

TNR

THE NAVY RESERVE

JUNE 2012

Continuum of Service

NAVAL WARFARE RE-IMAGINED 08
JUDICIOUS RESPONSE 10
THE NAVY REMEMBERS 14

RESERVE SAILOR OF THE YEAR 18
SCRIMMAGE TEAM 24
SAILOR STRONG 30



Ready Now!



Aviation Warfare Systems (Mechanic) 1st Class James Henson, 2011 Navy Reserve Sailor of the Year, receives his chief's anchors from his family during the Sailor of the Year pinning ceremony at the Navy Memorial.

Volume 4, Issue 6

Continuum of Service

June 2012

Shipmates,

Part of being "Ready Now. Anytime, Anywhere," is providing you, our Reserve Sailors with a Continuum of Service that allows a true life/work balance. Through our strategic planning process and the efforts of the Continuum of Service Working Group (CoSWG), we are changing policies and processes that give Active Component (AC) and Reserve Component (RC) Sailors more service options and improved administrative procedures that make "Staying Navy" easier than ever.

The CoSWG provides policy, managerial, and technical advice to the Chief of Naval Personnel and the Chief of Navy Reserve on ideas and solutions that remove barriers to a true Continuum of Service. While this is an ongoing effort, we want to share with you some of the CoSWG team's accomplishments.

For AC Sailors considering transitioning to the RC, the Career Transition Office provides counseling and support. The CTO focuses on retaining talented Sailors with a strong desire to continue to serve and makes that transition as simple as possible. On average, it now takes just five business days to become an RC Sailor assigned to a Reserve unit; it used to take months!

To improve the transition of enlisted Sailors back in the other direction, from RC to AC, the CoSWG developed a policy allowing temporary active duty recalls. This provides Sailors more opportunities to serve and allows AC greater access to RC capabilities and resources.

Another success is the integration of the Defense Travel System (DTS) with the Reserve Order Writing System. This system shortens the time to book and modify active duty travel arrangements. Also, travel claims are now paid in 2-6 days instead of 30-45 days.

Today, the new Variable Participation Unit (VPU) concept allows Sailors in key specialties to perform fewer drills than traditional Reserve Sailors. These units give the Navy access to highly skilled individuals whose circumstances would not allow them to serve otherwise.

Currently, the CoSWG is working to implement FleetRIDE. For Reserve Sailors, FleetRIDE will provide comprehensive rating information that will allow better informed career decisions regarding rating conversions.

Building on these Continuum of Service is one of our enduring priorities. Giving Sailors multiple service options ultimately gives our Navy more options to better enable mission accomplishment.

VADM Dirk Debbink
Chief of Navy Reserve

FORCM (AW) Chris Wheeler
Navy Reserve Force Master Chief



TNR

Vice Adm. Dirk J. Debbink
Chief, Navy Reserve
Commander, Navy Reserve Force

Rear Adm. Buzz Little
Commander, Navy Reserve Forces Command

Rear Adm. John Sadler
Commander, Naval Air Forces Reserve
Deputy Commander, Naval Air Forces

Cmdr. Tom Cotton
Force Public Affairs Officer

Lt. Meg Ferguson
Naval Air Forces Reserve Public Affairs Officer

Ed Buczek
Deputy Force Public Affairs Officer

Jim Vorndran
Editor-in-chief

Mass Communication Specialist 1st Class (SW/AW)
Corey Lewis, Public Affairs Leading Petty Officer

Mass Communication Specialist 2nd Class
Leslie Long, Creative Director

The Navy Reserve 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 Reserve, COMNAVRESFOR (N00P), 1915 Forrestal Drive, Norfolk, VA, 23551-4615 or by email to james.vorndran@navy.mil.

The Navy Reserve is always looking for good action photos of Navy Reservists (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 Reserve current and past issues can be accessed online at <http://www.navyreserve.navy.mil>. Navy Reserve News Stand, a Web site featuring Navy Reserve news and photos, plus links to Navy fleet pages, can be viewed at www.news.navy.mil/local/nrf.

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

This Issue: June 2012

COMPARTMENTS

02

> Letter from the Editor

03

> Getting IT to the Sailor

04

> Travel Smart

05

> Focus on Families

07

> Profiles in Professionalism

16

> Back to Basics

32

> RC Phone Directory

FEATURES

08

> Naval Warfare Reimagined



10

> Judicious Response

14

> The Navy Remembers

15

> The Battle of Midway

18

> Reserve Sailor of the Year



24

> Scrimmage Team

30

> Sailor Strong

COVER PHOTO: Reserve Force Sailor of the Year Master-at-Arms 1st Class(SCW/FMF) Doug Newman. Photo by Mass Communication Specialist 1st Class (AW/SW) Cliff Davis.

Letter from the Editor



Shipmates,

Last month we featured a story about motorcycle safety and had a pull out poster regarding personal protective equipment for riders. I hope these served as reminders of how important your safety is to us. What I neglected to tell you is motorcycle safety courses can be attended while on orders at a nearby military facility or at an approved commercial course (for free). See the sidebar on this page for information on attending a course.

Moving on to this month: We have devoted a couple of pages to a great organization with the mission of helping Guardsmen and Reservists. June marks 40 years of tireless work the Employer Support of the Guard and Reserve (ESGR) has been doing on behalf of you and your employer. I urge every Reservist to look into the support programs available and to especially take note of the award programs ESGR conducts. Before my job here at TNR magazine I was a Reservist working in the privates sector. I have to say, it was a whole lot easier asking my boss for time off for Navy missions after she received a “My Boss is a Patriot” award.

As all my Facebook friends already know the thing I love most about my job is I have the opportunity to work with Reservists throughout the force. With every TNR story we do I make a new friend. Rarely is it we receive an article from the field that we just drop in and call it a day. Usually to take an article from concept to printed page I work closely with the author and people involved with the story to get it just right. With that said, this is my favorite issue of the year. I had the pleasure of getting to know five of the

Navy Reserve's finest Sailors while covering the Reserve Sailor of the Year selection. Congrats to all five finalists, I don't envy the Master Chiefs who had to recommend just one.

Have a safe month and please take care of yourself and your shipmates.

VR/R/WR


Jim Vorndran
Editor-in-chief
The Navy Reserve Magazine

All motorcycle riders are required to take a Motorcycle Safety Foundation approved course.

Navy Reserve Sailors located on or near a Navy installation can find their base training schedule on the Enterprise Safety Applications Management System (ESAMS) or at www.navymotorcyclerider.com. If training is not available at a Navy installation, commands should contact the nearest DoD installation which offers motorcycle training.

Reservists outside a viable distance of a DoD installation can take their training at commercial state approved MSF course. Tuition for commercially available courses is available from Commander, Navy Reserve Forces Command N7 department.

Regardless of where a course is held Reservists should apply for additional duty training orders.

GETTING IT TO THE SAILOR

SharePoint Workflows

Written by ANGELA SCHLEIN



SharePoint workflows are the closest things to personal assistants many of us will ever have, but we rarely take advantage of them.

In SharePoint, a workflow is the automation of documents or other items through a sequence of actions to accomplish a business process. Well-designed workflows are useful because they help ensure required work tasks are completed fully, efficiently, and consistently among a group of people.

With the adoption of SharePoint 2010, users have access to five standard workflow types to automate common business processes like gathering feedback, reviewing and approving documents, and tracking project progress.

Disposition approval: Manages document expiration and retention by allowing participants to decide whether to retain or delete expired documents. This workflow option creates a list task that prompts users to review documents and delete unnecessary material.

Three-state: Defines and tracks the status of items in a list. SharePoint's three states (active, ready for review, and complete) can be renamed to suit your needs (for example, draft, approved, and rejected).

Collect signatures: Gathers signatures needed to complete a Microsoft Office document.

Collect feedback: Routes a document for review. Reviewers can provide notes that are compiled and sent to the document owner when the workflow has completed.

Approval: Routes a document for approval. Approvers can approve or reject the document, reassign the approval task, or request changes to the document.

An organization can use SharePoint calendars and associated approval workflows to manage appointment requests for conference rooms. Users submit reservation requests via SharePoint, and then the calendar manager automatically receives the requests for review. After the calendar manager approves or rejects a request, SharePoint automatically routes an email to the requestor.

An approval workflow like this manages communication between the parties from beginning to end. Because SharePoint captures and displays the history and current status of each request, the workflow also makes it easier for multiple calendar managers to share duties.

Take a moment to think about your regular work tasks and compare them to the list of standard SharePoint workflows above. Are there any opportunities where workflows might help streamline your responsibilities?

Visit the IT Training site (see steps below) for detailed instructions on creating workflows in SharePoint 2010. You can also contact the Navy Reserve Customer Support Center (CSC) at 866-830-6466 or NavyReserveCSC@navy.mil.

Access the IT Training Page:

- Start from the private Navy Reserve Homeport homepage.
- Click the IT Training link listed under the Training section in the center of the page.
- Click the tab titled Navy Reserve Homeport Training (second tab).
- Click to expand the Site Owner training group.
- Open the PowerPoint presentation titled Create_and_Modify_OOTB_Workflows.

TRAVEL SMART



NROWS Changes

Written by Yeoman 1st Class Audrey Jennings
Commander, Navy Reserve Forces Command Force Travel

This month you will notice some changes to the Navy Reserve Order Writing System (NROWS). The system changes will make it easier for you to travel using your Government Travel Credit Card (GTCC). All airfare that is currently being charged to Commander, Navy Reserve Forces Command (CNRFC) Central Billed Accounts (CBAs) will now be charged to the member’s individually billed GTCC account (IBA). If you do not have a GTCC you will continue to use the centrally billed account for the payment of commercial travel.

When you submit a new set of orders you will notice a change in NROWS to “Section 4” (Tour and Entitlements) of the NROWS order application. You will be asked to verify the status of your GTCC. If you have a GTCC and select “Yes” you must make sure that your GTCC information in the Defense Travel System (DTS) is correct and up to date. If you do not have a GTCC and select “No” the commercial air ticket will be charged to the CBA. Also, you will need to provide justification stating why you are not using the DTS. Infrequent travelers who conduct official government travel two or fewer times a year are not required to have a GTCC. Infrequent travelers are exempt, but not prohibited, from applying for and using a GTCC.

