

Exercise
Northern Lights



A Navy
Aviator's View



The NAVY RESERVIST

SUPPORT TO THE FLEET ... READY AND FULLY INTEGRATED

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NAVAL AIR FORCE RESERVE

Happy 23rd Birthday U.S. Navy



The United States Navy traces its origins to the Continental Navy, which the Continental Congress established on Oct. 13, 1775, by authorizing the procurement, fitting out, manning, and dispatch of two armed vessels to cruise in search of munitions ships supplying the British army in America. The legislation also established a Naval Committee to supervise the work. All together, the Continental Navy numbered some 50 ships over the course of the war, with approximately 20 warships active at its maximum strength.

After the American War for Independence, Congress sold the surviving ships of the Continental Navy and released the seamen and officers. The Constitution of the United States, ratified in 1789, empowered Congress "to provide and maintain a navy." Acting on this authority, Congress ordered the construction and manning of six frigates in 1794, and the War Department administered naval affairs from that year until Congress established the Department of the Navy on April 30, 1798.

Not to be confused with the Navy Birthday or the founding of the Navy Department is Navy Day. The Navy League sponsored the first national observance of Navy Day in 1922 designed to give recognition to the naval service. The Navy League of New York proposed that the official observance be on Oct. 27 in honor of President Theodore Roosevelt, who had been born on that day.

In 1972, Chief of Naval Operations (CNO) Admiral Elmo R. Zumwalt authorized recognition of Oct. 13 as the Navy's birthday. In contrast to Navy Day, the Navy Birthday is intended as an internal activity for members of the active forces and Reserves, as well as retirees, and dependents. Since 1972, each CNO has encouraged a Navy-wide celebration of this occasion "to enhance a greater appreciation of our Navy heritage, and to provide a positive influence toward pride and professionalism in the naval service."



15

Naval Air Logistics Office (NALO) Will Get It There!

Scheduling short-notice, high-priority operational logistic flights is what they do efficiently and with minimal staff.



16

Navy Reserve Aviation Chart

All of the Reserve's aircraft are here for your perusement and information.



18

A Naval Aviator's Afghanistan Journal

'How did I get here?' is the operative question when a P-3 pilot's 12-month stint in the Middle East is journaled.



22

Putting Out Fires and Fears!

Helicopter Sea Combat Squadron 85 douses California's Cleveland National Forest's raging fires located 50 miles from San Diego.



24

Vice Adm. John G. Colton, Chief of Navy Reserve, Visits Forward-Deployed Sailors

A seven-day tour to Combined Joint Task Force, Horn of Africa and Naval Support Activity (NSA) Bahrain stationed Sailors.



26

Active/Reserve Mobilization

The Naval Air Force is leading the way in this melding with the Navy. Merging of two different schools of thought into one will make a more cohesive naval fighting force.



28

OHSU Great Lakes Participates in Exercise Northern Lights

Transferring medical knowledge and skills from the traditional "brick and mortar" environment into a deployed, joint-training field setting.



Our Cover:

Lt. Cmdr. Brian Hennessy of Strike Fighter Squadron Two Zero Four (VFA-204), "River Rattlers," shuts-down his F/A-18A+ Hornet after a training mission.

U.S. Navy photo by
Ens. Darin K. Russell

Departments

Commander's View ...	02
Sailors Matter ...	03
Force Career Counselor ...	04
Spiritual Navigation ...	05
Mail Buoy Q&A ...	06
Taking The Helm ...	07
Culture Of Fitness ...	08
Profiles In Professionalism ...	09
Focus On Families ...	10
Voting ...	11
Policy Board ...	12
Back To Basics ...	13
Checklists ...	30
RC Phone Directory ...	32

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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.



Keeping our Reservists!

America's military readiness directly depends on her ability to rapidly employ the skills of her Reservists. Considering that the majority of America's young adults do not qualify for military service for various reasons, and considering that those who do qualify are heavily courted by various military branches and government agencies (e.g., FBI, CIA, DEA), clearly it is vital for us to find ways of keeping our Navy Reservists. When we lose a member, we lose not only a shipmate, but also a skill set the Navy needs. I'm convinced there are some simple things we can do.

First, when Reservists feel they are getting the necessary training and are members of a group devoted to serving America and her allies, they tend to stay Navy. However, when the opposite is the case, we lose them. Think back to a time in your Navy experience when a shipmate's guidance made all the difference, not only in the task at hand but also in building a sense of *esprit de corp*. Sailors are amazingly talented and skilled people who serve their country honorably in an effort to make positive changes for themselves and their country. Despite that, we lose some of our best at the unit level because of a lack of mentoring and direction. I ask each of you to seek opportunities to mentor your shipmates. Don't wait to be asked. Don't wait for just the right moment. Decide now you are going to be the change that needs to happen. Your actions might be the encouragement a shipmate needs to stay Navy.

Second, family is everything. In fact, for many of us, family is one of the primary reasons we serve our country. However, that does not erase the fact that being part of

a military family can put extreme pressure on the entire family. It means a lot when family members want us to stay home with them, but to protect our families, we must stand the watch; we must ship out; and we must pay the price--*whatever it is*. Family members are an immeasurably important part of America's defense, and they need to know that. Your center, unit or supported command needs to host a "family day" so your families can see where you train for duty, hear the sounds, meet the people and see the sights. They need to be an ongoing part of your ombudsman program. Being a member of a Navy family involves separation--but it also means homecomings and pride that their family members serve in direct support of freedom around the globe. Family members must be *actively* included in the Navy community because they are a huge part of our success.

Third, our jobs are our livelihood and our primary means of providing for our families. Therefore, a person would be under serious pressure if Reserve duty made his or her civilian job a hostile environment. Employers want their companies to run smoothly and to turn a profit. Anybody can understand that, but what some don't realize is that the free-enterprise system American industry enjoys is, in part, protected by the American military. Employers need to know--and be recognized for--the tremendous role they play in America's defense. They need to understand that supporting their employees who are Reservists is tantamount to supporting America. It is a whole lot easier for employers to accept their own sacrifices and to be proud of their Reserve employees if the employers are made an active

part of the team. Find out who employs the Reservists in your area. Invite them to your command. Give them the chance to see Reservists training. Give employers the chance to be proud of the role they play. We have every thing to gain by including employers!

- You can nominate your boss for the "My Boss is a Hero" award at www.esgr.mil and organize a presentation ceremony.
- You can help organize an open house and invite all of the employers.
- You can publicize the event in the local paper and company magazine.

I've traveled many miles since my last article. In fact, as part of Team Navy biking across Iowa, I can tell you the heartland citizens of America solidly support the United States military. Their enthusiasm for military members showed in their faces--their cheers--and their bigheartedness. Everywhere I went, people were eager to share personal stories of sacrifice and commitment to our military. I, as well as the rest of the team, was truly humbled.

The reoccurring theme of their comments was that of an extraordinary pride in our military and a great love for our country. That experience only reinforces the point I am making in this article: If we give people the opportunity to share in our Navy Reserve experiences, they will support us.

Let's get busy arranging some open houses and connecting with our shipmates, their family members, and their employers!

Warmest regards,
Rear Adm. Craig O. McDonald
Commander,
Navy Reserve Forces Command

Sailors Matter



Effectiveness & Efficiency

I'm quite sure everybody employed by the U.S. Government is aware October is the beginning of a new Fiscal Year (FY). As we speak, many people are accounting different things. Tons of work is being done to assess FY06 as we restart the clock on budgets, people, equipment, well, you name it. If it can be counted, somebody is counting it. One thing I have learned in Washington, D.C., over the past year and a half is it's all about money.

The Secretary of the Navy established and widely publicized his top two priorities and they are summarized in two words: effectiveness and efficiency. The result is not lost on you because you have lived through historic change as leadership at the highest levels have studied alignment across the force and implemented ways to streamline accomplishment. I'm not a big PowerPoint guy, but sometimes a picture paints a thousand words. One visual that tells the story in part is a comparison of the famous stovepipe slide to the famous radiator slide. I don't mean to bore you with trivia on PowerPoint presentations, but the stovepipe slide depicts, for example, the different communities in the Navy, all doing their thing. Up and down, vertical, each community is stove piped and not really watching or comparing across the entire organization. The radiator slide (you can probably see where this is going) inserts policies, processes and even organizations "horizontally" across the stovepipes, connecting them, which drives comparisons, alignment and integration.

This illustration is a huge generalization and I know the organization and planning experts

are cringing, but it lays the groundwork for the topic of this month's magazine. Integration of the Navy Reserve Force has to be in the top five of the Navy's "most significant" changes category. I doubt there would be any argument the war on terror has been an element in the pace of integration in some areas, but Active/Reserve Integration is a calculated strategy to cut across the stovepipes find alignment and integrate the Navy Reserve in a total force that is more effective and efficient. I'm not sure how you actually measure the many aspects of this business, but I guarantee smart people are finding the savings (in dollar figures) of an integrated Reserve component and re-allocating much needed funding as we prosecute this Global War on Terror.

During the 4th of July holiday, I had the awesome opportunity to go to the sand again and visit the amazing Sailors of the Navy Reserve Force who are working harder than ever and getting it done for freedom and democracy every single day. While in Bahlad, I visited HCS-5. Or was it HCS-4? Actually it was a combination of personnel from both squadrons that consisted of Full-Time Support and Selected Reserves who were mobilized and Individual Augmentee's assigned from the Active Component. This is a different way of doing business to say the least.

The final analysis – a tight-knit group of Sailors who were proud to have the birds up and fighting. I didn't hear a lot of discussion about Reserve personnel, Navy or Military personnel, Navy funding or what type of orders people were covered with, but I did see a seamless team

of professionals with a common mission and plenty of talent to go around.

Somehow I thought this picture in the desert was a pretty good look into the future. The Reserve Aviation Community has a long, proud heritage and culture, and they are bringing all of the skills and capabilities to the table as they augment to an integrated air community of the United States Navy. *See you on the deck plates.*

FORCM(SW) David R. Pennington

Force Master Chief,
Navy Reserve Force

THE NAVY
Reservist
Looks Back 40 Years Ago
October 1966
Navy Air Reservists logged well over 41 million passenger and cargo miles in the Southeast Asia airlift program. The NARESTRACOM flights, carrying high-priority cargo westbound and passengers eastbound was started to help lighten the burden placed on the Pacific logistic support facilities by the build-up of U.S. forces in Southeast Asia.

