



Leathernecks train to provide aerial lifts



LANCE CPL, SANTIAGO G, COLON JE

Landing support specialists with Camp Lejeune's Landing Support Company, Combat Logistics Regiment 27, attempt to connect an 8,000-pound weight to a CH- it completes a full 360-degree turn around 53E Super Stallion during external lifting exercises aboard Camp Lejeune, Jan. 28. the landing zone, the CH-53E returns to

LANCE CPL. SANTIAGO G. COLON JR. MCAS CHERRY POIN

The sun is high in the sky over the open area of the Camp Lejeune landing zone as a group of leathernecks patiently waits on the ground. A CH-53E Super Stallion helicopter flies into view, and the landing support specialists jump into action.

One of the specialists communicates with the helicopter crew through the use of hand signals while the other Marines run over to an 8,000-pound weight and prepare to connect it to the CH-53E, as it begins to hover just a few feet above them.

The devil dogs are bombarded with dirt and water that swirls in the air in heavy gusts created from the helicopter's rotors, complicating their efforts to connect the weight to the CH-53E.

With the weight finally secured, the helicopter takes off from its position above the Marines and circles the landing zone. After drop off the weight. Afterward, it circles back to start the process all over again.

The process was part of external lift exercises conducted by Marine Heavy Helicopter Squadron 366, in cooperation with landing support specialists from Camp Lejeune's 2nd platoon, Landing Support Company, Combat Logistics Regiment 27, aboard Marine Corps Base Camp Lejeune, Jan. 28.

The exercises were conducted with the use of a Marine Corps Air Station Cherry Point-based CH-53E Super Stallion helicopter.

According to Lt. Col. James F. Harp, HMH-366's commanding officer, the training was successful considering his squadron's mission.

"The exercise went very well," Harp said. "Heavy lifting is really our bread and butter. It is important for us to train as often as possible, so our Marines do not

See LIFTS page A4

VMAT-203 welcomes new sergeant major



Sgt. Maj. Steven E. Collier, incoming sergeant major of Marine Attack Training Squadron 203, addresses the crowd during a relief and appointment ceremony, Jan. 29.

PFC. SAMANTHA H. ARRINGTON

MCAS CHERRY POIN

Marine Attack Training Squadron 203 welcomed Sgt. Maj. Steven E. Collier and bid farewell to Sgt. Maj. Darryl A. Cherry in a relief and appointment ceremony at Cherry Point's Marine Heavy Helicopter Squadron 366's hangar, Jan. 29.

The ceremony commenced with the traditional passing of the noncommissioned officer sword from Cherry to Lt. Col. John A.



Heavy helo det returns (Above) Officers and staff non-



LANCE CPL. SANTIAGO G. COLON J

Rahe, VMAT-203's commanding officer, who then passed the sword to Collier. The passing of the sword signifies the transition of the squadron's senior enlisted leadership.

"Sgt. Maj. Cherry, I wish you the best of luck," said Rahe. "Thank you for everything you've done. I know you will excel in anything you do, semper fidelis."

During the ceremony, Rahe thanked Cherry and welcomed Collier aboard.

"I look forward to serving with you, and I already know you are going to do great things for us," said Rahe to Collier.

Cherry first addressed the squadron.

"To the Marines of VMAT-203, I have been proud to be your sergeant major," said Cherry. "The way you have represented yourself and the command on a daily basis has made me proud."

Cherry served more than two years with the squadron and will assume duties as Marine Wing Support Squadron 371's sergeant major at Marine Corps Air Station Yuma, Ariz.

VMAT-203's new sergeant major, Collier, served as 3rd Battalion, 2nd Marine Regiment, first sergeant of Company I, at Marine Corps Base Camp Lejeune.

During his comments, Collier expressed his excitement to be

See **RELIEF** page A4

officers greet Marines returning from a three-month deployment to Iraq in support of Operation Iraqi Freedom at the Cherry Point flight line, Feb. 2. Sixty-five Marines from Cherry Point's Marine Heavy Helicopter Squadron 366 were among the more than 300 that returned.

According to commanding officer Lt. Col. James F. Harp, the HMH-366 detachment was the last heavy helicopter squadron to fly in Iraq in support of Operation Iraqi Freedom.

(Right) Four-year-old Hannah Berger waits to greet her father, 1st Lt. David M. Berger, with a handmade sign.

Maior Jacob M. Matt, the officer in charge of the HMH-366 detachment, said during their time in Iraq the squadron flew more than 368 combat hours with four CH-53E Super Stallions.



Home sweet home



Family and friends wait outside a hangar for Marines with Marine Aerial Refueler Transport Squadron 252 to return from a six-month deployment to Irag, Jan. 30. More than 80 Marines from VMGR-252 have returned home since December. This is the first time since 2002 that the entire squadron, as a whole, has been home together at Cherry Point.

6th Ave. roadwork put on hold

LANCE CPL. SANTIAGO G. COLON JR. MCAS CHERRY POINT

Drivers on Cherry Point will experience a longer than expected detour on 6th Ave. near the flight line due to an environmental delay. The detour has been in place due to construction in support of fire fighting equipment in a nearby Cherry Point hangar.

According to Lt. j.g. Ryan Constans, the air station's construction manager and assistant resident officer in charge of construction, said despite the delay in

it restarted.

"There has been an unforeseen extra cost," Constans added. "I am currently negotiating the extra cost and am waiting to get additional funds in hand."

Constans said the 6th Ave. project is part of a \$14 million hangar renovation that was awarded last year to Blue Rock Structures Inc. The project includes burying a 16-inch water line that will eventually supply a new aqueous film-forming foam system in building 130. The AFFF is a foam-producing system designed to



LANCE CPL. SANTIAGO G. COLON J

The corner of Cherry Point's 6th Ave. and C St. is the site of a roadwork project that has been delayed due to environmental issues, but should the project, he is working to have be done by middle to late March.

> extinguish fuel fires in hangars. "The contractor has about 70 percent of the line buried," added Constans.

> Constans said the original plan was to install the entire pipe at a 6-foot depth, above the water table where groundwater is located. However, existing utilities forced a depth of 12 feet, creating an additional cost for the contractor and a contract modification.

> > See DELAY page A4 • • • •



Ways to order tax return transcripts

SPECIAL TO THE WINDSOCK

There are two easy and convenient options for obtaining free copies of federal tax return information - tax return transcripts and tax account transcripts – by phone or by mail.

A tax return transcript shows most line items from the tax return (Form 1040,1040A or 1040EZ) as it was originally filed, including any accompanying forms and schedules. It does not reflect any changes made after the return was filed.

In many cases, a return transcript will meet the requirements of lending institutions such as those offering mortgages and student loans.

Taxpayers should receive a tax return transcript within 10 working days from the time the IRS receives the request.

A tax account transcript shows any later adjustments either the taxpayer or the IRS made after the tax return was filed. This transcript shows basic data, including marital status, type of return filed, adjusted

gross income and taxable income.

The IRS does not charge a fee for transcripts, which are available for the current and past three years.

Allow 30 calendar days for delivery of a tax account transcript.

To request either transcript:

• Phone: Call (800) 829-1040 and follow the prompts in the recorded message. • Mail: Complete IRS Form 4506-T, Request for Transcript of Tax Return.

If you still need an actual copy of a previously processed tax return, it will cost \$57 per tax year and take much longer. Complete Form 4506, Request for Copy of Tax Form, and mail it to the IRS address listed on the form for one's area.

Please allow 60 days for actual copies of the return. Copies are generally available for the current and past six years.

Forms 4506-T and 4506 can be found on the IRS Web site at http://www.irs.gov or by calling the IRS forms and publications order line at (800) 829-3676.

From the Chaplain: Joyous in the New Year

LT. WILLIAM S. RILEY

MWSS-271

A few weeks ago, I attended my daughters' hand bell concert at church. As I listened to the harmonic ringing of the bells and watched the expressions of the performer's faces, I couldn't help but feel the true joy they were experiencing as they price. rang in unison.

One of the most joyous sounds is the clear, bright, tinkling tone of a bell. Once, I had to demonstrate the presence of joy in our lives during a children's sermon.

As an illustration, I used two bells. One rang beautifully with a happy, joyful tone. The other had the clapper removed, so when it was picked up by one of the unsuspecting children and rung ... nothing was heard. It was a sad silence. Kind of like the silence experienced by the parents at the end of the Polar Express when they could not hear the beautiful tone of the sleigh bell given to their son by Santa.

While many are thinking about resolutions to lose weight, tackling that to-do list unhappiness and strife, there is a need for a peace that transcends all our cares. If you find yourself giving up and giving in, then I would say that you are missing out on so much more that can be yours.

For Christians, joy must be a top priority. Our peace was bought at a very dear

In Colossians 1:20, Saint Paul commands believers to rejoice in the Lord always, then for emphasis repeats this command again in Philemon 4:4! The Lord Jesus himself describes the way forward. We find our contentment and our joy in our obedient relationship with him in John 15.

No matter what our faith journey, we all struggle from time to time with being joyful. So many worries and cares compete inside us for supremacy. Who or what will win in the end? No matter what we do or accomplish in life, it will only be made better through an attitude of joy. So, how can we live as more joyful men and women especially during this season and how do we

attain a joyful mindset and maintain it?