DTS will be the single online travel system used by the DoD for all routine travel. This applies to all travel functions currently supported by the system and those that will be supported in the future. To verify the DTS account information, log into the DTS, scroll over “Traveler Setup,” click on “Update Personal Profile” and click on “My Account Information.” Sailors should verify the GTCC information (including expiration date)at the bottom of the screen.

Another change is for members who have a delinquent GTCC account. If you are delinquent and are attempting to create a new set of orders, you will receive a message informing you that you have a past due balance on your travel card. This delinquency creates a hard hold against the NROWS account. If your NROWS account is in a hard hold status, orders cannot be created until the delinquent account balance is paid. Delinquency reporting information is collected from the Citibank Credit Card Reporting Service and uploaded daily by the Navy Operational Support Center Order Writing Specialist. Once a delinquent account has been paid in full, the hard hold status is removed and the ability to create their orders will be available the next business day.

When travel is completed travel vouchers must be submitted within five days. As always, Force Travel (N33) is standing by to assist 24 hours a day, seven days a week. Sailors may create a trouble ticket online through the NROWS homepage by clicking the “create trouble ticket” link or by calling the NROWS Helpdesk at (800) 537-4617.

Acronym Buster
GTCC: Government Travel Credit Card
CBA: Central Billed Account
IBA: Individual Billed Account
DTS: Defense Travel system
NROWS: Navy Order Writing System
CNRFC: Commander, Navy Reserve Forces Command
DoD: Department of Defense
N33: Navy Reserve Force Travel Department

FOCUS ON FAMILIES



40 Years of ESGR

Written by Leon Hill, ESGR Reserve Component Liaison

In 1972, anticipating the end of the Vietnam War and with it the draft, the DoD established Employer Support of the Guard and Reserve (ESGR) with the charter for fostering a culture of employer support for Guard and Reserve members. As America transitioned to an all-volunteer military, ESGR took on a pivotal role of sustaining the Guard and Reserve by strengthening American employers’ support for their service.

ESGR seeks to promote a culture in which all American employers support and value the military service of their employees. While ESGR’s history of providing assistance to the men and women of the Guard and Reserve and their employers is strong, it is apparent that Guard and Reserve service members have evolving needs. To meet these needs, ESGR expanded its vision and mission to advocate on behalf of relevant initiatives for its triad of customers – employers, service members and family members. Further stressing the importance of the triad ESGR aligned with the Yellow Ribbon Reintegration Program (YRRP) and Individual and Family Support under Family and Employer Programs and Policy to create efficiencies and enhance effectiveness.

This alignment was necessary as ESGR strives to serve the 1.3 million men and women in the Guard and Reserve, making up almost half of the nation’s military strength. These citizen warriors are employed by more than 200,000 civilian employers across the country. While the tempo of operations has declined in some regions of the world, America’s reliance on the Guard and Reserve has increased. The nation calls upon citizen warriors in response to natural disasters like the earthquakes in Haiti and the oil spill in the Gulf of Mexico, or utilization in border enforcement.

Many employers appreciate the skills Guardsmen and Reservist possess, and believe citizen warriors would make good employees. The employment of Guardsman, Reservists and veterans is a key priority for the DoD, Department of Labor, Veterans Affairs and the Executive Branch. In response, YRRP launched the Employment Initiative Program, relying on ESGR’s nationwide network of 4,800 volunteers for support. In keeping with the President’s call “To Put Our Heroes to Work,” Hero to Hired (H2H.jobs) was launched on December 16, 2011.

H2H.jobs is a comprehensive employment program to assist unemployed and underemployed Guard and Reserve service members find jobs. The initiative combines a “high-tech” and “high-touch” approach. H2H.jobs is already proving to be a valuable tool for the Guard and Reserve community with more than 18,000 registered job seekers. Additionally, H2H.jobs has received job postings from more than 1,500 employers interested in specifically hiring Guard and Reserve members. Through collaboration with the U.S. Chamber of Commerce’s Hiring our Heroes program, H2H.jobs has helped match 9,900 job-seekers with employment over the course of 148 job fairs.

Moving forward, ESGR will continue to support Guard and Reserve service members and their employers to meet their evolving needs. As the principal advocate within DoD, ESGR stands ready to tackle any issue that enhances the military service of Guard and Reserve Service members and promotes the security of this Nation.

YOUR COMMITMENT KNOWS NO BOUNDS NEITHER SHOULD OURS

The men and women of the Guard and Reserve depend on their military units, families, and employers for support. Whether serving our country or supporting those who do . . .

We All Serve.

ESGR DEVELOPS AND PROMOTES A CULTURE IN WHICH ALL AMERICAN EMPLOYERS

SUPPORT AND VALUE

THE MILITARY SERVICE OF THEIR EMPLOYEES.



ESGR
EMPLOYER SUPPORT OF
THE GUARD AND RESERVE

WWW.ESGR.MIL
1-800-336-4590

ESGR
1972-2012

SUPPORTING GUARD AND RESERVE SERVICE
MEMBERS AND THEIR EMPLOYERS FOR

40 YEARS

PROFILE IN PROFESSIONALISM

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. To nominate a Sailor, email the editor, james.vorndran@navy.mil, for a submission form. Please include a high-resolution (300 dpi) 5"x 7" digital photo of the candidate.



Vernon Cochran
MACHINIST MATE 1ST CLASS

Hometown: Palmyra, Neb.

NOSC: Omaha

Unit: Surge Main 205

Brief description of your Navy job: I

recently returned working as the leading petty officer in the engineering department of Provincial Reconstruction Team Farah, Farah, Afghanistan. Our primary mission

was to ensure that 24 mine resistant ambush protected armored vehicles were mission capable and to assist with any other issues that may come up; especially mechanical or technical issues.

Brief description of your civilian job: I am the maintenance supervisor for the Terry Bundy Generating Station for Lincoln Electric System, Lincoln Neb.

What has been your greatest Navy achievement? My biggest achievement was receiving the NOSC Omaha, selected Reserve Junior Sailor of the Year Award for 2008.

Who has been your biggest influence since joining the Navy? My biggest influence is my old neighbor in Texas who is a retired chief enginemen. He taught me how to share my experience from my civilian job with the junior enlisted. He had a great outlook on things.

What do you enjoy most about the Navy? I love my job. I love being able to ride on the ships, make them go, keep the lights on and keep the ship moving through the water.

Most interesting place visited since joining the Navy: There are so many interesting places I've been that it's hard to choose. I think I would choose England because they drive on the wrong side of the road and think that is normal. Or the Suez Canal; it was amazing getting an aircraft carrier through the canal.

Current hobbies: I enjoy camping with my wife, Angela, our five kids and four grandkids and taking them out on our boat.



Mario Arriba
ENGINEMAN 2ND CLASS (EXW)

Hometown: Honolulu, Hawaii

NOSC: Portland, Ore.

Unit: Navy Cargo Handling Battalion 5

Brief description of your Navy job: I

am the NOSC Portland Funeral Honors Coordinator and assistant command career counselor. I manage, supervise, instruct and complete administrative work in coordinating funeral honor requests. Each

member of my funeral detail staff of 16 are super stars. Last year my team provided 644 military funeral honors.

Brief description of your civilian job: I have just been extended for another year on my ADSW so I am focusing on our Navy mission.

What has been your greatest Navy achievement? Completing my deployment to Kuwait in 2007 and being ranked in the top 10 of 65 E5's. Also, the numerous awards I have received: a Navy Achievement Medal, Army Achievement Medal and a letter of commendation from

a Major General. I was also selected as the NOSC Portland Selected Reserve Junior Sailor of the Year for 2011.

Who has been your biggest influence since joining the Navy? My biggest influence has been my late mother, Teresita P. Arriba, who passed away July last year. She encouraged me to do greater things in life. I also want to thank my dad, Mario Sr., my brother, Herman, and sisters Melissa, Sarah and Jessica for believing in me.

What do you enjoy most about the Navy? I enjoy helping Sailors achieve their goals and keeping them moving forward, whether it's with career counseling matters, physical fitness or personnel qualification standards. I also enjoy meeting new people at the different platforms and duty stations I've been. I've made a lot of good friends in the Navy.

Most interesting place visited since joining the Navy: Kevaflik, Iceland would be the most interesting place I've visited. It reminds me of home, but instead of it being tropical it's very cold. I enjoyed discovering the island, culture and foods while there.

Current hobbies: Bodybuilding.

Naval Warfare Re-imagined

Written by Mass Communication Specialist 2nd Class Ron Kuzlik, Commander, Naval Air Forces Reserve Public Affairs



▲ An MQ-8B Fire Scout lands on the deck of the USS Simpson (FF 56). Photo by Northrop Grumman

When the guided missile frigate USS Simpson (FF 56) departed Naval Station Mayport, Fla., in mid-January for a six-month deployment, it was carrying a special payload in its hangar bay instead of the usual SH-60B LAMPS Mk III Sea Hawk helicopter.

Two MQ-8B Fire Scout Vertical Take-Off Unmanned Aerial Vehicles (VTUAV) were embarked aboard Simpson.

Although the Fire Scout is unmanned, it still needs a pilot and an aircrew to operate, and a cadre of support personnel including maintainers and administrative and logistics staff.

In this Reserve component-led detachment hosted by the “Jaguars” of Helicopter Anti-Submarine Squadron Light (HSL) 60, two full-time support, 17 selected Reserve (SELRES) and three active component Sailors went through specialized training to prepare them for operational testing and maintenance of the Fire Scout.

According to Det. 4 admin officer Lt. Cmdr. Jeremy DeYoung, the Reserve personnel come from a variety of commands and from many different Navy Operational Support Centers (NOSCs).

There are a variety of different skill sets the Reservists bring to the mission.

There are aviation machinist’s mates, aviation electrician’s mates, aviation electronics technicians, an aviation ordnanceman, and an aviation maintenance administrationman.

They come from as far away as NOSCs in Charlotte, N.C.; Corpus Christi, Texas; Knoxville, Tenn.; Louisville, Ky.; Pittsburgh, Pa.; West Palm Beach, Fla.; and Wichita, Kans.

