

Go
Team Navy!

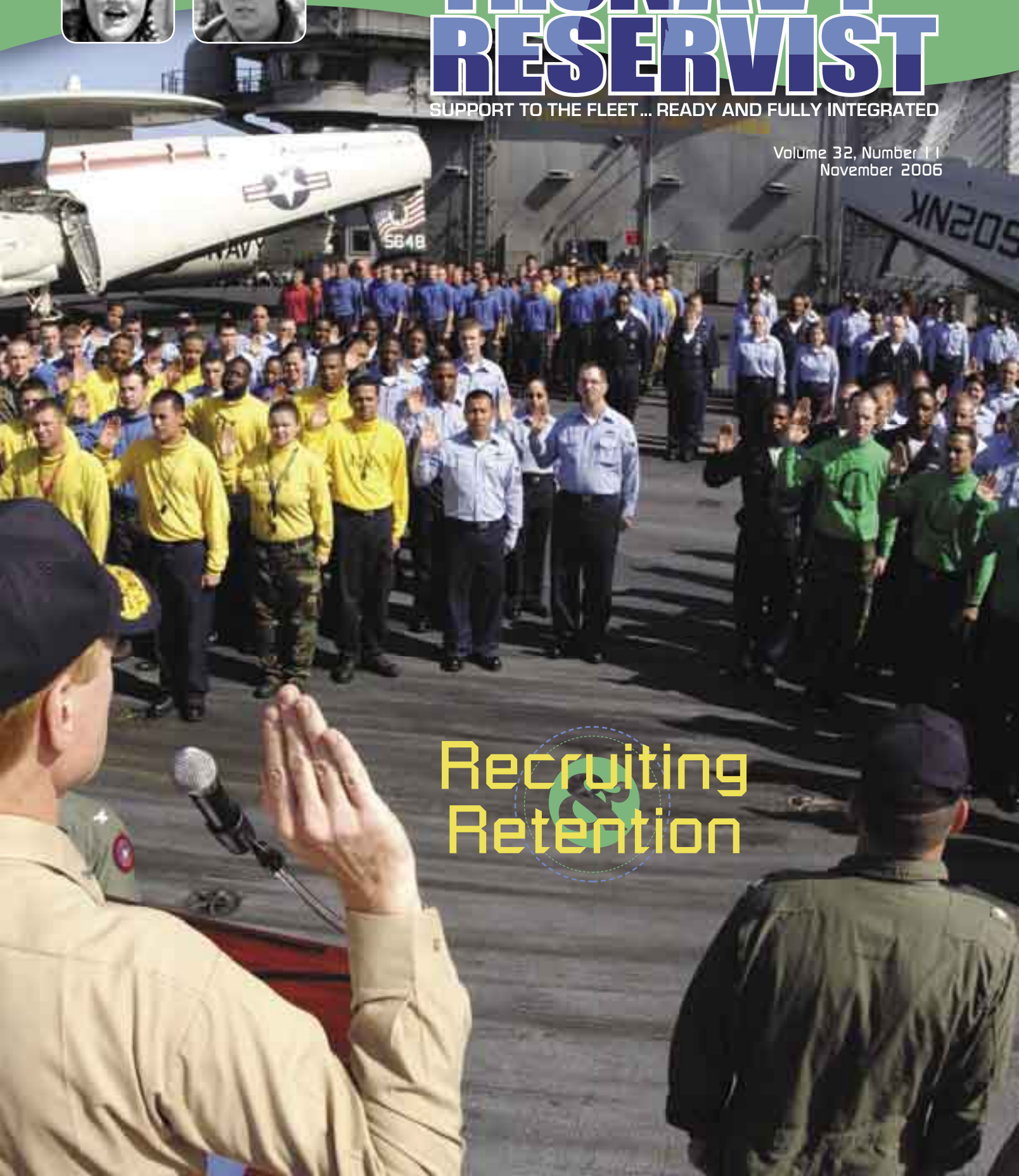
Exercise
Seahawk 2006



The NAVY RESERVIST

SUPPORT TO THE FLEET... READY AND FULLY INTEGRATED

Volume 32, Number 11
November 2006



Recruiting Retention



Cruise on you crew of Sailors.
Rough seas for days on end.
Cruise on you crew of Sailors.
From home, your family and friends.
Cruise on you crew of Sailors.
To a port on foreign sands.
Cruise on you crew of Sailors.
Strangers on stranger's lands.
Cruise on you crew of Sailors.
With tales of where you've been.
Cruise on you crew of Sailors.
You'll all cruise home again.

Cruise On

- Frederick S. Gordon



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Team Navy Cycles Across Iowa

Twenty Navy riders including six flag-level officers participated in the longest, largest and oldest touring bicycle ride in the world.



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Theodore Roosevelt Hosts Religious Program Workshop

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Rear Adm. Michael H. Miller, gives the re-enlistment oath aboard the Nimitz-class aircraft carrier USS Ronald Reagan (CVN 76).

U.S. Navy photo by
Chief Mass Communication
Specialist Spike Call

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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 rate, rank and command. Photos should also include a visual information record identification number or VIRIN. Information about VIRINs is available online at www.mediacen.navy.mil/vi/virin.htm. 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://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.

Admiral's View



As we have continued to say in every edition of this superb publication, REservists need to "Be Ready" and have three jobs: support their supported commands, respond as minutemen to any crisis at home or away and we are all recruiters. While equipment and recapitalization of our fleet is important, nothing can be accomplished for our nation without recruiting and retaining the most capable and qualified Sailors.

After observing the fifth anniversary of 9/11 in the sixth year of the Global War on Terror (GWOT), recruiters continue to be challenged to identify our future Sailors. With only about 28 percent of America's youth medically and physically qualified to join the Navy, we are in competition with the other services as well as the civilian sector for the best recruits. We cannot lower our standards if we are going to build the Fleet for the future and develop effective 21st century leaders.

What can you do as a recruiter? First, be a positive role model and set the standard for readiness and fitness. Communicate and continually educate key influencers such as teachers, coaches and club leaders about how a strong Navy and its Reserve Component provides for national security and will improve a young person's life.

We are changing our processes to enable all RC recruits go through the full New Accessions Training boot camp and A-schools with our AC shipmates. Our pay and benefits are extremely competitive and include perhaps the best retirement package in the world that includes health care. Additionally, the military discipline, skill sets and capabilities acquired while in the service are in high demand in the civilian sector, greatly enhancing civilian job opportunities.

Active Component COs, XO's, CMCs, NCCs, and other leaders are now better influencing AC Sailors to transition to the RC and continue their service. We need to keep these highly qualified, GWOT experienced Sailors in the Navy, to be able to surge when needed. If an AC Sailor just returned from a deployment, they now have the option of a one-year grace period from re-deployment in the RC, enabling them to

get settled with their employers, family and new Reserve units. For some capabilities, we are proposing up to a two-year grace period to properly integrate and train.

Every Sailor will be called to deploy in support of the long war as an Individual Augmentee (IA) in a new capability or for joint/coalition operations. Trained and ready Selected Reservists (SELRES) provide huge returns on investment to the taxpayers, with the cost of one AC or FTS Sailor equal to five SELRES. The Fleet is structuring their work to be more inclusive of RC operational support, and where a mission is predictable and periodic, a Reservist or RC unit is optimized to surge to the requirement instead of being available all year long and not utilized efficiently. When not being used, RC Sailors return to their traditional strategic Reserve roles.

Recently, while traveling to the Norfolk area to visit deploying Customs Battalion "R," we met many ready and fully integrated Sailors. At the Navy Mobilization Processing Site (NMPS), OIC Cmdr. Val Eichenlaub and AOIC Senior Chief Yeoman Ralph Hensley, both extended their recall orders for another year to continue to make Norfolk the model NMPS. Navy Region Mid Atlantic's efforts to streamline the entire mobilization process to less than one week have been widely applauded as both AC and RC increase the number of IA Sailors going forward to support the COCOMs.

Speaking of outstanding COCOM support, we were able to share lunch in Williamsburg, Va., with several Sailors of Navy Customs Battalion "R," before their deployment to CENTCOM. Ships Serviceman 3rd Class Rebecca Risley served aboard USS Kitty Hawk (CV 63) for four years and has really enjoyed her time as a SELRES. She looks forward to getting her degree, someday teaching in the DoD school system and says her mother is her mentor and inspiration. Personnelman 1st Class Julia Rae has been serving for 10 years and started as an APG. She has had many enjoyable ATs and different commands, aims to make chief and continue to help Sailors. Her mentor is Chief

Yeoman Robert Sosa and her best memory is this current mobilization with Customs. Los Angeles County Deputy Sheriff and Electronic Technician 1st Class C. L. Thames volunteered for a recall from the IRR and is motivated by his Army Vietnam veteran father, as well as his wife and three children. He looks forward to making chief someday and remembers a fun swim call in the Indian Ocean. Sonar Technician 1st Class Ron Sellers wants to be the best LPO and to make chief, and is inspired by the memory of his father, who passed away one week before he was recalled to active duty. This is his third voluntary mobilization since 9/11, first as an MA in Mayport, Fla., then with an IBU and now with customs, and his best Navy memories are of Westpac deployments in the mid 1980s. Machinist's Mate 3rd Class Christopher Mitkish looks to Chief Boatswain's Mate Bruce Bass as a role model, and when he returns from deployment, will complete his college degree and apply to be an officer. He enjoyed his Active Duty at sea time on USS Saipan (LHA 2), and especially remembers a one week port call in beautiful Haifa, Israel. Enlisting in 2002 as a non-prior service Sailor, Storekeeper 3rd Class Seth Collier is deploying for the first time with Customs "R." He has had several interesting ATs in Hawaii and onboard USS Crommelin (FFG 37), and always looked up to his father, who passed away last year.

All of these motivated Sailors are eager to deploy and make a difference in the GWOT. Their training has been superb and the entire NAVELSG team is to be complimented for their outstanding efforts. We are indeed blessed to have so many dedicated REservists, FTS, SELRES and members of the IRR, willing to volunteer for these new global missions. It's obvious that they are capable, confident and ready! Are you?

Vice Adm. John G. Colton
Chief, Navy Reserve

Sailors Matter



Reflections

I often get asked the question, "Master chief, what has been your best tour of duty in the Navy?"

