

TNR

THE NAVY RESERVIST



PAGE 8

NAVAL AVIATION

PAGE 12

NALO:
Warfighter Fleet
Air Logistics
Support

PAGE 14

VAQ-209:
Transitions to
EA-18G Growler
Squadron

PAGE 18

HSC-3 is
Keeping Score

PAGE 20

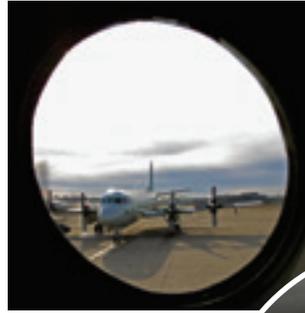
Master Diver
on Station

PAGE 24

A Pump Away:
Seabees
Perform Water
Well Operations
in Kabul

PAGE 26

Silent
Saviors



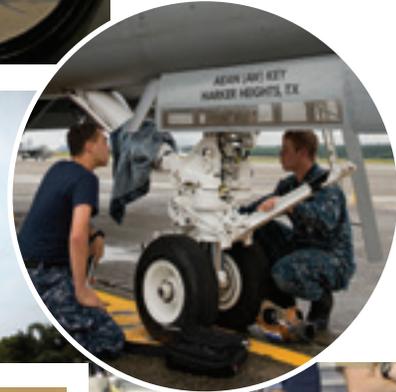
8

**NAVAL AIR FORCE
RESERVE**

12

**NALO:
WARFIGHTER FLEET
AIR LOGISTICS
SUPPORT**

12



14

14

**VAQ-209:
TRANSITIONS TO
EA-18G GROWLER
SQUADRON**

18



20



18

**HSC-3 IS
KEEPING SCORE**

24



26



20

**MASTER DIVER
ON STATION**

24

**A PUMP AWAY:
SEABEES PERFORM
WATER WELL
OPERATIONS IN KABUL**

26

SILENT SAVIORS

COMPARTMENTS

2 Focus on the Force

4 History

**5 Profiles in
Professionalism**

6 Career

7 Policy

16 Back to Basics

**28 Pass Down:
Navy Reserve Order
Writing System
(NROWS) Build 1.25**

30 Citizen Patriot

31 Faces of the Force

32 Phone Directory

◀ **Cmdr. Brain Ferguson**, a Reserve aviator, flies a F-5N Tiger assigned to Fighter Squadron Composite (VFC) 13. (U.S. Navy photo)

TNR

THE NAVY RESERVIST

Vice Adm. Robin R. Braun

Chief of Navy Reserve
Commander, Navy Reserve Force

Rear Adm. Bryan Cutchen

Commander, Navy Reserve Forces Command

Rear Adm. Mark Leavitt

Commander, Naval Air Force Reserve
Deputy Commander, Naval Air Forces

Lt. Cmdr. Kimberly Brubeck

Force Public Affairs Officer

Ed Buczek

Deputy Force Public Affairs Officer

Lt. Meg Ferguson

Naval Air Force Reserve
Public Affairs Officer

Chief Mass Communication Specialist

Joshua Treadwell

TNR Contributor

Chief Mass Communication Specialist

(SW) Sarah Langdon

Public Affairs Leading Chief Petty Officer

Mass Communication Specialist 1st Class

(SW/AW) Heather Hines

Public Affairs Leading Petty Officer

Mass Communication Specialist 2nd Class

(SW) Jacob D. Galito

Staff Writer

Mass Communication Specialist 3rd Class

Hannah Wilhide

Staff Writer

The Navy Reservist is an authorized publication for members of the Department of Defense (DoD). Contents are not necessarily the official views of, or endorsed by, the U.S. Government, DoD or the U.S. Navy. This monthly magazine is prepared by the Public Affairs Office of Commander, Navy Reserve Forces Command, Norfolk. Contributors may send news and images by mail to:

The Navy Reservist, COMNAVRESFOR (N00P),
1915 Forrestal Drive, Norfolk, VA, 23551-4615
or by email to cnrfc1@gmail.com.

The Navy Reservist is always looking for good action photos of Navy Reserve Sailors (minimum 300 dpi) that tell a story of Reserve training or support to the fleet. Please provide full identification of all individuals in the photograph, including their respective rating, rank and command. Photos should also include a visual information record identification number or VIRIN. Information about VIRINs is available online at www.navy.mil/photo_submit.asp. Submissions should be received eight weeks prior to publication month (i.e. October 1st for the December issue). Material will not be returned.

NEWS ONLINE: The Navy Reservist current and past issues can be accessed online at www.navyreserve.navy.mil. Navy Reserve News Stand, a website featuring Navy Reserve news and photos, plus links to Navy fleet pages, can be viewed at: <http://www.navy.mil/local/nrf/>

CHANGE OF ADDRESS: Selected Reserve Sailors with address changes need to provide updates to NSIPS (Navy Standard Integrated Personnel System) via their NOSC Personnel Office.



▲ **Pilots, Cmdr. Matthew Ross and Lt. Cmdr. Varun Singh**, attached to VAQ-209 "Star Warriors," prepare to power and test an EA-18G Growler on the flight line of NAS Whidbey Island. (U.S. Navy photo by Mass Communication Specialist 2nd Class Bryan M. Ilyankoff)



FOCUS ON THE FORCE

Vice Adm. Robin R. Braun

Vice Adm. Robin Braun, Chief of Navy Reserve, speaks with Electrician's Mate 1st Class (SS) Jason Daniels and Senior Chief Master-at-Arms Anthony LaFrenier, Reserve Sailors assigned to the U. S. Navy Ceremonial Honor Guard in Washington, D.C. (U.S. Navy photo)



Shipmates,

With the summer season upon us, so too are some of the busiest months of the year — especially for Navy Reserve Sailors! This time of year brings school vacation, summer camps, family vacations, and for many of us — Annual Training. Whatever the warm weather brings for you, I hope your plans include relaxing and spending time with family and friends.

As we pause this month to celebrate America's Independence Day, it is also appropriate to recall the sacrifices that have been made since our country's founding by those who have answered the call to duty in times of peace and conflict. For nearly 100 of America's 238 years, the Navy Reserve has been central to our nation's defense strategy — and never more so than at this moment.

Today's Reserve Sailor has grown accustomed to an operational tempo unlike any other in our history. Since 9/11, our Citizen Sailors have served around the globe, providing military and civilian skills that have made the Reserve Force an indispensable element of today's Navy. In fact, today we have 2,468 Sailors mobilized: 2,048 overseas and 420 in CONUS.

Recently, it was announced that the U. S. will reduce its military presence in Afghanistan from 32,000 service members to approximately 9,800 by the beginning of 2015. By the end of 2015, those numbers will be reduced by half, with only an embassy presence by the end of 2016.

With this move to a smaller U.S. military footprint abroad, we expect the number of Navy Reserve mobilizations to steadily decrease. At recent All Hands calls, Sailors have asked what opportunities will be available for them to continue to serve and excel in the future.

Navy commands continue to advertise at unprecedented levels for Reserve Sailors to support the Fleet via AT, ADT, and ADSW and IDTT. This includes many at-sea opportunities. To view these advertisements, I encourage you to sign up for Gov Delivery announcements at <https://public.govdelivery.com/accounts/USNRF/subscribers/new>

Utilize your personal email address and get the latest information on both short and long term opportunities in every rating and designator.

This issue of TNR features an interview with Rear Adm. Mark Leavitt, Commander Naval Air Force Reserve (CNAFR), in which he discusses the state of the Reserve aviation community. With dozens of squadrons and augment units throughout the Navy, CNAFR personnel are actively engaged across the globe.

Also, I want to remind our motorcycle riders that road safety is paramount and to take every precaution possible. In 2014, Reserve Sailors have been involved in fifteen motorcycle mishaps, three of them fatal. Completing an accredited motorcycle safety course is a mandatory requirement and it is FREE. To get a quota for a course near you, contact your NOSC or wing collateral duty safety officer. You can also get immediate information on how to attend a FREE course by going to the safety page on the CNRF private webpage: https://private.navyreserve.navy.mil/cnrfc/Special_Assistants/NOOSA/Safety%20Links/Traffic%20Safety.aspx. These courses will help increase your knowledge and experience and may fulfill the required training needed for a state motorcycle license. Please, don't become a statistic — we need you in the Force.

Finally, I want to pass a well-deserved congratulations to our Chief selectees. I look forward to them pinning on their anchors in September.

Enjoy your summer and, as always, I look forward to seeing you in the Fleet!

Vice Admiral Robin R. Braun,
Chief of Navy Reserve

Force Master Chief (AW/SW) CJ Mitchell

Navy Reserve Force Master Chief CJ Mitchell poses with the chief selects of Navy Operational Support Center Chicago. (U.S. Navy photo)



Shipmates,

As members of the world's most powerful naval force, we are afforded a unique opportunity to travel the world, forge relationships that can last a lifetime, and make a measurable impact on this nation's history. As "Citizen Sailors," your ability to excel in the civilian sector coupled with your military service is admirable and impressive.

What does that mean to you when you hear or read me ask the question "Are you Ready?" in and outside of the Navy lines? Are you setting and achieving goals? Where do you want to be in 5 years? 10 years? 20 Years? You've got to have a plan. Are you maintaining a high level of commitment and excellence as you pursue that plan? I'd like to share with you a story about a command that is clearly committed to the mentality of achieving excellence. Last year, NOSC Houston had only two SELRES identified as Unit Career Counselors and were struggling with their command retention efforts. To address this issue, the NOSC called in the Navy Reserve Professional Development Center (NRPDC), which held a Reserve Career Information course in June, 2014 to train Career Counselors. The two-week course familiarizes SELRES, FTS and active duty Sailors with Enlisted Career Development programs and policies specific to Navy Reserve activities, enabling them to carry out the duties of a Reserve career counselor. The result was the graduation of 43 additional qualified Career Counselors, serving over 1,000 Sailors in 23 reserve units, directly contributing to our Sailor Development initiatives. Bravo Zulu to a fantastic job by NRPDC facilitators and to the graduates! This is just one example of a command that empowered Sailors to set the tone for success. There are tools to help you develop your own plan including keeping informed on career management tools such as Career management System (CMS-ID), your unit career counselors, the Navy Personnel Command web page and career development board's (CDB). Having a plan for your career success does not happen by accident. Having the latest career information will enable each of us to make the best decisions for maximum career progression and goal attainment. Request a CDB and learn the latest.

To enable your service most efficiently, this summer will usher some innovations for every reserve Sailor: Enhanced Drill Management (EDM), Quarterly CMS cycles, and NROWS Build 25. EDM is an automated self-service software tool for rescheduling drills. Our first quarterly CMS-ID cycle will better align billet assignments to sailor desires. And, NROWS build 25 streamlines the AT/ADT order request submission process with added accountability and tracking. So much is back in your hands!

This indeed is an exciting time for Navy and Navy Reserve. Engaging and processing valuable information you receive via the Chain of Command, Plan of the Month, Govdelivery and TNR is more important than ever.

When asked Are you Ready? You can undoubtedly answer "Yes ... Always Ready!! Ready Now. Anytime, Anywhere!!"

FORCM 15

A handwritten signature in black ink, appearing to read "CJ Mitchell".

FORCM CJ Mitchell

FOCUS ON THE FORCE

Navy Reserve Selects First Female Chiefs in 1944

By Master Chief Information Systems Technician James L. Leuci, Naval History and Heritage Command



Women Accepted for Volunteer Emergency Service

(WAVES) became members of the newly established women's reserve (WR) on July 30, 1942. Women



▲ 1945 CRM Virginia Scott Potter was the first WAVES Chief Radioman.

joined either as an apprentice seaman or an officer candidate. Enlisted WAVES had to be between 20 and 36 years old, and a high school or business school graduate. Officer candidates had to be at least 21 years old, but not over 50, and have a baccalaureate degree or completed at least two years of college. The first WAVES began reporting in late summer and fall of 1942. Within 18 months, 56,000 women had entered the Navy — at a rate of nearly one thousand a week.

Enlisted women, unlike their WWI predecessors, did not receive direct appointments as petty officers and generally entered the Navy as an apprentice seaman.

Initially, enlisted WAVES attended basic indoctrination school (basic training) combined with service schools at various

locations including Stillwater, Okla.; Bloomington, Ind.; Madison, Wis.; and Cedar Falls, Iowa. When the Naval Training School in Bronx N.Y., was established at Hunter College in February, 1943, it became the only school for enlisted WAVES basic training.

The first women promoted to the rate of chief petty officer were appointed in the spring of 1944 — three chief yeomen (CY) and one chief



▲ CSK Francis Hanusik was the first WAVES Chief Storekeeper and one of the first four women appointed to chief petty officer.

storekeeper (CSK). CY Rhodell Angel, CY Vera Maxine Pearson, CY Marion T. Longhurst and CSK Francis D. Hanusik worked their way through the rates of petty officer 3rd class to chief petty officer. They advanced in the same manner as men by passing written examinations after being recommended for advancement by their commanding officers.

All four enlisted in the fall of 1942. The three chief yeomen were all members of the first class of women trained to be yeomen at the Naval Training School in Stillwater, Okla. CSK Francis D. Hanusik was a member of the first class of WAVES to attend storekeeper school in Bloomington, Ind.

Virginia Scott Potter became the first female Chief Radioman (CRM) in May 1945 while stationed at Naval Air Station Floyd Bennett Field, N.Y. Chief Potter enlisted in December 1942 and attended radioman school at the University of Wisconsin. While there, she posed for a recruiting poster for Navy Reserve artist Lt. Cmdr. John Falter. The poster portrayed her as the ideal Navy WAVE.

When the war ended in the fall of 1945, of the nearly 82,000 women on active duty, less than one-hundred wore the uniform of chief petty officer.



▲ 1943 Recruiting poster depicting Chief Virginia Potter as the "ideal" WAVE.