Some are from the “Jaguars” and others are from the “Proud Warriors” of HSL-42, the “Red Wolves” of Helicopter Sea Combat Squadron (HSC) 84, the “Seahawks” of Helicopter Maritime Strike Squadron (HSM) 41; the “World Famous Swamp Foxes” of

HSM-74; the “Fighting Omars” of Fighter Squadron Composite (VFC) 12; the “Eagles” of Fleet Logistics Support Squadron (VR) 46, the “Skyliners” of VR-48, the “Conquistadors” of VR-57, and the VR-59 “Lone Star Express.”

“We have been recruited from across the country for this unique Fire Scout detachment and its mission,” DeYoung said. “We are different in that we are not performing a normal mission of the squadron (or command) that we are attached.”

Lt. Cmdr. Darrel Capo from Cross City, Fla., is attached to HSL-60. He is the detachment officer in charge (OIC). He is also one of the AVOs, or air vehicle operator, who flies the Fire Scout.

“I wanted to do something different. This was an opportunity to get involved on the ground floor of an evolution in Naval Aviation. That sounded more interesting than doing the same ‘ole thing one more time,” Capo said.

Aviation Machinist’s Mate 3rd Class David Magnus is from North Huntingdon, Pa. He is attached to the operational support unit at NOSC Pittsburgh.

“I am always looking for chances to make a positive impact on this world. The Navy provides a lot of chances to do that, and this was one of them,” Magnus said. “You can’t help make a positive difference in the world standing by.”

Chief Aviation Structural Mechanic (Equipment) Ronald Baker, from Lakeside, Texas, is from “The Lonestar Express” of VR-59.

“I volunteered to come to the detachment for the experience of working with the Fire Scout VTUAV and get the experience with a new program that will shape the future of unmanned aviation in the Navy,” Baker said.

“Although a program that is still in the testing phases for forward deployed shipboard operations it has been good experience to aid in the development of the program for the future of Fire Scout. With the capabilities that the Fire Scout brings to the fleet and troops on the ground it is a program that has potential to be one of the better tools for joint forces around the world.”

DeYoung explained that the big picture of the Fire Scout detachment goes beyond testing and evaluation of the system.

“We are tasked with supporting our ship with the Africa Partnership Station mission which is to increase regional and African partner nation capabilities, capacities and inter-operability which will enable security of African national territorial seas and exclusive economic zones,” DeYoung said.

“Within the greater mission, the Fire Scout detachment concept allows the Navy to contribute to the Department of Defense intelligence, surveillance and reconnaissance mission by putting a mobile and flexible platform within easy reach of a target’s shorelines.”

Det. 4 is working hand-in-hand with Northrop Grumman Corp., the manufacturer, who has the lead on Fire Scout, and other civilian

companies that are providing software support to the program.

The Navy is the military partner, with support coming from the Naval Air Program office for Multi-Mission Tactical Unmanned Aerial Systems (UAS).

Fire Scout is designed to operate from air-capable ships like the Simpson and will be followed by final integration and testing aboard the Littoral Combat Ships.

The aircraft is slightly less than 32 feet in length, and stands less than ten feet tall. Powered by a single Rolls-Royce heavy fuel turboshaft engine, it has a forward speed of 115-plus knots and an operating ceiling of 20,000 feet. It can carry a payload of 600 pounds which could include an electro-optical/infrared sensor and laser designator.

While attached to Simpson, the Fire Scout detachment is responsible for maritime surveillance missions, including visual identification of targets and maritime boarding overwatch.

The detachment faced a variety of challenges that needed to be overcome, DeYoung explained.

“Challenges to training were heightened by the various backgrounds and the experience levels of the personnel. We have active and SELRES, rotary wing and non-rotary wing, etc., as well as the newness of the system that we are working with.”

Prior to this deployment, HSL-42, an active-duty squadron from Mayport, had two hybrid detachments (one SH-60 helicopter accompanied by two Fire Scout UAVs) for six-month cruises similar to the Simpson deployment.

During flight, the Fire Scout is operated by an AVO and a mission payload operator (MPO). Instead of sitting in the cockpit of a traditional helicopter, the AVO and the MPO sit next to each other at control stations aboard Simpson.

The AVO is the pilot, responsible for navigation, safety, and the overall mission. The MPO is tasked with operating the Fire Scout’s built-in surveillance camera and

maintaining operational communication with the AVO. Currently aboard Simpson, Det. 4 has four officers that function as AVOs and three enlisted Sailors as MPOs.

Unmanned Aerial Systems (UAS) perform a wide range of missions and are used by all branches of the military. They will continue to play an integral role in how the Navy conducts missions from the sea. UAS enhance capabilities and capacity by reducing operational costs and manpower through emphasis on system interoperability and commonality.

Furthermore, since the Navy announced earlier this year the decision to drop plans for a new Medium-Range Maritime Unmanned Aerial System the larger version of the MQ-8 Fire Scout might fill some of the requirements left unfilled.

“Our progress in the realm of unmanned systems permits us to re-imagine naval warfare where manned and unmanned systems work hand-in-hand with the fleet we have today and the fleet we will have tomorrow,” former Chief of Naval Operations Adm. Gary Roughead said.

Chief of Navy Reserve Vice Adm. Dirk Debbink pointed out the unique role that the Navy Reserve has in these new capabilities.

“You look at some of the capabilities hitting our Navy and you find the Navy Reserve is in many ways leading those, including some of the high end things. The first Fire Scout deployments [are] Navy Reserve Sailors who have come together to form that unit to deploy that capability,” Debbink said.

“I am very confident that the Reserve Sailors are involved because they are innovative, because they are agile, because they are ready.”

“I am proud of the role our Navy Reserve component Sailors have been playing in the development and operation of unmanned aerial systems,” Commander, Naval Air Forces Reserve Rear Adm. Chris Sadler said. “These platforms are a growth area where we can add value and support the fleet on a permanent basis for years to come. Exciting times.”

JUDICIOUS RESPONSE

Written by Combined Joint Task Force – Horn of Africa Public Affairs
Photos by Tech. Sgt. Ryan Labadens

It was 8:02 a.m. at Camp Lemonnier, Djibouti – just a couple minutes after the start of the exercise – when the Combined Joint Task Force - Horn of Africa (CJTF-HOA) joint operations center (JOC) watch team chief received a simulated warning order.

After notifying the on-duty watch team, the team chief reviewed the warning order and activated the crisis action plan.

Within 15 minutes, Navy Reservists from various joint directorates, along with their sister-service counterparts, formed a fully-functional operations planning team in the high-tech JOC crisis action room.

So began one of many situations in which Navy Reservists participated in Exercise Judicious Response 12-1, a combatant commander's exercise held at various locations in Djibouti and Headquarters, U.S. Africa Command (USAFRICOM). The exercise tested the capabilities and functions of USAFRICOM, component commands, CJTF-HOA and interagency organizations during mission planning and operational scenarios in a deployed joint environment.

The crisis action plan team's initial mission for the exercise was to combine execution-level planning with courses of action to aid the CJTF-HOA commander and support the local partner nation's request for logistics support, including foreign humanitarian assistance.

Throughout the exercise, Navy Reservists with CJTF-HOA delivered a ready and accessible force, providing maximum responsiveness to step right in and implement their skill sets, according to Rear Adm. Michael Franken, CJTF-HOA commander.

"The coordination and execution of Judicious Response 12-1 could not have been successful without the direct support of the Navy Reservists currently mobilized and fully integrated into the joint task force staff at Camp Lemonnier," Franken said.

"The joint planning expertise and collaboration skills that each Navy Reservist brought to the operations planning team was critical to our understanding of the operational environment and development of the concept of operations in support of our partner nation's request," Franken added.

Operational experience in CJTF-HOA's operations area presents challenges and opportunities that are both complex and dynamic, said Navy Reserve Cmdr. Robert Nowakowski, CJTF-HOA director of training. CJTF-HOA's area of interest encompasses more than 20 nations covering a land mass roughly the size of the continental United States.

"Due to the increasing complexity in the region, U.S. Africa Command approved the East Africa Campaign Plan (EACP) in January 2012, which gave the CJTF-HOA commander responsibility for all operations, exercises and theater security cooperation activities in our region," Nowakowski said.

"The timing of Judicious Response 12-1 was perfect since the scenarios and training objectives synched uniquely well with the staff's inherent plans to transform CJTF-HOA's mission to become more operational in accordance with East Africa Campaign Plan guidance," Nowakowski continued.

"We utilized JR 12-1 as a mechanism to dive deep into our crisis action planning,



Lt. Cmdr. David Gray helps assemble a tent during the setup of a forward headquarters element.



▲ U.S. Navy Reservists and other U.S. and foreign military members assemble a tent during the setup of a forward headquarters element.

mass atrocity response option, forward headquarters element deployment, and command and control processes to observe and assess elements of the EACP and improve as needed,” Nowakowski said.

Navy Reserve Lt. Cmdr. David Gray, CJTF-HOA JOC crisis action planning officer, emphasized the importance of working alongside service members from other branches in a joint environment.

Gray is a 2010 graduate of the Advanced Joint Professional Military Education (AJPME) program at the Joint Forces Staff College in Norfolk, Va. The program provides staff officers training and experience in the planning and operational challenges inherent to a joint duty assignment.

“Not only was I able to apply the joint operational planning process skills I learned in AJPME towards development of the mission concept of operations, I was able to

work closely with members of all the other services in our joint staff to gain additional experience in the operational level of war process,” said Gray. “Each service member brings a unique perspective and skill set to the planning team table.”

During the exercise, Navy Reserve Operations Specialist 1st Class Brian Kickuth, ensured requests for information (RFIs) were accurately and rapidly coordinated between CJTF-HOA and USAFRICOM exercise participants. Throughout the week, nearly 100 RFIs were processed in support of Judicious Response 12-1.

“It was amazing how all the J-codes worked together to fulfill the mission we were ordered to do,” said Kickuth. He mentioned an added bonus with his participation in the exercise scenarios. “I also was able to get several of my expeditionary warfare pin requirements signed off during the exercise.”

Another important part of the exercise was making sure participants had the equipment needed to perform their tasks, said Navy Reserve Lt. Cmdr. Brenton Allen, CJTF-HOA operations technology officer. He noted the communications and surveillance equipment used by operations planning team members as an example.