Force Career Counselor

NCCM(AW/SW) Cynthia Blevins

Force Career Counselor,
Navy Reserve Force



Energize!

We are continually changing and moving. The Navy Reserve Force is a dynamic force, and one of the best-trained groups of personnel anywhere – period.

Hello from Millington, Tenn. Over the past few months, I have been involved with senior officials who continually review our retention and attrition within the force. This group of officers and senior enlisted personnel are committed to looking for ways to improve how we energize our force and how we encourage well-trained Sailors to remain in the Navy Reserve Force.

One of the ways to keep our Sailors employed and excited to be part of our great organization is to encourage them to convert from overmanned rates into undermanned rates. It's the way Sailors can advance! The opportunity to complete a Change Of Rating (COR) package is one

way to get Sailors interested. Additionally by changing rates, you may be entitled to a bonus! Not a bad deal. Your unit career counselor will be able to guide you through the available rating by reviewing the current ALNAVRESFOR message 007/06 on the Selected Reserve Enlisted Community Management Objectives dated July 18, 2006.

I asked the subject matter experts who work with these packages to take a quick moment and discuss the COR. Thanks to Chief Personnel Specialist Margaret Meiser and Personnel Specialist 2nd Class Bethany Wickware of PERS-4812 for helping with this article.

There are resources available to ensure a Reserve rating conversion request is submitted correctly. These resources include our Web site: www.npc.navy.mil, BUPERSINST 1001.39E and MILPERSMAN 1306-618.

The Web site links to all the

appropriate instructions for submitting a change of rating along with checklists that can be printed out and used to ensure the correct enclosures are sent with the request. There is also a link to our database so customers can check the status of their packages.

BUPERSINST 1001.39E, Chapter Six, contains a sample letter for submitting a COR request. This sample letter also includes a list of enclosures, another way to ensure the appropriate enclosures are sent with the request. It also includes the requirements a member must meet in order to request a change of rating (such as member must be a satisfactory driller).

MILPERSMAN 1306-618 is a very important instruction when submitting a COR request. This instruction lists all the requirements for each individual rating (i.e., medical requirements, ASVAB requirements, citizenship, etc.).

Do's and Do Not's in Submitting Change Of Rating Requests

Do's

- Review appropriate instructions before submitting a COR request.
- Ensure member meets all medical, ASVAB, citizenship and security clearance requirements for rating before submitting a COR request.
- Utilize the Navy Reserve Web site to check the status of pending COR requests.
- Ensure there is a good point of contact listed in all COR requests.
- Use the checklists on our Web site to ensure COR requests are complete before forwarding them to PERS 4812.
- Make sure that you give PERS 4812 four to six weeks before exam ordering to process a COR request if the member wants to compete in an exam for a new rating.
- Contact PERS 4812 if a member has advanced while they have a rating conversion request pending.

Do Not's

- Do not fax conversion packages in their entirety without prior approval of PERS-4812.
- Do not have member or member's family call to check the status/ask questions about a COR request. Career Counselors are the ONLY individuals allowed to call concerning about a member's COR request.
- Do not overnight packages to PERS 4812. Use the regular U.S. Postal Service.
- Do not skip the chain of command and call community managers or other offices involved in the endorsement process.



Cmdr. Doyle W. Dunn
Deputy Force Chaplain
Navy Reserve Forces Command
New Orleans



Getting The WORD Out

In a November, 2005 article, "Spiritual Fitness Divisions," The Navy Chief of Chaplains, Rear Adm. Louis V. Iasiello wrote, "Since our humble beginnings in 1775, Navy chaplains have walked alongside American Sailors and Marines. In every conflict in which Americans have fought for freedom, chaplains have served in a variety of duties and functions to fulfill their ministerial and military responsibilities."

"Whether it be conducting worship services, leading prayers, assisting medical staff, burying the dead, writing letters or training and educating midshipmen or Sailors, chaplains have sought to support and empower military personnel in fulfilling their official duties and personal responsibilities."

The principles described by the Chief of Chaplains apply to both Active and Reserve component chaplains and Religious Program Specialists (RPs). In fact, the Navy Chaplain Corps has consistently remained at the forefront of Active/Reserve Integration long before it became known as "ARI."

In his article, Iasiello went on to describe the need for continued training to ensure both chaplains and RPs are prepared for the challenges they face.

"In their ministry efforts, as well as in their sometimes more mundane collateral duties, chaplains have equipped personnel to serve courageously and live their lives with purpose and meaning."

"As the Navy Chaplain Corps has grown both in size and sophistication through its 230-year history, so too have the responsibilities and duties of chaplains and RPs."

Reserve RPs across the nation met in East Coast/West Coast training events aboard U.S. Navy aircraft carriers USS Ronald Reagan (CVN 76) and USS Theodore Roosevelt (CVN 71). This was the first rate training on record coordinated by Commander, Navy Reserve Forces Command staff aboard active Navy ships specifically for all Reserve RPs.

Of course, as Iasiello pointed out, RPs aren't the only ones to benefit from constant training and preparation.

"In addition to knowledge and skills required for ministry in myriad operational settings, chaplains must possess the knowledge, skills and abilities to function as military ministry professionals, and all this in the demanding environs of a global society," he said. "Navy chaplains must be able to function with a strategic knowledge of command systems and service cultures and have a working understanding of other architectures such as communications networks, shipboard damage control, and battlefield tactics and ethics."

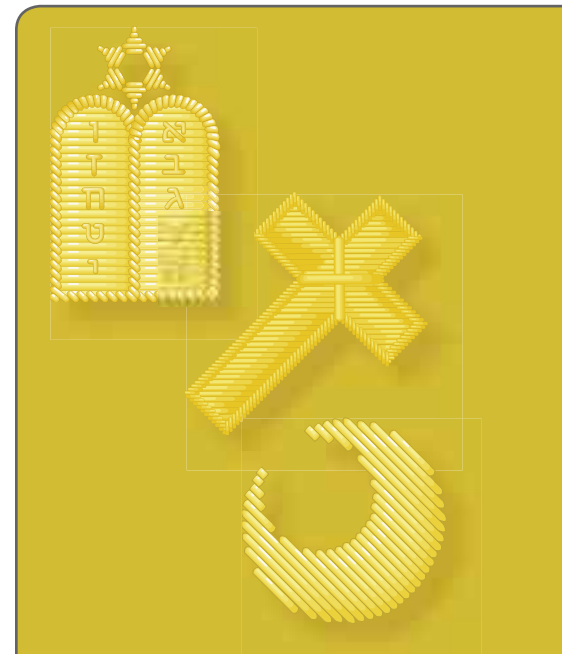
To help, the Chaplain Corps provides a one-week Professional Development Training for Chaplains (PDTC) course, each year, taught at various locations around the world. Reservists always participate in these courses.

This year, a one-day Professional Development Training Workshop (PDTW) is being delivered to chaplains nationwide to lay the foundation for the next PDTC, increasing our ability to help others deal with the rapid and pervasive changes taking place throughout the armed forces. These PDTW

events are not only being attended by Navy Reserve Chaplains, they are being taught by Reserve chaplains as well.

While these and other training events, in themselves, are good for our own professional development, they also serve to make us better able to meet the needs of our Navy "family" to whom we are called to serve, something Iasiello said is essential to the current and upcoming challenges the War on Terror brings.

"In 2006, all this must be accomplished at a time of war and national emergency," he said. "In short, all chaplains enter the military as fully capable pastors with the requisite skills for success in their own faith traditions. Professional military ministry requires specialized skills tailored to the institution which further equip chaplains with necessary capabilities to effectively meet the needs of the people of the armed forces." **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.



Dear Mail Buoy

Question: *In a recent issue of The Navy Reservist, you listed the proper way to identify officers in print (Captain is CAPT, Commander is CDR, etc.) However, I've noticed that you don't use your own acronyms. Why not?*

Answer: The style referenced in the August issue of *The Navy Reservist* is only for official correspondence, such as letters, memos and messages; however, the magazine is a news publication and not an official correspondence.

We use the generally accepted Associated Press (AP) style for journalism. AP is used by practically all American news organizations and is considered to be the industry standard.

AP Style breakdown of Navy officer ranks:

Admiral – **Adm.**

Vice Admiral – **Vice Adm.**

Rear Admiral (both upper and lower) – **Rear Adm.**

Captain – **Capt.**

Commander – **Cmdr.**

Lieutenant Commander – **Lt. Cmdr.**

Lieutenant – **Lt.**

Lieutenant Junior Grade – **Lt. j.g.**

Ensign – **Ensign**

*Cmdr. Ed Buclatin
CNRFC Public Affairs Officer*

Question: *I've heard people talking about a program that allows enlisted Sailors to become helicopter pilots. What is this program, and is it also available for the Reserve Force?*

Answer: A new trial program to expand opportunity within the Navy's officer and enlisted ranks is being implemented as part of Adm. Mike Mullen's, Chief of Naval Operations, "Strategy for Our People."

According to Vice Adm. John C. Harvey's Naval message in January, the new program is called the

Flying Chief Warrant Officer (CWO) pilot program and is "designed to harness the strengths of our Sailors today and shape the Navy of tomorrow."

The Flying CWO pilot program will select 30 highly-qualified E-5 through E-7 Sailors over the next two years, commission them as CWO2 prior to Limited Duty Officer/CWO indoctrination and subsequently place them in flight training as student pilots or Naval Flight Officers (NFO). As newly winged aviators, they will receive fleet replacement squadron training and then report to the fleet.

The Flying CWO pilot program targets the VP (Patrol Squadron), VQ (Fleet Air Reconnaissance Squadron), HSC (Helicopter Sea Combat Squadron) and HSL (Helicopter Anti-Submarine Squadron Light) communities, and will select 10 pilots and four NFOs in July 2006 and then 10 pilots and six NFOs in 2007.

Specific requirements for applicants include being commissioned prior to their 27th birthday, possessing an associate's degree or higher, and being physically qualified for aviation duty in accordance with the Navy Manual of Medicine.

Applicants must also meet Aviation Standard Test Battery minimums and eligibility requirements for a secret security clearance. Upon winging, selectees will incur an eight-year minimum service requirement for pilots and a six-year minimum service requirement for NFOs.