Movies playing in the area

REINHILD MOLDENHAUER HUNEYCUTT CAMP LEJEUNE PUBLIC AFFAIR

"THE LOVELY BONES"

"The Lovely Bones" is a drama about life, family and the process of mourning. The film follows the spirit of a young slain girl who watches over her grieving family and who also keeps a close eye on her killer.

Saoirse Ronan ("Atonement") plays Susan Salmon, a 14-year-old girl who was brutally raped and murdered in 1973 in a small town in Pennsylvania, and who watches from above as her family unravels.

She narrates her tragic story from somewhere "in between" earth and heaven, while trying to lead her family to her killer.

The realm and heavenly place Susie inhabits after she is murdered is surreal and exaggerated but also has a calming effect.

Before she can finally go to heaven, she must first make peace by weighing her desire for vengeance against her desire for her family to heal.

Susie's parents, Jack and Abigail Salmon, are portrayed by Mark Wahlberg ("Max Payne," "Shooter") and Rachel Weisz ("The Constant Gardener").

Stanley Tucci ("Julie & Julia") plays George Harvey, the overly pleasant but creepy neighbor and killer at large, who lures Susie into an underground lair he built.

Co-starring are Susan Sarandon ("In the Valley of Elah") as Grandma Lynn; Michael Imperioli ("Shark's Tale") as Detective Len Fenerman; and Rose McIver as Lindsey Salmon, Susie's sister, who seems to be the only one suspicious of the neighbor.

Oscar-winner Peter Jackson ("Lord of the Rings" trilogy, "King Kong") directed this film from a screenplay written by Jackson, Fran Walsh and Philippa Boyens. The story is an adaptation from the critically acclaimed 2002 best-selling novel by Alice Sebold.

Jackson gathered a talented all-star cast and tackled the suspense and dream-like "in between" life with overwhelming special effects, but choosed not to show the gruesome murder.

Although he presents a great thriller, the film lacks the complexity of the book. It is said by readers that books are always more in detail than the actual film.

"The Lovely Bones" was an emotional and inspirational read, an incredible journey that was heartbreaking; however, the grim and depressing story that was comforting to read and showed hope in a bleak reality does not make a good adaptation to the big screen. As I voiced before, some books do not translate well into watchable movies and should be left alone.

"EXTRAORDINARY MEASURES"

"Extraordinary Measures" is a drama based on a true story about a father who teams up with a scientist to find a cure for his two kids' fatal genetic disorder.

The film follows the story of John and Aileen Crowley, who finance a cure for a rare disease that is killing two of their children.

Brendan Fraser ("Inkheart," "Journey to the Center of the Earth," "The Mummy") portrays John Crowley, a marketing executive, who has worked himself up from his working-class roots to successful corporate America.

Keri Russell ("August Rush," "Waitress") plays his beautiful, steadfast and supportive wife, Aileen, who along with her husband are caring for their three children, two of them with special needs.

Meredith Droeger and Diego Velazquez play 9-year-old Megan and 7-year-old Patrick Crowley. The two have been diagnosed with Pompe disease, a rare and fatal form of neuromuscular dystrophy, and who are both on ventilators and in wheelchairs.

Just as John's career is taking off he walks away from it all and leaves his job to devote himself to saving their lives, working tirelessly to save his kids from the rare neuromuscular disorder.

Harnessing all his skills and with Aileen by his side, he joins forces with a rather unconventional and underappreciated scientific researcher.

Harrison Ford ("Indiana Jones" series, "Firewall") stars as Dr. Robert Stonehill, a loner and somewhat of an eccentric but nevertheless a brilliant biochemist at the University of Nebraska.

Together, the two men battle the medical and business establishments as they raise money for research and form a biotech company focused on developing a life-saving drug, as they race against time to find a cure.

Also appearing are Jared Harris ("The Curious Case of Benjamin Button") and Alan Ruck ("I Love You Beth Cooper").

around the house, or calling those we have lost touch with over the years, I would like to suggest a different goal for the new year ... experiencing more joy this year.

If sadness and a lack of peace describe your life right now, I hear you. This time of the year brings much stress and pressure, that all joy can be easily short-lived at best and eventually choked out. In a world that seems to be so topsy-turvy, caught up in

Life is messy and complicated. Simple answers won't always do, but often they are the seed for a good harvest. With this understood, there are little things that can help us as we look for joy. The first thing to consider is having a thankful heart. Even in the midst of our troubles, there is always something to be positive about.

See CHAPLAIN page A4



Highlighting Cherry Point's Warriors



Director Tom Vaughan ("What Happens in Vegas," "Starter for 10") brings this true story to the screen from a screenplay written by Robert Nelson Jacobs, adapted from a book by Pulitzer Prize-winning writer Geeta Anand, "The Cure: How a Father Raised \$100,000 Million - And Bucked the Medical Establishment in a quest to Save His Children."

"Extraordinary Measures" is an inspirational and compelling story about a man who defies conventional wisdom and great odds and who risks his family's future to pursue a cure for his children's life-threatening sickness.

However, this film would have been better served as a Lifetime movie made for television.

STAFF SGT. LUIS A. LORENZO

JOB Title: Airframe mechanic technician **Unit:** VMA-542 Hometown: Silver Spring, Md. Date Joined: Sept. 21, 2001

What's your job? I inspect the quality of work other

airframe mechanics complete on the aircraft to ensure safety and that everything is done correctly.

What's your favorite part?

I like making sure pilots feel safe when they go out to fly by preventing something that could possibly go wrong when I inspect the aircraft.

What's the most challenging part?

While I was deployed to Iraq, I had to make sure all the Marines were out of the area when the aircraft was loaded with live ordnance. Making sure the Marines were safe was a top priority for me.

How do you support the missions of 2nd MAW and **MCAS Cherry Point?** By inspecting and dissecting the aircraft, I

ensure the pilots get their necessary flight hours, and we are mission ready.

Highlight Your Superstar

Have a Marine, Sailor or civilian you would like to highlight? Let the Windsock know. E-mail us at cherry.point.windsock@gmail.com or call 466-3542.



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AROUND THE CORPS MARY ANN NEDER









Influent water from sinks, shower drains and toilets around Cherry Point enters the plant for cleaning and reintroduction into the ecosystem. The plant treats 2 million gallons of water daily.

Cherry Point wastewater operators help to protect environment

LANCE CPL. RASHAUN X. JAMES

MCAS CHERRY POINT

The waste water treatment plant here is the largest of the four plants (water, sewage, waste and heating) aboard Cherry Point. Its purpose is to successfully treat the waste water created by personnel aboard Cherry Point and reintroduce it into the ecosystem without causing harm to the environment.

The process to reintroduce the water is extensive and in-depth.

According to TC Davis, the waste water treatment plant operator in charge, the wastewater treatment plant processes 2 million gallons of water daily.

After water from various sinks, shower drains and toilets aboard the air station makes its way through the sewage system and into the plant, bacteria is introduced, which breaks up the solid waste particles in the water. This is done with bacteria that is either grown in the laboratory at the plant or encouraged to grow naturally by the plant operators. No outside chemicals are involved in the process.

"We encourage the growth of certain bacteria at certain stages while the water moves through the plant," said Fred Schimmel, a waste water treatment plant operator. "It's all

a matter of adding the right cultures and regulating them at the right times."

Schimmel stated that the process could be automated by introducing computers that regulate the bacteria levels, but using experienced human workers makes the process more precise and cost-effective.

As the water enters the plant, it is put through the biological nutrient removal reactor, where ammonia nitrogen is converted to nitrate nitrogen, keeping the nutrient levels low in order to prevent harming wildlife in the nearby Neuse River, said Davis.

Next, clarifiers remove the solid particles in the water, including the bacteria used to treat the water. Any remaining bacteria and particles are removed when the water is run through the sand filters.

After passing through the sand filters, the water is disinfected by ultraviolet rays, which kill any remaining disease-causing pathogens.

Schimmel and his team work 8-hour shifts making sure that the plant has 24-hour coverage every day of the year. They are constantly observing the plant's activities by computer, as well as taking water samples in various stages of the treatment process and testing them in the lab. The samples are checked for bacteriological organisms, metals and other harmful elements.

"Tests are run on the water all day, constantly," said Schimmel. "We make sure substances such as ammonia, phosphorous and nitrates do not make it into the finished product."



What leaves the plant is far different from what is received, Schimmel explained.

"We are responsible for reporting directly to state authorities, since we discharge our treated water into the Neuse River," said Schimmel. "Everyone knows that the Neuse River is brown and muddy, but the discharge from the plant is clear. It's very impressive considering what we have coming in."

Schimmel and Davis consider the process to be vital education for the general public who, for the most part is relatively unaware of what happens to its waste water.

"It is essential for the public to be informed on the process we use," Davis said. "The work we do helps to make the receiving streams the public uses for recreation safe and clean.

"Public education is a big deal," Schimmel said. "People don't think about where their water goes. Our job is putting it back into the environment without doing any harm."



Clean, clear water from Cherry Point's waste water treatment plant leaves the facility on its way out to the Neuse River, Jan. 22. The plant workers must ensure the water they put out is safe enough to reintroduce into nature.



LANCE CPL. RASHAUN X. JAME

Fred Schimmel, a wastewater treatment plant operator at the waste water treatment plant aboard Cherry Point, studies bacteriological cultures using a microscope, Jan. 22. Certain bacterium are used in the treatment waste water process at the plant.