“Ensuring all the video teleconferences between CJTF-HOA and U.S. Africa Command and making sure that the global command and control system could provide a common operational picture to all was critical to achieving mission accomplishment,” Allen said.

To simulate support for a humanitarian assistance request, CJTF-HOA personnel set up a forward headquarters element in an undisclosed location in Djibouti to simulate deployment to the exercise’s area of operation. The purpose of the forward headquarters element was to demonstrate the staff’s capability to conduct command,



▲ Intelligence Specialist 2nd Class Michael Miller and other U.S. and foreign military members drive in tent pegs during the setup of a forward headquarters element.

control and communications outside of the JOC. Among the forward headquarters element team were two Navy Reservists from the CJTF-HOA intelligence directorate.

“Our goal was to set up and test our systems to ensure data transferred via satellite correctly from the remote site to the home base,” said Navy Reserve Lt. Cmdr. Aaron Wishnuff, CJTF-HOA intelligence plans officer. “Establishing a forward headquarters element downrange, close to the affected area, allows us to gather more accurate intelligence and, inevitably, provide better situational awareness for CJTF-HOA to make decisions.”

Another Navy Reservist, Intelligence Specialist 2nd Class Michael Miller stated how important it was to provide accurate data from the operating environment back to the JOC during the exercise.

“As members of the forward headquarters element, the intelligence team is responsible

for being the local eyes and ears,” Miller said. “We were better equipped to provide locally sourced climate, culture, threat and force protection information up to higher headquarters during the exercise.”

After deploying the exercise’s forward headquarters element, CJTF-HOA’s concept of operations was briefed to USAFRICOM senior leadership for approval.

After nearly an hour of discussion, the concept of operations was approved by Vice Adm. Charles “Joe” Liedig, USAFRICOM deputy to the commander of military operations.

Shortly after his approval, Exercise Judicious Response 12-1 officially came to an end.

“Our mission to conduct operations to build partner-nation capacity, promote regional stability, dissuade conflict and further U.S. and coalition interests in East Africa was enhanced due to the excellent Navy Reserve teamwork put forth during the Judicious Response 12-1

exercise,” said Navy Reserve Capt. Joseph Horvath, CJTF-HOA executive assistant.

Throughout the CJTF-HOA area of interest, support from Navy Reservists will be even more important to ensure the CJTF-HOA mission is coordinated and executed within the Horn of Africa region, said Nowakowski.

“The level of education and professionalism of Navy Reserve personnel mobilized to CJTF-HOA is absolutely incredible,” said Nowakowski. “They are imbedded in every single directorate within the staff and bring another dimension to the cross-service mix at Camp Lemonnier. We would not be able to do our mission without them.”

The U.S. Navy is very busy coordinating commemorative events. It is the 200th anniversary of the War of 1812, the 150th anniversary of the Civil War and, lest we forget, the 50th anniversary of the Cuban Missile Crisis. There is also preliminary planning for the 100th anniversary of World War I, which will begin in 2014.

This list contains one event that needs to be brought to the forefront: the Battle of Midway. The year 2012 is the 70th anniversary of this decisive battle. Many Navy commands commemorate Midway with public outreach events coupled with internal training programs for Sailors. These activities honor the sacrifices made by the men who fought in the battle and emphasizes the engagement's significance in American history.

The victory at Midway cannot be overstated. On June 3, 1942, the United States and its allies in the Pacific were losing badly to the Japanese Empire. The Navy's surface fleet was in shambles;

American ground and naval forces were on the verge of surrender at Corrigedor; British and Dutch troops surrendered in Hong Kong, Singapore, and Java; and several outlying islands, including Wake, had been lost. Only the hard check given by U.S. Naval forces at the Battle of the Coral Sea slowed the advance.

In the weeks leading up to Midway, the Japanese looked all but invincible. Not only did the Japanese fleet outnumber the opposing American task forces, but having already been at war for five years, it had far more combat experience. It was under these circumstances that the men of the U.S. Navy's Task Force 16 and 17 stopped the Japanese advance. At the end of the battle, the Japanese had lost four carriers and one heavy cruiser as the U.S. Navy lost one aircraft carrier and one destroyer. The war's momentum completely shifted in favor of the United States. A short time later, the Navy and Marine Corps launched a counter-offensive at Guadalcanal and the march toward victory began.

The Battle of Midway, fought over and near the tiny U.S. mid-Pacific base at Midway atoll, represents the strategic high water mark of Japan's Pacific Ocean war. Prior to this action, Japan possessed general naval superiority over the United States and could usually choose where and when to attack. After Midway, the two opposing fleets were essentially equals, and the United States soon took the offensive.

Japanese Combined Fleet commander Adm. Isoroku Yamamoto moved on Midway in an effort to draw out and destroy the U.S. Pacific Fleet's aircraft carrier striking forces, which had embarrassed the Japanese Navy in the

mid-April Doolittle Raid on Japan's home islands and at the Battle of Coral Sea in early May. He planned to quickly knock down Midway's defenses, follow up with an invasion of the atoll's two small islands and establish a Japanese air base there. He expected the U.S. carriers to come out and fight, but to arrive too late to save Midway and in insufficient strength to avoid defeat by his own well-tested carrier air power.

Yamamoto's intended surprise was thwarted by superior American communications intelligence, which deduced his scheme well before the battle. This allowed Adm. Chester W. Nimitz, the U.S. Pacific Fleet

commander, to establish an ambush by having his carriers ready and waiting for the Japanese. On 4 June 1942, in the second of the Pacific War's great carrier battles, the trap was sprung. The perseverance, sacrifice and skill of U.S. Navy aviators, plus a great deal of good luck on the American side, cost Japan four irreplaceable fleet carriers, while only one of the three U.S. carriers present was lost. The base at Midway, though damaged by Japanese air attack, remained operational and later became a vital component in the American trans-Pacific offensive.



The Navy Remembers

**THE BATTLE
OF MIDWAY**

BACK TO BASICS

The Battle of Midway

June 4, 2012 marks the 70th anniversary of one of the Navy’s most historically significant naval victories. The Battle of Midway occurred June 4-7, 1942 and changed the tide of the war in the Pacific and the course of global history.

Assets:
3 carriers
~25 support ships
233 carrier-based aircraft
127 land-based aircraft

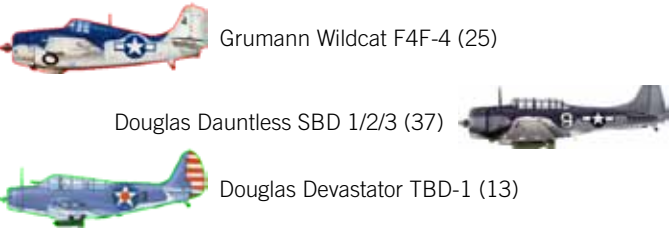


Losses:
1 aircraft carrier sunk (Yorktown)
1 destroyer sunk (Hammann)
~150 aircraft destroyed
307 killed



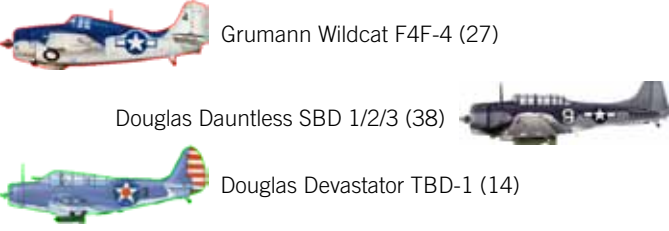
U.S.S. Yorktown (CV-5)

Commanding Officer: Capt. Elliott Buckmaster



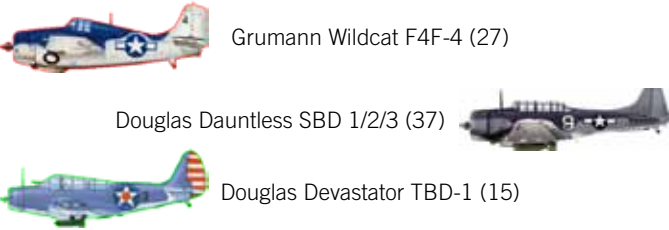
U.S.S. Enterprise (CV-6)

Commanding Officer: Capt. George D Murray



U.S.S. Hornet (CV-8)

Commanding Officer: Capt. Marc A. Mitscher



Assets:
4 aircraft carriers
2 battleships
15 support ships
248 carrier-based aircraft



Losses:
4 aircraft carriers sunk
1 cruiser sunk (Mikuma)
248 aircraft destroyed
3,057 killed



Hiryu

Commanding Officer: Capt. Tomeo Kaku



Soryu

Commanding Officer: Capt. Ryusaku Yanagimoto



Akagi

Commanding Officer: Capt. Taijiro Aoki



Kaga

Commanding Officer: Capt. Jisaku Okada





Reserve Force Sailor of the Year

Written by JIM VORNDRA, COMMANDER NAVY RESERVE FORCES COMMAND PUBLIC AFFAIRS

▲ Master-at-Arms 1st Class (SCW/FMF) Doug Newman addresses the crowd at the Fort Meyer Officer's Club in Arlington Virginia following his selection as the Reserve Force Sailor of the Year. Photo by Mass Communication Specialist 1st Class (AW/SW) Cliff Davis.

“I didn’t hear my name called. I just remember hearing them announce MA1, and I immediately thought they were announcing the other master-at-arms finalist,” said Master-at-Arms 1st Class (SCW/FMF) Doug Newman of Navy Reserve Naval Security Forces (NR NSF), Naval Base Kitsap, Bangor, attached to Navy Operational Support Center (NOSC) Kitsap. “Then, I felt hands patting me on the back and saw my wife in tears.”

Newman was selected as the Reserve Force Sailor of the Year from a very talented pool of Reserve Sailors from various fields, ratings and platforms.

“The first emotion I felt was disbelief, and then I thought about my unit and Sailors and then about the other equally worthy finalists that I was up against,” Newman said.

The announcement was made by the Chief of Navy Reserve Vice Adm. Dirk J. Debbink during a ceremony at the Fort Meyer Officer’s Club in Arlington, Va. near Arlington National Cemetery.