After some bumbling around, I usually come up with a long drawn out answer reflecting back almost 30 years, which points out how amazing and fantastic they all have been. It is really hard, and I'm sure you feel the same way as you look over your career path. Each and every opportunity has been special, unique and has shaped us as a person and a Sailor.

As we focus on recruiting and retention this month, I go back to one of my many great tours of duty, the Atlantic Fleet Career Information Team. It was there I got used to standing up and talking to groups of people and truly honed public speaking skills.

I remember trying to reach out and touch as many Sailors as possible who were separating from Active Duty and selling them on the Navy Reserve.

I thrived on the numbers game as we provided quality leads to recruiters, but more than that I was passionate about what I was preaching. I could not understand why anyone would take the time they had served on Active Duty and

put it on the shelf to just quietly go away. Especially in light of the great benefits: continued travel, pay, college benefits, use of military and base facilities, even retirement!

I laugh because I still remember getting really excited about two visits to the commissary a month and how I pitched it as an incredible benefit. Remember the punch cards? Anyway, the point is that the benefits of continuing service in the Navy Reserve are twice as nice today.

The training and experience I received in that job is definitely serving me well today. I am as sold as ever on the awesome privilege we have to wear the cloth of our country and continue to serve in the worlds greatest Navy, especially in a time of war.

I was so excited and rejoiced with our Total Force Navy Recruiting Team as they met Reserve mission for the first time since the AC/RC consolidation. In this very challenging recruiting environment, this was a major win and a testimony of the hard work, pain and effort of recruiters nation-wide to align processes and systems, eliminate redundancy and speak the same language.

I believe this success is a positive trend of things to come. It's important to realize that it's not just the recruiters wearing the badge who will be the key to the success of the recruiting mission. Each and every one of us are recruiters and I believe it is important for us to "talk it up."

It is Thanksgiving, and don't we all have so much we can be thankful for? I really am thankful for every tour of duty I have had and how each and every one has impacted my life. In some of those tours, I have to admit I didn't feel like I was having fun at the time. But in retrospect, some of the toughest assignments hold the greatest memories and made the most impact. I am thankful for the Navy and the opportunities it has given me to get around and see great places, meet great people and do great work for something meaningful that makes a difference in the world.

I'm thankful for you and what you do. Thank you for your great service. U. S. Navy – talk it up. *God bless you and we'll see you on the deck plates.*

FORCM(SW) David R. Pennington

Force Master Chief,
Navy Reserve Force

THE NAVY
Reservist

Back 40
Years Ago

November
1966



Navy Reservist, Lt. j.g. Dieter Dengler, on the morning of Feb. 1, 1966 took off from USS Ranger (CVA-61) in an A-1H Skyraider on an interdiction mission against line of communication targets in North Vietnam. Dengler's aircraft was hit heavily in the wing from ground fire but managed to drop his ordnance and scored direct hits. He rode his plane into a crash landing in a densely wooded North Vietnam location. Dazed he crawled out of the wreckage to a small creek where he heard shouting. Hastily buried his equipment and moved into the underbrush only to be captured by communist Pathet Lao guerrillas. Harrowing five-month prison camp tortures, interrogations, pestilence, jaundice, malnutrition and eventual 20-day escape, returned this Reservist to safety when he was rescued atop a ridge after fashioning an SOS signal out of parachute flares.

Force Career Counselor



Re-thinking Reserve?

All of us wearing a military uniform have entered into a contract. Whether it's your first one for a total of eight years, or subsequent ones for two or more, we all signed contracts.

And we all reach the point in our contracts when we have to decide whether to separate or renew. If you're considering separating from the Navy Reserve, maybe you should stop and think about what you have to lose.

Why would you consider departing the Navy Reserve to lose medical and dental benefits that help you? You will lose all medical and dental benefits for yourself and family. Is a member of your family currently ill? Does someone have a condition that has costly medicines?

You will lose all commissary and exchange privileges. It has been proven many times the prices at the commissary and exchange are much better than most stores. If you currently have access, and use these facilities regularly, then you already know the amount of savings you receive. So, by departing, your grocery bill and clothing costs will increase.

You will lose all earned points towards retirement. Even though you receive your retirement at age 60, why lose the extra income you deserve and have worked hard for? Remember you earn points for drills, and each day of Active Duty you do is one point.

You will repay any bonus and/or education money received under the current contract you signed. Education is costly enough. Why pay back money for courses taken?

You earned this benefit. All you have to do is complete your contract.

You are still subject to recall while in the Individual Ready Reserve until your contract expires. And depending on what the needs are in the field, you can be recalled.

Keep your sea bag handy. Remember, it's not a matter of if you will be recalled. It's when you will be called to serve. Be ready.

And finally, the big one – money – your paycheck. Yes, the job is only for two days a month, but some Sailors report for more. Why lose out on the extra pay? On top of everything listed above, your income is reduced. If you can afford to lose money, then I suspect all the medical, dental, education benefits, bonuses, commissary and exchange privileges mean nothing.

Still considering leaving? Stop for a moment and remember why you decided to join the Navy Reserve in the first place?

Was it because of the pride of pride in being a member of the world's greatest Navy combat team? Did you feel you could get training in a field to help with your civilian job?

How about a continued education? Did the education benefits help your decision to join the Navy Reserve? Or did you just oblige because you liked the team work and team atmosphere while on active duty?

Any of these reasons are awesome, and there are many other reasons Sailors decide to join.

Whatever it was, what changed your mind? If you are leaving, then try to remember why you joined.

If there are issues with the command, or your job, or even the family, discuss these with your chain of command. They are there to help you work through some of the daily hurdles that arise. You may be able to adjust your drill schedule or even ask for authorized absences to help for a short period of time.

The main point is to ask for assistance, which means working with the chain of command. We don't want to lose any Sailor because of a situation that can be worked around. You are the greatest asset in the Navy Reserve. Your education, training, participation in drills and mobilization is what the Navy Reserve builds on.

*U.S. Navy photograph by
Chief Mass Communication Specialist Spike Call*



Of course, you can E-mail me at cynthia.blevins@navy.mil if you have any questions or comments on this article or anything you have read and desire more information on.

NCCM(AW/SW) Cynthia Blevins

Force Career Counselor,
Navy Reserve Force



Navy Reserve Chaplain: A Ministry with Global Impact

Navy Reserve chaplaincy is an incredible opportunity to provide ministry to our nation's sons and daughters of the naval sea service. You can be from anywhere, in the United States and see your ministry have global impact. Most importantly, you will serve as the spiritual and emotional guide for a large and diverse group of Sailors, Marines, Coast Guardsmen and all their families.

What does it mean to be a Navy Reserve chaplain? A Navy Reserve chaplain is a clergy person in uniform who plays a vital role in helping naval sea personnel negotiate the crucial moments of their lives.

Chaplains are considered subject matter experts on faith and practice. They provide moral support for young people away from home for the first time, lend advice to individuals facing personal or emotional difficulties and provide spiritual assistance to people from all walks of life.

As a commissioned officer, the Navy Reserve chaplain integrates into his Navy or Marine Corps unit, becoming their pastor, confidant, advocate and friend.

Being a Navy Reserve chaplain is the best of both civilian and military worlds. The chaplain continues to serve their church, teach at a seminary or provide clinical pastoral care at their place of employment. After 20 creditable years of service,

they retire and become eligible for retirement pays at age 60.

Yet, in the time of worldwide crisis, the Navy Reserve chaplain becomes a significant contributor to the overall mission.

It was Navy Reserve chaplains who responded to the terrorist attacks on 9/11 to provide spiritual care and counseling to emergency personnel at the World Trade



Center and Pentagon. Navy Reserve chaplains were first responders to the Sumatra Tsunami and assisted in the humanitarian relief effort in the aftermath of Hurricane Katrina.

There are also times when the Navy Reserve chaplain becomes integrated into a real-world contingency action. In Djibouti, East Africa, Navy Reserve chaplains developed relationships with chaplains from surrounding nations and led volunteer efforts improving the living conditions of local orphanages while providing

quality pastoral care to thousands of Navy and Marine Corps personnel assigned to that area.

Whether in Kabul, Afghanistan or Bangkok, Thailand, Navy Reserve chaplains are there providing spiritual care and nurturing.

Navy Reserve chaplaincy is a high-profile community where you'll have the opportunity to practice a full scope of religious ministry.

In addition to the excellent training and preparation in religious and administrative positions you'll receive, you will also have the chance to see many places and meet people you'll remember for the rest of your life.

The Navy Reserve continues to look for committed individuals to accept the challenge and answer the call to serve the spiritual need of people God and their country. Our Marines, Sailors, and Coast Guardsmen deserve the very best spiritual

care and guidance our nation can provide. While some are called to serve the spiritual needs of others, others are called to serve their country through the Navy Reserve. Those who are called to serve both are Navy chaplains from anywhere around the United States. Could that be you?

For more information about the Navy Reserve chaplaincy visit our Web site at <http://www.navyreserve.com/opportunities/officer/clergy.jsp> or call (901) 874-9216. **TNR**

The TNR Mail Buoy will get your answers from RC leaders monthly to satisfy your curiosities and quell rumor mills. Send your questions to NAVRESFOR_TNR@navy.mil.



The Navy Reservist Responds

Question: What are the lists that run in the back of the magazine every month?

Answer: The last four pages of every issue of *The Navy Reservist* are dedicated to two things.

The first is the Activation/Mobilization checklist on pages 30 – 31. This feature provides information on what Reservists need to complete to be ready when they are mobilized. It includes all forms and documents to be completed, as well as advice for Family Readiness.

The second regular feature is the RC Phone Directory. This is important contact information that is updated regularly. Here, you can find the phone numbers for every NOSC in the Reserve Force, broken down under each region.

TNR Staff

Question: How can I update my address to ensure I receive *The Navy Reservist* magazine at my new residence and other important info about the Reserve?

Answer: The only way to change the mailing address for the magazine is to update your address with your NOSC or PSD in the NSIPS System via NAVPERS 1070/602, Record of Emergency Data aka Page Two.

You can also go to tricare.osd.mil and then navigate to online beneficiary services.

Remember, keeping your address current with the Navy Reserve doesn't just ensure you receive the latest issue of TNR. It is also a key to readiness, and since review of Record of Emergency Data is an annual requirement, you should always be up to date.