A complete listing of eligibility criteria for the Flying CWO pilot program (beyond what is listed above) can be found in OPNAVINST 1420.1A. Applications must be submitted no later than March 31, 2006. Application instructions and answers to frequently asked questions are available at www.npc.navy.mil/officer/ldocwocommunity. Click on the news tab.

From the Navy Newsstand



Legacy Flight

An F/A-18F Super Hornet, assigned to the "Jolly Rogers" of Strike Fighter Squadron VFA-103, and a Korean War-vintage F4U Corsair fly in formation during the Navy Legacy Flight at the Air Power over Hampton Roads air show held on board Langley Air Force Base, Va. The air show showcased civilian and military aircraft from the Nation's armed forces, which provided many flight demonstrations and static displays.

U.S. Navy photo by Mass Communication Specialist 2nd Class Daniel J. McLain

by Cdr. Patricia Brady,
Center for Naval Leadership



In the Beginning There Was Leadership

Is it just me, or does it seem that talk about leadership is everywhere? We hear about leadership training, leadership development, leading change, leadership teams. If the buzz on leadership seems like a recent theme, it really isn't.

In recent years, the study of leadership has increased in the United States. There are approximately 600 leadership development courses in academic programs alone. Additionally, there are numerous institutions of leadership such as the Center for Public Leadership, Center for Creative Leadership, Center for Women's Global Leadership, Wharton Center for Leadership & Change Management. There's even a Leadership High School founded in 1997, which now has an enrollment of 400 students.

Has leadership become important in the last century because we have more insight or more need for leadership? A look back in history tells us that leadership has been studied for centuries.

Hieroglyphics in Egypt 5,000 years ago depict the terms leader, follower and leadership.

Lao-tzu, a Chinese philosopher in 6th century B.C., advocated taking care of others versus touting your own leadership.

He said, "A leader is best when people barely know he exists, when his work is done, his aim fulfilled, they will say: 'We did it ourselves.'"

Plato and his student Aristotle in the fourth century B.C. both wrote about the roles of leaders and followers. Plato believed that more was expected from leaders: "There will be no injustice in compelling our philosophers to have a care and providence of others; we shall explain to them that ...we have brought you into the world to be ruler of the hive, king of yourselves and of the other citizens, and have educated you far better and more perfectly than they have been educated, and you are better able to share in the double duty."

Aristotle pointed out the importance of followers in explaining, "He who would learn to command well must, as men say, first of all learn to obey."

Throughout U.S. history we've looked toward the perspectives of our leaders for guidance and inspiration.

President John Quincy Adams' view on leadership was to inspire: "If your actions inspire others to dream more, learn more, do more and become more, you are a leader."

President Woodrow Wilson provided insight of the

importance of vision in stating, "Absolute identity with one's cause is the first and great condition of successful leadership."

Gen. George Patton believed in delegation versus tasking: "Never tell people how to do things. Tell them what to do and they will surprise you with their ingenuity."

There are other valid leadership models than the traditional "lead from the front." Mother Teresa advised, "Do not wait for leaders; do it alone, person to person."

Over the last several decades, various philosophies and leadership gurus have changed our workplace by bringing leadership development to the forefront. Familiar names are Ken Blanchard, Stephen Covey, Tom Peters, Peter Drucker and Warren Bennis. Collectively, they have given rise to the key concepts of today's leadership programs: vision, mentoring, coaching, leading change, individual development plans, 360-degree feedback, conflict management and team building.

Their modern-day philosophies echo the ancient leadership philosophies. Ken Blanchard states, "The key to successful leadership today is influence, not authority." As to the question of whether leaders are born or made, Warren Bennis feels strongly that they are made:

"The most dangerous leadership myth is – leaders are born, there is a genetic factor to leadership. This myth asserts that people simply either have certain charismatic qualities or not. That's nonsense; in fact, the opposite is true. Leaders are made rather than born."

Perhaps the best summary of leadership's influence throughout time comes from a mathematician, Sir Isaac Newton. He recognized we need to understand and appreciate the work and dedication of those who have come before us when he wrote, "If I have seen farther than others, it is because I was standing on the shoulders of giants." **TNR**

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Graphic by
Bryan Bordelon



Culture of Fitness

Story by

Mass Communication Specialist 2nd Class Nicolas Spinelli



Counting Calories

You are what you eat. That's how the saying goes, and unfortunately there's a lot of truth in this old cliché.

Many Sailors who work out regularly are surprised and frustrated to find out that not only are they not losing weight, they may actually be gaining. The "Battle of the Bulge" can't be fought with exercise alone.

The best way to lose weight is to use up more calories in a day than you take in. A proper exercise regimen will burn fat, but it won't do you any good if you eat junk food all day. A proper diet is essential to a strong, healthy physique.

The average person burns about 1,500 to 2,000 calories a day, more if they're active. So, it takes this amount just to maintain current weight. Those trying to lose weight should take in less, while those trying to gain should take in more.

Remember, everything you do burns calories. Office work burns about 240 calories an hour. Sleeping burns 45 an hour. You even burn about 72 calories while watching one hour of television.

To find out exactly how many calories you need to burn in a day in order to lose weight, you need to first know your Body Mass Index (BMI). BMI is a statistical measure of the weight of a person scaled according to height. It is used as a means of classifying inactive individuals of an average body composition according to their body fat content. In other words, it tells you whether or not you're overweight.

As a rough guideline, a BMI of less than 20 implies underweight, more than 25 is overweight and more than 30 is obese. To calculate your BMI, divide your weight in pounds by your height in inches squared, and multiply by a conversion factor of 703. For instance, someone who is five-foot, five-inches tall and weighs 150 pounds has a BMI of 24.96.

Here's how:

Weight = 150 lbs, Height = 5'5" (65")

$[150 / (65 \times 65)] \times 703$

$[150 / 4225] \times 703 = 24.96$

Once you have your BMI calculated, you can begin working towards your ideal weight.

Not sure how many calories are in your favorite foods? Check the label. The number of calories for each serving will be listed at the top of the nutritional information. Be careful to also check how many servings are in a package. If a product contains 200 calories a serving and there are two servings a package, then you're actually getting 400 calories.

It's also important to remember the calories in a meal you make yourself will be less than that same meal at a restaurant. Restaurants usually add several spices and preservatives to their food, which can increase calories.

The Internet is a great source of information when trying to count calories. There are many charts and calculators available with the calorie counts of foods, meals and restaurant menus. Some will even tell you the amount of exercise necessary to burn off a particular meal. Others will chart your ideal weight, based on age and height. There are also sites that help you design a personal diet and exercise plan and will chart your progress for you. The best option is to do a Web search and find the one you like best.

Controlling your calorie intake is only one part of getting in shape and staying fit. In order to lose weight and keep it off, you need to maintain a regular workout routine in addition to a healthy diet. Remember, no matter what advertisements promise about the latest weight-loss drugs or fad diets, the only way to truly have a healthy, fit body is through proper nutrition and exercise.

For more information on designing a personal diet and exercise program, contact your command fitness leader or primary care giver. **TNR**

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



Lt. Cmdr.
Eric Fritz

Hometown: Hudson Oaks, Texas

Brief description of your job: Transport Aircraft Commander, VR-59 Squadron

Why did you join the Navy: Dad was a Marine pilot. I wanted a flight career, and took advantage of the Naval Cadet Program that got me into "Wings of Gold."

Who has been your biggest influence since joining the Navy: A former skipper whose leadership instilled in me a model for me to do more and be better.

What do you enjoy most about the Navy: Flying

The most interesting place you have visited since joining

the Navy: Flying to Russia. It was different. But I learned their flying environment and style really wasn't that much different than ours.

Current hobbies: Sports — mostly basketball.

What has been your greatest Navy achievement: Getting into VR-59.



Operations Specialist 2nd Class
Thomas E. Garcia

Hometown: Fajardo, Puerto Rico

Brief description of your job: I am a customs inspector for Navy Customs Inspection Battalion Quebec, Bravo Company.

Who has been your biggest influence since joining the

Navy: My father, he worked as a civilian contractor at Atlantic Fleet Weapons Training Facility Naval Station Roosevelt Roads, Puerto Rico.

What do you enjoy most about the Navy: Getting to visit other countries and meet the people there.

The most interesting place you have visited since joining

the Navy: Spain, I got to visit where my grandfather was born and lived.

Current hobbies: Computing, hiking, cycling and water sports with my two boys.

What has been your greatest Navy achievement: To be part of the CNO staff at Inter-American Naval Conference in San Diego.

DoD Makes Changes to Qualifications for TRICARE Reserve Select

The Department of Defense announced July 7, 2006, the eligibility determination period for the new TRICARE Reserve Select (TRS) program, and as a result, every member of the Selected Reserve will now have the option to purchase their health coverage from TRICARE.

Health coverage for Selected Reserve members who want TRS and complete all the required steps begins Oct. 1, 2006.

The new TRS program eligibility determination period runs from July 1, through Sept. 25.

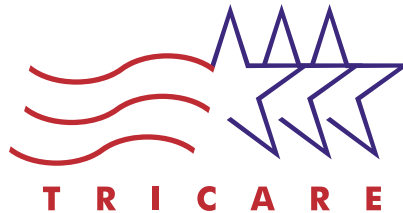
TRS is a premium-based, three-tier TRICARE health plan for certain Selected Reserve members and their families that is authorized under section 1076(b) and (d) of Title 10, United States Code.

Selected Reserve members must work with their service personnel offices to determine for which of

three TRS tiers they qualify. They must have their eligibility verified by their service personnel office and complete the Department of Defense Form 2895, "Agreement to Serve in the Selected Reserve for TRICARE Reserve Select," before they can submit their application to purchase TRS coverage.

Only qualified Selected Reserve members may submit an enrollment form with the first month's premium payment to purchase coverage. Service members can review TRS program eligibility requirements at <http://www.defenselink.mil/ra/>.

For additional information about the TRS benefit for members of the Selected Reserve, including open enrollment dates for TRS tiers two and three, visit <http://www.tricare.osd.mil/reserve/reserveselect/index.cfm>.



TNR

Navy Reserve Podcast

Looking for news, information and interviews concerning the Navy Reserve Force? Then check out the Navy Reserve Podcast. Whether you have a portable MP3 player or not, you can listen online and have all the information at your finger tips. It's updated at least twice a month and is available at <http://navyreserve.navy.mil>.