“All five of the Sailors here today are truly heroes,” Debbink said prior to announcing the SOY selection.

When addressing the five finalists Debbink said, “The real winners are all of us who get to serve with you.”

While not aware of his name being called as it was announced Newman was certainly aware of his surroundings.

“Being so close to the National Cemetery really put everything into perspective for me,” said Newman. “Looking out and seeing so many true heroes who gave their lives.

“I felt very humbled and privileged and I am still on cloud nine. Never in my wildest dreams could I have imagined this.”

Call it fate, hard work, or sheer determination to serve his country. Whatever you call it, his military career roadmap was not paved in gold from the beginning. It took many bumps in the road to get him to the place where he is at today.

Despite his father and grandfather both serving in the U.S. Army, Newman was drawn to sea service, which the Navy and Marine Corps had to offer. So in 1992, after completing high school, he enlisted in the U.S. Marine Corps.

But, his career as a Marine was short lived. When he was just 19 years-old, bone tumors were found in his hip. The tumors were removed during surgery and metal rods were inserted for support. But in his condition he would not be allowed to serve in the military. So, in less than two years because of this pre-existing medical condition Newman’s dreams of serving his country seemed impossible.

“I was told then, that I would never be able to serve in the military again,” said Newman. “I was devastated; it was my life goal to be a career military man.”

Newman’s father, Army Col. Ronald J. Newman, a career military man himself was one of his sons’ biggest supporters along his journey.

“I had great support from my family and my father who was supporting and encouraging me,” Newman said.

After the devastating news, Newman decided to pursue a civilian law enforcement career, and became an Arizona state police officer in 1998.

“I figured that if I couldn’t serve and wear the military uniform, that the police uniform would be the next best thing,” said Newman.

Wanting to serve again, Newman underwent two painful surgeries to remove the metal in his leg and endured a long rehabilitation process.

In 2001, a dream was once again realized for Newman. Although it was a long process and required a plethora of medical documentation and notes from his doctors—he was finally medically cleared and joined the Navy Reserve in Tucson, Ariz.

“My loyalty runs deep with the Navy,” said Newman. “I was given a second chance to serve my country.”

Newman says that if he had to do it all over again the same way, he would without hesitation.

“I learned so many important lessons,” said Newman. “I learned that it is a true privilege to be able to serve my country. It’s an opportunity that some people don’t get and I will never take for granted.”

NOSC Kitsap Command Chief Master Chief Hospital Corpsman Shelley Huntington said she feels Newman exudes patriotism and it is something that sets him apart from the crowd.

“I’m so proud of MA1,” Huntington said. “It is a well deserved honor because he’s a Sailor that already gets it. He is a hard worker who takes care of his Sailors.”

Newman was selected for the second consecutive year as the Navy Region Northwest Reserve Component Command (NAVREG NW RCC) Reserve Sailor of the Year.

“That in itself says a lot,” said NAVREG NW RCC Command Master Chief (SW) Martin Aguiar on Newman’s selection as the regional SOY. “MA1 is the whole package; he is proud to wear the uniform and to be a member of the Navy Reserve and he lets everyone know it.”

Newman’s family sure knows it.

“It means a lot to me for my kids to be able to see me in uniform, like my father and grandfather,” said Newman. “The Navy has taken care of me and my family and given me the chance to carry on a family tradition.”

Since joining the Navy Reserve, Newman has served with Naval Mobile Construction Battalion 17, as the battalion master-at-arms, Echo company commander. He also deployed alongside Marines in Fallujah, Iraq with the 30th Naval Construction Regiment attached to the 2nd Marine Expeditionary Force. It was an opportunity that he never thought he would get to fulfill.

“The Navy provided me the opportunity to finish things that I started when I first joined the service,” said Newman.

In 2006 Newman was offered a unique employment opportunity, and laterally transferred to Washington State as a police officer. Because of the relocation of his family, and starting a new job, Newman began a break in military service.

In 2010 Newman re-affiliated with the Reserve Force and has been hard-charging ever since.

“I have a passion for helping people and serving my country, my career, and the Reserve lets me do both,” said Newman.

Newman is currently a sergeant with the Port of Seattle Police Department, assigned to the patrol division as the gang unit supervisor. He has worked in law enforcement for 14 years. This civilian experience has enabled him to bring years of knowledge and training to his work as a Reserve master-at-arms.

“The Port of Seattle Police Department has been so supportive of my military career and of others in the Guard and Reserves,” said Newman.

Newman credits his family for supporting his passion to serve in the military and police force; his civilian employer for allowing him the flexibility to serve as a Reservist, and his Navy chain of command for mentoring him.

“WITHOUT THE SUPPORT FROM MY FAMILY, MY WORK AND THE NAVY, THIS WOULD NOT HAVE BEEN POSSIBLE,” SAID MA1 NEWMAN.

“Without the support from my family, my work and the Navy, this would not have been possible,” said Newman. “Since I found out, I have received hundreds of emails, text messages and phone calls from family, and coworkers congratulating me and showing their support.”

He also credited his fellow Sailors for the recognition he received.

“The Sailors I work with got me here. My unit members and the full-time support staff do so much for our success,” Newman said. “I wish they had SOY for 60 of my master-at-arms shipmates—they all deserve it.”

Newman received a Navy and Marine Corps Commendation Medal at the ceremony and will be meritoriously advanced to chief petty officer in May.

“I know he will be a master chief in a blink of the eye,” said Lt. Gregory Skyles, commanding officer of NR NSF, “He is already a master chief walking around in a first class uniform.”

Newman is already getting practice for his official role as chief in May. He is currently filling his unit’s leading chief petty officer billet.

“I am not a chief yet,” said Newman. “Filling a chief billet has given me a strong appreciation for what a chief does and motivated me to want to be a chief. I know this is a huge honor and I have a big responsibility to carry on the tradition for those before and after me.”



▲ The finalists for Navy Reserve Force Sailor of the Year pose with FORCM(AW) Chris Wheeler in Washington, D.C.

Navy Reserve's Finest

Story by Mass Communication Specialist 2nd Class JENNIFER GOLD, REGION NORTHWEST RESERVE COMPONENT COMMAND PUBLIC AFFAIRS.
Photos Mass Communication Specialist 1st Class (AW/SW) CLIFF DAVIS.

Five of the Navy Reserve's finest have much in common. They have each followed similar paths leading to them meeting each other in Washington. Along the way these five soon to be friends had shared similar experiences when they were each selected as Sailors of the year at their command and then followed up with the same selection as their Regional or echelon Sailor of the year.

By this time one would think they would be used to the process. But their Washington meeting proved to be different. They were now finalists for the Navy Reserve Sailor of the year.

Master-at-Arms 1st Class Patty A. Blackwell from Navy Security Force from Navy Operational Support Center Greenville, S.C. said it, and her fellow finalists felt it. "This week is one of those when you are old and sitting on a porch somewhere you will relive this moment. I won't forget it for the rest of my life," Blackwell said.

The five Reserve Sailors who will be able to share their story are: Blackwell, who became a finalist after being selected as SOY for Reserve Component Command (RCC) Region Southeast; Electronic's Technician 1st Class (NAC) R. Edward Johnson, from NOSC San Diego and is the Space and Naval Warfare Systems Command SOY; Master-at-Arms 1st Class (SCW/FMF) Doug Newman who is the RCC Northwest SOY attached to Navy Security Force Navy Base Kitsap from NOSC Kitsap; Yeoman 1st Class (AW) J. Antonio Ramirez representing as the SOY of RCC Southwest and assigned to Commander Submarine Group 9 Force Protection Det. 2 at NOSC Alameda, Calif; and Construction Mechanic 1st Class (SCW) John E. Thompson who is the Navy Expeditionary Combat Command's SOY from Naval Mobile Construction Battalion 26 and hails from NOSC Columbus, Ohio.

The commonalities these five have are countless except one stands out beyond all others. They each credit others with their success. They reflect on the guidance of the chief petty officers who mentor them and give credit for mission success to the petty officers in their unit.

"During some rough times the only thing that kept me going was the chiefs in my unit. They had faith and confidence in me and faith and confidence in the continued unit success," Ramirez said.

Johnson had similar thoughts, "I have to credit the mentorship of two outstanding senior enlisted advisors in my unit. They know how to slow me down when I need it and they know how to pick me up. They are available 24/7 and will help in any way."

Newman shared his appreciation for the Sailors at his NOSC and unit. "The Sailors I work with got me here. The full-time-support staff at NOSC Kitsap and the 60 master-at-arms in my unit," Newman said. "We work as a team continually improving and they never fail at accomplishing the mission."

While the five finalists didn't admit to it, it is obvious to others their performance, dedication to their units, fellow Sailors and mission accomplishment had something to do with them being where they are.

Thompson takes what he has learned from his chiefs to heart. "I got here because my khakis took care of me. They taught me to be devoted

▼ The finalists for Navy Reserve Force Sailor of the Year run with FORCM(AW) Chris Wheeler and the rest of the Sailor of the Year board members in Washington, D.C.





Master-at-Arms 1st Class
Patty A. Blackwell



Electronics Technician 1st Class (NAC)
R. Edward Johnson



Yeoman 1st Class (AW)
J. Antonio Ramirez



Construction Mechanic (SCW)
John E. Thompson

The finalists for Navy Reserve Sailor of the Year

to junior Sailors. It doesn't matter when it is, Reserve weekend or not, my shipmates know they can call me if they need anything."

But there is more, modesty among the five Sailors continues during the week they spent together. They didn't forget to talk about the support they receive outside of the Navy Reserve. Reservists have the unique responsibility to juggle commitments between the Navy, their family and their employers. When each of these areas of a Sailor's life provides support—good things happen.

Ramirez has nominated his employer, Thermofisher Scientific, for an Employer Support of the Guard and Reserve Patriot award. "My employer has been extremely supportive. Providing force protection for submarines can require us to go on many operations and some with very little notice. Because of the support my employer gives me I am able to focus on my Navy mission," Ramirez said.