▲ 1944 CY Vera M. Pearson was one of the first four women promoted to chief petty officer.



We have many talented people in our Navy Reserve. Each month we highlight our stellar Sailors and some of the unique careers, skills and services they provide to the fleet.



**Hospital Corpsman
First Class
Katrina Edwards**

Hometown:
St. Petersburg, Fla.
NOSC: Tampa
UNIT: Operational Health
Support Unit Jacksonville
Detachment H

Brief description of your Navy job: I safeguard the health of members of the Navy and other Department of Defense beneficiaries located throughout Fla., Ga., and S.C. I ensure the medical and dental readiness of Navy and Marine Corps Reserve Sailors in a three-state region that includes Puerto Rico.

Brief description of your civilian job: I am currently a full-time student using my GI Bill to acquire a Bachelor's of Science in Nursing.

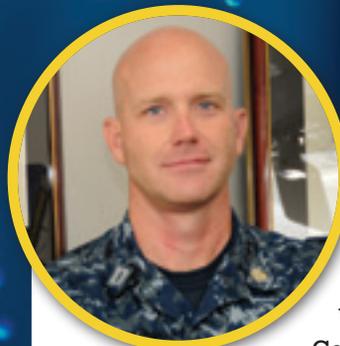
What has been your greatest Navy achievement? My greatest achievement was being selected as NOSC Tampa's Sailor of the Year for 2013.

Who has been your biggest influence since joining the Navy? I have had two people who have been amazing influences in my Navy career and life: Master Chief Hospital Corpsman (ret.) Peter Verhoeven and Chief Hospital Corpsman Joseph Iarussi. Verhoeven was the command master chief at A-school during my training, and I ran into him again when he came back to my unit. He continues to follow my career and offer me advice, even after his retirement. I can never thank Iarussi enough for all of his guidance and friendship to me. He was the first to welcome me and has mentored me from the moment I joined the unit. I know I wouldn't be where I am today without his leadership.

What do you enjoy most about the Navy? I take such pride in our rich heritage and traditions. I truly feel it sets us apart from any other branch of service.

Most interesting place visited since joining the Navy: I provided medical coverage for USSOCOM during one of their training exercises in Puerto Rico.

Current hobbies: While school takes up a majority of my time, one of my passions is Crossfit.



**Lieutenant
Paul H. Threatt**

Hometown: Raleigh, N.C.
NOSC: Orlando
UNIT: Reserve Component
Command Southeast

Brief description of your Navy job: I advise the RCC Commander and the Commanding Officers of 39 NOSCs throughout the country on everything from courts-martial to ethics guidance.

Brief description of your civilian job: Defense Attorney.

What has been your greatest Navy achievement? I successfully defended a Navy Special Warfare Operator in Iraq. The trial afforded me the opportunity to protect American servicemembers who put themselves in harm's way.

Who has been your biggest influence since joining the Navy? Lt. Cmdr. Ryan Stormer has been the greatest influence in my Navy career and is the best trial attorney I have had the privilege to work with. Moreover, he is a great leader who affords young attorneys an opportunity to succeed and mentors them to their full potential.

What do you enjoy most about the Navy? Working with and providing support and services for Sailors is the most rewarding aspect of my job. I am both humbled and flattered when Sailors turn to me for advice or help. It is very fulfilling to stand shoulder-to-shoulder with the volunteers who defend this country through arduous and often dangerous circumstances.

Most interesting place visited since joining the Navy: During my tour in Iraq, I visited the courtroom in which Saddam Hussein had been tried. Ironically, the same courtroom in which he stood trial had been commissioned by Hussein to be built on his private residence.

Current hobbies: SCUBA diving with my 13-year-old son, adventure races, gardening, and literature.

To nominate a Sailor, send an email to cnrfc1@gmail.com for a submission form. Please include a high-resolution (300 dpi) 5" x 7" digital photo of the candidate.





QUARTERLY CMS-ID CYCLE

for Reserve Enlisted Sailors

On April 1, 2014, the Navy Reserve Force transitioned to a Quarterly CMS-ID Enlisted assignment cycle. The proposed recommendation to shift from monthly to quarterly assignments originated from a Cross Assignment Working Group proposal in support of a Chief of Navy Reserve FY13 Strategic Initiative.

The new quarterly cycle supports and allows for a myriad of improvements and changes that will benefit Sailors, to include:

- **Double the number of billet opportunities available for each assignment cycle.** The billet base available for assignments will be correlated to a six month period of upcoming PRDs.
- **Extended 4+ week main application phase.** Sailors are allowed more time to review/research billet opportunities and submit applications during this extended period.
- **Cross Assigned (CA) Sailors can submit applications using the “Request Local Assignment” feature in CMS-ID during the main application phase.** In accordance with CNRFC policy, CA Sailors are able to apply for local opportunities at any time prior to their “PRD window”.
- **Designated one-week period for command ranking and comment phase** (ranking and comments can still be made throughout the entire application phase).
- **Additional two-week application period in the 3rd month of each cycle, for CA/IAP Sailors (only) to research and find local, vacant billets.** The new functionality in CMS-ID will allow those with CMS-ID Career Counselor privileges to use the “Local Assignment Request” to submit applications on behalf of CA/IAP Sailors.
- **Alignment of effective date of orders with actual billet assignment date.** The effective date on orders will align with the 1st day of the next quarterly cycle. For example, during the April-June cycle, those who are selected for assignment will receive orders with an effective date of July 1, 2014. This will allow for additional time to take care of administrative requirements, prior to reporting to one’s new unit.

For additional guidance/information, please consult with your NOSC Command Career Counselor, N1/Manpower department and/or Reserve Unit Career Counselor.

THE IMPORTANCE OF CMS-ID ROLES AND RESPONSIBILITIES

There has never been a better opportunity, or more important time, than right now for all NOSC and Reserve Unit leaders to understand their roles and responsibilities related to CMS-ID. Specifically:

- Anyone who has Career Counselor privileges should be ready and willing to assist Sailors in researching billets and submitting applications. NOSC CCs and manpower shops need to coordinate and define responsibilities, so that RUAD assistance is effectively managed, and Sailors are taken care of. Those who have been designated as Reserve Unit CCs need to refer to CMS-ID tutorials (www.cmsid.navy.mil) and request assistance/training from their NOSC, in order to become proficient with CMS-ID.
- All those who have Reserve Unit CO and CC privileges need to review billet details/job description and command point of contact information on a quarterly basis. This information is absolutely critical for those Sailors who are applying for new billets, as well as for those Sailors who are in a cross-assignment status. This represents one of the best ways for Sailors to not only understand potential future billet assignment responsibilities and requirements, but to connect with unit leadership immediately!



Enhancement for Drill Management

As part of the Navy Personnel and Pay Modernization effort, the Navy has developed Enhancement for Drill Management (EDM) as a module in the Navy Standard Integrated Personnel System (NSIPS) to better manage the rescheduling of normal monthly Inactive Duty Training (IDT) periods and the requesting/scheduling of additional IDT periods (e.g. Additional Training Periods, additional Flying Flight Training Periods, and Readiness Management Periods and Funeral Honors Duty periods.)

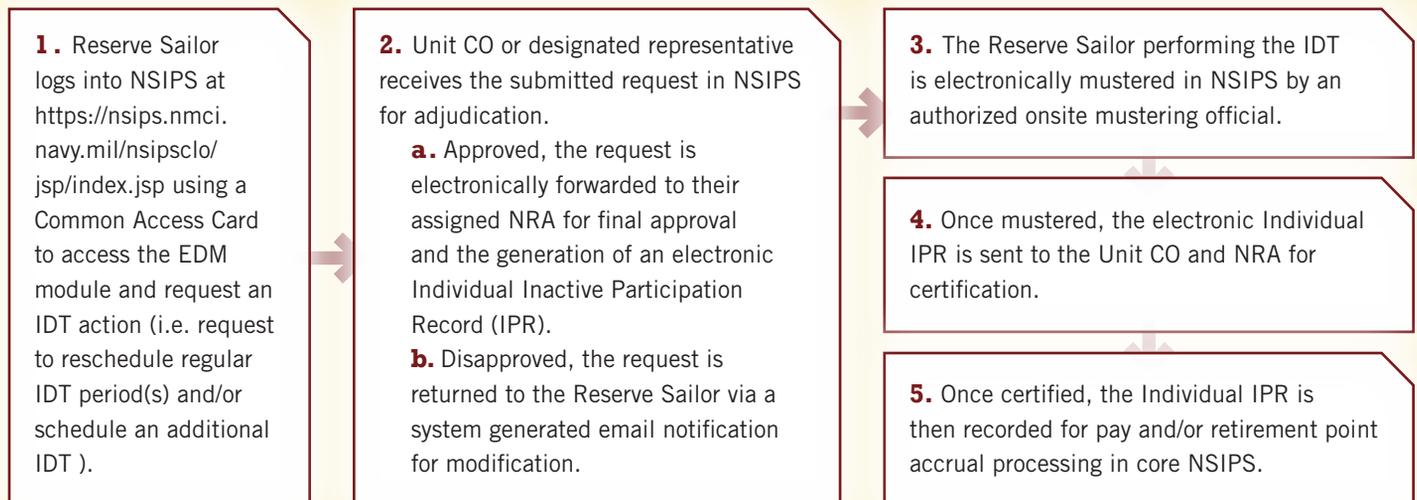
EDM will replace the current manual process and automate the process by which IDT periods are electronically requested, approved/disapproved, scheduled, canceled, and mustered, while

providing visibility to the member, Unit Commanding Officer (CO) and Navy Reserve Activity staff (NRA).

EDM will be available starting July 1, 2014 and all members are highly encouraged to begin utilizing EDM. The current manual process will be available until October 1, 2014 when the Navy Reserve will transition and require utilization of the EDM system exclusively.

Further information can be found in NAVRESFOR 011/14: ENHANCEMENT FOR DRILL MANAGEMENT SYSTEM or on the CNRFC N11 website at: https://private.navyreserve.navy.mil/cnrfc/N-Codes/N1/CNRFC_N11/SitePages/Home.aspx, in the What's New for You? Document and FAQ's.

How EDM works:



“We are excited to offer the individual Sailor an electronic tool to more easily reschedule drills; the added flexibility EDM brings will translate to greater flexibility, less paperwork, and expedited drill administration.”

—Rear Adm. Bryan P. Cutchen, Commander, Navy Reserve Forces Command

Naval Air Force RESERVE

By Naval Air Force Reserve Public Affairs

Navy Leadership was in search of a solution to move the crew from the Littoral Combat Ship USS Freedom (LCS-1) to and from Singapore. While it might have sounded simple, there were a multitude of factors that quickly narrowed the options. How do you move 90 crew members in and out of Singapore, transport hazardous materials (HAZMAT) and thousands of pounds of cargo, and do it at a fraction of the cost and time than most options allow? Enter the Naval Air Force Reserve. On June 20, 2013, after 22 hours of flying more than 7,000 miles and crossing the International Date Line, the crews of Fleet Logistics Support Squadrons (VR) 57 and 58 successfully executed the first crew swap for the LCS Community.

The Reserve Aviation Community is made up of three wings, 24 squadrons (RESFORONs), 24 Squadron Augment Units (SAUs), 262 aircraft and headquarters staff located in both San Diego, Calif., and Norfolk, Va., Naval Air Force Reserve (CNAFR) has approximately 8,000 men and women under the CNAFR umbrella. Led by Rear Adm. Mark Leavitt, Commander Naval Air Force Reserve,



"I am extremely optimistic about our future. I do not say this because I am currently serving as CNAFR and this response is expected of me, but because I see how much the Navy Reserve contributes and brings to the table on a daily basis."

— Rear Adm. Mark Leavitt

CNAFR plays a critical role in day-to-day operations and maintaining a significant strategic capability. CNAFR units are actively engaged and stretch across the globe supporting a wide range of requirements.

"From maintenance personnel and our administrative support staff to pilots and NFOs, our people are highly intelligent, knowledgeable, have a tremendous work ethic, and are extremely innovative. Combined with the extensive experience the Reserve Component brings to the table, we are major players in support of the Total Force," said Leavitt.

Stationed in Fort Worth, Tex., the Fleet Logistics Support Wing (FLSW) is the largest aviation wing in the Navy and oversees 12 squadrons, made up of eight different Type/Model/Series aircraft. FLSW provides the only medium lift capability in the Navy. Known as Navy-unique fleet essential airlift (NUFEA), these squadrons include VR-51, VR-56, VR-57, VR-58, VR-59, VR-61, VR-53, VR-54, VR-55, VR-62 and VR-64. VR-1 and Executive Transport Detachments (ETD) Pacific and Sigonella, Italy, provide services for VIPs including the Secretary of the Navy and Chief of Naval Operations, among others.

Although not part of CNAFR, there are

also two hybrid squadrons that are important to the Naval Air Reserve community, Helicopter Mine Countermeasures Squadron (HM) 14 and HM-15, which are staffed with a mix of active and Reserve personnel. Four MH-53 Sea Stallion helicopters in each squadron are also assigned to the Reserve component.

CNAFR's tactical contributions, which include the squadrons of the Tactical Support Wing (TSW) located in Fort Worth, Tex., provide support to all active forces in the realm of adversary training, airborne electronic attack, exercise support, fleet contributory support and are prepared to deploy to any protracted conflict, and operate as an integrated air wing.

TSW oversees Fighter Squadron Composite (VFC) 12, VFC-13, VFC-111, Strike Fighter Squadron (VFA) 204 and Electronic Attack Squadron (VAQ) 209, an expeditionary squadron which transitioned from the EA-6B Prowler aircraft to the first Reserve EA-18G Growler in May of this year.

