July 2011

ALL HANDS

MAGAZINE OF NAVY

1911 2011

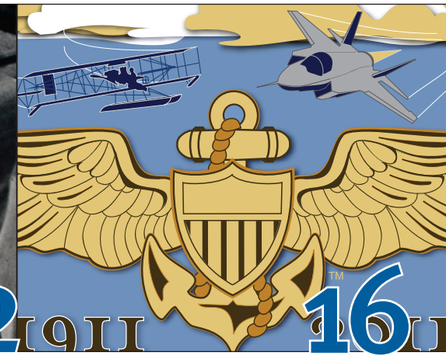
NAVAL AVIATION CENTENNIAL

[On the Front Cover]

The Navy is observing the Centennial of Naval Aviation, with a yearlong celebration covering the scope of all naval aviation activities, including aircraft, people, ships, innovations and commemorate events.

Illustration by Robb Gensic

All Hands July 2011 [Number 1132]



Sailors of the Year: Best of the Best

Sailor of the Year recipients were meritoriously advanced to chief petty officer during a recent pinning ceremony hosted by Master Chief Petty Officer of the Navy (SS/SW) Rick D. West, at the U.S. Navy Memorial, Washington, D.C.

Photo by MC1 Abraham Essenmacher

Catapults: Technology Launches U.S. Naval Aviation into the Future

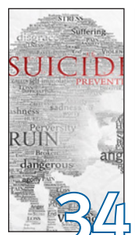
On Nov. 18, 1922, Cmdr. Kenneth Whiting, piloting a PT seaplane, made the first catapult launch from USS *Langley*, while the ship was at anchor at anchor in the York River. This launching was of monumental importance to the modern U.S. Navy as it introduced an era of the Navy's aircraft carriers becoming the vanguard of its forces in the future.

U.S. Navy Photo

Centennial of Naval Aviation (1911 – 1961): The Early Years

U.S. naval aviation marked its beginning with the purchase order of its first aircraft, a Curtiss A-1 *Triad*, on May 8, 1911. Advancements in naval aviation were propelled by pioneers who, sometimes, risked their personal safety in the name of technological advancement. Highlighted by the first naval flight, and testing and perfecting of benchmark equipment like aerial communications, led to U.S. naval aviation sending the first operational satellite navigation system into orbit in 1960. Journey with *All Hands* through the first 50 years of naval aviation.

D E P A R T M E N T S



Navy Warriors: Game On!

The Warrior Games bring together active-duty service members and military veterans from across the country, fostering camaraderie and a healthy competitive spirit. The event helped them discover new capabilities they can apply to everyday challenges and opportunities and encouraged them to reach for and achieve a rich and productive future.

But for Logistic Specialist 1st Class Robert Lipscomb, the games mean so much more.

Photo by MC2(EXW) Todd Frantom

[Next Month]

Thinking about taking your talents to Washington D.C.? *All Hands* recently took a tour around the U.S. Capital, to display the rich history and tradition – and some really cool stuff, too!

The Warrior Games is an annual, paralympic-style sporting event among 200 seriously wounded, ill and injured service members from the Army, Navy, Air Force, Marine Corps, and Coast Guard. This year's competition was held at the U.S. Olympic Training Center, Colorado Springs, Colo., where Marine Cpl. Peter Park earned gold medals in the 100m, 200m and 800m wheelchair races.

Photo by MC2(EXW) Todd Frantom

Speaking with Sailors

CMDCM(SW/AW/NAC) Christopher C. Welch, Fleet Master Chief, U.S. Fleet Cyber Command

As U.S. involvement in World War II began, a dedicated group of enlisted men, officers and civilians were able to do the impossible, break the Japanese Navy's code that gave the United States the advantage in the Pacific for the first time since Dec. 7, 1941. This achievement was integral to our success at Midway. During the course of the war, a greatly expanded effort by these men and women helped lead to the eventual Allied victory.

Afterward, it was obvious that the new world situation required the United States to maintain and expand this capability. Over time, the mission continued to grow and expand as technology improved; long- haul radio communications gave way to satellites and then to computerized networks providing a majority of the world's communication.

Today, the men and women of U.S. Fleet Cyber Command (FLTCYBERCOM) are charged with maintaining this legacy - to keep the Navy and the nation safe through the skilled use of the information domain. FLTCYBERCOM was established to create an effective central authority over the Navy's expertise in communications, language proficiency, intelligence capability, electronic warfare, cryptologic experience and utilization of space assets in support of fleet operations.

As the operational commander charged with ensuring effective command, control and communications for naval forces as well as maintaining the Navy's ability to operate tactically in cyberspace, the FLTCYBERCOM commander, through his operational role as commander, 10th Fleet, commands a force of nearly 16,000 military and civilian personnel assigned to 21 communication and information operations sites around the world.

Every day, 10th Fleet Sailors are actively tasked with providing real-time support to theater forces including threat analysis; maintaining network connectivity and integrity for Navy networks; developing innovative ways to expand the Navy's cyber capabilities; or temporarily deploying to ground operations, aboard ships, submarines, and reconnaissance aircraft providing direct support services, among other functions.

The necessity behind the Chief of Naval Operations' decision to establish FLTCYBERCOM is obvious. The Navy is increasingly dependent on command, control, communications, computers and intelligence (C4I) capabilities to execute its missions. The networks that provide the backbone of every command and platform in the Navy are interconnected to other vital systems such as weapon systems, maintenance databases and navigation systems that are used, maintained and programmed through these networks. The integrity of these networks is paramount to the Navy's ability to effectively operate in a hostile or degraded environment.

The access Sailors today enjoy to social and streaming media, commercial e-mail and other sites using government networks, creates a whole new level of security concerns. Around the world, unfriendly countries, non-state terrorists, hacktivists and recreational hackers are expanding their ability to gain access to government networks and gain insight into U.S. plans and programs. Sailors, and other personnel, are routinely targeted aboard ships and at commands around the world through phishing and other types of e-mails, or media posts that attempt to gain either personal information or access into the network.

In its defensive role, FLTCYBERCOM is maintaining and expanding its ability to prevent these attempts from reaching their intended recipients, but true security is still dependent upon the individual Sailor to maintain full network integrity. FLTCYBERCOM has implemented several initiatives to raise security awareness throughout the Navy including the development of a network security course for officer and enlisted accession training, and a network usage and defense personnel qualification standard training for all commands.

The lesson of Midway shows just how important information can be in battle. The men and women of FLTCYBERCOM and 10th Fleet clearly understand this lesson and strive to enhance the Navy's ability to command and control its forces, maintain the viability of our weapons systems and ensure our ability to deliver the right information, at the right time and in the right format to deliver information dominance over our potential adversaries, while maintaining decision superiority for our commanders and operating forces. AH

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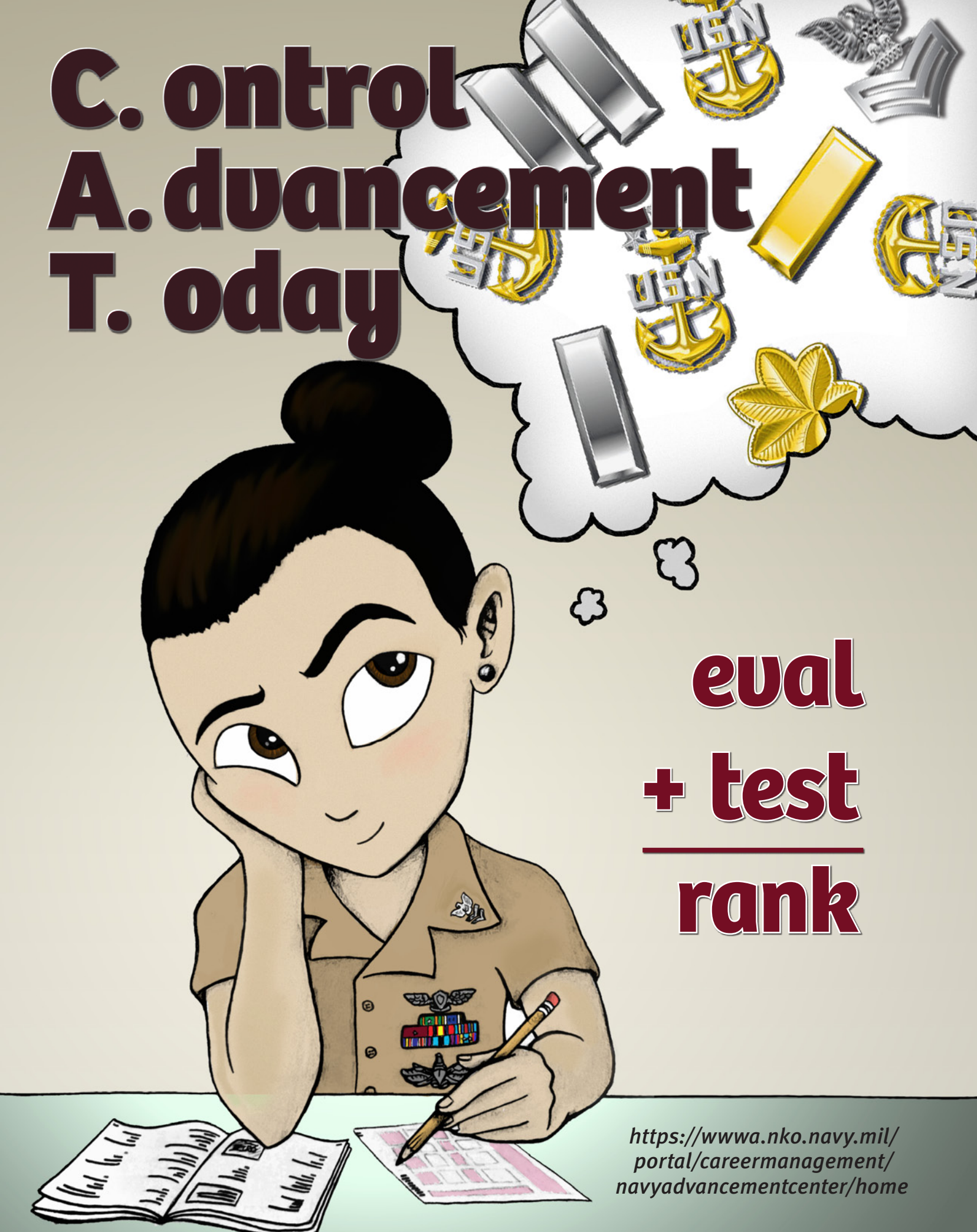

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Photo by MC3 Stephen D. Doyle II

SWOC Robert Stella shows educators from around the country different aspects of SEAL training during a tour of Basic Underwater Demolition/SEAL School, San Diego.

Educators Get Inside Look at Navy's Special Warfare Facilities

Educators and athletic coaches from around the country were recently given a rare opportunity, when they toured special warfare facilities as part of an educator orientation visit (EOV) to the San Diego area.

The EOV is a Navy Recruiting Command program with a main focus of showing educators the various facets of the Navy and the many career paths available to students.

"The goal of the EOV is to show educators different aspects of the Navy," said Navy region west recruiting support coordinator Ship's Serviceman 1st Class Moises Hernandez. "We take them to surface ships, show them naval aviation, special warfare and even some aspects of Navy medicine."

The program benefits the Navy through word-of-mouth advertising, and serves as a Navy awareness tool, ensuring that taxpayers in the community see first-hand, the training, equipment and facilities available to service members.