Fred Schimmel places a test tube of water into a tray. Operators at the waste water treatment plant are required to take samples of the facility's water daily.



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lose their talent."

Staff Sgt. Chris S. Garrison, a crew chief and flight line chief with HMH-366, said the training does not just address skill-proficiency.

"We do this type of training anywhere from 5-10 times a month," Garrison said. "In addition to proficiency, we also perform these exercises to train new Marines and to create combat-ready crews."

According to Harp, the CH-53E is capable of lifting and carrying multiple combat essential weapons and vehicles.

"This helicopter can carry up to 36,000 pounds," Harp added. "We can lift everything from artillery weapons to humvees." Garrison said there is some potential

CHAPLAIN from page A2

Often this goes unnoticed because we are swamped by waves that threaten to drown us. When we stop and search for even one good thing, we usually find it and maybe even a few more. Rejoice in this!

When we face uncertainty and doubt, when we are challenged with crisis and grief, we tend to become very serious minded and find little to laugh at. In a healthy way, may I ask you to think outside the box? What if you can find something silly and ridiculous in your situation? Can you trick yourself into joy by being light hearted and finding humor?

danger involved in landing support. "The Marines on the ground have to use a special pole to grab the connectors be- air station, and I'm excited to be here," cause of the electrical static created by the said Collier. "I know for a fact that I'm gohelicopter rotors," Harp said. "The pole ing to have a good time here." grounds the electricity so it does not shock the Marines."

Garrison said because of the nature of their job it is important to train in all types ticed nothing but total professionalism of conditions, so the Marines in the air and from the Marines and I ask that they conon the ground are prepared for whatever tinue that," said Collier. He also thanked they will face when it comes time for them to be called on.

"We train during the day and night," Harp said. "It is important to always be combat-ready.'

for joy is to remember others before our-

selves. When we lack peace and joy, we

often run away and hide. We look inward

instead of outward. It is the human thing to do, and whether we realize it or not it

serving with VMAT-203.

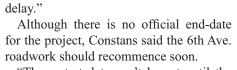
RELIEF from page A1

"I can see the camaraderie aboard this This is Collier's first duty assignment

aboard the air station. "As I walked around the hangar, I no-

DELAY from page A1

"Typically, groundwater in excavations would simply get pumped to the storm-water system, but this is not possible around the flight line," Constans added. "Ground water on 6th Ave. must be collected, tested, and treated due to environmental regulations concerning ground water contamination. The extra cost to deal with these environmental concerns has caused the



the Marines for their hard work in the

squadron and asked them to maintain their

esprit de corps, motivation and discipline.

"Sgt. Maj. Cherry developed a legacy

here, and I promise to uphold that legacy

and take the squadron to another level,"

The ceremony concluded with Marines,

families and friends who congratulated

both Collier and Cherry and wished them

said Collier.

good luck.

"The restart date can't be set until the modification is signed, but I anticipate the contractor will be able to restart by next week," Constans added. "The estimated completion date is mid to late March."



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Marines gain mission readiness through refueling training

LANCE CPL. RASHAUN X. JAMES

Leathernecks with Marine Wing Support Squadron 271 participated in tactical refueling training alongside Marines with the 26th Marine Expeditionary Unit, Jan. 27. The training took place at Landing Zone Bluebird at Marine Corps Base Camp Lejeune, N.C.

According to Gunnery Sgt. Leroy Pianka, the mission commander for the forward arming and refueling point, this kind of training allows his Marines to refuel and rearm various types of rotary wing aircraft in a relatively short period of time.

"Altogether it's about a 40-to 45-minute process," said Pianka. "Bulk fuels specialists, aircraft rescue firefighters and aviation ordnance Marines all come together to make the process run smoothly."

Sgt. Eric W. Reid, a bulk fuels specialist with MWSS-271, served as a line safety noncommissioned officer for the training exercise. The LSN guarantees that the fuel moves from its storage tank to the aircraft successfully. The LSN also informs his Marines when to stop the flow of fuel.

"I'm responsible for keeping an eye on the meter and making sure that no fuel is spilled," said Reid. "The jet propellant is a hazardous material that can't afford to be spilled on the ground. If any is spilled, we have to immediately dig up the ground where the spill happened until all traces of the fuel are gone."

Safety is paramount when performing a tactical refueling operation. Communication from the pilots to the Marines on the ground is crucial to a safe and successful refueling and rearmament operation. In a deployed environment, it's necessary for everyone to be aware of the dangers the aircraft pose, as well as the rounds that might come downrange at any time, said Reid.

"In a combat environment we have a team that provides security for the operation," said Reid. "We still have to make sure we concentrate on what we're doing, especially when someone is aiming in on us."

Before the bulk fuels specialists can refuel the aircraft, aviation ordnance Marines move in quickly to disarm and rearm the birds.

"We load the ordnance on and off to simulate a combat situation," said Gunnery Sgt. James Saylor, an aviation ordnance technician with Marine Light Attack Helicopter Squadron 467. "We allow the aircraft to receive their fuel and ordnance in one place, so they can continue to put more rounds on target."

Multiple ground units in the area request the support of MWSS-271 from time to time to make sure they are up to speed on how the tactical refueling process works, said Pianka. The training really gives his Marines a chance to shine.

"This is such a huge combined-arms exercise," said Pianka. "This is where the money is made for our guys. These Marines get a lot out of it." A properly functioning FARP is imperative in combat.

"No operation would be able to take place without the fuel we provide," said Reid. "It really makes us feel like we're doing something important."

"Out here we make all the pieces of the puzzle come together. It's the best thing in the world seeing it all happen in a tactical environment," said Pianka. "Marines make things happen and do everything professionally. That is why the rest of the world fears and loves us."



Sgt. David M. McClelland and Lance Cpl. Alexander D. Williams, two refueler operators from Marine Wing Support Squadron 271, wait to stop the fuel flow from an MK970 refueler. Marines from MWSS-271 participated in a forward arming and refueling point training exercise at Landing



Zone Bluebird, Marine Corps Base Camp Lejeune, Jan. 27.

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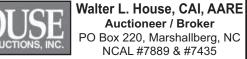
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Patient transport



Marines and Sailors medevac a Haitian woman from Grand Saline, Haiti, Jan. 25. The troops, assigned to the 24th Marine Expeditionary Unit, surveyed the area to determine what could be done to assist earthquake victims.









Marines keep needs from getting lost in translation

GUNNERY SGT. ROBERT PIPER

ST. MARC, Haiti – Before Marines leave the comfortable confines of their deployed homes, they have a checklist of missionessential items they never leave home without – Camelbak, water, chow, communication gear and, most importantly, a translator.

Whether patrolling the dusty countryside of south Helmand or walking the streets of Haiti, communicating with those who need our help most is vital to mission success. As the 24th Marine Expeditionary Unit continues to assess previously inaccessible regions in earthquake-stricken Haiti and provide medical assistance, it relies heavily upon a few of its own to bridge the language divide.

"I had no idea I would ever be doing anything like this in the Marine Corps," said Lance Cpl. Drivenel Alfred, who was born in Port-de-Paix, Haiti. "It makes me feel great to have this opportunity to help both the Marine Corps and my people."

Assessment teams have traveled to different towns throughout Haiti since the end of last week, looking for the same information in each location. The translators have to quickly speak with hundreds of locals to find out where hospitals, schools and city government buildings and officials are located, in addition to reassuring the masses that gather at every landing zone.

"I talk to the Haitian people, get the information we need to assess a location, and ensure they know that we're here to help them as best we can," said Pfc. Rodney Gustave, field wireman, Comabt Logistics Battalion



SGT. ANDREW J. CARLSON

Cpl. Reginald Chery, tank mechanic, Tank Platoon, Company A, Battalion Landing Team 1st Battalion, 9th Marine Regiment, a translator for one of the assessment teams, finds out who the key leaders are for the St. Marc region of Haiti. Marines and Sailors with the 24th Marine Expeditionary Unit and the Nassau Amphibious Ready Group conducted an assessment of St. Marc, Haiti. These Marines and Sailors handed out Meals Ready to Eat and bottled water to the patients at the St. Nicholas Hospital in St. Marc. Haiti was devastated by a magnitude 7.0 earthquake, Jan. 12.

24, 24th MEU, and a Miami native of Haitian descent. "I just want to accomplish the mission and get as much information as possible, so we can further assist them."

For Cpl. Reginald Chery, tank mechanic, Company A, Battalion Landing Team, 1st Battalion, 9th Marine Regiment, 24th MEU, his mission is more than a job – it's a homecoming, as he visited St. Marc, the

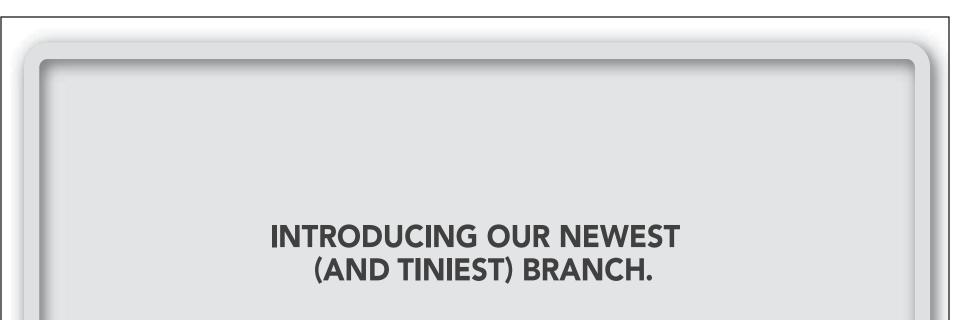
town of his birth.