CNAFR's Maritime Support Wing (MSW) Officer in Charge supports Naval Special Warfare with Helicopter Combat Support Squadron (HSC) 84 in Norfolk, Va. and HSC-85 in San Diego, Calif., while Helicopter Anti-

Submarine Squadron Light (HSL) 60 in Mayport, Fla. supports counter-narcotics efforts in the 4th Fleet area of responsibility. Also under MSW and flying the P-3C Orion, Patrol Squadron (VP) 62 at Naval Air Station Jacksonville, Fla., and VP-69, stationed at NAS Whidbey Island, Wash., play key roles in maritime patrol and reconnaissance and anti-submarine warfare.

Along with the Reserve Force Squadrons (RESFORONs), Reserve personnel serve in squadron augment units (SAU) supporting fleet replacement squadrons (FRS). The FRSs prepare pilots, naval flight officers, enlisted aircrew and maintenance personnel in specific Type/Model/Series aircraft prior to joining the fleet or for refresher training after being away from their community for a period of time.

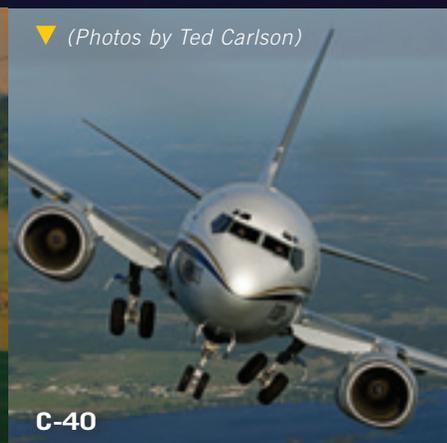
CNAFR commands a mix of some of the newest aircraft in the fleet and also some of the oldest. For example, VAQ 209 just transitioned from one of the Navy's oldest platforms; the EA-6B Prowler into the EA-18G Growler, receiving new airplanes in the process. Four VR squadrons fly the C-40A, a modified 737 which is state of the art and right off the line when they arrive at the squadron. On the other hand, two squadrons in the adversary community fly some of the oldest FA-18s there are in the Navy.



MH-53



F-18A



C-40



F-5N



C-130



C-20B



P-3C Orion



350

▼ (Photos by Ted Carlson)



▲ (Photo by Ted Carlson)

SH60B

“Although our superb maintenance personnel do a great job in keeping our aging fleet of F18A+ aircraft airborne, it is a challenge anytime you have aircraft with high flight hours. Having said that; I believe the taxpayer has to be happy with their investment in the Hornet. Originally designed as a 6,000 hour airframe, through great engineering support, innovations in our FRCs and smart utilization, we are going to have some Hornets safely flying beyond 9,000 hours,” said Leavitt.

In each of CNAFR’s aviation communities, all of the Pilots and Naval Flight Officers join the Reserves after successful fleet tours, often transitioning to the RC after serving as FRS and CNATRA instructors. Their experience is invaluable and cannot be developed through “book learning,” but over thousands of hours in the aircraft and in simulators.

“Our people are our strength. I do not see this changing in the future as I believe we will always have highly qualified

men and women transitioning from the active component desiring to continue to use their knowledge and skills on a part time basis. By having a Reserve Component in which they can serve, we keep great talent around to support day to day operations and maintain a strategic reserve ready, relevant and fully mission capable when call upon,” said Leavitt.

Whether carrying out the crew swap mission, training active duty aviators, working side by side with SEALs or providing maritime patrol, CNAFR’s small but robust capabilities perform a unique mission that is focused on enabling the war-fighting readiness of the Fleet.

“I am extremely optimistic about our future. I do not say this because I am currently serving as CNAFR and this response is expected of me, but because I see how much the Navy Reserve contributes and brings to the table on a daily basis. In aviation, the overall wealth of knowledge and experience both our enlisted and officers have is staggering”, said Leavitt. ○





▲ **Capt. Jim Kuhn**, chief of staff, Commander, Naval Air Force Reserve, exits a F-5 Franken-Tiger attached to Tactical Support Wing. (Photo by Ted Carlson)

Joining the Naval Air Force Reserve

For those aviators coming toward the end of their active duty commitments, transitioning to a reserve component squadron is easier than one might imagine. There are open billets in almost every community and squadrons regularly hold pilot selection boards. The best time for a pilot to begin the process is about six months prior to leaving active duty. Interested aviators are encouraged to contact the squadrons they are most interested in and find out the time of its next drill weekend, visit during a drill weekend, meet the pilots and ask questions.

Aircrew selection boards are usually held at the wing-level at least twice annually. Reserve squadron commanding officers and senior reserve pilots typically review applicant records and make recommendations to the air wing commander before billets are offered to the selectees. Considerations for selection include: professional and tactical performance, recent experience, and willingness to meet participation expectations.

While every Reserve squadron needs a constant flow of highly qualified applicants, there are plenty of other great options for aviators in the Reserve. There are numbered fleet, joint, NAVAIR, NRL, expeditionary and many other units out there that support the fleet. Some billets in these units are designated for pilots, NFOs and air crewmen because their expertise is required in certain areas. There are also billets in these units that are designated for any warfare qualified officer where a specific skill set is not called for but their leadership experience and ability to learn and develop new skill sets will be relied on.

Selected aviators should then contact the career transition office at the Bureau of Naval Personnel and request assistance in affiliating with the Navy Reserve. The transition office will work with reserve squadrons and manage the required paperwork for transfer to the desired Reserve component.



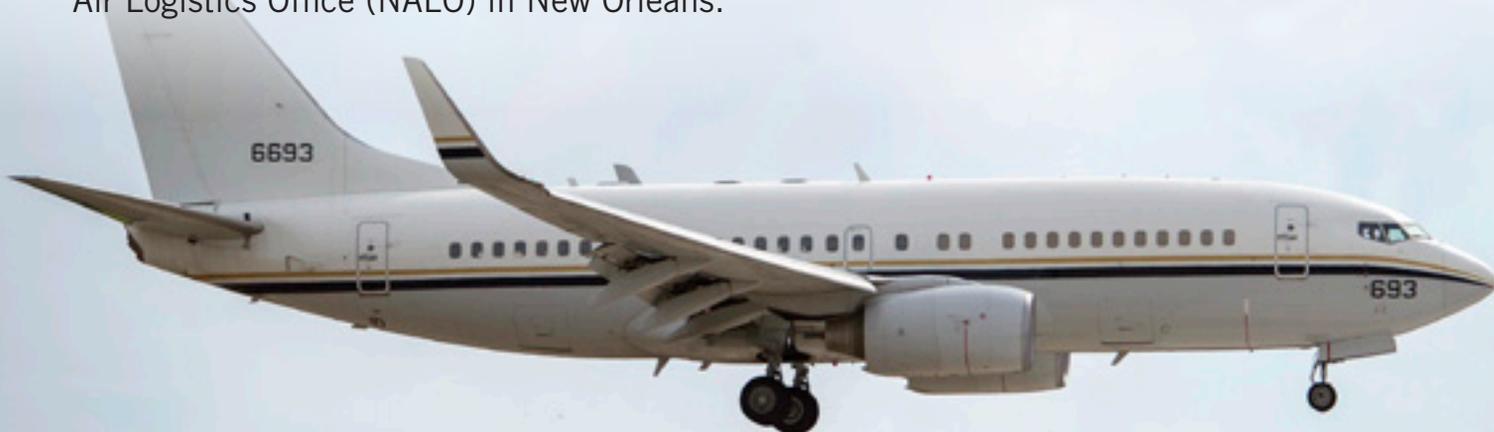
NALO:

Warfighter Fleet Air Logistics Support

By Naval Air Force Reserve
Public Affairs

Throughout history, the success or failure of military operations has been determined by the ability of warfighters to receive needed supplies and equipment, in a hurry, at their most remote operating locations. Similarly, when disaster strikes, nothing compares to the ability to deliver relief supplies in a hurry.

The Navy Unique Fleet Essential Airlift (NUFEA) enterprise is a boutique organization of cargo aircraft and crews that operate and maintain them. 14 squadrons in the Fleet Logistics Support Wing (FLSW), headquartered in Fort Worth, Tex., move over seven million tons of cargo and more than 100,000 Navy passengers every year, and the bulk of those flights are coordinated by the Navy Air Logistics Office (NALO) in New Orleans.



▲ A C-40A Clipper assigned to Fleet Logistics Support Squadron (VR) 57 makes its final approach for landing at Naval Base Coronado. VR-57 is one of twelve squadrons, plus two executive transport detachments, within Fleet Logistics Support Wing, the largest functioning air wing in the Navy. (U.S. Navy photo by Mass Communication Specialist 2nd Class Daniel M. Young)

“NALO is a partner with CFLSW. Both report directly to Commander, Naval Air Force Reserve,” said Lt. Cmdr. Scott Eckart, assistant operations officer at NALO. “The wing is in charge of logistics budgeting. NALO, while concerned with flight hour management or aircraft maintenance, is mostly focused on supply and demand. Taking what is requested from the fleet and getting our customers serviced. Our interest is in being as efficient as possible.”

That efficiency has been demonstrated by the overwhelming satisfaction in fulfilled Priority one (PRI 1) and two (PRI 2) requests. However, NALO’s core competency is operational warfighter support or PRI 1 requests. This includes the movement of Carrier Air Groups (CAGs), SEALs, LCS crews and equipment, and ship and aircraft parts in and out of theater quickly and efficiently.

“We’re NUFEA asset schedulers,” Eckart continued. “We validate incoming airlift requests. We schedule airlift missions—including return trips. We analyze airlift metrics and we train our customers how to submit requests. Our goal is to provide flexible, responsive, effective airlift support to meet fleet requirements.”

“Our training teams actively go out and teach the customer how to work with us, whether it’s the littoral combat ship, carrier air group or Navy SEALs”

When a Navy ship suffered propeller damage during a grounding incident, NALO worked with the in-theater task force to schedule aircraft from five different Navy squadrons to move repair team divers and the new blades so that the ship could be repaired in theater as quickly as possible. Total delivery time — less than three days.

Like CFLSW, NALO is a Navy Reserve organization. There are no Selected Reserve Sailors attached, but the staff is made up almost entirely of Full-Time Support Sailors with a handful of active component Sailors and civilians, as well as one Marine Gunnery Sergeant who acts as liaison to Marine Corps customers.

“The typical operational staff member at NALO is a pilot, flight engineer, loadmaster, or maintainer of some sort,” said Eckart. “They have the experience that helps them pick up the job quicker.”

NALO employs the worldwide air logistics scheduling application, Joint Air Logistics Information System (JALIS), to

accept requests from the fleet. So integral to the efficiency of the operation is JALIS that NALO has sent teams to forward locations to liaise with fleet requesters and train them in the use of (JALIS).

“This software was chosen to be the model for military scheduling. It used to be NALIS (Navy), but now it is joint program,” Eckart continued. “But even if our customers don’t have the ability to send requests through JALIS, we can accommodate them. We take requests by phone, email or even fax.”

Navy airlift results are often measured in hours. When a group of shipyard workers needed to be flown to Europe to install a new weapons system, NALO was able to schedule a flight less than 48 hours after receiving the initial request, and take the passengers from Norfolk to their final destination in less than 16 hours.

When the littoral combat ship USS Freedom (LCS-1) needed to execute a crew swap in Singapore, the Navy first considered using commercial airlines to transport Sailors home from Southeast Asia. However, it quickly became apparent that Navy airlift was a more effective solution. By prepositioning two



▲ (Photo by Ted Carlson) C-40

aircrews along the route, a single C-40 was able to transport the entire ‘blue crew’ to Singapore and bring the ‘gold crew’ home without any overnight stays. Crew swaps allow the ship to remain on station longer by saving the transit time to and from homeport. Swapping flight crews saves the Navy thousands of dollars in overnight travel costs.

Coordinating air assets to move cargo and passengers is a total team effort between NALO, the wing and all the theater scheduling partners — staff members that are forward deployed all over the world.

“Our training teams actively go out and teach the customer how to work with us, whether it’s the littoral combat ship, carrier air group or Navy SEALs,” said Eckart. “We want to make it as effective as possible for them to make a request and the VR squadrons to fulfill it. At the end of the day, that capability is what feeds us and adds great value to the Navy warfighting mission.” ○



VAQ-209

Star Warriors

By Commander Naval Air Force Reserve Public Affairs

It was Friday morning and Commander Matt “Betsy” Ross, Executive Officer of Electronic Attack Squadron Two Zero Nine (VAQ-209), was checking his email. It has been a busy year for the reserve squadron, with the payoff expected in the form of a much anticipated letter.

Since the announcement in 2012 to relocate the squadron from Joint Base Andrews in Md. to Naval Air Station Whidbey Island in Wash. (NASWI), the former EA-6B Prowler squadron embarked upon the rigorous transition to the EA-18G Growler, a specialized version of the two-seat F/A-18F Super Hornet.

“With 54% of the full-time manning of an active duty squadron, our folks got a perfect score on their Conventional Weapons Tactical Proficiency Inspection (CWTPI) and 36 out of 38 programs graded as On Track for the Safe for Flight Inspection. That may not sound like much, but in the aviation maintenance world, it is outstanding,” said Cmdr. Ross.

For 30 years, VAQ-209, flying the EA-6B Prowler, was the sole Navy Reserve electronic attack squadron providing both expeditionary and carrier-based airborne electronic attack capability in an otherwise active duty fleet. The aircraft’s combat-rich legacy

and the squadron’s history with the airframe have greatly prepared the ‘Star Warriors’ to employ some of the newest technology.

“It’s a great challenge, and as aviators we are always looking forward to future challenges. So, this is a wonderful opportunity for our squadron to once again demonstrate its value to the American taxpayer and to the fleet. Flying one of the Navy’s newest platforms is a tremendous opportunity for us as a squadron

and the Reserves. We’re looking forward to conducting missions in support of operations and once again demonstrating the value of the Reserves to the American taxpayer and the fleet.” said Cmdr. James King, VAQ-209 commanding officer.

