

TNR

THE NAVY RESERVIST

MAY 2013



Commander Naval Air Force Reserve

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DANGER

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The Navy Reservist 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 Reservist 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.



Naval Air Force Reserve: Welcome to the CNAFR edition of TNR! Rear Adm. Asbjornsen talks Naval Reserve air power. (Page 10)



Hovering Over the World: The Fire Scout is here to stay, and the Navy Reserve will continue to play a key role in the operations of this unique asset. (Page 18)



Joint Combat Assessment Teams: NAVAIR's Reserve Program helps makes sense out of a senseless tragedy. (Page 24)



CNAFR: What We Do: The Naval Air Force Reserve component stands ready - here's a breakdown on the CNAFR community. Fight, fly, win! (Page 12)



Osprey's Take Flight: As the Navy begins to sundown the storied P-3, two Reserve Osprey squadrons prepare for a historic deployment to the land of the rising sun. (Page 22)



Up in the Air: Tag along as the Navy Fleet Logistics Squadrons stretch the supply chain from Norway to Africa. (Page 26)

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Cover Photo: Aviation Machinist Mate 2nd Class Omar Viraclass installs a propeller on the number two engine of a P-3C Orion aircraft. VP-62 at Naval Air Station Jacksonville Fla., and VP-69 at NAS Wibe Island, Wash., each have six P-3C Orions. U.S. Navy photo by Mass Communication Specialist 1st Class Michelle Lucht.

FOCUS ON T



Shipmates,

Recently, I had the honor of greeting more than 100 Returning Warriors at Baltimore-Washington International Airport. These Sailors were returning from deployments all over the world, including Afghanistan, the Horn of Africa and Germany. Along with our individual augmentees, I met medical personnel from the Role 3 Multinational Medical Unit who provided vital warrior care at a trauma center in Kandahar. Waiting for them upon their return were family and loved ones with open arms. I had the pleasure of speaking with Lt. Isaac Ortman after stepping off the plane. I asked him how his day was going and he said it was a truly a great day; his daughter was turning four years old and he was about to reunite with his family. I spoke with several Sailors that afternoon and each one reminded me of the sacrifices made by our Navy families. It was a true honor to welcome our shipmates home and thank them for their service at the “tip of the spear.”

During recent visits across the force, I've seen countless examples of Reserve Sailors seamlessly integrating with the active component. Just recently, USS Freedom (LCS 1) began her maiden deployment to Singapore. Seven Reserve component (RC) Sailors have been supporting Freedom's workups, deployment, and Forward Liaison Element (FLE) in Singapore. Hull Technician 2nd Class Nathaniel Vaughn, Engineman 2nd Class Elijah Eggers, and Electrician's Mate 2nd Class Rene Herrera all participated in Freedom's pre-deployment training and workups. In late March, four additional RC Sailors, including Senior Chief Engineman (EXW/SW/AW) John Ruela, Electronics Technician 1st Class Aaron Adami, Electrician's Mate 1st Class Ji Park and Fire Controlman 1st Class Christopher Chavez forward deployed to Singapore to support Freedom's FLE. This is a shining example of the total force concept: Our RC Sailors operating forward, performing key roles in new mission areas and fully integrating with the Navy.

Vice Adm. Robin R. Braun

This month's TNR highlights Reserve naval aviation and its incredible contributions to the Navy. Our squadrons within the Reserve force have always been valued for providing specialized capabilities, experience and depth to the fleet. Today our Reserve squadrons perform missions such as adversary, fleet essential air lift, special operations, anti-submarine warfare, reconnaissance and mine countermeasures support. Our Squadron Augment Units across the country help train our next generation of naval aviators and flight officers by providing seasoned instructors to our training and fleet replacement squadrons. In this edition of TNR you'll find some great articles about Navy Reserve aviation. I encourage you to take a look.

Within the halls of the Pentagon, I am routinely told of the value the Navy Reserve brings to the total force. And while we have important work ahead, the Navy Reserve has never been more relevant. Thank you for your hard work and incredible accomplishments. I look forward to seeing you around the fleet.

Vice Adm. Robin R. Braun, Chief of Navy Reserve

THE FORCE

Force Master Chief (AW) Chris Wheeler



Hello fellow Navy Warriors,

More than 100 years ago, Naval aviation was born. In the early days, Navy pilots changed the course of history at the Battle of Midway and later prevailed over a highly trained adversary during the Vietnam War. One of Naval aviation's greatest contributions was the role it played throughout the Cold War. Through an aggressive strategy known as "show of force," the United States countered the efforts of the Soviet Union and helped end the Cold War without engaging in actual combat.

Today Naval aviation continues to move forward; the men and women who serve in the aviation ranks are still volunteering to do the hard jobs and are still willing to support the Navy and the country wherever the need may be.

Our Naval Air Force Reserve is an important part of our Navy's strength, providing operational support to meet current needs and maintaining sufficient capabilities to meet future strategic demands.

Our Wings — Commander, Fleet Logistics Support Wing and Tactical Support Wing — have a combined total of 17 squadron's plus detachments. Reserve aviation also provides support through two P-3 squadrons and five helicopter squadrons. These assets deploy worldwide to places like Afghanistan, Bahrain, Japan and Sicily, and provide support for important missions such as drug interdiction operations. They are always ready to provide assistance when any humanitarian crisis arises.

It is easy to see why our Sailors love to serve, I know firsthand. My first job in the Navy Reserve was with Patrol Squadron (VP) 65 in Pt. Mugu, Calif. It was there that I learned the value of having a strong First Class Petty Officer Association. In fact, seven of our 33 first class petty officers went on to become master chief petty officers and the majority of the association members became chiefs. It was in my days working at Helicopter Combat Support Special Squadron (HCS) 5 that I made chief and

learned from skilled mentors the lessons of a deckplate leader. These lessons still guide my thoughts and actions to this day. My first job as a command master chief (CMC) was with Fleet Logistics Squadron (VR) 57 where I learned the impact that a good Command Leadership Team can have in helping people as well as completing the mission. Finally, in my last CMC job with Helicopter Sea Combat Squadron (HSC) 85, I learned that the mission set may change, but it is still the Sailors and their families who make a lasting impact on our Navy.

From Prowlers to Clippers, Herc's to Hornets, Skytrains to Seahawks and Orions to Gulfstreams, the leadership and work ethic of the Sailors are right in line with the Chief of Naval Operations' tenets of "Warfighting First, Operate Forward and Be Ready."

From its early history to present day missions, our Naval Air Force Reserve has always had the goal of being the Best of the Best. It's a worthy goal to be sure; one many say has been accomplished. I am not one to say otherwise. It is my pleasure to say, thank you to all the men and women of our air force and their families. You make us better and that is an indisputable fact. Fight, Fly, Win!

A handwritten signature in black ink that reads "Chris T. Wheeler".

Navy Reserve Force Master Chief (AW) Chris Wheeler

APPLY!!!

Written by Chief Personnel Specialist (AW/SW) Carla Douglass, Senior Officer APPLY

It's that time of year again! Navy Reserve senior officers need to prepare for the National Command/Senior Officer (05/06) Non-Command Billet Screening and Assignment Board, also known as the "APPLY" board.

APPLY is a tool designed to assign the best qualified officers to senior leadership and management positions - a vital component to the continued successful support provided to active-component commands.

All Navy Reserve senior officers are required to register in APPLY and to validate their current assignment, billet history, personal data and qualifications. If officers do not complete any part of this process, they will not be able to compete during the billet preference process known as the "dream sheet" phase. Once registration and validation are complete, officers must apply for at least one billet to be considered for post-board assignment.

During the dream sheet phase, officers are encouraged to add remarks or comments on their application relevant to their assignment preferences. These remarks will be read by all APPLY board members. Officers are also encouraged to submit a letter to the board to highlight any missing information or clarify any unique aspects of their records.

Some communities and billets require a résumé for application. The APPLY system will produce a prompt if a résumé is required. Officers should submit their résumé using the template provided for that billet. Education, Navy Officer Billet Codes (NOBC) and Additional Qualification Designations (ADQ) are updated through the Navy Personnel Command (NPC) via the officer's service record; however, billet history needs to be manually entered on the APPLY website.

The dream sheet application gives applicants the option to "check that you want to be considered for billets not listed on your dream sheet," and indicate if the officer is willing to travel for an assignment. It is to the officer's benefit to check yes as billets often become available that were not previously advertised in APPLY. However, if a billet is offered that was not specifically requested on the dream sheet there is no obligation to accept it.

While junior officers (JO) are already required to participate in JO APPLY, they are still encouraged to register in the senior officer APPLY program to submit applications specifically for commanding officer and officer-in-charge billets. Junior officers who decide to participate will need to validate their current assignment and follow the procedures listed in the APPLY timeline.

Applicants need to pay close attention to the timeline on the APPLY website. This timeline lists deadlines for validating billet assignments, submitting a dream sheet and panel convening dates.

The deadline for dream sheet submissions is 11:59 p.m. (EST), July 16, 2013. No submissions or changes to dream sheets will be accepted after this time. All APPLY applicant supplemental packages must be received by the president of the APPLY board and NAVPERSCOM customer service center (PERS-OOR) by 8 p.m. (CST), July 16, 2013. This year's APPLY board, for fiscal year 2014, is scheduled to convene Aug. 13-30. For those submitting O-6 fitness reports (FITREPs), FITREPs will be accepted up to the day prior to the convening date of the specific panel for which the officer is being considered.

Results of the APPLY board will be released upon approval from Chief, Navy Personnel Command via the email subscription service, GovDelivery. An email will be sent with notification to all "Officer APPLY Board" GovDelivery subscribers. Officers can also log onto their profile on the APPLY website to see their results or read the Navy administrative message on the NPC website. If an officer wishes to decline the awarded billet, they must do so within 14 days of release of results the assignment will be automatic.

All APPLY awarded billets will be executed Dec. 1, 2013. Senior officers who are not awarded a billet from the APPLY board will be processed for transfer to the Volunteer Training Unit (VTU) Dec. 1, 2013.

To be successful with APPLY, remember these key phrases. Improve your odds, know the rules, plug any holes and gaps, write a letter, diversify your portfolio, indicate willingness to travel and take the tough jobs. To stay engaged, ensure you are registered with GovDelivery to receive announcements concerning APPLY and regularly check the APPLY website. ■

February 1

July 16

August 13

August 30

APPLY website open
for registration

Deadline for dream
sheets & packages

APPLY board
begins

APPLY board
adjourns

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"x7" digital photo of the candidate.



Margarita Stephens

PERSONNEL SPECIALIST 2ND CLASS

Hometown: Los Angeles, Calif.