"I think I have a better understanding of what each mission is, and it can only help us in the future for guiding kids," said Kevin Ensor, director of guidance for Baltimore County Public Schools.

The EOV is a week-long schedule of events that enables educators to gain an inside perspective at what the Navy has to offer.

"What they are looking for us to do is not go out and recruit people, but rather plant seeds and find people who want to be here," said Jack Holloway, director of athletics for Tower Hill School, Wilmington, Del.

Tours of Naval Special Warfare command, surface ships, helicopter squadrons, and submarines gave the educators a taste of the Navy's variety of missions.

"It's given me a chance to take a good look at the Navy and the opportunities that it presents for students," said Holloway. "I think it's a good idea and it's a great program."

Educators interested in attending an EOV can contact their local Navy recruiting district for more information. AH

Story and photo by MC3 Stephen D. Doyle II, Navy Public Affairs Support Element West, San Diego.

Navy Leadership Discusses Sponsorship

Navy Personnel Command's (NPC) force master chief recently reminded leadership of the importance of sponsorship and counseling.

"The sponsorship program is designed so Sailors can receive information about a duty station they're assigned to and the information they need to know regarding housing, pets, school, whatever the case may be, for the individual Sailor," said NPC Force Master Chief (AW/SW/NAC) Jon Port.

Upon the receipt of permanent change of station (PCS) orders, Sailors and their families are assigned a sponsor through the Command Sponsor and Indoctrination Programs. Sponsorship is an integral part of a Sailor's PCS move and prepares them for a productive, successful tour of duty.

Sponsors assist new arrivals with check-in procedures, including the processing of travel claims and verification of the member's pay account. They ensure Sailors and their families are familiar with local medical and dental procedures and that they are enrolled in TRICARE. Sponsors can also check housing availability before a member arrives and set up arrangements for temporary lodging if needed. In cases of overseas assignments, they also provide Sailors with information regarding local customs.

Command master chiefs oversee the sponsorship program and ensure Sailors get Navy Pride and Professionalism training within 30 days of their arrival, or within three drill weekends for Reservists.

It is imperative that sponsorship continues until a Sailor is fully aware of all policies, programs, services and responsibilities available through their new command.

Sponsors should be enthusiastic, willing to help people, and have a positive attitude toward the Navy, command and local community. They should be familiar with the command and its location or homeport, knowledgeable about available resources, and familiar with applicable command procedures and instructions.

"You want to ease the Sailor's concerns," said Port. "Anytime a Sailor is concerned about something else, then their mind is not on the job. Sponsorship is trying to provide peace of mind so the Sailor can concentrate on what's most important, which is the mission at hand."

Anyone wishing to become a sponsor should talk to their command sponsor coordinator.

Port also spoke about Career Development Boards (CDB), which are required for all Sailors reporting to a command. Typical topics covered

during a board are watch-standing qualifications, continuing education goals, advancement, short- and long-term career objectives, Armed Services Vocational Aptitude Battery (ASVAB) scores and PTS. Leadership can use CDBs to take full advantage of learning the priorities of the Sailor.

"With the recent release of enlisted retention board (ERB) quotas, Sailors must stay competitive in today's Navy," said Port. "A CDB provides the chain of command with [a way to communicate] any improvements or goals a Sailor should accomplish during their tour to stay competitive."

For more information on sponsorship read OPNAVINST 1740.3C on the NPC website at *www.npc.navy.mil*. Also visit the site for further CDB information or call the NPC Customer Service Center at 1-866-U-ASK-NPC or 1-866-827-5672. AH

Story by MCSN Andrea Smithluedke, Navy Personnel Command, Millington, Tenn.

Change in Law Results in Retroactive Benefits for Non-OEF/OIF Injuries

The Department of Veterans Affairs recently announced that Sailors who suffered a qualifying injury on or after Oct. 7, 2001, may be eligible beginning Oct. 1, for a payment of $25,000 to $100,000 regardless of where the injury occurred.

The Servicemembers' Group Life Insurance Traumatic Injury Protection program (TSGLI) became effective Dec. 1, 2005. This program provides benefits to service members who have suffered physical losses as the result of traumatic injuries. TSGLI originally provided for payment to two groups of service members:

- All service members covered under Servicemembers' Group Life Insurance (SGLI) who suffered qualifying losses on or after Dec. 1, 2005, regardless of where those injuries occurred.
- Those who suffered qualifying losses between Oct. 7, 2001, and Nov. 30, 2005, in support of Operations *Enduring Freedom* (OEF) or *Iraqi Freedom* (OIF).

With the passage of the Veterans' Benefits Act of 2010, service members who incurred qualifying injuries outside of OEF or OIF during the retroactive period may be eligible to receive benefits, regardless of whether they had SGLI coverage at the time of their injury.

Beginning Oct. 1, 2011, active and Reserve Sailors who suffered qualifying injuries from events such as training accidents or motor vehicle accidents between Oct. 7, 2001, and Nov. 30, 2005, while serving stateside or in other areas outside of OEF or OIF theaters, can now receive the same traumatic injury benefits as those who served in OEF and OIF. Such injuries did not have to occur while on active duty or active duty for training.

TSGLI covers a range of losses including amputations; limb salvage; paralysis; burns; loss of sight, hearing or speech; facial reconstruction; 15-day continuous hospitalization; coma; and loss of activities of daily living due to traumatic brain injury or other traumatic injuries.

For more information on TSGLI and a complete list of qualifying losses, go to *www.insurance.va.gov/sgliSite/TSGLI/TSGLI.htm*. AH

Story courtesy of the Department of Veterans Affairs, Washington, D.C.

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Photo by MC2 Kevin S. O'Brien

Sailor Receives USO Woman of the Year Military Leadership Award

Culinary Specialist Seaman Judith Mae Boyce was recently presented a Military Leadership Award during the 45th Annual USO Woman of the Year Luncheon hosted by the USO of Metropolitan New York in New York City.

Boyce was one of five female service members – one from each branch of the armed forces – who received the award in commemoration of their dedication, achievements and service to the country.

"I was completely shocked and incredibly honored to be recognized by the USO," said Boyce, who currently is recovering from surgery. "I love New York City."

Boyce has been diagnosed with Moyamoya Disease, a rare, progressive cerebrovascular disorder. Though the treatment process has been intense and sometimes very difficult – she has undergone a series of brain surgeries since 2009 – Boyce remains committed to pursuing her passions: culinary arts and the Navy. She also is a strong supporter of adaptive athletics programs for wounded warriors, as well as a fierce competitor in the annual Warrior Games, an athletic event for ill and injured service members.

The Military Leadership Awards were presented by television journalist and best-selling author Rita Cosby, as well as Oliver Mendell, chairman emeritus of the USO, Rear Adm. Michelle Howard, and Miss USA Rima Fakih.

"Never one to be stopped by obstacles in her path, Seaman Boyce was the first Sailor to express interest in the inaugural Warrior Games – this woman is a die-hard," said Cosby. "Seaman Boyce credits training for the Warrior Games with providing her an outlet to challenge herself and reaffirm that she – and not her disease – controls her destiny."

Since her diagnosis in 2008, Boyce has been enrolled in Navy Safe Harbor, which offers non-medical care to seriously wounded, ill and injured Sailors, Coast Guardsmen and their families. The program has provided Boyce personalized and dedicated assistance during all phases of her treatment process and will continue to do so throughout her life.

"Judith is a leader among Navy wounded warriors, and we are incredibly honored to support her," said Capt. Bernie E. Carter, director, Navy Safe Harbor. "She helps shine a spotlight on a less visible segment of our enrollment population – Sailors and Coast Guardsmen who grapple with serious illnesses. In her daily fight with her disease, she personifies courage and strength." AH

Story courtesy of Navy Safe Harbor.


Photo by MC2 James R. Evans


Photo by MC2 Kevin S. O'Brien

Secretary of the Navy the Honorable Ray Mabus addresses family and friends of Gunnery Sgt. Brian M. Blonder at the Marine Corps War Memorial, Washington, D.C.

Far left—
FC2 Andrew Chwick greets his girlfriend and 3-month-old daughter after returning to Joint Expeditionary Base Little Creek/Ft. Story, Va., after an extended deployment aboard USS *Carter Hall* (LSD 50).

Below left—
ABH3 Mike Nicholas directs an F/A-18E *Super Hornet* of the Strike Fighter Squadron 14 to a catapult aboard USS *John C. Stennis* (CVN 74) during a composite training unit exercise off the coast of Southern California.

Below—
HN Resielyn Jose leads the Color Guard during the Nurse Corps 103rd Birthday celebration at U.S. Naval Hospital Yokosuka, Japan.

Photo by MCSN Cory C. Asato


Photo by MCC Susan Hammond

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Relocation Assistance Program Allows Smooth Move

With the recent release of Naval Administrative Message 174/11, Sailors now have additional resources and information to help make a Permanent Change of Station (PCS) move more manageable.

Upon receipt of PCS orders, service members and their families face many challenges that come with relocating to a new duty station. During the period from late spring to early fall, which tends to be the busiest time of year for PCS moves, the stress can heighten as availability becomes limited at schools, child care facilities, moving companies and prospective employment opportunities.

The Relocation Assistance Program, offered by the Fleet and Family Support Center (FFSC), is intended to make the relocation process less stressful through proper planning and an array of services they provide.

"Whether this is your first move or your last, FFSC offers relocation assistance with pre-move workshops and seminars, one-on-one relocation counseling and much more," said Rise Ruhl, Military Readiness Section lead for Commander, Navy Installations Command Family Readiness Division (CNIC N91) of the Fleet and Family Readiness Program (CNIC N9).

The services provided through advanced Web-based technology and personalized assistance can help military families with challenges such as finding affordable housing, reputable schools, employment opportunities, child care and pet care. The Navy's Relocation Assistance Program can also provide service members and their families with information about local programs and community activities long after their move is complete.

"The personal contact at the FFSC affords individuals and families one stop shopping for all their moving needs," said Ruhl.

By calling or visiting a local FFSC, service members are able to receive one-stop assistance with information about the new duty station including cost of living, housing availability, medical care and treatment facilities, schools, spouse employment, opportunities and cultural adaptation training for overseas duty assignments. Service members can also log on to the Navy Fleet and Family Program website at *www.ffsp.navy.mil*, and select relocation assistance.

The services and information provided to Sailors reduce relocation costs, ease administrative burdens, promote quality of life and ultimately enhance mission readiness, making it a win-win situation for both the military families and the Navy. AH

Story by MC1(SW/AW) Monique K. Hilley, Commander, Navy Installations Command, Washington, D.C.

NEXCOM Efforts Support Navy-Marine Corps Relief Society

The Navy Exchange Service Command (NEXCOM) recently donated $202,467 to the Navy-Marine Corps Relief Society (NMCRS) on behalf of its customers and vendor partners.

"The Navy Marine Corps Relief Society is a very important resource for our military families," said Rear Adm. (Sel) Glenn C. Robillard, NEXCOM commander. "As an organization that has served our Sailors and Marines for more than 106 years, we were proud to be able to partner with the NMCRS and contribute money for their programs. The benefit ticket program allowed customers to help the NMCRS as well as realize an even better savings at their NEX. It was a win-win for both of them."

