more energy from each of the sunlight’s color bands. “There’s more blue in the spectrum in space, allowing you to add another layer to solar cells to take advantage of that,” Jaffe said. “This is one reason why the power per unit area of a solar panel in space is greater than on the ground.” The National Security Space Office recommended in a 2007 feasibility study to investigate solar power satellite technology. NRL’s expertise with solar-powered satellites since the late 1950s and long

history as a pioneer in space, including in the development of GPS, led researchers to further explore this emergent field. Contributing and supporting partners for this effort included the Operational Energy Capability Improvement Fund in the Office of the Under Secretary of Defense for Research and Engineering, the U.S. Naval Research Laboratory, the Department of the Air Force Rapid Capabilities Office, the Department of Defense Space Test Program, Boeing, TSC Praxis Operations, Gulfview Research, Odin Engineering, and SpaceQuest. **ABOUT THE U.S. NAVAL RESEARCH LABORATORY** NRL is a scientific and engineering command dedicated to research that drives innovative advances for the Navy and Marine Corps from the seafloor to space and in the information domain. NRL headquarters is located in Washington, D.C., with major field sites in Stennis Space Center, Mississippi, Key West, Florida, and Monterey, California, and employs approximately 2,500 civilian scientists, engineers and support personnel.

CAPABILITIES | Roosevelt is seamlessly integrating into the U.S. 6th Fleet mission

Continued from B1

the Mk 41 Vertical Launching System, capable of supporting Standard Missile (SM) 3 and newer variants. These capabilities vastly increase the sea-based BMD force structure and contribute to NATO’s robust integrated air and missile defense (IAMD) architecture. As the first Flight IIA Forward-Deployed Naval Forces-Europe (FDNF-E) destroyer to join C6F, Roosevelt is capable of deploying with two embarked MH-60R Sea Hawk helicopters. “Having the MH-60R on board provides Roosevelt with an organic asset that enhances situational awareness in the areas of [Anti-Submarine Warfare] and [Surface Warfare],” said Lt. Cmdr. Benjamin T. Harris, Air Operations Officer of the embarked Helicopter Maritime Strike Squadron (HSM) 48 Det 7 ‘Mayport Mules.’ “Additionally, the MH-60R provides the ship an [organic] asset capable of performing [Search and Rescue], logistics support,

and a variety of other missions without having to rely on outside entities.” The destroyer arrived in C6F April 14, following her departure from her previous homeport of Mayport, Florida, March 21. Prior to transiting the Atlantic, Roosevelt took a variety of coronavirus-related precautions to ensure the crew arrived in the European theater safe and healthy. Roosevelt is seamlessly integrating into the U.S. 6th Fleet mission, as the ship and crew are already familiar with regional partners and allies. The ship recently completed Surface Action Group operations with USS Donald Cook (DDG 75), USS Porter (DDG 78), USNS Supply (T-AOE-6), and Royal Navy frigate HMS Kent (F78) above the Arctic Circle and in the Barents Sea. In 2019, Roosevelt participated in exercise Formidable Shield, conducting an SM-3 engagement with a simulated ballistic missile target, while concurrently engaging ‘Firejet’ test targets with SM-2 missiles. Last June, the ship also visited Cherbourg, France, to commemorate the 75th Anniversary of the D-Day landings in Normandy. The success of D-Day demonstrated the impact a strong unified alliance can have; Roosevelt is forward-deployed to reinforce that strong alliance, supporting maritime security and stability.



MC3 Katie Cox The Arleigh Burke-class guided-missile destroyer USS Roosevelt (DDG 80) returns to Naval Station Rota, Spain, after a scheduled underway, May 16. Roosevelt, named in honor of President Franklin D. Roosevelt and his wife Eleanor, is the first Flight IIA Arleigh Burke-class guided-missile destroyer stationed in Rota, providing the ability to deploy with two embarked Lamps MK III MH-60B Sea Hawk helicopters.

FAREWELL | McLane comes to CSG-10 following a tour as Commander, Navy Recruiting Command

Continued from B1

that continues to support us from home.” Schlise wished McLane the best as he turned over the reins of the strike group. “Admiral McLane, you’re joining a winning team ... you’ll make them even better,” said Schlise. Schlise, a native of Sturgeon Bay, Wis-

consin, will next report as Director, Surface Warfare Division, N96, Office of the Chief of Naval Operations, in Washington, D.C. Vice Adm. Jim Malloy, commander U.S. Naval Forces Central Command/U.S.5th Fleet/Combined Maritime Forces, praised Schlise on a successful strike group tour. “Paul has been instrumental in leading IKE Carrier Strike Group during these uncertain times. Under his steady and wise leadership, the IKE Strike Group has epitomized combat readiness, all while finding innovative ways to protect our ships from COVID-19 have been implemented. He has balanced protecting our Sailors while fulfilling the no-fail mission of the forward deployed carrier strike group. This incredible CSG-10 team has ensured that IKE

remains on station, on task and ready.” McLane comes to CSG-10 following a tour as Commander, Navy Recruiting Command. The Jacksonville, Florida, resident graduated from the United States Naval Academy in 1990. He previously commanded USS Carney (DDG 64) and Destroyer Squadron (DESRON) 50. In his remarks, McLane quoted the namesake of the aircraft carrier, Dwight D. Eisenhower, “What America does today, what America plans for tomorrow, can decide the sort of world the generations after us will possess,” and thanked Schlise and the Sailors of the carrier strike group for their hard work, dedication, and toughness. CSG-10 consists of the flagship aircraft carrier USS Dwight D. Eisenhower (CVN

69), Carrier Air Wing (CVW) 3, the guided-missile cruisers USS San Jacinto (CG 56), USS Vella Gulf (CG 72) and USS Monterey (CG 61), and DESRON 26 with its associated guided-missile destroyers, USS Stout (DDG 55), USS James E. Williams (DDG 95), and USS Truxtun (DDG 103). CVW-3 consists of the “Fighting Swordsmen” of Strike Fighter Squadron (VFA) 32, the “Gunslingers” of VFA-105, the “Wildcats” of VFA-131, the “Ram-pagers” of VFA-83, the “Dusty Dogs” of Helicopter Sea Combat Squadron (HSC) 7, the “Swamp Foxes” of Helicopter Maritime Strike Squadron (HSM) 74, the “Screw-tops” of Carrier Airborne Early Warning Squadron (VAW) 123, and the “Zappers” of Electronic Attack Squadron (VAQ) 130.

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OUT-OF-THIS-WORLD FASHION

By **Charles Apple** | THE SPOKESMAN-REVIEW

Sorry, Darth Vader, but our space-going heroes will not be wearing long, flowing black capes and scary breathing masks. Instead, they'll wear pretty much what they've always worn: practical suits designed to keep them alive and safe, far above the Earth.

