

Whiting Tower

Seventy-three Years of Aviation Training News

Learn to conquer the sky

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Naval Air Station Whiting Field, Milton, Fla.
Vol. 72 No. 05

Forging Wings for the Fleet
September 23, 2016



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Audelo to Assume Command of HT-8

By: Ensign Kyle Shields, NAS Whiting Field Public Affairs



Commanding Officer Cmdr. J.D. McBryde

Following 14 months at the helm, Cmdr. John D. McBryde will turn command of Helicopter Training Squadron EIGHT over to Cmdr. Stephen Audelo, Friday, Oct. 7 at 10:30 a.m. The ceremony will take place at National Naval Aviation Museum.

The change of command ceremony is a Navy tradition that enables the two officers to formally exchange duties in front of the assembled squadron crew. It is also a time to recognize the accomplishments of the outgoing Commanding Officer in front of his family and friends. Training Air Wing FIVE Commodore Capt. Mark Murray will be the guest speaker for the ceremony.

Through his innovative leadership, McBryde led Helicopter Training Squadron EIGHT to fly over 33,500 flight hours and 16,800 sorties. This dedication enabled HT-8 to wing 423 Navy, Marine Corps, Coast Guard, and Allied combat aviation professionals and fill Fleet Readiness Squadron seats with the highest quality aviators.

McBryde is the squadron's 58th commanding officer.



McBryde graduated from the U.S. Naval Academy in 1996, earning a Bachelor of Science in Economics. After serving as a graduate assistant coach for the U.S. Naval Academy football team; where he earned three varsity letters, he entered flight training and earned his Naval Aviator wings in 1998. As a MH-53E helicopter pilot McBryde served in Corpus Christi, TX, Norfolk, VA, Monterey, Iwakuni, Japan, NSA Bahrain, and NAS Whiting Field. McBryde earned a Masters of Business Administration (MBA) from Touro University graduating Magna Cum Laude.

Audelo graduated in 1998 from the University of Nevada, Las Vegas, with a B.A. in Anthropology, and received his commission upon completion of Officer Candidate School. Following primary flight training at VT-27 and advanced rotary wing training at HT-8, he received his Naval Aviator wings in June 2000. As a SH-60B pilot, Audelo served aboard numerous ships including: the USS Roosevelt (DDG-80), USS Halyer (DDG-997), USS Peleliu (LHA-5), USS Stockdale (DDG-106), and the Carl Vincent Carrier Strike Group. Following his graduation from the United States Naval War College with a M.A. in National Security and Strategic Studies, Audelo served as a Strategic Analyst to the NORAD Chief of Staff and as an Executive Assistant to the Deputy Commander, USNORTHCOM. He assumed duties as the Executive Officer of HT-8 in August 2015.

Cover Photo:

Creator of the Landing Strip comic series, Ensign Zachary Morris, poses in front of a TH-57 with his characters. U.S. Navy graphic by Lt. j.g. Marissa Tungjunyatham, Lt. j.g. Dat Nghiem.

The Whiting Tower

Commanding Officer

Capt. Todd Bahlau

Executive Officer

Cmdr. Don Gaines

Command Master Chief

Command Master Chief (AW/SW) Lee Stephens

Public Affairs Officers

Jay Cope

Jamie Link

Public Affairs Staff

Lt. j.g. Marissa Tungjunyatham

Lt. j.g. Dat Nghiem

Lt. j.g. Sarah O'Shea

Ensign Kyle Shields

The Whiting Tower is an authorized publication for members of the Naval Air Station Whiting Field team, tenant commands, their family members and retirees in the surrounding area. The contents of this publication do not necessarily reflect the views of the U.S. Government, the Department of Defense or the Department of the Navy, and do not imply endorsement thereof. The editorial content is prepared, edited and provided by the Public Affairs Office of Naval Air Station Whiting Field.

Navy's First Aviation PA Receives wings

By: Hospital Corpsman 2nd Class Matthew Clutter Navy Medicine Operational Training Center Public Affairs

In a historic winging, Lt. William Grisham has become the Navy's first Physician's Assistant to graduate from the Navy Aerospace Medical Institute, an endeavor that began some five years ago with a simple email.