Beginning in March 2011, 42 Navy Exchanges sold NMCRS benefit sale tickets to customers for $5 each. The ticket entitled customers to specific discounts for a one-time purchase on specific dates. These benefit tickets and other fund raising activities within NEX stores raised a total of $158,028.

NEXCOM's vending program also contributed to the NMCRS fund drive. With the help of its vendor partners, NEXCOM vending donated $44,439. Proceeds are provided through the sale of products through NEX vending machines located around the world.

"We are deeply grateful for the sustained and most generous financial support provided by the Navy Exchange Service Command over the years," said retired Rear Adm. Jan Gaudio, Executive Vice President of NMCRS. "This commitment to support Sailors, Marines and their families in times of financial need follows the long tradition of caring for our own.

During 2010, the NMCRS provided nearly $50 million to meet the financial needs of nearly 100,000 clients. That equates to assisting approximately one in every five Sailors and Marines last year, providing more relief to more clients than any time since 1993 when the size of our Navy and Marine Corps was significantly larger.

"The most important message I can convey to Navy and Marine Corps families," said Gaudio, "is that the Society is here to serve you. Think of the Society as your first resource when you have any unexpected financial emergency." AH

Story by Kristine M. Sturkie, Navy Exchange Service Command, Virginia Beach, Va.

Mild Traumatic Brain Injury Pocket Guide Mobile Application Now Available

DoD recently announced it has released a new mobile application for health care professionals, the Mild Traumatic Brain Injury Pocket Guide.

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MACM Melvin Lewis, assigned to U.S. Pacific Fleet, performs a flag passing ceremony during the 25th anniversary of the second commissioning of USS *Missouri* (BB 63). The Battleship *Missouri* Memorial and the USS *Missouri* Association crew members organization jointly celebrated the anniversary with a ceremony on the fantail of the ship.

Photo by MC2 Mark Logico

Below left—
YNSN Johnny English acts as the master helmsman, piloting USS *Thach* (FFG 43) as the frigate enters the harbor at Montevideo, Uruguay.

Republic of the Philippines President Benigno Aquino III studies charts of the Philippines with Rear Adm. Samuel Perez, commander of Carrier Strike Group 1 on the navigation bridge aboard USS *Carl Vinson* (CVN 70) while underway.

Photo by MC 3 Stuart Phillips

Photo by MC 2 James R. Evans

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This application, developed by the National Center for Telehealth and Technology (T2), gives providers a comprehensive, quick reference that includes clinical practice guidelines for assessing and treating service members and veterans who have sustained a mild traumatic brain injury, commonly referred to as a concussion.

"This new tool is about providing clinicians with quick and convenient access to clinical guidelines for concussion care. It not only allows the clinician to provide evidenced-based care but maximizes time spent with the patient," said Katherine Helmick, deputy director for traumatic brain injury.

The mobile application is free and available for download on Android smart phones at *https://market.android.com/details?id=org.t2health.mtbi*. Hard copies of the pocket guide can be ordered by contacting the Defense and Veterans Brain Injury Center at *info@dvbic.org* or 1-800-870-9244. AH

Story Courtesy of DoD, Washington, D.C.

Aviation Officer Bonus Rates to be Restructured

In response to increased retention of pilots and naval flight officers (NFOs) at the department head and command levels, the Navy recently announced in NAVADMINs 168/11 and 169/11 that it has restructured the Aviation Career Continuation Pay (ACCP) program for FY11.

Changes were announced in NAVADMIN 168/11 for active duty aviators and in NAVADMIN 169/11 for full-time support (FTS) aviators.

"Providing appropriate incentives to retain skilled personnel for critical naval aviation billets is essential to maintaining combat readiness," said Rear Adm. Tony Kurta, the director of military plans and policy for Chief of Naval Personnel. "Through a balanced bonus program, the Navy is able to retain a sufficient number of eligible pilots and naval flight officers through department head and command milestones."

To ensure an efficient use of funds, the FY11 bonus program includes a general reduction in bonus amounts, as well as the alignment of available bonuses for department heads by aircraft type, model and series.

For FY11, department head bonus amounts are as follows:

- All helicopter pilots, $10,000 per year;
- EA-18G and EA-6B electronic air attack (VAQ) pilots, $15,000 per year; VAQ NFOs, $20,000 per year;
- E-2C carrier airborne early warning (VAW) and C-2 fleet logistics support (VRC) pilots, $5,000 per year; VAW NFOs, $5,000 per year;
- FA-18 strike fighter (VFA) pilots, $25,000 per year; VFA NFOs, $10,000 per year;
- P-3C patrol (VP) pilots, $10,000 per year; VP NFOs, $10,000 per year;
- EP-3 air reconnaissance (VQ) pilots, $10,000 per year; VQ NFOs, $10,000 per year;
- E-6A airborne communications (VQ [T]) pilots, $5,000 per year; VQ (T) NFOs, $5,000 per year.

Previous bonuses were $25,000 per year for all pilots and $15,000 per year for all NFOs, regardless of airframe.

The department head bonus will no longer be offered with a lump-sum option. Additionally, the payment schedule has been adjusted and these officers will receive a reduced amount until they are department head screened.

The FY11 ACCP program also makes bonuses available for lieutenant commanders and commanders who are serving at sea, but not on a long-term contract.

Two-year contracts for non-command tours at sea have been reduced to $5,000 per year in FY11 from $10,000 in FY10.

At-sea command bonus levels remain unchanged for FY11. Three-year contracts for at-sea operational or operational training command tours will pay $12,000 per year.

As in FY10, O-6 aviators will not be eligible for ACCP bonuses.

FTS aviators will be eligible for bonuses of $10,000 per year in department head and officer-in-charge categories, with contracts for command tours offered only for operational or operational training squadrons at $12,000 per year.

An aviation officer has two opportunities to sign an ACCP contract – the first in the year prior to expiration of his or her minimum service requirement and the second in the year the MSR will expire.

FY11 ACCP applications must be received by Sept. 23 for active duty aviators and Sept. 24 for FTS aviators. AH

Story courtesy of Chief of Naval Personnel, Washington, D.C.

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Catapults Launched U.S. Naval Aviation into the Future

The U.S. Navy began a year-long celebration of the Centennial of Naval Aviation (CoNA) in January commemorating 100 years of progress and achievements. Naval aviation marked its beginning with the purchase order of its first aircraft, a Curtiss A-1 *Triad*, on May 8, 1911. Propelled by pioneers who often risked their personal safety in the name of technology, the advent of the aircraft catapult arguably remains one of the most important advancements in naval aviation during the 20th century.

U.S. Navy Photo

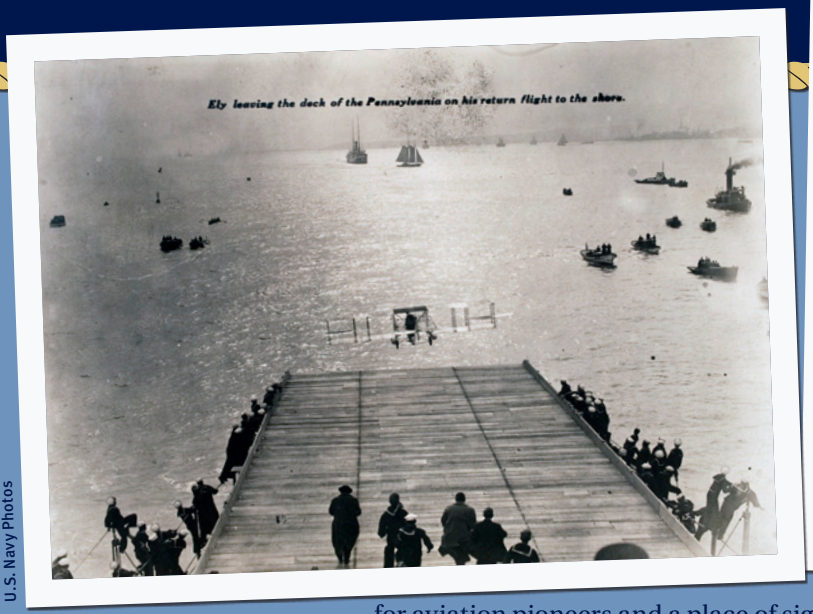
Photo illustration by MC3 Nicholas Hall and Tim Mazurek

A shooter signals to retired Cmdr. Bob Coolbauth, the pilot of a replica of a Curtiss-Ely *Pusher*, on the flight deck of the aircraft carrier USS *George H.W. Bush* (CVN 77). The Curtiss-Ely *Pusher* was the first aircraft to launch from the deck of a Navy ship. The original aircraft was flown off the deck of the light cruiser USS *Birmingham* by Eugene Ely on Nov. 14, 1910

Catapults are used to launch aircraft from ships in the form of assisted take off. From Smithsonian Secretary Samuel Langley's use of a spring-operated catapults in 1903, to the Wright Brothers' weight and derrick-style catapult; followed by the expirimental air-compressed catapult system used to make the first successful catapult launch; to hydraulic catapult systems, on to the current steam-driven catapult systems of today's aircraft carriers, the catapult has seen its share of technological advances. With technological advances in the field of electromagnetics leading to the development of an Electromagnetic Aircraft Launch System (EMALS) onboard *Gerald R. Ford*-class supercarriers, the catapult systems are yet again heading for change.

Prior to World War I, many countries, including the United States, worked feverishly to come up with a composite system to launch aircraft from ships. Individual visionaries in aviation saw, early on, how air superiority from the sea could change the course of fortunes for whichever country first perfected the use of aircraft catapults.

Mark Evans, a historian at the Naval History and Heritage Command, called the Washington Navy Yard, "a breeding ground



for aviation pioneers and a place of significance for the development of the modern-day catapult."

Evans said then-Lt. Holden Richardson compiled and drew up some of the first plans for catapults, and listed Capt. Washington Chambers as one of the first officers heavily involved with the design of the early catapult systems.

"Washington Navy Yard was the birthplace of the U.S. Navy's catapult launching, and also research and design. The design, the fabrication all occurred (sic) at the Yard," Evans explained. "[Chambers] drew up the plans for the early catapults based loosely on the design of the air cylinder used on ammunition hoists aboard ships, which was very innovative and cutting edge for the time."

Notable achievements coincided with the progression of catapult systems including those of then-Lt. Theodore "Spuds" Ellyson who, on Nov. 12, 1912, made history as the Navy's first successful catapult launch from an experimental catapult system on a stationary coal barge on the Santee Dock in Annapolis. Md. This came on the heels of an almost fatal attempt by Ellyson July 31, 1912. The amphibious seaplane Ellyson flew, a Glenn Curtiss A-1 *Triad*, left the ramp with its nose pointing upward and it caught a crosswind, which pushed the plane into the water. Ellyson was able to escape from the wreckage unhurt.

On Nov. 5, 1915, Lt. Cmdr. H. C. Mustin made the first catapult launch from a moving ship, the armored cruiser USS *Carolina* (ACR 12), in Pensacola Bay, according to Evans. This experimental work led to the use of catapults on battleships and cruisers through World War II, and to the steam catapults on present-day aircraft carriers.

On Nov. 18, 1922, Cmdr. Kenneth Whiting, piloting a PT Seaplane, made the first successful catapult launching from the Navy's first aircraft carrier, USS *Langley* (CV 1), at anchor in the York River. Naval aircraft had been launched from other shipboard platforms, but this one launching was of monumental importance to the modern U.S. Navy as it introduced an era of the Navy's aircraft carriers becoming the vanguard of its forces in the future.

