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Wingspan

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Naval Air Station Corpus Christi, Texas

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Mine Warfare Commander leads mine threat response plan for U.S. ports and harbors

Story by Ed Mickley



The Commander of Mine Warfare Command is leading the development of mine countermeasure requirements for the protection of U.S. ports, harbors and approaches in response to the Maritime Operational Threat Response (MOTR) Plan, a subset of the National Strategy for Maritime Security approved by the President in October of 2005.

Circumstances surrounding the attacks of 9-11 underscore the fact that the U.S. Navy was thrust into an unprecedented era of warfare.

In response, the Mine Warfare Commander in her role as Commander Task Force 21 was tasked by Commander U.S. Fleet Forces

Command (CFFC) to take the lead for the mine countermeasure aspect of homeland defense.

Of paramount concern is the ability to respond rapidly to Homeland Defense matters relative to naval mine countermeasures. The Commander then led her staff to swiftly analyze the force requirement necessary to support the MOTR strategic initiative.

"We have the lead in the development of a comprehensive mine clearance response plan to support Maritime Homeland Defense (MHL) for our nation." Rear Admiral D. A. Loewer, Commander, Task Force 21 stated, "The plan revolves around the rapid response of underwater, airborne, and surface mine countermeasure squadron staffs that can quickly move into a threat area and integrate with federal, state, and local agencies at the Unified Command Post and Incident Command Post levels."

In February, 2 Rear Adm. Loewer convened a "summit" to significantly increase awareness among all participants regarding countermeasure operations in confined, often restricted ports and harbors along our Nation's coastline. They evaluated existing mine clearance assets, and logistics and technology to help define rapid response options.

Loewer added, "Our response includes employment of divers, marine mammal systems, unmanned underwater vehicles (UUVs), and

towed side-scan sonar to detect, identify, and neutralize sea mines and waterborne improvised explosive devices (WIEDs)."

Participants included Northern Command (NORTHCOM), US Fleet Forces Command (USFFC), and US Coast Guard Atlantic and Pacific Commands (CG LANT and PAC).

Trials prove key technology

"Technology is key to our success," Loewer stated emphatically. "Unmanned vehicles and underwater surveillance systems newly designed to improve antiterrorist efforts were tested during the Trials, which I observed at La Spezia, Italy."

The April NATO Harbor Protection Trials (HPT-06), which employed a multi-national, multi-disciplined military and scientific team lead by NATO Undersea Research Center's (NURC) personnel to analyze cutting edge systems was hosted by Rear Adm. Guilio Cobolli of the Italian Navy General Staff.

"I was profoundly impressed by the technological advancements," said Loewer. "I thought I had seen the pinnacle of 3-D, georeferenced, underwater imagery during a live demonstration of a system in development for the Coast Guard, then I witnessed a different system's imagery of the sea bottom next to a seawall in Livorno, Italy that was virtually in-

distinguishable from a mosaic of actual photographs."

Participating nations included Australia, Germany, Denmark, Poland, Finland, Spain, Norway, France, Italy, and the U.S.

"The Harbor Protection Trials provided important advancements to counter the challenges in protecting near land maritime environments," Loewer added.

CONOPS partnership created

Loewer met with Rear Adm. Justice, U.S. Coast Guard, Director for Enforcement and Incident to empower a USCG-USN team that will address the prevention, detection, and mine countermeasures operations for mining of U.S. ports, harbors, and approaches.

Their results will form the basis for an Integrated Concept of Operations (CONOPS) for the Department of Defense (DoD), Department of Justice (DOJ), and Department of Homeland Security (DHS).

Loewer added, "We must establish integrated agency response requirements, evaluate port priorities, and determine future development programs which meet our specific MHL requirements."

In July, the working group will convene in Corpus Christi, Texas to initiate the development of the Integrated CONOPS.

US Coast Guard saves stranded fishing vessel Mom & Dad

By PA3 Mario Romero, USCG PADET

The "Sea" can be a dangerous place, as every ship's captain knows. It seldom remains calm and a storm can come up at any time. A wave can capsize a ship or sweep a crewmember overboard. Engines can break or flood and leave the ship helpless.

Safety gear, tools and training can help save lives and prevent disasters. Sometimes, however, more is needed, and that's when the Coast Guard is called in to help.

The crew of the *Mom & Dad* learned this lesson first hand. The 78-foot fishing boat was shrimping in the Gulf of Mexico 14 miles north-east of South Padre Island when things began to go wrong.

As the crew harvested shrimp from the Gulf waters, a pipeline in the engine room burst and water poured in to the boat. The water rose quickly, and shorted out the boat's alternator, plunging the crew into darkness. Without power, the *Mom & Dad* was slowly sinking, only their anchor was keeping them steady.

A watch-stander at Coast Guard Sector Corpus Christi, Texas, received the initial call from the *Mom & Dad* at 1 a.m. on July 11. The crew reported that they were sinking and needed immediate assistance. Coast Guard Station South Padre Island was alerted, and



A 47-foot motor lifeboat, similar to the one used in the rescue of the *Mom & Dad*, conducts a safety patrol along the Texas coast. photographs by Lt. Rob Wyman.

dispatched a crew of four in one of the station's 47-foot motor lifeboats. Air Station Corpus Christi also launched an aircrew in an HH-65B Dolphin helicopter to assist.

"When we got on site," said Petty Officer 3rd Class Jason M. Latiolais, a boatswain's mate and coxswain at Station South Padre Island, "we couldn't find the boat right away. Then one of my crew reported seeing a strobe light

the fishermen on the *Mom & Dad* had energized. They had lost power and all of their lights were out."

The six-foot waves were tossing the boat around as Latiolais maneuvered in closer. The 47-footer came alongside to find the shrimp nets still deployed, and without power the crew could not haul them in.

"The nets were the most dangerous part

of the rescue. The fishermen on the *Mom & Dad* told us they were unable to lift the nets, and we couldn't get close without risking the propellers," Latiolais remarked.