During their time in Washington the five finalists were hosted by Navy Reserve Force Master Chief (AW) Chris Wheeler and Chief of the

Navy Reserve (CNR) Vice Adm. Dirk Debbink. The finalists found with hosts likes these they would have little time to worry about their SOY interviews and the selection process. Their first day started before sunrise at the Iwo Jima Memorial and a quick run with Wheeler and the rest of the SOY board members. This was followed by more physical training before heading to the Pentagon.

Changed out of the gold and blue workout gear and into their service uniforms the finalists began their office calls and a tour of the Pentagon. First on the agenda was meeting Master Chief Petty Officer of the Navy (SS/SW) Rick D. West, they next made their way to an hour long meeting with CNR. Later in the day they also met with Assistant Secretary of the Navy (Manpower and Reserve Affairs) the Honorable Juan M. Garcia III followed by a tour of the Pentagon.

"Being in the Navy Reserve has shown me there is no other organization where leadership invests in giving recognition," Newman said. "Everyone [we have met] has said they work for us. When we met Vice Adm. Debbink we saw that we work for an organization that honors families and Sailors."

The finalists found their first day to be full enough to not give them time to contemplate what was to follow on day two. The second day would be the one where no matter how much practice they had in previous selections as Sailors of the year they would find that being interviewed by this board of master chief petty officers was just as nerve wracking.

Nobody knows, except the final five, what must have been going through each of their minds as they sat around a conference table waiting for their turn. The interviews were short, probably 20 minutes or so, but must have felt like an eternity to Blackwell, Thompson, Newman, Ramirez and Johnson. This time what happened in the interview room meant the possibility of being named Navy Reserve Sailor of the year and being promoted to chief petty officer one month later.

With the five interviews complete the finalists could only wait for the announcement later that evening.

As they reconvened for a dinner and recognition ceremony at the Fort Meyer Officers' Club in Arlington, Va. the finalists were surrounded by friends, family and shipmates.

Their final act as a group that evening was to stand before the guests. It was then when the following words from Debbink would change one of their lives forever, "The Reserve Sailor of the year is MA1 Douglas Newman."

▼ The finalists for Navy Reserve Force Sailor of the Year meet with Chief of the Navy Reserve VADM Debbink at the Pentagon.



▼ Master-at-Arms 1st Class(SCW/FMF) Doug Newman hugs Sailor of the Year finalist Master-at-Arms 1st Class Patty A. Blackwell after being named the Reserve Sailor of the Year.



SCRIMMAGE TEAM

Story and photos by Mass Communication Specialist 1st Class (SW) MATTHEW OLAY

It's not quite noon on Guam's Andersen Air Force Base flight line, and the blistering heat from above has failed to deter a small maintenance crew of both full time support (FTS) and selected Reservist (SELRES) enlisted Sailors from launching a pair of F/A-18C Hornets off the tarmac. Once airborne, the aircraft will fly some 100 to 200 miles over the Pacific with one clear mission in mind: to attack other U.S. Navy aircraft.

An enlisted maintainer prepares to launch one the squadron's F/A-18C Hornets.



▲ Aviation Structural Mechanic (Equipment) 3rd Class Jeff Grand washes the landing gear of one of the squadron's F/A-18C Hornets.

This isn't some real-life act of high treason by a rogue Navy element, nor is it a scene from a bad Hollywood action flick. Rather, it's just another day of flying a routine training mission for the "Fighting Omars" of Fighter Squadron Composite (VFC) 12. As one of six squadrons that make up Commander, Tactical Support Wing, VFC-12 specializes in "adversary training" for other Navy strike fighter squadrons. During this detachment to Guam, VFC-12's pilots (a mixture of 14 SELRES, five FTS and a pair of active duty guest aviators) are flying day and night to assist four squadrons from Commander, Carrier Air Wing (CAG) 5. This is the forward deployed air wing's biennial Strike Fighter Advanced Readiness Program (SFARP) training exercise.

"We're the 'scrimmage team.' We're here as a training aid," Cmdr. Mark Sucato, VFC-12's executive officer said. "CAG-5 aircraft will go out with a specific mission in mind, and VFC-12's mission will be to simulate threat aircraft in opposition to whatever their mission happens to be."

But before VFC-12's pilots can take to the skies for simulated dogfighting in any of the eight F/A-18Cs they brought from the squadron's home in Oceana, Va., they first have to get off the ground. That's where the contingent of 102 FTS and 13 SELRES Sailors that make up VFC-12's maintenance department comes into play.

"They're everything. Our maintenance department is what makes the squadron go," Sucato says. "Without the maintenance department, we (pilots) are just effectively a bunch of guys standing around looking at each other."

"We get them in the air," says Senior Chief Aviation Machinist's Mate (AW) Daniel Martelle, the squadron's maintenance senior chief. "The wardroom and the maintenance department work hand-in-hand. Their mission couldn't be completed without us, and we wouldn't have a mission without them flying airplanes."

The maintenance crew is split into two shifts, "day check" and "night check," and each shift averages about ten hours. A typical day on the

flight line includes upwards of 18 sorties divided into six flight events. Each event consists of the successful launch and recovery of three of the squadron's Hornets. Once the day's flight schedule is in full swing, the maintainers find themselves hurrying on and off the flight line roughly once every hour between launching the current event's aircraft and bringing the previous event's jets in safely.

Just prior to any launch, a group of four "final checkers" from various enlisted aviation ratings will go over the aircraft one last time to make sure it is ready to take flight.

Dividing the jet into four sections, two of the final checkers start at the Hornet's nose and work their way back to the wheel wells, while the other two start at the exhaust and move forward.

"You make sure a screw is not missing. You make sure the landing gear has all the cotter pins in it. You're looking for the general integrity of the aircraft," Martelle says.

Meanwhile, a second group of "trouble-shooters" stands at the ready to diagnose and correct any last minute problems that might arise. If all systems are go, a plane captain on the ground signals to the pilot in the cockpit that he is clear to launch. Once the aircraft return a couple hours later and are safely recovered, maintenance personnel perform an expedient yet thorough "turnaround check" of the birds. Any small issues that might need addressing can usually be fixed within an hour, and any repairs requiring more time than that fall on night check to get resolved so that the Hornets are able to get up and flying again the following day.

"We'll identify what the issue is, the respective shop will go out and troubleshoot it, and most often it's something that can be repaired and ready for tomorrow's flight schedule," says SELRES Aviation Structural Mechanic 1st Class (AW) Linda Roland, who works as line division lead petty officer on night check.

During launches and recoveries, the team effort by the maintainers on the ground comes off as a sort of ballet that can seem all at once

coordinated and slightly chaotic, depending on the circumstance. It's a situation in which being safe and keeping a keen eye on the task at hand are paramount.

"You're head's always on a swivel. It becomes ingrained," said Aviation Structural Mechanic (Equipment) 1st Class (AW) Louise Greene, lead petty officer for her work center. "You're always looking for any kind of danger. Anything can happen."

"Launching might seem easy because you do it a lot, but when you look behind the scenes you have to know your priorities," said Aviation Ordnanceman 1st Class (AW) Ponce Cureton, a SELRES Sailor who has nine-and-a-half years of active duty service under his belt. "We always look at the bird from wingtip to wingtip to make sure all things are going to work for the safety of the pilot and the safety of others. If anything goes wrong while you're final checking, it could cost a life. So you pay attention to detail."

Between launches and recoveries, VFC-12's maintainers get downtime. The Sailors guzzle bottle after bottle of water to stay hydrated while sitting in the modest shade beneath a

series of elevated tarps that are attached to a row of freight containers housing the crew's equipment. The maintainers lovingly refer to the area as Shantytown." Downtime is often spent discussing the current and next day's work load, playing cards, or simply being social.

"We're awesome together," says Aviation Machinists Mate Airman Patricia Blakeman. "We pick on each other like brothers and sisters, but it's a big family."

"We have to be a tight-knit group. Morale is what keeps this command going," says Martelle. "When you're working ten-to-twelve hour days, you have to be able to help each other and keep each other motivated."

To see exactly how tight-knit and motivated this group is, one need look no further than the small batch of 13 SELRES Sailors who have seamlessly meshed into the day-to-day command structure with their FTS counterparts. It is easy to see how willing the full-time side of VFC-12 is to help them get the qualifications they need to advance in their rates.

▼ Maintainers of Fighter Squadron Composite (VFC) 12 prepare to launch an F/A-18C Hornet during one of the squadron's daily flight events.





▲ A maintainer attached to Fighter Squadron Composite (VFC) 12 cleans the canopy of one of the squadron's F/A-18C Hornets as the sun sets over Andersen Air Force Base.



▲ Cmdr. John Mooney, commanding officer of Fighter Squadron Composite (VFC) 12, shakes hands with Aviation Structural Mechanic Airman Billy Martin, a member of the squadron's maintenance crew, just prior to taking flight.



▲ Senior Chief Aviation Machinist's Mate (AW) Daniel Martelle (right), maintenance senior chief for VFC 12, discusses flight operations with one of the squadron's enlisted maintainers between flight operations.

One of those SELRES Sailors is Aviation Structural Mechanic (Equipment) 3rd Class Jeff Grand. Being from Minnesota, where work in aviation ratings is scarce, the night check mechanic was fortunate enough to get cross-assigned to VFC-12 in Virginia. When not performing his primary duties on and around the flight line, Grand and his other SELRES counterparts use their time to work on qualifications that aren't easy to come by while drilling on weekends in Virginia.

"I feel very lucky to be with this squadron," says Grand. "These guys are really good at giving me training in my rate. It's very advantageous."

And the hard work being put in by the SELRES Sailors doesn't go unnoticed.

"They work out really well," says Cmdr. John Mooney, VFC-12's commanding officer, who is

himself a SELRES aviator. "We try to recruit the highest qualified SELRES we can. The guys that are here are doing a great job."

"Every time I've dealt with SELRES here, they've always been ready to work," says Aviation Electrician's Mate 2nd Class Joanna Landry, an FTS day check trouble shooter. "I've never seen a more motivated bunch of airmen and third classes. They want to learn."

"I couldn't tell you exactly how many SELRES we have out here, because they integrate in so well I can't tell one from the other," says Martelle.

By the end of SFARP, the Fighting Omars of VFC-12 flew 252 sorties over 14 days of flight line operations. This was the squadron's seventh detachment since June of last year, and if history is any indicator

(the squadron recently picked up a series of prestigious awards) the mission will be hailed as a strong success.

