

DECEMBER 13, 2022

# FIVE STAR

## IN THIS EDITION

LEARN ABOUT A FUN AND  
REWARDING COLLATERAL  
THAT WILL SET YOU APART.

CRITICAL PIECE OF  
EQUIPMENT WE HOPE WE  
NEVER HAVE TO USE.





# MEDICAL APPOINTMENTS AVOID THE LINE

Avoid the morning Sick Call line and schedule an appointment with a medical provider for the following:

- Chronic (greater than two weeks) health concerns or symptoms.
- Renewals and refills of long-term medications.
- Referral concerns.
- Women's wellness.
- Annual wellness for Sailors over 40 years old.

There are two convenient ways to schedule an appointment:

1. Send an email to [ikemedical.appointments@cvn69.navy.mil](mailto:ikemedical.appointments@cvn69.navy.mil) containing your rate/rank, full name, a general complaint (share only to the level with which you are comfortable), and times/days that work for you. You will receive a reply from a medical representative with further details and instructions.
2. Stop by IKE Medical. Ask to schedule an appointment, and a corpsman will be happy to assist you.



## READY to FIGHT



### THE MISSION

USS Dwight D. Eisenhower (CVN 69) provides a wide range of flexible mission capabilities to include maritime security operations, expeditionary power projection, forward naval presence, crisis response, sea control, deterrence, counter-terrorism, information operations, security cooperation and counter-proliferation.

### THE BASICS



Length of Flight Deck: 1,092 ft  
Width of Flight Deck: 252 ft  
Height, Keel to Mast: 244 ft (24 stories)  
Displacement: 95,000 tons



**IKE IS POWERED BY 2 NUCLEAR REACTORS,  
4 SCREWS AND 2 RUDDERS, AND CAN REACH  
SPEEDS HIGHER THAN 30 KNOTS.**

### IKE HAS A CREW OF



APPROXIMATELY

# 6,300

SAILORS INCLUDING EMBARKED AIR WING

LAUNCHED OCTOBER 11, 1975, IKE IS THE 2ND OLDEST NIMITZ-CLASS AIRCRAFT CARRIER WITH 44 YEARS OF EXPERIENCE



Distillation plant  
capacity of  
400,000 gallons



2 anchors, weighing  
approximately 735,000 lbs  
with 1,082 ft of anchor  
chain each



4 catapults, 4 aircraft  
elevators and capable of  
holding approximately  
60 aircraft

USS DWIGHT D. EISENHOWER

# IKE AMBASSADORS

## LEAD VISITORS ON TOURS OF IKE

STAND OUT AMONG YOUR PEERS

### WHY BE AN IKE AMBASSADOR?

- BE MORE COMPETITIVE FOR ADVANCEMENT
- IMPROVE YOUR PUBLIC SPEAKING SKILLS
- REPRESENT YOUR COMMAND TO THE COMMUNITY
- INFORM THE PUBLIC ABOUT THE CAPABILITY, IMPORTANCE, AND VALUE OF TODAY'S NAVY
- MEET FAMOUS AND INFLUENTIAL PEOPLE

### HOW CAN YOU JOIN?

- COME DOWN TO MAIN MEDIA, 03-180-0-Q, TO SIGN UP AND LEARN ABOUT REQUIREMENTS
- EMAIL THE PAO DISTRO: [PAO@CVN69.NAVY.MIL](mailto:PAO@CVN69.NAVY.MIL)



EDUCATE THE PUBLIC



FOSTER GOOD COMMUNITY RELATIONS



# LET'S TALK ABOUT TILLY

STORY AND LAYOUT BY MC3 SAMANTHA ALAMAN

The Nimitz-class aircraft carrier USS Dwight D. Eisenhower (CVN 69) has begun its final steps to return to sea. One of these steps is unloading the crash and salvage crane, "Tilly."

The crane is affectionately nicknamed Tilly due to the tillable movement of her boom. The boom is the outreach of the crane that moves the arm. As Tilly's boom moves up and down, the arm moves it inward and outward.