"If it wasn't for research done at Washington Navy Yard up through World War I, we never would have been able to develop the catapult, and the technology that developed our first aircraft carrier … of course today, carriers are at the forefront of the fleet," Evans said.

The Navy has used steam catapults for more than 50 years to launch aircraft from aircraft carriers. Compared to their comparatively crude, less efficient older siblings, the steam catapults have been a staple in naval aviation. Steam catapults, although long-tenured, are not without operational limitations especially for today's naval aircraft.

The size and manpower requirements of steam catapults place limits on their capabilities. According to research conducted by the Naval Air Warfare Center, Aircraft Division, Lakehurst, N.J., compared to steam catapults, EMALS weighs less, occupies less space, requires less maintenance and manpower, is more reliable, and uses less energy.

At the beginning of the 21st century, navies started experimenting with catapults powered

by linear induction motors and electromagnets. The simplistic, linear approach of EMALS is another advantage over the more complex steam catapults, which have extensive mechanical, pneumatic, and hydraulic subsystems. EMALS uses no steam, which makes it suitable for the Navy's planned all-electric ships. The EMALS could be more easily incorporated into a ramp, which would reduce the aircraft's takeoff speed and consequently the launch energy required.

Experts are predicting the movement towards heavier, faster aircraft will soon result in launch energy requirements that exceed the capability of the steam catapult. An electromagnetic launch system offers higher launch energy capability, as well as substantial improvements in areas other than performance. These include reduced weight, volume and maintenance; and increased controllability, availability, reliability and efficiency.

While the steam catapult has many years of operation in the fleet, there are many drawbacks inherent in the system. The foremost deficiency is that the catapult operates without feedback control, which allows large transients, or momentary variations in current, voltage, or frequency, that can damage or reduce the life of the airframe. Extra force is often necessary because of the unpredictability of the steam system. This tends to needlessly overstress the airframe, most of which is top-side weight that adversely impacts the ship's stability and righting moment.

Another major disadvantage is the present operational energy limit of the steam catapult, according to a Naval Air Warfare Center study. The need for higher payload energies will push the steam catapult to be a bigger, bulkier and more complex system. Power electronics is the pivotal technology allowing EMALS to become a reality aboard ship.

Although the current steam catapult system has served the Navy well since its inception, there is always room for improvement. The Navy is presently pursuing electromagnetic launch technology to replace the existing steam catapults on current and future aircraft carriers.

EMALS will provide the capability for launching all current and future carrier air wing platforms from lightweight unmanned aerial vehicles to heavy strike fighters. Aircraft catapults ushered the Navy into an era of air superiority from the sea that has been essential in every conflict since World War II. With continued technological advances, they promise to be at the forefront for years to come. AH

Article compiled with information from, Doyle, Samuel, Conway, and Klimowski (1994-04-15). "Electromagnetic Aircraft Launch System – EMALS"

Photo by MCSA Matthew A. Lawson

Photo by MCSA Matthew A. Lawson

NAVAL AVIATION CENTENNIAL

26 January 1911: Glenn H. Curtiss makes the first successful hydroairplane flight in San Diego.

8 May 1911: Capt. Washington Irving Chambers prepares contract specifications for the Navy's first aircraft.

1 July 1911: The Navy's first aircraft, the A-1 *Triad*, makes its maiden flight from Lake Keuka, Hammondsport, N.Y.

September 1911: The first naval air station is established at Annapolis, Md.

31 July 1912: The first (unsuccessful) attempt to launch an aircraft using a catapult is made at Annapolis.

20 January 1914: The first aviation personnel arrive at Pensacola, Fla.

20 April 1917: DN-1, the Navy's first airship, flies for the first time at Pensacola, Fla.

22 March 1917: The first Coast Guard aviators graduate from Pensacola Naval Aviation Training School.

19 May 1917: Secretary of the Navy directs that all aircraft have their building (bureau) numbers painted on either side of their rudders.

7 March 1918: The Office of the Director of Naval Aviation is established.

24 September 1918: Lt. j.g. David S. Ingalls becomes U.S. naval aviation's first fighter ace.

14 October 1918: Naval Aviation's first raid-in-force was made by Marine Day Squadron 9 at Thielt, Belgium.

21 March 1924: Use of parachutes is mandated for the first time.

17 November 1924: USS *Langley* reports for duty with Battle Fleet.

1 September 1925: A PN-9 flying boat sets distance record despite being forced down 450 miles from Hawaii.

2 July 1926: Distinguished Flying Cross is authorized by Congress.

9 May 1926: Lt. Cmdr. Richard E. Byrd makes first flight over North Pole.

16 November 1927: USS *Saratoga* (CV 3) commissioned.

14 December 1927: USS *Lexington* (CV 2) commissioned.

6 January 1928: Marine Lt. Christian Schilt rescues 18 Marines by air while under fire in Nicaragua.

29 November 1929: Cmdr. Richard E. Byrd makes first flight over South Pole.

2 November 1931: Marine aircraft serve on carriers for the first time.

4 April 1933: The dirigible *Akron* (ZRS 4) goes down in a storm off the coast of New Jersey. Seventy-three of the 76 men aboard are lost, including the Father of Naval Aviation, Rear Adm. William A. Moffett.

4 June 1934: USS *Ranger* (CV 4) commissioned.

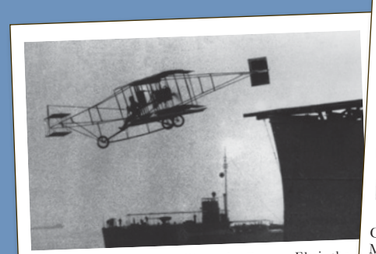
30 September 1937: USS *Yorktown* (CV 5) commissioned.

30 August 1939: XJO-3 is first twin-engined aircraft to land on and take-off from carrier.

22 March 1940: Naval Aircraft Factory begins U.S. guided missile program.

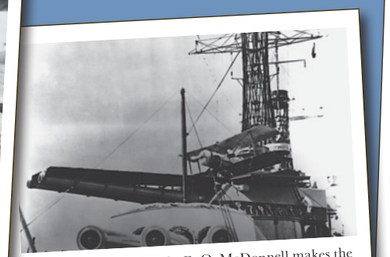
7 August 1941: BuAer issues first plan for installing radar on U.S. naval aircraft.

7 December 1941: The Imperial Japanese Navy attacks the U.S. naval base at Pearl Harbor.



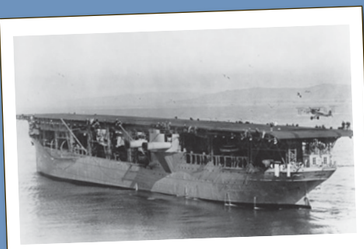
14 November 1910: Civilian pilot Eugene Ely is the first person to fly off a ship, the cruiser USS *Birmingham* (CL 2), at Hampton Roads, Va.

2 May 1912: Marine 1st Lt. Alfred Cunningham reports to Annapolis, Md., for flight training.



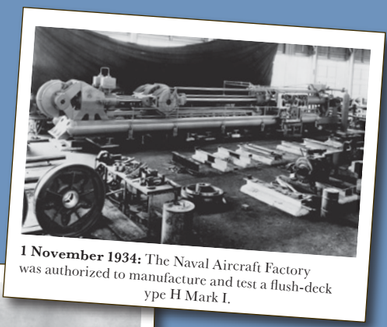
9 March 1919: Lt. Cmdr. E. O. McDonnell makes the first flight from a platform on the battleship USS *Texas* (BB 35).

27 May 1919: The NC-4 flying boat completes the first transatlantic crossing by air.



20 March 1922: USS *Langley* (CV 1) commissioned.

16 July 1927: In history's first aerial dive-bombing attack, Marine squadron VO-7M flying DH-4 aircraft attack Sandinistas at Ocotal, Nicaragua.



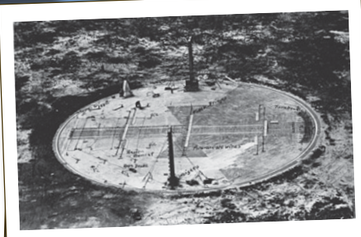
1 November 1934: The Naval Aircraft Factory was authorized to manufacture and test a flush-deck ype H Mark I.

22 January 1931: Navy orders first autogyro, the XOP-1, a forerunner of

18 January 1911: Eugene Ely becomes the first person to land an aircraft aboard a ship, the armored cruiser USS *Pennsylvania* (ACR 4) anchored in San Francisco

25 April 1914: The first navy flight in a combat environment is made at Veracruz, Mexico.

12 July 1921: Congress establishes the Bureau of Aeronautics under Rear Adm. William A. Moffett.



11 August 1921: Practical development of carrier arresting gear was initiated at NAS Hampton Roads

26 October 1922: Lt. Cmdr. Godfrey Chevalier records the first landing on board a U.S. Navy aircraft carrier.

15 February 1930: Serious work on the design of retractable landing gear begins at the Naval Aircraft Factory in Philadelphia.

19 November 1932: The first production order for radio equipment suitable for a-seat fighters is issued to the Aviation Radio Corporation.

1911 1921 1931

THE EARLY DAYS OF U.S. NAVAL AVIATION: 1911-1936

U.S. Naval Aviation marks its beginning with the purchase order of its first aircraft, a Curtiss A-1 *Triad*, on May 8 1911, but events proving the compatibility of aircraft and ships had begun the previous year. During the early days, Naval Aviation was propelled by the efforts of brave individuals who were willing to fly aircraft that were almost as dangerous to their pilots as they were to potential enemies. During World War I, Naval Aviation would grow from 54 aircraft at the beginning of the war to more than 2,100 aircraft and airships by war's end. In the 1920s and 1930s, with the increasing technological sophistication of aircraft and the restrictions of the Washington Naval Treaty of 1922, Naval Aviation came of age. It was a time of creative experimentation, as new technologies such as catapults, arresting gear, airborne communications, metal construction, dive bombing, and aerial torpedoes were tested and perfected. With the establishment of the Bureau of Aeronautics, Naval Aviation received the bureaucratic architecture it needed to grow as an effective and integral arm of the fleet.

NAVAL AVIATION CENTENNIAL

7 March 1942: The practical use of the sonobuoy is demonstrated for the first time by the airship K-5 and the submarine S-20.

3 July 1942: A PBY launches first successful firing of an American rocket from a plane in flight.

26 August 1942: Capt. Marion E. Carl becomes the first Marine ace over Guadalcanal.

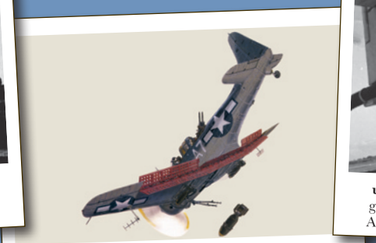
22 October 1942: Westinghouse receives contract for first American jet engine.

31 December 1942: USS *Essex* (CV 9) commissioned.

1943: F6F *Hellcat* enters service.

29 June 1943: NAS Patuxent River, Md., begins functioning as an aircraft test center after taking over the role from NAS Anacostia, D.C.

30 July 1935: The first blind landing aboard a carrie was made aboard *Langley* by Lt. Frank Akers, in an OJ-2 with hooded cockpit.