For all of the accolades, however, the maintainers of VFC-12 don't measure success by quantity of awards, but rather by how well the crew comes together day after day and night after night to get the job done.

"There's no way one person could do this job, it takes a total team effort," says Martelle, as a Hornet from the day's most recent flight event begins to taxi down the runway. He points toward the jet just as it rotates into the sky, the deafening noise from its engines blaring across the entire flight line.

"As long as that happens right there," he shouts, "we feel successful."

▼ A "night check" maintainer attached to Fighter Squadron Composite (VFC) 12 scrubs a vertical stabilizer on one of the squadron's F/A-18C Hornets.





Navy Reservist Lt. j.g. Jeff Strong is mobilized to Forward Operating Base Airborne, in the Wardak Province of Afghanistan. He is a Human Resources officer with 25 years in the Navy, over 20 of which were spent as a gunner's mate. Assigned as a combat advisor for the 3rd Kandak (Battalion), 1st Brigade, Afghan National Civil Order police, a highly specialized police force with advanced combat training and firepower, Strong also holds the positions of administrative and intelligence officer within Security Transition Team 6 (STT6). Strong serves on a small team composed primarily of U.S Army military police.

SAILOR STRONG

CHAPTER 4: SHADOW IN THE NIGHT

me continued walking. I had a small flashlight in my pocket that I slowly extracted to see what had brushed my leg. When I turned the light on, I saw a mass of black fur. Not being overly familiar with the wild life of Afghanistan, I was almost in a panic. What is it? It was bigger than a raccoon, smaller than a bear...

Suddenly the mass of fur moved and a small face with very dark eyes appeared above a short muzzle. Those eyes looked me squarely in the face and seemed to say, "You miss your dog, but here I am.....I have no one missing me." As this small black dog looked at me I wasn't sure what to do. I had heard several stories of the high incidence of rabies in animals here and I also knew the policy the U.S. military has about stray animals.

Yet, here was this small, helpless, starving soul looking at me with such sweetness and love in her eyes. After staring at each other for what could have been a minute or five even, the dog stood up, looked up at me again, and took two steps toward me pushing her head into my hand. I scratched her head between her ears and then decided that I was better off not getting to know her and walked away. She followed me to the point where I entered the compound where our tents are. As I walked in, she trotted off into the darkness. I said a quick thank you in my head for whoever or whatever had given me this dose of closeness after having the discussion of missing Lucy.

Two nights later, the same thing happened. The little black dog brushed by my leg and then just sat down in front of me. As the others kept walking I knelt down, scratched her ears and then down her back to the base of her tail. She wagged her tail happily and followed me back to the tents. I patted her on the head and away she went into the darkness of FOB Airborne. As I described the incident to those who wondered where I had been, I said, "She comes up like a shadow...just out of nowhere. Being as black as she is, she just blends into the night." From that point on, she became "Shadow."

We continued to see Shadow off and on for a while and not just on the FOB. A couple weeks went by and I hadn't seen her. One day while

my unit was on a foot patrol and I was watching them from a remote camera location, she appeared. As the unit moved she took the lead in front of the group, walking side to side sniffing, searching, scanning for something unknown. When the unit pulled a security halt, she dutifully trotted back to almost every person as if checking to make sure they were okay. When the leader called for everyone to move out, she quickly ran back to the front and resumed her position. It was as if she was trained to do so. I have often thought of that day and wondered what it was that she was searching for.

During my time in Afghanistan I have witnessed cruelty shown toward dogs. Most dogs here are not pets, but victims of unbelievable torture and cruelty. I have witnessed dogs who have had their ears and tails cut off, dogs being kicked repeatedly, chains embedded in their necks from neglect, and starvation. All of these things sicken me and yet there is little that can be done. I have read the story of stray dogs on bases who warned military members of attacking insurgents by barking and even attacking the enemy as they infiltrated the base.

The U.S. policy toward stray animals is simple: they do not belong and will not be tolerated. Soldiers, Sailors, airman and Marines are expected to have no contact with these animals and to serve on eradication teams. These teams have a responsibility to remove any stray animal. I understand the far limit of the reasoning behind this: disease, unpredictable behavior, fleas, ticks, etc.... I have to admit that I also have witnessed the incredible morale boost a dog can bring

into a combat area. Many are the stories of stray dogs being adopted by military members or units and what an impact they had. I know of stories of heroism and valor where a dog was the hero....or a martyr to enable the human to survive. So although I can see both sides of this, I struggle to accept such a black and white ultimatum on the subject of should they be allowed or shouldn't they. The Army even has a morale dog named Major Timmy who travels the country of Afghanistan with his handler. Major Timmy's sole role is to bring a small bit of doggy joy to those who are in high stress situations or areas.

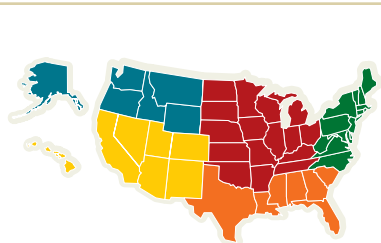
I learned recently that Shadow was shot and killed by the FOB Mayor. It was his job and his duty to do so but it is still something I struggle with. She was a small light in what has otherwise been a fairly dull world here. She had no disease, wasn't a threat to anyone, and had caused no issue that I know of. She was simply a wandering lost soul looking for love and acceptance in a world of war, hate, and violence. Maybe she is better off not being tortured or treated with cruelty and neglect. Or maybe there will be countless military men and women who will miss out on a small bit of joy that she may have shared with them. Either way, I am thankful for the small bit of joy that she brought to me; regardless of how short a period in time it lasted. It is not my place to make policies of this type or to take the actions that they require. For that I am thankful.

Until I get a chance to write again: stay positive, watch out for your shipmate, and beyond all stay safe.