Determined to rescue the fisherman, but not unnecessarily risk his crew, Latiolais decided to approach the stern of the fishing boat. Battling six-foot seas, Latiolais maneuvered his boat between the nets and came up on the stern of the *Mom & Dad*. The boat engineer, Petty Officer 3rd Class David D. Taylor, then passed a dewatering pump to the fishing boat as it rolled against the waves. However, the fishermen were unable to get the pump to work.

"The conditions were difficult, but the only way they were going to stop the *Mom & Dad* from sinking was if we sent over our engineer," said Latiolais. "I had to make the call on whether or not the boat looked like it was going to sink. I also had to gauge the waves to see if we were going to be pushed too heavily into the boat or have our propeller entangled in the nets."

The boat looked stable enough in the water that Latiolais decided to risk it and send

Coast Guard continued on page 4

From The Skipper

Base Housing safety – a must
By Capt. T.E. Coolidge

During a recent drive through base housing, a young fellow came shooting out of a garage on his bike with his little brother right behind him. The bicycle-rider was wearing a helmet and he *did* look at my vehicle as he came out into the street but if I hadn't been driving the speed limit (10 MPH), I could have easily hit this young daredevil. I took a moment to look around and noticed a lot of vehicles parked on the street. If these two youngsters had darted out behind one of them I might not have been able to stop in time.

Coolidge

I continued down the street and turned around when I reached the end of the block. On my way back, I saw the boys' mother in the yard watching over them. I took a deep breath of relief, knowing that there was someone out there keeping an eye on these young men. The safety of our children is my *paramount* concern.

Based on my experience above, I'd like everyone to get into the habit of parking your cars in your driveway. Every driveway we have in housing will hold two cars. Of course, if your garage is available, you have room for three cars.

I certainly recognize that many residents are using their garages to extend their living space whether it's an additional room for play or simply a place to store all those boxes that never seem to get unpacked move after move. Those families with three or more cars will have to park one on the street. For those of

you who fall into the "three cars or more" category, please be aware of the children in your neighborhood. Do what you can to give the drivers as much visibility as possible where the children most often play.

To cover all the bases, if you have a party, most of your guests will park on the street. If you live on Huey Drive or in the Laguna Shores complex and you're going to have a party and invite a lot of friends, consider using the Base Housing Office parking lot. Your guests can walk to your home or be driven to and from the lot.

Parents, there are fenced backyards behind every home. That's a great place for children to play. Again, that's not the *only* place to play. Running between houses is great fun! With the (short) length of the driveways and our Texas-sized cars and SUV's, every-

Captain continued on page 11

Chaplain's Column

Put into today what they would like to have in tomorrow

By Lt. Tim Gualt, CHC, USN

"*And it came to pass in the process of time, that...*" And, so a critical moment in the story of Moses' leading the Hebrew people out of bondage in Egypt begins in Exodus 2. If you think about that sentence fragment for a moment, there are many critical moments in our own lives that we could begin to tell in the same way. Perhaps you are thinking of numerous occasions in your own life that fit this category right now. I think you will agree that it is important to notice that critical moments do not usually happen "out of the blue." They are usually the culmination of a whole series of events over a long period of time.

In the case of Moses and the Hebrews, the critical moment came at the death of a king. It was a moment that marked the nation's identity and consequently, the lives of all who lived in it. But, critical moments are not always so

well-perceived. Sometimes they come in more subtle ways and are only known to those who are aware of their situation and have the wisdom to discern the impact of the moment. So, it is important to be vigilant, to apply ourselves to learning, and to draw upon those who have expertise and the wisdom of experience. We may not be able to capture each moment now, but in the "process of time" we will become better at it. Our future will be better as the result of this kind of intentional, vigilant, and prepared life.

Moses did lead the Hebrews out of their slavery but only after the cries of the people were heard by God "*And God looked upon the children of Israel, and God acknowledged them*" (Exodus 2:25). To me that is the greatest encouragement. It is good to know that God hears our prayers and that he is concerned with our needs. If you are in a moment of distress, if you are caught in a "critical

moment" unprepared, start your response to that moment with a sincere prayer. You don't have to wax eloquently. Just remember that problems which have come to pass "in the process of time" will probably take some more time to resolve.

So, what is it that is coming to pass in your life today? No one knows for sure what tomorrow will bring but we can know that, if God allows, we will have a tomorrow and the elements of our "todays" will "in the process of time" continue into that tomorrow. Wise persons will be careful to put into their "today's" what they would like to have in there "tomorrows."



Dang

Health Watch

The Dangers of food poisoning

By Lt. Murphy Wayne

Summer is officially here and many will venture to the outdoors for picnics, cookouts, and other outdoor fun. However, as you head outdoors, food safety can prove to be challenging.

Foodborne illnesses or food poisoning increases during the summer months, probably as a result of the increased temperature and humidity, which allow bacteria to flourish. Cooking outdoors without the safety controls of a kitchen, such as temperature controlled cooking, refrigeration, and washing facilities also increase the risk of food poisoning. Under such conditions bacteria in contaminated foods can rapidly multiply to large numbers and have the potential to cause

Murphy

serious illness. Luckily, following some simple guidelines can prevent food poisoning.

First, wash your hands frequently with hot, soapy water. This is especially important before handling food and after using the bathroom, changing diapers or handling pets. Also, keep cooking utensils and surfaces clean. If there is no clean source of water consider packing disposable washcloths or moist towelettes for cleaning.

Keep all perishable food in insulated coolers with several inches of ice. Also consider packing beverages and frequently accessed snacks in a separate cooler to ensure that perishable items stay extra cold. You'll also want to be smart about the placement of your cooler. It should be kept in the coolest place possible, such as the shade of a tree. As an alternative to perishable food consider taking fruits, vegetables, dried meats, crackers or other less perishable items.

You should also avoid cross-contamination of raw and cooked food, which is a prime cause for food borne illnesses. Wrap raw meats securely before transporting to prevent

contamination of ready-to-eat food with raw meat juices. Also, don't make the mistake of reusing surfaces, utensils, or plates, which are contaminated with raw meats until properly cleaned. Bring your trusty food thermometer and cook all food to its proper temperature to ensure that bacteria are killed and don't be fooled by meats that brown quickly on the outside. Always check the internal temperature before eating. Also, refrigerate your leftovers promptly. At 90°F or higher food should not be left out over an hour. And remember, if in doubt, throw it out.