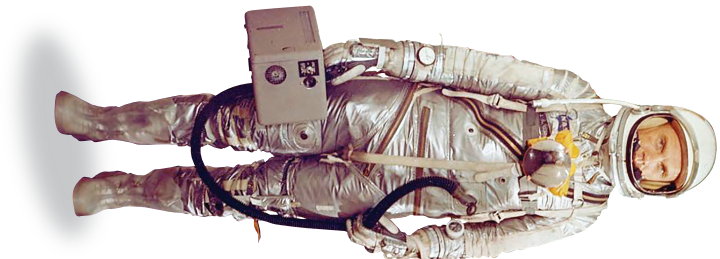


How to cook mussels like a professional

Mussels are a delicious seafood option when you want a quick-cooking feast for your family, but they can look intimidating to tackle with their hard outer shells. Once you learn how to cook mussels the correct way, plus how to buy and clean these bivalves, you'll be adding this tasty, brothy dinner to your rotation.

See **C4**

SECTION C | FLAGSHIPNEWS.COM | 5.21.2020

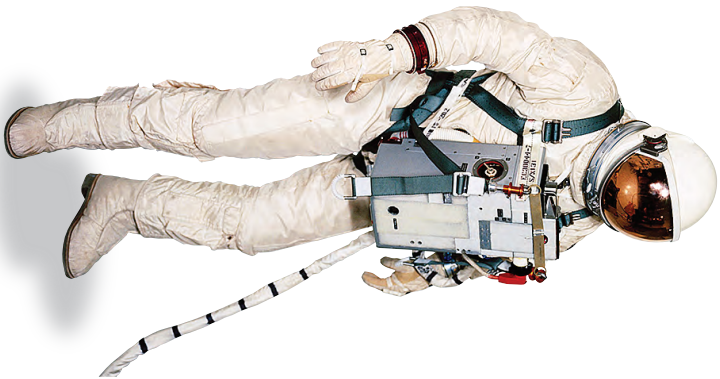


MERCURY 1961-63

NAVY MARK IV

MADE BY: B.F. GOODRICH CO.

America's first spacesuits were originally designed for U.S. Navy high-altitude pilots to use during the Korean War. The suits consisted of an inner layer of nylon coated with neoprene rubber and an outer layer of aluminized nylon for thermal control and to protect the astronaut against ultraviolet radiation. Elbow and knee joints were made by simple break lines in the fabric. However, when the suit was pressurized, astronauts found it difficult to bend their knees or elbows.



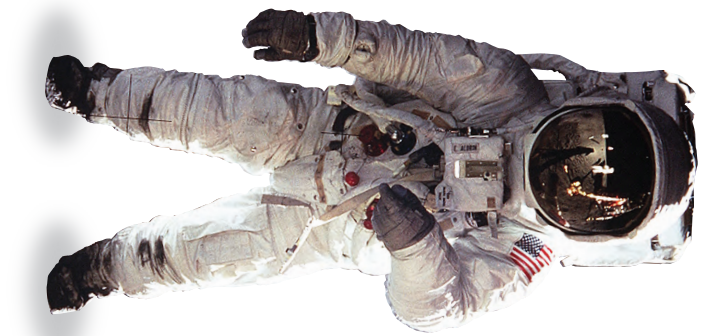
GEMINI 1965-66

G3C, G4C and G5C

MADE BY: DAVID CLARK CO.

Astronauts on the 10 Gemini missions wore different spacesuits depending on the demands of their mission. One version was for use only inside the craft. Another version — shown above — was for missions during which an astronaut would walk in space.

A special ultralight suit was used by astronauts on the two-week endurance test Gemini 7 mission. The suit shown above consisted of six layers of nylon and gloves that allowed for full rotation of the wrist and could easily be detached with a locking ring.



APOLLO/SKYLAB 1968-75

A7L

MADE BY: ILC DOVER

The Apollo moonsuits used 22 hand-stitched layers for extra protection against heat and cold. Beneath the suit, an astronaut wore a three-layer underwear garment that circulated cool water to keep him cool and from fogging up his helmet. The helmet was a fishbowl-like design with an outer hood covering. Astronauts entered and exited the suit via a large zippered opening in the back. Oxygen and cooling water were stored in and circulated by a backpack unit called a Portable Life Support System, or PLSS.

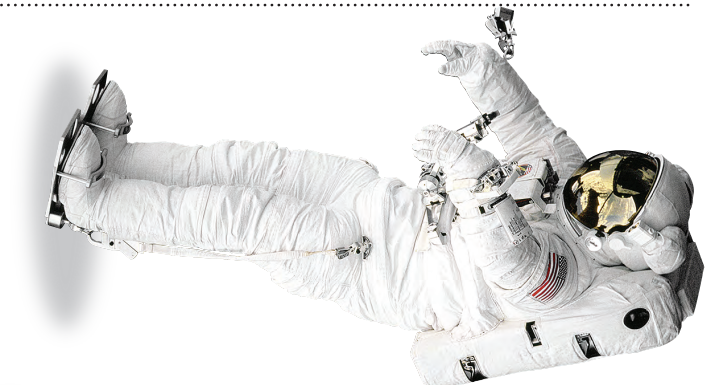


SPACE SHUTTLE 1994-2011

ADVANCED CREW ESCAPE SUIT

MADE BY: DAVID CLARK CO.

Shuttle astronauts wore a number of suits over the years — some of which looked similar. This ACES, or "pumpkin suit," was worn only during liftoffs and landings — while in orbit, crews normally wore their standard NASA-issue blue jumpsuits. The ACES was developed from the pressure suits Air Force pilots wore while flying the SR-71 Blackbird. Oxygen was fed into the suit through a connection in the left thigh. The orange color was so astronauts could be easily spotted in case they needed to bail out.



SHUTTLE/ISS 1982-

EMU

MADE BY: ILC DOVER

The Extravehicular Mobility Unit — or EMU — was built using a two-piece modular construction and components available in multiple sizes that allow astronauts to mix, match and replace parts as needed. It can support an astronaut working outside the International Space Station for up to seven hours. Components were designed to be used repeatedly and to last for about 15 years. The EMU weighs quite a bit more than, say, the Apollo moon suit: about 310 pounds. That's not a problem because it's designed to be used in zero gravity.

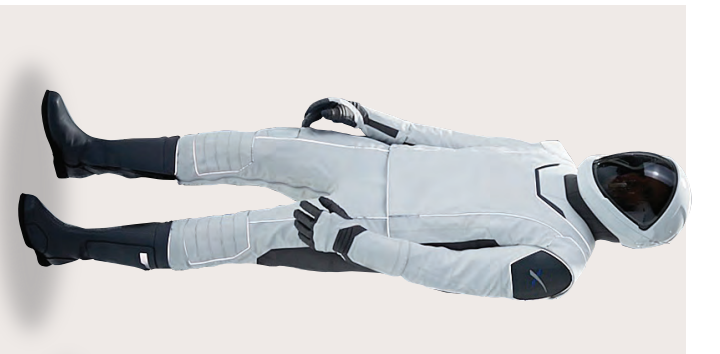


SOYUZ 1973-

SOKOL

MADE BY: NPP ZVEZDA

After the space shuttle program ended in 2011, NASA astronauts have been ferried to and from the space station by Russian Soyuz spacecraft. While they're in transit, U.S. astronauts wear a suit introduced in 1973 in the old Soviet Union. The suit has been improved over the years. Its manufacturer considers it less of a spacesuit and more of a rescue suit. It can reportedly support an astronaut for up to two hours in case a spacecraft suddenly loses its pressurized atmosphere.