TNR Staff



Commanding Officer, Navy Recruiting District, Minneapolis, Cmdr. Bradley Meeks, administers the oath of enlistment to 18 Delayed Entry Program (DEP) members during halftime festivities at the Minnesota Timberwolves' final home game for the season. The group enlistment was part of the Timberwolves' military appreciation night.

U.S. Navy photo by
Mass Communication Specialist
1st Class David J. Carter



WWII Aerial Gunner, POW Awarded the Navy Distinguished Flying Cross

Notable

by Mass Communication Specialist
1st Class Barrie Barber

KILL DEVIL HILLS, N.C. — A U.S. Navy World War II aerial gunner who survived combat and nearly a year as a prisoner of war has posthumously received the Distinguished Flying Cross at the Wright Brothers National Memorial.

The Navy awarded one of the sea service's highest honors to former Aviation Ordnanceman 2nd Class Joseph E. Cross, who flew as a turret gunner aboard a TBF Avenger with VT-14 aboard USS Wasp (CVA 18).

He and his three-man aircrew were shot down over the Straits of Formosa on Oct. 13, 1944, forcing Cross to endure months of near starvation and beatings at a Japanese prison camp, his widow said. Once liberated, Cross witnessed, through binoculars on a hospital ship, the Pacific nation's surrender aboard USS Missouri (BB 63) in Tokyo Bay on Sept. 2, 1945.

The West Virginia native died of cancer at age 65 in 1990.

"When this (medal) came, it was very pleasing to his children and to me," said Beverley Cross, his widow, who accepted the medal during the July 24 ceremony at the historic site where Wilbur and Orville Wright first pioneered powered flight more than a century ago. "It was very, very gratifying to all his children. They were just glowing."

Navy Operational Support Center (NOSC) Little Creek, Va., personnel presented the award to his family, which had gathered for a reunion on

North Carolina's Outer Banks.

"He was a prisoner of war, so he earned the medal," said NOSC Little Creek Command Master Chief William J. Brunner, who participated in the presentation. "It's a remarkable story."

Cross enlisted in the Navy "the minute he turned 18," said his widow. After training, he deployed to USS Wasp with fellow squadronmate Norris Chamberlain, who helped Beverley Cross, 77, meticulously gather the evidence needed decades later to convince the Pentagon to award her late husband the medal.

"It's almost greater than getting

his friend survived until a USS Wasp crew reunion in the 1980s.

However Cross and Lt. William Davidson, the pilot, both lived. They were taken to the Ofuna prison camp in Japan, the place where U.S. Marine Corps legend and quadruple ace Maj. Gregory "Pappy" Boyington also was held captive with other, mostly naval fliers.

Years later, Beverly Cross said her husband told her he had tried to save fellow crewman Aviation Radioman 2nd Class Walter Wygonick as the plane hurtled toward the ocean and the pilot ordered everyone to bail out.

But Wygonick shoved Cross out of the torpedo bomber before he could help him escape. Cross's parachute opened just before he hit the water, she said.

He endured beatings and near starvation at Ofuna, she said, and had health issues because of the internment that plagued him for the rest of his life.

"He was still suffering the effects of being reduced to 86 pounds and very near death when he was liberated," she said.

Chamberlain, who traveled from Reedville, Va., to attend the medal ceremony, said he was one of the few people Cross talked about his wartime experiences with because the two Sailors had served together at sea.

"He was a very special person to me being a shipmate and going through what he did," said Chamberlain. **TNR**



Cmdr. J. F. Hughes presents the Distinguished Flying Cross to Beverley Cross, widow of Aviation Ordnanceman 2nd Class Joseph E. Cross, during a ceremony at the Wright Brothers National Memorial.

U.S. Navy photo by Chief
Mass Communication
Specialist Kevin Elliott

my own (medal)," said Chamberlain, a former aerial radio operator who went through boot camp with Cross before the two men served side by side in VT-14. He also has a Distinguished Flying Cross. "He, if anybody, deserved it much more than I did for what he did."

It's unclear why it took decades for Cross to receive the medal, family and friends said, but many of his shipmates believed he had died when the Avenger fell into the sea. Chamberlain said he didn't know



Don't Wait Weight Training



Story by Nate Morrison,
"Military Muscle Who Needs Sit-Ups",
Navy Times, July 10, 2006

You can't dead lift 600 pounds if your abs aren't strong, but you will never see a 600-pound dead-lifter doing crunches and sit-ups.

Both exercises have a long history in our military, but dead-lifters know something most in the military do not: Isolation exercises are the wrong way to develop abdominal muscles.

Abdominal strength is the result of proper training in movement patterns. The abs, as the supporting cast, will develop alongside the rest of the muscles.

Isolation exercise leads to a collection of body parts, not the integrated fighting unit we need to succeed on the battlefield.

There are two excellent drills to get started on this quest – standing weighted arm raises and the "hot potato."

Standing Weighted Arm Raises

Standing weighted arm raises challenge the abs from a static standing position.

Select one or two light dumbbells (5 to 15 pounds.) and stand with your feet shoulder-width apart. Brace your stomach as if for a punch. At the same time, squeeze your glutes and tuck your pelvis under and forward – this is essential.

Squeeze the handles hard and hold your body very tight. Exhale tightly, making a hissing sound as you lift the weights with locked arms out in front of you to shoulder level or straight above your head. This movement must be done slowly and under control with maximum tension. Lower the weights to the starting position with the same breathing and control. You will feel the burn immediately.

Now raise the weights with locked arms to the side to shoulder level or above the head with the same breathing and tension. Lower in the same manner.

Perform three to five sets of three to five reps each. Relax and breathe between sets for about one minute.

For a more advanced version, lift the weights above your head to the front and lower them to the side. Then reverse the movement.

The Hot Potato

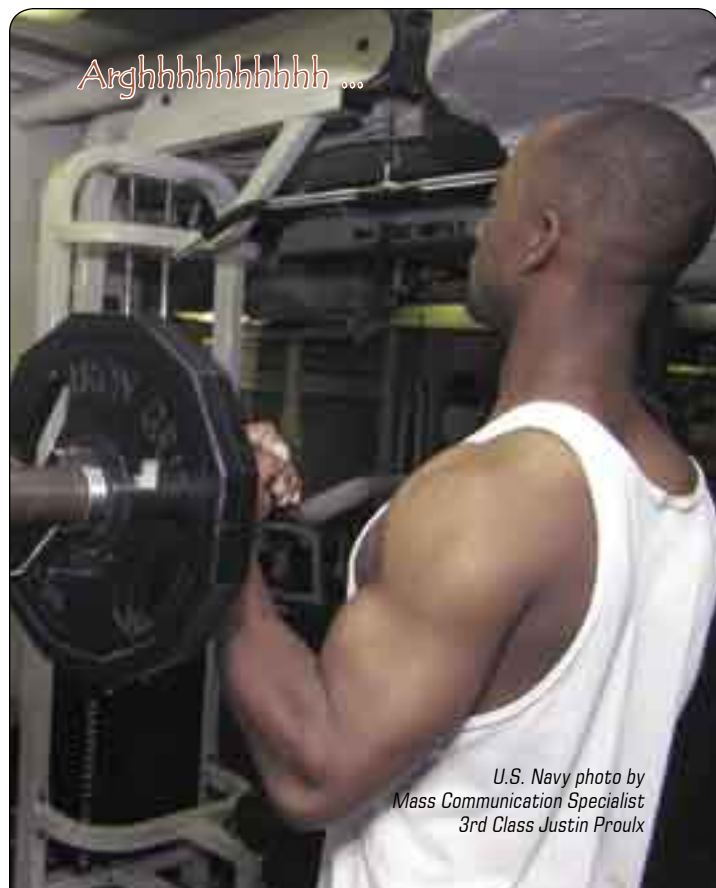
The hot potato places a more dynamic load on the muscles.

Hold a medicine ball or a kettlebell hand weight (picture a cannonball with a handle) in one hand in the "rack" position (the weight at your shoulder), your arm tight to your side. Stand with your feet shoulder-width apart and maintain the same ab and glute tension as above.

In a slow, controlled motion, transfer the weight to the other hand and repeat. You should feel your abs fire to accept the weight.

Next, gently toss the weight from hand to hand, starting with your hands close together and moving slowly farther apart – no more than 12 inches. Add weight to increase the difficulty if desired.

This drill can be done for many reps. The general guideline is to rest when your form begins to deteriorate. Three to five sets is a good goal. **TNR**



U.S. Navy photo by
Mass Communication Specialist
3rd Class Justin Proulx

We have many talented people in our Navy. Each month we highlight our stellar Sailors and some of the unique careers, skills and services they are providing to the fleet. E-mail the editor, navresfor_tnr@navy.mil, for the submission form if you'd like to nominate a Sailor. Please include a high-resolution (300 dpi) 5"x 7" digital photo of the candidate.

PROFILES IN PROFESSIONALISM

U.S. Navy photo by Mass Communication Specialist 1st Class Rob Kerns



Information Systems Technician
1st Class
Greg York

Hometown: Meridian, Mississippi

Brief description of your job: Maintain Database of incoming and outgoing Mobilized Reservists at the MOB center.

Why did you join the Navy: To see what was outside of Meridian Mississippi.

Who has been your biggest influence since joining the Navy: Lt Cmdr. Walker. He is a good officer who helps keep everyone's morale up.

What do you enjoy most about the Navy: Camaraderie of the Sailors.

The most interesting place you have visited since joining the Navy: Spain

Current hobbies: Play guitar, jogging.

U.S. Navy photo by Mass Communication Specialist 1st Class Rob Kerns



Ship's Serviceman
3rd Class
Celesta Caston

Hometown: Memphis, Tennessee

Brief description of your job: Support travel and Mobilization team for MOB Center Gulfport.

Why did you join the Navy: After 9/11 I felt my country could use me in the Navy.

Who has been your biggest influence since joining

the Navy: Chief Legalman Wilmer. I admire her knowledge, tenacity and the way she looks out for her junior Sailors.

The most interesting place you have visited since joining the Navy: Korea

Current hobbies: Writing, outdoor activities, spending time at the beach.