If you do become ill despite all of these measures you may experience nausea, vomiting, diarrhea, and abdominal cramps. The young, the old, and pregnant women are hit especially hard by food poisoning. These symptoms typically resolve in two or three days. However, if you experience prolonged symptoms, fevers, or bloody stool you should see your physician right away. In addition, if you have preexisting medical conditions consider seeing your physician early if these symptoms develop.

Wingspan

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Master Chiefs reenlist during HM-15 helo flight

Story and photo by Lt. j.g. Mitchell P. Grant, HM-15 PAO

On June 13, Master Chief Carrie Williams and her husband Master Chief Jerry Williams re-enlisted aboard one of Helicopter Mine Countermeasures Squadron Fifteen's (HM-15) MH-53E Sea Dragons. HM-15's Commanding Officer, CDR Robert A. Bennett, performed this ceremony while pilots, Lt. Nick "Grinch" Malokofsky and Lt. j.g. Mitch "Finch" Grant, flew the Sea Dragon along the South Texas Coast. The Master Chiefs were accompanied by their son, Midshipman Third Class Jason Williams, who happened to be home on leave from the United States Naval Academy. "It was a really great experience to re-enlist together and have our son with us. We are a proud Navy family and since our careers have taken the three of us all over the world, we wanted to make this something to really remember. GO NAVY, BEAT ARMY!" said Master Chief Carrie Williams about this extraordinary experience. Midshipman Williams added, "This was really exciting. Seeing my parents re-enlist together as Master Chief's made me very proud to be their son. So when do I get to fly one of these?"



Master Chief Carrie Williams, son Midshipman 3rd Class Jason, and husband, MNMCM Jerry Williams share a sign after the two master chiefs reenlisted, June 13.

As the most senior mineman currently serving in the Navy, Master Chief Jerry Williams noted, "We have traveled the world and have seen almost everything in my 28 years with the Navy, but I can't think of any better way to celebrate my final reenlistment than by standing with my wife and son, both Sailor's like myself, proudly reciting the oath of reenlistment, and sharing this career milestone with the family that made it all possible. This will be hard to top." Following this his-

toric flight, command personnel presented cake, ice cream, and mementos to the two master chiefs.

From Madison, Wisconsin, MNMCM (AW/SW) Carrie Williams enlisted in the Navy Reserves on June 13, 1986 and attended recruit training in Orlando, Florida. In August of 1987, she graduated from Mineman Class "A" School in Charleston, South Carolina with

her first assignment was to Naval Reserve Mobile Mine Assembly Unit (MOMAU) 1107 in Charleston, South Carolina. She deployed three times to Crete, Greece and served as a mine assemblyman and a fork-lift driver. While with this unit, she advanced to Second Class Petty Officer. In July of 1991, she transferred to MOMAU 8, Guam, where she served as shop supervisor and Quality

Assurance (QA) representative. While with Unit Eight, she advanced to First Class Petty Officer. In October 1994 she transferred to MOMAU 1, Seal Beach, Calif. She deployed three times to Misawa, Japan, serving as QA Representative.

It was back to MOMAU 8, Guam for a second tour in December 1997. While there, she advanced to Chief Petty Officer, served as the QA Representative, the mine shop "Red Hat," and as the Guam Naval Reserve Center Senior Enlisted Leader. In August 2000, she transferred to Mine Countermeasures Squadron Three in Manama, Bahrain, serving as a Special Projects Officer until the squadron's disestablishment on September 30, 2000. Mine Countermeasures Division Three One was immediately established in its stead on October 1, 2000. In January of 2002, she transferred to USS Kingfisher out of Ingleside, where she served as the CIC watch officer. While serving with the USS Kingfisher, she advanced to Senior Chief Petty Officer. In December 2003, she transferred to thea Blackhawks of HM-15, where she advanced to Master Chief Petty Officer.

Growing up in both Georgia and Texas, MNMCM (SW) Jerry Williams enlisted in the Naval Reserve and attended Recruit Training in Orlando, Florida on October 27, 1977. In May of 1978, he graduated from Mineman Class "A" School in Charleston, South Carolina with honors. His first duty station was MOMAU 9, Subic Bay, Philippines. While

MC Re-up continued on page 5

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Internet Auction, if it look's too good to be true it may be a Fraud

By Thomas Schmidt, law student, intern at NLSO Central BROFF Memphis



Cassidy

Have you ever considered making a purchase at an online Internet auction? Or maybe you already have. Thomas Schmidt provides some useful insight on the issue.

Is it too good to be true? Then most likely it is. Keeping in mind this old phrase that you probably heard from mom and dad, you can protect yourself from online auction fraud.

All too often we hear horror stories about identity theft, but online auction fraud is just as real. With Internet auctions becoming such a huge success, more and more people may lose money online.

Just recently I was in the market for a used car. I found a 2005 Nissan Altima advertised online for \$5,000. Sounds too good to be true, well it probably was. The seller was located in England and asked for payment to be made through a third party, half upfront and half upon delivery.

Through a little research, I soon discovered that the last registered owner was in Texas. So how did this car end up in England, and why was the price so cheap? I can't answer those questions for sure because I did not try to purchase the car.

This story may sound outlandish, but it is becoming more and more common. People

may be taken in by a good deal, make a payment and never receive the promised product. Unfortunately, in most circumstances there is very little that may be done to recoup the lost payment.

Although the perpetrator may be guilty of fraud, or even theft, by the time the authorities track the person down the money is long gone and there is nothing left to give to the victim. Even though the perpetrator may be found guilty and face jail time, the victim never feels vindicated unless they get their money back.

In order to avoid these circumstances, here are a few things to remember:

First, if you are making purchases online, use reputable retailers that you are familiar with. Nationwide chains, or large auction houses, tend to offer some protection, although limited, to their users. Many provide feedback forums so that consumers may get a feel for the reputation of the seller. New sellers or those with negative feedback should be avoided.

Second, using a reputable payment source is highly recommended. Using Paypal or a credit card which offers consumer fraud protection helps recoup lost money. Many credit cards with a consumer protection option will refund the money and sue the perpetrator themselves.