Voting Assistance Officer 101

Story by
Lt. Audry Oxley,
Force Voting Officer

Each federal department and agency with personnel covered by the Uniformed and Overseas Citizens Absentee Voting Act is required to have a Voting Assistance Program.

Critical to the program's success are the Voting Assistance Officers (VAO). These individuals, in military or civilian life, are responsible for providing accurate, non-partisan voting information and assistance to those citizens attempting to exercise their Constitutional right to vote.

In fact, the knowledge and effectiveness of a VAO, combined with a thoroughly implemented voting assistance plan, may very well determine whether a person will or will not understand how to vote.

The military has a strong chain-of-command support system for its VAOs. The State Department also offers voting services through its embassies and consulates to all U.S. citizens outside the United States. At the same time, corporations and organizations with U.S. citizens overseas are strongly encouraged to designate and support VAOs.

The mission of the voting assistance officer is to:

1. Inform and educate U.S. citizens of the right to vote.
2. Foster voting participation.
3. Protect the integrity of and enhance the electoral process.

VAOs are responsible to the command and to the voters. These responsibilities are laid out in the following instructions:

1. DoD Directive 1000.4
2. DoD Voting Action Plan
3. OPNAVINST 1742.1A

The following are requirements each VAO must complete:

1. Be assigned as a voting assistance officer in writing.
2. Attend VAO workshop or complete on-line/CD-ROM certification within 90 days of appointment.
3. Act as a notary on voting materials (non-commissioned officer or above).
4. Service VAOs: assist in obtaining forms and materials and resolving problems.
5. Provide federal postcard applications to uniformed members and their families.

Voting Assistance Officer Tool Box:

- **www.fvap.gov.** One of the most useful Web sites a VAO can use is **www.fvap.gov**. This Web site offers a Federal Voter Assistance Program for one-stop shopping. VAOs have access to electronic federal post card applications, federal write-in ballots, *Voting Information News*, news releases, "how to do it" brochures, election dates and motivational posters.
- **The Internet.** Most of the forms and publications VAOs will use are available on the Internet. VAOs may also use: service Web sites, state and local election official Web sites, local newspapers and political organizations.
- **Other available assistance:**
 - Service voting action officers/installation voting assistance officers
 - Department of the Navy:
Voting Action Officer:
Lt. David Truman, USN
Tel: (901) 874-6636, DSN 882-6636,
1-866-827-5672, Option 6
Fax: (901) 874-6825, DSN 882-6825
E-mail: vote@navy.mil
http://www.cni.navy.mil/cnic_hq_site/BaseSupport/CommandStaff/NavyVotingProgram/index.htm
 - Commander Navy Reserve Force VAO
Voting Assistance Officer:
Lt. Audry Oxley, USN
Tel: (504)678-4204, DSN 678-4204
Fax: (504)678-4364
E-mail: audry.oxley@navy.mil
 - FVAP Ombudsman Service
vote@fvap.ncr.gov
Toll-Free within the U.S. 1-800-438-8683
 - Voting Information Center (VIC)
Toll-free within the U.S. 1-800-438-8683
Commercial (703) 588-1343
DSN: 425-1343 - DSN is authorized for military members, their family members and Federally employed overseas U.S. citizens.
The VIC is available 24 hours a day.

NAVY RESERVE policy Board

NNRPB and CNRFPB: Two Means For Individual Sailors to Effect Change

by Capt. Tim Arcano and
Capt. Millie Wears,
NNRPB Members

Whether you've been in the Navy for one year or 25 years, you've probably wished you could change something about the Navy involving readiness, manpower/personnel, resourcing, training, equipping, funding, warfighting, Active/Reserve Integration or quality of life.

There is an organization with the responsibility of advising the Secretary of the Navy (SECNAV) on policy issues affecting the Navy Reserve. This organization is the SECNAV National Navy Reserve Policy Board (NNRPB). The authority of the board is vested in Section 10303, Title 10, United States Code (USC), which states: "A Naval Reserve Policy Board shall be convened at least once annually at the seat of government to consider, recommend, and report to the Secretary of the Navy on Reserve policy matters. At least half of the members of the Board must be officers of the Naval Reserve."

The Board meets at least two times annually, as well as collaboratively, online to directly address issues submitted by Navy Reservists. Current hot topics include officer and enlisted joint professional military education,

compensation for training, medical issues and funeral honors and benefits.

SECNAV Policy Board membership includes active Navy and Reserve officer and enlisted personnel including the Navy Reserve Force Sailor of the Year (SOY), as key members of the board. The SOY serves a one-year term, bringing concerns of the enlisted members of the Reserve Force directly to the board and taking the experiences of being a SECNAV advisor to the fleet in the interest of sharing the knowledge of how each individual can actually influence change.

Officer and senior enlisted membership is selected through the same application process

- Navy Reserve Forces Command released a Navy message (271501Z JUN 06) to announce the opportunity and describe the process to apply to serve a three-year term on either the SECNAV NNRPB or the Commander, Navy Reserve Force (CNRF) Policy Board.

The current NNRPB uses multiple venues to address concerns of the Navy Reserve Force. Issues raised by Reserve service members are handled first at the local NOSC, followed by the

regional Readiness Command and then by the CNRF Policy Board.

The issues that have greater Navy impact or potentially impact joint service Reserve Forces are sent to the NNRPB for consideration and action, if appropriate.

The action can be comprised of changing Navy policy, or recommending a change in law or policy at the National/Secretary of Defense level. All issues sent to the NNRPB are researched and briefed to the Deputy Assistant Secretary of the Navy with a recommendation to approve, disapprove or forward to the Secretary of Defense as a matter pertaining to all services.

Each person submitting a request for consideration receives a reply from the policy board, explaining the resolution of the issue, which they submitted.

Bottom line, you can be a pivotal force behind the policies and procedures that shape our Navy.

Take time to visit the NNRPB on Navy Knowledge Online. We are open for suggestions and exist to serve you. Better yet, get the message announcing the opportunity to serve, and apply for membership on either the NNRPB or CNRF Policy Boards (submit no later than Sept. 1). You will find the experience both personally and professionally rewarding as you chart the path for our Navy's Reserve. **TNR**



BACK TO BASICS

by CNRFC Public Affairs

JEWELRY IN UNIFORM



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his month, let's step back from the uniform and take a look at authorized and unauthorized jewelry.

According to OPNAVINST 2201.6, "Conservative jewelry is authorized for all personnel and shall be in good taste while in uniform."

Both male and female servicemembers are authorized a wedding band or engagement set along with one ring on each hand. Thumb rings are not to be worn by either sex while in uniform.

Males are unauthorized to wear earrings while in uniform, on a military installation or while attending a military event. Females are authorized one earring in each lower center earlobe while in uniform.

Earring specifications are as follows:

- Ball stud earrings must be between four and six millimeters with either a shiny or matte finish. Female junior enlisted are to wear a silver finish; female chiefs and officers wear a gold finish.

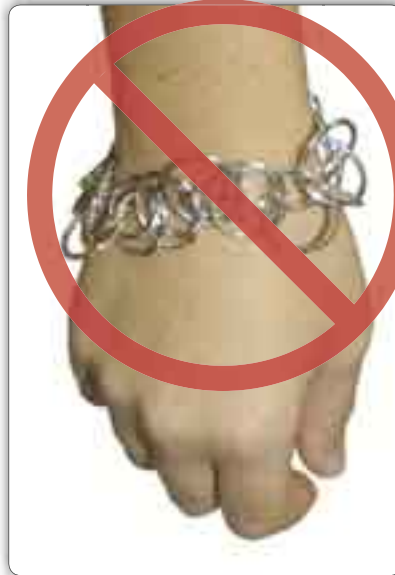
Body and facial piercings are unauthorized for either sex while in uniform, on a military installation or while attending a military event.

Males and females, while in uniform, may wear one necklace, providing the jewelry does not show.

While in uniform, only one wristwatch may be worn. The servicemember may wear a bracelet on the opposite wrist. Any bracelet with dangling charms may not be worn while in uniform. This is due to foreign object debris hazards, should any piece fall off the bracelet.

Faddish bracelets are not to be worn while in uniform by either sex. This includes, but is not limited to, rubber charity bracelets or leather wrist cuffs. Ankle bracelets are unauthorized while in uniform for either sex.

For more information, please reference OPNAVINST 2201.6. **TNR**



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

*Aptly demonstrated by
Mass Communication Specialist
3rd Class Quinn Whisner*

*Note:
Photo representations are not to
scale.*



F-14 Squadron Retires



by Mass Communication Specialist 1st Class(SW/AW) Denise Davis

VIRGINIA BEACH, Va. — A flight of two F-14D Tomcats from Fighter Squadron (VF) 31 stationed at Naval Air Station Oceana, Va., arrived June 15 at Republic Airport, Farmingdale, N.Y.

Wings extended and swept back for final approach, it was a historic moment and the final public appearance of an aviation legend.

The designer of the Tomcat, Leroy Grumman, first developed the swept-wing concept while toying with a paperclip. At the receiving ceremony, a giant paperclip was presented to Duke Dufresne, sector vice president of Airborne Early Warning and Electronic

Warfare Systems for Northrop Grumman.

During the ceremony, the commanding officer of VF-31, Cmdr. James Howe, addressed an audience of about 300 former and present Northrop Grumman production workers and commented on the end of an extraordinary aircraft era.

"This aircraft can really take the abuse, and it knows how to give it back to an enemy," he said.

The "Tomcatters" are the second-oldest squadron in the Navy, tracing their origins back to July 1, 1935. The transition to a more capable F/A-18 Super Hornet has completely

phased out the aging Tomcat.

In 2003, VF-31 participated in Operation *Iraqi Freedom*, deploying with USS Abraham Lincoln (CVN 72). The squadron flew 585 sorties totaling 1,744 flight hours and dropping 239 LGB/JDAM/MK-82 missiles.

A JDAM is the missile used during the Air Force F-16 Fighting Falcon air strike north of Baghdad in June 2006. That air strike resulted in the death of Abu Musab al-Zarqawi, the terrorist responsible for hundreds of bombings, kidnappings and beheadings in Iraq.

The "Fighting 31" specialize in night fighting and, fittingly enough,

performed their final mission, "Sundowner," last month. The "Sundowner" mission consists of the last F-14 departing for retirement.

According to Chief Electricians Mate Bernie Ruiz, the senior enlisted advisor at NOSC Amityville, this upcoming retirement of Grumman's F-14 is more than a simple retirement ceremony. He said the F-14 provided protection for troops on the ground in foreign countries for years, but it also provided security in the form of jobs and secure retirement for local families.