NOSC: Tucson, Ariz.

Unit: Naval Mobile Construction Battalion 17

Brief description of your Navy job:

To ensure Selected Reservists are medically qualified to mobilize. I also

update and maintain medical and dental records for Reservists.

Brief description of your civilian job: I am currently a student at the University of Phoenix and I am close to earning my Bachelors of Arts in Business Administration in Management

What has been your greatest Navy achievement? After returning from deployment in 2008 I had the opportunity to work with the Papa Det out of Port Hueneme, Calif., for two additional years where I learned and worked more in my rating. Since returning from mobilization in mid 2011 I've assisted NOSC Tucson staff

and our Seabees from Det 07 with the Defense Travel System, updating their electronic service records and most importantly working together as a team.

Who has been your biggest influence since joining the Navy? My son. I strive to do and be better for him and for our future.

What do you enjoy most about the Navy? I enjoy working with NOSC Tucson staff. They are supportive and always willing to help. I know when I call for help or guidance that I will receive what I need to help me succeed in my Navy career.

Most interesting place visited since joining the Navy: I will say Al Asad, Iraq, or as the Marines like to call the base, "Camp Cupcake." We had most of the amenities we needed to make us feel close to home.

Current hobbies: I enjoy traveling, exploring new places, listening to jazz music and reading.



Tabitha Stephens

YEOMAN 1ST CLASS (SW)

Hometown: Brooklyn, N.Y.

NOSC: Sacramento, Calif.

Unit: Naval Reserve Expeditionary Maintenance Detachment Tango

Brief description of your Navy job:

I am the leading petty officer and administrative officer for my unit. I ensure all administrative documentation is kept

up-to-date on all personnel, so that we are all mission-ready. I provide guidance to junior personnel and give mentor training to my unit as well as other units in the NOSC. I am also the command managed equal opportunity manager for the NOSC.

Brief description of your civilian job: I work for the Federal Deposit Insurance Corporation as the deputy regional director's secretary. I prepare reports and compile data for studies pertaining to regional banks and other bank matters.

What has been your greatest Navy achievement? Every day I am in the Navy, whether on active or Reserve duty, has been a great

achievement for me. Every chance I get to help either junior or senior personnel achieve their goals is an achievement for me.

Who has been your biggest influence since joining the Navy?

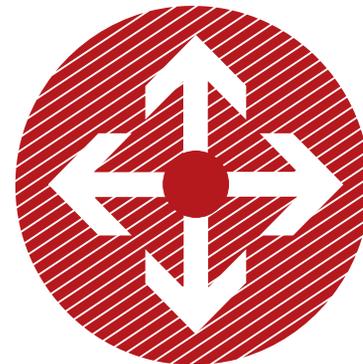
The mentor who has had an impact on my Navy career is Chief Warrant Officer Jessenia Avalostarira. She has been the biggest influence in my 16 years of Navy service.

What do you enjoy most about the Navy? The Navy is my extended family. The Navy has provided me with so many opportunities to see the world and get an education.

Most interesting place visited since joining the Navy: The most interesting place for me is a tie between Rota, Spain and Talafofo, Guam. I was stationed in Rota, Spain for three years, and it was amazing. I love the culture and the people; it was a pleasure working with the European Navy.

Current hobbies: As for hobbies, I don't really have any. Any free time I get I spend it with my wonderful family.

CAREER COUNSELOR CORNER



Reserve Component to Active Component Augmentation

The purpose of the Reserve component (RC) to active component (AC) augmentation program helps fill specific needs in the active duty Navy. Enlisted Sailors may be directly accessed from the RC to fill these requirements. This program leverages skills that Reservists have that could be used to improve and maintain AC community health. It also provides qualified Sailors with an opportunity to resume or begin a career in the AC.

Advertisement Procedures

AC enlisted community managers will continue to advertise available billets until the quotas are filled. Available ratings with quotas may be viewed at the Navy Personnel Command website, under Career Information, Reserve Personnel Management, Enlisted and RC to AC. Advertised quotas may also be disseminated via the GovDelivery email system.

Eligibility

Members of the RC, including voluntary training unit (VTU) and variable participation unit (VPU) Sailors, are eligible to apply. Active status pool Individual Ready Reserve (ASP IRR) members are encouraged to affiliate with their local Navy Reserve activity (NRA) VTU to establish the medical and physical readiness history required for program eligibility.

Physical Readiness

Applicants must have passed all components of the most recent physical fitness assessment (PFA) cycle and cannot have more than two PFA failures in the last three years.

Medical and Dental Readiness

Reservists must be fully medically ready. In addition, any manpower availability status and physical risk classifications which identify medical or dental limitations must be resolved and cleared.

Current or Previously Held Ratings

The member can apply for advertised augmentation opportunities in current or previously held ratings.

High Year Tenure (HYT)

Applicants cannot be within three years of their AC HYT dates as outlined in MILPERSMAN 1160-120 and based upon their adjusted active duty service date (ADSD). There are no HYT waivers for AC augmentation applicants.

Year Group

Applicant must be within the year group listed in the advertised opportunity. Year group is the fiscal year in which a Reservist's adjusted ADSD falls.

Applicants must meet an additional criteria specified by the enlisted community manager.

Application Procedures

Interested Reserve Sailors should contact their career counselors and refer to MILPERSMAN 1326-021 for application details and procedures. Sailors must be in the exact rating and year group being advertised. Submit completed package with endorsement to Navy Personnel Command, Affiliation and Re-Designation Division (PERS-92) at PERS92-Recall@navy.mil via the applicant's unit and NRA commanding officer. PERS-92 screens applications for eligibility and completeness and forwards to the Bureau of Personnel for selection. If selected, a letter will be mailed to the member via the applicant's NOSC.

Sailors interested in the RC to AC program should contact their unit or NOSC career counselors for assistance with the application assembly and routing, and for year group calculation assistance. Career counselors can call 800-U-ASK-NPC or email CSCmailbox@navy.mil with any questions. ■

CULTURE OF FITNESS



Improve Health with “Paleo” Training

Written by American Council on Exercise (ACE)

The Paleolithic diet has been around since the 1970s. It has largely met with mixed reviews from critics who have weighed in on its exclusion of wheat, dairy and many foods we eat today.

With varying research on the diet, we’ve decided to turn our attention to adding Paleolithic exercise to your workout schedule. First of all, what is it? What are the benefits? And can training like a caveman really improve the health of modern-day Americans?

In contrast to our hunter-gatherer ancestors, we generally don’t hunt for food, travel by foot or spend time each day thatching our roof or tending our garden. In fact, advances in technology have eliminated the need for much movement at all, and in turn, have left our bodies vulnerable to chronic disease.

Sitting for long periods of time, for example, has been linked to obesity, metabolic syndrome and a host of other preventable conditions including hypertension, high blood sugar and abnormal cholesterol.

Our Paleolithic ancestors generally did not have those problems. They walked long distances while hunting, engaged in short bursts of sprinting when needed, and regularly participated in resistance training when carrying the harvest bounty or the day’s hunt. They also naturally incorporated intervals, and maintained a comprehensive level of fitness out of sheer necessity.

Even if you walk at a low intensity for 30 minutes each day, the key is to that you are moving. Study after study has linked exercise volume with the accrual of health benefits including improvements in cardiorespiratory fitness, body composition, cholesterol and increased sensitivity to insulin.

While the majority of travel for hunter-gatherers consisted of walking long distances at a low-to-moderate intensity, they also commonly incorporated periods of high-intensity activity. New research has indicated cardio-respiratory fitness can be vastly improved with high-intensity interval training, characterized by 30-40 seconds of intense exercise followed by 15-20 seconds of low-impact recovery. Perform intervals one to two non-consecutive days a week.

Although a hunter-gatherer never would have lifted a stone with the specific intention of building muscle, his laundry list of daily tasks did improve his strength. Vary your routine with a mix of machine-based exercise, free weights and body-weight movements for at least 30 minutes at a time, two to three days per week.

Hunter-gatherers didn’t abandon the hunt after they got their prey; they transported it back to camp. They did the same with building materials, even when they traveled long distances to find them. The wide array of tasks performed in our ancestors’ lives ensured comprehensive fitness. For optimal results, make sure you change up the type of resistance training or intervals you perform each week.

Perhaps the most important lesson we can learn from hunter-gatherers is the need for recovery. After long, tumultuous days hunting, they often followed with a rest day. Oftentimes, on those days, they participated in low-intensity activities like dancing or walking. Make sure to incorporate rest days into your plan that include 30 minutes of low-intensity walking.

To explore more research, find workouts that fit your fitness level or browse healthy recipes, visit ACEfit.org. ■

Asian-Pacific Profile: Lt. Jonathan Huynh

Jonathan Huynh was just 12 years old and he was adrift at sea. He and his family were crammed like sardines in a rickety wooden fishing boat with 45 men, women and children on the South China Sea, and Huynh was scared. The boat, which had set out from his native Vietnam a week earlier, was now out of fuel. The drinking water was almost gone, and he and his fellow passengers were beginning to suffer from severe dehydration. Huynh thought this might be the end for him and his family. “We were waiting to die,” Huynh said.

This was not his family’s first attempt to leave Vietnam. Huynh was born in South Vietnam, towards the end of the Vietnam War. In 1979, the family risked everything and left for the coast to escape Vietnam by sea. The plan was foiled when someone alerted the authorities and the family was arrested. Huynh was too young to be sent to prison, so he was released to his grandparents care while his parents were thrown in prison.

In 1985, they saved enough money to get to the coast again. They gathered what few belongings they could carry with them, and in the middle of the night the group set out to sea in the hopes that they would not be detected.

Huynh later recalled that spirits were high during the first days at sea—it seemed that they had escaped undetected and the passengers could taste the freedom awaiting them. They set a course for a refugee camp in the Philippines. As the days at sea wore on, and there was no land in sight, the passengers worried.

As Huynh and his fellow refugees began to realize that they may be stuck at sea, a small airplane flew overhead, like an insect in the sky that came and then left. It was as if their last hope had buzzed by and left them for the sea. Then, a few hours later, the boat’s

captain spotted a large ship on the horizon. As it drew closer, all soon realized it was a warship. The plane had been a U.S. P-3 and the ship was a U.S. Navy frigate. Help was on the way.

The U.S. ship delivered badly-needed water and fuel, allowing the boat to continue onward to Palawan, Philippines, where the captain and passengers safely arrived at a U.N. refugee camp.

While living as refugees in the Philippines, U.S. intelligence officials debriefed Huynh’s father, and the information he passed on helped the Huynh family get a visa to come to the United States as political asylum-seekers in January 1986.