She returned home to Mighty IKE's flight deck on August 29, 2022, nestled comfortably between the island and the radio tower. Despite the unassuming name, Tilly's purpose is as a last resort to recover salvageable aircraft in the event of a mechanical or flight deck error.

Painted across the left door of her power box, are the names of seven sailors. Three of these sailors from crash and salvage division, Aviation Boatswain's Mate (Handling)(ABH) 3rd Class Connor Schieffer, ABH3 Bryson Torbeck, ABH3 Seth Passmore, are qualified to drive Tilly.

"Without her? We aren't going anywhere," replied Torbeck, when asked about the significance of Tilly. In the absence of Tilly, aircraft aren't allowed aboard the ship and this would inhibit IKE from performing flight operations.

"She's the most important piece of equipment we hope we never have to use," said Schieffer.

Schieffer was first to finish the qualification and completed

the process after being selected to receive the crane operator qualification when he was an airman.

"It's a great feeling to be fully qualified now, I put a lot of effort into learning Tilly, because of how important she is to our job," said Passmore after recently receiving the qualification.

This 133,500-pound machine was offloaded shortly after IKE's 2021 deployment, and sent to V88, which is the only crane yard that does rework maintenance for cranes like Tilly.

The four Aviation Support Equipment Technician (AS) sailors, whose names are proudly displayed upon Tilly, began to execute the necessary steps needed to fix her. AS1 Ryan Cockrell, AS2 Caleb Shealor, AS2 Ning Zhao, and AS3 Rhuan Marques, are the sailors from the command that went to V88 to work, and rework on Tilly.

"We were at the forefront of most of the work," said Shealor. "I was the work center supervisor at V88, and AS1 Cockrell was the guy that myself, and Zhao, and Marques would report to and let him know about our progress from day to day."

After being at V88 for almost a year, the team of AS's were able to get Tilly running smoothly enough to be brought back to IKE. With maintenance complete, it was time to drive.

There is a two man rule in effect when Tilly is being operated. Meaning while she is in use,

two qualified drivers must be present inside her control room. Becoming a qualified operator involves an extensive process.

"It's the highest qualification you can receive as an E-5 or below [in crash and salvage], and the process requires a lot of time and dedication," said the crash and salvage leading petty officer, Aviation Boatswain's Mate (Handling) 1st Class Nicole Gonzalez.

The process of obtaining the crane operator qualification includes a week-long course to receive a ground support equipment license, a personnel qualification standard that takes a minimum of four weeks to complete, and a series of solo lifts where the qualifying member operates the crane without guidance or help to ensure comfortability and knowledge.

"Comfortability is key," said Gonzalez "Tilly, she's ... touchy. She's sensitive.

You have to make sure you know when to hit what switch, and which part of her to move.

I'd say it takes about five lifts to really become comfortable with her; could be more, could be less."

Tilly's return brings our crew one step closer to getting into warfighting shape. Having her up, running, and properly maintained gives IKE the green light to move forward with upcoming evolutions such as unloading aircraft, flight deck certifications, and being all clear to return out to sea.