Finally, do not give out personal information when using online auctions. This information includes your social security number, your bank account information or any other identifying information that may be used to get into your accounts.

Just remember, **IF IT SOUNDS TOO GOOD TO BE TRUE, IT PROBABLY IS!!!**

If you have any questions about an Internet auction fraud, please contact the Naval Legal Service Office Central at (361) 961-3765 or DSN 861-3765 to set up an appointment.

Coast Guard continued from page 1

Taylor over.

"When I first got there, they still had a load of shrimp on the back of the boat," said Taylor. "They were trying to get the pump running, but were having problems. I just checked it, then had them put the pump in place and got it running."

The helicopter crew from Corpus Christi arrived and remained on scene to provide assistance.

Petty Officer 3rd Class George Hernandez, helicopter flight mechanic, explained, "The rescue boat crew was concerned about their pump burning out, and so we lowered an extra one in case it was needed."

"They couldn't see below decks on the *Mom & Dad*, and weren't sure if the pump was situated correctly. By shining our search light on the fishing boat, they were able to get the pump up and running."

"After the engine room was de-watered," Taylor said, "I checked it to see if the flooding had stopped. I found that a water pipe had burst in the engine room, but it had been repaired by the crew."

After the boat was cleared of water and the pipe patch proved to be secure, another problem arose; the current had changed and

the nets were now floating astern of the *Mom & Dad*, preventing the 47-footer from getting close enough to pick up Taylor.

"I talked to the captain about what he wanted to do," said Taylor. "We could have towed them in if they had cut their nets free, but they were reluctant to loose their catch. It's understandable. Without those nets, they can't do their job."

With the engine room de-watered, the fishermen were able to power up the winch and haul in the nets on one side, allowing Latiolais to bring the 47-footer alongside to pick up Taylor. The Sector watch-stander contacted another fishing boat in the area to tow the *Mom & Dad* back to port. After making sure the fishing boat crews had solid communication with one another, Latiolais and his crew headed back to port.

"The crew of the *Mom & Dad* did it right," said Latiolais. "They had their strobe going when their lights went out and they had safety gear on board that worked. That's what saved these guys."

Making a living on the sea is a dangerous business at the best of times. The best way to keep your crew safe is to have the right gear on board and train with it regularly. And when that isn't enough, the Coast Guard is always ready, Semper Paratus.

MWR continued from page 12

participate in.

August 5: Enjoy shopping in San Marcos, TX; The Gateway of the Texas Hill Country. With almost 300 name brand stores and a dozen restaurants to please any appetite. Come by the Gonzalez Liberty Center and sign up today. Departing GLC: 7 a.m. and returning at 29 p.m. Price for the trip is \$10 per person, which includes transportation from NASCC to San Marcos and back; admission to the mall is free. Minimum number of people needed to participate is 12. Deadline to sign up is August 1, 2006. Active Duty Only.

August 14: Last Buck Night & Movie. Dinner to be served at 5 p.m.

August 19: Get some friends together and plan on spending the day tubing down the Guadalupe River, a refreshing 65 degrees in the Summer in beautiful New Braunfels, Tx. Price for the trip is \$16, which includes transportation from NASCC to New Braunfels and back and the cost of tube rental. Departing the GLC at 7 a.m., to be returning at 9 p.m.. Minimum number of people to participate is 12. Active Duty only, and be advised that the trip is subject to cancellation for lack of participation. Deadline to sign up is August 11, 2006. Small ice chests are welcome.

August 31: Last Buck Night & Movie. Dinner to be served at 5 p.m.

Navy Motion Picture Service "New Releases": Now showing at the Gonzalez Liberty Center: *Staying Alive*; *Inside Man*; *Slither*; *Ice Age 2*; *Basic Instinct 2*; *Larry the Cable Guy*; *Take the Lead*; *Lucky Number 7*; *The Benchwarmers*; *The Wild*; *Scary Movie 4*. Paintball Shop:

High pressure air fill station is HERE! Schedule your paintball game with us. Stop paying

those high prices out in town when you can get it all here at the GLC. Field is FREE, Air is FREE and the cost of rentals is close to FREE. If you want to schedule a command tournament, let us know!! **The Gonzalez Liberty Center is located at Building 1260 E Street. Hours of Operation are: Sunday thru Saturday 11 a.m. - 12 p.m. For more information on these or any other GLC events, please call 961-6405.**

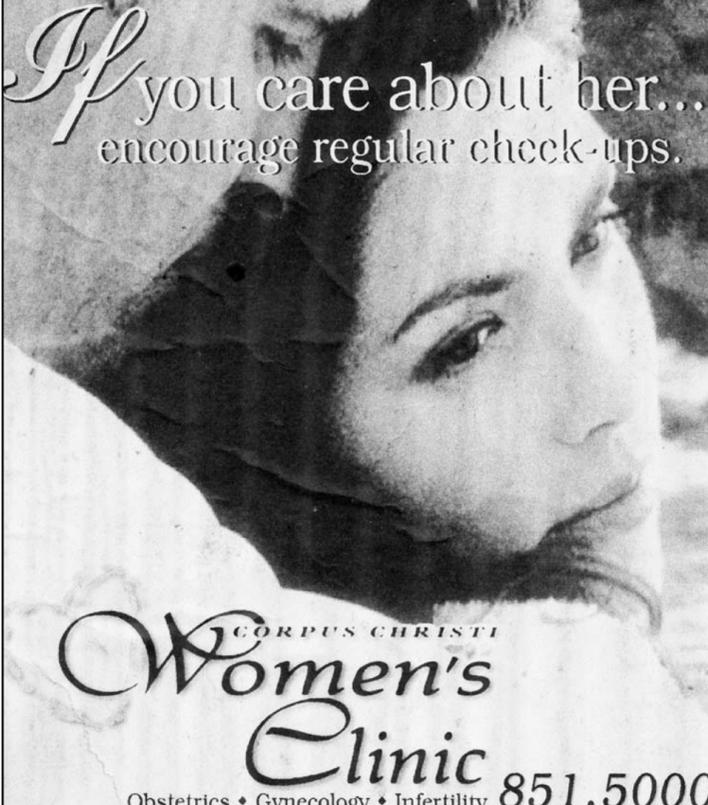
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 August 7: National Fine Arts Night
 August 8: Cooking Club
 August 9: "Dance that Sport"
 August 10: Smart Moves "Young Actors Night"

August 11: Fitness Authority - Horse Shoes
 August 12: Triple Play - Horse Shoes
 August 14: Kickball
 August 15: Digital Arts-Design Contest
 August 16: Fitness Express-Team Handball
 Come by now and take advantage of on base registration. Register now for the 2006 soccer season. Registration is only \$45. Uniform included. Registration ends August 26. Season will begin September 9th.