The family moved to Los Angeles, where Huynh’s mother had family members already living. The teenage Huynh learned English, studied hard and graduated from Hoover High School in Glendale in 1991. As a 17 year-old he unsuccessfully asked his father’s permission to enlist in the Navy early, but in 1992 he was of age and enlisted. During the next decade, Huynh served multiple tours on active duty and as a Reservist, including deployments on USS Independence (CV 62), USS Carl Vinson (CVN 70), USS Abraham Lincoln (CVN 72) and USS Blue Ridge (LCC 19). After serving as an undesignated airman, Huynh became a data processor, then a radioman, before eventually becoming an intelligence specialist in 2006.

In December 2008, Huynh affiliated with Defense Intelligence Agency Headquarters 1194, a Reserve unit that is part of Information Dominance Corps Region – West. Along with his Navy service, Huynh has had a distinguished career in federal law enforcement as an employee with the Department of Homeland Security.

After 20 years serving as an enlisted Sailor in the U.S. Navy, and following his third application to receive a direct commission as a naval officer, Jonathan Huynh was commissioned as an Ensign Sept. 28, 2012. At a ceremony at Los Angeles City Hall in the City Council chambers, Huynh was sworn in by his commanding officer, Capt. James Markloff. His father and Markloff pinned on his bars.

At a speech afterwards, Huynh spoke about the meaning of that day:

“As a child, the United States Navy saved our lives. I never would have believed that one day I would serve as an officer in that same navy that helped me and my family so many years before. Without that frigate in the South China Sea, we would have been dead, in my opinion. Serving is my way of giving back.” ■



Motorcycle Safety Month

Motorcycle riding season is ready to hit full swing. Are your motorcycle traffic safety training requirements current? Chief of Naval Operations Adm. Jonathan Greenert continues to place motorcycle traffic safety at the forefront of the Navy's safety priorities. Requirements are that all military personnel must meet all applicable licensing, registration, insurance and training requirements before motorcycle street riding. Most Reserve Sailors are complying with the training requirements, but the Reserve force still has to close the gap with its newest Sailors and a few non-believers. Of the 35 Department of Navy private motor vehicle two wheel (PMV-2) fatalities in 2012, 60 percent had not completed required training.

In 2012, 20 Sailors and 15 Marines lost their lives in PMV-2 fatalities, compared to 16 Sailors and 16 Marines in 2011. These numbers are down from a high of 33 Sailors and 25 Marines in 2008. The trend also indicates a 27 percent increase in Sailor and 4 percent decrease in Marine PMV-2 fatalities. Motorcycle operators and their supervisors must focus their efforts to ensure the positive trends gained over the past few years do not recede. The decrease in DoN PMV-2 fatalities from 2008 to 2011 were attributable to an increase in training; riders taking responsibility for themselves; mentoring inexperienced riders; leaders encouraging training on command time; and the proper use of personal protective

equipment. The challenge now is to provide Navy riders with the tools and training needed to sustain the competence achieved with a goal to eliminate PMV-2 fatalities. Commander, Navy Reserve Forces Command Safety Center fields correspondence regularly from Reservists regarding motorcycle operator training requirements. OPNAVINST 5100.12J directs all Sailors who plan to purchase or operate a motorcycle (regardless of their intent to ride the motorcycle on or off base) to complete Level I training prior to operating these vehicles. Follow-on training, now referred to as Level II, must then be completed within 60 days of completion of Level I training and when changing the type of motorcycle ridden (cruiser/sport bike). Level II training includes the Experienced Rider course, Motorcycle Sport Bike Rider course and Advanced Rider course. Refresher training (Level II and Level III) should be completed by all motorcycle operators every three years thereafter. Department of Navy civilian motorcycle operators are not required to complete the training. A complete and current listing of all Safety Center approved Level I, II and III courses is available at www.safetycenter.navy.mil

Navy Reservists outside a viable driving distance of a DoD installation can seek training from commercial or state approved Motorcycle Safety Foundation course vendors. Tuition for commercially available courses is available from CNRFC Training (N7). Regardless of where a

course is held Reservists should apply for additional duty training orders and allow at least 30 days for CNRFC N7 to process the orders. CNRF Motorcycle Safety Training Policy GENADMIN messages DTG 191602Z OCT 12 and DTG 231445Z APR 12 provide amplifying information with regard to training alternatives. When seeking training from commercial vendors, personnel must first ensure the course provided is approved by COMNAVSACFEN. Please contact your chain of command Motorcycle Safety Representatives (MSRs) for additional information.

For riders who completed their initial motorcycle traffic safety training when the requirements were first unveiled, now is the time to familiarize yourselves with the changes to OPNAVINST 5100.12J. It is important that riders who may now be due for refresher training confirm their status and schedule a 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 that offers motorcycle training. ■

COMMANDER NAVAL

As Commander, Naval Air Force Reserve (CNAFR), it is my honor and privilege to kick off this edition of TNR highlighting Navy Reserve aviation. CNAFR is made up of two wings, 23 squadrons (RESFORONS), 24 Squadron Augment Units (SAUs) and 262 aircraft, as well as headquarters staff located in both San Diego, Calif., and Norfolk, Va. With approximately 8,000 men and women under the CNAFR umbrella, the Reserve component plays a critical role in day-to-day operations and maintaining a significant strategic capability.

We are currently filling an enduring CENTCOM requirement for Special Operations Helicopter support, as well as maintaining a constant presence with our Fleet Logistics assets in every major theatre. In the very near future, we will deploy our VP squadrons to the PACOM AOR, as well as a helicopter counter-drug detachment to SOUTHCOM. So, you can see CNAFR's units are actively engaged and stretch across the globe supporting a wide range of requirements.

CNAFR has a large role in the Navy's current and future requirements for unmanned aerial vehicles (UAVs) as well. Prior to sequestration, U.S. Fleet Forces Command commissioned an Active Component/Reserve Component mix study to look at what capabilities the RC could take on to assist the AC in remaining whole. Because CNAFR has been providing support early on in the Navy's employment of UAVs, the AC has visibility on our capabilities and capacity for additional work in

this area. The support, control and maintenance requirements of these systems require significant manning and the AC is looking for us to help. In this issue, you'll read more about CNAFR's large contribution to the Navy's UAV program.

You'll also read about examples of the responsive and flexible operational support capability provided to the Fleet and Combatant Commanders by CNAFR's Fleet Logistics Support (VR) squadrons under Commander, Fleet Logistics Support Wing (CFLSW). Stationed in Fort Worth, Texas, CFLSW is the largest aviation wing in the Navy and oversees 12 squadrons, made up of eight different Type/Model/ Series aircraft.

CFLSW provides the Navy with 100 percent of its medium lift, organic intra-theatre logistic support — known as Navy-unique fleet essential airlift (NUFEA). These squadrons, which 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.

CNAFR's tactical contributions are many. The squadrons of Tactical Support Wing (TSW) provide support to all active forces in the realm of adversary training, airborne electronic attack, exercise support, counter narcotic operations, fleet contributory support and preparation to deploy to any protracted conflict and operate as an integrated air wing. TSW



AIR FORCE RESERVE

is located in Fort Worth, Texas, and oversees Fighter Squadron Composite (VFC) 12, VFC-13, VFC-111, Strike Fighter Squadron (VFA) 204 and Electronic Attack Squadron (VAQ) 209, an expeditionary squadron.

Three helicopter and two patrol squadrons are also under CNAFR. Helicopter Combat Support Squadron (HSC) 84 in Norfolk and HSC-85 in San Diego support Navy Special Warfare while Helicopter Anti-Submarine Squadron Light (HSL) 60 in Mayport, Fla., supports counter-narcotics efforts in the 4th Fleet area of responsibility.

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.

Although not part of CNAFR, there are two hybrid squadrons, Helicopter Mine Countermeasures Squadron (HM) 14 and HM-15, staffed with a mix of active and Reserve personnel. Four MH-53 Sea Stallion helicopters in each squadron are assigned to the Reserve component.

Along with the RESFORONs, Reserve personnel serve in SAUs 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.

Due to our outstanding men and women in Reserve naval aviation, we are alive and well. From flying adversary missions and training new pilots, to

supporting Naval Special Warfare and providing logistical support around the globe, Reserve naval aviation is a major total force contributor 24/7, 365 days of the year. Whether you are part of the

" WE ARE CURRENTLY FILLING AN ENDURING CENTCOM REQUIREMENT FOR SPECIAL OPERATIONS HELICOPTER SUPPORT, AS WELL AS MAINTAINING A CONSTANT PRESENCE WITH OUR FLEET LOGISTICS ASSETS IN EVERY MAJOR THEATRE." REAR ADM. DOUG J. ASBJORSEN

community or not, my hope is you read this edition of TNR cover to cover and become more aware of the significant role Reserve naval aviation plays on a daily basis. ■

Warmest regards,
Doug J. Asbjornsen
Rear Adm., USN



Every day, Navy Reserve Sailors report to work around the globe supporting the fleet and ensuring America's Navy is poised and ready to meet any challenge head on. Whether serving in forward areas as part of a mobile construction battalion, under the oceans as part of a Reserve SEAL team, or taking to the skies in an F/A-18 Hornet, today's Navy Reserve Sailors work alongside their active-duty counterparts to ensure the success of the Navy's global mission.

An integral part of the Navy Reserve's combat support power lies with Commander, Naval Air Force Reserve (CNAFR). Its squadrons provide logistical and tactical support to the active component while ensuring strategic depth to the Navy's global force management initiatives. An important facet of CNAFR is its expeditionary capabilities. Whether it's an electronic attack squadron deployed to Afghanistan, a helicopter anti-submarine squadron providing counter-narcotics support in the Caribbean, or a fleet logistics support detachment providing logistical support in the Pacific Command theater, today's CNAFR aviation professionals deliver on the tenets of "Warfighting First, Operate Forward and Be Ready."

CNAFR Sailors face many unique challenges such as balancing the competing priorities of civilian careers and family needs with the Navy mission. Typical members contribute more than 100 days of operational support to their units, as well as individual augment assignments and mobilizations. This level of dedication and service is what makes the CNAFR a tight knit community with the flexibility to deliver on-call combat support at home and abroad.

On any particular day throughout the CNAFR community, Sailors take time out from their civilian jobs and families and report to their squadrons. They come from all over the United States, some choosing to live where they drill while others commute and live where civilian jobs and family interests lie. Drill weekends, annual training and temporary active duty opportunities provide these men and women a connection with their squadron-mates, contribute to the fight and provide families with continued benefits and part-time pay.