3-6 June 1942: U.S. Navy carrier aircraft sink four mperial Japanese Navy aircraft carriers and a heavy he decisive Battle of Midway.

une 1942: Formal testing of gnetic Anomaly Detectors AD) begins.

3 January 1944: Coast Guard Cmdr. Frank Erickson flies an HNS-1 *Hoverfly* in first naval helicopter lifesaving mission near New York.

7-8 May 1942: U.S. and Japanese aircraft carriers fight the Battle of the Coral Sea, the first naval engagement in history in which ships of the opposing forces do not come within sight of one another.

8 November 1942: Carrier aircraft from USS *Ranger* (CV 4) and several escort carriers support landings in North Africa.

29 September 1946: P2V-1 *Neptune* completes record-setting non-stop flight of 11,235.6 miles from Perth, Australia, to Columbus, Ohio, in 55 hours and 17 minutes.

16 January 1944: Coast Guard Lt. j.g. Stuart Graham, flying a Sikorsky YR-4B, makes the first helicopter take off from and landing aboard a ship on the high seas.

19-20 June 1944: In the largest carrier battle in history, the Battle of the Philippine Sea, more than 600 Japanese aircraft are destroyed and three carriers sunk for a loss of 123 U.S. aircraft.

23-26 October 1944: In a series of engagements collectively called the Battle of Leyte Gulf, naval aircraft help beat back Japan's final large naval offensive.

18 March 1945: The Okinawa campaign begins.

1946: AD/A-1 *Skyraider* enters service.

10 September 1945: USS *Midway* (CV 41) commissioned.

30 October 1946: Navy successfully tests first ejection seat at Lakehurst, N.J.

1947: FH *Phantom* and P2V/P-2 *Neptune* enter service.

1948: F2H *Banshee* enters service.

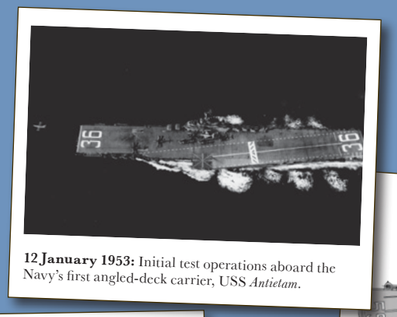
1949: F9F *Panther* enters service.

9 November 1950: Over Yalu River, Cmdr. William Amen becomes first Navy jet pilot to shoot down another jet.

1 February 1952: CNO approves Project 27C, to install first angled flight decks on carriers.

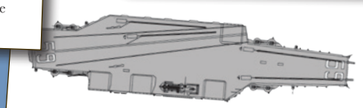
28 April 1952: Navy adopts British-developed steam catapults for carriers.

30 October 1946: Navy successfully tests first ejection seat at Lakehurst, N.J.



12 January 1953: Initial test operations aboard the Navy's first angled-deck carrier, USS *Antietam*.

25 April 1956: Mirrored landing systems are ordered installed on all carriers.



1 October 1955: USS *Forrestal* (CV 59), the first "super carrier," commissioned.

2 October 1950: BuAer establishes Project Arowa for developing practical weather forecasting.

4 December 1950: Ens. Jesse Brown, the Navy's firs black aviator, crash lands near Hagaru-Ri, Korea. H would receive the Distinguished Flying Cross posthu-mously. Lt. j.g. Thomas Hudner, who crash landed to try to save him, would receive the Medal of Honor.

1 May 1951: AD *Skyraiders* from USS *Princeton* (CV 37) successfully attack the Hwachon Dam with torpedoes.

25 April 1959: The *Bullpup*, the first mass-produced air-to-surface missile, is deployed overseas.

3 September 1952: The XAAM-N-7, the prototype of the AIM-9A *Sidewinder* air-to-air missile, is first fired successfully.

20 March 1953: Airship ZP2N-1 sets world distance record of 9,448 miles in 264 hours.

1954: HSS-1 *Seabat* enters service.

1956: A4D/A-4 *Skyhawk* enters service.

10 September 1959: The Bureau of Aeronautics is merged with the Bureau of Ordnance to become the new Bureau of Naval Weapons.

1960: F4H/F-4 *Phantom II* enters service.

13 April 1960: The first satellite of TRANSIT, the first operational satellite navigation system, is sent into orbit.

1941 1951 1961

U.S. NAVAL AVIATION COMES OF AGE: 1936-1961

U.S. naval aviation was suddenly thrust into prominence when the Japanese attack on Pearl Harbor left the Pacific Fleet with few offensive tools other than its carriers. The numerous islands of the Central and South Pacific—over which much of the war was fought—also ensured that land-based Marine Corps air power would contribute as well. The first year of the war would see both spectacular sea battles and long contests of endurance, such as the Guadalcanal campaign, where naval air power proved decisive. After the tide turned in 1943, naval aviation was at the forefront of every U.S. offensive across the Pacific. When the last major Japanese naval combatant—the super battleship *Yamato*—sortied for a final time in April 1945, 300 U.S. naval aircraft sent the world's largest surface ship to the bottom of the East China Sea—and signaled the coming of age of naval air power. Naval air power would again play an important role in a very different war in Korea five years later, setting the stage for *Naval Av*iation as a key "crisis response" tool in the post-war world.

LS1 Robert “Steve” Lipscomb, a Team Navy/Coast Guard member, is the honorary torch bearer during the opening ceremony of the 2011 Warrior Games.

Story and photos by MC2(EXW) Todd Frantom

Flaming embers from a bright torch illuminate the face of a Team Navy-Coast Guard member during the opening ceremony of the 2011 Warrior Games in Colorado Springs, Colo. He maintains his stern composure as he transfers the torch to an athlete from another branch of the military during the symbolic movement of the torch-bearer cauldron lighting ceremony, kicking off the 2011 games. This year marks the second annual games, an athletic competition among 200 wounded, ill and injured service members from all branches of the U.S. military.

The annual event takes place at the Olympic Training Center and the U.S. Air Force Academy, and is open to the public, free of charge. Athletic competitors include service members with upper- and lower-body injuries, spinal cord injuries, traumatic brain injuries, visual impairment and post-traumatic stress disorder. They compete in various sports including archery, wheelchair basketball, cycling, shooting, swimming, track and field and sitting volleyball.

The Warrior Games bring together active-duty service members and military veterans from across the country, while fostering camaraderie and a healthy competitive spirit. The event helps the athletes discover new capabilities they can apply to every day life challenges and opportunities, and encourages them to reach for – and achieve – a rich and productive future.

For one Sailor, the games take on a special meaning.

"This will be the most important thing I have ever done in my entire life," said Logistics Specialist 1st Class Robert "Steve" Lipscomb.

"A year ago, I was given the news I have cancer – and it's Stage IV terminal. My first reaction was, of course, shock. Here I was, in the best shape of my life, after working very hard to go from 190 to 175, improve my BCA to less than 3 percent and, hopefully, inspire others to get into the gym. My first statement was, 'Wow. Where do we go from here?'"

Lipscomb recalls the initial scares, anxiety and feelings, while trying his best to stay positive. Eventually, he accepted his life change by putting the situation in God's hands.

"Since dealing with this now for a while, it definitely changed my outlook on life," Lipscomb said.

"It gave me a purpose, not only to fight for my life, but to pay it forward and, hopefully, make a difference. This situation doesn't just affect me," he said. "To my surprise, it has affected so many other people. We have opened doors to long-lost friends from high school, college, shipmates, our amazing Navy-Coast Guard team and even strangers. I like to call it a whole new world of networking that motivates me to get out of bed and fight that much harder."

"Steve's positive attitude is very important for his cancer treatment. As studies [have] shown, positive attitude has a positive impact on outcomes of cancer treatment," said Dr. David Z. Chang, M.D., Ph.D., Lipscomb's primary care physician. "He has an aggressive cancer and is getting aggressive chemotherapy, yet doing very well! His positive attitude has a lot to do with the good outcome, and his attitude also makes it easier - a pleasure for me as a doctor - to take care of him."

"It is also inspiring that as a patient undergoing chemotherapy … he still does so much for other people, other patients, and the community. His fundraising efforts are very admirable," Chang said. "In brief, I think you are truly a warrior; not just at the game you were competing in, but more importantly a warrior in fighting with cancer, and a warrior in life in general."

With immense determination, Lipscomb has pulled the strength from within to find the positive side of everything. "The best tool you have is your heart and mind; pay it forward. You can do this, and make a difference in someone else's life," Chang noted.

Lipscomb said he believes, first, only God punches time cards and only God has a plan for him. Second, Lipscomb says his true hero in all of this is his wife, Sharon. And lastly, he says his continued motivation comes from his two daughters whom he calls, "Princess" and "Angel."

The Team Navy/Coast Guard Team competes with Air Force in wheel chair basketball for the bronze medal. Navy won the game 13 to 12.

"A year ago I was given the news I have cancer and it's Stage IV terminal." My first reaction

Lipscomb gets ready for his chemotherapy treatment.

Lipscomb trains at home for the Warrior Games.

"They are the reason God put me here," said Lipscomb. "It's my responsibility to take care of them, just as they are taking care of me by being such a joy to be around. It's amazing how much power nine- and-six-year-old girls can have over their father."

As Lipscomb struggled to re-gain his niche after receiving the devastating news, he searched for a new direction in his life. It was at this time he was introduced to Navy Safe Harbor; the Navy's lead organization for coordinating the non-medical care of wounded, ill and injured Sailors, Coast Guardsmen and their families. Through proactive leadership, Navy Safe Harbor provides a lifetime of individually-tailored assistance designed to optimize the success of the enrollees' recovery, rehabilitation and reintegration activities.

"Navy Safe Harbor is one of the most vital program Navy has ... the perfect crew to take care of the S

Safe Harbor is also a sponsor organization that works directly with the Warrior Games' athletes to accommodate successful competition. The goal of the Warrior Games isn't necessarily to identify the most skilled athletes, but rather to demonstrate the incredible potential of wounded warriors through competitive sports.

According to Lipscomb, Navy Safe Harbor is one of the most vital programs the Navy has. He claims they have put together the perfect crew to take care of Sailors, and each one brings their experience and passion that goes beyond expectations. One of the key players at Navy Safe Harbor is their Adaptive Athletics Program Coordinator Dave Pennington, a retired force master chief.

Lipscomb noted, "When people say the Navy is a small community, here's the proof of that.

"[Force Master Chief] Pennington and I were stationed together back in 2005 to 2006 at NAS Willow Grove, Penn. He was the base command master chief and I was the leading petty officer at NOSC Supply. In 2006, Pennington became a Navy Reserve [Force Master Chief] when I was selected to go to the Blue Angels," Lipscomb said.

"We were both competitive in command sports and developed a bond over time because we were able to get to know each other," said Lipscomb. "He basically became a mentor of mine. Not only is he my mentor for the Navy, but also for life itself. We've been able to reconnect thanks to Safe Harbor, and the games are that much more special having a dear friend by my side."

For Lipscomb, the road to the Warrior Games began shortly after Sept. 20, 2010, when Adm. Mike Mullen, chairman of the Joint Chiefs of Staff, announced the second annual Warrior Games would be held in Colorado Springs, Colo., in May 2011.

"A goal was set, a purpose changed and arrows locked on target," Lipscomb said.

Before competition, and during the entire training evolution, Lipscomb was taking chemotherapy, but thanks to the amazing support of his family, he is among the cheering crowd at the Warrior Games, with the torch flame reflecting in his eyes.