MCPON Explores Strengthening Support Services With FamilyLine Visit

WASHINGTON — Master Chief Petty Officer of the Navy (MCPON) Joe R. Campa Jr. visited the Washington Navy Yard offices of Naval Services FamilyLine Aug. 17 to explore ways to strengthen the quality of life support services for Sailors and their families.

Such support services are crucial, especially in a time of uncertain and frequent deployments, particularly for those assigned as individual augmentees in support of the Global War on Terror.

"My concern for our family readiness starts with setting the expectation with each Sailor that they're responsible for it," Campa said. "I want to make sure our families reach and maintain a high state of readiness, which can be defined as being self-reliant, yet connected to the information and resources we have to support them. I'm encouraged with the efforts that organizations such as FamilyLine contribute toward a high state of family readiness."

An estimated two-thirds of Sailors are married, and many spouses remain unfamiliar with the many quality of life support programs available. FamilyLine strives to provide Sailors and families with advice or referrals to helpful agencies. However, they primarily remain an organization of spouses teaching other spouses about taking advantage of the benefits and avoiding the pitfalls of military life.

The organization also offers a 12-hour course, called COMPASS, designed to teach new Navy spouses about the military lifestyle and to help give them confidence and a positive attitude.

"If we can capture the new spouse and Sailor with the help we can offer and they're prepared for the lifestyle of the military, that can really help with retention," said Kip Route, the volunteer director of FamilyLine.

FamilyLine volunteers in D.C. and in Navy towns engage hundreds of families a month who reach out to them for guidance. The organization also distributes some 300,000 copies of family and military publications a year at no cost to commands and families. It also maintains a Web site with up-to-date information on topics such as crisis management, communication, teambuilding, entertaining and pre-deployment tips.

A concerned group of Navy wives established FamilyLine in 1965 to welcome new wives into Navy life and help them understand the Navy's mission.

Today, the organization continues to depend on volunteer efforts from spouses as a foundation to help sea service families meet the challenges of a military lifestyle with information and resource assistance.

FamilyLine's official Web site can be found at <http://www.lifelines.navy.mil/Familyline>. There, visitors can find a variety of useful information such as deployment guides and contact numbers. **TNR**



Master Chief Petty Officer of the Navy Joe R. Campa Jr., visits with E-6 and below Sailors stationed on board Naval Station Mayport, Fla. Campa talked to the group about several world-wide current events and military standards.

U.S. Navy photo by Mass
Communication Specialist 2nd Class
Elizabeth Williams

Reserve and Active Duty Land Sailors Join Forces as One

LA MADDALENA, Sardinia — Navy Reserve Component (RC) Sailors aboard USS Emory S. Land (AS 39) performed a variety of maintenance and repair projects including the annual safety survey, cableway inspections and various fan room renovations.

The Sailors are among a projected 175 RC Sailors from 13 detachments in the Midwest and Eastern United States who completed their two-week Reserve annual training requirement aboard the ship between May and July of this year.

The Land is a Commander, Naval Submarine Forces Reserve Program One unit tasked with providing maintenance support in both peace and wartime, providing in-rate and other meaningful and relevant training to RC Sailors.

"This is a great opportunity for the Active and Reserve Sailors to come together as one team," said Lt. William Dennis, Reserve liaison officer.

One of the primary responsibilities of the RC



Navy Reservist, Hull Technician 2nd Class Derek Bugbee utilizes his civilian skills as a welder to attach a kickplate during his two-week training aboard the ship.

aboard the Land was to conduct a "Safety Survey," which was completed mid-June after the embarked Reservists performed an estimated 1,700 safety checks aboard the ship.

"The Reserve Sailors conducted the survey in accordance with Navy Safety Center standards to identify deficiencies and administrative areas of improvement," said Lt. Paul Schiermeier, the Land's safety officer. "Their work added tremendous value and went a long way in helping the command to self-assess and improve our commitment to the Secretary of Defense's 'Mishap Reduction Challenge.'"

A cableway inspection project was also concluded in mid-June. This comprehensive inspection of the shipboard electrical cables identifies and corrects cable/cableway safety hazards.

Ongoing renovation and preventative maintenance upgrades are also being performed on five of the Land's fan rooms. After accumulated layers of old paint were removed, Hull Technician 2nd Class Derek Bugbee of Elgin, Ill., welded kickplates to the deck to insure the space's watertight integrity in the case of flooding.

"The Sailors from the Reserve Component certainly bring a higher level of maturity and experience to the project," added Reserve coordinator Chief Electrician's Mate Jeff Johnston of Hubbard, Ohio. Johnston, a Reservist himself, has been attached to the ship since May and will be here throughout the duration of the projects.

"The ship experiences a shortage of talent in specialized areas from time-to-time, and the Reserve Sailors can fill the gaps where needed," Johnston said. "They can even share their real-life knowledge and, in the process, educate the younger Sailors they are working with." **TNR**

U.S. Navy photo by Mass Communication Specialist 3rd Class Ron Kuzlik



ORAVILLE, Iowa — Twenty Navy riders, including six flag-level officers participated in a weeklong bicycle ride across Iowa beginning in Sergeant Bluff, Iowa, July 23, and concluding July 29, alongside the banks of the Mississippi River in Muscatine, Iowa.

Team Navy pedals into Muscatine, Iowa, during the final leg of the Registers Annual Great Bicycle Ride Across Iowa (RAGBRAI). Started in 1973, it is the longest, largest and oldest bicycle touring event in the world.

*U.S. Navy photo by
Mass Communication
Specialist 2nd Class
Kimara Johnson*



Team Navy
Ride Across Iowa

The event is known as the Register's Annual Great Bicycle Ride Across Iowa (RAGBRAI). According to event organizers, it is the longest, largest and oldest touring bicycle ride in the world. The event began in 1973, and takes bicyclists pedaling across the state with overnight stops in six Iowa towns.

The Naval flag officers joining Team Navy in the event were: Rear Adm. Craig McDonald, Commander, Navy Reserve Forces Command; Rear Adm. Tom Andrews, Rear Adm. Sharon Redpath, Rear Adm. Ben Gaumer, Rear Adm. Marshall Cusic, Rear Adm. Greg Timberlake.

Navy family members participating in the event included riders Sue Timberlake and Lillian Etcheverry, wife of Andrews. Priscilla Gaumer and Gerojeanne Cusic also drove a 29-foot support recreational vehicle for the entire trip.

Members of Team Navy had different training routines to prepare them for RAGBRAI.

Gaumer did not start training until June 1 because of back surgery. In addition to logging hundreds of miles riding, Gaumer bought a Recumbent bike that puts the rider in a sitting position with the pedals out in front to relieve back and neck stress.

Sue Timberlake has done RAGBRAI nine times and began her training in January.

"Living and training in Jackson, Mississippi, prepared me for the heat we had in Iowa during this year's RAGBRAI," she said. "I didn't have a lot of hills in Jackson to ride though."

Timberlake worked four to six hours of riding in on the weekends.

"I trained enough to complete RAGBRAI, but I found I need to work on leg strength," Timberlake said. "I found that out on one particular hill we had in Colfax."

Training for Redpath involved working out six days a week. "I took up cycling because I began to have problems with my knees that prevented running on everything except a treadmill," Redpath said.

The cycling team for RAGBRAI was the brainchild of retired Cmdr. Timothy Hanson. Hanson rode RAGBRAI in 1999 as an individual and noticed the participation of Team Air Force. He decided to create a Team Navy. One year later, he had his team.

Lt. Keith Campbell took over as team leader for this year's RAGBRAI. "Commander Hanson was very helpful to me," he said. "He had an answer for every question I had."

Campbell's duties as team leader included team registration, setting up the stops and his most important task, organizing the Support and Gear (SAG) team.

Team Navy's SAG was comprised of two vans and a trailer. The SAG team headed out each morning with all the camping gear, coolers, water and anything else the team needed during the ride.

Before the race, Team Navy took the time to promote Campaign Drug Free (CDF). On the first day, they handed out CDF merchandise to the crowd including 5,000 bracelets, 25 water bottles, 3,000 reflectors, 3,000 magnets and 1,500 pens, pencils and dog tags.

On the road, Team Navy faced challenges as well as hospitality and fellowship that have made RAGBRAI grow from an event that had 300 participants in the 1973 inaugural event, to more than 20,000 for this year's ride.

"The first day was brutal," Gaumer said. "It was almost all hills for 54 miles. We had 95-degree heat and a head wind. The next day was 70 miles that was advertised as easy, but we still had hot temperatures and hills."

In spite of these challenges, the team saw what keeps people coming back.

"Every town has food stands," Gaumer said. "They have free water. There are people sitting in their yards in lawn chairs waving at us and welcoming us to their town."

"I'm impressed by the gracious hospitality and the generous nature of the people of Iowa," Andrews said.

Chief Information Systems Technician

Randy Waitz of Fleet Reconnaissance Squad 3 from Tinker Air Force Base Okla., also experienced the way RAGBRAI riders are received in Iowa.

"When people see the Team Navy jersey, they give a thumbs up and shout, 'Go Navy,'" Waitz said. "We've met a lot of people that are interested in what we do, and I really don't think you could find a state that's more supportive of the military than what I have seen here in Iowa."

Everyone in the ride had a different motivation for doing RAGBRAI.

"This is one of those lifetime events," Cusic said. "I've been wanting to do this for a long time. This is also an important recruiting and outreach tool for the Navy, especially here in the Midwest."

For Andrews, the race was a chance at teaming up and working together.

"I've done these types of events before and it sounded like a great way to get some of us together and do something really challenging" he said.

The tour ended in Muscatine as the riders rolled down Mulberry Avenue toward the Mississippi River where, as tradition dictates, they put the front wheel in the river to signify the end of the ride.

As RAGBRAI 2006 came to an end, the members of Team Navy agreed the ride was a success.

"We had a great experience, great team and great people along the way," Timberlake said. "We had a physical challenge, but we made it to the end."

"We had a terrific ride, good teamwork and a tremendous response to the Navy team when we were riding into Muscatine," Cusic agreed. "This is an outstanding example of the culture of fitness and a chance to tell and hear Navy stories along the way."

