



Father's Day



Sunday, June 15

Flight Log

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In the next Issue

NAS Kingsville highlights Sailors and Civilians of the Quarter

Commander-in-Chief, U.S. Pacific Fleet is guest speaker at winging ceremony held on board USS Lexington

Story by Maryann Shramko, Flying K editor

Training Air Wing TWO and Training Air Wing FOUR from NAS Corpus Christi conducted their annual joint Winging Ceremony on board USS Lexington (CV/CVT 16) Saturday, May 31. Special guest speaker for the ceremony was ADM Robert Willard, Commander-in-Chief, U.S. Pacific Fleet. Twenty-two Navy, Marine Corps and Air Force pilots received their Wings of Gold during the ceremony in front of more than 400 guests and family members.

CAPT Bill Davis, Commander, Training Air Wing TWO provided those gathered in the hangar bay of the "Blue Ghost" an official welcome and introduced the guest speaker.

"[Today's winging ceremony] is a very special event that we only do once a year on board the USS Lexington," Davis said. "To commemorate this unique winging event we have a very special guest who is a premiere fighter pilot and has been both an FRF instructor as well as a Top Gun instructor. He was the pilot flying the black F-5 that represented the MIG in the movie Top Gun, as well as a technical advisor for the movie. You'll find no finer officer, aviator, or warrior."

ADM Willard then addressed the crowd, admitting he was excited to be in Corpus Christi aboard the Lexington and participating in the ceremony. For Willard, it was a first, of sorts.

"This is the first time in my career that I have had the opportunity to conduct a ceremony, to be here at a winging since my own" he said. "It is a great pleasure to be here to celebrate the achievement of these aviators and there is no better place to do this than



ADM Robert Willard, Commander-in-Chief, U.S. Pacific Fleet shares some leadership advice with the 22 new Navy, Marine Corps and Air Force aviators. Photo by Maryann Shramko.

aboard this ship." He proudly spoke of the unity between the services that once never existed stating "I like the fact that we conduct joint flight train-

ing today and that the aviators from sister services are not strangers to one another because we used to be."

Willard continued by provided the new aviators with a taste of what will be expected of them in the future. "A flying career is one of constant learning and improving," he said. "You can never imagine that you have mastered it all. I was still learning after 17 consecutive years in the cockpit and you'll all be asked to master other work too. You will be branch and division officers, you will serve in administrative, maintenance, and operations jobs. This, too, is part of our work. The best of you will master both -- and both will determine your future success as an aviator."

Willard then spoke with a great deal of pride what made his career and every other aviator's career successful. "It is the latter of those responsibili-

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T-2 Buckeye reunion

August 21-22, NAS Pensacola, Fla. Former aircrew, students, guests and all other interested parties are invited to attend the T-2 Sunset events. Scheduled events include: Golf tournament, Social at the Cubi Point Bar in the Naval Aviation Museum, and Sundown Party with a flyby at the Mustin Beach Officers club. For details, please go to <https://www.cnatra.navy.mil/tw6/> and click on "T-2 Sunset".





Commentary...

We're all safety managers



CDR Scott "Stacker" Allen
Executive Officer, NAS Kingsville

The Safety Fair we had a couple of weeks ago effectively demonstrated how broad the scope of personnel safety really reaches. It helps to think of safety along a continuum of risks that run from low to high but are always context driven. Whether we are driving to work or spending a day at the beach the continuum is always with us. If we choose to ignore the risks that are present we do so at our own peril, complacency and a willingness to ignore risks kills. On March 23, 2005 one of the worst industrial disasters in US history occurred just up the road at the BP gas refinery in Texas City. Fifteen workers were killed and 170 more were injured when a faulty ISOM unit exploded during restart. The tragic thing about this mishap (nearly all mishaps for that matter) was that it could have been avoided.

Don Parus was a realist. It was this quality that had earned him the site manager position at British Petroleum's (BP) Texas City refinery. BP's Texas City oil refinery was its largest and most complex oil-refining site; with a capacity of 460,000 barrels per day it could produce up to 11 million gallons of gasoline per day and that made it a key financial resource. In 2002 when Parus took the Site Manager position he was aware that capital spending at the Texas City plant had been on the decline for several years. He knew that the poor material condition and the current reliability and integrity issues at the plant were clearly linked to the reduction in total maintenance spending during this period. Parus acknowledged these problems, many of which were endemic in the oil refinery business. Still he was confident that, despite recent funding shortfalls, with BP's assistance he could address the safety issues and keeps the gasoline revenue flowing. He felt he could achieve a win-win for all concerned. Then in September 2004, the plant suffered a tragic mishap when two employees were burned to death by superheated steam while removing a check valve from a high-pressure hot water line (UU3). The horrific nature of the two workers' deaths had not only shocked the Texas City refinery workers, but had galvanized them against what they perceived as a growing lack of concern for their safety on the part of BP senior management since the merger. In the aftermath of the UU3 mishap Parus had become aware of the workers' concern that UU3 would not be an isolated incident.

Desperate for options Parus commissioned the TELOS Report. Parus and Telos Group consultants agreed that the Telos report would begin "at the sharp edge of the human/machine interface" and be a comprehensive safety audit based on facility inspections and interviews with workers. The precept was simple –

uncover "the brutal facts, the way that it really is around here...hold nothing back...and provide the baseline for future assessments of safety behavior and culture" at the Texas City refinery. The confidential Telos report was released in January 2005, and from a safety perspective the findings were grim - repeated violations of protocols and procedures, poor material condition of critical components, and a fatalistic mentality among workers that bordered on bravado. Comments from the employee interviews, which canvassed over sixty percent of the workers, were consistently disturbing and revealed a complete breakdown in communication and trust between workers and supervisors. Particularly troubling was the fact that the Plant's safety record was being kept artificially low because employees refused to report job related injuries. A number of workers that had reported injuries had been let go and this had fostered a culture of silence among workers. The pervasive attitude among workers was that senior management only cared about the bottom line.

Parus was disappointed by the magnitude of the problem at the Texas City facility; still, he saw the black and white report as a rallying point and an opportunity to finally turn things around. Parus commented in an email to a colleague "these fatalities keep us on a linked chain of one death here every 16 months. Together, we must and will break this chain." However, with gasoline prices surging to all-time highs, nobody was going to suggest shutting the plant down. It was suggested however, that the introduction of site management improvement programs, such as the 1000-day safety program and a Major Accident Risk Assessment exercise might help stem the tide of growing safety concerns. It did not.

On March 23, 2005, six months after the UU3 mishap, while restarting an ISOM unit at the Texas City refinery a massive explosion occurred. Immediately following the explosion BP accident inspection teams were sent in to determine the cause of the mishap. According to BP investigators the explosion was caused by the ignition of heavier than air hydrocarbons that had leaked during a liquid overflow from a blow-down drum whose job it was to dispose of hot vapors. A critical component of the ISOM unit, known as a raffinate splitter, had been taken out of service for routine maintenance. Upon bringing the system back on line, an over-pressurization in the non-functional splitter caused the opening of its overhead relief valves. The result was an over-flow of liquid into the already full F-20 blow-down stack. This disastrous situation was exacerbated when a vent valve was manually opened to relieve the pressure, but inadvertently allowed heat to enter from a nearby re-boiler furnace. This procedural error caused an exponential increase in vapor and pressure within the F-20 stack. Investigators theorized that the hydrocarbon overflow from the F-20 stack began to spread through the plant grounds until it found an open flame, most likely a running automobile.