The EA-18G delivers a significant increase in capability to both the core VAQ mission of electronic attack, and also provides additional sensor and air-to-air capabilities anywhere VAQ-209 is asked to serve. The Navy has worked toward replacing the EA-6B with the EA-18G for the last seven years. With the active duty airborne community more than three-quarters of the way through



Transition's to EA-18G Growler Squadron

that transition, the first step toward the adoption of the new airframe was the relocation of the squadron to NASWI.

“Our contributions to Operations Allied Force, Iraqi Freedom, and Enduring Freedom have proven the value of having an operational Reserve squadron. The Navy recognizes this value and is affording us the opportunity to transition to the Navy’s newest technology. This transition is indicative of the integration and partnership that has been forged over the last 10 to 15 years. The only difference between 209 and an active duty squadron is that half of our aviators and Sailors maintain a civilian career in addition to their military duties. Every aviator comes to us from active duty with thousands of hours of flight time which helps us remain proficient while decreasing training time. Our Sailors come from a variety of backgrounds. Some come to us straight from their hometown with no experience, while others have had some time in the fleet. Regardless, our enlisted leadership does an outstanding job of getting every Sailor up to speed, so that when we’re conducting operations, the entire squadron can perform as well as any active duty squadron out there.” explained Cmdr. King.

Even prior to arrival to NASWI, over 100 sailors from VAQ-209 began intense airframe transition schools, some of which were as long as 10 months. These schools taught the maintenance personnel all the specialized technical knowledge they would need to begin performing maintenance and hands-on training on the Growler. Additionally, the aircrew have gone through a 10 month rigorous transition syllabus. This means they are qualified aviators with the knowledge needed to use the Growler in order to take the fight to the enemy.

VAQ-209 consists of 248 personnel and provides both expeditionary and carrier-based Airborne Electronic attack

capability as part of the Navy’s Global Force Management process. With the outbreak of Operations Iraqi Freedom and Enduring Freedom, the squadron was mobilized five times and provided critical support to American and coalition forces in Iraq and Afghanistan. Nearly all of VAQ-209’s traditional Reserve Sailors have made multiple combat deployments with the squadron — all while balancing their civilian careers. The squadrons most recent deployment was to Afghanistan in August 2011 in support of Operation Enduring Freedom.

“Because of our deployment history we are being afforded the opportunity to transition to the Navy’s newest technology, actually in front of some of the fleet squadrons. And that’s a first in Navy Reserve history, and it’s indicative of the integration and partnership that has been forged over the last ten to 15 years.” King described a seamless continuity between the active duty and Reserve airborne communities. “What we like to say is when you come over here to VAQ-209, you wouldn’t have any idea that you were at a Reserve squadron. We look like any active duty squadron out there. But our Sailors are a band of exactly fifty percent citizen-Sailors.”

While the ramp might have been short, it was a steep climb. That being said, the ‘Star Warriors’ did nothing short of shoot for the stars in their effort to become an official Growler squadron. And on Friday, May 30, the official “Safe for Flight” letter was delivered.

“You’ve done a great job getting here and getting Safe for Flight and I am immensely proud of you.” Cmdr. Ross briefed during an impromptu all hands. “But those of us that have been around for a while know that this is not a final goal; it is a beginning. Let’s keep at it and start prepping for deployment.” ○



▲ Aviation Technician 3rd Class Stephen Klinkenberg directs a EA-18G Growler, piloted by Lt. Cmdr. Ryan Carmichael and Cmdr. Matt Ross, for VAQ-209’s “Star Warriors” first Growler flight on June 5, 2014, at NAS Whidbey Island.

BACK TO BASICS

Flight Deck Jersey
Color Code

The flight deck of a U.S. Navy aircraft carrier is an extremely busy place. As flight operations commence, an array of Sailors work the entire flight deck, resembling a well-choreographed ballet. Many Sailors wear colored shirts differing from the traditional Navy uniform. These colors represent clearly-defined roles performed during flight deck evolutions. In this month's Back to Basics, we'll look at the color spectrum of these uniforms and the job each Sailor executes.



GREEN SHIRTS:

- Catapult and Arresting gear crews
- Air wing maintenance personnel
- Air wing quality control personnel
- Cargo-handling personnel
- Ground support equipment troubleshooters
- Hook runners
- Mass Communication Specialists
- Helicopter landing signal enlisted personnel



RED SHIRTS:

- Ordnancemen
- Crash and salvage crews
- Explosive Ordnance Disposal (EOD)



WHITE SHIRTS:

- Air wing quality control personnel
- Squadron plane inspectors
- Landing Signal Officer
- Liquid oxygen crews
- Safety observers
- Medical personnel



BROWN SHIRTS:

Air wing plane captains
Air wing line leading petty officers



PURPLE SHIRTS:

Aviation fuel handling



YELLOW SHIRTS:

Aircraft handling officers
Catapult officers
Arresting gear officers
Plane directors



BLUE SHIRTS:

Plane handlers
Aircraft elevator operators
Tractor drivers
Messengers & phone talkers



HSC-3 is Keeping SCORE

By Mass Communication Specialist 1st Class Louis Rojas and Lt. Cmdr. Chris Turl

Most weeks, on the remote island of San Clemente, 70 miles west of San Diego, maintenance and aircrew teams from the Helicopter Sea Combat Squadron Three (HSC-3) Southern California Offshore Range (SCORE) Detachment wake before sunrise, grab a quick breakfast, and load into 10-passenger vans for a trip across the island to their detachment spaces at Naval Auxiliary Landing Field (NALF) San Clemente. On the way, they brief the multiple anti-submarine warfare (ASW) events the unit will be supporting for Helicopter Maritime Strike Wing Pacific Fleet's Helicopter Advanced Readiness Program (HARP) that day. Their mission; employ the MH-60S helicopter to launch and recover the submarine-simulating MK 30 mobile target and recover multiple Mk 46 torpedoes used by the HSM aircrews as part of their pre-deployment training. A critical component of 3rd Fleet range support operations, the SCORE detachment has performed this mission for years. The weekly, year-round detachments to

San Clemente Island are ideally suited for the Reserve Sailor and provide critical support to the active component.

The SCORE detachment is a unique unit in today's Navy. One of the last purely logistical support detachments in the Navy helicopter community, the SCORE detachment utilizes the expertise and experiences of its active-duty and Reserve Sailors to support a wide variety of SCORE range operations conducted in the Pacific Ocean, 10 to 40 nautical miles west of NALF San Clemente. This desolate airfield, once the property of a sheep farmer, has become the premier offshore ASW training range and is used by the U.S. Pacific Fleet, as well as many international allies for ASW and surface warfare training qualifications and certifications.

Through the use of its Helicopter Weapons Recovery System (HWRS), the detachment launches and recovers mobile training targets that support the pre-deployment qualifications for many platforms including surface ships, submarines and various



◀ From back, Navy Aviation Warfare Systems Operators Chief Jay Okonek and 1st Class Petty Officer Jason Blase, aircrews from the "Merlins" of Helicopter Sea Combat Squadron (HSC) 3, help guide pilots as they fill a 360-gallon capacity precision helicopter firefighting Bambi bucket to help extinguish fires near Naval Base Ventura County (NBVC) Point Mugu's base housing. (U.S. Navy photo by Mass Communication Specialist 1st Class Chris Fahey)

▼ **A U.S. Navy MH-60S Seahawk** helicopter assigned to Helicopter Sea Combat Squadron (HSC) 3 takes off from Marine Corps Base Camp Pendleton, Calif., May 15, 2014, to help fight fires in the region. California-based U.S. Navy and Marine Corps helicopters were tasked to assist with firefighting efforts at Marine Corps Base Camp Pendleton and surrounding areas after numerous wildfires affected San Diego County. (U.S. Navy photo by Mass Communication Specialist 1st Class Joan E. Jennings)



“The SCORE detachment utilizes the expertise and experiences of its active-duty and Reserve Sailors to support a wide variety of SCORE range operations conducted in the Pacific Ocean.”

aircraft. Additionally, the detachment recovers the weapons launched by range users including; the Mk 46, Mk 48, Mk 50 and Mk 54 torpedoes. For surface warfare events, the SCORE detachment supports the recovery of the BQM-34 and BQM-74 low-flying drone targets that are used to simulate anti-ship missiles for the surface fleet.

“I am assigned as a mission-first crewman, I am trained as a helicopter weapons recovery specialist. We will go in and pick up the torpedoes, take them back to the island so they can get retrofitted and then put them back into service for more training,” said Naval Aircrewman 1st Class Erik L. Duesler, a Reserve Sailor attached to HSC-3 SCORE Det.

Duesler is the acting aircrewman leading chief petty officer for the HSC-3 SCORE Det. A San Diego County Sheriff, Duesler’s service extends well beyond his duties with the U.S. Navy. He has held this position for more than 17 years.

“My job in the Reserves has given me the opportunity to stay with a tight knit group, we have been a family pretty much the whole time I have been with the SCORE Det from 1999 until today. We only have eight Reserve and eight active-duty aircrewman, so we rely on each other both on and off duty,” said Duesler.

While the majority of the operations are conducted at NALF San Clemente, the SCORE detachment has also been called on to support events in Norfolk, Va., Point Mugu, Calif. and Guam. The operational tempo and support of range events is a full-time commitment. In 2013, the SCORE detachment supported 49 MK 30 events, recovery of 110 Mk 46 weapons and flew more than 1,100 hours. In addition to fleet readiness support the SCORE

detachment provides on-call logistical support between San Clemente Island and the mainland.

“We are a 112 person Reserve unit attached to HSC-3. Primarily we are tasked by Commander, U.S. Third Fleet, to provide helicopter logistic support to the Southern California Offshore Range,” said Cmdr. Stephen Everage, HSC-3 SCORE Det commanding officer.

In addition to being the commanding officer of the HSC-3 SCORE Det, Everage is responsible for the management and leadership of the detachment; he is also an aircraft commander and flies on missions routinely participating in the detachments.

Trained in aerial firefighting to support a possible San Clemente Island wildfire, the SCORE detachment has built a strong relationship with the California Department of Forestry and Fire Protection (CALFIRE) as an additional line of defense against the ever-present risk of large scale wildfires in the Southern California region. Since 2004, the pilots and aircrew have been called upon to fight several large regional fires, including the 2004, 2007 and 2012 San Diego fires, the 2010 Big Sur fire and the 2013 Ventura County fire. The SCORE detachment is one of two qualified and always-ready airborne firefighting units in the Navy and is the recognized fleet expert.

The SCORE detachment embodies the “can do” and “always ready” spirit of the Navy Reserve. Utilizing the expertise of highly trained Selected Reserve and Full-Time Support workforce, the SCORE detachment has safely and effectively executed its mission for nearly 20 years. ○



MASTER DIVER ON STATION

By Lt. Cmdr. Alex Leanos, Naval Sea Systems Command, Supervisor of Salvage

Daniel Jackson took a step back from the water's edge as the last set of divers exited the water. Jackson, the dive foreman for Delta Crew, Southwest Regional Maintenance Center (SWRMC), is responsible for the safety of eight U.S. Navy civilian divers performing maintenance on ships at Naval Base San Diego. His dive team had just completed a hull repair, a complex, but routine job, and everything had gone smoothly. With the cofferdam in place, the divers had an hour until the next work evolution. The sun was still rising in the sky, but the pier was already congested with workers going about their business, so Jackson didn't think anything of the approaching pickup truck, until it stopped next to him and the driver rolled down the window. *"Hooyah Master Diver! Congratulations!"*

On March 14, 2014, Senior Chief Navy Diver (MDV/SS) Daniel Jackson became the second Reserve Sailor to earn the title of "Master Diver" (MDV). An elite group within an elite community, Navy master divers are considered subject matter experts in the highly dangerous world of Navy diving. The process to qualify future master divers is rigorous and extremely challenging, and typically only 55 to 60 percent of candidates make it through the qualification course.

Jackson began his Navy career on active duty as an electronics technician-submarine on the USS Houston (SSN-713), attending the SCUBA Diver course on Ford Island, Hawaii, in 1994. He transferred to the Reserves in 1996 and leveraged his SCUBA skills to gain assignment to Mobile Diving and Salvage Unit One (MDSU-1), Detachment 419. It was here, he said he experienced a pivotal moment in his career.

"We were embarked aboard the USNS Sioux (T-ATF-171), to support surface supplied diving operations. I wasn't qualified to dive surface-supplied, but I was able to support the team and tend the divers [tending is the term which refers to assisting divers as they enter and exit the water, as well as managing the hoses which connect the divers to the surface, supplying them with air and allowing them to communicate]," said Jackson. "These guys were doing mixed-gas dives to 280 feet. I was blown away! I knew right then that that was what I wanted to do. One month later I was at second class dive school."

Jackson's inspiration is not unique. The ranks of the Navy Diver (ND) rate are filled with highly motivated individuals who seek the camaraderie of a tight-knit community, and the physical and mental challenges associated with the work. Active and Reserve Sailors go through the Naval Diving and Salvage Training

Center (NDSTC), in Panama City, Fla., to become Navy divers and complete additional qualification schools. Currently, there are 105 Navy Reserve ND billets which support a variety of mission areas, including underwater ship's husbandry, diving research, undersea rescue, U.S. Marine Corps Force Reconnaissance, and special warfare.

"I've gotten to do some pretty incredible things," said Jackson while reflecting on his career as a Navy Diver. In addition to his time at MDSU, Jackson has also worked with EODMU 3's Marine Mammal Unit, which consists of dolphins and sea lions trained to perform a variety of tasks. "They are some very impressive animals."

Jackson currently leads a team of 31 Navy Divers at Navy Reserve Undersea Rescue Command (URC) in diving and rescue training and operations both at-sea and ashore, supporting the Navy's only submarine rescue asset that now includes the Submarine Rescue Diving and Recompression System (SRDRS) Transfer Under Pressure capability. He is a plankowner, having helped establish the command when it was first known as NR Deep Submergence Unit (DSU) Detachment.