DRAGON 2020

SPACEX SUIT

MADE BY: SPACEX

If the suit to be worn by the crew of the SpaceX Dragon mission to the ISS next week looks like a movie costume, there's a reason for that: SpaceX founder Elon Musk hired Hollywood costume designer Jose Fernandez — who created superhero costumes for the movies "Wonder Woman," "Wonder Woman 1984," "Wolverine" and "Captain America: Civil War" — to create the new suits. In addition to looking good, the suits reportedly have a liquid cooling system, an emergency breathing system and other now-standard features.

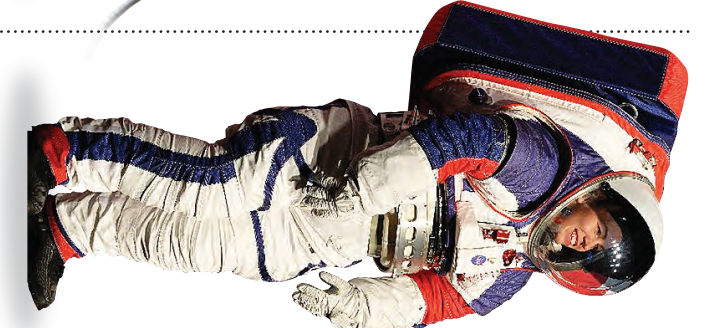


STARLINER 2021 (EXPECTED)

BOEING SUIT

MADE BY: BOEING

SpaceX won't be the only private company launching astronauts into orbit — Boeing also has a contract to ferry personnel and cargo to ferry personnel and cargo for NASA via its new Starliner space taxi. NASA says the "Boeing Blue" suits are lighter — about half the weight of the old orange ACES suits shuttle astronauts wore — and more flexible and comfortable than other spacesuits worn by astronauts over the previous half-century. The helmet and hood are incorporated into the suit itself, instead of being detachable. The visor allows for better peripheral vision.



ARTEMIS 2022 (EXPECTED)

XEMU

MADE BY: TBA

Last year, NASA unveiled a new prototype spacesuit it expects to use on the upcoming Project Artemis missions to the moon. It'll be one-size-fits-all, so it's unlikely NASA will have a repeat of the incident last year in which the correct size suit components couldn't be found on the ISS. The new-and-improved backpack will have the ability to absorb unlimited amounts of carbon dioxide and will be able to provide life support for up to six days. Gloves will include heaters for fingers but will also allow dexterity.

Community

■ **Submit YOUR events, news and photos**
The Flagship welcomes submissions from our readers online.
Please submit **events** here: www.militarynews.com/users/admin/calendar/event/
Please submit **news** and **photos** here: www.militarynews.com/norfolk-navy-flagship/submit_news/

Virginia Stage Company announces Virtual Summer Theatre Camp

From Virginia Stage Company

Due to social distancing protocols, Virginia Stage Company will be hosting a Virtual Summer Theatre Camp for students. Each camp will take place virtually through video communications site, Zoom. The Summer Theatre Camp is one of many virtual offerings Virtual Stage Company is currently providing for both student and adult theatre artists. For more information, visit <https://www.vastage.org/virtual>.

There will be nine sessions of one-week camps, divided by age group. Among the camp offerings are: "Virtual Stage Summer Theatre Camp" to focus on theatre skills; "The Show Must Go Online!" to write and perform a virtual performance; a Professional Actor's Bootcamp for teenagers serious about their craft; and an "On Camera" Camp for writing and performing for the camera.

Each session of camp will require computer and internet access, as well as a Zoom account. After signing up for a session, each camper will receive a "Camp in a Box" including a camp t-shirt, activity supplies, and Virginia Stage Company swag.

Registration begins today, May 14. All camps will be limited to 12 students per session. See below for more information on the camps' age groups and descriptions. Sign up now for reduced early registration pricing. Scholarships are available by application.

VIRTUAL STAGE SUMMER THEATRE CAMP - LEVEL 1

Focus on your theatre skills with our one-week fundamentals camp! Working with professional theater artists, a select class of campers will participate in fun, virtual experiences that engage their imaginations and develop their passion and ability in theatre arts. Camp activities include creative playwriting, character study, improvisation, movement, games, and more!

June 22-26: Age 10-13



Virginia Stage Company/

June 29-July 3: Age 14-17

July 13-17: Age 10-13

July 20-24: Age 14-17

Registration starts at \$175

"THE SHOW MUST GO ONLINE!" THEATRE CAMP - LEVEL 2

Work with fellow artists to write and perform a special Virtual VSC Camp Production! Working with professional theatre artists, advanced students will work closely with VSC instructors for one week to imagine, write, rehearse, and create an original production to be presented online!

July 6-10: Age 14-17

July 27-31: Age 10-13

Registration starts at \$175

PROFESSIONAL ACTOR'S BOOTCAMP

Prepare to audition for schools, enter the industry, or just raise the bar of your current work in focused sessions with

four current, working industry professionals.

Jessica Holt, Billy Bustamante, Robyne Parrish, and other professional artists will share tips and experiences accompanied by individualized coaching to take your game to the next level and make you more prepared for successful auditions - professionally and academically.

June 29-July 3: Age 14-17

Registration starts at \$350

"ON CAMERA" CAMP: WRITING AND PERFORMING FOR THE CAMERA

Excellent on-camera talent understands good camera technique as well as storytelling. This week-long exploration familiarizes students with good camera technique for use in film, video, and social media storytelling of all types.

August 3-7: Aged 10-13

August 10-14: Aged 14-17

Registration starts at \$175

Norfolk native reenlists in U.S. Navy aboard USS James E. Williams

By Rick Burke, Navy Office of Community Outreach

PERSIAN GULF

Petty Officer 2nd Class Jasper Galang, a native of Norfolk, reenlisted in the U.S. Navy during a ceremony held onboard USS James E. Williams, a guided missile destroyer, currently deployed in the Persian Gulf.

Galang, who has served in the Navy for over eight years, is an electronics technician (ET) responsible for the maintenance and upkeep of all radars for the ship.

"I get to learn about a trade I had no previous knowledge on," Galang said.

James E. Williams is an Arleigh Burke-class guided-missile destroyer named in honor of Chief Boatswain's Mate James E. Williams, one of the Navy's most highly decorated enlisted sailors. Guided-missile destroyers are multi-mission surface combatants capable of conducting anti-air warfare, anti-submarine warfare, and anti-surface warfare.

Galang, a 2014 graduate of Granby High School, joined the Navy to have the opportunity to travel the world and do something different from his peers from high school. According to Galang, the values required to succeed in the Navy are similar to those found in Norfolk.

"My mother always taught me to be compassionate and take care of those around me," Galang said.

Though there are many ways for sailors to earn distinction in their command, community and career, Galang is most proud of receiving his first Navy and Marine Corps Achievement Medal.

"It made me feel like an actual ET for the first time in my career," Galang said.