In its Texas City Fatal Accident Investigation Final Report, BP officials cited four critical factors that contributed to the severity of the mishap: loss of containment, non-standard raffinate splitter start-up procedures, and physical location of the ISOM unit to workers and trailers, and design and engineering flaws of the blow-

down stack. BP investigators concluded that errors made by plant employees caused the loss of containment that resulted in the explosion. The Final Report asserted that several safety policies and protocols were disregarded during the start-up procedure which could have prevented the explosion. A number of other less critical factors were mentioned concerning the substandard safety environment and poor safety atmosphere, lack of accountability, a lack of leadership within the plant, "poor housekeeping, failure to follow established processes and procedures, refinery 'organization' working against senior leadership, and silo-based cultures refusal to collaborate and reduce inconsistencies across the refinery" as additional causal factors. The report issued March 20, 2007 by the U.S. Chemical Safety and Hazard Investigation Board (CSB); also found that cost cutting and budget pressures from BP executive managers created a "broken" safety culture. The chemical investigation agency also took a fellow federal agency to task for a lack of regulatory oversight. According to Carolyn Merritt, the chairwoman of the CSB, "The March 23, 2005 accident at BP was avoidable. In my view it was the inevitable result of a series of actions by the company. Among other things, they cut costs that affected maintenance and safety; they ignored the implications of previous incidents that were red warning flags. There was a broken safety culture at BP."

As we go through our daily routines here at NAS Kingsville I hope that each of us takes onboard the idea that we are all Safety Officers, we are all responsible for the safety of ourselves and our shipmates. Accidents are preventable as long as each of us is willing to stand on principle and not adopt a business as usual mentality. We must stand "at the sharp edge of the human/machine interface" and always be willing to make the hard calls.

"Stacker" sends





Tews' Views



Chaplain (LCDR) Mark Tews
NAS Kingsville, Religious Ministries

Sun Stopping Prayer (Joshua 10: 12-13)

Have you ever been struck by the fact that the supernatural option is usually our last resort instead our first consideration? Faith at its very heart is contingent on the supernatural. You have to work very hard to make any sense out of the Scriptures if you don't allow that there are times when the Lord suspends what we generally call the "laws of nature." Yet for many of the faithful, the supernatural option is often overlooked.

Here are just a few scriptural examples;

"The Law of Gravity" was suspended when the prophet Elijah and his chariot ascended into heaven (II Kings 2:11).

Lazarus broke a few "laws" when he stepped forth from the grave (John 11: 43-44).

The Jordan river stopped flowing even at flood stage (Joshua 3: 15-16).

The Red sea parts to allow a million people to cross on dry land (Exodus 14: 15-22).

What are we to make of all this? In the example cited in the title from Joshua 10, the man of God prayed and the sun stood still.

It is an either/or proposition. Either these things happened, or they didn't. We cannot with integrity and intellectual honesty make those verses say something else

or allegorize them to mean something else, when the author doesn't do so. The implication of all this in our daily prayers is huge. Are we to expect that the Lord can and will do for us what we think is impossible or see to be supernatural?

Charlton Heston, who starred in Ben Hur, told the story of a conversation he had with the director during the filming of the famous chariot race. Heston, did many of his own stunts, and he was anxious about controlling the horses and "winning" as the script of course said he must. The director said, "Your job is to hang on. It is my job to see that you win."

It is not our job to determine the answers to our prayers. It is, however, our job to "hang on" to every Word of God, and trust that he will bring about an outcome in accordance with His will, even if it means doing something "supernatural." We can and should expect that when we pray, the Lord does have and will use the power to do the miraculous.

"Prayer should be the key of the day and the lock of the night" ~Thomas Fuller

"Those who always pray are necessary to those who never pray." ~Victor Hugo

"Is prayer your steering wheel, or your spare tire?"

~Corrie Ten-Boom

"Prayer covers the whole of a man's life. There is no thought, feeling, yearning, or desire, however low, trifling, or vulgar we may deem it, which if it affects our real interest or happiness, we may not lay before God and be sure of sympathy. His nature is such that our often coming does not tire Him. The whole burden of the whole life of every man may be rolled on to God and not weary him, though it has wearied the man."

~Henry Ward Beecher

(There is no Trivia challenge this issue as I am away on leave/TAD)



In The Break...



CAPT Bill "BD" Davis
Commander, Training Air Wing TWO

I hope everyone had an opportunity to hear CAPT Chris Ferguson on Friday when he briefed us on the Space Shuttle program and associated challenges. These events and discussions are all part of our monthly training to improve operational excellence. The focus is not only on the T-45 and events which take place here and Meridian, but also to learn from other organizations and people. The below article, edited for brevity, was in the May-June 2006 Approach Magazine. It highlights breakdowns in both CRM and professionalism which resulted in devastating consequences for both crew members. It is these kinds of foolish mistakes that can lead to loss of your wings and career, not to mention a multi-million dollar aircraft and irreplaceable lives. Stay alert, stay safe and always be a professional.

BD

Remember My Mistakes

By LT Christopher Alexander

A series of events took place during a flight, all of which entirely were preventable, completely avoidable, and eventually resulted in my probationary flight status. A senior officer and close friend also permanently lost his flight status.

The flight demonstrated almost every example of what any CRM course teaches us to guard against. Our breakdown of flight discipline epitomizes everything we teach our students, subordinates, and peers not to do. Here's how not to fly like a professional naval aviator.

A couple months before the incident, my operations officer, a very senior lieutenant commander, had approached me and asked if I would be willing to act as the VF-101 officer in charge for our squadron's role in upcoming GBU-38, Mk-82, JDAM testing.

After successfully completing the developmental testing at NAS Patuxent River, we were on detachment and preparing for the final operational-test flight and weapon launch at NAWS China Lake.

It was a June morning when my operations officer (also my pilot) and I met at the VX-9 ready room and briefed our test flight. The overall brief was conduct-

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The Flying K

Naval Air Station Kingsville, Texas

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(Remember My Mistakes from page 3)

ed by VX-9, with my pilot and I completing our crew brief immediately afterward. During both briefs, the testing points and profiles were covered ad nauseam, with much discussion. We very quickly discussed the possibility of flying a couple bomb-damage-assessment (BDA) passes around the target area in a left-hand, race-track pattern, if our range time allowed. No minimum altitude was briefed for the post-test BDA passes.

Walk, start-up, and pre-takeoff were uneventful. When we finally released the weapon, and I watched it hit the target on my LANTIRN video, I was ecstatic. With just under five minutes of range time remaining, our area controller cleared us to descend for BDA passes in the vicinity of the target. Normally, not having a radar altimeter in the back seat, I would have selected a repeat of the pilot's HUD on one of my displays. However, having flown with my pilot on many occasions, including low-altitude training, combined with my elation at the completion of our testing, I did not select the HUD repeat or monitor our AGL altitude other than visually.

After completing a circuit around the range, we descended and commenced an extremely low-altitude flyby of the target. Climbing as we passed the target, we maintained our left-hand, racetrack pattern and began a second very low-altitude flyby of the target. After completing the second pass, we climbed to break altitude and returned to the field. At no time during the two passes did I say anything to my pilot about our altitude.

The debrief was uneventful and focused entirely on the testing points we had covered in the brief. Neither of us mentioned the low passes. Elated at having completed the testing, I just wanted to start my weekend and looked forward to a great month of flying when I returned home. As it turned out, I almost never flew again.