The culmination of Grisham's efforts gives the Navy another avenue from which to pull specialists in the field of aviation medicine and creates a new program to train health care providers to work alongside flight surgeons.

"Lt. Grisham's designation as the first Aeromedical Physician's Assistant is great for the fleet, Navy Medicine and the Medical Service Corps' Physician Assistant community," said Capt. John Wyland, Navy Aerospace Medical Institute Officer in Charge at the time of Grisham's appointment in the program. "Aerospace Medicine Physician's Assistants will serve as invaluable flight surgeon extenders in areas of direct care, preventive medicine, safety and readiness. They will fill critical operational billets, and the experience they receive should enhance their ability to serve in future leadership positions."

It has been quite the road for Grisham to get to this point. In 2011, while working as a Family Medicine PA at Naval Branch Health Clinic Atsugi, Japan, he had already received orders to be

- (Cont. on Page 6)

Navy Announces New Suicide Prevention Program

By: Chief of Naval Personnel Public Affairs

On Sept. 16, the Navy's 21st Century Sailor Office announced the new suicide prevention program known as Sailor Assistance and Intercept for Life (SAIL), aimed at supplementing existing mental health treatment by providing continual support through the first 90 days after suicide-related behavior.

"This program is designed to boost our existing efforts to prevent suicide across the Fleet by showing there is someone that will stay in touch with them and make sure they are doing well," said Capt. Michael Fisher, dir., Operational Stress Control and Suicide Prevention branch. "This is part of a wide range of actions we are taking to help our Sailors. Doing this will boost our suicide prevention work that's ongoing Navy-wide."

The SAIL program started in the Pacific Northwest Region on Aug. 29, 2016, with a phased regional rollout plan scheduled for completion by the third quarter of fiscal year 2017 throughout the Navy.

The program is designed to provide rapid assistance, on-going risk assessment and support for Sailors who have exhibited suicide-related behavior and was inspired by the Marine Intercept Program (MIP), a suicide prevention project with similar goals.

Navy Suicide Prevention Branch (OPNAV N171) is partnering with Navy Bureau of Medicine (BUMED), Commander Navy Installation Command (CNIC), and SAIL Case managers who are serving as Fleet and Family Service Center (FFSC) counselors to run this new program.

Upon receiving information from commands about a Sailor who has demonstrated suicide-related behavior, Suicide Prevention Coordinators (SPC) will work with CNIC, and in turn an FFSC case manager, whose responsibility will be to reach out to the individual Sailor to see if they would volunteer to participate in the SAIL program. Case managers will contact Sailors in the 90 days following suicide-related behavior.



Boatswain's Mate 2nd Class Mark Bonner, vice president of the Pearl Harbor Coalition of Sailors Against Destructive Decisions (CSADD) chapter, participates in a Suicide Prevention Month gate awareness event at Joint Base Pearl Harbor-Hickam. The event was held to bring light to the Navy's Everyday Sailor, Every Day campaign, "1 Small Act." U.S. Navy photo by Mass Communication Specialist 2nd Class Johans Chavarrov.

Suicide Prevention is a cooperative Navy-wide effort that takes leadership engagement and awareness at all commands and ranks. OPNAV, BUMED, CNIC work together to provide a range of resources to include: mental health treatment, spiritual counseling, personal wellness counseling, crisis intervention as well as financial education.

The Military Crisis Line offers confidential support for active duty and reserve service members and their families 24 hours a day, 7 days a week.

Call 1-800-273-8255 and Press 1, chat online at www.militarycrisisline.net or send a text message to 838255.

For more information visit suicide.navy.mil

For more information, visit <http://www.navy.mil>, <http://www.facebook.com/usnavy>, or www.twitter.com/usnavy.

For more news from Chief of Naval Personnel, visit www.navy.mil/local/cnp/.

This Day in Naval History

September 28

1957 - After reconfiguration and reclassification, the former LST-32 becomes USS Alameda County (AVB 1), an advance aviation base ship.

September 29

1946 - Lockheed P2V Neptune, Truculent Turtle, departs Perth, Australia on a long distance non-stop, non-refueling flight to the mainland United States that ends on Oct. 1 at Columbus, Ohio.