"Its power and presence will be greatly missed," said Ruiz. **TNR**

NAVAL AVIATION TIMELINE

1910 – First successful launch of an aircraft (Curtiss biplane) from a ship was made by Eugene Ely.

1911 – May 8, Navy purchased its first aircraft (A-1 Triad) from Glenn Curtiss, becoming the official Naval aviation birthday.

1922 – First official commissioned aircraft carrier, USS Langley (CV-1), was a converted collier ship Jupiter (AC-3).

1942 – Battle of Coral Sea, the first major battle without opposing ships making contact, caused the Japanese to abandon their attempt to land at Port Moresby. Battle of Midway was the turning point of the Pacific war. Japan suffered heavy losses to their surface force, aircraft and experienced aircraft pilots. Five carriers took part in the Battle of Guadalcanal. Carrier-based aircraft flew interceptor patrols,

offensive missions against shipping and close air support for ground forces until the island was secured.

1943 – Navy enters the aviation helicopter field.

1948 – Navy commissioned its first helicopter squadron, the HU-1.

1950s – Carrier aircraft went into action in the Korean conflict, ending in 1953.

1959 – Four Naval aviators were selected as prospective Project Mercury program astronauts, launching U.S. space exploration and manned orbital flight beginnings.

1961 – Naval aviator Alan B. Shepard Jr., became the first American to go into space by completing a flight reaching 116 miles high and 302 miles down range before recovery by a Navy

HUS-1 helicopter and the USS Lake Champlain (CVA-39).

1967 – Aircraft Intermediate Maintenance Department (AIMD) was established by the Chief of Naval Operations on all operating aircraft carriers except the one operating with the Naval Air Training Command.

1969 – Naval aviator Neil Armstrong lands on the moon in Apollo 11, July 20th.

1972 – Navy's first new fighter aircraft in 14 years, the F-14 Tomcat, replaces the aging F-4 Phantom II.

1981 – All-Navy crew mans the first flight of space shuttle Columbia (STS-107).

1986 – Naval aviation celebrates its 75th anniversary while U.S.

carrier forces attack Libyan targets.

1988 – First of its kind, Helicopter Squadron (HCS-5), operating the HH-60 Seahawk, was established. The primary mission of combat search and rescue (strike rescue) and special warfare support.

1993 – Secretary of Defense lifted the ban on combat flight for women allowing combat vessel assignments.

1994 – Female Naval aviators successfully pass fleet carrier qualifications in combat aircraft. The USS Eisenhower (CVN-69) becomes the first combat ship to receive permanently assigned women.

1995 – First female Naval aviator, Lt. Cmdr. Wendy Lawrence, goes into space aboard space shuttle Endeavor (STS-67).

Story by Mass Communication Specialist 2nd Class Nicholas Spinelli,
Commander, Navy Reserve Force Public Affairs
U.S. Navy photos by Samuel F. Shore

NEW ORLEANS — A deployed ship needs supplies immediately. An auxiliary security force battalion has to get to a downrange combat zone. A Sailor on leave wants to hitch a ride to get closer to home. What do all these have in common? They are all part of the operations of the Naval Air Logistics Office (NALO).

NALO's primary mission, based aboard Naval Support Activity New Orleans, is developing worldwide airlift policy change recommendations for Commander, Naval Air Reserve, and to schedule and evaluate Navy airlift missions in support of the Global War on Terror.

"Basically, we schedule short-notice, high-priority operational logistic flights," said Lt. Kevin Sapp, NALO's operations/training officer. "As an example, if a ship is damaged out in the middle of the ocean, and they need 15 doctors, 15 welders and 6,000 pounds of welding equipment, it's our job to find the fastest way for them to receive the help and equipment as soon as possible."

Because of the increase in operations with Navy personnel deployed all over the world, NALO runs around the clock.

"The people of NALO are a mix of Full Time Support, Regular Navy, Marines and civilians, all of whom are dedicated to service and sacrifice," said Capt. Robin Braun, NALO commanding officer.

"We schedule the transport of personnel and supplies worldwide through the Fleet Logistic Supply Wing, which is made up of 15 squadrons spread out through the United States. Since there are more requests than aircraft, we have

to validate and prioritize to ensure they are all filled as quickly as possible," she said.

There are a total of four military transport organizations

within the Navy, including NALO. However, while the others are restricted to their operational areas, NALO goes everywhere, all organized out of New Orleans. This is no small task when you consider NALO's total number of staff is just less than 70.

During NALO's recent change of command ceremony, Commander, Naval Air Force



Capt. Robin R. Braun



Rear Adm. Jeffrey A. Lemmons

Reserve, Rear Adm. Jeffrey A. Lemmons, commented on how surprised he was at the relatively small size of NALO in comparison to the number of things they accomplish.

"I am amazed at how so small a group can get so much done. It's a testament to great strength of organization," he said.

That organization is broken down into three shifts: a.m., p.m. and overnight. Each shift works to organize incoming requests and schedule outgoing flights, the majority of which go overseas.

"Sixty-eight percent of all our missions are out of the continental United States, usually transporting supplies to deployed ships," explained Sapp.

NALO schedules all flights within a 21-day window. In the current window, there are 124 missions currently planned and 322 requests to be scheduled, which is about on average with NALO's typical workload.

"I have never lost sleep worrying if NALO would get the job done because I knew the quality and caliber of the staff," said Lemmons. **TNR**

NAVY RESERVE

FIXED WING (CVWR-20)

F/A-18A+

SPECS

USE:
ALL-WEATHER ATTACK FIGHTER

SPEED:
1,200 MPH/MACH 1.8

RANGE:
1,550 MILES

CEILING:
>50,000 FT.

CREW:
ONE



HORNET

Photo by Tech. Sgt. Rob Tabor

E-2C

SPECS

USE:
TACTICAL WARNING & CONTROL
COUNTER NARCOTICS

SPEED:
389 MPH

RANGE:
1,541 MILES

CEILING:
37,000 FT.

CREW:
FIVE



HAWKEYE

Photo by MC3 Jonathan Chandler

EA-6B

SPECS

USE:
ADVANCED ELECTRIC
COUNTERMEASURES

SPEED:
622 MPH

RANGE:
955 NM

CEILING:
41,200 FT.

CREW:
FOUR



PROWLER

Photo by Staff Sgt. Lee O. Tucker

F-5E/F/N

SPECS

USE:
ADVERSARY FIGHTER

SPEED:
MACH 1.6/1150

RANGE:
1,350 NM

CEILING:
53,800 FT.

CREW:
ONE TO TWO



TIGER II

C-130T

SPECS

USE:
TACTICAL TRANSPORT

SPEED:
400 MPH (MAX)

RANGE:
4,460 NM

CEILING:
28,000 FT.

CREW:
FOUR



HERCULES

Photo by MC2 Lou Rosales

C-9B

SPECS

USE:
FLEET LOGISTICS SUPPORT

SPEED:
576 MPH

RANGE:
2,538 NM

CEILING:
37,000 FT.

CREW:
FIVE



SKYTRAIN II

Photo by MC1 Edward G. Martens

C-12B

SPECS

USE:
UTILITY TRANSPORT

SPEED:
298 MPH

RANGE:
1,100 NM

CEILING:
31,000 FT.

CREW:
TWO



KING AIR

Photo by LCpl Cory A. Teptenhart

C-20D/G

SPECS

USE:
MEDIUM AIRLIFT LOGISTICS

SPEED:
MACH .8

RANGE:
3,700 MILES

CEILING:
45,000 FT.

CREW:
THREE TO FIVE



GULFSTREAM

Photo by MC1 William R. Goodwin

FIXED WING (FLSW)

E AIRCRAFT



C-37A

SPECS

USE:
EXECUTIVE TRANSPORT

SPEED:
MACH .8

RANGE:
6,000 NM

CEILING:
51,000 FT.

CREW:
FOUR



GULFSTREAM V

C-40A

SPECS

USE:
MEDIUM/HEAVY AIRLIFT

SPEED:
MACH .82

RANGE:
3,000 NM

CEILING:
41,000 FT.

CREW:
FOUR



CLIPPER

P-3C

SPECS

USE:
LONG RANGE PATROL

SPEED:
473 MPH

RANGE:
1,346 MILES

CEILING:
28,300 FT.

CREW:
TEN



ORION

SH-60B/F/H/S

SPECS

USE:
ANTI-SUBMARINE WARFARE,
SEARCH & RESCUE,
DRUG INTERDICTION,
ANTI-SHIP WARFARE,
CARGO LIFT

SPEED:
169 MPH

RANGE:
380 NM

CREW:
THREE TO FOUR



SEA HAWK

MH-53E

SPECS

USE:
AIRBORNE MINE
COUNTERMEASURES,
SHIPBOARD DELIVERY,
AIR-TO-AIR REFUELING

SPEED:
196 MPH

RANGE:
540-866 NM

CREW:
THREE TO EIGHT



SEA DRAGON

UH-3H

SPECS

USE:
ANTI-SUBMARINE WARFARE,
MARITIME INTERDICTION,
LOGISTICS SUPPORT,
MINE HUNTING,
COMBAT SAR

SPEED:
166 MPH

RANGE:
542 NM

CREW:
THREE TO FOUR



SEA KING

FIXED WINGS (PATWINGS)

ROTARY WINGS

Photo by MC3 Ryan C. McKinley

Photo by MCC Mahlon K. Miller

Photo by MC2 Rebecca J. Moat

Photo by MC3 Kathleen A. Knowles

Photo by MC3 Andrew Betting

NAVAL AVIATION

WARFARE INSIGNIA



NAVAL ASTRONAUT (PILOT)



NAVAL ASTRONAUT (INFO)



NAVAL AVIATOR



NAVAL FLIGHT OFFICER



NAVY AIRCREW



NAVAL AVIATION OBSERVER & FLIGHT METEOROLOGIST



NAVAL AVIATION SUPPLY CORPS



ENLISTED AVIATION WARFARE SPECIALIST



NAVAL FLIGHT SURGEON




AVIATION EXPERIMENTAL PSYCHOLOGIST & AVIATION PSYCHOLOGIST



NAVAL FLIGHT NURSE

All Beach and No Ocean: Navy Reservists and Full-Time Support Serve in Afghanistan



by Lt. Cmdr. Samuel Boit

"You're going to see and do amazing things. Just remember every now and then to stop what you're doing, take a look around and ask yourself, 'How did I get here?'"