At Naval Station Mayport, Fla., Logistics Specialist 1st Class David Burke assisted with a recent deployment of HH-60 Seahawk helicopters to the Caribbean for counter-drug operations aboard Navy ships. Helicopter Anti-Submarine Squadron Light (HSL) 60 provides undersea warfare, search and rescue, and counter-narcotics support to the fleet.

Burke has been assigned to HSL-60 for the past seven years as a Reservist. Prior to entering the Reserve, he served on active duty aboard USS John F. Kennedy (CV 67) and spent considerable time in the Persian Gulf during Operation Enduring Freedom.

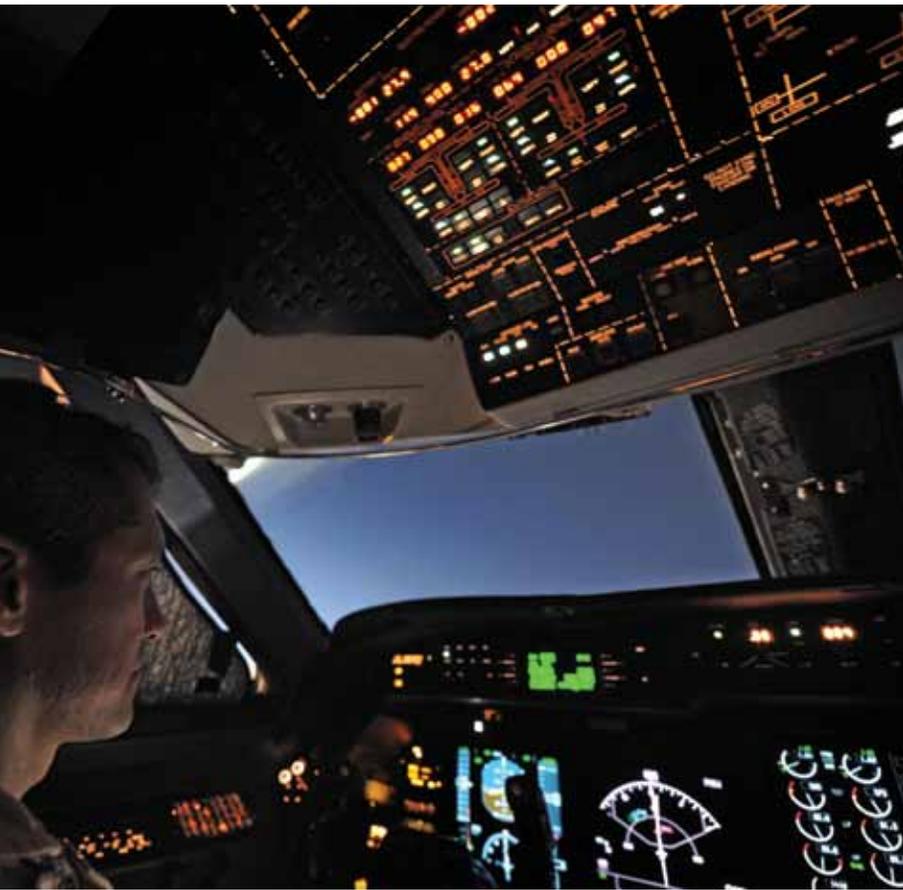
ABOVE: Cmdr. Bruce Valencia, assigned flight from Victoria, Seychelles. U.S. Navy

BELOW: At Naval Air Station (NAS) Key West, Fla., pilots prepare for deployment missions.



CNAFR: Who We Are and What We Do

Written by Commander, Naval Air Force Reserve Public Affairs



to Fleet Logistics Support Squadron (VR) 51 from Kaneohe Bay, Hawaii, pilots a C-20G Gulfstream during a
y photo by Mass Communication Specialist 2nd Class Justin E. Stumberg.

est, Fla., Cmdr. David "Boats" Bowen pilots an F-5N Tiger II fighter on various adversary training support
ment. U.S. Navy Photo.

When asked why he chose to stay Navy with CNAFR after leaving active service Burke said, "I decided to transition to the Navy Reserve to continue serving my country and to be a part of something that is much bigger than myself. I enjoy the diversity and the challenge Reserve aviation offers as well as the structure it provides. I love how we have members from all different backgrounds who are united in one mission and one fight."

Burke is employed as a Jacksonville firefighter-engineer for the Jacksonville Fire and Rescue service. He attributes the successes in his civilian life to the training and experiences he received in the Navy. He is currently finishing his college degree and hopes to finish his career as a chief petty officer.

At Naval Air Station (NAS) Key West, Fla., Cmdr. David "Boats" Bowen pilots an F-5N Tiger II fighter on various adversary support missions. Bowen has been a Reserve aviator for the past seven years and spent most of this time assigned to Fighter Squadron Composite (VFC) 111, the Sun Downers, based in Key West. VFC-111's mission is to provide adversary support for F/A-18 pilots who are preparing for deployments abroad.

While with the Sun Downers, Bowen attended the Navy's Fighter Weapons School, "Top Gun," and completed his department head tour alongside his active-duty counterparts.

"Guys don't realize they can actually continue their Navy careers in a Reserve squadron – on their time and their terms," Bowen said of his decision to stay Navy after leaving active duty.



"I'm an airline pilot in civilian life, but every month I get to come to Key West, jump in a Navy fighter and play the bad guy. I can't think of a better part-time job than that."

Bowen recalls showing up to the squadron fresh off of active duty and thinking that flying F-5s in Key West was about as good as it gets.

"I began to realize all of the opportunities that were out there. All of a sudden I had time to complete my master's degree, attend Top Gun and participate in joint exercises in Germany, Alaska and Korea. I have been able to do things in a Navy Reserve squadron that would have been much harder to do on active duty."

After completing his scheduled flights, Bowen travels home to Memphis, Tenn., where he lives with his wife and three children. Like many Reserve-component aviators, he lives away from his drill site. The flexibility allows him and his family to live where civilian jobs take them while still supporting the Navy mission.

At Naval Air Station Jacksonville, Fla.,

Yeoman 1st Class Sara Williams supervises the administration shop at Fleet Logistics Support Squadron (VR) 58. Squadrons like VR-58 provide on-call, world-wide logistical support to the fleets delivering essential personnel and supplies to operational theaters. Williams has been a part of VR-58 for the past four years and a Reservist for more than 13 years.

"As the hub of the command, we provide customer service to every member in some capacity," Williams said.

The experience she enjoys as the

"I'M AN AIRLINE PILOT IN CIVILIAN LIFE, BUT EVERY MONTH I GET TO COME TO KEY WEST, JUMP IN A NAVY FIGHTER AND PLAY THE BAD GUY. I CAN'T THINK OF A BETTER PART TIME JOB THAN THAT."

leading petty officer in the Administration shop at VR-58 translates well into her civilian life as a mortgage processor for Star Credit Union in Jacksonville. Not only does she provide support to the officers and enlisted of her Navy Reserve squadron, but also to families looking for first-time home loans.

"The most rewarding part of my civilian

job is the amazing opportunity to help families or first home buyers obtain their dream of buying a home. It's exciting to know that I had a part in someone seeing their dream come to fruition," Williams said.

After answering a Navy recruiting ad in a newspaper, Williams embarked on what she describes as a great adventure of travel and meeting people who have become lifelong friends. While serving in the CNAFR community she has enjoyed the balance of Navy and family life with her husband Todd and hopes to make chief petty officer soon.

Another CNAFR Reservist at NAS Jacksonville is Chief Naval Aircrewman Jason Ford, an acoustic sensor operator with Patrol Squadron (VP) 62. As an aircrewman in a P-3C Orion, Ford detects, classifies and tracks surface and subsurface targets. He also uses imagery equipment for different types of missions. After leaving active duty he became a state trooper with the Florida Highway Patrol.

"I never stopped enjoying my job in the Navy," Ford said. "This made the decision to affiliate with the Reserve much easier. The Navy, like my civilian job, is one that constantly changes with detachments to different parts of the world or working with new people as others transfer to their next command.

"As a chief in the Navy my job has taken on a new light as I am now responsible for molding junior Sailors and preparing them to one day take my place," Ford said. "Seeing those Sailors accomplish their goals and knowing I had a hand in that is pretty motivating. Trying not to become complacent and continuing to strive to get to that next level is another thing that keeps me motivated." ■



▲ An HH-60H Sea Hawk helicopter assigned to the High Rollers of Helicopter Sea Combat Squadron (HSC) 85 prepares to land on a gas and oil platform. HSC-85 was assisting a Navy SEAL team during maritime operation training. U.S. Navy photo by Mass Communication Specialist 3rd Class Adam Henderson.

CNAFR

SNAPSHOT

- ✈ **2 Wings**
- ✈ **23 Squadrons**
- ✈ **24 Squadron Augment Units**
- ✈ **262 Aircraft**

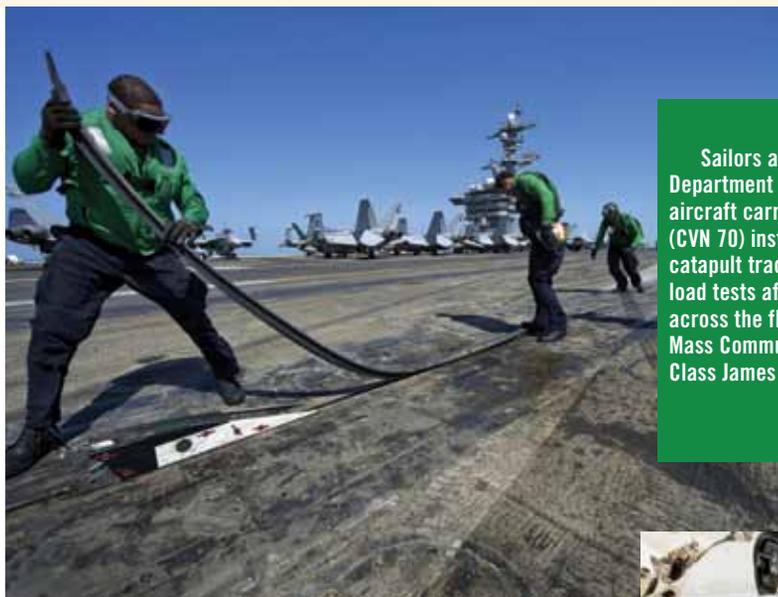
**Approximately 8,000 men and women
under the CNAFR umbrella**



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.



Sailors assigned to Air Department aboard the Nimitz-class aircraft carrier USS Carl Vinson (CVN 70) install slot seals on a catapault track after completing no-load tests after a sandstorm swept across the flight deck. Photo by Mass Communication Specialist 2nd Class James R. Evans.

Green Shirts:

- Catapault 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

Aviation ordnancemen move ordnance on the flight deck of the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72). Photo by Mass Communication Specialist Seaman Zachary S. Welch.