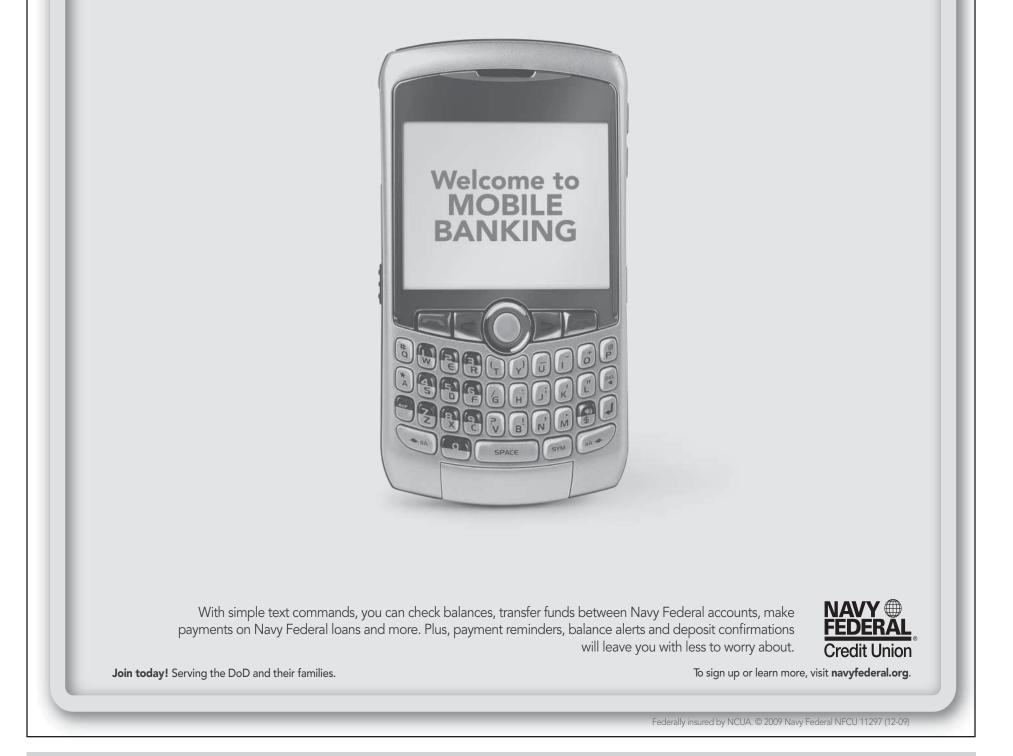
"It felt really good to get in touch with friends of the family who I saw during the mission and make sure they were all safe," Chery said. "It was all familiar, a lot of places I already knew. I felt like I could really help."

Though all Marines are excited to contribute to mission success and getting help

where it is really needed, the realities of the destruction doesn't escape them.

"Being here is kind of sad, but I focus on my job," said Alfred. "It's hard, we see some heartbreaking things, but we still have to get the job done. That's what Marines do."





www.thewindsockonline.com





'Raiders' simulate refueling at 17,000 ft.



An AV-8B Harrier with Marine Attack Squadron 211 connects with a refueling drogue from a KC-130J Hercules with Marine Aerial Refueling and Transportation Squadron 352 during a simulated aerial refueling mission over southeastern California, Jan. 14.

LANCE CPL. ALEXANDRA M. HARRIS MCAS MIRAMAR

MARINE CORPS AIR STATION MI- Twentynine Palms, Calif. RAMAR, Calif. – In a combat zone, a pilot can't exactly pull a fighter jet into a gas station and "top off the tank." He needs an aerial gas station flying at more than 17,000 feet with the capability of pumping 300 gallons or more of fuel per reviewed all of the flight planning deminute – a KC-130J "Hercules" does the tails. job just fine.

Simulating aerial refueling was part of Marine Aerial Refueling and Transportation Squadron 352's four-hour training flight they performed in a KC-130J Hercules, Jan. 14.

The flight supported aircraft participating in Exercise Mojave Viper, a 30day pre-deployment training event held at Marine Air Ground Combat Center

The crew prepared for the flight by in- feet. specting the aircraft and reviewing specific flight details, such as how much fuel they would need. About two hours before the flight, the crew also held a brief that

"This flight is pretty routine," said Capt. Christopher Robb, a pilot with the squadron. "We perform these kinds of flights around three or four times a week. We help support just about every squadron that we can."

During the flight, the Raiders simulated fueling two AV-8B Harriers from Marine

Attack Squadron 211, Marine Aircraft system. Group 13, 3rd Marine Aircraft Wing and I Marine Expeditionary Force, at 17,000

Both Harriers maneuvered to less than 100 feet away from opposite sides of the tanker and connected with the 80-foot refueling noses that were stretched out from the sides of the KC-130J. Although they did not actually receive fuel, the aircraft practiced moving into position several times.

While the Harriers positioned themselves toward the refueling noses, KC-130J loadmasters watched through small observation windows at the rear of the tanker and relayed information to the pilots through an inner-communications

"We act as the aerial observers during refueling missions," said Lance Cpl. Michael Vanausdoll, a loadmaster with VMGR-352.

Without aerial refueling, ground units would have to wait for supporting aircraft to fly from an installation. Instead, the KC-130J can circle an area for long periods of other time and remain on-call.

Although the flight was routine for the Raiders, the training and practice they provide to pilots of aircraft will lend itself to not only more extensive training missions but will enhance flying time and mission capabilities in combat zones.



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Low flying aircraft



Capt. Nicholas J. Harvey, a pilot with Marine Heavy Helicopter Squadron 465 from Marine Corps Air Station Miramar, Calif., checks the coordinates for his next destination on the air station, Jan. 17.

ANEW PLACE TO CALL YOUR OWN

Atlantic Marine Corps Communities at Cherry Point offers Officer **Bachelors** (bonafide and geo) the convenience of working close to home and the comfort of being surrounded by neighbors who share your lifestyle.

* Some restrictions apply.

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^ Roommate optional.

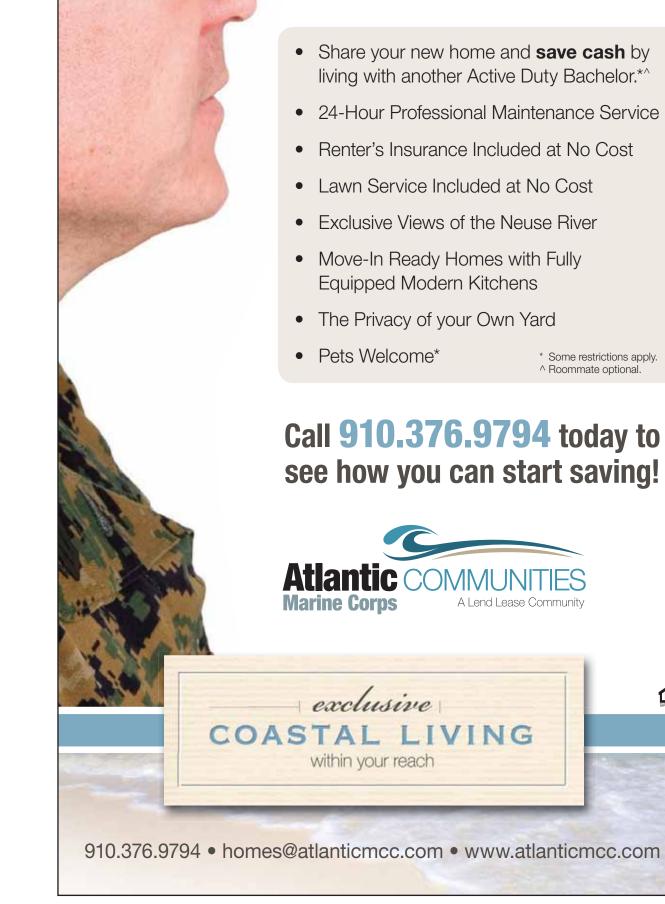


POLICE OFFICER **Cherry Point Marine Corps Air Station Cherry Point, N.C.**

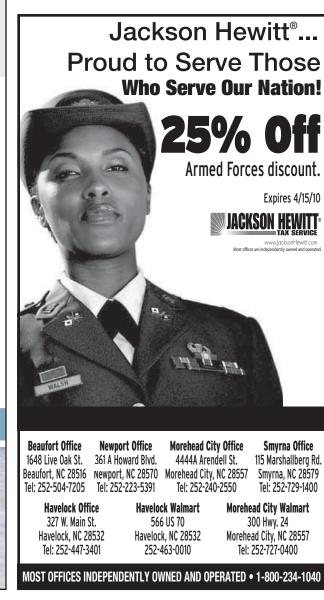
Make a positive difference. In this occupation you may perform a variety of duties, related to preserving the peace. You may investigate, detect and prevent crimes, arrest violators, provide assistance to those in emergency situations and protect the civil rights of citizens. You may also be involved in dealing with counter-terrorism operations, security breaches, investigations and crime prevention. Protect and serve our nation-apply today.