At URC, active duty and Reserve forces are seamlessly integrated and aligned to support the command's critical task of rescuing personnel trapped in a downed submarine. The command's diving assets, which are among the most technologically advanced in the world, include the Pressurized Rescue Module (PRM) and the Atmospheric Diving System (ADS 2000) or "One-Atmosphere Suit."

"During the period from April 2005 to October 2009, I was assigned full-time to DSU. The command was in the process of certifying both the ADS 2000 and the PRM," said Jackson. The One-Atmosphere Suit, which resembles the 'Michelin Man', is essentially a one-man submersible designed for performing work to depths of 2,000 feet sea water (fsw), while keeping its occupant at one atmosphere of pressure in order to avoid the need for decompression. On August 1, 2006 Senior Chief became the first Navy Diver to pilot the ADS2000 to a depth of 1980fsw,

◀ **Chief Navy Diver Daniel P. Jackson** completes a 2000 foot dive in the new Atmospheric Diving System (ADS). A culmination of 11 years of planning, designing and testing by multiple agencies, the Navy successfully certified the use of the new diving suit, making the Navy capable of performing dives down to 2,000 feet. (U.S. Navy photo by Mass Communication Specialist 3rd Class Mark G. Logico)



▲ Chief Navy Diver Daniel P. Jackson, the dive foreman for Delta Crew, Southwest Regional Maintenance Center (SWRMC), displays an Atmospheric Diving System (ADS 2000) or "One-Atmosphere Suit" to a group.

"I WOULDN'T HAVE BEEN ABLE TO BECOME A MASTER DIVER IF IT WASN'T FOR BOTH MY MILITARY AND CIVILIAN EXPERIENCE."

completing the initial certification dive for that system.

The ND career path requires that significant milestones are met before a candidate can even apply for the Master Diver (MDV) Qualification Course. Master Diver candidates must be at least an E7 for two years, have significant fleet diving experience, be a First Class Diver, be an unlimited diving supervisor and be a qualified Diving and Salvage Warfare Specialist.

"I wouldn't have been able to become a master diver if it wasn't for both my military and civilian experience," said Jackson. As a civilian, Jackson has worked his way up through the ranks as a maintenance diver at SWRMC. He feels that this civilian experience was critical to his success at the evaluations. He also credits the mentorship that he received from many in the community, but most of all to Rick Tate, a

retired Master Chief Engineman and 1/C diver, with whom he worked as a civilian at Public Works Center Divers and as a Reserve Sailor at MDSU-1.

"Rick has always been interested in my career and provided me with great advice and guidance. When I made Master Diver, he was the first person that I called," said Jackson.

With all that time spent underwater repairing ships, conducting salvage and research and construction work, Jackson has accumulated a wealth of knowledge, and this type of subject matter expertise makes Reserve NDs uniquely valuable to their active duty counterparts.

"I have four Reserve NDs working with me as civilians at SWRMC," said Jackson, "These guys have accumulated a ton of bottom time and experience. They are crucial to the success of

the Reserve units to which they are assigned, and one day one of them may be my replacement.”

The camaraderie felt among NDs transcends the boundary between active duty and the Reserves, with professionalism the common thread. “There was some good-natured ribbing about me being a Reservist,” said Jackson about the MDV course. “But we were a very tight class and we each helped one another prepare for the graded portion of the course. Each of us brought a variety of experiences to the table.”

Ultimately, that teamwork paid off: all four of Jackson’s fellow candidates passed the course. While this is not unprecedented, it is uncommon to have 100 percent of the class make it through.

“It’s the first time that’s it happened on my watch,” said Master Chief Navy Diver (MDV) James Costin. For the last two years, Costin has been the course manager for the Master Diver Program at the Naval Diving and Salvage Training Center (NDSTC). “There are times when none of the candidates make it through the course,” Costin said. “These guys worked well together. They put in the time after hours. They ran drills together and quizzed each other for practice. This group had the right dynamic and mix of personalities.”

Costin said he took note of a specific aspect of Jackson’s performance. “Jackson took care of his guys. He knew each one of his divers by their first name and to him it wasn’t about passing a drill. It was the real deal. Jackson went about it like he was taking

care of his own kids. Whenever his divers were in the water, there was absolutely no doubt that their safety was his top priority.”

Rear Adm. Martha Herb, the Navy Reserve’s senior diving officer, also commented on Jackson’s accomplishment as well as the future of Reserve diving.

“I went through Dive School in 1979–1980 and served as one of those ‘acting divers’ during master diver evaluations. I vividly remember how grueling the assessment was for those who aspired to become a master diver. To see the success of both Master Diver Bross and Master Diver Jackson, I am thrilled that two senior Reserve Navy Divers poignantly demonstrated that they can remain current, relevant and mentor a future generation of Navy Reserve divers. Hoo-yah sums it [up].”

The conclusion of the evaluation process coincided with the graduation of their dive team from the First Class Diver Course, and Jackson had the opportunity to participate in the ceremony. “One of the graduates asked me to pin him, and I presented two with my own First Class Diver pins. It was a tremendous honor.”

Jackson said making it through the master diver qualification process was very humbling. “There is a true feeling of being accepted by this community,” said Jackson. He expressed that it was summed up when, “Master Diver Costin concluded his last briefing to us with the words, ‘Now go take care of YOUR guys!’”

As the newly qualified master diver on station, that’s exactly what Jackson intends to do. ○

ABOUT THE RESERVE NAVY DIVER (ND) COMMUNITY:

The Navy Reserve ND community is currently 60% manned and is looking to recruit high-caliber individuals seeking a challenging career. The career progression follows that of active duty: Prospective ND’s must pass the 45 day ND preparatory course in Great Lakes, Ill., then the 130 day ND “A” School Course, also known as Second Class Dive School, at NDSTC. After six-years of on-the-job training, ND’s must complete their Diving and Salvage Warfare Specialist (DSWS) qualification before being able to return to NDSTC for First Class dive training. First Class school focuses on leadership: supervising complex dive operations and exercising decision-making authority over larger teams. Graduates are awarded the prestigious 1/C dive pin.

Information on the Navy Diver community can be found in MILPERSMAN 1220-100 and 1220-410. Interested candidates should contact either NDCM (MDV) Michael Bross (Michael.w.bross@navy.mil) or NDCS (MDV/SS) Daniel Jackson (Daniel.p.jackson@navy.mil).

Divers are required to meet specific milestones before they can even apply for the Master Diver (MDV) Qualification Course. Candidates must be at least an E7 for two years, have significant fleet diving experience, be a First Class Diver, an unlimited diving supervisor and a qualified Diving and Salvage

Warfare Specialist.

The Master Diver qualification course is held at the Naval Diving and Salvage Training Center (NDSTC) in Panama City, Fla. The course consists of three phases: Phase I consists of classroom training in advanced operational dive planning and casualty response. The course requires that the candidates be versed in air and mixed-gas diving, as well as surface-supplied and self-contained systems. Phase II consists of at-sea training where the candidates supervise actual dives under simulated emergency situations to gauge the candidates ability to think on his/her feet and to quickly assess the situation to execute the proper response. The divers, typically students enrolled in the First Class diver course, simulate emergency scenarios. The scenarios seem like the real deal, and if the wrong decisions are made, the scenario typically deteriorates. Stress levels are heightened and evaluators quickly ascertain the ability of the candidate. After a few practice runs, the MDV candidates enter the graded portion of the training. A panel of seven Master Divers evaluates candidates on how they address each scenario, and how they run their dive side. They evaluate their diving knowledge, execution, and their leadership. At the end of Phase II, the candidates anxiously await their debrief, and whether or not they successfully passed Phase II. Successful candidates move on to Phase III, which focuses on the specifics of how to run the Navy Dive community as a Master Diver.

A PUMP AWAY: SEABEES PERFORM WATER WELL OPERATIONS IN KABUL

By Mass Communication Specialist 1st Class Patrick Gordon,
Naval Mobile Construction Battalion 25 Public Affairs

A flurry of activity is occurring in the heart of Kabul. At the New Kabul Compound (NKC), specially trained operators work around the clock to ensure mission accomplishment in a delicate operation for the future of Afghanistan. Their target: hiding underground; their mission: locate and obtain the target.

These individuals are not SEALs or Green Berets. They are the “Roughnecks” of Naval Mobile Construction Battalion Two Five (NMCB 25), tasked with digging a new water well to support future NKC operations. And their mission goes until completion; three shifts a day, seven days a week.

“Working on the derrick mixing the chemicals, everyone has just been working really hard and really well as a team 24-hours a day,” said Equipment Operator 1st Class John Cargill, NMCB 25 Water Well Team lead. “I couldn’t be happier with the way these guys are operating and the way things are going. Our turnover is really good; there is no stop in progress.”

Digging a well to support an installation like NKC is highly technical and involved process, far more complicated than simply drilling until water is found and calling it a day. Once a site is chosen by the command and a drilling location is decided upon, equipment — such as the drilling rig, the “Mud Puppy” mud filtration system, and various material-moving vehicles — are brought in and drilling can begin.

“Next thing you do is you drill a larger hole 20-feet down, then we set our surface casing, then we’ll grout or concrete that in,” explained Chief Equipment Operator Chad Strauser, NMCB 25 Water Well officer in charge. “Then you come back with a smaller drill bit and drill for your actual well casing, minimum of a 2-inch annular space around the pipe; so if you’re going with a 6-inch casing you would need a 10-inch hole, bare minimum.”

“With the swelling of the clay around here — because some of it is reactive clay to moisture — it’s very dehydrated,” continued Strauser. “So we use chemicals to prevent that, and we also mitigate risk by taking a larger bit than what would technically be required.”

Strauser explained that drilling goes until the aquifer is found, and then slightly beyond that to provide a sump for the well, though water is usually found at a much shallower depth.

“Typically, being that far under the surface there’s ground pressure, so it’s pushing the static water level up higher,” said

Strauser. “We may have a static water level of 70-feet here, even though we found water at about 800 or 900-feet. It’ll actually push the water up the casing pipe and it will sit.

“It’s like a juice box — if you squeeze a juice box, the pressure pushes the liquid up the straw; that’s exactly what the ground pressure is doing with the aquifer,” said Strauser. “The earth is pressing down on the aquifer and it’s pushing the water up our tube like a straw and then the water evens out at a static level in the well, and we set our well pump below that.”

The well casing is then packed with sand and gravel to support the structure of the well while simultaneously adding an extra level of filtration for the ground water to pass through before reaching the well screens. Additionally, air is pumped into the well formation to organize the sand packing around the screens and push out the finer silt to further clean the well.

In addition to providing a clean water source for NKC, the NMCB 25 Water Well team is also using the project as a teaching tool. This deployment is the first for many of the junior Sailors on the team, and leadership is ensuring that every bit of experience can be gained in the process.

“What I like to do on my shift is make sure everyone gets a chance to rotate, so all these guys have had a chance to do some actual drilling,” said Cargill. “What we also do is make sure all of these guys are using their in-rate training. For example, my derrick is Steelworker 3rd Class [Robert] Pyse, and since he’s our steelworker, he’s also doing all of our iron work and steel for us. It’s really great to see these guys out here doing what they do, because this is what we trained for, and we’re happy to do it.”

According to Cargill, progress continues just ahead of schedule because of the hard work by all three shifts of the NMCB 25 Water Well team, and this infectious energy is felt up and down the chain of command.

“We started off a little rough, but ended up succeeding,” said Builder 3rd Class Eric Lockett, NMCB 25 Water Well team member. “It was like a perfect transition from training to reality. What I’m going to walk away from this most proud of is we got to where we need to be as far as depth, and everything ran smoothly. I mean, honestly, this crew rocks.”

NMCB 25 is one of five active Reserve battalions. It is a routinely deployable unit standing ready to provide construction support for the Navy, Marine Corps, and other organizations. ○

A steelworker wearing a brown t-shirt, dark pants, and a large black welding mask is crouching on a gravel surface. He is using a stick-welding torch to weld a large, circular metal component. Bright sparks are visible at the point of contact. In the background, there is a red truck with large tires and a pile of gravel under a clear blue sky. A large, semi-transparent red arrow graphic points downwards from the top text towards the worker.

NMCB 25 WORK'S AROUND THE CLOCK TO ENSURE MISSION ACCOMPLISHMENT IN A DELICATE OPERATION FOR THE FUTURE OF AFGHANISTAN.

▲ **Steelworker 3rd Class Robert Pyse**, of the Naval Mobile Construction Battalion Two Five (NMCB 25) Water Well Team, stick-welds a water diverter. The Water Well Team is conducting water well drilling for the New Kabul Compound in Kubul, Afghanistan. (U.S. Navy photo by Mass Communication Specialist 1st Class Patrick Gordon)

SILENT SAVIORS



By Mass Communication Specialist 1st Class Melissa Russell

◀ **Navy Diver 2nd Class James Shafer**, assigned to Reserve Undersea Rescue Command, checks his KM-37 helmet before a training and re-qualification dive in Coronado Bay. Undersea Rescue Command provides submarine rescue for the U.S. Navy and foreign navies and is staffed by active duty, Reserve, contractor, and civilian personnel. *(U.S. Navy photo by Mass Communication Specialist 1st Class Melissa K. Russell)*

Imagine for one brief, terrifying moment that you're a submariner and there has been a catastrophic incident that has left your submarine grounded. You're too deep to abandon ship and the vessel can't get back to the surface on its own power. What do you do now? What's the back-up plan? How will you get out? Who do you call to rescue members of the silent service before falling silent forever?

The answer is the Undersea Rescue Command, or URC, which is a trained, capable, dual command of active duty and Reserve Sailors on recall status 24 hours a day, seven days a week and 365 days a year to go rescue submariners in danger of being lost at sea.

"We are the submarine rescue capability of the United States," said Navy Reserve URC Commanding Officer, Cmdr. Demetri Capetanopoulos. "There are, to my knowledge, no other units that back up, augment or have this as a secondary mission to support; so we provide the whole capability."