The following week, I was called into my CO's office, and I could tell at once it was not a celebratory occasion. After answering questions about the event, I was asked if I knew anything about a video of our flight. I replied that, yes, I had a copy of the video from our flight, which had been filmed by the range video cameras. I hadn't viewed the video, but I soon got to preview it with my CO and XO.

To say our passes over the target area were low would be an extreme understatement. The tape was

confiscated, and our field-naval-aviator-evaluation boards (FNAEBs) were convened the next day.

I learned profound lessons throughout the course of the FNAEB. The most surprising lessons I have learned were those that I never had considered.

As professional aviators, it's easy for us to see the obvious mistakes-starting with the brief. While we focused on the test portion of the flight, we allowed ourselves the inexcusable luxury of completely disregarding the indispensably important briefing of every other portion of the flight, including the post-test BDA passes, the flight parameters, and, most notably, altitudes.

Anytime we plan operations at low altitudes, which are defined as anything below 1,500 feet by OPNAVINST 3710, then low-altitude-training rules must be briefed without exception.

Allowing ourselves to focus only on one aspect of our mission, was an egregious error in basic pre-flight planning and briefing. No matter how cursory or standard, every part of a flight must be covered during the brief in some manner.

During the post-test portion of our flight, someone should have stated our intended and minimum altitudes for the BDA passes. Because altitudes were not covered during our brief, we should have discussed and agreed on them in the cockpit. Crew communication helps to get everyone's head in the game and makes sure each crew member has a complete understanding of the intended flight profile. You can't perform copilot duties if you have no idea what altitudes or airspeeds your pilot should be maintaining.

Third, my failure to monitor the aircraft's AGL altitude resulted in my inability to question or correct my pilot about our flight parameters. This failure was a basic breakdown of my copilot responsibilities, something that we hammer home to our new students and an infraction for which we mercilessly would punish a student. Once the flight was over, we should have debriefed the event thoroughly, to include the post-test BDA passes and altitudes.

As a crew member without flight controls, and without the exact duplication of instrumentation in the back seat, I often must choose to trust or not trust what my pilot is telling me. For example, in the F-14, I have no way of knowing what altitude the pilot has set in his radalt, other than to listen to what he tells me-there is no way to check it in the back seat. This is why the issue

of credibility is so important in a multiseat aircraft.

However, this communication is also two-way. I must listen to what my pilot is telling me, make note of it, and question anything that is outside of parameters. If I'm missing an important piece of information, I must be proactive and assertive in getting an answer. Likewise, my pilot must trust what I am telling him and my ability as a copilot.

By not selecting a repeat of the HUD in the back seat during our flight, I trusted my pilot and his ability. In so doing, I failed in my most basic copilot duties. My trust in him was not misplaced; rather, I didn't live up to the trust he placed in me. I had turned into a complacent passenger, who only was along for the proverbial ride. I completely forgot about every good CRM principle ever mentioned, even though I have taught the course on several occasions.

Flight discipline is the responsibility of every member of the flight, regardless of rank, age, or experience. I owe it to my pilot, to myself, to the Navy, and to the taxpayers who pay for me to fly that airplane, to remain vigilant, maintain my professionalism as an aviator, and make sure my aircraft is being operated within established standards.

When the FNAEB proceedings were completed, I was debriefed by my commanding officer. My CO told me, "If you had done your job, what you were supposed to do, you probably would have saved not only your career, but his, too."

For me this was the consummate moment of the entire process. At the end of the day, it comes down to looking out for the other guy. Not only should I have backed him up to make sure we complied with established rules, regulations, and professional flight discipline, but I should have backed him up because we both love to fly, and we both want to do it for as long as possible. At many points before and during the flight, I could have acted with decisiveness, assertion, and professionalism, ensuring not only our safety and that of our aircraft, but of our continued flying careers, as well. As aviators and members of our nation's military, we are entrusted with a sacred duty. I perhaps never have been as keenly aware of this fact as I am today. I urge you to consider all of this before your next brief, or as you walk to your aircraft. Remember my mistakes, and do whatever is necessary to make sure nothing similar ever happens to you.



From left: CAPT Bill Davis, CAPT Christopher Ferguson, and CAPT Phil Waddingham.

Space Shuttle astronaut received his wings at NAS Kingsville

CAPT Christopher Ferguson paid a visit to his old stomping grounds here at NASK to promote NASA's Astronaut program and brief the Space Shuttle program Friday, June 6. Ferguson spoke during an all hands training brief for Student Naval Aviators and squadron personnel at The Club.

Ferguson received his aviator wings after completing flight training here in 1986 and was selected by NASA in 1998.

Ferguson is scheduled to command STS-126 targeted for launch in October. Endeavour will carry a reusable logistics module

that will hold supplies and equipment, including additional crew quarters, a second treadmill, equipment for the regenerative life support system and spare hardware.

His space flight experience consists of STS-115 Atlantis (September 9-21, 2006) successfully restarted assembly of the International Space Station. During the 12-day mission the crew delivered and installed the massive P3/P4 truss segment and two sets of solar arrays providing one quarter of the station's power. The crew also performed over 30 hours of robotic work using the Shuttle's robotic arm as well as three spacewalks to complete the truss installation.

Veterinarian services available on base

Story by Maryann Shramko, Flying K editor

Do your pets need their annual vaccines? How about a Heart Worm test, microchip, flea and tick products or vitamins? If so, then stop overpaying for these services when you can bring your pet to the Veterinarian here on base. That's right, NAS Kingsville now provides these services to all active duty and retired military members and their families at a reduced rate.

Army Capt. Christopher Gorencel, NAS Corpus Christi Veterinarian, and Army SGT Timothy Hair, Animal Care NCO, are currently only available once a month here in Kingsville. "The clinic at Kingsville is building a larger client list now that the word is getting out through advertisement and word-of-mouth," Gorencel said. "We currently provide one day a month for clinics at Kingsville, but if the need is there, we'll try for more."

Explaining the mission of the base veterinarian Gorencel added that "the primary mission of a base veterinarian is to provide comprehensive medical care for government-owned animals such as Military Working Dogs and U.S. Border Patrol dogs, and to provide veterinary public health/preventive medicine support for zoonotic disease control and

prevention, and monitoring and food safety/quality assurance programs." The third priority, he added, is "to provide affordable medical care for privately-owned animals (POAs) as a benefit to our active service members, retirees and their families." Gorencel said he tries to meet the demand and see POAs in the clinic as often as possible, but mission requirements take priority.

"In the future, hopes are to have a new surgery suite addition made to the facility in Corpus," he said. "We'd like to provide more services at Corpus such as elective surgeries like spays and neuters as mission requirements permit."

To find out when the next clinic will be here in Kingsville, call (361) 916-3952. Hours of operation at the NAS Corpus Christi facility are as follows: Monday through Friday – 8 a.m. – 12 p.m., and 1 p.m. – 4 p.m. Privately owned pets are normally scheduled on Monday, Wednesday and Friday by appointment only.

Remember Team Kingsville, the demand here at our clinic will dictate whether or not Capt. Gorencel and SGT Hair will be able to add more clinic visits here throughout the year.



Army Capt. Christopher Gorencel

Navy welcomes new era of electronic warfare as fleet begins transition to EA-18G Growler

By MC2 Tucker M. Yates,

Fleet Public Affairs Center, Det. Northwest

OAK HARBOR, Wash. (NNS) -- Naval Air Station (NAS) Whidbey Island ushered in the next generation of naval electronic attack aircraft with the official arrival of its first EA-18G Growler, June 3.