For more information on these or any other youth events, call The Youth Activities Center at 961-2355.



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MWR News and Events

By Laurie Garcia, NAS MWR

Navy Ball Tickets on Sale Soon!
 Come join us in the celebration of the 231st birthday of the United States Navy. This year's celebration will be held on October 14, 2006 at the Omni Bayfront Hotel. Tickets will be on sale soon and can be purchased from ITT Corpus Christi, ITT Ingleside, or your Command Master Chief. For more information, call 961-2268

Have your A/C Serviced at the Auto Skills Center

The intense South Texas summer heat is just around the corner. Is your vehicle cooling as good as it should be? If not, stop by the Auto Skills Center to have one of our Certified Air Conditioning Technicians have a look. Just come in and ask for an AC Service and we will check all of the following:
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The Auto Skills Center is offering this service for only \$15 plus the cost of freon. Service is delivered on a first-come, first-serve basis, so come in early and take advantage of the top notch expertise of the Auto Skills Center technicians. You don't even have to wait around while the work is performed on your vehicle. You can simply drop off your vehicle and pick it up once the work is done.

Hours of operation: Tuesday-Friday 10 a.m.-6 p.m., Saturday-Sunday 9 a.m.-5 p.m.
 The Auto Skills Center is located to the west

side of the Navy Army Credit Union in Bldgs. 1713 and 1737. The Auto Skills Center has most of the tools you will need to make repairs to your vehicle. For more information on this and other services provided by the Auto Skills Center, call 961-3470.

Bayside & Oasis Pools

Bayside pool hours of operation are Wednesday through Friday 12 p.m.-6 p.m., Saturday from 12 p.m.-6 p.m., Sunday from 1 a.m.-6 a.m. and Closed on Monday and Tuesday. The Bayside pool is a family recreation pool with a slide and baby pool. The Oasis Pool hours of operation are Tuesday through Friday 11 a.m.-1 p.m., 4 p.m.-6 p.m. and Saturday from 10 a.m.-12 p.m.

Swimming Pool Fees:
 All lap swimmers: No charge
 Active duty military and active reserve card holders: No charge
 Dependents (E1-E6): \$1 daily fee.
 DoD Civilians & Dependents: \$1.50 daily fee.
 Guests: \$2 daily fee
 Children under 2: No charge. Must wear swim diaper

Starting on August 13 the Bayside Pool will be open for weekends only through Labor Day (September 4, 2006). The Bayside Pool will close September 5. For more information, please contact Earl Olsen at 961-3260.

Gonzalez Liberty Center

The Gonzalez Liberty Program has planned a month of fun activities and events for you to

MWR continued on page 13

MC Re-up continued from page 3

there, he advanced to Third Class Petty Officer. Following this tour, he was ordered to MOMAU 8, Guam. During this tour, he served in the Bottom Mines Shop and the Logistics Department. At this time, he transferred from the reserves to active service and received orders to MOMAU 9 once again. He advanced to Second Class Petty Officer. Williams left MOMAU 9 with orders for Mineman Class "C" School and Test Set Repair & Calibration Technical School in Charleston, South Carolina, where he graduated first in his class at both schools. Earning his choice of orders for his academic excellence, Williams selected instructor duty at Service School Command in Orlando, Florida. While teaching electricity and electronics to newly graduated Naval Recruits, he advanced to First Class Petty Officer.

Following this tour, he was selected for advisor duty and transferred unaccompanied in 1990 to the United States Military Training Mission Navy Unit in Jubail, Saudi Arabia. He trained Saudi naval Force Personnel on underwater mine assembly, planning, and mine

shop operations.

After the Gulf War, he transferred to MOMAU 8 in Guam, where he led the Operations Department and both the Bottom and Moored Mine Shops. He advanced to Chief Petty Officer and was selected for advancement for Senior Chief Petty Officer. His next orders assigned him to MOMAU 1 in Seal Beach, California, where he served as the Logistics Department Head. During this tour, he was selected to spearhead the local Navy effort in certifying mines for the new USAF B-1B and B-2 Stealth aircraft. In 1998, he was once again given orders back to MOMU 8, in Guam as the Mine Production Officer and Command Senior Chief. His service was rewarded with advancement to Master Chief Petty Officer in 2000.

Having two parents with such distinguished naval careers is a tough act to follow; however, Midshipman Third-Class Jason Williams has risen to the challenge. He will graduate from the United States Naval Academy in May of 2009 as a commissioned Naval or Marine Corps officer. His major is political science, and he has yet to decide which warfare community he would like to join.

Think safety – when in the housing area

Story and photo by Bob Torres

During a recent conversation with Regional Supervisor for Housing Management, Gloria Olivarez, several issues came up that may cause housing residents some grief. One is a recurring parking problem that could become a violation, thus a parking citation.

"We want to address the parking issue, parking on the street and parking on the sidewalk," said Olivarez. "Residents are doing that."

"I understand if they have guests," she continued. "But residents have garages to park their vehicles and most can park two vehicles also in their driveways. But what people are doing is parking the cars on the street so their kids can play in the driveway. They have a back yard, but the kids don't want to play in the back yard."

Olivarez's concern is because of child safety.

"I address this because we've already had three or four near-misses of kids being hit because they're darting between cars," she said. "We've had a couple of kids, 3- or 4-years-old who are playing. Sometimes, we see the parents sometimes, we don't. We've been called several times because people have had to make sudden-stops because a child ran out in front of their car. I've personally had to stop and wait for kids to get out of the street."