That potentially life-saving capability is almost impossible without the presence of the Reserve Component, which provides roughly two thirds of the personnel necessary to perform a rescue operation.

"It's really an integrated command. It's not a case where we backfill or we augment," Capetanopoulos said. "It's a case of when you want to operate these systems; we operate together as a team all the time. This is really a test of the operational

nature of our Reserve. This is one of the few units around where we are truly operational and integrated in the very ability to do the mission."

There was a time in early submarine history when there was no URC to call on and no ability to rescue Sailors. The technology to carry out their mission began long before URC existed with the first submarine rescue of 33 Sailors from the downed USS Squalus (SS-192) in 1939 using a submarine rescue chamber (SRC).

"At the time it was a very novel concept," Capetanopoulos said. "[It] demonstrated for the first time a practical way to rescue submariners trapped on the bottom. Before that, the notion was submariners either tried to escape or they were lost at sea."

Fast-forward 75 years. While the SRC system is still used, and others have come and gone, the command now uses an advanced rescue and treatment system. This tethered, remotely-operated Pressurized Rescue Module (PRM-1) nicknamed Falcon, its launch and recovery system and its support equipment are rapidly deployable rescue assets that can be delivered by air or ground, installed on pre-screened military or commercial vessels of opportunity (VOO) in the region via a ship interface template and then mated to a distressed submarine for rescue within a 72-hour timeframe.

"The biggest benefits of the PRM-1 is that we can take it anywhere, it is capable of rescues down to 2,000 feet, can

hold 16 rescuees and it incorporates the benefits of a remotely operated vehicle which means it can be operated via a cable and the people that fly it are actually on the ship,” said Hospital Corpsman 1st Class Chris Stirk. “That allows the two personnel who go down in PRM-1 to assist with the rescue and to focus on the submariners and provide medical aid if needed.”

In February, URC received a module that will allow them to offer an even better medical response during rescues. The Transfer Under Pressure, or TUP module, which URC waited more than 10 years for while it went through production, gives them an even greater capacity to make safe rescues because when needed TUP will allow the transfer of rescuees from the disabled submarine to hyperbaric treatment chambers aboard the VOO in the event Sailors were under pressure.

“The submarine interior is normally at the same pressure as sea level and the crew would not have to wait to exit the submarine at the surface,” Stirk said. “If a submarine has an emergency it may experience flooding. That would increase the interior pressure and make it dangerous to expose the crew to sea level pressure after rescuing them from the disabled submarine. After being exposed to the pressurized atmosphere, they are at risk for decompression sickness if they are depressurized too quickly. TUP allows us to rescue the crew and then decompress them safely on the ship.”

According to Stirk, if the rescued Sailors were at sea level pressure within the submarine they wouldn’t need time to decompress, but if they were under pressure, then they would need time to decompress in the TUP module to avoid decompression sickness commonly called the bends.

“Without TUP, and in a situation where rescuees were under pressure, there wasn’t really a clear guideline on the best course of action that would allow both decompression and continuing rescue operations,” Stirk said. “TUP solves that issue by allowing decompression, medical treatment and continued rescue operations.”

TUP is comprised of several conex boxes with two large decompression chambers, generators, compressors and

supplies. Each decompression chamber is capable of holding 32 rescued personnel and two attendants, such as divers and corpsmen. The system also includes smaller chambers called transfer locks where additional team members, such as a doctor, can enter and wait while the pressure is adjusted to match the larger TUP chamber. Once pressure is equalized the doctor can transit from the lock to the chamber and provide advanced care. Personnel can also leave the larger chamber through the reverse process. This advance allows movement of personnel that may become necessary as the situation evolves.

“We’ve always known [TUP] was coming, but now that we have it, it just completes the entire system so we don’t feel as vulnerable about the unknowns,” Stirk said. “Having the whole system the way it was designed to be utilized gives us more confidence to focus more on the whole mission.”

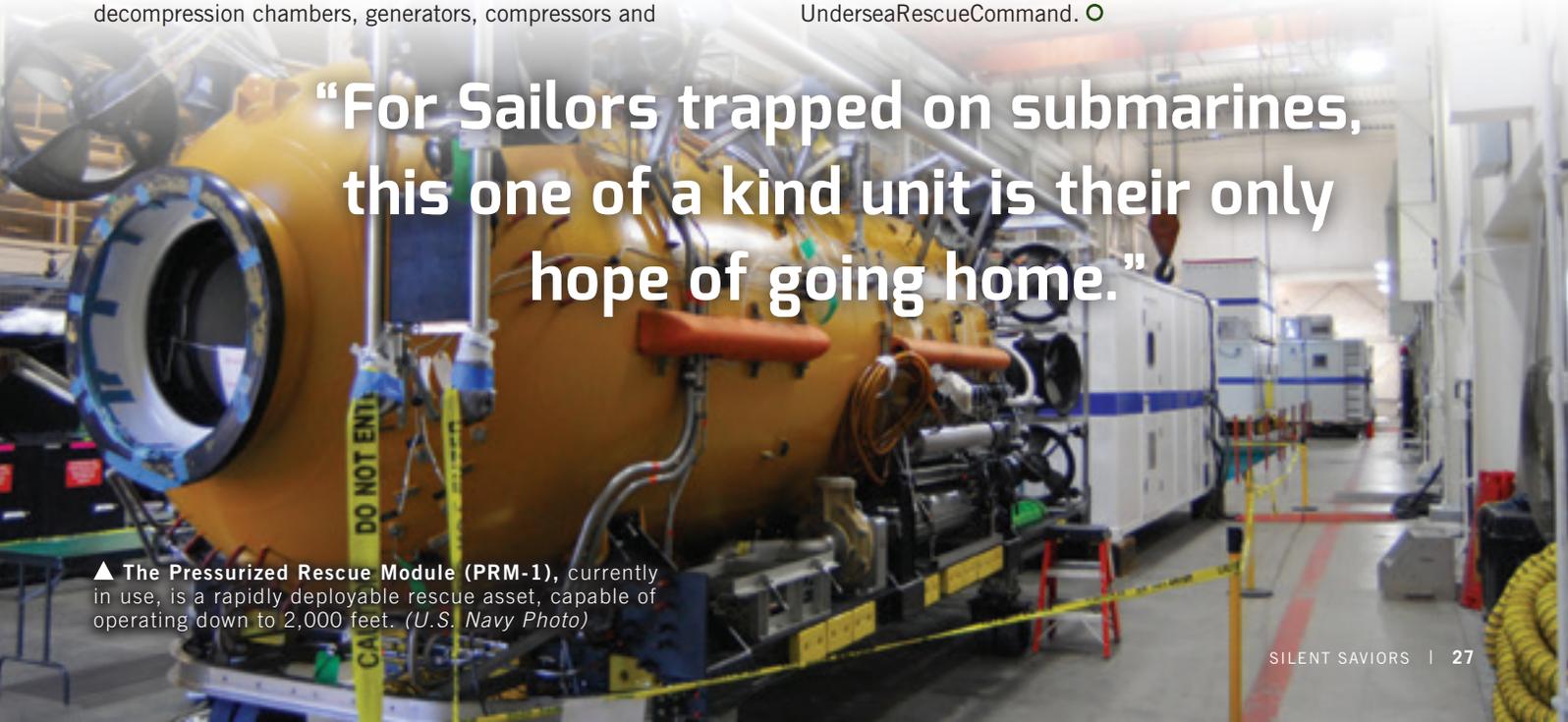
Before TUP will be considered a fully operational piece of equipment sometime next fiscal year, the command will conduct a series of unmanned and manned exercises to ensure that the system operates correctly and that URC Sailors are well trained.

“Because of the dangers of working in a hyperbaric environment it’s important to make sure personnel are trained thoroughly,” said Stirk. “To do that we’ll go through a series of tests and training on the TUP so that we can learn to trust the system and to operate it safely so that if we do get called up to go and do a rescue, and we need to use it, we can do so safely.”

In the history of the unit, URC has not needed to perform a submarine rescue, but they are one of the best prepared in the world; always ready to help save submariners of the United States and our allies at a moment’s notice.

“We provide peace of mind to the families of submariners to know that this capability exists and of course for the submariners themselves, if they ever find themselves on the bottom,” Capetanopoulos concluded. “We are really their hope to be recovered and rescued. That’s the reason we’re here.”

To find out more about Undersea Rescue Command check them out on Facebook: <https://www.facebook.com/UnderseaRescueCommand>. ○



“For Sailors trapped on submarines, this one of a kind unit is their only hope of going home.”

▲ The Pressurized Rescue Module (PRM-1), currently in use, is a rapidly deployable rescue asset, capable of operating down to 2,000 feet. (U.S. Navy Photo)

Navy Reserve Order Writing System (NROWS) Build 1.25

THE GOAL OF NROWS BUILD 1.25 IS TO LINK MISSION SUPPORT PLANNING AND ORDER EXECUTION INTO ONE SYSTEM. BUILD 1.25 INCORPORATES ACTIVE COMPONENT MISSION REQUIREMENTS AND BUDGET ESTIMATING INTO A COMPREHENSIVE PLANNING PROCESS VICE BEING SEPARATE ADMINISTRATIVE PROCESSES. THE BENEFITS OF THIS NEW BUILD WILL BE GREATLY IMPROVED DATA INTEGRITY AND STREAMLINED ORDER GENERATION PROCESS.

Better efficiency

- Data is not passed through several hands before entry.
- Order Applications are auto-populated from the planner.
 - Less burden on the SELRES
 - One change by the planner updates all affected orders.
- Template existing orders.
- One-to-many feature allows for batch orders for simple requirements.
- Advertise unfilled requirements
- **Administrative burden is consolidated.**
 - OSPLAN is now a report, not a task.
 - Budget Estimator is now a report for all funding types, not a task.
 - Fewer administrative errors result in fewer modifications.

Better Visibility, Better Data

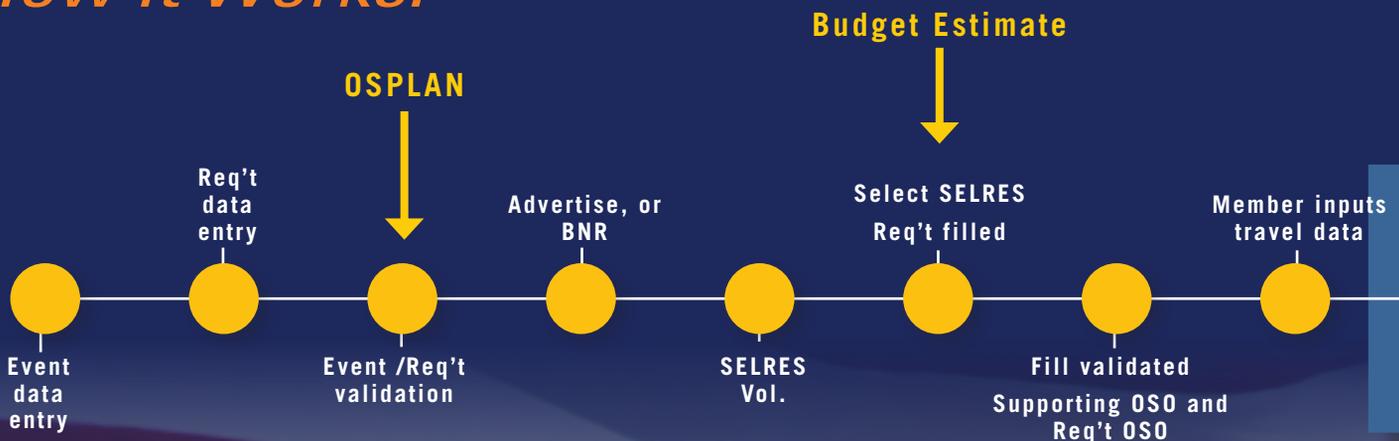
- Data quality improves due to fewer; more knowledgeable people enter the data related to the mission (event).