"The numbers of prayers and amount of support have been, to say the least, a miracle in itself," said Lipscomb. "We have so many people in our corner, so no matter what happens I've already won this battle because of them."

Lipscomb believes his current command, Navy Expeditionary Logistics Support Group (NAVELSG), a Reserve command that is part of the Naval Expeditionary Combat Command (NECC), Norfolk, has gone beyond the call of duty. Lipscomb feels these thoughtful and compassionate Sailors have changed his life forever.

"They are not only shipmates, but a part of my family as well," Lipscomb said.

While Lipscomb continues to make trips to the hospital, his shipmates have shouldered an increased workload during his appointments, chemo cycles and recovery. During his first round of chemo, his shipmates came in on their off time and moved his household goods when he had to relocate.

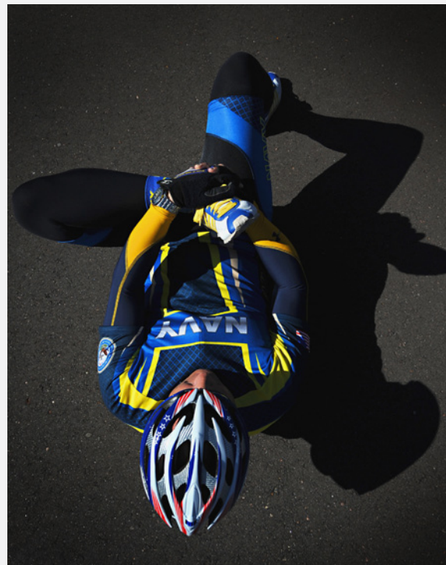
Lipscomb remains highly involved in helping others through service programs and community outreach. He has received two Military Outstanding Volunteer Service Medals and is a community ambassador with programs like Campaign Drug-free. This resulted in the Navy and his command receiving numerous awards to include the Secretary of Defense Community Service Award.

The U.S. Navy "Blue Angel" bike is the only one of its kind, built specifically for LS1 Robert "Steve" Lipscomb.

Navy/Coast Guard team members celebrate their victory over Air Force during the Bronze Medal Match.

Lipscomb also competed in the 10m air pistol competition.

Lipscomb stretches before a 30k road race.



He also gives back as a coach to youth sports and helped start various sports programs in the community. And even though he has a full plate, he has still found time to earn three college degrees.

"It's the little things," Lipscomb said. "Like taking a meal over to someone who is sick, mowing their lawn, spending a day at a veteran home or listening to their stories and playing a game of checkers.

"The Warrior Games have given me an experience that I will cherish more than any other in my life."

"What community service gives that person is not even close to what it gives you; hope that we can make an impact on someone's life and get away from the negative that we continually see on the news," Lipscomb explained.

"Lipscomb is a role model for us all," said Pennington. "I don't know many individuals who were given less than a year to live who would begin training for the Warrior Games. I am amazed at how positive he stays, [but] not amazed by his determination and motivation. Steve has always been relentless and is one of the most giving men I have ever known."

Pennington claims that having Lipscomb on the Navy-Coast Guard team adds an extra level of drive and passion that may not be there without him.

"Despite the challenges that Lipscomb faces and takes on, he has the motivation and desire to beat the odds; his passion and desire are second to none," Pennington added.

Lipscomb said he felt humbled to be selected for the 2011 Navy-Coast Guard team; but, his teammates say they are the one's who feel privileged and wouldn't want it any other way.

"Lipscomb is the heart of this team," said Coach Will Wilson, a retired master chief aviation ordnanceman. "He is a consummate leader and motivator, a perfect combination to help motivate [people] at even the [lowest point] in areas we are weak in. Somehow we find a way to give it our all with Lipscomb screaming with us."

Lipscomb explained how inspired and moved he was by the participants and volunteers involved with the Warrior Games. They are the most giving people with the biggest hearts. They are unlike any other group of men and women who have been through so much you could never imagine, without personally meeting them for yourself. These are heroes who have had what we call an, "Alive Day."

"I met this group of heroes at our first training camp at Naval Base Ventura, Calif.," Lipscomb said. "We went around the room and introduced ourselves and a brief history of the situations, background and how they came to the Warrior Games. That was the best experience of my 16-year Navy career. The passion and desire to fight and overcome their situation was beyond remarkable."

Knowing how well his teammates perform has added to the team's confidence.

"We will win medals at the games and no other team will come close to our courage and teamwork," said Lipscomb. "On top of a great team, we have one of best coaches ever as a leader. Coach Wilson sets the standard when it comes to coaching.

"[Coach Wilson's] passion, along with his size 12 shoes, will get us ready and motivated to do our best," continued Lipscomb. "You can hear it in his voice when he speaks of our team, and his desire to kick some butt at the games - as he says, 'GAME ON!' He and others have put together a remarkable staff of coaches for each event.

"My husband is an incredibly positive and determined man," said Sharon Lipscomb, Steve Lipscomb's wife, "When he was competing in the bike race it was obviously he was in a lot of pain. He had told me he was feeling sick; although, I bet no one but me knew it, that is just the type man he is."

The Warrior Games experience has taught Lipscomb many things.

"The Warrior Games have given me an experience that I will cherish more than any other in my life," Lipscomb said. "Not the Bronze Medal, but the people and experience."

"Time is precious to me, and I will continue to cherish each day as if it was my last. Cancer has given me more drive and passion to fight than before, changed my purpose and allowed me to, hopefully, change others to inspire to do more. I believe if you put forth your best effort, you win the game - no matter the score."

With that in mind, one wonders what's next for Lipscomb.

"My legacy is serving God, family, man and helping others. My personal mission statement is simple, 'with a plan and goal, you will succeed,' said Lipscomb. "Cancer may be in my body, but it is neither in my heart nor my spirit. That is already full – 'GAME ON!'" AH

Frantom is assigned to Defense Media Activity-Navy, Washington, D.C.

Lispcomb is greeted by his wife and father at the end of his 30m bike race at the 2011 Warrior Games.

Sailor of the Year 2010

Photo by MC2(SW) David Danals

Photos by MC 2(SW) David Danals

HM1(FMF/SW/AW) ANDREW J. JENKINS
Pacific Fleet Sailor of the Year

PR1(AW/SW) AMY E. DAVIS
Atlantic Fleet Sailor of the Year

AWF1(NAC/AW) JAMES L. HENSON
Reserve Sailor of the Year

CE1(SCW) LEONARDO D. CALDERON
CNO Shore Sailor of the Year

Photos by Richard Oasen

Hospital Corpsman 1st Class (FMF/SW/AW) Andrew Jenkins a native of Wayne County, Mich., graduated from Newaygo County High School in May of 2002. After graduation, he worked alongside his father in the plumbing trade and decided in 2004 to enlist in the Navy. He reported to RTC Great Lakes, Ill., and upon completion of recruit training, was selected as the Division 920 honor recruit.

Jenkins remained in Great Lakes for Seaman ATD School where he was meritoriously promoted to seaman for his outstanding performance. His first set of military orders sent him to USS *Nassau* (LHA 4), in Norfolk. After working as a deck seaman for 18 months, he was sent to HM "A" School. In March of 2007 he graduated from "A" school having broken the standing record for completing the Navy Corpsman curriculum in 28 days and graduated with distinction as the 3rd highest GPA of 82 students.

He then went to the dental strand program and became qualified as a Navy dental technician. On April 1, 2007, Jenkins reported aboard Branch Medical Clinic, Naval Air Station Brunswick, Maine, where he worked as a dental tech until he was frocked to third class petty officer and became the dental department leading petty officer (LPO). He then volunteered for IA duty and was deployed to EMF Kuwait for six months.

Upon returning from deployment in December 2008, he was promoted to petty officer second class. He was selected as LPO for both Dental and Education/Training departments, while simultaneously serving as program director and lead instructor for the emergency medical technician program at the air station.

Jenkins selected orders in February 2009 and reported to Field Medical Training Battalion, Camp Pendleton, Calif., in March 2009 where he was selected as company gunnery sergeant. Jenkins reported to 1st Battalion, 3rd Marines in Kaneohe Bay, Hawaii, on May 21, 2009. He deployed to Afghanistan for *Operation Enduring Freedom* in November 2009. He was frocked to 1st class petty officer on Dec. 15, 2009. Upon his return from deployment he was selected as the battalion LPO. AH

Aircrew Survival Equipmentman 1st Class (AW/SW) Amy E. Davis was born in Lowell, Mass., and graduated from Dracut High School in June 1994. She enlisted in the Navy, completed recruit training in Orlando, Fla., and reported to NATTC Millington, Tenn. for Air Traffic Controller "A" School. Davis was subsequently assigned to Naval Air Station Sigonella, Sicily, in January 1995. Her career ambitions changed and in July 1999, she reported to Aircrew Survival Equipmentman, PR "A" school, Pensacola, Fla.

In November 1999, she reported to USS *Kitty Hawk* (CV 63), Yokosuka Japan. There, she was advanced to second class petty officer. In January 2002, she reported to Navy Recruiting District New England Boston. She qualified as a recruiter in charge, and was advanced to first class petty officer.

In June 2005 she reported to Strike-Fighter Squadron 106 and was assigned as the Paraloft leading petty officer. In April 2008 she reported to Strike-Fighter Squadron 87 and deployed aboard USS *Theodore Roosevelt* (CVN 71) in support of *Operation Enduring Freedom*. AH

Naval Air Crewman (Mechanical) 1st Class (NAC/AW) James L. Henson of Tampa, Fla., enlisted in the Navy in December 1995, after graduating high school. He completed Basic Recruit Training at RTC Great Lakes, Ill., in February 1996, and reported to Aviation Maintenance Administrationman "A" School, Meridian, Miss. Henson graduated first in his class in May 1996 and was meritoriously advanced to third class petty officer through the Accelerated Advancement Program.

Henson's next tour was at Pacific Missile Range Facility (PMRF), Barking Sands, Hawaii, in May 1996. During his tour, he was advanced to second class petty officer and was selected as the 1997 Junior Sailor of the Year. He completed this tour in February 2000.

He then reported to Electronic Attack Squadron 140, Whidbey Island, Wash., and completed sea deployments aboard USS *Dwight D. Eisenhower* (CVN 69) and USS *John F. Kennedy* (CV 67).

In March 2002, he reported to Aircraft Intermediate Maintenance Department, Mayport, Fla., where he was advanced to first class petty officer and served as production control leading petty officer.

Three years later, he left active duty and transferred to Transport Squadron 58 as a Selected Reservist to start his own private business. AH

Construction Electrician 1st Class (SCW) Leonard Calderon was born June 5, 1981, in Guadalajara, Mexico. After graduating from High School in 1999, he enlisted in the Navy in March 2000. He completed boot camp at RTC Great Lakes, Ill., and attended Construction Electrician "A" School in Wichita Falls, Texas.

Calderon's first duty assignment was with Construction Battalion Unit FOUR ZERO SIX, stationed onboard Naval Air Station Lemoore, where he was promoted to Third Class Petty Officer.

In 2002, Calderon transferred to Naval Mobile Construction Battalion 4, Port Hueneme Calif., and deployed to Iraq in support of *Operation Iraqi Freedom* as a member of Task Force MIKE that went on to Baghdad as a security detachment to launch bridges and support humanitarian missions.