According to Olivarez, there is limited

parking in the housing area.

"I've tried to tell everyone, if they're having a party or need more parking space, we have space here at the Housing office that they can park their cars at night," she said. "We have this overage in our parking lot and people are welcome to use it. It's safe and it's close for a short walk."

Another problem is with swimming pools in the housing area.

"We have a policy about the size of pools that are allowed in housing," said Olivarez. "They can be basically wading pools that when you empty the water, it holds maybe 15 or 20 gallons. We have a couple of people that have big pools. One of the residents used 39,000 gallons in one month. That's excessive. We've begun sending out citations. We advise them that they're only allowed a wading pool."

According to Olivarez, it's a safety hazard because young kids can drown in a pool that size. And it's a mosquito hazard too.

"That much standing water in pools, and people aren't emptying them, it's a problem because they become nesting water for mosquitoes," she said. "And then when people do drain them, some are draping them over the fence to dry. Well that's causing the fence to break and then we get calls to fix the fence."



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"A" PLUS PREPARATION COURSE
 Tuesday's and Thursday's, 5:00 PM to 9:00 PM (10 weeks) CET 100 – "A" PLUS PREPARATION COURSE: 80 clock hours, 5 credit hours. 10 Jan 06 – 16 Mar 06. The course is designed to provide students with in-depth understanding of the operation and basic maintenance of personal computers and various PC operating systems with emphasis placed on DOS and Windows 95/98/NT/2000. Students are instructed in the methods and procedures required to upgrade, maintain and repair personal computers. Emphasis is placed on the use of diagnostic software, memory expansion, and hard drive replacement. Laboratory activities include upgrade and maintenance of PC systems. Room215. Instructor: TBD

FIBER OPTICS INSTALLER COURSE BY ETA
 Thursday, 4:00 PM to 9:00 PM (5 weeks course)
 CET 105 – FIBER OPTICS INSTALLER: 24 clock

hours, 1 credit hour. 12 Jan 06 – 09 Feb 06. The class consists of classroom and "hands on" laboratory instruction in the characteristic, preparation, and installation of Fiber Optics cable. Students are instructed in the various tools and techniques utilized to splice, test, and terminate fiber optic cable with additional emphasis placed on the application of learned skills. Students will be prepared to take the ETA Fiber Optics Installer Certification examination which is administered by the instructor on the last day. Room211. Instructor: Mr. Tim Erickson.

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 Monday and Wednesday, 5:00 PM to 9:00 PM (5 weeks course) CET 108 – FIBER OPTICS DESIGNER: 40 clock hours, 2 credit hours. 13 Feb – 15 Mar 06. This new course will provide an in-depth knowledge of optical local area networks. This course covers all aspects of a successful fiber optic system design from network protocols, network configurations, optical cabling, industry communications standards, determination of fiber count, hardware selection, splicing/termination methods, and cable system testing and documentation. All that is learned in class is put into practice through multiple and intensive case studies. Room211. Instructor: Mr. Tim Erickson.

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How heat stress will effect your outdoor activities

By Lt. Cmdr. Jon Sweeten, Safety Officer, NASCC



These adults and children are avoiding the heat from the sun and having fun at the Oasis pool. On hot days think cool and safe. (Photo By LI2 Paul Hewitt)

Summer time is the time for fun and sun, but too often too much time in the sun can be anything but fun. Such things as dehydration, heat stress, and heat stroke can strike when you we fail to plan and take into account the environment in which we are working or playing. Severe cases of each can be lethal. If you are planning any strenuous activity outside, such as going for a run at the base track during the heat of the day, certainly check on what flag condition we are currently in.

Flags indicating the current heat stress condition are flown on the mast at the Naval Hospital and in front of the E Street Gym. When we are in a black flag condition, which is nearly everyday here on NAS Corpus Christi during the summer, organized or strenuous outdoor recreational activities are not permitted. This requirement is contained within NAVMED P5010, the Preventive Medicine Manual. Simply put, if you see a black flag flying, it's too hot to exercise outside. If you see a red flag, this means "strenuous exercise must be curtailed for all personnel with less than 12 weeks training in hot weather." In other words, if you aren't properly acclimated to physical training in this heat, don't do it. It is the responsibility of all individuals participating in outdoor activities to be aware of the conditions and take appropriate protective measures to ensure they don't endanger themselves or others. Activities such as walking, golfing, and swimming may be conducted, but that also depends on the physical conditioning of the individuals performing those activities.

If the flag condition spoils your PT plans, a great alternative is just simply to take it inside and use the fitness center. It is well equipped for most of your cardiovascular training needs. With any outdoor activity performed during the summer months, care should always be taken to ensure adequate hydration, UV protection, and, of course, over-exertion. Frequent breaks, lots of sunscreen, and cover are highly recommended. For certain work related activities in hot environments, there are required work/rest breaks. Questions regarding the performance of activities in these environments and their relative risks and possible health effects may be answered by Preventive Medicine at extension 2244.

There is no set time when flag conditions change. The Naval Hospital uses an automated continuous heat monitor system

to determine heat indices and flag conditions. During normal working hours, automatic email notification of heat condition flag changes can be obtained by contacting the NAS OOD for inclusion into their email distribution list. After normal working hours, before you participate in outdoor organized sports, exercise, or other strenuous activity please contact the Naval Hospital Quarterdeck at extension 2688 for flag condition updates.

If you have any other questions or concerns, feel free to contact either the Base Safety office or Preventive Medicine at extension 3673 or 2244, respectively.

Heat Index and Physical Exercise (Navy)
Heat related illness includes: heat rash, cramps, exhaustion and stroke. These illnesses are a real danger to people not accustomed to the stress of hot weather exercise. The Wet-Bulb Globe Temperature Index (WBGT) takes into account four variables: air temperature, humidity, radiant heat and air movement. This reading gives a more accurate measurement of heat stress than any one reading alone. Contact your local Environmental Prevention Medicine Unit (EPMU) for PT related weather readings. The following is the navy heat stress chart.