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- 9. Must be able to read, write, and speak English
- 10. Must be able to pass a national agency check and local background check
- 11. Must be at least 21 years of age
- To obtain more information please call (252) 466-4428 Or apply on line at USAJobs.Gov and CHART.DONHR.NAVY.MIL





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LANCE CPL. RASHAUN X. JAN

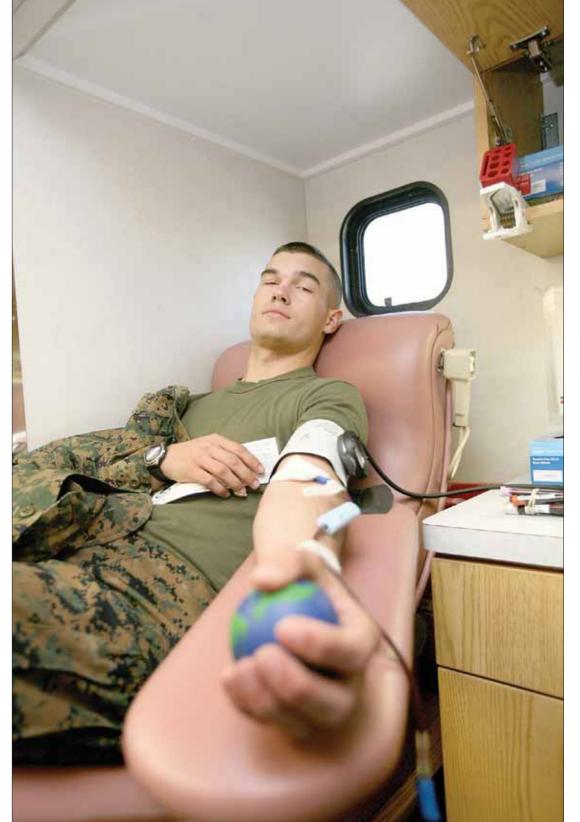
Petty Officer 3rd Class Albert Tuazon, a hospital corpsman from the Camp Lejeune Naval Hospital, records Lance Cpl. Bryan Rivas' vital signs during the blood drive, Jan. 29. Rivas is an air support heavy equipment transport operator with Marine Air Support Squadron 1.

Blood drive supports deployed troops

LANCE CPL. RASHAUN X. JAMES MCAS CHERRY POINT

The Camp Lejeune Blood Donor Center paid a visit to Cherry Point to further its mission of collecting blood for deployed service members, Jan. 29.

Marine Air Support Squadron 1 hosted the center's visit and allowed its staff of active-duty military personnel, military retirees and contracted civilians to set up shop in their parking lot.



"With the war going on, there is a definite shortage of blood for deployed troops," said Calvin Glazier, a recruiter for the center. "The blood donor center is a joint effort between all the services. With all the military organizations working together, we are able to come through with what each service's needs are."

The staff utilized two buses to collect their blood donations, explained Jay Jacome, the blood donor center coordinator and lead phlebotomist.

"The first bus allows the donors to register and have their vital signs checked, such as blood pressure and hemoglobin levels," Jacome said. "After the donors have been screened, they move to the main bus where they are interviewed and hopefully, after passing the interview, are able to donate blood."

Jacome has been with the blood donor center for seven years. He served in the United States Air Force for 23 years, retiring as a master sergeant.

"I enjoy what I'm doing," Jacome said. "I like working with the young people and all the services really need this blood."

According to Glazier, although more than 100 people might register to donate blood in a day, about 60 are qualified to donate. A number of factors can contribute usually to someone being disqualified including tattoos or body piercings within the last year and whether the individual has been recently deployed. Donors are allowed to donate their blood every 57 days.

"We need all blood types," Glazier said. "However, we're always looking for rare types such as type O positive and negative and type AB positive and negative."

Some donors, such as Sgt. Jamie Taylor, the supply chief for MASS-1, donate on a regular basis.

"I do it because it's the right thing to do," Taylor said. "I make sure I donate whenever I'm eligible. I'm even on the American Red Cross five-gallon list."

Though a particular unit may host the blood donor center, anyone who wishes to register for donation may do so.

"It's a must that we give support to the troops fighting oversees," Glazier said. "Donating blood is way of contributing to that cause. We really appreciate all the support we get from Cherry Point."



The Camp Lejeune Blood Donor Center uses two specifically designed buses to conduct blood collections.

LANCE CPL. RASHAUN X. JAMES

Pfc. Zachary Schlueter, a direct air support center network operator with Marine Air Support Squadron 1, donates blood at the Camp Lejeune Blood Donor Center, Jan. 29. The Camp Lejeune Blood Donor Center visited Cherry Point through its host, MASS-1.







Fleet Readiness Center East employees stand together for a graduation photo at the Havelock Tourist and Event Center, Dec. 8. Ninety-seven artisans graduated the wage grade developmental programs.

FRC East graduates wage grade programs

SPECIAL TO THE WINDSOCK

FRC EAST

Newport Mayor Derryl Garner and Fleet Readiness Center East Commanding Officer Col. L. Scott Loch, presented Department of the Navy, North Carolina Department of couraged the command to continue its efforts supporting developmental programs. Labor and U.S. Labor Department certificates to 97 graduates of FRC East wage grade developmental programs at the Havelock Tourist and Event Center, Dec. 8.

Also attending the ceremony were many of FRC East's division and department heads, supervisors, members of training committees and trade panels, graduate families and friends

Garner congratulated the graduates and "talked to them from the heart" about the his- siever@navy.mil.

Safety tips on how to prevent sexual assault

SPECIAL TO THE WINDSOCK SAPR.MIL

While individuals of both genders are friend some time to deal with the crime. perpetrators of sexual assault, the majority of those who commit sexual assaults are member. Sexual assault is a crime that men. Even so, it is important to remember takes away an individual's power, it is imthat the vast majority of men are not rap- portant not to compound this experience ists.

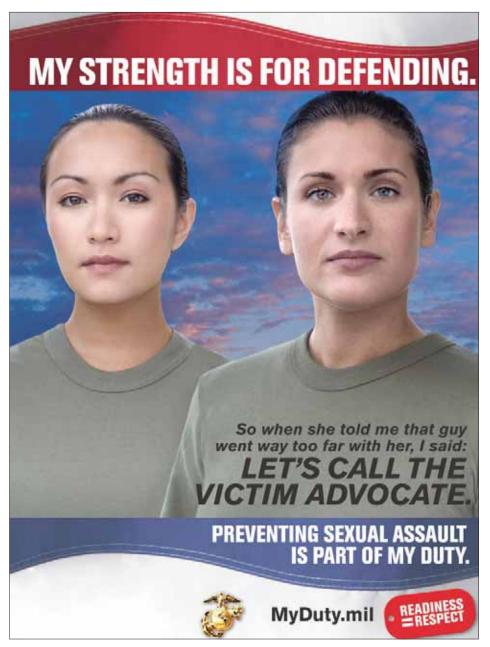
• Listen. Be there. Don't be judgmental. · Be patient. Remember, it will take your

• Help to empower your friend or family by putting pressure on your friend or family member to do things that he or she is not ready to do yet.

tory of FRC East's developmental programs. He said the entire state was proud of the depot, its accomplishments and its employees and pledged continued support from the local community in maintaining its strong partnership with FRC East. Garner also en-

FRC East was named the Wage Grade Developmental Programs Center of Excellence for Naval Air Systems Command during 2009, for its track record of providing comprehensive training programs to its wage grade and blue collar workforce.

For more information on wage grade developmental programs or the Wage Grade Developmental Programs Center of Excellence, contact Sue Siever at 464-9471 or sue.



There are many things men and women can do to help prevent sexual violence.

If you see someone in danger of being assaulted:

• Step in and offer assistance. Ask if the person needs help. NOTE: Before stepping in, make sure to evaluate the risk. If Online Hotline. it means putting yourself in danger, call 911 instead.

• Don't leave. If you remain at the scene and are a witness, the perpetrator is less likely to do anything.

• If you know the perpetrator, tell him or her that you do not approve of what is happening. Ask him or her to leave the potential victim alone.

Be an ally:

• When you go to a party, go with a group of friends. Arrive together, check in with each other frequently, and leave together. • Have a buddy system. Don't be afraid to let a friend know if you are worried about his or her safety.

If someone you know has been assaulted:

• Let your friend know that professional help is available through the National Sexual Assault Hotline, at (800) 656-HOPE and the National Sexual Assault

• If your friend is willing to seek medical attention or report the assault, offer to accompany them wherever they need to go (police station, campus security, etc). Changing the culture:

There are certain things in our culture that make sexual assault more probable. By speaking out and educating ourselves and others, we can help to decrease the number of sexual assaults.

• Become knowledgeable about the issue and share your knowledge with others.

• Volunteer for your local rape crisis center and help educate your community about preventing sexual violence.

For more information on sexual assault prevention and response, visit the Web site at http://www.sapr.mil.

Helpful hints to keep personal information secure

SPECIAL TO THE WINDSOCK

age from identity theft.

tablished fraudulently.

• File a police report with local law enforcement officials. This is an essential step in claiming your rights. • Report your theft to the Federal Trade Commission, on-

line, by phone, or by mail. And before identity theft happens, learn how to safeguard your information at ftc.gov/idtheft.

tion has been compromised?