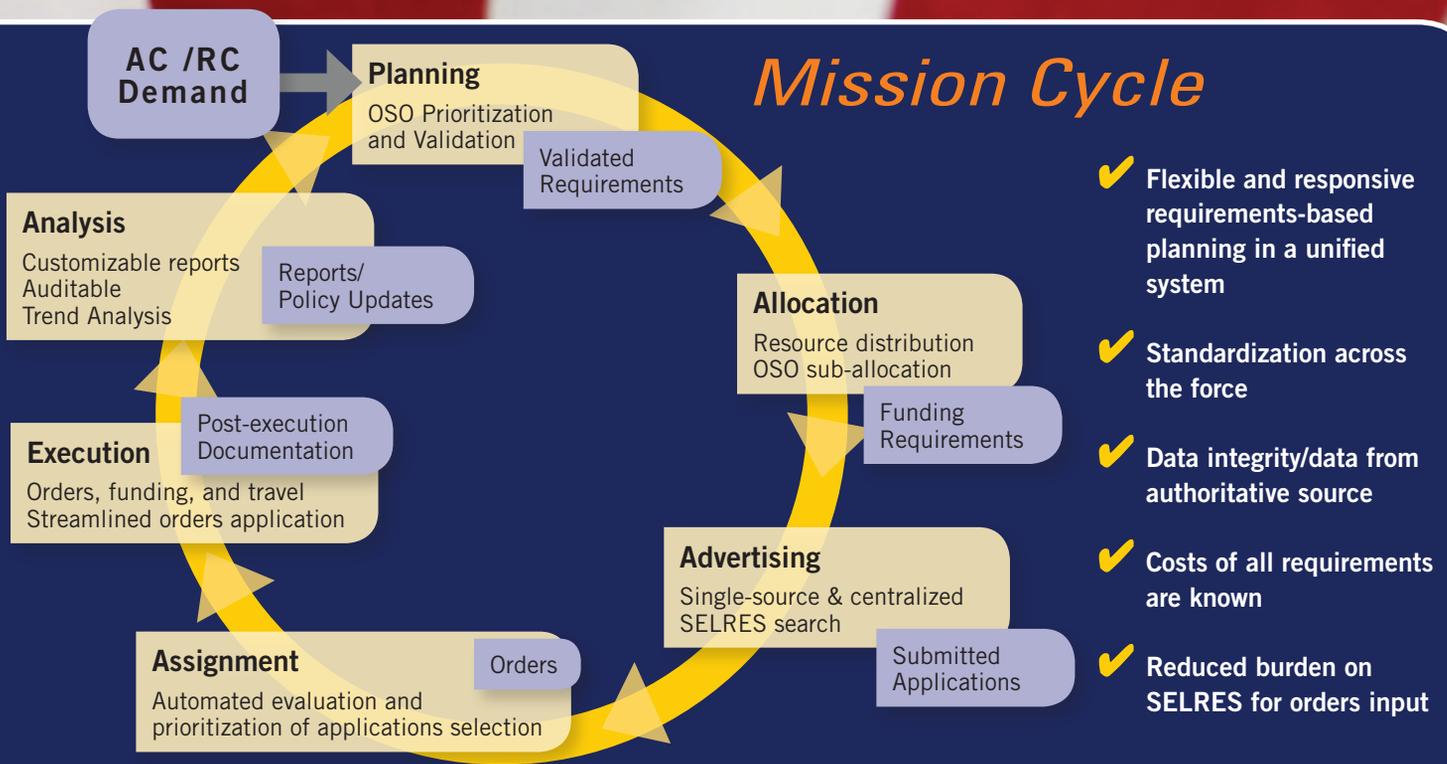
- Dynamic Web-based planning tool. Flexible to the demand. All options are still available.
- All funding types are planned in the same place so everyone is on the same page.
- Viewpoints are just a matter of data selection for a report or dashboard.
 - Fund approver
 - OSO, NOSC, or RCC SELRES population
 - Back-to-back orders
 - Event
- Better calculations based on real data — not thumb rules.
- **Cross assignments are now transparent.**

Checks and Balances

- The Event Planner validates the requirements.
- The Requirements Planner assigns a Sailor or advertises for fill.
- The SELRES can accept or reject the orders.
- The OSO who owns the member's billet gets a vote on use of the AT dollar.
- The SELRES can change any portion of the pre-populated order, but the Requirement Planner will be notified.

How It Works:





NROWS Build 1.25 Q&A

1. Explain the purpose of NROWS Build 1.25?

NROWS Build 1.25 is a modification to the NROWS system to support Audit Readiness and procedural compliance by improving data integrity. This is achieved by linking SELRES order applications to a specific unique requirement.

2. How is SELRES order generation in NROWS linked to a specific unique requirement?

NROWS Build 1.25 adds three new planning roles within the NROWS process. All three planning roles are at the Active Component OSO and unit leadership level. OSOs and Unit leadership identify Missions/Events along with associated requirements, which are inputted into NROWS. SELRES personnel using NROWS can then view and request to support Mission/Event.

3. What are the Build 1.25 benefits to the SELRES?

The benefits of the Build 1.25 include improved efficiency and a reduced administrative burden on SELRES. Build 1.25 incorporates the OSPLAN and Budget Estimator into the planning process and it pre-populates mission requirement information to the SELRES order application.

4. What is the benefit of Build 1.25 to the Fleet?

The benefits of Build 1.25 to the fleet are: it provides the Active Component Commands enhanced visibility of mission requirements and a vote on their assigned SELRES annual training in support of other commands.

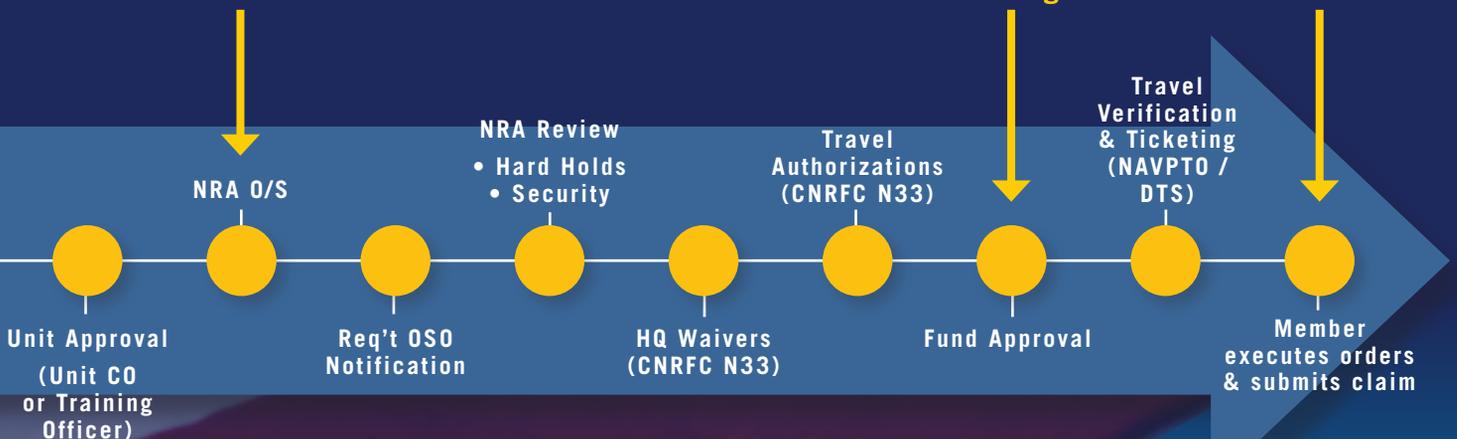
5. Where can I find more information on Build 1.25?

As implementation approaches, look for additional information on Build 1.25 through articles in The Navy Reservist Magazine (TNR) and GovDelivery Announcements.

Funds Committed

Funds Obligated

Funds Executed



Eddie Trujillo

**Reserve Component
Command Southwest,
Information Systems
Administrator**

On October 4, 2013, Trujillo was at his home in Bonita, Calif., eating dinner when he heard gun shots, glass breaking and then a woman screaming. He ran outside to find a bleeding woman hiding in nearby bushes. She had jumped out of a window from the second story apartment to escape from her estranged husband. In a split second, Trujillo assessed the situation, pulled the woman to safety in his apartment and revived her with life-saving first aid until paramedics arrived.

For Trujillo's unselfishness actions he was presented the San Diego Sheriff's Meritorious Service Award for his life saving heroics at the Bob Hope Theater.

"I grabbed a belt, put it on her right arm near the shoulder, and applied pressure to stop the bleeding."

Faces of the Force



Reserve Component Command Southwest

Chief Engineman Gary Perttula. ENC is one of 22 outstanding individuals of more than 812,000 automotive technicians working in the United States who have qualified for the prestigious 2014 World Class Technician Award. Since its establishment 28 years ago, only 1,885 technicians have been honored. Perttula's name will be inscribed in an honor book located at the Automotive Hall of Fame in Dearborn, Mich.



Reserve Component Command Southeast

Steelworker 2nd Class Cy Daniels. SW2 received a Navy and Marine Corps Achievement Medal in recognition of his commitment to Navy Operational Support Center San Antonio's Funeral Honor Guard. Daniels volunteered for more than 100 ceremonies, where he was instrumental in organizing nearly 50 of those ceremonies during a three-month period.



SEAL Team EIGHTEEN

Logistics Specialist 1st Class Maressa Shivers. LS1 is the Supply LPO with additional duties and responsibilities as Command Sexual Assault Prevention and Response (SAPR) program manager. As part of COMNAVRESFOR's SAPR program, she ensures completion of required unit training, informs leadership of SAPR program requirements, and actively engages the command on SAPR events.



Navy Reserve Professional Development Center

Personnel Specialist 1st Class Megan Mercy. PS1's aggressive efforts during Sexual Assault Awareness Month (SAAM) were recognized at her command as well as onboard NAS JRB New Orleans. She took great initiative in organizing multiple events during SAAM, which not only motivated the command, but also increased awareness of the SAPR program. PS1 Mercy is also a credentialed Victim Advocate and has volunteered countless hours providing awareness training for the Navy Reserve.



Reserve Component Command Southwest

Aviation Electrician's Mate 2nd Class Annie Pon. AE2 recently returned from a mobilization to Isa Air Base in Bahrain, where she received her Enlisted Air Warfare Specialist qualification, Navy and Marine Corp Achievement Medal, and a Navy Sea Service medal while acting as Advanced Data Processing department technician, managing NIPR and SIPR networks and providing day-to-day IT and Radio Communications support.



Reserve Component Command Southwest

Cryptologic Technician 1st Class Adam Gadberry. CTR1 Gadberry, assigned to NR NIOC HI-Phoenix, was presented with Letters of Commendation from Arizona Senator Jeff Flake, Congressman Matt Salmon, and City of Gilbert Mayor John Lewis, for his service in Afghanistan with the 1st Infantry Division from 2012 to 2013. As part of 'Operation Welcome Home', the City of Gilbert declared April 17, 2014, "PO1 Adam Gadberry Day".

RC PHONE DIRECTORY

If any information in this Navy Reserve RC Phone Directory is in error, please Email TNR at cnrfc_pao@navy.mil with the correction.



Chief of Navy Reserve
(703) 693-5757

Office of the Chief of Navy Reserve
(703) 693-5757

Commander, Navy Reserve Forces Command
(757)445-8500

Force Equal Opportunity Advisor and EO Hotline Chief Steven Sawyer
1-877-822-7629
(757) 322-5679