Less than 80 Degree's
White Flag
Extremely intense physical exertion, may precipitate heat exhaustion or heat stroke, therefore, caution must be taken.

80-84.9 Degree's
Green Flag
Discretion is required in planning heavy exercise for unacclimatized personnel. This is a marginal heat stress limit for all personnel.

85-87.9 Degree's
Yellow (Amber) Flag
Strenuous exercise and activity must be curtailed for new and unacclimatized personnel during the first 3 weeks of heat exposure. Outdoor classes in the sun must be avoided when the WBGT index exceeds 85 degrees.

88-89.9 Degree's
Red Flag
Strenuous exercise must be curtailed for all personnel with less than 12 weeks training in hot weather.

90 Degree's or Above
Black Flag
Physical training and strenuous exercise must be suspended for all personnel. (Excludes operational commitment not for training purposes).

Counselor continued from page 12

grams the Navy have that accelerate your life and the delivery of your adrenaline. These are the most physically and mentally demanding jobs you can hold in the Navy. The training alone is rough enough to send most of those who attend packing.

Navy Divers range from the following areas in the SPECWAR Community. SEALs (SEA-AIR-LAND) are the toughest men on earth and there is a reason for it. The training and the job take discipline, dedication and guts. Recon, stealth ops and unconventional warfare is what they're all about. Most can't hack it. Visit www.navyseals.com. EOD (Explosive Ordnance Disposal) get into all kinds of terrain and waters to dispose of explosives that threaten operations. This is an extremely risky job, which requires its men and women to have real grit. Physical Screening Test for Diver/ EOD/ SEAL. For more information refer to MILPERSMAN 1220-10-EXIBIT 1.

SWCC (SPECIAL WARFARE COMBATANT-CRAFT CREWMEMBERS) get their adrenaline rush while driving high-speed assault craft. From secret search and rescue to coastal patrol to riverine assault missions. They travel at high velocity and do it with heavy firepower. For information on entry and physical requirements for SWCC and Aircrew/ SAR see MILPERSMAN 1220-340.

Captain continued from page 2

one has to step into the street when strolling along the sidewalk. Please continue to be careful when you do this and watch the children as they go between homes this way.

This leads me to my most fervent request. Any time children are playing in the front yards or the street, please do as that mother in my opening paragraph did. Sit outside and make sure they don't get hurt. It may be simply to yell out, "Car coming," in order to get the children on the sidewalk. The older children - my opinion is 10 and older, your opinion might vary - will keep an eye out for themselves and move to the sidewalk on their own. You could put the older children in charge but, again, in my opinion, the smaller children always react quicker to the "parent" voice.

One last point I'd like to leave you with. Please keep your neighborhoods looking clean and neat - looking like a neighborhood you'd like to live in! If you see litter or broken glass on the street, please pick it up so no one will get hurt, especially the children. I remind everyone that it's not Public Works or the Navy Housing or PPV Staff's responsibility to keep the streets clean. These are your neighborhoods!

Work together as a neighborhood to watch after the children and keep the area clean and neat. Please be extremely vigilant as you drive through housing and watch out for the children!

Thanks! As always, I'll see you on the beach...or while taking a walk through the neighborhood!

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Career Counselor's Corner

NCCS(SW) Terri Green
Programs for Naval Special Warfare
By NCCS(SW) Terri Green

There are opportunities in the Navy in all rate and fields. It doesn't matter if you are an officer, or enlisted there is a program for you. Special programs are plentiful in the Navy they normally fall under Naval Special Warfare you just have to make sure it's what you want to do. There are many programs, but in this article I will only going over three of them. If you have any question, or are interested in pursuing a certain program stop by the Command Career Counselor office.

The first special program is Unmanned Aerial Systems (or UAS). Squadron One is a new squadron that falls under Naval Special Warfare, and their mission is "to provide on-demand Surveillance, Reconnaissance and Time Sensitive Targeting information about the enemy or potential enemy to the decision-maker." The squadron operates UAVs or Unmanned Air Vehicles (Neptune, Raven and Aqua Puma). Having the ability to operate the vehicle from a remote area is a great asset. UAVs will help reduce the loss to human life while achieving its mission. There are 4 detachments that correspond with numbered SEAL Team. UAS Technician tour is typically three years. There's a 22 week 96U Unmanned Aerial Vehicle Systems Operator Course at FT Huachuca. The squadron is in a workup cycle and is scheduled for its first det in Apr 09. The point of contact is AWCS Patrick Schatzlein (HC-10). The contact number is (619) 767-7359, DSN 755.

The second program is the Naval Special Warfare Development group located in Virginia Beach. The development group is responsible for research, development, testing and evaluation of state-of-the-art equipment. Testing entails the evaluation of advanced maritime, ground and airborne tactics that can be utilized by the Naval Special Warfare community. Support for the development groups comes from supply/disbursing, logistics, combat systems, medical, admin, communications and intelligence. If your interested in becoming part of the team eligible support rates include: AE, AG, AM, AT, AW, BM, BU, CE, CM, CTA, CTM, CTN, CTR, CTT, DC, EA, EN, EO, EOD, ET, GM, HM, HT, IS, IT, LN, MA, MC, NC, ND, PR, PS, QM, SK, SW, UT & YN. Eligibility criteria you must volunteer to serve for four years. No NJP for the past three years and no financial problems that may prevent TS (Top Secret) clearance. You must be a US Citizen and have no medical that will prevent PT/physical activity. You must also be a 2nd class swimmer and be willing to participate in SEAL training evolutions. If you are selected the screening process is very detailed. The process includes reviewing the selectee service record a medical screening, psychological testing and physical evaluation. NSWDG Point of contact is YNC (SW/AW) Toby Messenger, and can be reached at DSN: 492-7960 ext. 2319 Comm.: (757) 492-7960 ext. 2319.