Those were the final words of wisdom from my brother, who worked for six months in Kabul, before I departed Camp Shelby, Miss., after training to begin the long journey to Afghanistan.

And those words come back to me every time I look up at the night sky, impossibly full of stars, from the middle of Helmand Province, Afghanistan, in what is called the Dasht-i-Margo, or "Desert of Death." They come back to me when I stare out at the jagged mountains that mark the northern edge of the desert through the plate-glass windows of an up-armored Humvee, rolling along the main highway to Kandahar, or when I greet the people of this incredible land with the traditional Muslim greeting "Asalaam Aleykum" or the Dari "Sobh ba khayr," along with placing my hand on my heart.

So after 15 years in Naval Aviation as a P-3 pilot, how did I get here?

I am part of an Embedded Training Team (ETT) group of around 150 people, spread across Afghanistan in smaller garrison and combat support groups. All are considered Individual Augmentees, from all walks of life and Navy backgrounds. While many are active duty, most in our particular group are Select Reservists, mobilized for this mission. The members represent virtually all communities in the Navy including surface warfare, submariners, Seabees, naval aviation, medical, supply corps, information technology and human resources, to name a few. But for all of the group's diversity, everyone began the journey with one purpose: to deploy to Afghanistan for a 12-month stint assisting in training the Afghan National Army (ANA) in becoming an effective and modern force.

Norfolk, VA and Camp Shelby, MS

Once everyone arrived in Norfolk, the initial week-long processing consisted of a great deal of paperwork familiar to anyone who has deployed before, as well as medical screening and vaccinations. At the end, the group boarded a Fleet Logistics Squadron (VR) 59 C-40 transport aircraft to Hattiesburg, Miss., and so began the introduction to the Army and more than two months of land-warfare training at Camp Shelby.

After starting off with General Military Training and medical review, the training began in earnest. ETTs received training in Dari, one of the two official languages of Afghanistan (the other is Pashto), and studied Afghan culture and traditions. Everyone had the opportunity to work with Afghans to learn how to teach through an interpreter. Navy members met with their Army and Air Force counterparts who were also headed to Afghanistan as part of the ETT mission.

But the majority of the training consisted of Army combat skills. Each Sailor received their individual weapons early on: M16 rifles and M9 pistols, as well as M203 grenade launchers for some. The group spent a great deal of classroom time becoming familiar with the disassembly, maintenance and reassembly of their

weapons before moving on to exhaustive training and qualification at the firing range. Every member was also required to qualify on a crew-served weapon. So everyone was assigned to train on either the M2 .50 cal, Mk19 grenade launcher, M240B machine gun or the M249 Squad Automatic

Weapon. The Army course of instruction also included weeks of urban combat training, squad and platoon tactics, reflexive fire shooting, convoy operations and Forward Operating Base (FOB) defense.

ETT Sailors also received training in close

air support procedures, Humvee driving (including the up armored M1114 and driving at night with only night vision goggles), land navigation and the improvised explosive device and vehicle-borne improvised explosive device threat. Almost all training was conducted while wearing full body armor and helmets.

For most Sailors, the training was a whole new world, very different from their previous military experiences. But everyone caught on quickly and recognized fully the direct, practical importance of what was being taught. Sailors were trained in many of the same courses ("lanes," as the Army calls them) as the Army units undergoing pre-deployment training at Camp Shelby. In fact, most Sailors trained alongside their Army counterparts, forming mixed training units for the courses. During convoy operations, for example, every Humvee had mixed Army-Navy crews, including Navy crew-served weapons gunners.

The question as to why Sailors would receive so much training in land warfare has a very straightforward and pragmatic answer. The Army's philosophy in putting Sailors through so much of the same training as the National Guard and Army units is everyone in a FOB is a rifleman, and no one in a convoy is a passenger. There is no "front line" in Afghanistan. The entire country is a front line.

Afghanistan

With the training complete, the group boarded a chartered aircraft and began the long trip to Afghanistan.

Upon arrival, most teams spread out across the country to the sites that would be their home for the next 12 months. Other teams were assigned to logistics and combat support roles in larger towns. Our particular garrison team flew south where we awaited transport even further "downrange" to our ultimate destination. After a few days, we boarded a transport aircraft and flew to a British base in the middle of southern Afghanistan. Once there, we drove a short distance across the desert to our new home.

Like many bases across the country, our camp is inhabited by both United States and Coalition forces (in this case British soldiers) assigned



Navy ETT Sailors qualify on the M2 .50 caliber at one of Camp Shelby's many ranges. Sailors also qualified on other crew-served weapons.

U.S. Navy photo by Senior Chief Boatswain's Mate Charles Clark

to work with the ANA forces stationed at a camp immediately adjacent to our own. As with many of the other Navy teams in country, the Navy ETT has the task of training the Afghans in garrison operations, security and maintenance.

The job brings plenty of work in every ETT across the country. For example, Navy doctors work closely with ANA medics in processing newly-arrived recruits, treating injuries and illnesses and training the ANA in life-saving procedures.

Navy engineers are busy managing the construction of new ANA facilities, as well as handling the maintenance and improvement of U.S. bases and infrastructure. Navy senior enlisted advisors work closely with ANA garrison leadership and senior enlisted in training and mentoring issues.

Every Navy member has work to do planning and managing the growth of ANA construction projects, along with the required utilities, supplies, transportation and communications issues.

The task is not without its challenges, including language and cultural differences and the usual problems associated with being in an isolated and hostile environment. Add to the mix sun-

darkening sized sandstorms and along with temperatures exceeding 120 degrees in the shade, and the task becomes even more interesting. Prior to our arrival, the climate in our particular region was humorously described to us as equivalent to standing in a Houston parking lot in July as someone aims a hair dryer at your face with one hand, while tossing fistfuls of sand at you with the other. So far that's proven rather accurate.



U.S. Navy photo by Lt. Cndr. Sam Boit

Another inspection of buildings under construction.

However, despite the harsh environment, the mission is hugely rewarding. Sailors have the opportunity to work with allies and partners from many countries, to see how other militaries operate and to exchange ideas. Most importantly, the mission presents the opportunity to not only witness, but to help build a new military for a new Afghanistan. After decades of war and oppression, the Afghans display remarkable patience and resourcefulness and are eager to develop a capable, professional defense force.

Finally, Sailors and other U.S. forces often find surprisingly common ground with their Afghan counterparts. Many Afghan Soldiers and interpreters have visited the United States. Quite a few are familiar with Western and American culture.



U.S. Navy photo by Lt. Cndr. Sam Boit

Navy team inspects buildings under construction for eventual use by the Afghan National Army (ANA).



Our team's senior enlisted advisor, in addition to learning both Dari and Pashto at record pace, also found he shared a fluency in Russian with several officers and soldiers of the ANA, dramatically improving the team's ability to surmount language barriers.

Although Navy ETT Sailors are immersed in their work in an environment dominated by U.S. Army and Coalition forces (in a landlocked country no less), they are taken care of administratively by the Navy Expeditionary Logistics Support Group (NAVELSG), headquartered in Williamsburg, Va.

NAVELSG is under the new Navy Expeditionary Combat Command (NECC), which stood up in January and includes Naval Coastal Warfare, Navy Expeditionary Logistics Support Group, Explosive Ordnance Disposal and Naval Construction Forces Command. NECC integrates all warfighting requirements for expeditionary combat and combat support elements, allowing for standardized training, manning and equipping of Sailors who will participate in the Global War on Terror as part of the joint force. It also results in more capable, responsive and effective expeditionary Sailors.

It is important to note that ETTs are not the only Sailors operating in Afghanistan. Men and women of the U.S. Navy serve in many other capacities as well. Sailors, with all their varied backgrounds and warfare specialties, have always served their nation with the skill, professionalism and zeal that are hallmarks of U.S. Navy service.

Now those attributes, born at sea, are finding a solid fit ashore in the success of Operation *Enduring Freedom* here in Afghanistan. **TNR**



U.S. Navy photo by Lt. Cmdr. James Vickery

Navy ETT group conducts an After Action Review (AAR) following a Quick Reaction Force (QRF) exercise testing their response to a simulated insurgent attack.

Final Thoughts:

HOT, LAND WARFARE, SANDSTORMS, IDEA/CULTURAL EXCHANGE, TRAINING, CAMARADERIE AND PRIDE!



SAN DIEGO —

Stepping up with a helping hand to the local community Helicopter Sea Combat Squadron (HSC) 85 provided firefighting support to douse raging fires that threatened the local community beginning July 25.

Utilizing UH-3H helicopters, HSC-85 efforts proved invaluable in suppressing the fire in the Cleveland National Forest, about 50 miles east of San Diego.

Following the California Cedar Fires of 2003, the Navy entered into an agreement with the California Department of Forestry (CDF) detailing operating procedures for the Navy to provide this type of support.

Although the Navy trains to fight fires on military installations and HSC-85 routinely performs this mission at the San Clemente Island Range Complex, this marks the first time a San Diego-based unit actively supported the CDF engaged in fighting wildfires not on Federal property.

DOUSING fires

Navy Reserve steps up to douse California fires

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



Helicopter Sea Combat Squadron 85 Sailors receive training on hooking up and synching down a Bambi Bucket to a UH-3H aircraft preparing for water drops.

U.S. Navy photo by Mass Communication Specialist 2nd Class (SW/AW/NAC) Daniel Mennuto

“We train for this mission throughout the year at San Clemente Island, and, since the 2003 fires, we have been training along side the CDF and doing exercises with them throughout the year,” said HSC-85’s Officer-in-Charge Cmdr. Dave Foster.

According to HSC-85 Commanding Officer Cmdr. Pete Van Stee, the training and preparation paid off as his squadron and CDF transitioned from training mode to real-world firefighting seamlessly.

“The squadron performed terrifically,” said Van Stee. “This is essentially a new operating environment for the squadron and they stepped up and performed flawlessly.”

During the operation HSC-85 completed six hours of operations performing 27 water drops for an accumulated 10,875 gallons of water poured on the fire. **TNR**



U.S. Navy photo by Mass Communication Specialist 2nd Class Michael J. Pusnik, Jr.



Loading a 324-gallon Bambi Bucket at Lake Miramar, Calif., weighing 3,000 lbs.