Red Shirts:

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



Aviation Structural Mechanic 3rd Class Tia Squirres performs pre-flight checks on the wing of an E-2C Hawkeye from the Golden Hawks of Airborne Early Warning Squadron (VAW) 112 on the flight deck of the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74). Photo by Mass Communication Specialist 3rd Class Kenneth Abbate.

White Shirts:

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

Aviation Structural Mechanic (Equipment) Airman Andres Molina-Valencia, assigned to Strike Fighter Squadron (VFA) 22, signals to another plane captain while preparing to chock and chain aircraft as they recover on the flight deck aboard the Nimitz-class aircraft carrier USS Carl Vinson (CVN 70). Photo by Mass Communication Specialist 2nd Class James R. Evans.

Brown Shirts:
Air wing plane captains
Air wing line leading petty officers



Sailors refuel an MH-60S Sea Hawk helicopter on the flight deck of the amphibious dock landing ship USS Pearl Harbor (LSD 52) during a deck landing qualification. Photo by Mass Communication Specialist 2nd Class Jason Behnke.

Purple Shirts:
Aviation fuel handling



An aviation boatswain's mate guides an F/A-18E Super Hornet assigned to the Kestrels of Strike Fighter Squadron (VFA) 137 into launch position on the flight deck of the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72). Photo by Mass Communication Specialist Seaman Zachary S. Welch.

Yellow Shirts:
Aircraft handling officers
Catapult officers
Arresting gear officers
Plane directors



Aviation Boatswain's Mate (Handling) Airman Mitch Bogrett moves a jet into a spot on the flight deck of the aircraft carrier USS Enterprise (CVN 65). Photo by Mass Communication Specialist Seaman Randy J. Savarese.

Blue Shirts:
Plane handlers
Aircraft elevator operators
Tractor Drivers
Messengers & phone talkers

HOVERING OV

Written by Chief Mass Communication Specialist William Lovelady



▲ Three Fire Scouts are tied down to the flight deck of the Oliver Perry Hazard class frigate USS Klakring (FFG 42). U.S. Navy Photo.

Circling over the world's hot spots, a small unmanned helicopter watches and follows bad guys wherever they are; drug runners in the Caribbean, pirates in East Africa or terrorists in the Middle East.

The MQ-8B Fire Scout unmanned aerial vehicle (UAV) has flown more than 3,000 hours operationally supporting combatant commanders worldwide. In 2010, Fire Scout scored its first drug bust during a test flight from USS McInerney (FFG 8), netting 60 kilos of cocaine. Since then, Fire Scout has continued to deploy aboard ships and in Afghanistan.

For aerial reconnaissance, UAVs are lower in cost than manned aerial platforms, they do not require onboard pilots and the crews are not put in harm's way. An added value of an

unmanned helicopter is portability.

"A rotary wing UAV is mobile and can be launched from a small flight deck. It's very portable," said Lt. Cmdr. Chris Hinkle, an SH-60B Seahawk helicopter pilot who recently went on a Fire Scout deployment as an air vehicle operator (AVO) — the pilot of a UAV.

"A Fire Scout's primary job is intelligence, surveillance and reconnaissance (ISR)," Hinkle said. "With the Fire Scout operating from the deck of a ship you get a mobile and flexible platform with fewer operational restrictions because it doesn't have a long commute — sometimes a Fire Scout is on station in less than 30 minutes."

There are fixed-wing UAVs that can fly more than 20 hours,

ER THE WORLD

but they have to take off from an established runway. If a UAV has to launch from four hours away it spends eight hours of a 20-hour mission in transit. If there is a problem during that long transit, the forces on the ground lose their eye in the sky which is crucial for monitoring the enemy forces. There can also be issues with using another nation's airfields or flying a UAV through their airspace.

“Starting with the first Navy Reserve detachment, which deployed in January 2012 aboard USS Simpson (FFG 56), there has been a great deal of support and interest in Fire Scout from both a Reserve leadership and individual standpoint,” said Lt. Cmdr. Eric Jenkins, unmanned aerial systems program manager. “Though these dets are comprised of a mixture of active duty, Reserve and government contractor personnel, a majority of the positions are filled by mobilized Reservists. “Since the initial Reserve detachment, three more Fire Scout Reserve dets have been assembled and it is telling that every Reserve position has

been filled with a volunteer — no one has been involuntarily mobilized,” he said. “They have all been excited to be a part of this growing naval aviation field and all the professional opportunities it brings from both a Reserve and civilian perspective.”

On a recent Fire Scout deployment aboard USS Klakring (FFG 42), a detachment from Helicopter Anti-Submarine Squadron Light (HSL) 42, achieved a milestone by having two Fire Scouts flown at the same time by a single operator.

“Having two Fire Scouts airborne at the same time enabled us to maintain constant coverage of our target area,” said the first military AVO to fly two Fire Scouts at the same time, Lt. Cmdr. Jay Lambert, officer in charge of HSL-42 Det. 2. “We achieved the first tactical data link swap on this mission as well. Later, while on deployment we set a new Fire Scout record for 24 hours of continuous target coverage supporting. The previous on-target endurance record was less than four hours.



▲ VADM Robin Braun, Chief of Navy Reserve, watches a demonstration of Fire Scout capabilities. U.S. Navy Photo.

“The two aircraft don’t fly in tandem,” Lambert explained. “The first Fire Scout launches and flies to its assigned area of operations, where it will begin surveillance. A few hours later, the second Fire Scout launches and heads to the target area. As the first aircraft burns fuel it becomes lighter and we’ll climb it up an additional 1,000 feet. The second aircraft flies in under the first and begins its mission. The payload operator performs the data link switch transferring the camera view from the first aircraft to the second. Then the AVO flies the first vehicle back to the ship where it is refueled and prepared for the next flight.”

While Fire Scout offers a higher return on investment than a traditional ISR aircraft, the program still has some challenges. The two biggest problems Fire Scouts face today are a lack of parts support and a low payload capacity.

“Fire Scout hasn’t reached its material support date which is when parts will be stocked and readily available through normal Navy logistics channels,” said Lambert. “When we take a helicopter to sea, we have a pack-up kit (PUK) of parts that we expect to need during the

deployment. With Fire Scout we haven’t developed a complete PUK yet. We have a few parts we know we may need, but every trip we expect to need a part we didn’t know about. On Klakring, we had four Fire Scouts and one was specifically for parts.”

Fire Scout’s low payload capacity limits its ability to hunt autonomously. One of the sensors aboard is the electro-optical and infrared camera and it has a limited field of view. Over land this isn’t an issue since targets are typically stationary and the AVO can send the aircraft to a specific location to begin its visual search. At sea, when tracking a moving vessel, Fire Scout must often rely on inputs from other ships or aircraft.

“You can’t search for something at sea with a Fire Scout unless you know where to look,” said Lambert. “We can use the ship’s

radar within its range, but outside that radius, it’s like looking through a straw.”

The reason Fire Scout doesn’t have its own radar is a function of the size of the aircraft and its fuel capacity.

“If you add a 200-pound radar, you have to take away 200 pounds of fuel,” said Hinkle. “This has a significant impact to the maximum flight time.”

The Navy is already testing an upsized Fire Scout, the MQ-8C. It will be based on a larger helicopter and will be able to carry a larger suite of sensor equipment.

In Afghanistan, a Fire Scout detachment has been providing ISR support to U.S. and coalition forces since 2011. Manned with six Reservists and more than 20 contractors from Northrup Grumman, the manufacturer of Fire Scout, they provide a host of

services from full-motion surveillance video to convoy overwatch.

Incorporating a mix of experienced and novice Fire Scout maintainers during deployments creates a great training environment. Experience is attained quickly due to aggressive flight schedules and requests for support.

“One of the issues we have had to endure in this remote place is receiving

and returning supplies and retrograde parts,” said Senior Chief Aviation Structural Mechanic Larry Maxton, the Fire Scout maintenance chief. “The program office for multi-mission tactical unmanned aerial systems is in constant communications with us and will order and ship needed parts. We do have some items here that are considered high usage. It is definitely a team effort between the det, the program office, the Naval Test Wing Atlantic and Northrup Grumman to keep the air vehicles in an up status ready to fly.

“The Reservists had various backgrounds in aviation and supply, but none of us had Fire Scout experience. That is where schools and Northrup Grumman field service representatives came into play. Our qualifications and experience levels rose



▲ A view of Fire Scout’s tactical control system display panel. U.S. Navy Photo

rapidly,” Maxton continued. “We became qualified as collateral duty inspectors, quality assurance representatives and plane captains. Depending on our ratings, we attended either a mechanics course or avionics/electrical course for Fire Scout. The courses gave us a good background on the Fire Scout and its capabilities.”

Being a small Navy unit in the middle of Afghanistan presented logistics challenges for the detachment.

“We rely heavily on local Army units for life support, such as berthing, dining facilities, computer networks, transportation and some maintenance capabilities we are not set up for,” said Cmdr. David Humphreys, program office Det. A officer in charge. “The local Army units have been very supportive of our operations and we could not have been mission capable without their assistance. Our ISR customers rely on our products to build their intelligence information. Local units have had great results from the intelligence we have provided. We constantly get positive feedback concerning our mission performance and intelligence products. Providing that support to our customers makes all the pain of our logistical situation worthwhile.”

Fire Scout goes where the action is, but like all unmanned military aircraft, the aircrew stays safe miles away from danger.

“You wouldn’t want to be in a helicopter loitering above people who don’t like you and are shooting at you. ISR is a perfect mission for Fire Scout,” said Hinkle.

“We’ve had a few mishaps with Fire Scout, and each time it was a blow to the program and the people on each detachment,” said Hinkle. “But in each case no one was hurt. We didn’t put the crew in danger and we didn’t have to put rescue personnel in danger either.”

As Fire Scout passes each new experimental and operational milestone, the future of the program becomes clearer and the focus shifts toward transitioning this platform to the fleet.

“Work has already started on sourcing two more Fire Scout detachments and the future Helicopter Unmanned Reconnaissance Squadron 1 which will be dedicated to supporting these mission requirements with a mixture of active and Reserve personnel.” ■



▲ A Sailor preform a pre-flight check to a Fire-Scout. U.S. Navy Photo.

Reserve P-3 Squadrons Prepare for Historic Deployment

Written by Chief Mass Communication Specialist William Lovelady, VP-62 Public Affairs

This summer, the Navy Reserve's two Maritime Patrol Squadrons, the VP-62 Broadarrows and the VP-69 Totems, will head to Japan for the first mobilization of a Reserve P-3 squadron.