The bottom line for online threats like phishing, spyware and hackers is identity theft. Identity theft occurs pered with or established fraudulently. why it's important to protect your personal information. ing documents. gov/idtheft.

tial for the theft of your identity.

take certain steps quickly to minimize the potential dam- reports carefully. The alert tells creditors to follow certain officials to help you with creditors who may want proof of procedures before they open new accounts in your name the crime. This report will also help you claim your rights • Close any accounts that have been tampered with or es- or make changes to your existing accounts. The three na- as a victim of identity theft. tionwide consumer reporting companies have toll-free • Report the theft to the Federal Trade Commission. Your numbers for placing an initial 90-day fraud alert. • TransUnion: www.transunion.com, (800) 680-7289 • Experian: www.experian.com, (888) 397-3742 • Equifax: www.equifax.com, (800) 525-6285 Placing a fraud alert entitles you to free copies of your How to report if you have been a victim of identity credit report. Look for inquiries from companies you theft: Identity Theft: What happens if your personal informa- haven't contacted, accounts you didn't open, and debts on your accounts that you can't explain.

• Close accounts. Close any accounts that have been tam-

credit card number or other personal information without where an account was opened or changed without your of identity theft. your permission to commit fraud or other crimes. That's permission. Follow-up in writing with copies of support-

To find out how to deter and detect identity theft, visit ftc. • Use the ID Theft Affidavit to support your written statement

But, according to onguardonline.gov, if your personal • Ask for verification that the disputed account has been information is accidentally disclosed or deliberately sto- closed and the fraudulent debts written off.

len, taking certain steps quickly can minimize the poten- • Keep copies of documents and records of your conversations about the theft.

It's important to protect your personal information and • Place a "fraud alert" on your credit reports and review the • File a police report. File a report with law enforcement

report helps law enforcement officials across the country in their investigations. You can reach the FTC by going to: online: ftc.gov/idtheft or by phone at: (877) 438-4338 or TTY, (866) 653-4261.

If your information has been misused, file a report about your identity theft with the police, and file a complaint with the Federal Trade Commission at ftc.gov/idtheft. Read Take Charge: Fighting Back Against Identity Theft when someone uses your name, social security number, • Call the security or fraud departments of each company for detailed information on other steps to take in the wake



THE LOCAL BUZZ

Announcements

Indicates new announcement

Defense Finance and Accounting Service

The latest newsletter from the Defense Finance and Accounting Service is as follows:

BAH/OHA Overpayments: Basic Allowance for Housing and Overseas Housing Allowance overpayments continue to be a problem for military services.

All changes in dependency status must be reported. There are severe penalties for false claims. To find out more, visit http://www.dfas.mil/mil-news/finaledition/bahohaoverpayments.html.

Post 9/11 GI Bill: To learn more, visit the Web site at http://www.dfas.mil/mil-news/finaledition/post911gibill. html

Operation Blue to Green Program: If you are an active duty service member and want to continue serving your country but in a different service, then visit the Web site at http://www.dfas.mil/mil-news/finaledition/operationbluetogreenprogram.html.

Military Family Separation Allowance: Family Separation Allowance provides military members with dependents compensation for added expenses incurred due to military orders away from their dependents.

In order to receive FSA, the separation must be involuntary

For more information, visit the Web site at http://www. dfas.mil/mil-news/finaledition/militarytomilitaryfamilyseparationallowancefsa.html.

DOD Adoption Reimbursement Program: The Department of Defense has a program to reimburse service members of any branch for the many expenses incurred when adopting a child.

To see if you qualify, visit the Web site at http://www. dfas.mil/mil-news/finaledition/dodadoptionreimbursementprogram.html.

► Free Classified Advertisements

Service members, military dependents, Department of Defense and Marine Corps Community Services employees are eligible to submit a classified advertisement in the Windsock for free.

You can post a classified advertisement as follows:

Visit the Cherry Point Web site at http://www.cherrypoint.usmc.mil and follow the link in the middle of the page for Free Windsock Ads. The direct link is http:// www.cherrypoint.usmc.mil/cpwinad.asp. In order to use this link, your computer must be capable of Outlook or another mail service program.

E-mail your ad to the Joint Public Affairs Office at chpt. jpao.omb@usmc.mil. Put "Windsock Ad" in the subject line and format your e-mail to include the information

Monthly and Weekly Events

Gifts and Decorations

Treasures of the Point Gift Chapter 26 of the Disabled Shoppe, located inside The Whistle American Veterans meets on the Stop, building 1691, sells one-of-athird Tuesday of each month at the kind gifts for family and friends. Veterans of Foreign Wars Post 7315 in Havelock at 7 p.m.

The Whistle Stop has decorations at less than retail prices.

For more information, call 444-Matthers at 447-2761. 0949 or visit the Web site at http://

needed to ensure your ad goes in the right place. For more information and full guidelines, visit the Windsock ad submission Web site at http://www.cherrypoint.usmc.mil/cpwinad.asp.

Combined Federal Campaign

The Combined Federal Campaign will cosponsor a blood drive with the Armed Services Blood Program in the main exchange parking lot from 9 a.m. to 1 p.m., Feb. - 9.

For more information, contact Cal Glazier at 910-450-4628.

► Free Wilderness Expeditions

Outward Bound is offering free wilderness expeditions for Operation Iraqi Freedom and Operation Enduring Freedom veterans who were deployed or pending medical screenings.

The 5-7 day expedition includes backpacking, rock climbing, canoeing, dog sledding, sailing, sea kayaking and white-water rafting. The dates are available year round.

For more information, visit the Web site at http://www. outwardbound.org/index.cfm/do/cp.veterans. To enroll, please call (866) 669-2362 extension 8387.

► North Carolina Clean Water Act

The North Carolina Clean Water Act of 1999 requires owners of wastewater treatment works to make a System Annual Performance Report available to their customers upon request.

An annual performance for the Cherry Point wastewater collection and treatment system has been prepared and may be obtained free of charge by contacting Glenn Hartzog of the Environmental Affairs Department at 466-4789.

Building New Bern Free Day

The Tryon Palace Historic Sites and Gardens will host a free day themed as "Building New Bern," Saturday from 9 a.m. to 5 p.m., at the Tryon Palace in New Bern.

Free activities include lawn games, windmill and candle decorating, and more.

Visitors are asked to pick up their free passes in the Tryon Palace Visitor Center at the corner of Pollock and George Street.

For more information, visit the Web site at http://www. ncculture.com.

Tylenol and Motrin Recall

McNeil Consumer Healthcare is recalling certain lots

8063 or 447-2109.

of over-the-counter products in the Americas, the United

Domestic Violence Victims A support group for victims of domestic violence is provided by the Carteret County Domestic Violence For information, contact Doug Program.

> The group meetings are held every Wednesday at 6 p.m.

Arab Emirates and Fiji.

The company is initiating this recall following an investigation of consumer reports of an unusual moldy, musty, or mildew-like odor that in a small number of cases was associated with temporary and nonserious gastrointestinal events.

These include nausea, stomach pain, vomiting and diarrhea. McNeil Consumer Healthcare has determined that the reported uncharacteristic smell is caused by the presence of trace amounts of a chemical called 2,4,6-tribromoanisole.

A small number of the product lots being recalled were associated with complaints of the odor, and some of these lots were found to contain trace amounts of TBA.

This information along with photos of the subject products is available on the manufacturer's Web site at: http:// www.mcneilproductrecall.com/.

Marine and Family Services

Marine, Family Services Office Numbers

The Family Member Employment Assistance Program, Transition Assistance Management Program, Relocation Assistance Program, and accredited financial counselors can be reached at 466-4401.

• The Exceptional Family Member Program can be reached at 466-7547.

• The Family Counseling Program, 466-3264.

• Retirees can contact the Retired Activities Office at 466-5548.

• The Substance Abuse Counseling line, 466-7568.

• New parents can call the New Parent Support Program at 466-3651.

Budget For Baby

The Navy-Marine Corps Relief Society offers Budget for Baby classes.

Learn about and plan for new expenses. Call 466-2031 for information or to register.

Veterans' Assistance

A representative from the Veterans Affairs Office visits Cherry Point each Thursday in building 232. Call 466-4401 for assistance.



FRIDAY'S NIGHT CLUB (AKA CLUB INSOMNIA)

CENTENNIAL ENTERPRISES, INC DOLL HOUSE EASY MONEY CATALOG SALES FANTASIES

MCAS CHERRY POINT AREA MCB CAMP LEJEUNE AREA BELL AUTO SALVAGE II

ILLUSIONS

BOTTA BOOMS Carland

www.cherrypointosc.org.

Together For Life

Feb. 2, 1944

Feb. 11, 1922

The "Together for Life" one-day premarital seminar is held for active duty personnel age 26 and under, within 90 days of marriage.

Please visit the chapel Web site at https://www.cherrypoint.usmc.mil/ chapel/default.asp to sign up.

Al-Anon Family Group Meet There are Al-Anon Family Group meetings Tuesdays, 8-9 p.m., for family members and friends of School Volunteers individuals who may have or had alcohol problems in their lives.

Disabled Veterans

First Baptist Church. It is not their reading programs. religious, but spiritual in nature. For more information, call 447- Bagley at 466-4196.

For more information, call 728-3788.

Mentors are needed for individual students in schools. Several schools The meeting is held at Havelock have also requested volunteers for For more information call Donna



The 4th Marine Division, as part of the first assault on islands controlled by the Japanese before the start of World War II, captured Namur and eight other islands in the Kwajalein Atoll.