The event marks the beginning of the long awaited transition to the Growler from the Vietnam-era EA-6B Prowler.

Presiding over the event were the Honorable Donald Winter, Secretary of the Navy; Jim Albaugh, executive vice president of The Boeing Company; U.S. Rep. Rick Larsen; CAPT Bradley Russell, commodore of Electronic Attack Wing, U.S. Pacific Fleet (CVWP); and Oak Harbor Mayor Jim Slowik.

"Thank you for inviting me to witness this landmark event in aviation history. Today marks the culmination point in a largely untold success story that began more than 17 years ago," said Winter. "I am pleased to note that this has been a success story and an excellent example of Navy contractor teamwork and collaboration. By leveraging and evolving legacy programs, the F-18 as a platform, and significant payload components from the EA-6B, this program now stands as a model case of what can be achieved."

As a more advanced and user-friendly aircraft, the Growler will only require two-man flight crews vice four for the Prowler. In the EA-6B, a pilot, navigator, and two electronic countermeasures officers were needed. The improved capability of the Growler requires less manpower, with only a pilot and an elec-

tronic warfare officer for in-flight missions.

"I've flown it, and I can tell you that both the naval flight officer in the back seat and the naval aviator in the front are going to be busy with their new responsibilities. There's going to be more information than you could possibly imagine at your fingertips," said Russell. "This is a big, fast, highly maneuverable jet that's going to give you total situational awareness to the battle-space out there. I tell you this: you're going to love your new office; however, let me caution you, crawl before you walk and walk before you run."

The Navy has placed an order of approximately 85 Growler aircraft. Of the 85, five will go to each of the 10 deploying Electronic Attack Squadrons (VAQ) and 12 are anticipated at the Fleet Replacement Squadron (FRS), VAQ-129. Upon acceptance of this aircraft by CVWP it will be used by VAQ-129 to train their flight crews to ensure they can proficiently train the remaining squadrons. The first deploying squadron to receive the Growler will be VAQ-132, in 2009.

"The full extent of the Growler's extraordinary capabilities cannot be disclosed, but we can say that this next generation aircraft is in a class by itself, combining airborne electronic attack with the newest technologies that belong to the Super Hornet Block II," said Winter.

Today the Growler and its pilots are poised to forge a game-changing path in the history of air warfare, cited Winter. "This platform is a direct threat to current and potential enemies, and it represents a quantum advance in warfare capability in the electronic domain."

Story courtesy of Navy NewsStand.



An EA-18G Growler lands at Naval Air Station Whidbey Island for the first time. The Growler is being developed to replace the fleet's current carrier-based EA-6B Prowler. The next-generation electronic attack aircraft, for the U.S. Navy, combines the combat-proven F/A-18 Super Hornet with a state-of-the-art electronic warfare avionics. The EA-18G is expected to enter initial operational capability in 2009. U.S. Navy photo by MCI Bruce McVicar.

Navy and Marine Corps Aviation

NAS Kingsville Sailors get advancement facts from the source

By Jon Gagné, NAS Kingsville Public Affairs

NAS Kingsville enlisted personnel in paygrades E-1 to E-6 received an eye-opening look into the Navy Enlisted Advancement System Thursday, May 29 as the Command Master Chief from the Navy Advancement Center in Pensacola, Fla., provided a brief on the enlisted advancement system at The Captain's Club. Master Chief Electrician's Mate (Submarine Warfare) Robert McCombs, exam writer and Command Master Chief at Saufley Field in Pensacola, visited South Texas commands May 28-29 to inform Sailors about recent changes in advancement criteria, advancement quotas, and final multiple compilations.

"The Navy's enlisted advancement program has gone through a number of changes over the last few years," McCombs told the Sailors, "and there are a lot of issues that have led to those changes, especially the ongoing war on terror, in-country IA (individual augmentee) assignments, and deployments. We've added points for college degrees, IA assignments, and fine-tuned the method of compiling final multiples in an effort to ensure that we are giving our Sailors every available opportunity to advance."

McCombs stressed that while the Exam Center's

mission is to prepare, deliver, grade and oversee the advancement process, the number of Sailors who are advanced off each exam cycle is generated by the Bureau of Naval Personnel who set the quotas for each rating and paygrade based on vacancies. Once the Exam Center is informed of the advancement quotas, they make the selections based on final multiples.

"There is a lot of misconception as to how the final multiples are compiled," McCombs said. "But we follow the same formula for each exam cycle." He then broke down the process at each paygrade and explained how Sailors can use the information to make themselves more competitive. McCombs showed how final multiples were compiled and explained the advancement exam itself was only 35% of the final multiple score. "The other 65%," McCombs said, "comes from your last five performance evaluations, previous exam PNA points, and personal awards." McCombs also broke down how E-6 candidates are matched against their peers for Chief Petty Officer Board eligibility. For many in attendance, the presentation was a learning experience.

"The Advancement Exam presentation was extremely beneficial to the Sailor's that may have had

questions about the process," said ETCM (AW/SW) Isaias Gamez, Ground Electronics LCPO. "If [any of them] walked away with unanswered questions they were probably not paying attention."

Gamez added that the brief was also informative to chiefs and division officers who do not participate in the exam process for advancement. "Master Chief McCombs provided an outstanding history of how the enlisted exam process has evolved over the years an effort to benefit the hard-working Sailor. No advancement or promotion process is 100-percent effective, but the Navy has been able to identify the underlying flaws in the process and correct or improve them in order to improve the process."

McCombs also presented Sailors with individual options on where to obtain study materials, exam bibliographies, study guides, and other information on the advancement system. "A good portion of what was put out Sailors have heard before," Gamez added. "But the way it was presented you could tell by looking at the Sailors in attendance that the information hit home."

(Continued on page 7)

(Winging from page 1)

ties," he said," that brings us closest to our enlisted shipmates. They will work longer, more grueling days than you to keep these airplanes in the air. On a carrier they will endure 18 hours or more work days of wind, heat or cold. They haul your tie-down chains on their backs and then they will be the first to brag about your successes in the air. These awesome young men and women deserve your utmost respect and your personal time. Don't ever take them

or their work for granted because they collectively make or break the success of your squadron."

There are many parallels between aviators with combat experience and those without. And it was the parallels between his career and that of the new aviators Willard pointed out. "34-years ago we were nearing the end of the Vietnam War. It was then the longest war in our nation's history. Yours is the War on Terror that is now seven years old. And, if his-

tory repeats itself, which it always does, there will be other great challenges to our nation that you will have to deal with."

In closing, Willard presented a quote from Leonardo da Vinci. "...When once you take this flight you'll forever walk the earth with your eyes turned upward. For there you have been, and there you will always long to return..."



Left to right: CDR William Bulis, Executive Officer, VT-21; 1st Lt. Michael L. Droogleever; LTJG Cesar A. Portugal; LTJG Seth E. Short; LTJG Kyle C. Kreisher; LTJG Charles S. Wickware; 1st Lt. Peter J. Hickson, and CDR Charles C. Moore, Commanding Officer, VT-21.



Left to right: CDR Gerald Murphy, Executive Officer, VT-22; 1st Lt. Thomas L. Tippitt; LTJG James P. Reynoso; LTJG Andrew E. Dumm; LTJG Matthew R. Coulter; LTJG Matthew J. Ostrye; 1st Lt. Jason T. Schulze, and CDR Chris Kirby, Commanding Officer, VT-22.