Naval District Washington RCC
(240) 857-4880

Region Mid-Atlantic RCC
(757) 444-7295

Avoca, Pa.
(570) 457-8430

Baltimore, Md.
(410) 752-4561

Bangor, Maine
(207) 974-1301

Buffalo, N.Y.
(716) 807-4769

Charlotte, N.C.
(704) 598-0447

Earle, N.J.
(732) 866-7288

Ebensburg, Pa.
(814) 472-5083

Eleanor, W. Va.
(304) 586-0326

Erie, Pa.
(814) 866-3073

Fort Dix, N.J.
(609) 562-1567

Greensboro, N.C.
(336) 254-8671

Harrisburg, Pa.
(888) 879-6649

Lehigh Valley, Pa.
(610) 264-8823

Long Island, N.Y.
(631) 264-2532

Manchester, N.H.
(603) 537-8023

New London, Conn.
(860) 625-3208

Newport, R.I.
(401) 841-4550

New York City, N.Y.
(718) 892-0312

Norfolk, Va.
(757) 318-4500

Pittsburgh, Pa.
(412) 673-0801

Plainville, Conn.
(860) 747-4563

Quincy, Mass.
(617) 753-4600

Raleigh, N.C.
(866) 635-8393

Richmond, Va.
(804) 271-6096

Roanoke, Va.
(866) 527-6595

Rochester, N.Y.
(585) 247-6858

Schenectady, N.Y.
(518) 399-2134

Syracuse, N.Y.
(315) 455-2441

White River Junction, Vt.
(802) 295-0050

Wilmington, Del.
(302) 998-3328

Wilmington, N.C.
(910) 777-2510

Region Southeast RCC
(904) 542-2486 x123

Amarillo, Texas
(866) 804-1627

Atlanta, Ga.
(678) 655-5925

Augusta, Ga.
(706) 733-2249

Austin, Texas
(512) 458-4154

Bessemer, Ala.
(205) 497-2605

Charleston, S.C.
(843) 794-2620

Columbia, S.C.
(803) 751-9251

Columbus, Ga.
(706) 322-4670

Corpus Christi, Texas
(361) 728-5506

El Paso, Texas
(915) 565-3993

Fort Worth, Texas
(817) 782-1805

Greenville, S.C.
(864) 277-9775

Gulfport, Miss.
(866) 502-1271

Harlingen, Texas
(956) 425-0404

Houston, Texas
(832) 380-7400

Jacksonville, Fla.
(904) 542-3320

Meridian, Miss.
(601) 679-3610

Miami, Fla.
(305) 628-5150

New Orleans, La.
(504) 678-8205

Orlando, Fla.
(407) 240-5939 x 2117

Pensacola, Fla.
(850) 452-1341

Puerto Rico
(787) 439-3921

San Antonio, Texas
(210) 225-2997

Shreveport, La.
(318) 746-9657

Tallahassee, Fla.
(904) 576-6194

Tampa, Fla.
(813) 828-1971

Waco, Texas
(254) 776-1841

West Palm Beach, Fla.
(561) 687-3960

Region Midwest RCC
1-847-688-4916

Akron, Ohio
(330) 491-3450

Battle Creek, Mich.
(269) 968-9216

Chattanooga, Tenn.
(423) 698-8955

Chicago, Ill.
(847) 688-3760

Cincinnati, Ohio
(513) 221-0138

Columbus, Ohio
(614) 492-2888

Decatur, Ill.
(217) 875-1733

Des Moines, Iowa
(515) 285-5581

Detroit, Mich.
(586) 239-6289

Fargo, N.D.
(701) 232-3689

Green Bay, Wis.
(920) 336-2444

Indianapolis, Ind.
(317) 924-6389

Kansas City, Mo.
(816) 923-2341

Knoxville, Tenn.
(865) 545-4720

Little Rock, Ark.
(501) 771-0880

Louisville, Ky.
(502) 375-3329

Madison, Wis.
(608) 249-0129

Memphis, Tenn.
(901) 874-5256

Milwaukee, Wis.
(414) 744-9764

Minneapolis, Minn.
(612) 713-4600

Nashville, Tenn.
(615) 267-6345/6352

Oklahoma City, Okla.
(405) 733-2674

Omaha, Neb.
(402) 232-0090

Peoria, Ill.
(309) 697-5755

Rock Island, Ill.
(309) 782-6084

Saginaw, Mich.
(989) 754-3091

Sioux Falls, S.D.
(605) 336-2402

Springfield, Mo.
(417) 869-5721

St. Louis, Mo.
(314) 263-6490

Toledo (Perryburg), Ohio
(419) 666-3444

Tulsa (Broken Arrow), Okla.
(918) 279-3700

Wichita, Kan.
(316) 683-3491

Youngstown, Ohio
(330) 609-1900

Region Northwest RCC
(425) 304-3338

Anchorage, Alaska
(907) 384-6525

Billings, Mont.
(406) 248-2090

Boise, Idaho
(208) 422-6236

Cheyenne, Wyo.
(307) 773-6500

Everett, Wash.
(425) 304-4777

Helena, Mont.
(406) 449-5725

Kitsap, Wash.
(360) 627-2203

Portland, Ore.
(503) 285-4566

Region Southwest RCC
(619) 532-1842

Alameda, Calif.
(510) 814-2605

Albuquerque, N.M.
(505) 853-6289

Denver, Colo.
(720) 847-6205

Fort Carson, Colo.
(719) 526-2964

Guam
(671) 339-6724

Las Vegas, Nev.
(702)632-1455

Lemoore, Calif.
(559) 998-3778

Los Angeles, Calif.
(323) 980-7131

Moreno Valley, Calif.
(951) 656-1199

North Island, Calif.
(619) 545-2610

Pearl Harbor, Hawaii
(808) 471-0091

Phoenix, Ariz.
(602) 484-7292

Ventura County, Calif.
(805) 982-6106

Reno, Nev.
(775) 971-6289

Sacramento, Calif.
(916) 387-7100

Salt Lake City, Utah
(801) 736-4200

San Diego, Calif.
(858) 537-8040

San Jose, Calif.
(408) 294-3070

Tucson, Ariz.
(520) 228-6289

Spokane, Wash.
(509) 327-3346

Springfield, Ore.
(541) 915-2391

Whidbey Island, Wash.
(360) 257-2922

Commander, Naval Air Reserve
(619)-767-7379

VP-62
(904) 542-4461

VP-69
(360) 257-696

Fleet Logistics, Support Wing
(817) 825-6438

VR-1
(240) 857-3410

VR-51
(808) 257-3289

VR-53
(240) 857-9029

VR-54
(504) 678-3061

VR-55
(805) 989-8755

VR-56
(757) 433-4030

VR-57
(619) 545-6920

VR-58
(904) 542-2380 x110

VR-59
(817) 782-5411

VR-61
(360) 257-6595

VR-62
(904) 542-8557

VR-64
(609) 754-1890

ETD Pacific
808-448-9278

ETD Sigonella
011-39-095-86-5289

Tactical Support Wing
(817) 782-5295

VAQ-209
(240) 857-7828

VAW-77
(504) 390-6288

VFA-204
(504) 678-3491

VFC-12
(757) 433-4919

VFC-13
(775) 426-3644

VFC-111
(305) 293-2654

HSC-85
(619) 545-7218

HSC-84
(757) 445-0861

HSL-60
(904) 270-6906

VP-30 SAU
(904) 542-3060

VAQ-129 SA
(360) 257-2276

VAW-120 SAU
(757) 444-5072

VFA-125 SAU
(559) 998-1841

HSC-3
(619) 545-8196

HS-10
(619) 545-6600

VFA-106
(757) 433-9081

VFA-122
(559-998-3482

Operational Support Offices and Reserve Force Operations Allied Command Transformation (NATO)
(757) 747-4071

Expeditionary Strike Group Seven
011-81-98-954-1605

Bureau of Medicine and Surgery
(703) 681-9025

Center for Naval Aviation Technical Training
(850) 452-9700

Comptroller of Navy
(202) 685-7000

Defense Intelligence Agency
(202) 231-4044

Defense Logistics Agency
(866) 204-4850

Destroyer Squadron Two
(757) 444-1452

Employer Support of the Guard and Reserve (ESGR)
(800) 336-4590

Expeditionary Strike Group Two
(757) 462-7245

Expeditionary Strike Group Three
(619) 556-1470

First Naval Construction Division
(757) 462-8225 x 222

Fleet Activities Chinhae, Korea
011-82-55-540-2852

Fleet and Industrial Supply Center Jacksonville, Fla.
(904) 542-1000 x144

Fleet and Industrial Supply Center Norfolk, Va.
(757) 443-1610

Fleet and Industrial Supply Center Pearl Harbor, Hawaii
(808) 473-7928

Fleet and Industrial Supply Center San Diego, Calif.
(619) 556-6234

Fleet Air Mediterranean
011-39-081-568-4184

Fleet Forces Command
(757) 836-3644

Fleet Intelligence Training Center Pacific (619) 524-5814

Headquarters US Marine Corps DSN: 278-9360

Joint Chiefs of Staff (703) 693-9753 (703) 695-1033

Joint Transformation Command for Intelligence (757) 836-7000

Judge Advocate General (202) 685-5190

Logistics Group Western Pacific 011-65-6750-2645

Marine Forces Reserve (504) 678-1290

Strategic Sealift Readiness Group (800) 535-2580

Military Sealift Fleet Reserve Support Command (202) 685-5155

Mine and Anti-submarine Warfare Command San Diego (619) 524-1032

Naval Air Force US Atlantic Fleet (757) 444-2928

Naval Air Forces/Naval Air Force US Pacific Fleet (619) 545-2017

Naval Construction Forces Command (757) 462-3658

Naval District Washington Headquarters (202) 369-7683

Naval Education and Training Command (850) 452-4000

Naval Facilities Engineering Command (202) 685-9499

Naval Health Care Newport, RI (401) 841-3771

Naval Hospital Bremerton, Wash. (360) 475-4000

Naval Hospital Camp Lejeune, N.C. (910) 451-3079

Naval Hospital Camp Pendleton, Calif. (760) 725-1288

Naval Health Clinic Charleston, S.C. (843) 743-7000

Naval Health Clinic Great Lakes, Ill. (847) 688-4560

Naval Hospital Jacksonville, Fla. (904) 542-7300

Naval Hospital Lemoore, Calif. (559) 998-4481

Naval Hospital Naples Italy 011-39-081-811-6000/1

Naval Hospital Oak Harbor, Wash. (360) 257-9500

Naval Hospital Pensacola, Fla. (850) 505-6601

Naval Hospital Yokosuka, Japan 011-81-46-816-5137

Naval Inspector General Hotline (800) 522-3451

Naval Medical Center Portsmouth, Va. (757) 953-5000

Naval Medical Center San Diego, Calif. (619) 532-6400

Navy Medicine Manpower Personnel Training and Education Command (301) 295-2333

Naval Meteorology and Oceanography Command (228) 688-4384

Naval Network Warfare Command (540) 653-5001

Naval Network Warfare Command (757) 417-6750

Naval Operational Logistics Support Center (717) 605-5790

Chief of Naval Operations (703) 697-5664

Naval Operations Office of the Chief of Chaplains (504) 678-1394

Naval Operations Office of Naval Intelligence (504) 678-1394

Naval Personal Development Command (757) 444-2996

Naval Sea Systems Command (202) 781-1748

Naval Training Support Center Great Lakes, Ill. (847) 688-3536

Naval Special Warfare Command (619) 437-2848

Naval Special Warfare Operational Support Group (619) 522-3232

Naval Station Rota Spain 011-34-956-82-2222

Naval Supply Systems Command (717) 605-3565

Naval Support Activity, Bahrain 011-973-39-14-6793

Naval Surface Force US Atlantic Fleet (757) 436-3057

Naval Surface Forces/Naval Surface Force US Pacific Fleet (619) 437-2950

Naval War College (401)-841-3304

Navy Criminal Investigation Service Espionage Hotline (800) 543-6289

Navy Emergency Preparedness Liaison Officer Program (504) 678-4264

Navy Expeditionary Combat Command (757) 462-4316

Navy Expeditionary Logistics Support Group (757) 887-7639

Navy Information Operations Command(NIOC) Maryland (301) 677-0817

NIOC Misawa, Japan 011-81-3117-66-2834

NIOC Norfolk, Va. (757) 417-7112

NIOC Pensacola, Fla. (850) 452-0400

NIOC San Diego, Calif. (619) 545-9920

Navy Net-Centric Warfare Group (240) 373-3125

Navy Installations Command (202) 433-3200

Navy Munitions Command (757) 887-4834

Navy Personnel Command 1-877-807-8199

Navy Region Europe, Africa, and Southwest Asia 011-39-081-568-6777 DSN: 314-626-6777

Navy Region Guam (671) 355-1110

Navy Region Southeast (904) 542-2324

Navy Region Hawaii (808) 473-4505

Navy Region Japan 011-81-46-816-3155

Navy Region Korea 011-822-7913-7251

Navy Region Mid-Atlantic (757) 322-2800

Navy Region Singapore 011-65-67-50-2531

Navy Region Hawaii (808) 473-1168

Navy Region Midwest (847) 688-2884

Navy Region Northwest (360) 315-5123

Navy Region Southwest (619) 532-2925

Navy Support Activity, Washington, D.C. (202) 433-3963

Office of Naval Intelligence (301) 669-5557

Office of Naval Research (703) 696-5031

Puget Sound Naval Shipyard (360) 476-7683

Sealift Logistics Command Atlantic (757) 443-5758

Sealift Logistics Command Europe 011-39-081-568-3568

Sealift Logistics Command Pacific (619) 524-9600

Space And Naval Warfare Systems Command (619) 524-7323

Commander Submarine Force US Atlantic Fleet (757) 836-1341

Commander Submarine Force US Pacific Fleet (808) 473-2517

Submarine Group Nine (360) 396-6530

Submarine Group Ten (912) 573-3733

Submarine Group Two (860) 694-5683

Submarine Squadron Eleven (619) 553-8641

US Africa Command 011-49-711-729-4484

US Central Command (757) 836-4180

US European Command 011-49-711-680-113

US Fifth Fleet 011-973-724-383

US Fleet Forces Command (757) 203-5463

US Joint Forces Command (757) 836-6555

US Naval Forces Africa 011-39-081-568-4634

US Naval Forces Alaska (907) 463-2248

US Naval Forces Central Command 011-973-724-383

US Naval Forces Europe 011-39-081-568-4634

US Naval Forces Japan 011-81-46-816-1110

US Naval Forces Korea 011-822-7913-5795

US Naval Forces Marianas (671) 339-7133

US Naval Forces Southern Command (904) 270-7354 x4304

US Naval Special Warfare Command (619) 522-2825

US Northern Command (719) 554-5920

US Pacific Command (808) 477-9138 US Pacific Fleet (808) 474-8415

US Second Fleet (757)443-9850

US Seventh Fleet 011-81-6160-43-7440 x4090

US Sixth Fleet 011-39-081-568-4634

US Southern Command (305) 437-1261

US Strategic Command (402) 294-0246

US Third Fleet (619) 767-4296

US Transportation Command (618) 229-8269

Information Dominance Corps Reserve Command

Information Dominance Corps Reserve Command Headquarters Fort Worth, Texas (817) 782-7107

Information Dominance Corps Reserve Command Region Northwest (360) 315-6001

Information Dominance Corps Reserve Command Region Southeast Det New Orleans (504) 678-3411

Information Dominance Corps Reserve Command Region Southeast - Ft. Worth (817) 782-6464

Information Dominance Corps Reserve Command Region Southeast - Jacksonville (877) 882-7396

Information Dominance Corps Reserve Command Region Southwest San Diego (800) 873-4139

Information Dominance Corps Reserve Command Region Southwest Det Denver (720) 847-6240

Information Dominance Corps Reserve Command Region Midwest (847) 688-6273

Information Dominance Corps Reserve Command Region Midwest Det Minneapolis (847) 688-6273

Information Dominance Corps Reserve Command Region Southeast Det Atlanta (678) 655-6380

Information Dominance Corps Reserve Command Region Mid-Atlantic (757) 444-1352

Information Dominance Corps Reserve Command Region Washington (240) 857-7878

Information Dominance Corps Reserve Command Region Midwest Det Millington (847) 688-6273

Information Dominance Corps Reserve Command Region Midwest Det Detroit (847) 688-6273

Navy Expeditionary Combat Command (757) 462-4316

Explosive Ordnance Disposal Group One (619) 437-3700

Explosive Ordnance Disposal Group Two (757) 462-8453

First Naval Construction Division (757) 462-3658

Naval Construction Forces Command (757) 462-3658

Maritime Expeditionary Security Force

Maritime Expeditionary Security Group One (619) 437-9808

Maritime Expeditionary Security Group Two (757) 396-0513

Chief of Naval Air Training

CAOSO (361) 961-3386

CNRF CNATRA/FRS PM (757) 322-6751

SUBMISSION GUIDELINES

PHOTO SUBMISSIONS

Due by the 5th of the month. High-resolution 300 dpi photos. Set camera on the highest setting (TIFF, FINE and/or HQ). Shoot photos of action supporting the story. Posed shots or “grip-n-grins” are the least desirable. If the story is about people receiving awards, show us what they do that garnered that award. Send us the original image. Do NOT tinker with it in Photoshop™ or other image-editing software. We will edit it to fit into our page layout requirements. Include outline information identifying the subjects and what they're doing in the photo. Also credit the photographer.

STORY SUBMISSIONS

Due by the 5th of the month. Feature stories: at least 800-1200 words and need supporting photos. Feature-based stories will compel the reader to read the entire story. We do not want a straight-news story written in inverted pyramid newspaper style.

QUESTIONS AND SUGGESTIONS

Please contact TNR staff at cnrfc1@gmail.com or call (757) 322-5652.



www.public.navy.mil/navsafecen/
(757) 444-3520 (DSN-564)



I AM THE FINAL CHECK.
WHEN I SIT DOWN IN FRONT
OF THE CONTROLS,
I ACCEPT THE RESPONSIBILITY FOR VERIFYING
THAT THE AIRCRAFT IS READY
FOR WHAT I AM ABOUT TO DO.

SHOWT
Ltjg. Jess Phanning, HSL-48