Brig. Gen. John H. Russell was appointed U.S. High Commissioner and personal representative of the President to the government of Haiti. This nineyear assignment placed this future commandant in supreme command of both the occupying American force and the Haitian Gendarmerie.

Operation Eagle Eyes

Tests of security

Are you aware of any attempts to penetrate or test physical security or procedures at the military facility?

> If you observe this or other suspicious incidents, call 466-3616 or 466-3617 immediately. MCAS Cherry Point Emergency Dispatch

JACKSONVILLE SPEEDWAY AUTO PARTS JOSHUA EXPERIENCE/ CLUB ACCESS LAIRDS AUTO & TRUCK CENTER MILITARY CIRCUIT OF JACKSONVILLE Par Tech PLAYHOUS PLEASURE PALACE PRIVATE PLEASURES (AKA CARRIAGE HOUSE) RACEWAY AUTO PARTS **REFLECTION PHOTO** SOUTHERN COMFORT STUDENT ASSISTANCE COMPANY TALK OF THE TOWN II TENDER TOUCH (AKA BABY DOLLS) Ty's R&R VETERANS AFFAIRS SERVICES



Hotlines

2nd MAW Command Inspector General 466-5038

If you are a victim of sexual assault Immediately call 466-3264 during working hours or (800) 208-8086 after hours and on weekends. The person answering the call will help you decide the next steps to take. You may remain anonymous. This procedure is not to replace calling 911 if you are in immediate danger. Remember, it's not your fault. Support is available.

Severe weather and force protection information Military personnel call 466-3093. FRC East personnel call 464-8333. DDCN personnel call 466-4083.

Fraud, Waste and Abuse If you know of or suspect any fraud, waste or abuse aboard MCAS Cherry Point, call 466-2016. This line's automated answering service is available 24 hours a day.





SPRINT CUP

TV: FOX

When: Feb. 6, 8 p.m. (ET)

2009 winner: Kevin Harvick

Race: Budweiser Shootout at Daytona

Where: Daytona International Speedway

• • • •

The Windsock

NATIONWIDE SERIES

Where: Daytona International Speedway

Race: Camping World 300

When: Feb. 13, 3 p.m. (ET)

2009 winner: Tony Stewart (left)



Race: Nextera Energy Resources 250 Where: Daytona International Speedway When: Feb. 12, 8 p.m. (ET) TV: SPEED 2009 winner: Todd Bodine



TV: ESPN

Soaking in the win

A bold move by a rookie crew chief pays off for reigning Daytona 500 champion Matt Kenseth

uring the recent Preseason Thunder media event at **Daytona** International Speedway, Matt Kenseth was introduced as the reigning champion of the Daytona 500. With his dry Midwestern sense of humor, he acted as if the host had welcomed the "raining champion," a reference to the fact that Kenseth got his, and his Roush Fenway Racing team's first Daytona 500 victory by taking the lead just as rain halted the race 112 miles shy of the advertised 500.

To the casual observer, Kenseth's win was largely a fluke, a giant reward for being in the right place at the right time when a Sprint Cup race suddenly turned into a game of musical chairs at 200 miles per hour. But in a recent interview, his thenrookie crew chief Drew

Blickensderfer told the tale from his side, and it sounds more like a traditional racing victory than a stroke of luck.

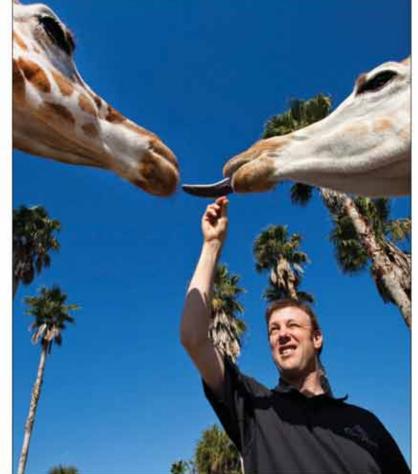
The scenario that put Kenseth in position to win started during the Budweiser Shootout the week before. "We were actually running second

with one [lap] to go, got booted out of the way and kind of shuffled back and ended up wrecking our race car, so that was wreck number one," Blickensderfer said.

Then it was on to Thursday's 150mile qualifying race, where another good race car was collected in a crash. That was when Blickensderfer, in his first race as a Cup crew chief, had his first real test.

Kenseth wanted to run the repaired Bud Shootout car in the 500, but Blickensderfer vetoed the veteran driver and chose the back-up car sitting up top in the team's transporter.

"That was the point when I knew I was the leader," Blickensderfer said. But it was a tough call, as Kenseth



Defending Daytona 500 champion Matt Kenseth on a recent promotional trip to Busch Gardens Tampa Bay. (NASCAR photo)

implored him to run the Shootout car. "[Kenseth] said, 'That's a terrible decision. That car hasn't been on the race track. Our Shootout car was just fine. Get it fixed and bring it back up here," he said.

Blickensderfer held his ground, knowing the team's data showed the backup to be as good as any car they could run. "I made that decision," he said. 'But 1 remember going home that evening saying, 'Oh no, I just made Matt mad. He's a superstar in the sport and a champion, and I'm this rookie crew chief that just put his foot down the first week of the year. This might be a long year.""

was just a matter of time before we could take off."

> But with rain imminent, they still had to time it just right, and not get caught making a pit stop just before the rain started.

The rookie crew chief handled the situation like a veteran. "We came and got tires towards the

Mechanical issues bedevil drivers

Jimmie Johnson got to experience something in the Rolex 24 at Daytona that he's been missing out on in NASCAR's Chase for the Sprint Cup - a driving mistake and mechanical failures that eventually put the four-driver team out of the race. During Thursday's practice session, Johnson crashed the

Gainsco No. 99 that he co-drove in the around-the-clock endurance race. He pitched in by offering his personal jet to ferry the parts needed to get back on the track.

Then in the race, the team experienced problems with first gear and then the oil pump, the latter finally sending them to the paddock for good with about four hours left to run.

Still, Johnson, the four-time and defending Cup champion, told reporters that he was happy to be participating in a major sports car race.

"I am proud to drive for this team and proud to be a part of it," he said. "The extra work I put on the team on Thursday I feel terrible about, but we really overcame that and it wasn't an issue in the race

"We had a very competitive car, and then unfortunately we lost first gear and then had the engine problem, but I love racing with the team and I love being down here and being a part of it. "I look forward to the future."

All in all, it wasn't the best of weekends, mechanically speaking, for Sprint Cup drivers running sports cars.

A.J. Allmendinger finished seventh after a late-race mechanical problem, but he was upbeat afterward.

"I felt like this was the best 24 that I've ever run," he said. "I had a triple stint starting around 3 a.m. and then was ready to run a lot of laps with a triple again to get it to the finish. This was no one's fault. Everyone worked really hard. ... It's disappointing, but we'll be back, no question."

Juan Pablo Montoya, driving for his Cup car owner Chip Ganassi, was expected to contend for the win, but his team was the first Daytona Prototype to drop out of the race.

The overall 24 win went to a new team, Action Express Racing, with drivers Terry Borcheller, Joao Barbosa, Ryan Dalziel and Mike Rockenfeller.

It was a different story elsewhere for Cup drivers getting tuned up for Speedweeks. Kyle Busch won the CRA Super Late Model 250 at Lanier National Speedway in Braselton, Ga., with a threewide pass of fellow NASCAR drivers Steven Wallace and Cale Gale with 104 laps remaining. It was his second straight win in the event.

And out in California in the NASCAR Toyota All-Star Showdown at Irwindale, Joey Logano got his second straight victory in the event even though most of the post-race buzz was about 16-year-old Sergio Pena, who gave Logano a strong challenge throughout the 225-lap main event.

Purses to be cut

The still-slumping economy appears to have taken another budget bite in the NASCAR world. Series officials told several news outlets that the purse money paid to teams in the Sprint Cup, Nationwide and Camping World Truck Series will be cut by about 10 percent this year.

Last year we launched an industry-wide effort to help the



Matt Kenseth speaks with the media during NASCAR Preseason Thunder Fan Fest at Daytona. (NASCAR photo)

On the Sunday afternoon of the 500, Kenseth had to start in the rear because of the car switch, but the team overcame that by pit strategy and soon had Kenseth among the top 10.

The way Blickensderfer saw it, there were only three or four cars that were faster than Kenseth, and all of them wound up getting wiped out in a wreck that Kenseth barely missed.

"So late in the race when we were running in the top three, the cars around us weren't as fast as we were and I knew it," he said. "I knew it

end of the race because we knew the rain was coming," he said. "The last two or three cautions we staved out knowing it was coming. They were quick cautions."

At that point, all Kenseth really had to do was pass the leader, Elliott Sadler, And third-running Kevin Harvick, knowing Kenseth had the faster car, agreed to stick with him in the draft.

"So with a single-file restart it was just up to Matt to make the right move on Sadler," Blickensderfer said. Kenseth did, and the race was over. Blickensderfer's only regret was that he didn't take time to soak in

the win a little more. "Six months later I kept thinking

to myself, 'I wish I could have Daytona back again," he said. "You want to grasp Victory Lane and winning the biggest race of your life over again."

sport manage budgets in this economy," NASCAR spokesman Ramsey Poston told ESPN. "NASCAR did the right thing to work with the tracks to reduce their costs in order to manage the economic realities. In return, the tracks have done a great job reducing ticket prices and enhancing the fan experience. Likewise, we worked with the teams to contain costs such as elimination of testing and other steps. This is consistent with how virtually every sport and business has adjusted to the economy over the past year."