As a member of the U.S. Navy, Galang, as well as other sailors, know they are a part of a service tradition providing unforgettable experiences through leadership development, world affairs and humanitarian assistance. Their efforts will have a lasting effect around the globe and for generations of sailors who will follow.

"Serving in the Navy is a journey full of ups and downs that has presented so many opportunities and experiences that I can't get anywhere else, and I'm proud and grateful of that," Galang said.



U.S. Navy

Petty Officer 2nd Class Jasper Galang, left, reenlists in the U.S. Navy during a ceremony held onboard USS James E. Williams.

Nurses stay ready during COVID-19 pandemic

Readiness for the Military Health System has two faces: a medically ready force must be prepared to defend the nation, and the readily trained medical force keeps those service members healthy. Military nurses are instrumental to both sides of that coin. During National Nurses' Week 2020, the MHS recognizes the many ways that nurses improve and sustain readiness for the military.

Nurses continue to serve vital roles in each of the Defense Department's three main priorities for health care during the COVID-19 pandemic: protecting troops and personnel; helping safeguard the nation's security missions; and, supporting inter-agency government efforts to address the pandemic. Nurses serve vital roles in each of these areas, ranging from the front lines of military treatment facilities to data analysis and policy behind the scenes.

If anyone asks Navy Rear Adm. Mary Riggs about military medical readiness, she will say that MHS nurses consider it an everyday activity. Riggs is the interim assistant director for health care administration and interim chief nursing officer at the Defense Health Agency.

As a link between health care providers and their patients, nurses bring medical knowledge and bedside manner that puts both groups at ease.

“They adjusted to what the requirements of the pandemic were in a fearless manner, and quickly adapted to make sure that our patients got the best care possible,” Riggs said. “I think this is a real tribute to how our nurses embrace their profession.”

Riggs attributed this success to a learning culture that has helped nurses expand their



U.S. Army photo by Jeanine Mezer

Nurses of all specialties have stepped up to improve and sustain readiness throughout the military. Army Maj. Alex Tatone (pictured), chief of Evans Army Community Hospital's Department of Inpatient Services at Fort Carson, Colorado, created a bed expansion plan that nearly quadrupled their number of critical-care beds, and included training non-ICU nurses to support those beds.

skill sets throughout the MHS. With nursing now recognized as a functional area that drives success in the DHA, Riggs and her team are developing ways to measure and influence how nurses ensure readiness and patient safety. The creation of a tri-service advisory board and tri-service nursing working groups help the team reap the best practices from all three military services.

"No matter what service you're coming from, or what MTF you work at, there's a real emphasis on knowledge growth and development," Riggs said. "That lifelong learning model within nursing has created a community that has guarded itself from stagnation."

Army Col. Jenifer Meno supports the development of nurse skills for readiness as the deputy assistant director of strategy, planning, and functional integration at DHA. Meno's team uses data from products such as patient surveys to demonstrate the quality care nurses are providing. Meno, a nurse herself, was quick to emphasize the data as something beyond numbers.

“Our numbers represent people,” Meno said. “They also represent outcomes we’re trying to improve in our Military Health System, like readiness for our service mem-

bers and care for our own beneficiaries.”

Meno uses data to validate the work nurses do and examines it to allow patient feedback to help shape next steps for improvement. The numbers directly address both sides of readiness for the MHS.

“We hear their voices and their needs so we can make sure we’re doing the right thing for our patients and staff,” she said. “Nursing has become that ability to look at problems from how we continue care across both areas and try to align training policies to ensure that we maintain high standards of practice and care delivery.”

The MHS has taken advantage of pre-existing channels like the MHS Nurse Advice Line and telehealth engagement to help guarantee that these standards are met during the COVID-19 pandemic. At DHA headquarters, nurses have continued to leverage their field experience to refine and enhance the solutions developed in response to the outbreak. Nurses on the front lines are also stepping up to ensure quality care.

Army Maj. Alex Tatone, chief of Evans Army Community Hospital's Department of Inpatient Services at Fort Carson, Colorado, used modeling to predict that the

small hospital did not have enough critical-care beds to support the potential influx of COVID-19 patients. As a result, the Baylor University graduate created a bed expansion plan that nearly quadrupled the number of critical-care beds at Evans, and included training nurses that do not normally work in intensive care units to support those beds. Once they complete the short but comprehensive training program, the newly trained nurses are paired with experienced ICU nurses on the floor as guides.

“Our nurses are being asked to do something that we normally wouldn’t ask them to do and work a little bit outside of their comfort zone,” Tatone said, “but we wanted to make sure that we provided the training and support in order for them to be able to do that.”

The strategy of expanding staff functions through appropriate training and education has provided facilities the manpower to address a potential surge in patients, and also demonstrated the dynamic nature of nursing in times of critical need. Nursing students at the Uniformed Services University of the Health Services graduated early to begin immediate support of their colleagues in the MHS amid the global coronavirus pandemic. A March *Defense News* article praised the “cadre of competent health care professionals who can augment current resources” and “have meticulously a curriculum that has a specific focus on threats like emerging infectious diseases and disasters.”

From expanding nursing functions inside of MTFs to meeting screening needs in tents outside, all three nursing professionals praised the adaptability of nurses throughout the COVID-19 pandemic. Riggs is confident that nurses will continue to deliver, from the fast pace of the emergency room to the regular drumbeat of floor nursing. She hopes to leverage the training nurses have received to look at more opportunities in readiness and operability.

“Our MHS nurses, whether civilian, contractor, or military, embody the DoD core values of a real performance culture,” Riggs said. “That requires leadership, professionalism, and dedication to duty. The future right now seems uncertain with our current health care crisis, but I have every confidence that our nurses are up for the challenge.”

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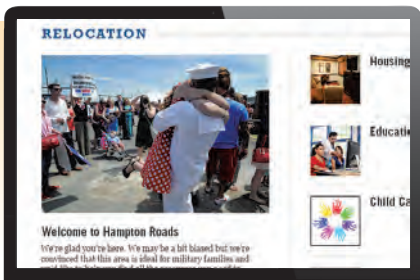


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Food



Good Housekeeping/

How to cook mussels like a professional

By The Good Housekeeping Test Kitchen

Mussels are a delicious seafood option when you want a quick-cooking feast for your family, but they can look intimidating to tackle with their hard outer shells. Once you learn how to cook mussels the correct way, plus how to buy and clean these bivalves, you’ll be adding this tasty, brothy dinner to your rotation. Looking for a super-fast weeknight dinner or an easy appetizer for your family? Search no further: This one pot meal, full of garlicky broth, is ready in 20 minutes. Here, the easiest steps to get dinner on the table fast:

HOW DO I CHOOSE MUSSELS?

Mussels are alive and should be when you cook them. Once they die, they turn bad very quickly. So look for mussels that are sold on ice. They should have shiny shells and appear wet. They should smell briny like the ocean. Figure on about half pound of mussels per person for a dinner portion. If you plan on using them as a starter you can figure on about quarter pound per person.

WHAT’S THE BEST WAY TO CLEAN MUSSELS?