**"SHE'S THE MOST IMPORTANT PIECE  
OF EQUIPMENT WE HOPE WE NEVER  
HAVE TO USE."**



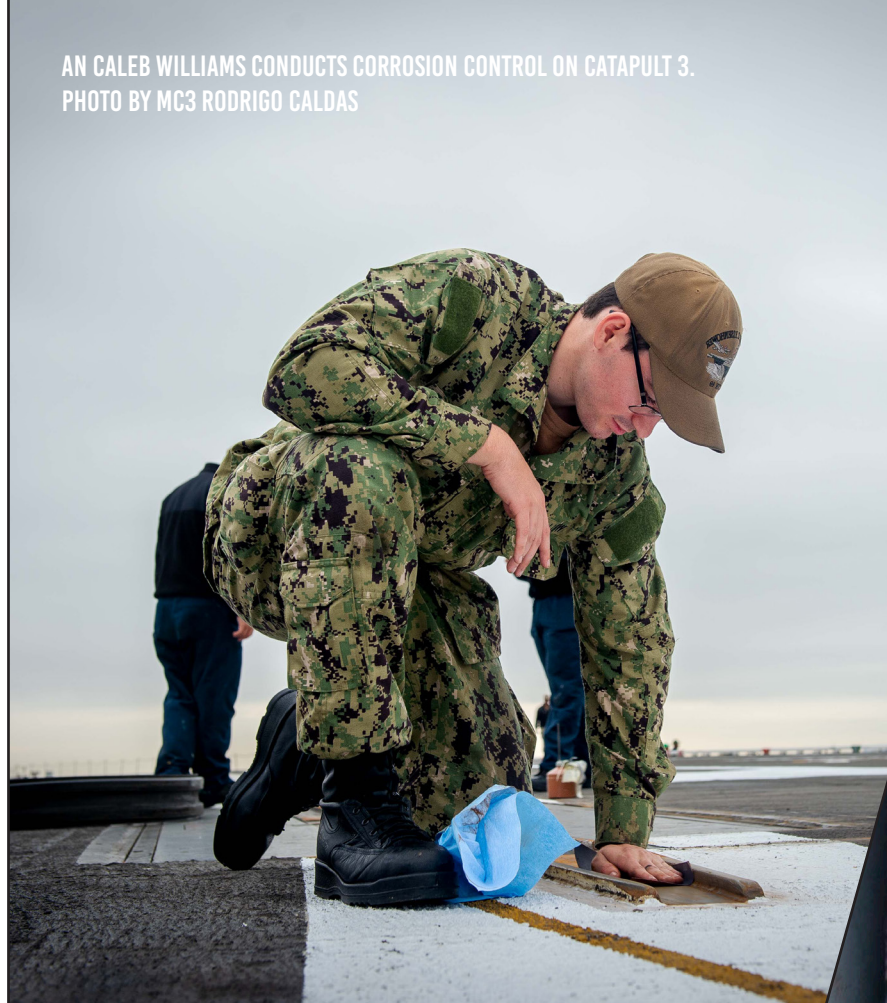
ABH3 SCHIEFFER  
ABH3 TORBECK  
ABH3 PASSMORE  
AS1 COCKRELL  
AS2 SHEALOR  
AS2 ZHAO  
AS3 MARQUES