U.S. Navy photo by Mass Communication Specialist 1st Class Michael D. Kennedy

Aviation Warfare Systems Operator 3rd Class Thomas Burton hooks up a Bambi Bucket to a UH-3H aircraft.

U.S. Navy photo by Mass Communication Specialist 2nd Class (SW/AW/NAC) Daniel Mennuto



U.S. Navy photo by
Mass Communication Specialist
2nd Class Cassandra Thompson

Chief of Navy Reserve Visits Forward- Deployed Sailors

by Chief Mass Communication Specialist (DV) Robert Palomares and Mass Communication Specialist 2nd Class Cassandra Thompson

Vice Adm. John G. Cotton, Chief of Navy Reserve, visited Sailors assigned to Combined Joint Task Force, Horn of Africa, (CJTF-HOA), aboard Camp Lemonnier, Djibouti, July 11 and 12, before moving on to a meeting with Sailors attached to Naval Support Activity (NSA) Bahrain July 13 as part of a seven-day tour to visit forward-deployed Sailors.

While in Djibouti, Cotton stressed to Sailors this is not the Navy Reserve of the past and the phrase, "We've always done it that way," should be tossed overboard.

"We should be looking to the future and let go of how we did things in the past," Cotton told the Sailors deployed to this far flung base at the Horn of Africa. "We are part of a new Navy where dirt Sailors are doing work they never intended to do when they joined the Navy."

Cotton toured Camp Lemonnier and met with camp commanders and CJTF-HOA during his visit.

Cotton said the new role of the Navy Reserve Component is to be indistinguishable from the Active Component and to take on roles Sailors have not traditionally taken on.

"How many of you ever thought you'd be here doing the type of work you're doing, when you joined the Navy?" Cotton asked. "We purposely scheduled this trip to come and see CJTF-HOA because this is the type of command that is the future of the Global



War on Terror, winning the hearts and minds of people to help prevent the spread of terrorism."

"The Horn of Africa is not as well known as it should be," he added. "But there is good work going on here, and I'm here to say thanks."

Units affiliated with the task force are in the area to help provide basic needs through civil and military operations. Some of these basic needs include clean water, functional schools, improved medical facilities and medical care and improved roads.

"Bottom line is we're here to help," said Rear Adm. Richard Hunt, commander of CJTF-HOA. "The hope is a better Africa for Africans, without the fear of terrorism to get in the way of basic security, and establishing and maintaining basic needs for the future of the region."

"Our goal is to provide for host nations a stable,



Chief of Navy Reserve, Vice Adm. John Cotton, uses Information Systems Technician 1st Class Allen Struck, a Reservist from Albuquerque, N.M., to explain Navy operational changes to his audience during an all-hands call at Naval Support Activity (NSA) Bahrain's Freedom Souq.

*U.S. Navy photo by
Mass Communication Specialist 2nd Class Cassandra Thompson*

secure environment where all people have the freedom of choice and a place where education and prosperity are within each person's grasp, and where terrorists do not infringe upon the right to self-determination," Hunt said.

After arriving in Bahrain, Cotton visited with Sailors and conducted an all-hands call to explain operational changes being made to the Navy's Reserve Component, and highlighted the important role of Sailors in the region.

While addressing Sailors at NSA Bahrain's Freedom Souq, Cotton said the most important change to the Navy Reserve involves a more efficient use of people. The goal is to retain proficient and motivated personnel and to separate Sailors who don't fit those criteria.

"I'm telling folks if they aren't ready, they aren't fit, they don't want to do this, they're going to

lose out on the best thing known to man," he said, referring to the retirement benefits allotted to Navy retirees.

Other changes that focus on saving the Navy money and establishing a more practical use of personnel include revamping existing methods of advancement. Cotton said the Navy's current pay and compensation system is based on longevity, and this could lead to skilled people being stuck in paygrades or jobs below their capabilities, or unskilled Sailors assigned tasks for which they are not qualified.

"Why wait so many years to be a first class petty officer or a chief?" he said. "If you're performing at that level, why can't you be promoted?"

Cotton said Navy officials are examining answers to that question, and currently exploring the viability of systems such as the Department of Defense's National Security Personnel System, which are more performance-based. Other changes are afoot, as evidenced by programs such as the Chief of Naval Operations-directed culture of fitness, Active/Reserve Integration and improvements in the mobilization process.

"Now we have an operational support office here for them because they're really distributed all over the theater in many different ways, all providing integrated operational support for the war fighters," he said.

Storekeeper 3rd Class Lora White, a Reservist from Wheaton, Mo., attended the admiral's call. White, who works as a store layout designer for Wal-Mart, said she was particularly impressed that it is going to be possible for Reservists to earn warfare qualifications with the creation of a new unit, the Navy Expeditionary Combat Command.

As a storekeeper at Commander, U.S. Naval Forces Central Command, White sees the effects of Cotton's efforts to put Reservists on a level playing field with their active-duty counterparts on a daily basis.

"It's easier than it was two or three years ago for Reservists to integrate with active-duty Sailors," she explained. "Over the last few years, so many of us have been deployed that I think, especially in the Middle East, it's brought a new understanding that Reservists and active-duty Sailors are all equal."

Cotton said every time he comes to Bahrain, he sees a marked improvement with Sailors and the facility.

"Just take a look at what we have available to Sailors here, it's better than ever," said Cotton. "The caliber of people continues to be outstanding. They're more experienced, they're brighter, more motivated and understand fully how they're contributing. All over the theater, our Sailors are performing magnificently, especially here in Bahrain." **TNR**



“The Navy is transforming the Naval Reserve so that it is fully integrated with active forces. Reservists are shifting away from thinking of ‘Naval Reserve requirements’ to ‘Navy requirements’ – a shift that includes goals, capabilities and equipment. The Navy mission is the Naval Reserve mission. One Navy, one team is the message.

-Former Secretary of the Navy, **The Honorable Gordon England**, testimony before congress, March 2004

ACTIVE RESERVE



Photo by MC1 John D. Hamill

Photo by MC3 Jon Hyde



Photo by MCSN Mark Patterson II

Mobilization with an active unit is truly one of the common statements in today’s Navy. The merging of two different schools of thought into one is leading the charge into the 21st century Navy.

Leading this charge is the U.S. Navy’s aviation community.

Setting a standard of success Strike Fighter Squadron (VFA) 201, the “Hunters,” stood up to support USS Theodore Roosevelt (CVN 71) in support of Operation Iraqi Freedom (OIF).

VFA-201 was called to active duty in 2002 and conducted the first carrier deployment by a Reserve squadron since the Korean War.

The squadron’s performance was notable in that from late-March to mid-April 2003, flying from the Roosevelt with Carrier Air Wing (CVW) 8, the Hunters logged 234 combat missions, averaging 14 for each pilot. Pilots achieved an 84.9 percent accuracy rate (confirmed hits on targets either damaged or destroyed).

Moreover, the squadron won all three line period competitions for landing excellence and won the overall “Top Hook Squadron” award for the deployment.

On the heels of this historic deployment, Helicopter Combat Support Squadron (HCS) 5 deployed to Iraq to provide support of active ground forces in OIF.

Maintaining a high operational tempo, HCS-5 supported the Joint Special Operations Aviation Command, flying combat missions against the enemy.

One year later, HCS-5 was relieved by HCS-4.



Photo by MCSN Kathleen Gorby

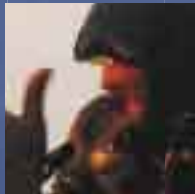


Photo by MC3 Ryan J. Pestvedt



Photo by MC3 Craig R. Spiering

WE VE Mobilization

According to Commander, Navy Reserve Forces Command Air Operations Officer, Capt. Ted Tedmon, the bringing together of the two components has had its challenges but the rewards have been beneficial to the Navy as a whole.

According to Vice Commander, Naval Air Forces Commander, Naval Air Force Reserve Rear Adm. Jeffrey A. Lemmons, one of the primary benefits of the mobilization is Reserve aviators getting new opportunities they hadn't had before.

"We have aviators that participate across the spectrum and are doing very well, they're getting the leadership opportunities that they need to grow and mature," said Lemmons.

The opportunity to grow is being seen in the War on Terror as Reserve aviators are actively engrained with their active counterparts in both Iraq and Afghanistan.

According to Lemmons, this is the best way to get things done.

"We are literally flying the wings off of the Reserve squadrons. Using all assets as one is the best way to get the job done," said Lemmons. "The migration from a strategic Reserve to an operational Reserve force

has increased Reserve aviation's role in the day-to-day requirements as defined by combatant commanders and Navy component commanders, and has placed our Sailors and equipment where

most needed."

During his address before the Senate Appropriations Committee Subcommittee on Defense on Fiscal Year 2007, National Guard and Reserve Component programs Chief of Navy Reserve Force Vice Adm. John G. Cotton explained the benefits of bringing together the two components with the Squadron Augmentation Unit.

According to Cotton, the unit provides experienced maintenance personnel and qualified flight instructors to fleet replacement squadrons and training commands.

Experienced Reserve Component technicians and aviators instruct both Active and Reserve Sailors to maintain and fly current Fleet aircraft at every turn.

With the new shape of Navy Reserve Aviation, there is hardly any distinction between Active and Reserve in the air or on the ground. **TNR**

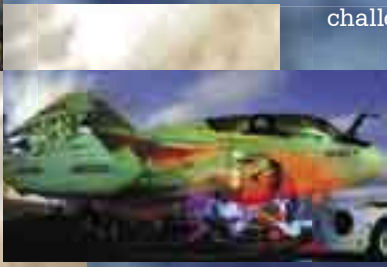
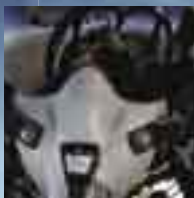


Photo by MC2 Mark J. Rebilas



by Mass Communication Specialist
1st Class Rob Kerns and
Mass Communication Specialist
3rd Class Quinn Whisner



Photo by
MCSN Kristopher Wilson



Photo by MCSN Matthew Reinhardt



Photo by Cmdr. Ian C. Anderson



Photo by MCSN Ricardo J. Reyes

Photo by MC2 Saul McSween

EXERCISE Northern Lights

Story & Photos by
Mass Communication Specialist 1st Class (AW/SW) Virginia K. Schaefer

With more Sailors deploying to joint operations in support of the Global War on Terror, the ability of military services operating together and sharing information effectively is key.