(Advancement from page 6)

28 NASK Sailors selected for advancement

Eleven NAS Kingsville Sailors will sew on their first petty officer badges and 15 other Sailors will add a new chevron as a result of the March 2008 Navy Enlisted Advancement Exam cycle results. The 28 Sailors represent an advancement percentage of 34-percent for the air station.

"We were surprised at the number of people who selected this time around," said NAS Kingsville Command Master Chief (AW) Gene Tourtellotte. "Our percentage of advancements were better than Navywide figures at the E-4 and E-5 levels, but lower at E-6. Overall, though, our personnel did pretty well."

At the 1st class level (E-6), 42 NASK Sailors took the March exam. Of those, 39 passed the exam (95%), 36 (86%) passed the exam but were not selected for advancement, and 3 people (7%) made rate. Navywide, 30,178 Sailors participated in the first class exam and 29,618 passed the exam (98.1%). 25,965 passed the exam but were not advanced (86%), and 3,627 were selected to put on new crow's (12%).

At the 2nd class level (E-5), 28 NASK Sailors participated in the exam. Of those, 26 passed the exam (98%), 14 (50%) passed the exam but were not selected, and 12 (25%) were selected for advancement. Navywide, 36,851 Sailors participated for advancement to petty officer 2nd class. Of those, 35,964 passed the exam (97.6%). 27,622 passed but did not make the final multiple for advancement (75%), and 8,299 Sailors (22.5%) made rate.

At the 3rd class (E-4) level, 11 NASK Sailors participated in the exam and all 11 passed and were selected for advancement (100%). Navywide, 23,977 personnel participated for advancement to E-4 and 23,729 passed the exam (99%). 13,108 passed the exam but didn't make the final multiple for advancement (55%), and 10,449 were advanced (43.6%).



First Class



From left: CAPT Phil Waddingham; SK1 Gustavo Cervantes and AC1 Daniel Guerrero.

Second Class



Front row (from left) AC2 Chelsea Morgan, AC2 Daniel Tarrega, MA2 Carlos Garcia. Back row (from left) CAPT Phil Waddingham, AC2 Trevin Francom, AC2 Carlos Lopezhaver, AC2 Kelly Moynihan, and AC2 Craig Regan.



Third Class



Front row (from left): MA3 Michelle Garrard, MA3 Wendy Howell, MA3 Meredith Kelly, AC3 Michael Daugherty, and AC3 Cody Clubb. Back row (from left): MR3 Jonathan Cruz, AC3 Charles Craft, AC3 Ronald Anderson, MA3 Rafael Galindo, MA3 Joseph Morabito, MA3 Zachery Stahl, and CAPT Phil Waddingham.



HM3 Gregory Garcia (left) receives his frocking letter from LCDR Dawn Hardin, Officer-in-Charge, Branch Health Clinic.

Photos (from right to left) CDR Scott Allen, Executive Officer, NAS Kingsville presents frocking letters to AC2 Ann Marie Wood; AC2 Melvin Jernigan; and ABH2 Emilio Ortiz following a special frocking ceremony.

2007 Annual Drinking Water Quality Report (Consumer Confidence Report)

Special Notice for the ELDERLY, INFANTS, CANCER PATIENTS, people with HIV/AIDS or other immune problems:

Some people may be more vulnerable to contaminants in drinking water than the general population. Immuno-compromised persons such as persons with cancer undergoing chemotherapy, persons whom have undergone organ transplants, people with HIV/AIDS or other immune system disorders, some elderly, and infants can be particularly at risk from infections. These people should seek advice about drinking water from their health care providers. The Environmental Protection Agency (EPA)/Centers for Disease Control and Prevention (CDC) guidelines on appropriate means to lessen the risk of infection by *Cryptosporidium* and other microbial contaminants are available from the **Safe Water Drinking Hotline (1-800-426-4791)**.

Public Participation Opportunities

Date: Monday-Friday
Location: NAS Kingsville, Building 2740
Time: 0800 – 1600
Phone No.: 516-6404 or 516-6270
Meetings: None Scheduled

Our Drinking Water Meets or Exceeds All Federal (EPA) Drinking Water Requirements. This report is a summary of the quality of the water we provide our customers. The analysis was made by using the data from the most recent U.S. Environmental Protection Agency (EPA) required tests and is presented in the attached pages. We hope this information helps you become more knowledgeable about what's in your drinking water.

Water Sources: The sources of drinking water (both tap water and bottled water) include rivers, lakes, streams, ponds, reservoirs, springs, and wells. As water travels over the surface of the land or through the ground, it dissolves naturally-occurring minerals, and in some cases, radioactive material, and can pick up substances resulting from the presence of animals or from human activity. Contaminants that may be present in source water before treatment include: microbes, inorganic contaminants, pesticides, herbicides, radioactive contaminants, and organic chemical contaminants.

En Español (Spanish)

Este informe incluye información importante sobre el agua potable. Si tiene preguntas o comentarios sobre éste informe en español, favor de llamar al tel. 516-6404 para hablar con una persona bilingue en español.

Where do we get our drinking water?

Our drinking water is obtained from SURFACE WATER and GROUND WATER sources. Naval Air Station Kingsville is currently purchasing all of its drinking water from the City of Kingsville which in turn purchases some of its drinking water from the South Texas Water Authority (STWA). STWA provides surface water from the NUECES RIVER TERMINAL RESERVOIR and the City of Kings-

ville pumps ground water from the GOLIAD SAND aquifer.

A Source Water Susceptibility Assessment for your drinking water source(s) is currently being updated by the TCEQ and will be provided to us this year. The report will describe the susceptibility and types of constituents that may come into contact with your drinking water source based on human activities and natural conditions. The information contained in the assessment will allow us and/or the system(s) from which we receive water to focus on source water protection strategies.

ALL drinking water may contain contaminants

When drinking water meets federal standards, there may not be any health-based benefits to purchasing bottled water or point of use devices. Drinking water, including bottled water, may reasonably be expected to contain at least small amounts of some contaminants.

The presence of contaminants does not necessarily indicate that water poses a health risk. More information about contaminants and potential health effects can be obtained by calling the EPA's Safe Drinking Water Hotline (1-800-426-4791).

Secondary Constituents

Many constituents (such as calcium, sodium, or iron) which are often found in drinking water, can cause taste, color, and odor problems. The taste and odor constituents are called secondary constituents and are regulated by the State of Texas, not EPA. These constituents are not causes for health concern. Therefore, secondaries are not required to be reported in this document but they may greatly affect the appearance and taste of your water.

About the Following Pages

The pages that follow list all of the federally regulated or monitored contaminants that have been found in your drinking water. U.S. EPA requires water systems to test up to 97 contaminants.

Definitions:

Maximum Contaminant Level (MCL) The highest permissible level of a contaminant in drinking water. MCLs are set as close to the MCLGs as feasible using the best available treatment technology.

Maximum Contaminant Level Goal (MCLG) The level of a contaminant in drinking water below which there is no known or expected risk to health. MCLGs allow for a margin of safety.

Maximum Residual Disinfectant Level (MRDL) The highest level of disinfectant allowed in drinking water. There is convincing evidence that addition of a disinfectant is necessary for control of microbial contaminants.