McDonald was equally impressed with the response to Team Navy as they rolled into Muscatine. "I never thought I could do this," he said. "On my first day of training I went 15 minutes and thought I could not do it, but it was worth every bit when we rode that last mile. To see the response to Team Navy coming into Muscatine was just wonderful." **TNR**



TR Hosts RP ANNUAL Workshop

Story By:
Mass Communication Specialist
3rd Class(AW) Chris Thamann

Photos By:
Mass Communication Specialist
3rd Class Victoria Tullock

Master Chief Religious Program Specialist Harold Terry discusses the status of the RP program with attendees, Religious Program Specialist 2nd Class Amy Uffhausen (background) and Religious Program Specialist 3rd Class James Suffeth.



NORFOLK — USS Theodore Roosevelt (CVN 71) hosted the 2006 Religious Ministries Workshop Aug. 18-19, marking the first time such an event was held aboard an aircraft carrier. A West Coast workshop also took place onboard USS Ronald Reagan (CVN 76) in San Diego.

In years past, the annual workshop, which invites Religious Program Specialist (RP) Reservists worldwide to meet and discuss the past, present and future of the rating, was held at one central location.

“This year we decided to hold one workshop on each coast to make it easier for everyone to attend,” Chief Religious Program Specialist John Thompson said. “This year marks the first time the workshop was held aboard

aircraft carriers, one on each coast, giving Reservists an opportunity to experience shipboard life while attending the workshop.”

Roosevelt hosted 40 RP Reservists during the East Coast event. The group toured the ship and learned the RP role on a carrier platform and developed a greater appreciation for what it takes to be an RP aboard a warship.



Show and tell exercise of religious items, their meaning and use.



Flight-deck instruction.

According to outgoing Reserve RP Training Coordinator Chief Religious Programs Specialist Daniel Dodds, the training brought many opportunities RP's have not been able to experience in the past.

"Having the opportunity to eat, sleep and train onboard the Roosevelt is a once in a career experience for many of the RPs," Dodds said. "Most have never spent any time on a ship, so having this experience gave a better understanding not only within their rate, but also for basic military requirements – something Reservists get little exposure to."

"The workshop was beneficial to the RP Reservists and to the Active Duty RPs on board the Roosevelt," said Chief Religious Program Specialist Sheronica R. Prater, the ship's Command Religious Ministries Department's leading chief petty officer.

Prater said the Reservists were given information on what it's like to be an Active Duty RP at sea, while the Active Duty RPs stationed aboard the Roosevelt learned what it's like to be an RP from the Reservist's perspective.

The principal staff officer for RP affairs, Master Chief Religious Program Specialist Harold Terry, was on hand to lead a briefing explaining the future of the rating. Terry serves as the senior enlisted leader and is the primary enlisted advisor to the Chief of Chaplains on all matters pertaining to the manning, utilization, training, professional development, welfare and morale of the RP community.

"We have done a great job of taking care of our chaplains over the years," Terry said. "Now, we must try and take better care of ourselves as well."

Terry discussed the RP

community's plans for adapting to a changing Navy that is currently streamlining its force as technological advances in recent years have decreased manning requirements for several Navy ratings.

"We must be smarter and have multi-tasking abilities," Terry said. "We will be doing the same work with less people. We must adapt."

One of the steps being taken to ensure the RP rating is better prepared for the future is consolidating the training locations for RPs and chaplains. The new location for RP "A" school will be Fort Jackson in Columbia, S.C. This move is expected to reinforce the RP/chaplain working relationship.

"Right now, chaplains go to one school and RPs go to an entirely different one," Terry said. "We don't interact until we reach the fleet, which leaves us somewhat unprepared to meet each other's needs."

With many changes on the horizon for the RP community, Terry said Sailors can be sure one thing will remain the same. RPs and chaplains will always be there to help.

"We are in the business of people," Terry said. "It's all about taking care of our shipmates."

In the end, Dodds thinks those in attendance walked away with a deeper appreciation of their counterparts on both ends of the spectrum.

"I believe everyone who attended came away with a richer, deeper knowledge of their contribution and influence as an RP," he said. "Since most of our Reserve billets are with Marine and Seabee units, they would never have the chance for this type of training. This training set the bar for future trainings." **TNR**



Religious Program Specialist Chief Daniel Dodds explains the use of a Muslim prayer rug.



SIGNAL FLAGS



by CNRFC Public Affairs



ALFA
"A"
(AL-fah)

I have a diver down; keep well clear
at slow speed.



GOLF
"G"
(GOLF)

I require a pilot.



MIKE
"M"
(MIKE)

My vessel is stopped;
making no way.



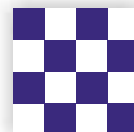
BRAVO
"B"
(BRAH-voh)

I am taking in, discharging, or
carrying dangerous cargo.



HOTEL
"H"
(hoh-TELL)

I have a pilot on board.



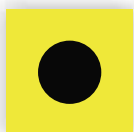
NOVEMBER
"N"
(no-YEM-bur)

No or negative.



CHARLIE
"C"
(CHAR-lee)

"Yes" or "affirmative"



INDIA
"I"
(IN-dee-ah)

I am directing my course to port.



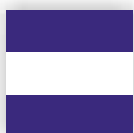
OSCAR
"O"
(OSS-kur)

Man overboard.



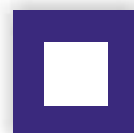
DELTA
"D"
(DELL-tah)

I am maneuvering with difficulty;
keep clear.



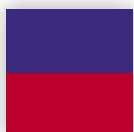
JULIETT
"J"
(JEW-lee-ett)

I am on fire and have dangerous
cargo; keep clear.



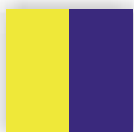
PAPA
"P"
(pah-PAH)

All personnel return to ship;
proceeding to sea (import).



ECHO
"E"
(ECK-oh)

I am directing my course to
starboard.



KILO
"K"
(KEY-loh)

Men are working aloft.



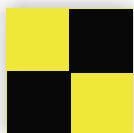
QUEBEC
"Q"
(kay-BECK)

Ship meets health regs; request
clearance into port.



FOXTROT
"F"
(FOKS-trot)

I am disabled;
communicate with me.



LIMA
"L"
(LEE-mah)

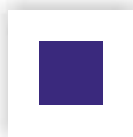
You should stop your vessel
immediately.



ROMEO
"R"
(ROH-me-oh)

Preparing to replenish (at sea).
Ready duty ship (import).

The U.S. Navy is steeped in history and tradition. Before the advent of electronic communication, ships would pass messages to one another through the use of signal flags. And even though the modern Navy can broadcast ship-to-ship, signal flags are still used to this day. For this month's Back to Basics, we take a look at the different signal flags and what they mean. The phonetic alphabet used by the Navy for transmissions is included as well. **TNR**



SIERRA
"S"
(see-AIR-ah)

Conducting flag hoist drill.



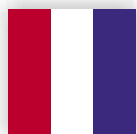
YANKEE
"Y"
(YANG-kee)

I am dragging anchor.



FIVE
"5"
(FIFE)

Numeral five.



TANGO
"T"
(TANG-go)

Do not pass ahead of me.



ZULU
"Z"
(ZOO-loo)

I require a tug.



SIX
"6"
(SICKS)

Numeral six.



UNIFORM
"U"
(YOU-nee-form)

You are running into danger.



ONE
"1"
(WUN)

Numeral one.



SEVEN
"7"
(SEV-en)

Numeral seven.



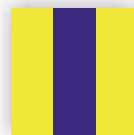
VICTOR
"V"
(VIK-tah)

I require assistance.



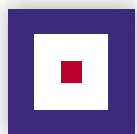
TWO
"2"
(TOO)

Numeral two.



EIGHT
"8"
(AIT)

Numeral eight.



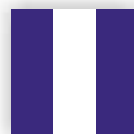
WHISKEY
"W"
(WISS-kee)

I require medical assistance.



THREE
"3"
(TREE)

Numeral three.



NINE
"9"
(NIN-er)

Numeral nine.



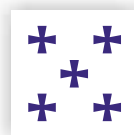
XRAY
"X"
(ECKS-ray)

Stop carrying out your intentions
and watch for my signals.




FOUR
"4"
(FOW-er)

Numeral four.



ZERO
"0"
(ZEE-roh)

Numeral zero.

A full-page photograph of a Navy Reservist, Gunner's Mate Seaman Justin Baker, operating a 7.62mm M-240 machine gun on the deck of a ship. He is wearing a helmet, glasses, and a tactical vest. The ship is moving through the water, with a wake visible. In the background, a city skyline is visible across the water. The right side of the page features a decorative blue and white dotted border.

SAN DIEGO — Navy Reservists assigned to the newly-created Navy Expeditionary Combat Command (NECC) conducted operations on land, sea and in the airspace here to safeguard the fictional nation of “Sandonesia” during Exercise *Seahawk 2006*.

Gunner's Mate Seaman Justin Baker, assigned to Inshore Boat Unit One Three, mans a 7.62mm M-240 machine gun while conducting fast boat maneuvers.

*U.S. Navy photo by
Mass Communication Specialist
2nd Class Jennifer A. Villalovos*

**Reservists Play Major Role in
New Navy Expeditionary
Combat Command**

MAKING NEXT WAVES

by Mass Communication Specialist 1st Class Brian Brannon

*U.S. Navy photos by Mass
Communication Specialist
2nd Class Kurt Eischen*

Of the 900 Sailors participating in the exercise, many Reservists worked alongside their Active Duty counterparts to provide base camp services and harbor defense against units from the Coast Guard acting as opposing forces.

NECC Commanding Officer Rear Adm. Donald K. Bullard said Reserve Sailors played a prominent role throughout the exercise.

"This is about the Active-Reserve integration, so you had Active and Reserve both sending people out there working the same mission," Ballard said. "The Reserve is absolutely invaluable and provides us with a great capability and a great capacity."

Reserve units from Naval Coastal Warfare Group 1 contributing to *Seahawk 2006* were comprised of Mobile Inshore Undersea Warfare Unit (MIUWU) 110 from Portland, Ore.; MIUWU 103 from Alameda, Calif.; and Inshore Boat Unit (IBU) 13 from Portland; along with Navy Expeditionary Support Logistic Group (NAVESLG).

The MIUWUs provided harbor surface and subsurface surveillance, relaying information on suspicious contacts

to the IBUs involved in the exercise, which then sent 34-foot Sea Ark Dauntless patrol boats to investigate, intercept and interrogate suspicious contacts.

In the past, the IBU mission was completed entirely by Reservists. Due to an ongoing need for the units, two active IBUs were recently stood up.