The third program is Navy Divers, SEALs, EOD, SWCC, Aircrew/SAR; all pro-

Counselor continued on page 11

Navy-Marine Corps Relief Society to hold Sixth Annual Blackhawk Memorial Golf Tournament

By Lt. j.g. Mitchell Grant, HM-15 PAO



The Blackhawks Memorial honoring the sailors of the Hurricane 02 exercise in August, 2000, is located on the east side of the Helicopter Mine Countermeasure Squadron 15 (HM-15) Hangar (Building 42). (Photo by L12 Paul Hewitt)

On Monday, Aug 7, the Navy-Marine Corps Relief Society will host the Sixth Annual Blackhawk Memorial Golf Tournament. This year the tournament will be returning to the Padre Isles Country Club and is open to golfers of all ages and experience levels.

"I am excited about being part of this tournament." Said Cmdr. Frank Dowd, the executive Officer of HM-15. "This event is a great way for the Corpus Christi community; both military and civilian, to help us remember members of our Blackhawk family."

On August 10, 2000, one of HM-15's Blackhawk helicopters crashed in the Gulf of Mexico killing the pilot's and two crewmen. Pilots and crew were involved in a routine training mission on August 10, 2000, three nautical miles east of Bob Hall Pier just off North Padre Island. The evolution was progressing along smoothly when a rotor hub blade bearing malfunctioned. The resulting mechanical failure caused the CH-53E Sea Dragon to toss and pitch wildly as it careened toward the water. Four service members- Lt. Sean Jacobs Lt. Edward Fassnacht, AD2 (AW/NAC) David Rutherford, and AD1 (AW/NAC) Jeffrey Paschal perished in the accident. Two other crewmembers, Sean Palyo and Jeremy Yaklin, although injured, survived the carnage.

To honor their memory the pilot's wife, family and friends established the Blackhawk Memorial Golf Tournament. Funds raised by the tournament will be donated to the Navy-Marine Corps Relief Society. To date, more than \$28,000 has been raised.

Entry fees are \$70 per player, which includes lunch/beverages, cart rental, range balls and greens fees. There will be prizes awarded for First Place, Second Place, Third Place, Longest Drive, and Closest to the Pin and door prizes.

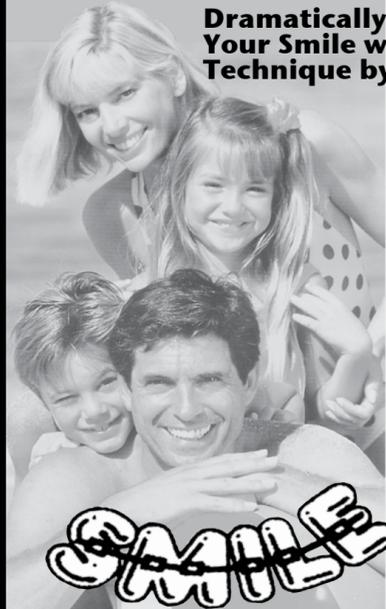
The Blackhawk Tournament uses the four-man scramble, or best ball format. After each shot the four-man team plays the ball with the best lie. This allows teams of every skill level to be competitive. All that is required is a group of friends willing to have a good time on the course.

This year registration opens at 8 a.m. with a shotgun start at 9 a.m. For more information call Myra Brown at (361) 992-2100 or email her at myra.brown@navy.mil.



Sailors and patrons support the Navy-Marine Corps Relief Society by remembering and honoring the fallen pilots and crew of the Hurricane '02 exercise, at the HM-15 Golf tournament. (Photo by MC2 Jeffrey Fretland)

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AROUND THE BASE

NASCC Chief Petty Officers Association supports single sailors



Sailors and Marines alike come to the Gonzalez Liberty Center to be served a good home cooked meal with some tasty desserts by the CPOA. Many single sailors take this time to enjoy a meal that is hot and freshly prepared by the CPOA. AN Jose Serna, HM-15 remarks "I eat out in town alot, and this is a great chance to get away from eating fast food all the time."

NASCC CPOA supports thier troops



CMC Mike Cisneros brings a homecooked meal to the Gonzalez Liberty Center, single sailors can get a home cooked meal from the CPOA. The CPOA shows their appreciation for their sailors by offering them a homecooked meal. (Photo by LI2 Paul Hewitt)

NASCC Youth Activities Center host Dessert Fest



During Camp adventure the children at the Youth Activities Center treated thier parents to song, dance, and Dessert. The girls are performing a festive dance for thier parents, the dance was combined with a song from the Disney movie Lilo and Stitch.

NASCC Youth Activities Center host Dessert Fest



Parents of the children attending Camp Adventure were treated to desserts and several musical dances. In this photo three boy's put on a rap they wrote just for thier parents, they can dance, sing, learn, have fun, and they have shown thier parents all that they have enjoyed at the Youth Activities center. (Photo by LI2 Paul Hewitt)

AWARDS AND ACHIEVEMENTS

HM-15 Sailor is awarded the Air Warfare pin



AM2 Natasha Sterling was awarded her pin by Commanding Office, Cmdr. Robert Bennett, her son pinned her Air Wings on, allowing her son to participate in a Navy Tradition. Sterling is the Corrosion Control shop supervisor and by earning her wings she is leading by example. (Photo By LI2 Paul Hewitt)

YN2 Leslie Maynard was awarded her Air Warfare by HM-15 Commanding Officer, Cmdr. Robert Bennett. Maynard works in the Administration Department and she is a Selected Reservist (SELRES). (Photo by LI2 Paul Hewitt)

HM-15 Sailor is awarded the Air Warfare pin



HM-15 Sailor is awarded the Air Warfare pin



CS2 Duane Wilkerson was awarded his Air Warfare pin by HM-15 Commanding Officer, Cmdr. Robert Bennett. Wilkerson works in the Blackhawk Café (Auxiliary Retail Outlet) as the Café Supervisor. (Photo by LI2 Paul Hewitt)

Guadalupe River Tubing Trip



On August 19, MWR is hosting a tubing trip down the Guadalupe River in New Braunsfels, TX. The trip will Depart at the GLC at 7 a.m. and Return at 9 p.m. The Price for the trip is \$16 per person, so get some friends together and plan on spending the day tubing down the Guadalupe River, a refreshing 65 degrees in the summer in New Braunfels, TX. The price per person includes transportation from NASCC to New Braunfels and back and the cost of tube rental. Small ice chests are welcome. Deadline to sign up is August 11. (Photo by LI2 Paul Hewitt)