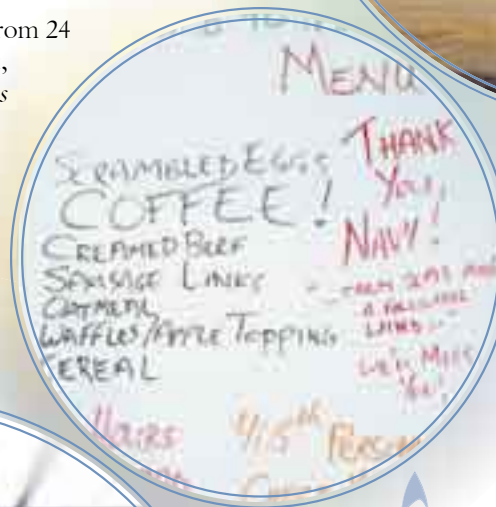
More than 95 Reserve Component (RC) Sailors from 24 detachments of the Operational Health Support Unit, Great Lakes (OHSU), participated in *Northern Lights 2006*, a 12-day, joint-force exercise involving the Army and Air National Guard.

The OHSU's mission is to provide medical resources to a deployed unit in any theater of combat. It is an all-encompassing, self-sufficient unit consisting of corpsmen, surgeons, culinary specialists and masters-at-arms.

Northern Lights provided a combination of in-depth medical training along with an overview of real-life tactical experiences. The exercise took RC Sailors out of their traditional "brick and mortar"



Forward Operating Base Leigh Ann was the field location for Northern Lights '06.



On their last day in the field, the OHSU invited the 405th to eat with them in their galley. After eating meals-ready-to-eat for several days, Navy food was a treat for the Army.

We've learned how to come together because we all know it's about one thing: it's getting the job done, completing the mission and getting some of these guys home.



Practicing loading and unloading stretchers onto a running UH-60 Blackhawk. The "patients" received an inflight IV and a short tour of the fort.

Cmdr. Waterfall (left) assists Cmdr. Fluent with diagnosing Pfc. Gottshall, a patient with neck and leg gunshot wounds.



Constant enemy fire surrounded the hospital camp. Army security kept constant surveillance for any insurgents.



environment and into a deployed, joint-training field setting.

The OHSU joined the Army's 405th Combat Support Hospital for five days in another exercise, *Patriot Warrior 2006*. Together, they performed under conditions that simulated the rear of the combat zone and provided a realistic environment to enhance battlefield training and technical proficiency.

"The biggest asset of this exercise is to work alongside the Army and compare notes on Navy/Army medicine," said Lt. Cmdr. Lisa Kromanaker, officer in charge of *Northern Lights*. "The hospital is the same. The medicine is the same. It's the joint procedures that we're learning from each other; [we're] learning how to work in the field together."

Upon arrival at Fort McCoy, the OHSU began in-processing as if they entered a foreign country. They went through ID and dog-tag checks and were given a briefing on the simulated area.

Safety was the biggest concern. All personnel were cautioned on the potentially harsh battlefield conditions full of heavy manual labor and long working hours. Sailors wore full camouflaged gear, including Kevlar. Hydration, sunscreen and the use of bug repellent were emphasized due to the 80- to 90- degree weather and the abundance of ticks in the area.


The Forward Operating Base (FOB) Leigh Ann, where the unit was set up, included tents for berthing, a Tactical Operations Center, a galley and a hospital. The hospital was equipped with a lab, X-ray room, emergency room, operating room and intensive-care units with the ability to treat 44 patients for three days before medevacating to a more stable location. A co-located Forward Surgical Team would practice moving locations every 72 hours to simulate their movement at a war front.

In the rear of the FOB was a clearing for helicopter landings. The 'C' Company-211 Air Ambulance Air National Guard Unit out of St. Paul, Minn., demonstrated helicopter safety and capabilities for medevac. The OHSU practiced loading and unloading stretchers on UH-60 Blackhawks while the helo was powered down and while the rotor blades were turning. Some of the unit received first-hand experience as a patient getting an intravenous drip while transporting.

The training given during the exercise is divided into two categories: medical and non-medical training.

The medical classes included incident response to terrorist bombing, nurse anesthetist in Iraq and chest pain in the field. RC Sailors were also instructed on stress management in combat, civil affairs operations in Iraq, convoy operations, Humvee training/certification, land navigation and firearms.

Using their newly learned navigational skills, teams went out into the woods with the objective of getting to specific coordinates. Along the way, they found wounded Soldiers and Sailors and provided the appropriate treatment. Then the teams had to carry their patients to the next point on their course and radio in for a medevac.



Forming a working party to break down camp finishing off the five-day field portion of the exercise.

"We have many junior people who have never been out in the field before. And it's very gratifying as a commanding officer to see them pull together like this," said Capt. Joan Olson, commanding officer of OHSU Great Lakes.

Guest lecturers, back from duty in Iraq and Kuwait, showed slides, told stories of their experiences and explained how they physically and mentally prepared themselves.

"The training we received was 100 percent dead on. What we learned from the Army culture, you can't put any value on," said Olson. "We will take with us and use the skills that we learned here in any upcoming missions and I'm sure we will do an exceptional job."


The unit also took some time to remember one of their own amidst the chaos happening around them. While attached to the Naval Mobile Construction Battalion 25 in Iraq, Hospital Corpsman 2nd Class Jaime Jaenke was killed by a improvised explosive device. A memorial service was held simultaneously with the funeral service held in her hometown in Iowa.

Toward the end of their two weeks, the unit put together all they learned in a *Northern Lights* Olympics.

"It was a good experience," said Hospital Corpsman 2nd Class Primitivo Garcia, a surgical technician at the Children's Memorial Hospital in Chicago, Ill., who has spent four years in his detachment with the OHSU.

"We got to see how our Army counterparts do their job," said Garcia. "It was also very different. The floor is gravel. It gets cold at night. You have to adjust.

"We're like a big family. We're all shipmates no matter where we come from in the United States," he said. "We've learned how to come together because we all know it's about one thing. It's getting the job done, completing the mission, and getting some of these guys home." **TNR**



Casualty cards, provided with the "patients," indicated injuries needing treatment.



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 VOL9 U2510

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Chief of Navy Reserve
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Commander Navy Reserve
Forces Command
(504) 678-5313

Force Equal Opportunity
Advisor & EO Hotline
Senior Chief Michael Pope
1-877-822-7629

REDCOM Mid Atlantic
1-866-538-4773

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(301) 394-5800

Albany, N.Y.
(518) 489-5441

Amityville, N.Y.
(631) 842-4850

Asheville, N.C.
(828) 777-1194

Avoca, Pa.
(570) 407-1086

Baltimore, Md.
(410) 752-4561

Bangor, Maine
(207) 942-4388

Brunswick, Maine
(207) 522-1064

Bronx, N.Y.
(646) 342-3754

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

Charlotte, N.C.
(704) 264-9159

Ebensburg, Pa.
(814) 341-2199

Earle, N.J.
(732) 580-8545
(732) 866-2888

Erie, Pa.
(814) 866-3073

Fort Dix, N.J.
(609) 351-1375

Fort Drum
(Watertown), N.Y.
(315) 212-0352

Glens Falls, N.Y.
(518) 505-4534

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

Harrisburg, Pa.
(888) 879-6649

Horseheads, N.Y.
(607) 331-9309

Huntington, W. Va.
(304) 523-7471

Lehigh Valley, Pa.
(610) 264-8823

Manchester, N.H.
(603) 303-0705
(603) 537-8023

Moundsville, W.Va.
(304) 843-1553

New London, Conn.
(860) 625-3208

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

Norfolk, Va.
(757) 635-4548
(757) 444-7295

Plainville, Conn.
(860) 573-9180

Pittsburgh, Pa.
(412) 673-0801

Quincy, Mass.
(617) 753-4600

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

Reading, Pa.
(610) 378-0164

Richmond, Va.
(804) 833-2882

Roanoke, Va.
(540) 309-2563
(540) 563-9723

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

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

Washington, D.C.
(202) 391-6907

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

Willow Grove, Pa.
1-866-945-5694

Wilmington, Del.
(302) 998-3328

Wilmington, N.C.
(910) 540-9676
(910) 762-9676

Worcester, Mass.
(508) 259-7103

REDCOM Southeast
1-800-201-4199

Amarillo, Texas
1-866-804-1627

Atlanta, Ga.
(678) 655-4392

Augusta, Ga.
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An accomplished painter, illustrator and sculptor, McClelland Barclay (1891-1943) was appointed a lieutenant commander, United States Naval Reserve, during World War II and contributed many posters, illustrations and officer portraits for the Navy before being reported missing in action, in the Pacific theatre, aboard a torpedoed LST-342 on July 18, 1943.

Barclay's first connection with the Navy came during World War I when he was awarded the Navy Poster Prize by the Committee on National Preparedness, 1917, for his poster "Fill the Breach." The following year, he worked on Naval camouflage under William Andrew Mackay, Chief of the New York District Emergency Fleet Corporation.

In June 1938, he was appointed Assistant Naval Constructor with the rank of lieutenant, USNR. Mid-1940, Barclay prepared experimental camouflage designs for Navy combat aircraft, but evaluation tests revealed that pattern camouflage was of little use for aircraft. Within weeks of the Japanese attack on Pearl Harbor, Barclay completed the first of many recruiting posters for the Navy.

Always one who wanted to improve his art from first-hand experience, Barclay once told an interviewer, "I have been called a 'pretty girl artist,' but I am going to get in all of the front-line action I can. I want to bring out the idea that wars are fought by men, and not just by their tools." With the dozens of portraits he created during his service, Barclay managed to bring out that idea very well. The faces of the men and women Barclay committed to paper, along with the anecdotal evidence he recorded in the margins, reminds us that individuals make up the Navy. As he told the San Francisco Examiner in March 1943, "A camera cannot catch the human element of a fight, the sweat and blood and courage our boys expend every time they face the enemy. That's what I'm going back out there now to do."

In 1944 Barclay was awarded the Art Directors Club Medal posthumously, "in recognition of his long and distinguished record in editorial illustration and advertising art and in honor of his devotion and meritorious service to his country as a commissioned officer of the United States Navy." As recently as 1995, the Society of Illustrators inducted Barclay into their Hall of Fame.