Many Reserve IBU Sailors have been mobilized twice in the Global War on Terror, so they have extensive operational experience, while the Active units - because they work with the patrol craft every day - are more current with their boat handling experience. *Seahawk 2006* gave all the IBU Sailors the opportunity to share their knowledge and experience.

Boatswain's Mate 3rd Class Alex Menashe of IBU 13 said in addition to working with Active Sailors, the use of fast and maneuverable Coast Guard vessels acting as opposing forces provided a scenario that was both valuable and realistic.

"The training we have received here at *Seahawk 2006* is the most situationally-based, well-rehearsed and most plausible training I've ever been part of," Menashe said. "Our real-world, water-borne force protection of HVAs not only incorporates real time transit with civilian factors as well as military

opposing forces, it keeps us guessing. It allows us to make real decisions about real assets while in a training environment."

To alert the IBUs to approaching contacts, the MIUWUs employed radar, sonar, video and infrared devices to detect enemy boats, submarines or swimmers entering the area.

Information Systems Technician 2nd Class Scott Schulz of MIUWU 103 said the exercises in San Diego Bay allowed Sailors a chance to increase their readiness by becoming more familiar with their equipment, gaining additional qualifications and training like they fight.

"We're basically practicing what we do in the real world, which is command and control, surface surveillance and harbor security," Schulz said. "We've been putting in some long hours, but that's how it is in the real world."

Following each day's training, the units would retire to a base camp set up at Silver Strand Training Complex. Known as Camp Fish, the base offered all the amenities of home in a field-training environment.

The camp was set up, run and maintained by Reservists from NAVESLG working with their Active Duty counterparts. Combat support provided by NAVESLG included the base camp's galley, barbershop, ship's store, maintenance, fuels and laundry.





Chief Boatswain's Mate Michael Overman worked in the fueling department of NAVESLG at Camp Fish. He said many of his Sailors had already been deployed overseas in support of the Global War on Terror.

"A lot of people have been over there making sure everybody has fuel, and I mean everybody. I'm talking about Army, Navy, Marines, Air Force and Coast Guard," Overman said. "Coming over here really hones our skills, and it's fun. It's an excellent opportunity to learn."

Hungry Sailors coming back from training were treated to home-style

ABOVE: Terrorist impersonator plays dead in simulated attack still clutching the detonator for his explosive device.



meals cooked in a state-of-the-art containerized galley run by NAVESLG. The galley includes three deep sinks, three ice machines, three food warmers, an additional sink for vegetables and salad, two tilt skillets, two convection ovens, a refrigerator, a standard size grill and a copper for soups and sauces.

"This was originally put together to feed 500, but they've already used it to feed 1,000," Chief Culinary Specialist Bill Bryan said. "Presently, we're feeding about 930 people per day."

Culinary Specialist 1st Class Kyndra White said she was proud of the

food her team was able to prepare using the new galley.

"This galley is excellent," White said. "The magnitude of the food you can prepare here is amazing. This is like home-cooking. You don't get this type of food in the field. Everyone is happy and smiling when they come through the mess decks."

During the exercise, 22 Reserve Sailors completed their annual training by serving with Mobile Security Squadron (MSS) 3. The El Paso, Texas-based Reservists embarked with MSS 3 Security DET 133 provided perimeter security, entry

control point security, vehicle and personnel inspections, roving security and over-watch with .50 caliber and crew-served weapons. In addition, they participated in training scenarios on how to neutralize suicide bombs and car bombs.

Lt. John Cassell, MSS 3 training officer, said he was impressed with the capabilities demonstrated by the Reservists.

"They're standing side-by-side watches with our Active component," said Cassell. "They are one and the same, you can't tell the difference."

TNR

LEFT:

Master-at-Arms Jason Pingeton assigned to Mobile Security Squadron Three, participates in drills amid a multi-colored field conducted at Camp Fish.

BOTTOM:

Hospital Corpsman 2nd Class Darnel Kramer, assigned to Naval Special Clearance Team One, prepares a robotic device used for explosive disposal.



Many Sailors say joining the Navy is a positive turning point in their lives. That journey begins the moment they met with their Navy recruiter.

Recruiting is a demanding, yet vital, part of the Navy. Long hours and a monthly goal that is always looming is enough to make a normal person shudder with dread.

Not these Sailors though, who attack this on a daily basis with a drive second to none.

"In this assignment there is no such thing as a normal day," said Navy Career Counselor (Recruiting) Henry Nocom, stationed at Navy Recruiting Station (NRS) Gretna, La.

"Whether it's bringing a person in for Active Duty or transitioning a person from Active Duty to the Reserve, each day brings its own unique challenges."

Until very recently, the Reserve Force had its own recruiters. Now, under the umbrella of Active/Reserve integration, there is no distinction between the two types of recruiters.

According to Nocom, bringing in a Reservist requires a different type of package than the Active Duty counterpart.

"It's two entirely different schools of thought," Nocom said. "With the Reserve package, not only am I the recruiter but I'm the classifier as well. It's up to me to not only get the

applicant into the Navy, but to get them a rate as well. For the Active Duty side, it is the classifier's job at the Military Entrance Processing Station (MEPS) to help the recruit choose a career field for the Navy."

The integration of Active and Reserve recruiting is one of many challenges facing the



recruiters. One of the hardest things is developing a trust between the applicant and the recruiter.

According to Nocom, many people have a initial distrust of recruiters and it can be hard trying to develop a level of trust.

"Many people think recruiters are liars and all we care about is getting people in the Navy," Nocom said.

"Actually, what I'm trying to do is help people get all the opportunities they can get out of life and the Navy is a great way to do it."

Once an applicant decides the Navy is for them, the paperwork begins in earnest.

Getting the ASVAB test taken, doing background checks, getting a copy of their birth certificate, high school diploma and marriage certificate if necessary, can be challenging.

According to Nocom, some of

Recru Lab



text & snaps by
Mass Communication Specialist 1st Class (SW/AW) Rob Kerns

Recruiting - A True Door of Love



LEFT:
Operations Specialist 1st Class
Kendall Hosley reviews prospective
recruit, Quashaun Haynes.

ABOVE:
Senior Chief Electrician's Mate
Antonio Lee

RIGHT:
Navy Counselor 1st Class Byron
McCloud

the applicants have no idea where some of their documents are or how to get their hands on some of them. Recruiters have to assist the applicant in any way they can.

Once all the paper work is submitted, the applicant is placed in the Delayed Entry Program (DEP). The work of the recruiter, however, is not done.

Through their time in DEP, the recruit is required to report to their recruiting office at least once a month, to participate in DEP meetings.

"We hold DEP meetings once a week here," said Recruiter in Charge

of NRS Gulfport, Miss., Senior Chief Electricians Mate Antonio Lee. "This way we can develop better relationships with our DEPer's so they will be open with us about what is going on in their lives, and we can make sure they are getting the training they need to make it through boot camp with no issues."

Since many of the DEPer's are still in high school, the meetings usually take place in the afternoon. Lasting about two hours, the training consists of memorizing the Sailor's Creed,

practicing facing movements, quizzes on the different General Orders of the Sentry and hearing letters written from Sailors who are currently at boot camp.

After that the recruiters and DEPer's participate in a group physical training session. According to Lee, the better shape the DEPer's are in, the easier boot camp will be. His station hasn't lost a single DEPer due to physical fitness standards and he wants to keep it that way.

"We are out there right along side the DEPer's showing them that if we can do it, so can they," Lee said.

By the time the DEPer ships off to Great Lakes, the recruiter has not only invested a great deal of time, but also a tremendous part of their heart in each and every one of the people they have helped transition from an applicant, to a DEPer and finally, to a recruit.

"When a DEPer comes back to visit the recruiting station wearing their uniform and thanking me for giving them the opportunity they have, it always makes me feel good," Nocom said.

Recruiting is an endless chain of challenges with no end.

Up at the crack of dawn to get a recruit to the local MEPS, spending at least an hour a day on the phone to possible enlistees, going out to families' houses to speak with family members of possible recruits, paperwork, DEP meetings ... all to provide the U.S. Navy with its generation of Sailors. **TNR**



SURABAYA, Indonesia – Two countries. Two languages. Two navies. **One shared mission:** to keep the searoutes free and ensure maritime security in a strategic region of the world.

Reservists from Commander Logistics Group Western Pacific/Commander Task Force (COMLOG WESTPAC/CTF) 73's Navy Reserve Detachment 610 in San Antonio flew thousands of miles from their homes to facilitate communication between the United States and Indonesian navies as part of Exercise Cooperation Afloat Readiness and Training (CARAT) 2006.

The key to increasing the two forces ability to work together during this two-week exercise was a secure satellite-based communications system. The Combined Enterprise Network Regional Information Exchange System (CENTRIXS) allows instantaneous ship-to-ship and ship-to-shore messaging and document exchange in a chat-based Web environment.

"One of the objectives for CARAT is coordination," said Cmdr. Greg Stephens of COMLOG WESTPAC/CTF 73's Navy Reserve Detachment 610 in San Antonio. "One of the best ways to facilitate coordination is to make sure we have communications, and that's where CENTRIXS comes in."

The advantages of secure text-based messaging over traditional forms of naval communications such as radio, flashing light and semaphore is significant. **Sending and receiving written exchanges reduces translation errors introduced because of language barriers and allows the information to be printed out for distribution and subsequent reference.**

A portable CENTRIXS system was installed aboard the Indonesian navy frigate KRI Karel Satsuitbun (KST-356) and operated by two U.S. Sailors.

The system consisted of a laptop computer, an Iridium satellite phone, and a small antenna mounted to a mast. A satellite transmitted signals and the Pacific Region Network Operations Center (PRNOC) then rebroadcasted them to the other CENTRIXS users, including CARAT Task Group ships USS Tortuga (LSD 46), Crommelin and USCGC Sherman (WHEC 720).



A larger system was installed ashore at the CARAT Indonesia headquarters site. This system consisted of a 250-pound, rack-mounted electronics suite, two laptop computers, and a portable international mobile satellite organization terminal to ensure connectivity.

Information Systems Technician 2nd Class Edward Tovar of CTF 73's Navy Reserve Detachment 610 stood watch on the CENTRIXS system at the headquarters site located at the Indonesian Eastern Fleet Command base in Surabaya. He said the system is robust and easy to operate.