Maximum Residual Disinfectant Level Goal (MRDLG) The level of a drinking water disinfectant below which there is no known or expected risk to health. MRDLGs do not reflect the benefits of the use of disinfectants to control microbial contamination.

Treatment Technique (TT) A required process intended to reduce the level of a contaminant in drinking water.

Action Level (AL) The concentration of a contaminant which, if exceeded, triggers treatment or other requirements which a water system must follow.

Abbreviations:

NTU- Nephelometric Turbidity Units

MFL- million fibers per liter (a measure of asbestos)

pCi/L- picocuries per liter (a measure of radioactivity)

ppm- parts per million, or milligrams per liter (mg/l)

ppb- parts per billion, or micrograms per liter (µg/l)

ppt- parts per trillion, or nanograms per liter

ppq- parts per quadrillion, or picograms per liter

Inorganic Contaminants:

Year/Range: 2005-2007. Contaminant: Arsenic*; Levels – Avg: 5; Min: 4; Max: 6; MCL: 10, MCLG 0; UoM: ppb; Source of Contaminant: Erosion of natural deposits; runoff from orchards; runoff from glass and electronic production wastes.

Year/Range: 2005-2007. Contaminant: Barium; Levels – Avg: 0.035; Min: 0.031; Max: 0.039; MCL: 2; MCLG 2; UoM: ppm; Source of Contaminant: Discharge of drilling wastes; discharge from metal refineries; erosion of natural deposits.

Year/Range: 2005-2007. Contaminant: Chromium; Levels – Avg: 10.7; Min: 8.3; Max: 14.1; MCL: 100; MCLG: 100; UoM: ppb; Source of Contaminant: Discharge from steel and pulp mills; erosion of natural deposits.

Year/Range: 2005. Contaminant: Fluoride; Levels – Avg: 0.7; Min: 0.65; Max: 0.77; MCL: 4; MCLG: 4; UoM: ppm; Source of Contaminant: Erosion of natural deposits; water additive which promotes strong teeth; discharge from fertilizer and aluminum factories.

Year/Range: 2007. Contaminant: Nitrate; Levels – Avg: 3.25; Min: 2.9; Max: 3.5; MCL: 10; MCLG: 10; UoM: ppm. Source of Contaminant: Runoff from fertilizer use; leaching from septic tanks, sewage; erosion of natural deposits.

Year/Range: 2005-2007. Contaminant: Selenium; Levels – Avg: 7.9; Min: 5.2; Max: 10.3; MCL: 50; MCLG: 50; UoM: ppb. Source of Contaminant: Discharge from petroleum and metal refineries; erosion of natural deposits; discharge from mines.

Year/Range: 2005. Contaminant: Gross Beta Emitters; Levels – Avg: 8.06; Min: 7; Max: 9.5; MCL: 50; MCLG: 0; UoM: pCi/L. Source of Contaminant: Decay of natural and man-made deposits.

(Continued on page 9)

(Water report from page 8)

Year/Range: 2005. Contaminant: Gross Alpha; Levels – Avg: 8.44; Min: 5.7; Max: 11; MCL: 15; MCLG: 0; UoM: p/Ci/L. Source of Contaminant: Erosion of natural deposits.

** The arsenic value was effective January 23, 2006. In the event of a violation, you will be notified.*

Organic Contaminants: Testing Waived, Not Reported or None Detected.

Maximum Residual Disinfectant Level: Year: 2007. Disinfectant: Chloramine Residual. Levels – Avg: 1.1; Min: 0.3; Max: 4.0; MRDL: 4; MRDLG: 4; UoM: ppm. Source of Disinfectant: Disinfectant used to control microbes.

Disinfection Byproducts: Year: 2007. Contaminant: Total Haloacetic Acids. Levels – Avg: 9.7; Min: 0; Max: 24.7; MCL: 60; UoM: ppb. Source of contaminant: Byproduct of drinking water disinfection.

Year: 2007. Contaminant: Total Trihalomethanes. Levels – Avg: 46.3; Min: 29; Max: 93.7; MCL: 80; UoM: ppb. Source of contaminant: Byproduct of drinking water disinfection.

Unregulated Initial Distribution System Evaluation for Disinfection Byproducts: This evaluation is a sampling required by EPA to determine the range of total trihalomethanes and haloacetic acid in the system for future regulations. The samples are not used for compliance, and may have been collected under non-standard conditions. EPA also requires that data to be reported here.

Year: 2007. Contaminant: Total Haloacetic Acids. Levels – Avg: 25.6; Min: 0; Max: 89.5; MCL: N/A; UoM: ppb. Source of contaminant: Byproduct of drinking water disinfection.

Year: 2007. Contaminant: Total Trihalomethanes. Levels – Avg: 104.9; Min: 0; Max: 361.6; MCL: N/A; UoM: ppb. Source of contaminant: Byproduct of drinking water disinfection.

Unregulated Contaminants NOT REPORTED OR NONE DETECTED

Lead and Copper

Year/Range: 2002. Contaminant: Lead. 90th Percentile: 3.9; Number of Sites Exceeding Action Level: 0; Action Level: 15; UoM: ppb. Source of contaminant: Corrosion of household plumbing systems; erosion of natural deposits.

Year/Range: 2002. Contaminant: Copper. 90th Percentile: 0.215; Number of Sites Exceeding Action Level: 0; Action Level: 1.3; UoM: ppm. Source of contaminant: Corrosion of household plumbing systems; erosion of natural deposits; leaching from wood preservatives.

Recommended Additional Health Information for Lead

All water systems are required by EPA to report the language below starting with the 2009 CCR to be delivered to you by July of 2010. We are providing this information now as a courtesy.

“If present, elevated levels of lead can cause serious health problems, especially for pregnant women and young children. Lead in drinking water is primar-

ily form materials and components associated with service lines and home plumbing. This water supply is responsible for providing high quality drinking water, but cannot control the variety of materials used in plumbing components. When your water has been sitting for several hours, you can minimize the potential for lead exposure by flushing your tap for 30 seconds to 2 minutes before using water for drinking or cooking. If you are concerned about lead in your water, you may wish to have your water tested. Information on lead in drinking water, testing methods, and steps you can take to minimize exposure is available from the Safe Drinking Water Hotline or at <http://www.epa.gov/safewater/lead>.”

Turbidity: NOT REQUIRED

Total Coliform: Reported Monthly; Tests found no coliform bacteria;

Fecal Coliform: Reported Monthly; Tests found no fecal coliform bacteria.

Secondary and Other Constituents Not Regulated (No associated adverse health effects):

Year/Range: 2005. Constituent: Bicarbonate. Levels – Avg: 234; Min: 212; Max: 246; Secondary Limit: N/A. UoM: ppm. Source of Constituent: Corrosion of carbonate rocks such as limestone.

Year/Range: 2005/2007. Constituent: Calcium. Levels – Avg: 23.8; Min: 19.5; Max: 32.5; Secondary Limit: N/A; UoM: ppm. Source of Constituent: Abundant naturally occurring element.

Year/Range: 2005. Constituent: Chloride. Levels – Avg: 261; Min: 233; Max: 300; Secondary Limit: 300; UoM: ppm. Source of Constituent: Abundant naturally occurring element; used in water purification; byproduct of oil field activity.

Year/Range: 2005/2007. Constituent: Copper. Levels – Avg: 0.01; Min: 0.003; Max: 0.028; Secondary Limit: 1; UoM: ppm. Source of Constituent: Corrosion of household plumbing system; erosion of natural deposits; leaching from wood preservatives.