So now you’ve bought them, you’re probably wondering, how do I clean mussels before cooking? It’s super simple. Place the mussels in a colander. Under cold running water, scrub off any sand, barnacles, mud, or seaweed. Discard any mussels with cracked shells.

Give them a tap. Because mussels are alive and should be when you cook them, their shells should be closed (this is how you know they’re still living!). If there are any open mussels in your bunch, tap them lightly, and they should close up. If they don’t, throw those away. Also, scrape the beards. Mussels have tiny membranes called

“beards” that they use to attach themselves to hard surfaces in the ocean. They aren’t pleasant to eat (they can be sandy and grainy), so it’s important to remove before cooking and eating. To de-beard: grab the membrane between your thumb and forefinger and pull downward towards the hinged-end of the shell (use a paper towel to help grasp, if needed).

HOW SHOULD I STORE FRESH MUSSELS?

It is best to purchase mussels the same day you plan on cooking them. But if plans change, place them in a bowl, cover with a damp towel and refrigerate them for a day or two max. They need to breathe, so resist the urge to put them in an airtight container or in water.

DO I NEED TO SOAK MUSSELS?

Most mussels available in the stores now are farmed, but if you happen to pick up a bag of wild mussels, make sure to give them a soak in cold water for 20 minutes and then drain before cooking to remove any sand and grit inside the shellfish.

HOW LONG DOES IT TAKE TO COOK MUSSELS?

Once they are cleaned and de-bearded, they are ready to get cooked and eaten. How long does it take to actually cook mussels? Once they are in, they only take 3 to 4 minutes. How do you know when they are done? They are done when their shells are open. Any mussels that aren’t open should be tossed (it’s an indication that they might not have been alive when they were added to the pot).

Now you know how to cook and clean mussels, try these classic white wine mussels or one of our tasty variations. For us, it is all about the sauce, so make sure to have some toasty, crispy bread on hand for dunking.

Musells with white wine

Yields:4
Total time:0 hours 20 mins

INGREDIENTS
2 tbsp. olive oil
4 cloves garlic, finely chopped
1/4 tsp. red pepper flakes
2 c. dry white wine
Kosher salt
4 lb. mussels, scrubbed and beards removed
3 tbsp. cold unsalted butter
1/4 c. flat-leaf parsley, roughly chopped
Crusty bread and lemon wedges, for serving

DIRECTIONS
Heat oil with garlic and red pepper flakes in large Dutch oven on medium-low until beginning to turn golden brown, 4 minutes. Add wine and bring to a boil on medium-high, then boil 2 minutes. Add 1/4 teaspoon salt, then mussels, and cook, covered, stirring once or twice, until shells open, 6 minutes. Uncover, add cold butter, and cook 2 minutes, stirring. Toss with parsley and serve with crusty bread and lemon wedges if desired. For flavor variations below, follow above directions sauteing seeds, veggies, or meat with garlic, then stir in the remaining ingredients along with the wine.

This key lime pound cake is better than pie

By The Good Housekeeping Test Kitchen

Ingredients

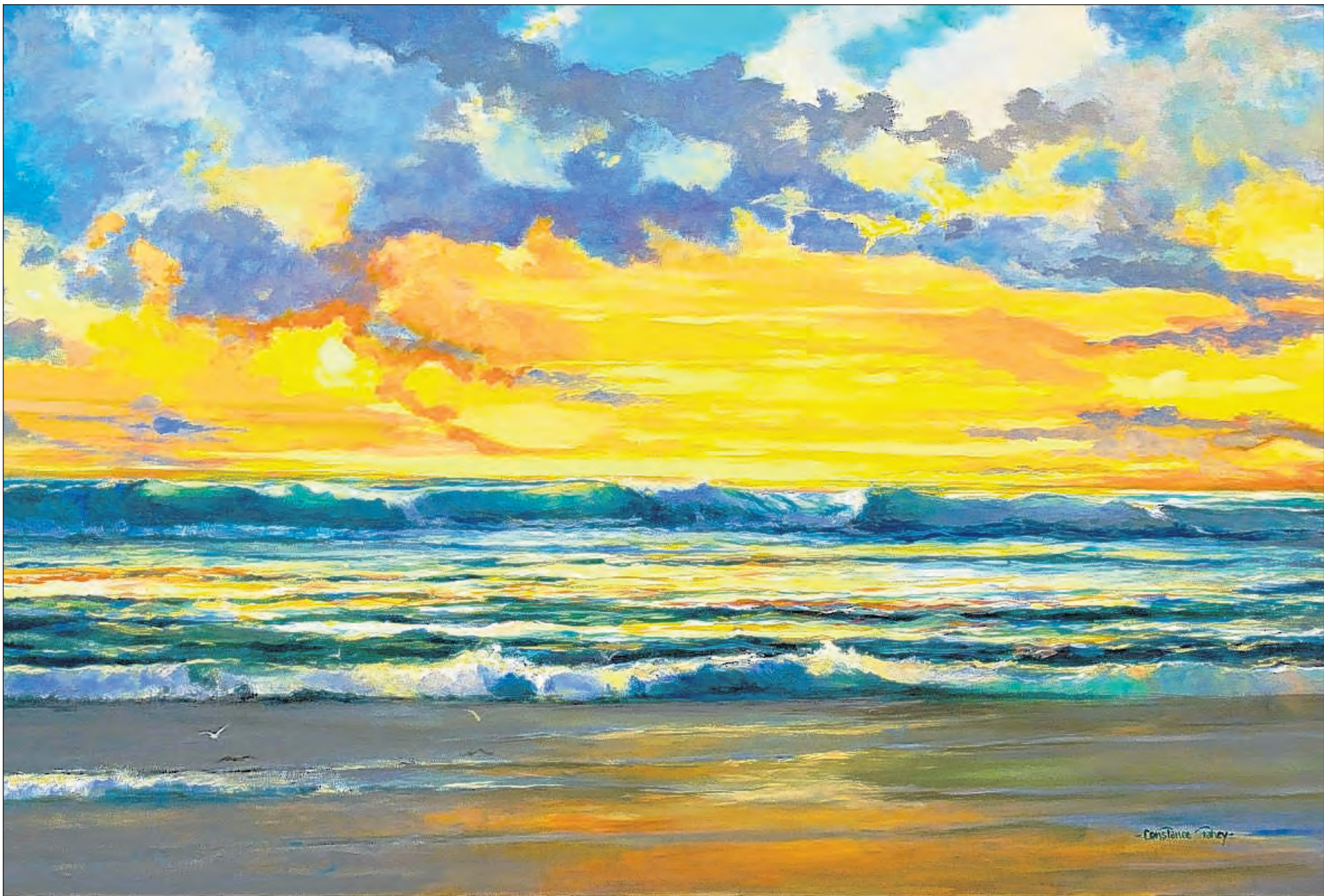
FOR THE POUND CAKE
1 1/2 c. (3 sticks) butter, softened
1 (8-oz.) block cream cheese
3 c. sugar
5 large eggs
3 tbsp. lime juice
3 c. all-purpose flour
Zest of 1 lime

FOR THE GLAZE
1 c. powdered sugar
1 tsp. lime juice
2 tbsp. water
1/2 tsp. pure vanilla extract
Zest of 1 lime

DIRECTIONS
Preheat oven to 350 degrees F.
Make the cake: In a large mixing bowl, combine butter and cream cheese until light and fluffy. Mix in sugar, then gradually add in eggs 1 to 2 at a time, beating on low until combined.
Mix in lime juice, then flour. Fold in lime zest.
Grease 4 mini loaf pans and pour in cake batter until each one is about 3/4 full. Bake until a toothpick inserted in the center comes out mostly clean, 43 to 45 minutes. (If you don't have mini loaf pans, you can grease and fill a bundt pan and bake 70 to 73 minutes.) Let cool for 15 minutes.
Make the glaze: Whisk together powdered sugar, lime juice, water and vanilla. (If the glaze is too thick, add extra water, about a teaspoon at a time.) Pour on top of cooled pound cake, then top with lime zest and serve.