"Just as long as we keep a constant ping, we know we're up on the link," Tovar said. "It's pretty much like any instant messenger service."

relationships and increase understanding that lingers long after the exercise is over.

In addition to operating the CENTRIXS system aboard Satsuitubin, Neidt represented the face of the U.S. Navy to Indonesian Sailors. According to Neidt, the Indonesians were professional, friendly and eager to interact.

"The Indonesian Sailors were enthusiastic about learning to use CENTRIXS," Neidt said. "They caught on very quickly. We had anywhere from two to five Indonesian Sailors in the CENTRIXS room at all times while underway—sending reports, receiving incoming messages or chatting with HQ and the U.S. ships in the task group."

In exchange for answering



CARAT 2006



ABOVE: Information Systems Technicians 2nd Class Todd Neidt, right, and Edward Tovar begin the process of uninstalling a portable Combined Enterprise Network Regional Information Exchange System (CENTRIXS) system from on board the Indonesian Navy frigate KRI Karel Satsuitubin pictured above.



LEFT: Cmdr. Greg Stephens, a liaison officer from the staff of Commander Logistics Group West Pacific, speaks with Indonesian Navy officers as the frigate KRI Karel Satsuitubin arrives in port following the at-sea phase of exercise Cooperation Afloat Readiness and Training (CARAT) in Indonesia.

FAR LEFT: Traditional Indonesian dancers perform pierside as USS Crommelin (FFG 37) arrives for the Indonesia phase of exercise CARAT.

The ability to directly communicate the positions and status of cooperative warships, as well as initiate maneuvers, allows exercise participants a high degree of situational awareness while increasing operational clarity.

Though the ability to work together is a critical part of the mission, personal interaction between Sailors from both nations helps build

questions about the United States and its Navy, Satsuitubin Sailors introduced Neidt to Indonesian naval traditions, culture, food and superstitions.

"During meals and the occasional downtime, we swapped funny stories and even a ghost story or two," Neidt said. "It's rumored that the KST is haunted, and the ghost supposedly lives in the room next to where CENTRIXS was setup. I didn't get to see the

ghost while underway, probably because too much was going on onboard during CARAT.

"Commander Yusup and his entire crew were very hospitable," Neidt added. "The Indonesian food was good and plentiful: rice and fish, rice and chicken, rice and beef, rice and eggs. I enjoyed it, but am looking forward to a cheeseburger when I get home."

CARAT is an annual series

of bilateral maritime training exercises between the United States and six Southeast Asia nations designed to build relationships and enhance the operational readiness of the participating forces. In addition to Indonesia, countries participating in the summer-long exercise series included Singapore, Thailand, Brunei, Malaysia and the Philippines. **TNR**



Naval vessels fell into ranks for a photo exercise at the conclusion of Exercise Rim of the Pacific (RIMPAC) 2006.

*U.S. Navy photo by Mass
Communication Specialist Seaman
James R. Evans*



Reserve Support to RIMPAC

PEARL HARBOR, Hawaii — More than 100 Reservists from all over the country augmented the staff of Commander, Submarine Force, U.S. Pacific Fleet (COMSUBPAC) for Rim of the Pacific (RIMPAC) 2006, held June 26–July 28, at Pearl Harbor Naval Station and in the waters off the coast of Hawaii.

These Reservists joined the approximately 19,000 military personnel from Australia, Canada, Chile, Peru, Japan, the Republic of Korea, the United Kingdom and United States, participating in RIMPAC. The exercise is designed to enhance the tactical proficiency of units in a variety of sea operations.

“Our Navy Reserve Team integrated with the Active Component supporting the current RIMPAC bi-annual/multinational exercise as a force multiplier enabling the CNO’s (Chief of Naval Operations) vision of the 1,000 ship Navy,” said Rear Adm. Jim Beebe, deputy commander, Submarine Force, U.S. Pacific Fleet. “By working in partnership and exercising with our allies and coalition navies, we enhance the effectiveness of this global naval force.”

In addition to the obvious benefits of Active-Reserve integration for an exercise such as RIMPAC, in the submarine community, the Reserve personnel also bring along a wealth of knowledge.

“Our Reserve Component provides continuity to RIMPAC,” said Capt. John Croce, operational support officer for Commander, Submarine Force, U.S. Pacific Fleet. “For most of the Active Duty personnel assigned to SUBPAC, this will be their first and only RIMPAC, while we have many Reservists who are participating in their third or fourth, so they’ve been there and done that. It’s very helpful.”

According to Croce, more than 100 Reservists provided 1,370 man-days of support to SUBPAC operations and communications, Commander Task Force 12, Commander U.S. 3rd Fleet, as well as Submarine Squadrons 1, 3 and 7 during the exercise. In addition to supporting watches on the shore, they also embarked on the aircraft carrier USS Abraham Lincoln (CVN 72) and the guided-missile destroyer USS O’Kane (DDG 77), providing support to the destroyer squadrons (DESRONs) as Submarine Advisory Teams (SAT) and Submarine Element Coordinators (SEC).



Reservists Provide Continuity PAC



Commodore Richard Shalders, Lt. Cmdr. Alvaro Marchessi, and civilian media board an H-3 "Sea King" helicopter from Helicopter Sea Combat Squadron (HSC) 85 after touring HMCS Algonquin (DDG 283).

*U.S. Navy photo by
Mass Communication Specialist 2nd Class Rebecca J. Moat*

Sailors aboard the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) spell out "RIMPAC 2006" on the flight deck during a photo exercise.

*U.S. Navy photo by Mass Communication Specialist Seaman
James R. Evans*



Reservists play a
vital role, they're well
trained for
specific exercises.
Their transition is
seamless being prior
active duty.

LEFT: A Standard Missile (SM) 2 launches from the aft Vertical Launching System (VLS) aboard the U.S. Navy destroyer USS O'Kane (DDG 77).

*U.S. Navy photo by Mass Communication Specialist
Third Class Marcos T. Hernández*

ABOVE: Sailors aboard the guided-missile destroyer USS Paul Hamilton (DDG 60) heave around on a mooring line as the ship returns to its homeport at Pearl Harbor.

U.S. Navy photo by Chief Mass Communication Specialist Joe Kane



"The SAT/SEC assists the DESRON commodore and staff in utilization of any submarine assigned to the strike group," said Cmdr. Matt Zirkle, submarine element coordinator SEC aboard Lincoln. "During the exercise, we have 10 Reservists on the team to assist the squadron for water space management and to advise them on submarine tactics."

Zirkle's team of Reservists work, sleep and eat right beside the Active Duty Sailors assigned to the carrier, and bring their submarine experience to assist the staff on the ship in submarine matters they may not be familiar with.

"As a Submarine Advisory Team Operations Assistant (SATO), our job is to plot, chart and communicate submarine operational areas to the multinational force and maintain communications with our designated submarines," said Electronics Technician 2nd Class Matthew Fillion, a Reservist attached to Pacific Strike Group Operations Detachment Bravo, Portland, Ore.

Not only do Sailors such as Fillion bring their submarine experience with them, they also bring a wealth of

as well as the squadron's Active Component. Serving on a different platform than they are used to is enlightening to the large scale of these types of exercises.

"I am learning tons," said Electronics Technician 1st Class Michael Shaw, assigned to the Naval Reserve Commander Submarine Group 7 Detachment Charlie, based in Fort Worth, Texas. "I am working on my qualification as Submarine Advisory Team Operations Assistant. Fillion is helping me learn this job."

On O'Kane, a smaller team coordinates the submarine element for the bilateral force, Japanese Maritime Self Defense Force (JMSDF) and U.S. Navy for Commander, Destroyer Squadron 31 (DESRON 31).

"We coordinate all submarine operations for the bilateral force commander," said Cmdr. James Williams, who in the civilian world is an engineer for COMSUBPAC staff. "We man watches right along with the DESRON staff, looking out for JMSDF and U.S. Navy submarines participating in the exercise. We also augment [the squadron] with our anti-submarine warfare expertise plus familiarization on how

to use air and surface forces along with the submarines."

RIMPAC was also successful due to the special language translation services of U.S. Navy Sailors.

Navy Reservist Storekeeper 2nd

Class Charles J. Todd, from Poulsbo, Wash., translated for members of the Japanese Maritime Self Defense Force while Cryptology Technician Interpretive 1st Class Michong Fuerst translated for the Korean Navy.

"Understanding each other's language is vital to the success of the exercise," Todd said. "In order to have a strong working bond between coalition operating forces, it is imperative they are able to

communicate effectively. I was able to provide that essential service during this year's exercise."

"We accomplished our mission without the difficulty that sometimes comes with language barriers," agreed Lt. Ron Carpinella, a public affairs officer with the RIMPAC CIB. "Koreans are exceptionally appreciative of our valuable resources. Our working relationship is stronger and they are grateful for our efforts."

The Active-Reserve component isn't only representing the submarine community at sea. Reservists are also holding down the fort back at COMSUBPAC as well. They work along with the active SUBPAC Sailors manning the white cell and communications center.

"In the white cell, with all the countries and different events we look at all events planned for submarines," said Cmdr. Sanjay Mathur, RIMPAC white cell watch officer and a Reservist from Commander, Navy Region Mid-Atlantic in Norfolk. "When the exercise is going on, we have to ensure the water the submarines are assigned in are safe.

We have to take the big picture in mind for the seven submarines involved in the exercise in order for them to be safe and also make sure they're not interfering with the other operational boats."

SUBPAC Active Duty staff knows their job would be a lot more difficult without the Reserve element during an exercise such as RIMPAC.

"Reservists play a vital role," said Lt. Artvel Tyson, SUBPAC Strategic Command and Control assistant. "We couldn't handle the workload ourselves; they're well trained for specific exercises. Their transition is seamless being prior Active Duty."

The Reservists know this as well and are glad they're here to help.

"The need for integration between the Active and Reserve components is essential," said Cmdr. Ron Farmer, commanding officer of Pacific Strike Group Operations Detachment F, out of Phoenix. "It's great to show up and immediately contribute to the overall success of such a large scale exercise like RIMPAC." **TNR**



Torpedoman's Mate Diver 2nd Class Brandon Hevly participates in a weapons and tactical training exercise.