Year/Range: 2005. Constituent: Hardness as Ca/Mg. Levels – Avg: 105; Min: 81; Max: 137; Secondary Limit: N/A; UoM: ppm. Source of Constituent: Naturally occurring calcium and magnesium.

Year/Range: 2005/2007.

Constituent: Iron. Levels – Avg: 0.037; Min: 0; Max: 0.148; Secondary Limit: 0.3; UoM: ppm. Source of Constituent: Erosion of natural deposits; iron or steel water delivery equipment or facilities.

Year/Range: 2005/2007. Constituent: Lead. Levels - Avg: 0.002; Min: 0; Max: 0.006; Secondary Limit: N/A. Uom:

ppm. Source of Constituent: Corrosion of household plumbing systems; erosion of natural deposits.

Year/Range: 2005/2007. Constituent: Magnesium. Levels – Avg: 9.2; Min: 7.9; Max: 11.6; Secondary Limit: N/A. UoM: ppm. Source of Constituent: Abundant naturally occurring element.

Year/Range: 2005/2007. Constituent: Manganese. Levels – Avg: 0.0012; Min: 0; Max: 0.0046; Secondary Limit: 0.05; UoM: ppm. Source of Constituents: Abundant naturally occurring element.

Year/Range: 2005. Constituent: pH. Levels – Avg: 8.1; Min: 8; Max: 8.1; Secondary Limit: >7.0; UoM: units. Source of Constituents: Measure of corrosivity of water.

Year/Range: 2005/2007. Constituent: Sodium. Levels – Avg: 313; Min: 289; Max: 336; Secondary Limit: N/A; UoM: ppm. Source of Constituents: Erosion of natural deposits; byproduct of oil field activity.

Year/Range: 2005/2006. Constituent: Sulfate. Levels – Avg: 200; Min: 135; Max: 297; Secondary Limit: 300; UoM: ppm. Source of Constituents: Naturally occurring; common industrial byproduct; byproduct of oil field activity.

Year/Range: 2005. Constituent: Total Alkalinity as CaCO₃. Levels – Avg: 234; Min: 212; Max: 246; Secondary Limit: N/A; UoM: ppm. Source of Constituent: Naturally occurring soluble mineral salts.

Year/Range: 2005/2006. Constituent: Total Dissolved Solids. Levels – Avg: 964; Min: 871; Max: 1060; Secondary Limit: 1000; UoM: ppm. Source of Constituent: Total dissolved mineral constituents in water.

Year/Range: 2005/2007. Constituent: Zinc. Levels – Avg: 0.017; Min: 0.01; Max: 0.024; Secondary Limit: 5; UoM: ppm. Source of Constituent: Moderately abundant naturally occurring element; used in the metal industry.



NAS Kingsville Branch Health Clinic Corner

The One Called Doc



On 17 June 1898, President William McKinley signed into law a bill that authorized the establishment of the U.S. Navy Hospital Corps. For most people, when they think of a Corpsmen they envision someone in a hospital or clinic setting taking care of people. But the history and tradition of a Corpsman goes further back than most people even know.

From their fledgling beginnings as a Loblolly boy on the ships of the Continental Navy, to their time as a Surgeons Steward on a wooden battle ship during the Civil War, to helping to raise the flag on Mount Suribachi during World War II. They carried their morphine packets in their mouth during the Korean War so that they wouldn't freeze, and fought side by side with the United States Marines in the jungles of Vietnam.

In more modern times the Corpsmen has served proudly with their Marine brothers while they helped to liberate Kuwait from the clutches of Saddam Hussein. Today, the Navy Corpsmen is an integral part of the war on terror serving both in Iraq and Afghanistan.

For 110 years the Navy Hospital Corpsmen has proudly served the Navy/Marine Corps team. The Hospital Corpsmen rating is one of the most decorated corps in the entire military services. Twenty ships have been named after Corpsmen and the corpsmen rating has received 22 Medals of Honor, 174 Navy Crosses, 31 Distinguished Service Crosses, 946 Silver Stars, and 1,582 Bronze Stars.

So, on June 17th, feel free to stop by the Branch Health Clinic Kingsville and wish the Navy Corpsmen, Happy Birthday! If you would like more information on the U.S. Navy Corpsmen visit www.corpsman.com.

By HM3(FMF) Jacob Welch

CRAWFISH BOIL AT THE K-BAR

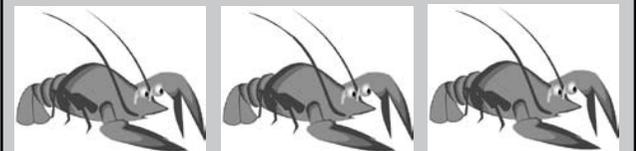


Crawfish boil with shrimp, sausage, corn and potatoes!

Pick your poison...SPICY for those who dare or MILD for those who don't!

June 20 - 4 - 7 p.m. \$10 per plate

Come support your 2008
Navy Birthday Ball!



Damage assessment nearly complete aboard USS George Washington

From Pacific Fleet Public Affairs
SAN DIEGO (NNS) -- Commander, U.S. Pacific Fleet released the below statement surrounding the damage assessment of the USS George Washington (CVN 73) following a fire at sea on Thursday, May 22:

Navy officials have nearly completed a comprehensive damage assessment following the shipboard fire aboard George Washington that occurred on May 22 while at sea. The source of the fire has not yet been determined, but the fire was located in a ventilation intake/exhaust trunk that led from the lower decks of the ship to a ventilation port on the ship's outer hull several decks above. In addition to providing a ventilation path for non-critical machinery components that are located below the ship's waterline, the trunk has numerous piping and cabling runs located within it.

Damage to USS George Washington is primarily electrical in nature with some associated structural and mechanical repairs required. Fire and heat affected electrical cabling and components running through approximately 80 spaces of the more than 3800 total spaces on the carrier. The heat generated by the fire damaged a small portion of interior structural plating which will require either repair or replacement. Piping and related valves that were exposed to heat from the fire have been inspected and will require a minimal amount of repairs. Electrical cables in the vicinity of the intake/exhaust trunk were damaged and will require repair and in some cases, replacement.

Personnel from Naval Sea Systems Command, Program Executive Officer - Carriers, Commander Naval Air Forces, Puget Sound Naval Shipyard & Intermediate Maintenance Facility, Southwest Regional Maintenance Center, Norfolk Naval Shipyard and the local private sector are involved in the assessment.



SAN DIEGO (May 29, 2008) Mr. Michael Brown conducts an assessment of the fiber optic cable plan aboard the aircraft carrier USS George Washington (CVN 73). George Washington is currently in San Diego for damage assessment and repairs following an at sea fire May 22, 2008. U.S. Navy photo by MCSN Phillip Pavlovi.

Story courtesy of Navy NewsStamd.

Navy Video News Clips

Marines join New York City Police and Fire Departments in memorial run to World Trade Center.

CNO endorses new motorcycle safety course for Sailors and Marines.

Headlines from around the fleet

Navy officials stress "preparedness" for 2008 Hurricane Season.



Think Safety
All Summer Long



Fishing Ponds Temporarily Closed - The fishing ponds aboard NASK are temporarily closed to allow a fresh batch of catfish to settle into their new home. Each of the two

ponds has been stocked with 500 new fish, and will reopen on July 1. For more information, contact Outdoor Recreation at 516-6191.