The Charlotte Observer also reported that it has been told that NASCAR is cutting salaries of some supervisors and scaling back spending on things such as travel.

Drivers make powerful list

Several NASCAR drivers made Business Week's list of America's 100 most powerful athletes. Factors in the decision include on-track performance and off-track earning power.

Cup champion Jimmie Johnson ranked 21st; Jeff Gordon, 28th; Mark Martin, 41st; Dale Earnhardt, Jr. 45th; Tony Stewart, 48th; Carl Edwards, 67th; and Kyle Busch, 70th. Danica Patrick, an IndyCar star who plans to run a limited Nationwide Series schedule, was 88th.

Truck champ Martin 'not done winning'

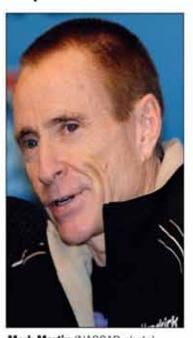
Mark Martin's spirited battle for the Sprint Cup championship last year, at age 50, made him the sentimental favorite among people on both sides of the catch fence. A driver competing for titles with

an age around the half-century mark is a fairly rare thing in racing, but it's been commonplace in the Camping World Truck Series.

Ron Hornaday Jr., 51, is the truck series' defending champion, and he also won the title in 2007. This year he'll be trying to win his fifth, and win it with a new crew chief, Dave Fuge, as his former pit boss, Rick Ren, has moved over to run Kyle Busch's fledgling truck program.

Hornaday is a scrappy racer, known for his aggressiveness on restarts and for his ability to hang on in the sport through rough stretches that would have put less determined drivers on the sidelines for good.

The son of a pioneering NASCAR driver, Hornaday has been a fixture on the NASCAR scene since the early 1990s. He made his first major league start in the Sprint Cup race at Sonoma, Calif., in 1992, starting 17th and finishing 32nd. He made 45 Cup starts through 2003. He's made 181 Nationwide Series races, winning four times, but he's best known for



Mark Martin (NASCAR photo)

his participation in the rough-andtumble truck series. He's been running in trucks on and off since 1995, when he drove Dale Earnhardt' truck to six victories and a third-place finish in the standings in the truck series inaugural season. Last year, he won six races, pushing his career total to 45.

His latest run in the truck series came when his friends Kevin and Delana Harvick hired him to drive for their race team. Although it would seem as if the Harvick's would let Hornaday race as long as he would like, that doesn't keep Hornaday from sounding as hungry to win again as a rookie yearning for his first start.

"I've got to still be good, because these young kids want my job really bad," Hornaday said. "A lot of people are coming up to Kevin and saying, 'Hey, I'm better than that old guy, let me have a shot.'

"Tve got to keep winning races, keep doing what I do, and Kevin and Delana believe in me 120 percent." Kevin Harvick said that even though Hornaday's longtime crew chief has moved on, he believes he's given Hornaday an even better chance to win in 2010.

"Dave Fuge is his crew chief, and he's won as many championships as we have as a team, so I feel like we've put a lot of experience around [Hornaday]," Harvick said. "I feel like the depth of his team is twice as good as it was last year as far as depth and experience.... We've added some different pieces within the organizations to try to make the pit stops better with a pit stop coach.

Ron, he's actually been in the gym, which is kind of scary to say." Hornaday said he expects the transition to Fuge to go smoothly. He said the two have known each other since Hornaday raced against Fuge's cars on the short tracks of California.

"Dave and I kind of go way back," Hornaday said. "We've never had a run-in, so that's a plus." Hornaday said that although Ren left Kevin Harvick Inc. on good

terms to move to Busch's team, he will have a little extra motivation to beat his old pit boss this year. "I'm sure [Ren's new team] is not going to miss a beat, and I know we're not going to miss a beat," he said. "This is just making us stronger, and it's going to make us try that much harder.

And it'll give him more to talk about whenever he does retire. "When I retire, I want to sit on that front doorstep and show my grandkids everything I've won," he said. "But I'm not done winning races. I want to win a lot more, and it just makes me drive that much harder. We won six races last year. Tve got to win eight this year and maybe ten, and we're going to do whatever we can to win another championship."



Most lead changes in a Camping World Truck Series race at Daytona nternational Speedway (2000)

Most career starts by a driver in a Camping World Truck Series race at Daytona International Speedway (Terry Cook, Rick Crawford, Dennis Setzer and David Starr)

Victories in the Camping World 300 Nationwide Series race at Daytona International Speedway by Dale Earnhardt, the most of any driver (1982, 86, 90, 91, 92, 93, 94)

Wins from the pole in the Camping World 300 at Daytona by Tony Stewart (2008, 2009), tops among all drivers





Hearts and minds



Lance Cpl. Paul N. Krist, a dog handler for Route Clearance Platoon 3, 2nd Combat Engineer Battalion, passes out some oatmeal cookies to Afghan children along a route-clearing mission for improvised explosive devices in Helmand province, Afghanistan, Jan. 18. RCP-3 conducted a six-day mission of route clearance along numerous routes in southern Afghanistan.







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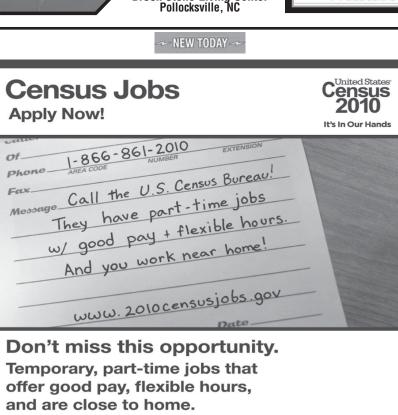
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tk #Y2936 \$11,878	Stk #18014A1	Stk #P2809\$19,988	Stk #P2882\$26,987
	2007 FORD ESCAPE XLT Stk #T8074A \$16,988	2004 FORD F-350 SUPER DUTY XLT Stk #P2839 \$19,988	2009 MAZDA CX-9 AWD
			Stk #P2907\$27,988
2 005 JEEP LIBERTY SPORT tk #T8150B \$12,350	2000 FORD F-250 SUPER DUTY LARIAT Stk #T8213A \$16,988	2006 FORD EXPEDITION XLT Stk #P2922 \$20,476	2008 FORD F-150 FX4 CREW
		2008 TOYOTA RAV4	2008 FORD F-150 FX4 CREW Stk #P2938 \$28,675
2008 FORD FOCUS tk #T7779Z2\$12,940	Stk #P2934\$18,987	Stk # P2893 \$20,988	2008 FORD F-150 XLT CREW
2007 CHEVROLET IMPALA LS	2009 CHEVROLET MALIBU LS	2003 FORD THUNDERBIRD	Stk #P2926\$28,988
tk #P2911\$ 12,988	Stk #P2899\$18,988	Stk #P2903\$21,879	2007 FORD F-150 LARIAT
2007 FORD FOCUS WAGON SE	2008 VOLKSWAGEN NEW BEETLE S	2010 FORD MUSTANG PREMIUM	Stk #P2900\$29,988
tk #C8064A\$12,988	Stk #8M409862\$18,988	Stk #P2875\$21,988	2009 FORD EDGE LIMITED
	2006 TOYOTA TUNDRA SR5	2007 FORD EXPLORER SPORT TRAC XLT	Stk #P2874\$31,988
2003 FORD RANGER SUPER CAB XLT tk #P2908\$12,988	2006 TOYOTA TUNDRA SR5 Stk #C8073A\$18,988	2007 FORD EXPLORER SPORT TRAC XLT Stk #P2829 \$21,988	2009 FORD FLEX LIMITED
2005 FORD MUSTANG V6 DELUXE	2007 FORD FDGE SE	2009 FORD TAURUS SEI	Stk #P2901\$32,988
tk #C8018A \$13,875			2009 LINCOLN MKS
2 006 FORD ESCAPE tk #T7976A2 \$13,987	2007 FORD EXPLORER EDDIE BAUER	2007 FORD F-150 XLT	Stk #P2883\$33,987
itk #1/976A2 \$13,987	Stk #T8197A\$19,897	Stk #P2925 \$22,987	2009 CHEVROLET TAHOE
CUUG FUKU FREESTAR SEL	2010 FORD FUSION SE Stk #P2930\$19,987	2009 MAZDA CX-7 Stk #P2906 \$22,988	Stk #P2886\$33,988
	STK #12930		2007 GMC YUKON SLT 4WD
	2010 FORD FUSION SE Stk #P2931 \$19,987	2006 FORD F-150 STX Stk #P2872 \$22,988	Stk # P2912\$34,987
uk #F2034		2009 FORD ESCAPE LIMITED	2009 FORD EXPEDITION EL XLT
2009 FORD FOCUS SE tk #P2927 \$14.879	2009 FORD TAURUS SEL Stk #P2929 \$19,987	Stk #P2917\$23,987	
2003 GMC SIERRA 1500 SLT	2007 FORD F-150 XLT	2007 FORD EDGE SEL PLUS	2007 CHEVROLET SILVERADO 2500HD DURA-MAX
tk #P2827A\$15,987	Stk #P2916\$19,987	Stk #P2824 \$23,987	Stk #T7916A\$35,988
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