Good Housekeeping



Virginia Beach Art Center

“Requiem,” acrylic painting by Constance Fahey.

'Following the light' is both open and virtual

From The Virginia Beach Art Center

VIRGINIA BEACH

The Virginia Beach Art Center, home of The Artists Gallery, will make its newest exhibition available to the public for live viewing, as well as on its website. Starting June 5, patrons can view all artwork in the new exhibition on their phone or laptop at

www.artcentervb.org. Or see it at the gallery if you wear a mask and practice social distancing. Limit 10 visitors at one time.

In addition, there will be a live video award ceremony at 7:00 p.m., June 5, on the Virginia Beach Art Center Facebook page. During the broadcast, viewers can tour the submitted entries individually,

view the Judge’s Remarks and even purchase artwork easily. All without leaving the comfort and security of your home.

“Following the Light” celebrates the fact that without light, there would be no art – and no life. Light is so basic to our existence, but offers so many exceptional variations to explore in abstract and representational forms. The exhibition is judged by

Mark Atkinson, award-winning international photographer, marketing agency owner and author of the book “Proof.” The exhibition will be featured until June 28.

Previous shows, “Waterways” and “Garden of Life” remain available for viewing and purchase on the website.

The Virginia Beach Art Center is a non-profit organization offering art exhibitions, art classes and pottery classes in a fully equipped center located at 532 Virginia Beach Boulevard. Hours are 10 a.m. to 5 p.m., Tuesdays-Friday, 10 a.m. to 4 p.m. Saturdays and 12 p.m. to 4 p.m. Sundays.

The Artists Gallery is an artists’ co-operative providing space for working, exhibiting and showcasing original fine art by local and regional artists.

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**announcements**

Announcements
ANNOUNCEMENT Notice is hereby given that the following watercraft has been abandoned for more than 60 DAYS on the property of Scott Fiedorczyk 2216 Ebb Tide Rd Virginia Beach Va 23451 757-544-6249 Marquis 19 Ft 1977 White VA6117AB Application for watercraft registration title will be made in accordance with Section 29.1-733.25 of the code of Virginia if this watercraft is not claimed and removed within 30 days of first publication of this notice. Please contact the Virginia Department of Game and Inland Fisheries with questions.

PREMISE HEALTH Please be advised that Premise Health Employer Solutions, LLC ("Premise Health") is discontinuing its operation of the Anthem Associate Medical Clinic located at 5800 N. Hampton Blvd., Norfolk, VA 23502, as of May 22, 2020. After the transition, a copy of your medical records may be obtained by making a written request to the custodian of the medical records. The address of the custodian of the medical records is: Premise Health Employer Solutions, LLC Attn: Medical Records Coordinator 5500 Maryland Way, Suite 120 Brentwood, TN 37027 medicalrecords@premisehealth.com Fax: 615-468-3368

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HONDA 2006 CIVIC

LS auto air loaded looks and runs
great, new insp. \$3990 757-439-8017
Va Dir. 757-481-7777 Pro. Fee \$375
HONDA 2007 ACCORD

LS, mint condition, LOW MILES, auto
air, sunroof, loaded, inspected \$6250
757-439-8017 Va Dir. 757-481-7777
Pro. Fee \$375
HONDA 2007 CR-V

AWD, 110k miles, clean Carfax, auto,
air, loaded, inspected. \$6,990. 757-
439-8017 Va Dir. 757-481-7777 Pro.
Fee \$375
HONDA 2009 ODYSSEY

Touring, leather, mint condition, sun
roof, power sliders, stow away seats,
inspected. \$6,990. 757-439-8017 Va
Dir. 757-481-7777 Pro. Fee \$375
HONDA 2010 ACCORD

LX 1 owner garage kept, auto, air,
loaded, mint cond, new insp \$7450
757-439-8017 Va Dir. 757-481-7777
Pro. Fee \$375
HONDA 2010 ODYSSEY

Touring Leather, sunroof, stow away,
nav, loaded, insp, good mi. 3 to
choose from \$7850 757-439-8017 Va
Dir. 757-481-7777 Pro. Fee \$375
HONDA 2012 CIVIC
NEW
EX. Beau. sky blue finish, mint cond,
garage kept - LOW mil Auto, air, load-
ed, inspected. \$6990 757-439-8017
Va Dir. 757-481-7777 Pro. Fee \$375

Autos for Sale
HONDA 2011 ACCORD

EX Loaded, 2 dr, automatic transmis-
sion, alloads, 60k mi. \$9,450 VA Dir
Proc. fee \$395. 757-717-1715/757-
963-2299
HONDA 2012 CIVIC
LOOK
EX. Beau. sky blue finish, mint cond,
garage kept - LOW mil Auto, air, load-
ed, inspected. \$6990 757-439-8017
Va Dir. 757-481-7777 Pro. Fee \$375
HONDA 2012 PILOT

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miles, excellent condition, Honda
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HONDA 2016 ODYSSEY

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auto transmission, Must See!
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4x4 mint cond, 92k miles, looks and
drives like new, leather, sunroof, load-
ed, insp, \$5990 757-439-8017 Va Dir.
757-481-7777 Pro. Fee \$375
LEXUS 2015 IS 250
2.5 V6, well maintained, records, 30k
miles, starfire pearl, premium pack-
age, loaded. \$22,000. 757-810-2760

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MERCEDES-BENZ 2006 S-CLASS

S350, showroom condition. 1 owner, 80,000 miles, garage kept. \$7,500. 757-481-2616

MERCEDES-BENZ 2012 E-CLASS

E350, 4 door sedan, 1 owner, all records, exc. cond. \$13,000. 625-7384

MERCEDES-BENZ 2012 E-CLASS



Serviced 38k \$18,900 439-0582vadr

MITSUBISHI 2019 MIRAGE G4



Power windows, power locks, automatic transmission, tilt, cruise, 6k miles, clean. \$10,650. Fee \$395. 757-717-1715/757-963-2299

NISSAN 2009 ALTIMA

S 2.5, LOW MILES, mint condition, garage kept, auto, air, loaded, new inspection, runs perfect. \$5990. 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

NISSAN 2009 SENTRA
S. Brand new.. Always garaged. 600mi. \$18,500. 757-228-6656

Autos for Sale

NISSAN 2017 ALTIMA



SE Good miles, auto, alloids, \$13,450. VA Dir Proc. fee \$395. 757-717-1715/757-963-2299