Fishing Fees Aboard NASK Are Now \$10 - Fishing fees aboard NASK have been reduced from \$35 to \$10 for all fishermen wishing to try their luck in one of the two stocked ponds on base, in addition, those wishing to just fish, there is no longer a requirement to join the NASK Hunting Club. A current Texas state fishing license is required to purchase the permit, which all active duty can get for free from any store that sells the license. Permits are available at ITT, located in The Captain's Club. For more information, contact ITT at 516-6449.

The Base Pool (North) Is Now Open - Time to beat the heat in the cool waters of the North Pool. Regular hours will be: Monday - Friday 11 a.m. - 1 p.m. (lap swim), 1 p.m. - 8 p.m. (rec swim). Saturday, Sunday, and holiday hours will be 1 p.m. - 8 p.m.. For more information, contact the MWR Gym at 516-6171.

June 12 to August 21 - Lazy Day Bowling League - It's that time again! Time for Lazy Day Bowling! Beginning Thursday, June 12 at 3:30 p.m. you are invited to join in on the fun of league bowling. All it takes is a team of three (3) with a desire to go for the trophy. The league is twelve (12) weeks long and only cost \$3 per person a week and shoes are FREE. It is open to all Active duty, DOD and family personnel. So what are you waiting for? Call or come by the NAS Bowling Center to sign up today! The lanes are open and waiting on you! For more information, call the Bowling Center at 516-6196.

June 14-15 - Fathers Day Overnight Deep Sea Fishing Trip - Join Outdoor Recreation for a 12 hour chartered fishing trip on an 80-ft. Scat-Cat out of The Fisherman's Wharf in Port Aransas. This overnight trip will put you on Shark, Kingfish, Tuna & Red Snapper 35-50 miles off shore, and is a great chance to stock the freezer for those fast approaching summer cook outs. You are not allowed to take food aboard, however; the boat's concession provides sodas, beer, hamburgers, hot dogs, and other snacks. Rods, reels, and bait are included. A Texas state fishing license is required, which active duty military can get free of charge at any facility that sell the license. For those that do not have a license, a one (1) day license can be purchased aboard the boat for \$10. The trip is open to the first 25 fisherman who register & pay. The cost is \$85 for single sailors and \$95 for all others. Non fishing guests are welcome for a \$60 fee. The boat departs Port Aransas at 10 p.m. on June 14, and returns at 10 a.m. June 15. Transportation from NAS Kingsville is provided, with departure times TBA. For more information, contact Frank at 516-6191.

June 14-Fiesta Texas Trip

Come enjoy a fun filled trip to Fiesta Texas Six Flags. All you have to do is purchase your ticket, and enjoy a free ride to the park. The bus will depart from ITT at 7:30 a.m. and return that evening.. Call the Liberty Center for more information at 516-6449.

June 16 - Total Fitness Boot Camp

Looking to get in shape, or take your fitness to another level? Fitness has just the ticket for you this summer. The Total

Fitness Boot Camp will be held during two four week sessions starting on June 16. The first session runs from June 16 - July 10, while the second session is from July 14 - August 7. Both sessions are high intensity workout programs with a strong fitness education component. The weekly schedule will be Mon-Thurs 6:30 a.m. - 7:35 a.m.. Body composition and fitness assessments will be performed before and after each session to help monitor your progress. The program is free of charge for everyone, however; civilian participants will be charged a \$40 registration fee, which will be 100% refunded upon completion of the session. For more information, call Angela Cupp at 516-4386, or stop by the MWR Gym.

June 18 - Singles Racquetball Tournament

Tournament will get under way at 4:30 p.m., and is open to all base personnel. For more information, or to register, contact the MWR Gym at 516-6171.

June 19 - Sub Sandwiches at the Liberty Center

Hungry? Stop by for a sandwich and a movie or a video game. We have plenty of stuff to keep you busy. Come see our vast selection of movies, games and tickets. For more information, contact the Liberty Center at 516-6449.

June 21-22 - Canyon Lake New Braunfels (Overnight)

The Liberty Center will be taking a one day trip to Canyon Lake, one of the deepest lakes in Texas. Boasting more than 80 miles of scenic shoreline, Canyon Lake is a favorite spot for outdoor activities year round, including fishing and camping. The cost is \$30, and includes transportation, and lodging. Call the Liberty Center for more information at 516-6449.

June 21 - Auto Skills Center Customer Appreciation Day

The Auto Skills Center will be hosting a barbecue for all its great customers on June 21. Stop by and change your oil and have a hotdog or hamburger on us. For more information, contact the Auto Skills Center at 516-6248.

June 26 - Corpus Christi Hooks vs. Tulsa Drillers Pool Party

Watch the Hooks from pool side as the Single Sailor program takes a trip to Whataburger Field & enjoys the game from a private seating area in right field. The trip includes access to the pool and spa, pre-game dining on hamburgers, chips, cookies, and free beverages throughout the game. The cost is \$22.50 for single Sailors, \$32.50 for all others, and includes transportation. For more information, contact Shirley at 516-6437, or stop by the ITT office in The Captain's Club. This trip is limited to the first 50 people to register.

July 1 - Air Conditioning Special

Get ready for that summer heat by stopping by the Auto Skills Center and have your air conditioner checked and serviced. Specials will be running all week. or more information, contact the Auto Skills Center at 516-6248.

July 3- Happy Birthday/Bowling/Refreshments

Come celebrate your birthday on us with bowling and refreshments. The first pin will be knocked down at 6 p.m.. Call the Liberty Center for more information at 516-6449.

July 4 - NASK Forth of July Celebration

Join the NASK family in wishing the good ole USA a Happy Birthday! This daylong celebration will be filled with food, fun, entertainment, and the largest fireworks display in Kleberg County. The celebration will be open to all base personnel and their guests, and include something for all ages. Look for a full list of events to be released the first week of June. For more information, contact MWR Special Events at 516-6626, or look for complete details in any MWR facility.



THE HOG PEN

Former Javelina and Sinton High School star Mike Adams had his contract from Triple-A Portland purchased by the San Diego Padres on May 22nd, putting him back in the big leagues. Adams, who was a second team All-Lone Star Conference pick for the Javelinas in 2000 and 2001, was 3-1 with a 5.52 ERA in 12 relief outings with Triple-A Portland. Click here for KRIS-TV report.



Mike Adams

Since being called up he has made four relief appearances, covering six innings and has a 3.00 earned run average. He did not give up an earned run in his first three appearances since being called up. Adams missed all of last season after knee surgery.

Adams was a three-year star for the Javelinas, earning second team All-Lone Star Conference honors in both 2000 and 2001 and played for current Javelina coach Russell Stockton. He was 7-6 in 2000 and 6-7 in 2001. As a senior in 2001, he had a 4.10 earned run average and struck out 115 batters in just 98.2 innings pitched.

He was a first team All-State player at Sinton and played on the Javelina basketball team for two seasons under current coach Pete Peterson.

After his career as a Javelina, he signed a free agent contract with the Milwaukee Brewers. He made his big league debut on May 18, 2004. During his time with the Brewers he pitched in 61 games over parts of three seasons (2004-06), going 2-4 with one save and a 3.54 ERA (27 ER/68.2 IP) with 54 strikeouts and 26 walks.

He was traded to the New York Mets on May 26, 2006 and later that same season claimed by the Cleveland Indians. On July 18, 2006, the Indians traded him to the Padres.