BM2 JOHNATHAN COX OBSERVES SAILORS HEAVE LINE DURING A SEA-AND-ANCHOR EVOLUTION.  
PHOTO BY MC2 CAMERON PINSKE

AN CALEB WILLIAMS CONDUCTS CORROSION CONTROL ON CATAPULT 3.  
PHOTO BY MC3 RODRIGO CALDAS





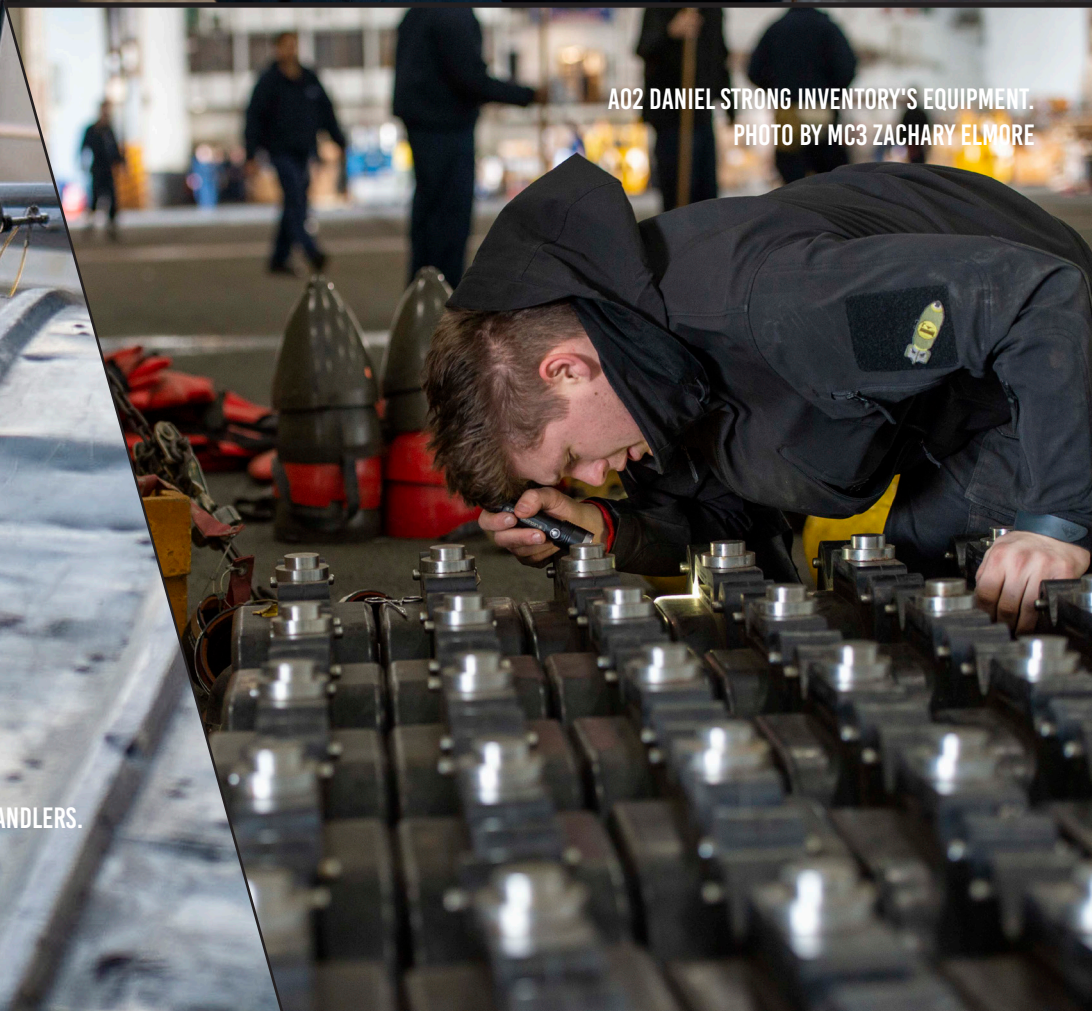
# STAR MOUS



BM3 MARCUS TOWELL SIGNALS TO LINE HANDLERS.  
PHOTO BY MC3 ABBIGAIL BEARDSLEY



SN ROMEO SMITH, FRONT, AND SEAMAN MALIK JONSON, HEAVE LINE DURING A SEA-AND-ANCHOR EVOLUTION.  
PHOTO BY MC2 CAMERON PINSKE



A02 DANIEL STRONG INVENTORY'S EQUIPMENT.  
PHOTO BY MC3 ZACHARY ELMORE





## PS2 DANIEL RHODES II TRAINING

St. Louis, MO

Joined the Navy: July 31, 2014

Reported to IKE: January 30, 2019

Goals: Transfer to Sacramento, CA and explore the western U.S.

Hobbies: Video games, LEGOs, baseball, and soccer.



## ESWS

How many gallons of water does each distilling unit produce daily?

100,000 gallons

## EAWS

What is the maximum towing speed of an aircraft?

5 mps

## IKE MEDIA

**COMMANDING OFFICER**  
CAPT Paul Campagna

**EXECUTIVE OFFICER**  
CAPT Colin Price

**COMMAND MASTER CHIEF**  
CMDM(SW/AW) Quentin Newsom

**PUBLIC AFFAIRS OFFICER**  
LCDR Shawn Eklund

**DIVISION OFFICER**  
ENS Joshua Keim

**DEPARTMENT LCPO**  
MCCS(SW/AW/IW) Jen Blake

**PRODUCTION LCPO**  
MCC(SW) Brandon Shelander

**DEPARTMENT LPO**  
MC1(SW/AW) Somers Steelman

**PRODUCTION LPO**  
MC2(SW/AW) Asheka Lawrence-Reid

**FIVE STAR EDITOR**  
MC2(SW) Jorge LeBaron

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