RAM 2019 1500



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SUBARU 2013 XV CROSSTREK



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Autos for Sale

SUBARU 2001 OUTBACK



Looks & runs great, auto, air, loaded, inspection, very clean, sun roof. \$3,850. 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

TOYOTA 2005 TACOMA

crew cab SR5 Freerunner pickup truck, mint condition, garage kept, auto, air loaded, inspected, \$7450

TOYOTA 2006 SIENNA

LE, power starter, 4 way seats, low miles, looks and runs great, loaded inspect \$4990 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

TOYOTA 2010 COROLLA



Mint condition, auto, air, loaded, new inspection, garage kept. \$6850. 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

TOYOTA 2016 AVALON



XLE Automatic transmission, wheels, leather, 54k mi., \$15,950, VA Dir Proc. fee \$395. 757-717-1715/757-963-2299

TOYOTA 2016 CAMRY
LE, 4 cyl, auto, AC, power windows & locks, cruise, back up camera, CD, 23k miles, Toyota warranty, exc cond. \$13,950. 443-235-0304

VOLKSWAGEN 2007 JETTA
LOW MILES! Beautiful condition! Leather, sunroof, loaded, inspected. \$4850 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

Autos for Sale

VOLVO 2012 S60

1 owner, low miles, leather, loaded, looks great. \$9950. Va Dir. Call 757-620-7570.

Classic, Antique Cars

CHEVROLET 1969 IMPALA
2 dr, ac, V8, auto, barn find, 1 owner. \$3500 or trade. 252-797-7231

Trucks and SUVs

CHEVROLET 2004 COLORADO

LS V71 4WD, quad cab, auto air loaded, Tonneau cover, \$4450 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

CHEVROLET 2005 TRAILBLAZER

LT 4WD Looks/runs great, auto, air, loaded, insp. \$3990 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

CHEVROLET 2007 TAHOE

LTZ mint condition, leather, sunroof, 4wd, loaded, navigation, inspected, low miles \$10,150 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

DODGE 1999 DAKOTA

Sub cab, mint cond, auto, air, loaded, new inspect \$3990 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

FORD 1993 F-150
4WD, 5spd, 302 EFI, 125K mi., ac/ps/pb; all maint. records since '08; \$5,250 obo, 757-589-3202

FORD 1996 E150
7 pass club wagon van, fully loaded, low miles. \$3500. 757-450-2710

FORD 2001 RANGER
(4x4), loaded w Bose radio, leather seats, sunroof, trailer tow, every option, garaged, new insp, Just like new. 161k, \$4,600 OBO 757-286-3858

Trucks and SUVs

FORD 2004 F350

4wd Powerstroke,turbo, diesel xtra-cab, runs perfect, auto air, must see, new inspect \$7990 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

FORD 2007 EXPLORER

2007 Ford Explorer sport trac Limited, low miles, leather sunroof, loaded, inspected, \$8990 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

GMC 2003 ENVOY XUV
(4x4), loaded w Bose radio, leather seats, sunroof, trailer tow, every option, garaged, new insp, Just like new. 161k, \$4,600 OBO 757-286-3858

GMC 2006 SIERRA 1500

Club Cab Pickup truck, LOW MILE-AGE 124k original miles, 1 owner, garage kept, mint condition, auto, air, loaded, inspected \$9990 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

HONDA 2007 ODYSSEY

EXL, looks & runs great, leather, sun roof, stow away seats, loaded, inspected. \$4,850 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

JEEP 2004 GRAND CHEROKEE

Laredo AWD, low mi, beautiful burgundy fin - pristine cond! Auto, air, loaded, sunr. \$4450 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

MERCURY 2008 MOUNTAINEER

Limited V8, perfect condition, low miles, leather, sunroof, loaded, inspected, \$6990 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

Trucks and SUVs

NISSAN 2006 XTERRA

4 wd, auto air loaded new insp looks and runs great, \$4450 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

TOYOTA 2000 CAMRY

LE, very clean, looks & runs great, inspected, loaded. \$3,450. 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

TOYOTA 2004 HIGHLANDER

SE Awd V6, auto, air, looks and runs great, good miles, inspect \$4990 757-439-8017 Va Dir. 757-481-7777 Pro. Fee \$375

TOYOTA 2019 TACOMA
Crew Cab. 27K original mis., 4X4, loaded, warranty. \$29,900. Va. Dir. Call 620-7570.

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Fun and Games

Super Crossword

SELF DESCRIPTIONS

ACROSS

- 1 Completed
4 Tea leaf readers, e.g.
9 Title for Macbeth
14 Places to pitch tents
19 Transgress
20 Bow go-with
21 Dignity
22 Largest city in Nebraska
23 Arthur of TV
24 White of TV
25 Writer Dillard
26 Prohibited acts
27 Gougiers charge them
30 Warrants
31 Sioux division
32 Just OK
33 Papa Doc's country
35 First-aid flora
36 No-see-ums
38 Symptom of mumps
41 Tumult
44 Air safety gp.
45 1492, e.g.
46 Pesto ingredient
51 Portable enplaning bridge

DOWN

- 56 — Banos, California
57 All tangled up
58 Friable soil
61 — degree or another
62 Arthur of tennis
64 Home of Iowa State
65 Organisms of a region
66 Chew the scenery
67 Hand-softened "superfood" dish
71 "1492" director
73 Pierces
74 Condé —
75 Cyberjunk
78 More ticked
79 A Great Lake
80 Turns back to 000
82 Sci-fi hoverer
83 Like paradise
85 Result of dropping a bushel, maybe
88 Plant "pet"
91 45s' relatives
92 Flimsy pancakes