Based in Oak Harbor, Wash., and Jacksonville, Fla., these squadrons — made up of full time support, active duty and Reserve Sailors — have been flying the Lockheed P-3 Orion aircraft since the height of the Cold War, preparing for, and conducting, anti-submarine warfare (ASW) and other maritime patrol missions.

In recent years, the squadrons have gone on detachments to El Salvador where they have flown numerous counter-narcotics missions in the Caribbean and Gulf of Mexico areas.

Now, as the active-duty VP squadrons transition from flying the propeller-driven P-3C to the new jet-powered Boeing P-8 Poseidon, the Reservists will conduct maritime patrol and reconnaissance missions globally while the active duty squadrons prepare for missions with their new aircraft.

One of the Reservists to deploy is Aviation Machinist's Mate 3rd Class Scott Woodward of Savannah, Ga. Woodward joined the Navy Reserve six years ago after talking to a recruiter during his lunch break.

"I chose to join the Reserve rather than going active duty because I wanted to go to school at the same time," said Woodward, who completed his degree in criminal justice last year. "This will be my first deployment with a squadron. I was deployed to Iraq in 2009, but after six years in the Navy, it's pretty exciting to finally go on the road, working in my rate and with my own unit.

"Other than going to Iraq, this will be the first time I've travelled outside the country," Woodward said. "I've always wanted to go to Japan. I have a friend from Tokyo who showed me some pictures of the city where he's from, and I would like to see some of the museums."

The squadrons are scheduled to deploy in June for six months.

"VP-16 is now transitioning to the P-8. They are the first active squadron to get the new aircraft and that is what creates

the demand for VP-62 and VP-69 to deploy," said Cmdr. Gerry Dearie, VP-62 commanding officer. "We are taking their place on deployment while they transition. We will deploy again three more times as the rest of the active duty squadrons transition. As they transition, we fill their place.

"The Navy Reserve will not transition to the P-8 until all active-duty squadrons have made the change," said Dearie. "I believe the eventual transition to P-8 will be easier for the Reserve than the active component since many of the Reserve pilots fly for the airlines and may already fly the 737."

The P-3 has served the Maritime Patrol and Reconnaissance Force (MPRF) for more than 35 years. While mission gear has been updated over the years, the airframe itself is rapidly approaching the end of its service life. The new P-8A, a military variant of the Boeing 737, comes with an improved airframe reliability, a high-altitude surveillance and reconnaissance capability, open-architecture mission systems, in-flight refueling capability and many other modern features.

"MPRF's transition to the new P-8 basically involves six-month fleet introduction training (FIT) plus a one-year inter-deployment readiness cycle (IDRC)," said Lt. Cmdr. Daniel Johnson of VP-69. "IDRC is always there - it's the six month FIT that causes the gap in deployment coverage. It's these gaps we're mobilizing to cover."

VP-69 and VP-62 begin formal workups in this spring for their deployment to support combatant commanders. Three aircrews, three aircraft, and a maintenance and administration contingent will head overseas for this deployment.

"Maintaining crew readiness and completing all the requirements for deployment has its own challenges for a Reserve squadron," said VP-62 Command Master Chief (AW/SW) Mike Heisler. "A combat aircrew cannot be qualified individually. Each member of the team must be present for each evolution. When they launch a weapon or fly a mission, every member of the team, from the pilots and flight engineers to the tactical officer and the sensor operators, must be on the plane and performing their roles

flawlessly or the crew qualification isn't earned or maintained.

"In an active-duty squadron, every member of the crew is available every day to train together. In a Reserve squadron, we have one or two weekends a month," Heisler said. "If someone gets sick and misses a drill weekend it could delay qualification as a crew, which of course impacts the training plan for the following month. To deal with this, we've gone to two drill weekends and everyone is giving their all to make sure everything goes right. VP-62 is one team, one fight. Our Reservists and our full time support members are willing to give up two weekends a month with their families to make sure we are 100 percent ready to do our jobs on our upcoming deployment or any mission we may be tasked with. That is the spirit and execution of active-Reserve integration."

The two squadrons have varied milestones during the next few months to look forward to.

"The squadrons will complete the advanced readiness program, an operational readiness evaluation, a naval air training and operating procedures standardization evaluation, conventional weapons refresher training, a conventional weapons technical proficiency inspection and then begin the first iteration of VP Reserve mobilization and deployment cycles," said Lt. Cmdr. Edward Hoak, the program manager for Reserve VP squadrons.

With these requirements in mind, the preparations for this mobilization started last year. Both squadrons participated in the 23rd bi-annual Rim of the Pacific (RIMPAC) exercise where they flew 100 hours and achieved more than 30 advanced readiness qualifications, including a live-fire exercise where they launched an AGM-65 Maverick missile at a target ship.

"We successfully fired a live Maverick missile against a decommissioned target ship as part of a large, joint, live-fire exercise," said Cmdr. Kris Moorhead, one of VP-62's mission commanders at RIMPAC. "It is a very rare opportunity for us to get live ordnance in a training environment, so this was a fantastic training exercise for the aircrew and maintenance personnel.

"We also dropped a torpedo on an undersea target sled," Moorhead continued. "Most of our events were focused on ASW and it was great training. We coordinated our ASW efforts with P-3s from several countries, ASW helicopters and the newest ASW patrol aircraft, the P-8 Poseidon." ■



▲ Aviation Structural Mechanic 2nd Class Mike Bell, signals the starting of the number two engine to the pilot of a P-3 Orion aircraft assigned to Patrol Squadron Six Nine (VP-69). U.S. Navy Photo.

Joint Combat Assessment Team: Turning



▲ Lt. Cmdr. Pete Olsen assesses threat trajectories on a damaged AV-8B Harrier II from the Sept. 14, 2012 attack on Camp Bastion in Afghanistan. He used the information gathered to prepare reports which inform future aircraft design and tactical planning. U.S. Navy Photo.

Written by Kiri Houpt, Naval Air Warfare Center Aircraft Division Public Affairs Intern

In September 2012 a group of insurgents attacked a base in Afghanistan, killing two people, injuring nine and destroying or damaging 14 aircraft. Despite the tragic aftermath, a handful of Reservists were able to gather valuable data that will help engineers improve existing systems and create better designs going forward.

Isolated by miles of desert, the Marines stationed at Camp Bastion, Afghanistan, have enjoyed years of security.

But on a moonless night in September 2012, the peaceful atmosphere was shattered by 15 insurgents who infiltrated the perimeter and attacked aircraft parked on the British military base's airfield. One member of the Naval Air Systems Command (NAVAIR) Reserve Program (NRP) recalled that fateful night.

"Within minutes, the posture of the base changed from being a safe and secure workplace to a highly vulnerable one," said Lt. Cmdr. Pete Olsen, team leader for the Joint Combat Assessment Team (JCAT), a detachment of NRP. "Within an hour, we were directly witnessing spectacular fires on the airfield due to burning aircraft, fuel bladders and infrastructure...and not only do you see these glowing fires, but it's a very dark night and it's amplified."

As a key member of the NRP's JCAT attached to 3rd Marine Aircraft Wing, Helmand Province, Afghanistan, Olsen assessed the 14 aircraft, including eight Marine Corps AV-8Bs, destroyed or severely damaged in the Sept. 14 attack. The end result was the most significant instance of Marine aircraft loss since the Tet Offensive in Vietnam, according to the JCAT's 2012 annual report.

adversity into advancement

With the information gathered through photographs of the damage, intelligence reports and interviews with squadron members, the JCAT team prepared reports which provided a comprehensive, quantitative picture of the aircraft systems' resilience from the attack.

"We're treating the war like a live-fire test, but after-the-fact," Olsen said. "Anytime an aircraft suffers battle damage due to enemy action, we document it and share the facts with key stakeholders. They can then use this information to drive survivability improvements and learning."

Olsen and his team compiled a review of the events of the attack and shared their findings with the 3rd Marine Aircraft Wing

commanding general and other key leaders.

JCAT findings are used extensively when developing new aircraft systems or improving existing platforms. One key leader is Bill Dooley. Dooley heads NAVAIR's Combat Survivability Division, which is responsible for improving the ability of Navy and Marine Corps aircraft to avoid lethal engagements and keep operating when hits occur.

"The info JCAT sends back to us is invaluable to what we do here at NAVAIR," Dooley said. "The real-world data the NRP Reservists gather provides much needed context and relevance to our engineering assessments. It's vital information and we can't thank them enough." ■

ABOUT THE NAVAIR RESERVE PROGRAM

The JCAT is one of several units within the NRP, and provides a capability not performed by active component (AC) personnel. Overall, the NRP has nearly 250 officer and enlisted members supporting NAVAIR, its associated warfare centers and program executive offices. NRP members regularly deploy forward with operational units, providing more than 20 thousand working days of support each year. The five major divisions of the NRP include:

The **NR IN-SERVICE ENGINEERING LOGISTICS (NR ISEL)** group, which trains, equips and deploys aircraft battle damage assessors worldwide. The JCAT assessors investigate aircraft battle damage to determine threat weapon systems used in an attack and the enemy tactics, techniques and procedures employed.

Reservists in **NR MAINTENANCE MODIFICATION AND OVERHAUL (NR MMO)** group provide logistics and repair support to NAVAIR's Fleet Readiness Centers arm (COMFRC). NR MMO provides a RC-only capability to NAVAIR through the Forward Deployed Combat Repair Unit augmenting depot-level repair capability in theater. NR MMO also provides NAVAIR's radiological reclamation capability, used during Operation Tomodachi.

NR RAPID RESPONSE AND DEVELOPMENT (NR RRD) units provide leadership for NAVAIR-related OCONUS operations, often classified, in response to rapid and urgent needs for the warfighter including the counter-IED Copperhead unmanned aerial vehicle (UAV) system, and the Persistent Ground Surveillance System (PGSS) aerostat. PGSS is an RC-centric

capability, which provides early warning force protection at forward operating bases as well as intelligence, surveillance and reconnaissance services to identify hostile indirect fire and coordinate counter attacks.

The **NR NAVAL AIR WARFARE CENTER WEAPONS DIVISION (NR NAWCWD)** group supports the Naval Air Warfare Center Weapons Division located at NAWS China Lake and NAS Pt. Mugu with Test & Evaluation and flight operations capabilities. The Flight Test Augment Unit, a detachment within NR NAWCWD, provides flight test support and subject matter expertise to the AC, focusing specifically on UAV operations and counter-UAV tactics and technology.

Reservists in the **NR PROGRAM EXECUTIVE OFFICE (NR PEO)** support NAVAIR-related program executive offices (PEOs) with subject matter expertise and operational support, working on cutting-edge aircraft programs including the Broad Area Maritime Search Demonstrator UAV, the MQ-8B Fire Scout Vertical Takeoff UAV and the F-35 Lightning II Joint Strike Fighter.