During his last deployment he assisted in the construction of two schools in the Philippines. Immediately upon returning from deployment, he attended Journeyman Instructor Training and quickly certified to instruct various small arms qualified Master Training Specialist.

In 2007, Calderon received orders to the 31st Seabee Readiness Group, Port Hueneme, Calif., where he was temporary assigned to Naval Construction Training Center, Port Hueneme. He was one of five instructors selected Naval Construction Force-wide to instruct Construction Electrician "A" School where he was advanced to first class petty officer. Since arriving at the 31st, he has completed his Master Training Mentor Qualification and earned a bachelor's degree. AH

Sailor of the Year 2010

Best of the Best

SUICIDE & YOU PREVENTION

Story and Illustration by MC2(SW) David Danals

"Every single suicide loss is a tragedy with a far-reaching impact to the health and readiness of our entire Navy community." — Chief of Naval Personnel, Vice Adm. Mark Ferguson

A Sailor faces many stresses in his life, including deployments with long separations from friends and family, as well as money and family problems. Sometimes that stress, combined with physical or emotional pain, can push someone into seeking what they see as a permanent solution for a temporary problem - SUICIDE. Although many Sailors will seek help if they feel like hurting themselves, many do not, and the stress will build to an unbearable point where it becomes impossible to move on without help.

According to the Navy's suicide prevention Web site (*www.public.navy.mil/bupers-npc/support/suicide_prevention/*), suicide accounted for 10.9 percent of fatalities among Sailors in 2010. This rate has been slowly increasing with the increased operation tempo and length of deployments.

"Suicide is usually an act of anger and not secondary to depression or other mental health issues," said Dr. Larry Grubb, a psychiatrist at National Naval Medical Center, Bethesda, Md.

Suicide directly affects unit readiness, morale and mission effectiveness. It's important for everyone to become familiar with suicide's signs and symptoms to help prevent further incidents. That will help you spot a friend in need and step in to try to make a difference as well. Here are some signs and symptoms to look for:

- Thoughts or threats of suicide, either expressed verbally or written.
- Increased alcohol use.
- Expressing that there is no reason for living or having no sense of meaning or purpose of life.
- Anxiety, or agitation with frequent nightmares, the inability to sleep or sleeping all the time.
- Hopelessness and feeling trapped, about self, others or the future.
- Withdrawal from family, friends, usual activities and society.
- Uncontrolled anger or revenge for perceived wrongs.
- Irrationality - acting without regard for consequences, participating in excessively risky behavior or experiencing mood swings.

"When you encounter a Sailor who is experiencing any of these signs it is important to realize that you can make a difference," said Grubb.

Studies show talking about suicide could deter someone from commiting suicide. Sit down with that service member and talk about what you've noticed. Use the acronym **ACT: Ask, Care and Treat**.

Ask. Ask how they are doing and stay engaged with them. Too often we are overly involved with our own day-to-day happenings. Recognizing that a shipmate dealing with stress may lead to visions of suicide is important.

Care. Let them know there is hope and they're not alone by talking to them and having an open heart. Always give the person your undivided attention. Having a 20-minute conversation or accepting an early morning phone call can save the life of a Sailor contemplating suicide. Something as simple as inviting the Sailor over for dinner on Sunday nights can show that Sailor they're presence is appreciated. Over time this simple act can encourage them to seek help dealing with suicidal thoughts.

Treat. If the Sailor is suicidal, and especially if they have a plan and means to commit suicide, take the Sailor to get help – DO NOT leave them alone until professional help has arrived. Continue to offer support for that shipmate throughout their treatment and thereafter.

The education and training of commands, service members, family and friends is the first line of defense when it comes to combating suicide. The Navy offers many resources such as Military OneSource, chat hotlines, Navy chaplains, fleet and family support centers and your own command and naval medical centers as well.

You can obtain more information and resources at *www.suicide.navy.mil* or *www.health.mil/Themes/Suicide_Prevention*.

Sailors around the world find hope in family and friends every single day, and there is no reason for someone you care about not to have the same - suicide is 100 percent preventable. AH

Danals is assigned to Defense Media Activity – Navy, Washington, D.C

Old Meets New Aboard USS *Constitution*

Story by MC3 Shannon Burns

For more than 200 years, the U.S. Navy has celebrated many firsts. USS *Holland* (SS 1) was the Navy's first commissioned submarine. In March 1944, the "Golden Thirteen" became the first African-American men to be commissioned from the Naval Reserve Officer Training Corps. The first six women were sworn into the Navy in 1948.

Command Master Chief (CMC) Roxanne Rhoades recently joined the ranks of the command master chiefs, and happens to be the first female CMC aboard the historic Navy frigate USS *Constitution*.

"It is an honor just to have been selected as a crew member [on *Constitution*], but having the opportunity to serve as a senior enlisted role model for these Sailors we pull directly from boot camp and fleet returnees is truly a humbling experience," said Rhoades.

At 13 years old Rhoades knew she wanted to join the Navy after observing a passerby wearing a shirt promoting the Navy. She signed up prior to graduating high school, and started her active-duty career in July 1987. With several Navy job fields available to her, Rhoades chose aviation maintenance administrationman (AZ) as her rate.

Photo by MCCS(SW) James Baldwin

USS *Constitution*'s CMC Roxanne Rhoades and Rear Adm. Nevin P. Carr Jr., Chief of Naval Research, prepare to lay a wreath over the side of USS *Constitution* to commemorate the Battle of Midway.

"My high school education was in computer science. The rates [the Navy offered me] were YN (yeoman), AZ, and EO (equipment operator)," she said. "I was more of a hands-on person, and paperwork didn't interest me; but, I didn't want to be a mechanic."

Rhoades said she knew early on that she would make the Navy a career because she loved her job. What she didn't realize was just how far she could go.

"I found the AZ rate to be a perfect fit, and I enjoyed all aspects of the rate. As I continued through my years of service I was afforded the opportunity to move [through disciplines within the rate] from maintenance control to logs anmd records, and then into a data analyst/system administrator position. I truly enjoyed the work," commented Rhoades.

Rhoades thought that being selected to chief petty officer in august 2000 would be the highlight of her career – until she was selected to senior chief petty officer while stationed aboard USS *Harry S. Truman* (CVN 75).

Even after being selected to the rank of senior chief, Rhoades said she still did not envision herself becoming a CMC.

"When I reported for staff duty at Commander, Patrol & Reconnaissance Group, I met Command Master Chief Ricky Parker who impressed his leadership and mentorship upon me," she explained. "Eventually, I was picked up for the Command Senior Chief Program, but felt I would retire due to the [limited] quotas for AZ master chiefs."

Prior to reporting to *Constitution* CMC, Rhoades served as the command senior chief for the Norfolk-based Carrier Airborne Early Warning Squadron 123, deployed aboard USS *Enterprise* (CVN 65). Three months into the deployment, she transferred to *Constitution*.

"This is an opportunity [for me] to serve aboard a living, breathing piece of our naval history," said Rhoades. "[*Constitution*] is 213 years old. Sailors still continue to proudly serve aboard, preserving the ship, protecting her against time and promoting her very need to continue to serve our great country and [its] people."

Rhoades hopes to help the Sailors stationed aboard *Constitution* in today's Navy.

"I want to continue to help move *Constitution* forward into our modern Navy by ensuring our Sailors who serve [aboard] continue to maintain her history, as well as help them train and adhere to current policies and procedures," she said. "I also hope to convey our mission to our counterparts in the fleet and encourage them to accept the challenge of serving aboard the 'oldest commissioned warship afloat.'"

In the future, Rhoades said she has a goal to serve as CMC aboard an aircraft carrier or other surface vessel. To Sailors who may, one day, aspire to become a CMC, Rhoades charges them to prepare accordingly and to be ready to accept the huge responsibility that comes along with the position.

"Sailors who wish to become, and remain, a CMC must adhere to the Sailor's Creed and our Navy Core Values," she said. "If you stay true to our Navy, the standards set forth, and uphold our rules and regulations while continuing to strive for perfection and lead from the front, you will succeed. Knowledge is key; knowledge of instruction; changes to programs, policies and procedures; what affects and motivates Sailors; and, what programs or assistance is available to Sailors. AH

Burns is assigned to Defense Media Activity – Navy, Washington, D.C.

Photo by MC1 Brian A. Goyak

Lt. Cmdr. Karl Mitchell, attaches electro-cardiogram leads to 101-year-old Irene Becerra before cataract surgery aboard USNS *Comfort* (T-AH 20) during a *Continuing Promise 2011* community service project in Tumaco, Columbia.

101-Year-Old Patient Receives Surgery Aboard *Comfort*

Personnel embarked aboard USNS *Comfort* (T-AH 20) recently performed cataract removal surgery on a 101-year-old woman while anchored off the coast of Tumaco, Colombia.

Irene Becerra, a native of Araño, Colombia, arrived at the Escuela Max Seídel medical site, complaining of a headache and loss of sight in her left eye, which the *Continuing Promise 2011* (*CP11*) medical team later determined was caused by a cataract.

Lt. Cmdr. Francine Worthington, the patient administration department head aboard Comfort, performed Becerra's initial screening.

"When I first met Irene, she immediately greeted me with her radiant smile and comforting hands," said Worthington. "Initially, I didn't even know she was 101. When I asked what the secret was to her longevity, she told me, 'God's blessing.'"

Shortly after her surgical screening with Worthington, Becerra was approved for cataract removal surgery.

"I was nervous at first," said Luz Becerra, the daughter of Becerra, of the trip out to *Comfort*. "We left it all up to God, but with the wonderful flight crew and medical staff, the flight was calm," she added.

After a two-hour surgery and a recovery period, Becerra, the oldest surgical patient for the *CP11* team to date, will soon gain vision from her left eye.

"I want to thank God, the medical staff aboard *Comfort* and everyone else involved in making this procedure possible," said Becerra.

Worthington said that she was honored to help Becerra throughout the screening process, the prelude to her life-changing surgery. She added that this surgery is representative of the U.S. commitment to the people of Colombia.

"A smile is the beginning of love, and works of love are works of peace," said Worthington. "The partnership begins one person at a time. Ms. Becerra represents the beauty of the Colombian people." AH

Story by MC2(SW) Scott Wojciechowski, U.S. Naval Forces Southern Command/U.S. 4th Fleet, Tumaco, Colombia.

Photo by Lt. j.g. Ryan Sullivan

Missouri Governor Thanks *Missouri* Sailors for Cleanup Assistance

Missouri Gov. Jay Nixon recently met with the eight USS *Missouri* (SSN 780) Sailors who assisted with cleanup efforts in Joplin.

The *Missouri* Sailors assisted AmeriCorps, the American Red Cross and the Missouri State Emergency Management Agency by organizing volunteer efforts related to removing debris and assisting homeowners gather their belongings.

"[The governor] wanted to make sure that we understood how much the State of Missouri appreciates our presence in Joplin and [how} proud he was of us," said Chief Yeoman (SS) Mike Shea.

Since arriving in Joplin, the Sailors have collectively amassed more than 350 hours of volunteer service by clearing several acres of trees, cars and other debris, as well as organizing the volunteer efforts of more than 200 people on a daily basis.

During the governor's visit, he expressed to the Sailors his appreciation from both his office and the citizens of Joplin.

Shea said he and his crew have met with many Joplin citizens who have shared their personal stories of surviving the tornado that struck the city May 22.