U.S. Navy
photo by Mass
Communication
Specialist 3rd Class
Marcos Hernandez

exercise knowledge, more importantly, RIMPAC knowledge.

"I have done several exercises...," Fillion continued. "I've done this job during exercises aboard USS Tarawa (LHA 1), USS Carl Vinson (CVN 70) and USS Ronald Reagan (CVN 76). I've done two RIMPACs. One of those was while I was on Active Duty."

Fillion's knowledge of the watch station during exercises such as RIMPAC benefit his fellow Reservists,

Navy Chief Dives 2,000 Feet, Sets Record



By Mass
Communication
Specialist 3rd Class
Mark G. Logico,
*Fleet Public Affairs
Center, Pacific*

V KELLIE CHOUEST, At Sea — A Navy diver submerged 2,000 feet, setting a record using the new Atmospheric Diving System (ADS) suit, off the coast of La Jolla, Calif., Aug. 1.

Chief Navy Diver Daniel P. Jackson of Navy Reserve Deep Submergence Unit (DSU) was randomly selected to certify the ADS suit for use by the Navy.

"I feel like the luckiest guy in the world," said Jackson. "I am honored and privileged to be the first diver to go down to that depth."

The certification was the culmination of 11 years of planning, designing and testing by multiple agencies to develop the ADS suit, also known as the Hardsuit 2000.

"This is the biggest piece of teamwork that I have ever seen in the Navy," said Cmdr. Keith W. Lehnhardt, the officer in charge of the project.

Lehnhardt said the project was a collaboration of so many different organizations, such as DSU, Submarine Squadron 5 and Diving Systems Support Detachment.

Jackson said, "I was just a guy tied to a rope. It was the ADS team that made it all possible. They were incredible."

Developed by OceanWorks International from Vancouver, British Columbia, the Hardsuit 2000 was designed to withstand underwater pressure at 2,000 feet. Current models have only been able to go down as far as 1,200 feet.

"The suit worked incredibly," Jackson said. "It did everything it was intended to do. I always heard that around 1,300 feet, the joints of the Hardsuit 2000 would work even better, and it worked exactly the way they said it would."

Meeting the Navy's high safety requirements, the ADS suit was designed and acquired by the Navy to support submarine rescue.

"Its specific purpose is to be part of the advance assessment system during a submarine rescue operation," Lehnhardt said. "The diver in the suit will see what the damage to the sub is and find out where the survivors might be."

"At 2,000 feet, I had topside turn off all the lights, and it was like a star show. The phosphorescence that was naturally in the water and in most of the sea life down there started to glow," Jackson said. "When I started to travel back up, all the lights looked like a shower of stars going down as I was coming up. It was the best ride in the world." **TNR**

Construction Mechanic
1st Class Eric Taylor
double checks on the
Launch and Recovery
System before sending
out Chief Navy Diver
Daniel P. Jackson in
the new Atmospheric
Diving System suit on
the 2,000 feet dive.

*U.S. Navy photo by Mass
Communication Specialist
3rd Class Mark G. Logico*



Activation/Mobilization Checklist

Required Documents for Your Family and You.

A. Pay/Direct Deposit/Allotment

- ☐ Voided personal check or deposit slip (displaying bank address/telephone, bank routing/account numbers).
- ☐ Bank account information (bank address/telephone, bank routing/account numbers) for each desired allotment.
- ☐ Copy of current mortgage(s) (with principal/interest/tax/insurance breakdown) and documentation of one month's average utilities, OR copy of house or apartment rental agreement and documentation of one month's average utilities.
- ☐ Copy(s) of current child support agreement(s).
- ☐ If [Medical Corps (MC), Dental Corps (DC), Medical Service Corps (MSC) (Clinical), Nurse Corps (NC)] certified copies or proof of the following:
 - Current license/certificate
 - Current BCLS, ACLS, PALS, etc.
 - Current demographic information if MC
 - Internship
 - Residency
 - Board certification in specialty or board certification qualifications.

B. Service Record/PSD

- ☐ Certification of discharge/separation (DD-214) for all former periods of active duty.
- ☐ Your birth certificate or passport (for those deploying OUTCONUS).
- ☐ Birth, adoption or guardianship certificates for family members.
- ☐ Social Security Numbers for self and family members.
- ☐ Certified copy of marriage certificate for present marriage.
- ☐ Certified copies of documentation terminating any previous marriage (divorce/annulment/spouse's death certificate).
- ☐ Certification of full-time enrollment for self and college-age dependents from school registrar.
- ☐ Signed statement from licensed physician for dependent parent/children over twenty-one years of age who are incapacitated.
- ☐ Current DON Family Care Plan Certification (NAVPERS 1740/6).
- ☐ Emergency Contact Information (Page 2).

C. Security Clearance

- ☐ Certified copy of naturalization papers.

- ☐ Names/addresses of personal/professional references (minimum of 3 each required).
- ☐ Names/addresses/dates of employment for the past ten years (or since graduation from high school).
- ☐ Names/addresses/dates of high school and college.
- ☐ Addresses and dates of all previous residences.
- ☐ Names/dates/places of birth for your parents and your spouse's parents.

D. Legal

- ☐ Location of current valid will.
- ☐ Copy of current power(s) of attorney (business arrangements/tax filing/child care/family medical emergency care/household goods and POV storage).
- ☐ Documentation to support potential legal issues, such as loss of college tuition assistance, loss of security deposit on lease, loss of employee medical benefits.

E. Medical

- ☐ Verify Defense Eligibility Enrollment Reporting System (DEERS) information for self and family members.
- ☐ Copy of most recent eyeglass prescription and extra set of eyeglasses. (**NOTE Contact lenses may not be authorized depending upon duty assignment.)
- ☐ Extra hearing aid/batteries.
- ☐ Documentation of significant medical/dental conditions not documented in military medical/dental records.
- ☐ Copy of prescription(s) issued by physician (or other documentation of approved medications). Minimum 90 days supply of medications.
- ☐ Documentation to support enrollment of exceptional family member in available Navy/DOD programs.
- ☐ Documentation of enrollment in TRICARE SELRES Dental Program (TSRDP).

F. Personal

- ☐ Driver's license (to support issuance of government license.)
- ☐ For those authorized POV travel, vehicle registration/insurance documentation.
- ☐ Documentation to support any claim delay and/or exemption.
- ☐ Completed and mailed application for registration and absentee ballot (SF-86).

**** NOTE:** If requirements listed above for Service Record/PSD and Security Clearance are already reflected in your service record, you do not need to bring additional documents.



Navy Reserve Travel and Pay Processing Checklist

What You Need To Know.

I. Messing and Berthing

- ☐ Verify whether you will be reimbursed for commercial or government berthing and messing:
- ☐ A Berthing Endorsement or Certification of Non-Availability (CNA) is required for reimbursement of commercial lodging expenses (hotel costs). If a CNA is not provided on your itinerary and you are directed to stay in government berthing, you must stay in government quarters or obtain a CNA endorsement from the local berthing authority.
- ☐ Verify government messing availability/non-availability at check-in. If messing is directed but not available, endorsement or order modification is required for meal reimbursement.

2. SELRES Pay & Allowance (for AT & ADT orders)

- ☐ Upon reporting for duty, submit to that Command's local PSD:
- ☐ Orders with Command Endorsements (Note: Orders must be imprinted with the word "ORIGINAL").
- ☐ Copy of current/verified NAVPERS 1070/60 "Page 2."
- ☐ Completed and signed ACDUTRA PAY AND ALLOWANCE CHECKLIST (requirement varies by PSD).

3. SELRES Travel Claim Checklist (for all orders: AT, ADT: & IDTT)

- ☐ Submit the following to your Reserve Activity within two (2) working days of completing travel:
- ☐ Completed Travel Voucher DD 1351-2 with ORIGINAL signature.
- ☐ Copy of endorsed orders.
- ☐ Second copy of endorsed orders (only required for IDTT processing).
- ☐ Receipts for lodging (regardless of amount) and all reimbursable expenses over \$75.00 or more. Credit card receipts are not acceptable for rental cars--actual rental car receipts are required.
- ☐ Copy of SATO Travel Itinerary (if travel incurred).
- ☐ Completed Direct Deposit "verification" form with electronic funds transfer (EFT) data (some PSDs require this only upon change to EFT data; requirement varies by PSD).
- ☐ Certification of Non-Availability (CNA) for commercial lodging/meals from the BEQ/BOQ (if SATO has not already provided this on your Itinerary).
- ☐ Reserve Activity Authorizing Officer (AO) approval.

NOTE: Incomplete Travel Claims can result in returned or incomplete payment!

To minimize errors on your Travel Claims, see detailed instructions for your PSD and global forms at <http://www.pasd.navy.mil> or view the Travel section of "The Gouge" (SELRES Survival Guide) at: www.navalreserve.navy.mil > COMNAVRESFORCOM (Private Side) > Welcome Aboard > Customer Service > THE GOUGE.

REF: JFTR VOL 1 and JTR VOL 2 / DODFMR VOL 9 U2510

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Albany, N.Y. (518) 489-5441	Richmond, Va. (804) 833-2882	New Orleans, La. (504) 554-5830 (504) 697-9205	La Crosse, Wis. (608) 792-1622	Las Vegas, Nev. (702) 349-9685	New Orleans, La. (504) 678-3254	VFA-204 (504) 678-3491
Amityville, N.Y. (631) 842-4850	Roanoke, Va. (540) 309-2563 (540) 563-9723	Orange, Texas (409) 779-0158	Lansing, Mich. (517) 930-2579	Lemoore, Calif. (559) 960-3228	Sigonella, Italy 001-39-095-86-2359	VFC-12 (757) 433-4919
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Bangor, Maine (207) 942-4388	White River Junction, Vt. (802) 295-0050	San Antonio, Texas (210) 381-2297	Louisville, Ky. (502) 375-3329	Point Mugu, Calif. (805) 989-7559	Reserve Patrol Wing (COMRESPATWING) (215) 443-6817	HCS-4 (757) 445-0861
Brunswick, Maine (207) 522-1064	Willow Grove, Pa. 1-866-945-5694	Shreveport, La. (318) 393-0096	Madison, Wis. (608) 225-3417	Port Hueneme, Calif. (805) 469-3845	VP-62 (904) 542-2211	HCS-5 (619) 545-7288
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