A C-20G Gulfstream aircraft attached to the "Windjammers" of Fleet Logistics Support Squadron (VR-51) Five One makes a final approach for a "touch and go" landing during a local training flight. U.S. Navy Photo.

Up In the Air

Written by Kim E. Dixon, Military Sealift Command Europe and Africa Public Affairs

It's understandable that Navy logistics is often thought of as a surface Navy game. News abounds of underway replenishment at sea events and Military Sealift Command (MSC) ships delivering vital food, fuel, passengers and cargo to ships deployed in forward operating theaters.

A perhaps lesser known, but equally important link in the logistics chain is the air logistics support provided by detachments of Navy aircraft squadrons forward deployed across the world.

Currently deployed to the U.S. 6th Fleet area of responsibility, Fleet Logistics Squadrons (VR) 51 and 64 have made significant contributions to readiness and mission accomplishment within the region. The detachments reported in January for three months, working out of Naval Air Station Sigonella, Italy, and reporting to Commander, Task Force Six Three (CTF-63) in Naples, Italy. Averaging about 10 men and women per detachment, these aircrews provide responsive, flexible and rapid air logistics support required to sustain operations at sea and on shore, as well as responding to emergent mission requirements.

While both squadrons have the same mission, they fly

different aircraft, providing increased flexibility to the Europe and Africa combatant commanders. The Windjammers of VR-51, homeported in Kaneohe, Hawaii, fly the C-20 Gulfstream IV aircraft providing long range, medium airlift logistics support. The

C-20 can be configured for up to 20 passengers, up to 5,000 pounds of cargo or a combination of both. Meanwhile, the VR-64 Condors of Willow Grove, Penn., employ the C-130 Hercules four-engine turboprop, with a cargo payload of greater than 30,000 pounds and up to 75 passengers or any variation in between.

VR-51 and VR-62 are assigned to the Naval Reserve Forces Fleet Logistics Support Wing, Naval Air Station Joint Reserve Base Fort Worth, Texas, along with 10 additional VR squadrons. These squadrons have no counterpart in the active force. The squadrons

are a combination of full time support and selected Reservists, as well as active component Sailors and the detachments deploy with a mix of active and Reserve component members. For the Selected Reservists, the deployment usually represents the members' 17-day annual training commitment, while the full time support and active component members of the crews deploy for the entire three-month detachment cycle.



▲ Aviation Ordnanceman 3rd Class Wayne Patton, assigned to Logistic Support Squadron (VR 64), helps to load pallets of food, and rebuilding equipment. U.S. Navy Photo.

On any given day, the Reservists can be tasked to conduct a mission from anywhere between northern Norway to the Cape of Good Hope in South Africa. Their efforts can be in response to an emergent crisis situation or part of a pre-planned operation. The only things that remain unchanged are the aircraft used and the dedication to complete the mission.

The squadron detachments typically operate six days a week, flying anywhere within Europe, Africa and sometimes the Middle East, but operations are ultimately based on tasking or the needs of the customers.

“For example, in the next 30 days, the C-130 has only four days off,” said Lt. Cmdr. Jared “Jake” Jacobs, CTF-63 VR liaison officer. “The detachments’ ‘turn on a dime’ flexibility is their key to success.”

One recent example for VR-51 was in support of recovery and salvage operations following the loss of a U.S. Air Force F-16 in the Adriatic Sea in late January. From initial notification at their home base in Sigonella to delivery on scene at Aviano Air Force Base, Italy, only nine and half hours elapsed. This included picking up a U.S. Navy dive team, their gear and a sonar array at Naval Station Rota, Spain.

“We received notice at about noon to depart in two hours to fly to Rota, Spain,” said Lt. Cmdr. Daven Wilson, VR-51 aircraft commander. “There we loaded the Mobile Diving and Salvage Unit 2 dive team and their 835 pounds of gear, and took off again about an hour and a half later. We flew them to Aviano, arriving at about 9:30 p.m., so they could begin immediate operations in support of the recovery and salvage effort. Even though this mission was flown with short notice, we know we’re here to be ready and responsive.”

As with any military unit, flexibility is key to successful mission accomplishment. Originally assigned to provide a flight to support a Defense Courier Service mission, VR-51 easily adapted to a short-notice additional requirement to transfer security teams to and from MSC’s High Speed Vessel Swift (HSV 2) in the Canary Islands. Over a three-day period, VR-51 transported 80 passengers and 5,100 pounds of cargo.

Across the hangar, VR-64 keeps busy with its own missions, such as one in January to transport 60 U.S. Marines and 11,000 pounds of cargo into a North African country, only to return three days later to extract 55 Marines and 15,000 pounds of cargo in the squadron’s C-130. Coordination among CTF-63 air

logistics division, VR-64 loadmasters and the Marines prior to the mission ensured this operationally-sensitive mission was completed without flaw.

The Condors also find themselves delivering to U.S. Navy ships cargo as diverse as an 8,000 pound van or a rigid-hull inflatable boat.

In February, VR-64 completed three back-to-back missions over 10 days for Navy Special Warfare Unit 10, transporting more than 40,000 pounds of cargo, equipment and 23 personnel into different locations in three countries in sub-Saharan Africa.

“These squadrons being here in theater ensure fleet readiness remains on schedule without delay,” said Jacobs. “If you didn’t have these flexible assets here consistently, the Navy could have a challenge in meeting its mission requirements and timelines. With them, the Navy doesn’t have to rely on other services or contracted delivery systems, which may not fly where the Navy needs it to fly or within the time frame the Navy needs.” ■

**ON ANY GIVEN DAY, THE
RESERVISTS CAN BE TASKED
TO CONDUCT A MISSION FROM
ANYWHERE BETWEEN NORTHERN
NORWAY TO THE CAPE OF GOOD
HOPE IN SOUTH AFRICA.**



▲ Aviation Warfare Systems Operator 1st Class Andrew Gill, assigned to Fleet Logistics Support Squadron (VR) 51 from Kaneohe Bay, Hawaii, watches the sunset from a C-20G Gulfstream during a flight. U.S. Navy photo by Mass Communication Specialist 2nd Class Justin E. Stumberg/Released



Master-at-Arms 2nd Class Natiya Kazemi has been in the Navy for a little more than five years and recently began her first mobilization. Originally from Maui, Hawaii, she relocated to Las Vegas in 2002. She is a member of Reserve Unit Commander, Fleet Activities Yokosuka, Japan, and drills at Navy Operational Support Center Las Vegas.

SAILING IN THE SAND

CHAPTER 4: FULL SPEED AHEAD

Now that the 593rd Sustainment Brigade (SB) is preparing to leave. I'm starting to think about all the changes that are about to take place. Will the new brigade move me to another base? Will they move me to another section? All of the soldiers, Sailors and airmen I have met are leaving and I'll have to start all over again. I spent four months understanding and focusing on my job, meeting new friends and building strong working relationships. What now?

Explaining the mission and what we've done for the past four months seemed hard, but Lt. Col. Joe D. Gann, Deputy Commander of 593rd Central Command Materiel Recovery Element (CMRE) was able to put it in words. The mission of CMRE is to facilitate Afghanistan theater retrograde objectives. The 4,400 member multi-component, joint-sourced and contractor-supported organization was hastily built in response to lessons learned in the final days of the Iraqi drawdown. The CMRE arrived in Afghanistan without a defined mission, doctrinal template or pre-deployment training and process validation. During the course of its initial nine-month deployment, the CMRE developed and executed an operational concept that ensured mission success in Afghanistan and provided a viable blueprint for future theater retrograde operations.

The CMRE was exempt from Boots on Ground (BOG) force manning level restrictions. Though the BOG exemption allowed the CMRE to maintain its force structure as deployed personnel

numbers declined, the condition of exemption constrained the CMRE role to solely supporting the reduction of U.S force manning levels. Support to Afghanistan military partnerships, combat missions and coalition forces were outside the CMRE scope.

The CMRE enables base closures and transfers, and provides recovery, redistribution, retrograde and disposal of non-mission essential equipment and materiel.

Base closures and transfers necessitate accountability of property transactions, removal of all military equipment and base deconstruction. Redistribution includes reallocating items for better use within theater. A retrograde operation means transporting items from Afghanistan to the United States or Kuwait. A disposal operation requires demilitarizing and disposing scrap and unserviceable equipment.

The mission directly supports six regional commands throughout the Combined Joint Operational Area – Afghanistan.

Mission success necessitates simultaneous synchronization with six separate regional commands' schemes of maneuver. CNRE must integrate with logistics and engineer theater enablers throughout the theater.

In the Navy we have a change of command; in the Army they have Relief in Place/Transfer of Authority (RIP TOA). The RIP TOA was around the corner but for now we were working on what the Army called a (rehearsal of concept) ROC drill/Sand Table. This



is a step by step, small scale, visual plan of the operation taking place. The scale model was large in size and took numerous rehearsals to complete. Luckily, I was assigned to be a part of a team which focused on creating the model. I have to say it was exciting to be a part of a primary process of Army requirements. The event was an overall success and a quick realization of the upcoming redeployment being right around the corner. Once the week of the ROC drill was completed it was a homeward bound path for the 593rd SB.

Immediately after the ROC drill was completed, the soldiers were moved out of the Conex Relocatable Living Buildings, or RLBs, and into the Reception Staging Onward Movement and Integration Building. At that point they had two weeks left here in Kandahar and the time was flying.

The 43rd SB had arrived and a proper turnover of mission requirements was priority.

The 593rd was ready and willing to review the processes of base closure and transfer, recovery, redistribution, retrograde and disposal for the drawdown of Afghanistan.

Everything seemed to be moving full-speed ahead and with all the craziness around me, each day seemed to blend together. I couldn't remember what day or time of the day it was. Luckily at that time my college course was just about to finish and my Enlisted Information Dominance Warfare Specialist (EIDWS) test was about to take place. So as you can imagine when I got an "A" for my class and passed my EIDWS test I was ecstatic. The

mission was always the number one priority. So, any soldier, Sailor, airman or Marine taking on volunteer work, education or special duties had to be willing to dedicate their personal time, which was minimal.