RC PHONE DIRECTORY

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



Chief of Navy Reserve (703) 693-5757	Norfolk, Va. (757) 318-4500	Harlingen, Texas (956) 425-0404	Green Bay, Wis. (920) 336-2444	Denver, Colo. (720) 847-6205	Fleet Logistics, Support Wing (817) 825-6438	HSC-3 (619) 545-8196	Judge Advocate General (202) 685-5190	Naval Medical Center Portsmouth, Va. (757) 953-5000	Navy Information Operations Command(NIOC) Maryland (301) 677-0817	Commander Submarine Force US Atlantic Fleet (757) 836-1341	Navy Reserve Intelligence Command	(847) 688-6273	Naval Construction Forces Command (757) 462-3658
Office of the Chief of Navy Reserve (703) 693-5757	Pittsburgh, Pa. (412) 673-0801	Houston, Texas (832) 380-7400	Indianapolis, Ind. (317) 924-6389	Fort Carson, Colo. (719) 526-2964	VR-1 (240) 857-3410	HS-10 (619) 545-6600	Logistics Group Western Pacific 011-65-6750-2645	Naval Medical Center San Diego, Calif. (619) 532-6400	NIOC Misawa, Japan 011-81-3117-66-2834	Commander Submarine Force US Pacific Fleet (808) 473-2517	Reserve Intelligence Command Hdqtrs. Fort Worth, Texas (817) 782-7107	Maritime Expeditionary Security Force	
Commander Navy Reserve Forces Command (757)445-8500	Plainville, Conn. (860) 747-4563	Jacksonville, Fla. (904) 542-3321	Kansas City, Mo. (816) 923-2321	Guam (671) 339-6724	VR-46 (817) 782-3420	VFA-106 (757) 433-9081	Marine Forces Reserve (504) 678-1290	Navy Medicine Manpower Personnel Training and Education Command (301) 295-2333	NIOC Norfolk, Va. (757) 417-7112	Submarine Group Nine (360) 396-6530	Navy Intelligence Reserve Region Northwest (360) 315-6001	Maritime Expeditionary Security Group One (619) 437-9808	
Force Equal Opportunity Advisor and EO Hotline Chief Steven Sawyer 1-877-822-7629 (757) 322-5679	Quincy, Mass. (617) 753-4600	Meridian, Miss. (601) 679-3610	Knoxville, Tenn. (865) 545-4720	Las Vegas, Nev. (702)632-1455	VR-48 (240) 857-6814	VFA-122 (559-998-3482	Strategic Sealift Readiness Group (800) 535-2580		NIOC Pensacola, Fla. (850) 452-0400	Submarine Group Ten (912) 573-3733	Navy Intelligence Reserve Region Southeast Det New Orleans (504) 678-3411	Maritime Expeditionary Security Group Two (757) 396-0513	
	Raleigh, N.C. (866) 635-8393	Miami, Fla. (305) 628-5150	Lansing, Mich. (517) 482-9150	Lemoore, Calif. (559) 998-3778	VR-51 (808) 257-3289		Military Sealift Fleet Reserve Support Command (202) 685-5155	Naval Meteorology and Oceanography Command (228) 688-4384	NIOC San Diego, Calif. (619) 545-9920	Submarine Group Two (860) 694-5683	Navy Intelligence Reserve Region Southwest Det Millington (847) 688-6273		
	Richmond, Va. (804) 271-6096	New Orleans, La. (504) 678-8205	Little Rock, Ark. (501) 771-0880	Los Angeles, Calif. (323) 980-7131	VR-52 (609) 754-0908		Mine and Anti-submarine Warfare Command San Diego (619) 524-0114	Naval Network Warfare Command (540) 653-5001	Navy Net-Centric Warfare Group (240) 373-3125	Submarine Squadron Eleven (619) 553-8641	Navy Intelligence Reserve Region Southeast - Ft. Worth (817) 782-6464		
	Roanoke, Va. (866) 527-6595	Orlando, Fla. (407) 240-5939 x 2117	Louisville, Ky. (502) 375-3329	Moreno Valley, Calif. (951) 656-1199	VR-53 (240) 857-9029		Naval Air Force US Atlantic Fleet (757) 444-2928	Naval Network Warfare Command (757) 417-6750	Navy Installations Command (202) 433-3200	US Africa Command 011-49-711-729-4484	Navy Intelligence Reserve Region Midwest Det Detroit (847) 688-6273	Chief of Naval Air Training	
Naval District Washington RCC (240) 857-4880	Rochester, N.Y. (585) 247-6858	Pensacola, Fla. (850) 452-1341	Madison, Wis. (608) 249-0129	North Island, Calif. (619) 545-2610	VR-54 (504) 678-3061		Naval Air Forces/Naval Air Force US Pacific Fleet (619) 545-2017	Naval Operational Logistics Support Center (717) 605-5790	Navy Munitions Command (757) 887-4834	US Central Command (757) 836-4180	Navy Intelligence Reserve Region Southwest - Jacksonville (877) 882-7396	CAOSO (361) 961-3386	
Region Mid-Atlantic RCC (757) 444-7295	Schenectady, N.Y. (518) 399-2134	Puerto Rico (787) 707-2324	Memphis, Tenn. (901) 874-5256	Pearl Harbor, Hawaii (808) 471-0091	VR-55 (805) 989-8755		Naval Air Forces/Naval Air Force US Pacific Fleet (619) 545-2017	Chief of Naval Operations (703) 697-5664	Navy Personnel Command 1-877-807-8199	US European Command 011-49-711-680-113		CNRN CNATRA/FRS PM (757) 322-6751	
	Syracuse, N.Y. (315) 455-2441	San Antonio, Texas (210) 225-2997	Milwaukee, Wis. (414) 744-9764	Phoenix, Ariz. (602) 484-7292	VR-56 (757) 433-4065		Naval Construction Forces Command (757) 462-3658	Naval Operations Office of Naval Intelligence (504) 678-1394	Navy Region Europe, Africa, and Southwest Asia 011-39-081-568-6777 DSN: 314-626-6777	US Fifth Fleet 011-973-724-383			
	White River Junction, Vt. (802) 295-0050	Shreveport, La. (318) 746-9657	Minneapolis, Minn. (612) 713-4600	Point Mugu, Calif. (805) 989-7559	VR-57 (619) 545-6920		Comptroller of Navy (202) 685-7000	Naval Operations Office of the Chief of Chaplains (504) 678-1394	Navy Region Guam (671) 355-1110	US Fleet Forces Command (757)-836-4180			
	Wilmington, Del. (302) 998-3328	Tallahassee, Fla. (850) 576-6194	Nashville, Tenn. (615) 267-6345/6352	Port Hueneme, Calif. (805) 982-6106	VR-58 (904) 542-2380 x110		Defense Intelligence Agency (202) 231-4044	Naval District Washington Headquarters (202) 369-7683	Navy Region Hawaii (808) 473-4505	US Joint Forces Command (757) 836-6555			
	Wilmington, N.C. (910) 762-9676	Tampa, Fla. (813) 828-1971	Oklahoma City, Okla. (405) 733-1052	Reno, Nev. (775) 971-6289	VR-59 (817) 782-5411		Defense Logistics Agency (866) 204-4850	Naval Education and Training Command (850) 452-4000	Navy Region Southeast (904) 542-2324	US Naval Forces Africa 011-39-081-568-4634			
	Region Southeast RCC (904) 542-2486 x123	Waco, Texas (254) 776-1841	Omaha, Neb. (402) 232-0090	Sacramento, Calif. (916) 387-7100	VR-61 (360) 257-6595		Destroyer Squadron Two (757) 444-1452	Naval Facilities Engineering Command (202) 685-9499	Navy Region Hawaii (808) 473-4505	US Naval Forces Alaska (907) 463-2248			
	Amarillo, Texas 1-866-804-1627	West Palm Beach, Fla. (561) 687-3960	Peoria, Ill. (309) 697-5755	Salt Lake City, Utah (801) 736-4200	VR-62 (904) 542-8557		Employer Support of the Guard and Reserve (ESGR) (800) 336-4590	Naval Health Care Newport, RI (401) 841-3771	Navy Region Japan 011-81-46-816-3155	US Naval Forces Central Command 011-973-724-383			
	Atlanta, Ga. (678) 655-5925	Region Midwest RCC 1-847-688-4916	Rock Island, Ill. (309) 782-6084	San Diego, Calif. (858) 537-8040	VR-64 (609) 754-1890		Expeditionary Strike Group Two (757) 462-7403 x 110	Naval Hospital Bremerton, Wash. (360) 475-4000	Navy Region Korea 011-822-7913-7251	US Naval Forces Europe 011-39-081-568-4634			
	Augusta, Ga. (706) 733-2249	Akron, Ohio (330) 491-3450	Saginaw, Mich. (989) 754-3091	San Jose, Calif. (408) 294-3070	ETD Pacific 808-448-9278		Expeditionary Strike Group Three (619) 556-1470	Naval Hospital Camp Lejeune, N.C. (910) 451-3079	Navy Region Mid-Atlantic (757) 322-2800	US Naval Forces Japan 011-81-46-816-1110			
	Austin, Texas (512) 458-4154	Battle Creek, Mich. (269) 968-9216	Sioux Falls, S.D. (605) 336-2402	Tucson, Ariz. (520) 228-6289	ETD Sigonella 011-39-095-86-5289		First Naval Construction Division (757) 462-8225 x 222	Naval Hospital Camp Pendleton, Calif. (760) 725-1288	Navy Region Singapore 011-65-67-50-2531	US Naval Forces Korea 011-822-7913-5795			
	Bessemer, Ala. (205) 497-2600	Chattanooga, Tenn. (423) 698-8955	Springfield, Mo. (417) 869-5721	Region Northwest RCC (425) 304-3338	Tactical Support Wing (817) 782-5295		Fleet Activities Chinhae, Korea 011-82-55-540-2852	Naval Station Rota Spain 011-34-956-82-2222	Navy Region Hawaii (808) 473-1168	US Naval Forces Marianas (671) 339-7133			
	Charleston, S.C. (843) 743-2620	Chicago, Ill. (847) 688-3760	St. Louis, Mo. (314) 263-6490	Anchorage, Alaska (907) 384-6525	VAQ-209 (240) 857-7828		Fleet and Industrial Supply Center Jacksonville, Fla. (904) 542-1000 x144	Naval Special Warfare Operational Support Group (619) 522-3232	Navy Region Midwest (847) 688-2884	US Naval Forces Southern Command (904) 270-7354 x4304			
	Columbia, S.C. (803) 751-9251	Cincinnati, Ohio (513) 221-0138	Toledo (Perryburg), Ohio (419) 666-3444	Billings, Mont. (406) 248-2090	VAW-77 (504) 390-6288		Fleet and Industrial Supply Center Norfolk, Va. (757) 443-1610	Naval Support Activity, Bahrain 011-973-39-14-6793	Navy Region Northwest (360) 315-5123	US Naval Special Warfare Command (619) 522-2825			
	Columbus, Ga. (706) 322-4670	Columbus, Ohio (614) 492-2888	Tulsa (Broken Arrow), Okla. (918) 279-3700	Boise, Idaho (208) 422-6236	VFA-204 (208) 422-3491		Fleet and Industrial Supply Center Pearl Harbor, Hawaii (808) 473-7928	Naval Surface Force US Atlantic Fleet (757) 836-3057	Navy Region Southwest (619) 532-2925				
	Corpus Christi, Texas (361) 728-5506	Decatur, Ill. (217) 875-1733	Wichita, Kan. (316) 683-3491	Cheyenne, Wyo. (307) 773-6500	VFC-12 (757) 433-4919		Fleet and Industrial Supply Center San Diego, Calif. (619) 556-6234	Naval Surface Forces/Naval Surface Force US Pacific Fleet (619) 437-2950	Office of Naval Intelligence (301) 669-5557	US Northern Command (719) 554-5920			
	El Paso, Texas (915) 565-3993	Des Moines, Iowa (515) 285-5581	Youngstown, Ohio (330) 609-1900	Everett, Wash. (425) 304-4777	VFC-13 (775) 426-3644		Fleet and Industrial Supply Center San Diego, Calif. (619) 556-6234	Naval War College (401)-841-3304	Office of Naval Research (703) 696-5031	US Pacific Command (808) 477-9138 US Pacific Fleet (808) 474-8415			
	Fort Worth, Texas (817) 782-1805	Detroit, Mich. (586) 239-6148	Region Southwest RCC (619) 532-1842	Helena, Mont. (406) 449-5725	VFC-111 (305) 293-2654		Fleet Air Mediterranean 011-39-081-568-4184	Naval Hospital Lemoore, Calif. (559) 998-4481	Puget Sound Naval Shipyard (360) 476-7683	US Second Fleet (757)443-9850			
	Greenville, S.C. (864) 423-5889	Fargo, N.D. (701) 232-3689	Alameda, Calif. (510) 814-2605	Kitsap, Wash. (360) 627-2203	HSC-85 (619) 545-7218		Fleet Forces Command (757) 836-3644	Naval Hospital Naples Italy 011-39-081-811-6000/1		US Seventh Fleet 011-81-6160-43-7440 x4090			
	Gulfport, Miss. (866) 502-1271	Grand Rapids, Mich. (616) 363-6889	Albuquerque, N.M. (505) 853-6289	Portland, Ore. (503) 285-4566	HSC-84 (757) 445-0861								

SUBMISSION GUIDELINES

PHOTO SUBMISSIONS

Due 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 said 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 cutline information identifying the subjects and what they’re doing in the photo. Also credit the photographer.

STORY SUBMISSIONS

Due 5th of the month. Monthly columns: at least 500 words. More is okay, we'll edit it. Feature stories: at least 600-700 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 the editor at james.vorndran@navy.mil or call (757) 322-5624

SUBMISSION GUIDELINES

PHOTO SUBMISSIONS

Due 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 said 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 5th of the month. Monthly columns: at least 500 words. More is okay, we'll edit it. Feature stories: at least 600-700 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 the editor at james.vorndran@navy.mil or call (757) 322-5624



PRSRT STD
US POSTAGE
PAID
MIAMI, FL
PERMIT #2563



Decisions, decisions ...

Everyday you are testing the waters, navigating through the myriad of career possibilities and choices. Don't let your time with the Navy wash away. The Navy Reserve can offer you continuation of benefits and secure pay. With numerous interesting programs, you can be assured of a stimulating and rewarding career. To learn more, visit navyreserve.com or call 1-800-USA-USNR.

NAVY
RESERVE