"Many of the people I have met describe the enormous sense of loss and disbelief that you can look miles down the road and see everything destroyed," said Shea. "Everything has been wiped out. Nothing is left. No buildings. No trees; nothing." AH

Story by Lt. Jennifer Cragg, Submarine Group 2, Groton, Conn.

Sailors, Marine Biologists Preserve Environment During Shark Tank Exercise

Navy Reserve Sailors from Maritime Expeditionary Security Squadron (MSRON) 1 recently teamed up with San Clemente Island, Calif., marine biologists, to get a better understanding of the natural habitat they will be working in while participating in *Exercise Shark Tank 2011*.

Sailors assigned to MSRON 1 and 11 are currently training on the island as part of the month-long exercise, which focuses on multiphase expeditionary squadron level training and certifications.

"A lot of the work that we're doing now is to support the Navy not getting what's called a "critical habitat" designation on the island," said Navy Region Southwest Marine Biologist Suzanne Graham. "For that

YNC Mike Shea, assigned to USS *Missouri* (SSN 780), helps a crane operator move a wrecked vehicle during tornado clean-up efforts in Joplin, Mo.

Photo by MC2 Nardel Gervacio

Lt. Dustin Burton and Lt. Richard Vallejos, both assigned to Maritime Expeditionary Security Squadron 1, work with Christiana Boerger, a marine biologist, as she tracks the status and progress of local marine life on San Clemente Island, Calif.

not to happen, we are doing studies and monitoring to see what's going on in the intertidal [zones]."

Graham added that in exchange for being proactive about managing the endangered species, regulatory agencies give the Navy the go-ahead to continue to perform exercises like *Shark Tank 2011*.

"This is a natural resource for every American," said Lt. Dustin Burton of MSRON 1. "It's been given to the Navy as a place to train, but at the same time it's a place where we have endemic species to the island."

The U.S. Navy trains in many diverse environments so, to continue training in these places, the Navy must hold themselves to the same environmental standards as any other organization might.

"We're out here for *Shark Tank 2011*," said Burton. "But, part of this evolution is to help out the biological and environmental aspect on the island; and make sure we understand the critical resources here and how we can better protect them."

Burton said he and the other Sailors want to be the best stewards of the environment possible during the exercise.

"We want to understand and be able to take back to our troops some of the sensitivities and make sure we're not stepping on places we shouldn't be stepping on," Burton added. AH

Story and photo by MC2(SW/AW) Arif Patani, Navy Public Affairs Support Element West.

NMSC Uses LSS Project to Save Money and Time

Navy Medicine Support Command (NMSC) recently announced that a Lean Six Sigma (LSS) project has reduced a key process for bringing new medical personnel into the Navy by more than half and is saving the Navy money.

The NMSC Centralized Credentials and Privileging Directorate (CCPD) applied the LSS methodology to the credentialing process of new Navy accessions, said Becky Boyrie, CCPD manager, Medical Staff Services.

"The Pre-Accession Credentialing Division, which was contracted by the Navy Recruiting Command to perform pre-accession credentials review services, verifies that the credentials that allow providers to practice are 100 percent true and accurate, that the provider is a good fit for the Navy, and that the provider can be credentialed and privileged if they were to be commissioned tomorrow," Boyrie explained. "Our average time to complete one of these applications was about 64 days prior to LSS. We've reduced our average time to about 24 days."

The pre-accession credentials verification process for Navy Recruiting Command was initiated nearly three years ago. CCPD receives more than 300 applications annually.

CCPD manages the credentials and privileging process for 2,300 Navy Reserve health care providers and maintains Navy Medicine's archive repository for more than 18,000 credentials files for providers separated or retired from the Navy. CCPD also develops credentials and privileging policy for the Bureau of Medicine and Surgery, and is a key contributor in developing a Unified Credentials Record to standardize credentialing and privileging across DoD.

Yvette Baker, CCPD Reserve Credentialing Department head, said the LSS process served to identify specific areas where existing methodology could improve.

"The LSS project helped CCPD identify areas in our provider credentialing application where [Navy Recruiting Command] can help the applicant complete the process upon initial submission to CCPD," Baker said. "We created a win-win by which Recruiting Command, the provider applicant and the gaining Navy military treatment facility all benefit."

CCPD Medical Services Professional Mary Vernere said the underlying theme of this more expedited process remains simple - ensure the right people are joining the Navy and continue the top-notch service Navy medicine professionals provide.

"This saves the Navy money," she said. "We're determining before the Navy brings a provider in that they're going to be able to be privileged to see patients. It saves time and gets the doctor out there in the hospital seeing patients earlier."

CCPD Pre-Accession Credentialing Department lead Bashan Woodard said the process also ensures the Navy's Total Force concepts are realized.

"We're getting the best doctors, nurses and staff members processed, credentialed and privileged so they can provide the best care for our men and women, and our family members," she said.

CCPD Medical Services Professional Tori Cornell said the organization's role in shaping the future of military medicine is something she and her co-workers take seriously.

"Everybody here is invested in the military," she said. "We all have an interest in making sure the practitioners we credential are going to take care of our families because they are not only taking care of Soldiers out fighting wars, but they are taking care of our children and our spouses." AH

Story courtesy of Navy Medicine Support Command Jacksonville, Fla.

U.S. Navy Photos

Navy WAVES:

Paved the Way for Military Women

Story by MC3(SW) Mikelle D. Smith

In today's society, women are allotted all of the same opportunities and rights their male counterparts are entitled to. From being the founder of a big corporate law firm to running for president of the country, there are very few gender-specific jobs that females don't perform. Though this may be the case for women today, it took time and a change of tradition to get there.

In the early 20th century, many women were still only active in the household. They spent the majority of their time at home raising the children, cleaning the house and buying the groceries, while the men worked to financially provide for the family.

In November 1940 at the brink of World War II, then-President Franklin D. Roosevelt and Congress issued a draft which sent more than 10 million men, born during or before 1927, to war overseas. Women were left to take care of all responsibilities, and became accountable for family life and financial stability. Families were not the only components of the country to suffer disadvantages; the U.S. military had left very few men on home soil to carry out day-to-day jobs; after thinking everything through, it was decided to enlist women to take over the positions.

Though many upper-level conservative officers resisted the idea of incorporating females into military service, the demand for women was strong. As early as January 1942, the Office of Naval Intelligence was recruiting female college students to the Navy.

Establishing Women Accepted for Volunteer Emergency Service (WAVES) program turned into a long process. Inter-war changes in the Naval Reserve legislation that specifically limited service to men were replaced with new legislation that became essential in the mental transformation of the Navy. Though individuals with limited perceptions were still active in the Navy Department, the organization suspected that uniformed women would be a necessity during wartime. The general service opinion was decidedly negative until the crisis-at-hand came about.

Even then, creative verbiage was used to pass an authorization for an active female figure in the military through Congress. For example, the word "emergency," signified that when the effort to resurrect female service was in the planning stages, many higher ranking Navy officials thought female service would cease to exist when the emergency, or the war, was over.

Roosevelt signed the law allowing women to serve in the Armed Forces in July 1942. By August 1942, a Naval Reserve officer Lt. Cmdr. Mildred McAfee was commissioned into the Navy to begin recruiting WAVES.

Following that several other well-known female educators and professionals were petitioned to guide the new organization. To build the WAVES successfully, recruiting had to start; training establishments had to be set-up, and administrative structure had to be put in place.

The effort produced a well-planned design that still has many elements in use nearly six decades later. Difficulties were overcome with diligence and open-mindedness, and within a year's time more than 27,000 women were given permission to wear the WAVES uniform.

As the Navy faced an expansion to overcome enemies on the European and Pacific fronts, females in the Navy, whether enlisted or officer, quickly established a reputation for devotion to duty, dedication to American ideals and a willingness to undertake any job within their physical capability.

Traditionally, many WAVES took on female secretarial and clerical jobs, but when they were needed, women took on atypical duties in the fields of aviation, law, medicine, communications, intelligence, as well as, science and technology. The Navy's wartime demand for them was intense as it struggled to defeat European and Japanese enemies. At the end of World War II, there were more than 8,000 female officers and 10 times that many enlisted WAVES, which made up about 2.5 percent of the Navy's total population. At some commands WAVES constituted the majority of uniformed naval personnel in that region, and many remained to help recruit for the Navy in the post-war era.

The establishment of the WAVES started the revolution of the female presence in the Navy. They helped pave the way for all women who have direct interaction with the military. Today thousands of U.S. military uniforms are worn by women, all of whom have taken the oath to volunteer their lives for the greater good of the nation, and those who will come after them. AH

Smith is assigned to Defense Media Activity-Navy, Washington, D.C.

Sailor Returns Safely After IA To Afghanistan

Story by MC3 Shannon Burns

For many Sailors, volunteering once for a worldwide Individual Augmentee (IA) assignment presents challenges for both the family and Sailors alike. But, when a Sailor volunteers for an IA twice in addition to six deployments, it's a noble act of self-sacrifice.

Photo courtesy of YNCS(SW/AW) Colin Smolens

Senior Chief Yeoman (SW/AW) Colin Smolens volunteered for an eight-month IA assignment to Combined Joint Task Force – 101 (CJTF), Bagram Air Base, Afghanistan, as the non-commissioned officer-in-charge (NCOIC). He said he volunteered because he wanted to do his part.

"I believe we have a lot of junior Sailors in Afghanistan and Iraq doing a lot of great things outside the wire," said Smolens. "As a senior leader I believed that it was important for me to also do whatever I could do to help out the mission. It was rewarding to be there and to talk to the Sailors."

Before deploying to Afghanistan Smolens had to receive training that would prepare him for life there.

"The training consisted of basic convoy training, weapons training, IED training, land navigation, etc.," Smolens said. "I went through this training four years earlier when I went on an IA to Djibouti. I believe it was actually a little easier this time because I kind of knew what to expect and I went through the training in September vice May so it was cooler."

Of the many memories Smolens said he has of his time in Afghanistan the one that stands out the most is not from while he was there, but on the flight home from Afghanistan.

"Our pilot announced the death of Osama Bin Laden over the loudspeaker," Smolens said. "At first I thought he was kidding and then I felt that we as a country and military accomplished one of our main goals over there. His death just means one of the tasks is accomplished, but I believe the war will always be there. We just have to keep cutting off the head of the snake every time it tries to reappear."

He said Sailors volunteering for an IA assignment have many things to consider before deciding.

"I would tell Sailors who are going on IA assignments to be careful about what assignment they select and to make sure they get in contact with the individual they would be relieving," he said. "Do some research on where you are going, as well as the exact job that you are going to be doing. When they do deploy they need to have a good point of contact at their command to make sure all of their Navy career info is being entered into the proper system."

After 30 days of leave Smolens will report to USS *George H. W. Bush* (CVN 77). AH

Burns is assigned to Defense Media Activity – Navy, Washington, D.C.

Cool it on the Road

Don't worry about the behavior of other drivers; concentrate on driving safely.

Plan your trips with enough time so that you don't feel rushed.

Don't drive when angry, upset or tired.

Personalize other drivers. Remember that every driver is someone's family member or friend.

Drive in the appropriate lane and allow at least 3 seconds between your vehicle and the one ahead of you.

Listen to music or think about something pleasant. Make the space inside the vehicle comfortable.

For more information visit

www.safetycenter.navy.mil