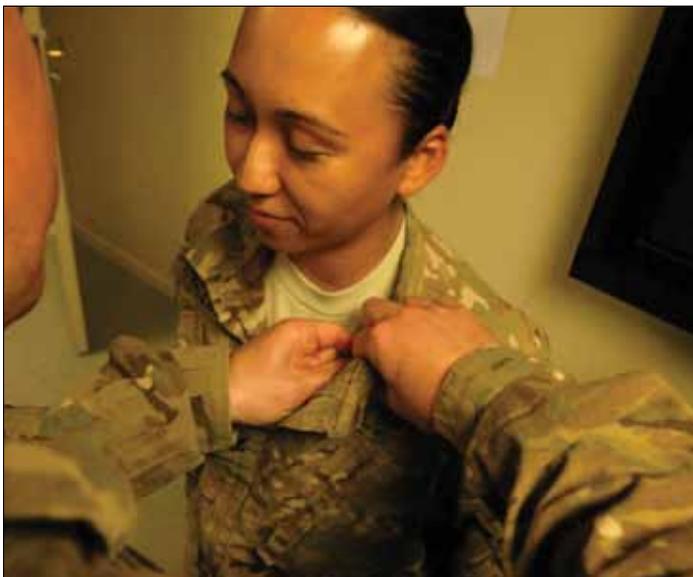
Anticipation was the feeling in the air for the 593rd team. Everyone was tired, homesick and wanted to redeploy. I couldn't help but feel sorry for the Soldiers that were completely drained. The physical and emotional toll took the energy out of everyone. After going to a few of the redeployment briefings I realized that returning home to loved ones and friends can also be a very overwhelming experience.

A study explained that 80 percent of Soldiers returning home were excited, ready and responsive, while 20 percent may have high anxiety, feel emotionally strained and scared of the reintegration. I was around redeploying Soldiers and I was starting to question my responsibilities back in the States. When I first got to

Afghanistan I called family and friends weekly, but after I got comfortable with the mission I was in a different mindset. The mission at hand became the main focus.

Working in this joint atmosphere under the direction of the Army and side by side with the Air Force and Marine Corps has so far been an amazing experience. We all have so much to bring to the table from experience, view points, operational understanding and leadership styles. The camaraderie between each branch has evolved from an individual aspect to a true joint effort. ■

EVERYTHING SEEMED TO BE MOVING FULL-SPEED AHEAD AND WITH ALL THE CRAZINESS AROUND ME, EACH DAY SEEMED TO BLEND TOGETHER. I COULDN'T REMEMBER WHAT DAY OR TIME OF THE DAY IT WAS.



▲ Master-at-Arms 2nd Class Natiya Kazemi receives her Enlisted Information Dominance Warfare Specialist Pin. U.S. Navy Photo.

Acronyms

AA - Authorized Absence	CONUS - Inside the Continental United States
AAFES - Army and Air Force Exchange Service	COCOM - Combatant Commander
ABSC - Active Billet Sequence Code	CSG - Carrier Strike Group
AC - Active Component	
ADSW - Active Duty for Special Work	DECA - Defense Commissary Agency
ADT - Active Duty Training	DCO - Direct Commission Officer
AO - Area of Operations	DDS - Direct Deposit System
AOC - Aviation Officer Candidate	DFAC - Dining Facility
AOI - Area of Influence	DEERS - Defense Eligibility Enrollment Reporting System
AOR - Area of Responsibility	DEMOB - Demobilization
APG - Advanced Pay Grade	DFAS - Defense Finance and Accounting System
AT - Annual Training	DOD - Department of Defense
ATP - Additional Training Period	DONTFS - Department of the Navy Total Force System
BUDS - Basic Underwater Demolition School	ECRC - Expeditionary Combat Readiness Center
BUMED - Bureau of Medicine and Surgery	EOS - Expiration Of Service
	ESG - Expeditionary Strike Group
CACO - Casualty Assistance Calls Officer	ESGR - Employer Support of the Guard & Reserve
CAI - Cross-Assigned In	ET - Equivalent Training
CAO - Cross-Assigned Out	ETA - Estimated Time of Arrival
CEC - Civil Engineering Corps	ETD - Estimated Time of Departure
CFC-A - Coalition Forces Command - Afghanistan	
CFL - Command Fitness Leader	FOB - Forward Operating Base
CHC - Chaplain Corps	FOUO - For Official Use Only
CITF - Criminal Investigative Task Force	FTS - Full Time Support
CJSOTF - Combined Joint Special Operations Task Force	
CJTF - Combined Joint Task Force	IA - Individual Augmentee
COB - Close of Business	IADT - Initial Active Duty Training
COLA - Cost of Living Allowance	IAG - Information Assurance Group
CMS/ID - Career Management System Interactive Detailing	IAP - In Assignment Processing
CNAFR - Commander, Naval Air Force Reserve	IDT - Inactive Duty Training
CNIC - Commander Navy Installations Command	IDTT - Inactive Duty Training Travel
CNR - Chief of Navy Reserve	IED - Improvised Explosive Device
CNRC - Commander Navy Recruiting Command	IG - Inspector General
CNRF - Commander, Navy Reserve Forces Command	IMAPMIS - Inactive Manpower and Personnel Management Information System
COMRATS - Commuted Rations	IRR - Individual Ready Reserve

ISAF - International Security Assistance Force

JCS - Joint Chiefs of Staff

JRB - Joint Reserve Base

JSAG-I - Joint Services Action Group - Iraq

JSOC - Joint Special Operations Command

JSOTF - Joint Special Operations Task Force

JTF GTMO - Joint Task Force Guantanamo Bay

JTF HOA - Joint Task Force Horn of Africa

MCAG - Maritime Civil Affairs Group

MESF - Maritime Expeditionary Security Force

MILPERSMAN - Military Personnel Manual

MIUW - Mobile Inshore Undersea Warfare

MNFI - Multi-National Forces Iraq

MNSTC-I - Multi-National Security and Training Command - Iraq

MOB - Mobilization

MRE - Meals Ready to Eat

MTT - Military Transition Teams

NAF - Naval Air Facility

NAS - Naval Air Station

NAT - New Accession Training

NAVELSG - Navy Expeditionary Logistics Support Group

NAVSTA - Naval Station

NAVET - Navy Veteran

NCO - Non-Commissioned Officer

NCS - National Call to Service

NEC - Navy Enlisted Classification (or Code)

NECC - Navy Expeditionary Combat Command

NEX - Navy Exchange Service

NMPS - Navy Mobilization Processing Site

NOBC - Navy Officer Billet Classification (or Code)

NOE - Notice Of Eligibility

NOSC - Navy Operational Support Center

NPQ - Not Physically Qualified

NR - Navy Reserve

NRIP - Navy Reserve Intelligence Program

NROTC - Naval Reserve Officer Training Corps

NROWS - Navy Reserve Order Writing System

NRWS - Navy Reserve Web Site

NSA - Naval Support Activity

NSIPS - Navy Standard Integrated Personnel System

NSPS - National Security Personnel System

OCNR - Office of the Chief Navy Reserve

OCONUS - Outside Continental United States

OCS - Officer Candidate School

OIC - Officer In Charge

OJT - On the Job Training

OLA - Office of Legislative Affairs

OPNAV - Office of Chief of Naval Operations

OPSEC - Operational Security

OPTEMPO - Operational Tempo

ORM - Operational Risk Management

OSC-A - Office of Security Cooperation - Afghanistan

OSO - Operational Support Officer

PAYPERSMAN - Navy Pay and Personnel Procedures Manual

PCS - Permanent Change of Station

PDFRC - Pre-Deployment Family Readiness Conference

PFA - Physical Readiness Assessment

POC - Point of Contact

POV - Privately Owned Vehicle

PRC - Presidential Reserve Callup

PRD - Projected Rotation Date

PRIMUS - Physician Reservists in Medical Universities and Schools

PRT - Physical Readiness Test or Provincial Reconstruction Team

PSD - Personnel Support Detachment

RBSC - Reserve Billet Sequence Code

RC - Reserve Component

RCC - Reserve Component Command

RCCPDCS - Reserve Component Common Personnel Data System

RCHB - Reserve Cargo Handling Battalion

RESFORON - Reserve Force Squadron

RHS - Reserve Headquarters System

RIAC - Reserve Intelligence Area Commander

RIPO - Reserve Intelligence Program Officer

RTB - Reserve Transition Benefits

RTSS - Reserve Training Support System

RUAD - Reserve Unit Assignment Document

RUIC - Reserve Unit Identification Code

RWW - Returning Warrior Workshop

SAU - Squadron Augment Unit

SELRES - Selected Reservist

SNCO - Staff Non-Commissioned Officer

SOP - Standard Operating Procedure

TOC - Tactical Operations Center

TRUIC - Training Reserve Unit Identification Code

TSC - Combatant Commanders Theater Security Cooperations

UA - Unauthorized Absence

UCMJ - Uniform Code of Military Justice

UMA - Uniform Maintenance Allowance

USC - United States Code

VPU - Volunteer Participation Unit

VTU - Volunteer Training Unit

YRPS - Yellow Ribbon Program Specialists

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



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(240) 857-9029

VR-54
(504) 678-3061

VR-55
(805) 989-8755

VR-56
(757) 433-4065

VR-57
(619) 545-6920

VR-58
(904) 542-2380 x110

VR-59
(817) 782-3420

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

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

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

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

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
(202) 762-3211

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) 462-7403 x 110

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) 524-0114

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) 836-3057

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)-836-4180

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 x0900

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

Navy Reserve Intelligence
Command

Reserve Intelligence Command
Hdqtrs.
Fort Worth, Texas
(817) 782-7107

Navy Intelligence Reserve
Region Northwest
(360) 315-6001

Navy Intelligence Reserve
Region Southeast Det New
Orleans
(504) 678-3411

Navy Intelligence Reserve
Region Southeast - Ft. Worth
(817) 782-6464

Navy Intelligence Reserve
Region Southeast -
Jacksonville
(877) 882-7396

Navy Intelligence Reserve
Region Southwest San Diego
(800) 873-4139

Navy Intelligence Reserve
Region Southwest Det Denver
(720) 847-6240

Navy Intelligence Reserve
Region Midwest
(847) 688-6273

Navy Intelligence Reserve
Region Midwest Det
Minneapolis
(847) 688-6273

Navy Intelligence Reserve
Region Southeast Det Atlanta
(678) 655-6380

Navy Intelligence Reserve
Region Mid-Atlantic
(757) 444-1352

Navy Intelligence Reserve
Region Washington
(240) 857-7878

Navy Intelligence Reserve
Region Midwest Det Millington
(847) 688-6273

Navy Intelligence Reserve
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 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 johnny.i.michael@navy.mil or call (757) 322-5625.

In real life, there is no Reset Button.

Riding a motorcycle is fun, but it isn't a game. Motorcycle riding demands your full attention. Even one drink can impair your coordination and sense of balance. Studies show that nearly half of all motorcyclists who died in solo crashes were under the influence of alcohol. They simply lost control of their bikes. Game over, forever.