ACROSS

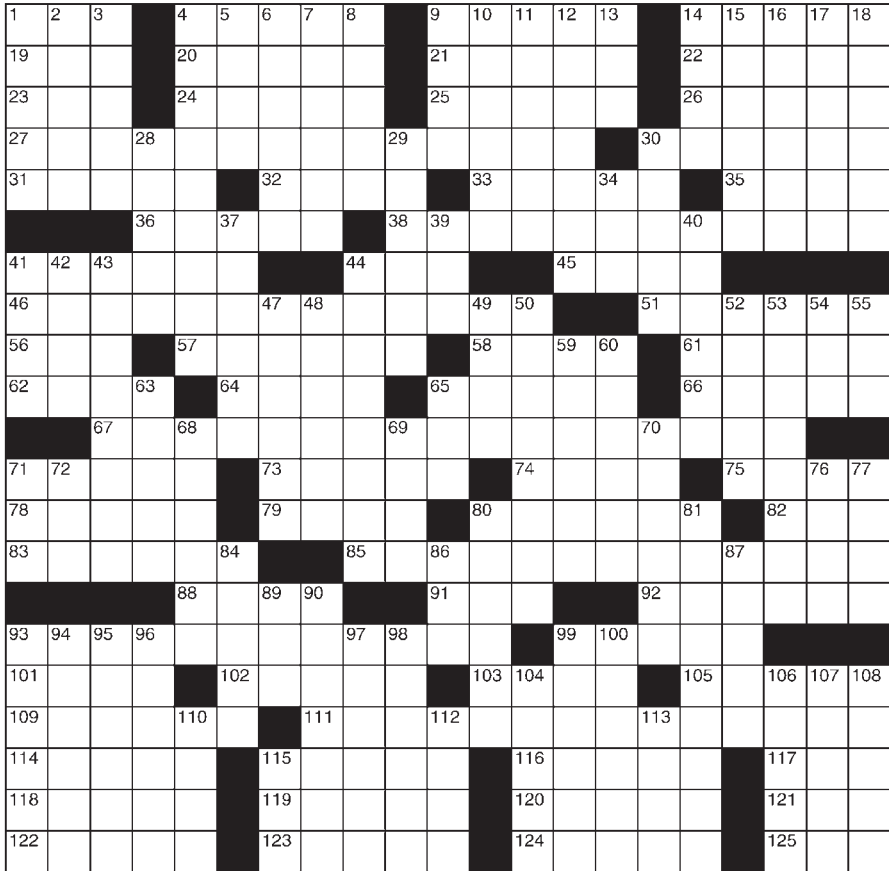
- 93 What a great ad campaign leads to
99 Plant pest
101 Grimm nasty
102 Pan-fry
103 Lane of song
105 Gymnast Comaneci
109 Encore-eliciting cries
111 What many shards are
114 Handle the party food
115 Lake — Vista, Florida
116 George who played Sulu
117 Suffix with neat
118 Love to bits
119 Scourges
120 Sister of Fred Astaire
121 Blasting aid
122 Car rollers, in London
123 Actor Gable
124 Jewish ritual meal
125 Something associated with the first words of this puzzle's seven longest answers

DOWN

- 1 Credit's opposite
2 2011 hurricane
3 Air current
4 Safari sites
5 Part of QED
6 "Marty" star Borgnine
7 Sonata parts
8 Exchanges
9 Hot cuisine
10 Bigwig
11 Heat to prevent stress
12 In a racket-filled way
13 Prior to, in poems
14 Pylon shape
15 Indifferent to ethics
16 Capital of the Philippines
17 Light particle
18 Wised off to
28 Corporate symbols
29 Nun's beads
30 Rapper Nicki
34 Driving range peg
37 Concert sites
39 — -Mart

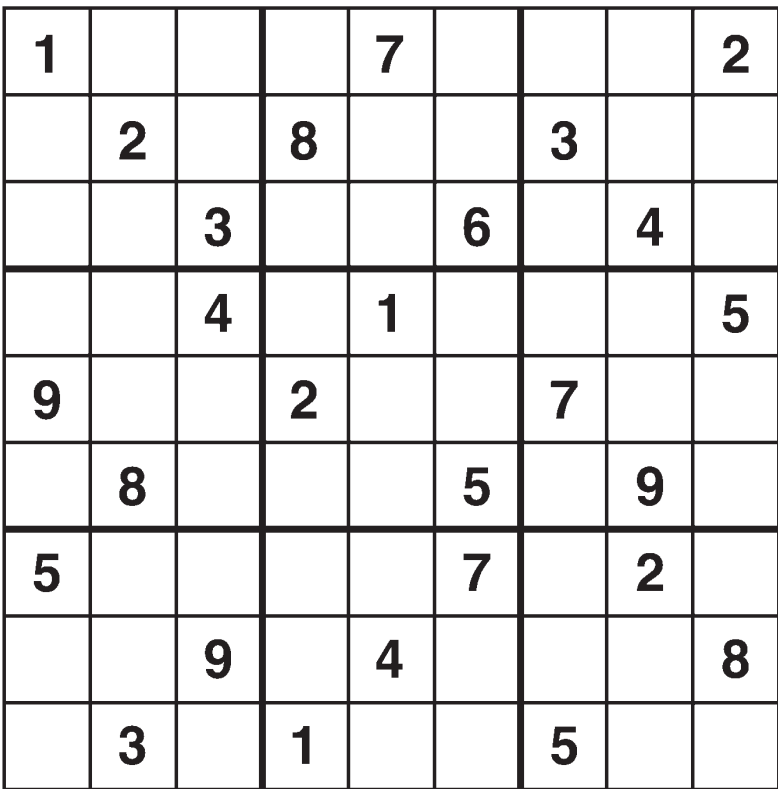
DOWN

- 40 Sister of Hansel
41 Sch. near Beverly Hills
42 Experts
43 Mount with presidents' heads
44 Bone of the lower chest
47 Bring harm to
48 Mendel of genetics
49 Skater Kulik
50 Fonz's quality
52 "Traffic" actor Milian
53 Fiber for newsprint
54 Wee colonist
55 "— -hawl!"
59 "Relax, Gil!"
60 Assembled as one body
63 All gone, as dinner
65 Bible divs.
68 Not lax at all
69 Elk's kin
70 Fasten
71 Reno-to-Riverside dir.
72 Chowder fish
76 For — (not gratis)
77 Peat source
80 Tries to shred
81 More elastic
84 Fischer's skill
86 Suffix with glob or duct
87 Apt rhyme for "treadle"
89 Lupino of film
90 Like always
93 Lynx variety
94 "Hellcats" actress Gail
95 Expert talker
96 Intense
97 Goddess with an owl
98 Less fat
99 Chafe
100 Snuck a look
104 Test models
106 "Purgatorio" poet
107 "Of Three —"
108 Invite to join at
110 Mined finds
112 Duty
113 Editor's
115 Telly giant



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Sudoku



CryptoQuip

This is a simple substitution cipher in which each letter used stands for another. If you think that X equals O, it will equal O throughout the puzzle. Solution is accomplished by trial and error.

Clue: R equals L

WI H SVOUC WE QVAWTU EKHYFMM

HTO JMMJKFHEJC, YHAQC KC'RR

SVEJ FPCICP JPWHR-EWBC JVQCE.

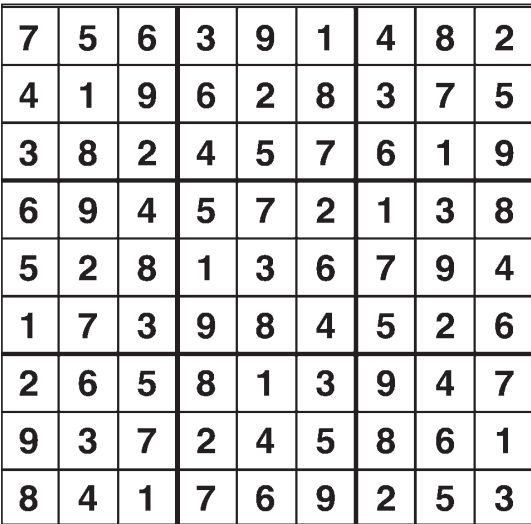
Last week's CryptoQuip answer

Would the bodybuilder who possessed the biggest pectoral muscles be a chestmaster?

Religious Services

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last week's answers





MEMORIAL DAY



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From all they knew,
With hearts of pride
And courage true,

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As freedom’s light,
And through their strength
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Where poppies lie,
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