September 30

1961 - USS Fessenden (DE 142) depth charges and sinks German submarine, (U 1062), south of the Cape Verde Islands.

October 1

1846- USS Independence (CV 62) transits the Strait of Hormuz en route to the Persian Gulf, a first for a carrier since 1974..

October 2

1944 - USS Pomfret (SS 391) attacks a Japanese convoy in Luzon Strait, sinking an army transport about 75 miles southeast of the southern tip of Formosa.

October 3

1962 - Sigma 7 (Mercury 8) is launched. The mission is piloted by Cmdr. Walter M. Schirra, Jr., and lasts nine hours and 13 minutes. Cmdr. Schirra makes six orbits at an altitude up to 175.8 statute miles at 17,558 mph.



"P2V-1 dubbed the "Truculent Turtle," now on display in the National Naval Aviation Museum, made a record-breaking endurance flight in September 1946. The Turtle flew nonstop without refueling from Perth, Australia, to Columbus, Ohio, a distance of 11,235 miles, in 55 hours and 17 minutes, a record it held until 1962." Photo courtesy of National Naval Aviation Museum.

Flight Student Creates Aviation-Themed Comic Strip

By: Jay Cope, NAS Whiting Field Public Affairs

Charlie Brown, Garfield, Calvin & Hobbes, Beetle Baily – the familiar names immediately bring a smile to people’s faces as they remember the outlandish exploits and everyday humor the characters brought to newspaper readers day in and day out. Now, Naval Air Station Whiting Field and Training Air Wing FIVE team members can enjoy the same reaction to Max and Grey as they muddle their way through flight training in an online comic called “The Landing Strip.”

The “Strip” has been running on Facebook (www.facebook.com/LandingStripComic) since June 2015. Student Naval Aviator Ensign Zach Morris has drafted and produced more than 70 segments so far. Poking fun at the youthfulness and inexperience of student aviators, the craftiness of instructors, and the rigors of academic and practical aviation training, he developed a comic that has gradually picked up a significant following in the student aviator community.

With more than 3,000 likes on Facebook, his artwork garnered far more attention than he ever expected.

“I thought I would do a few, people would chuckle, and it would be over,” Morris said. “The following continued growing, so I kept it up.”

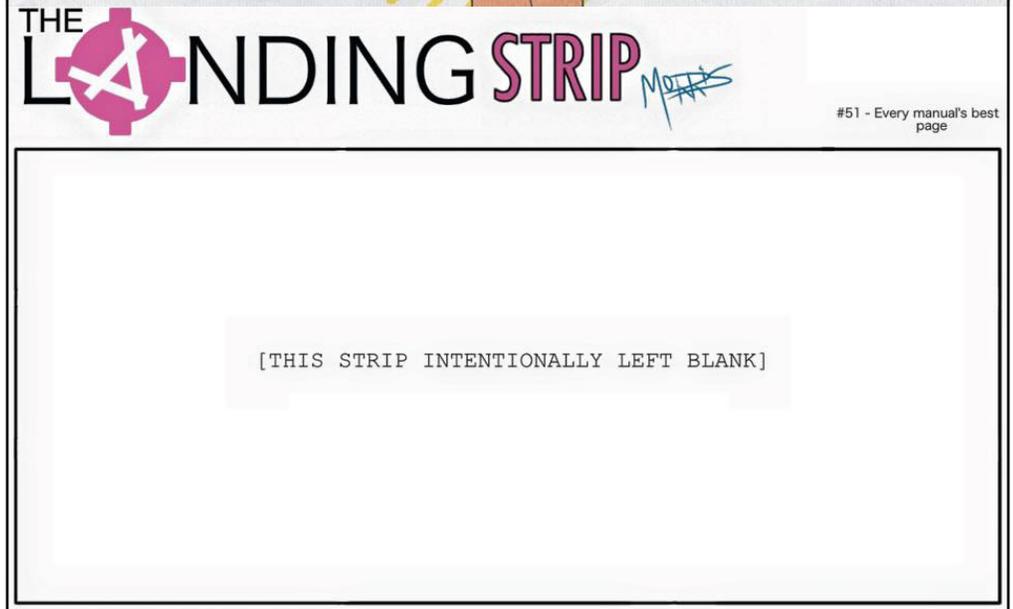
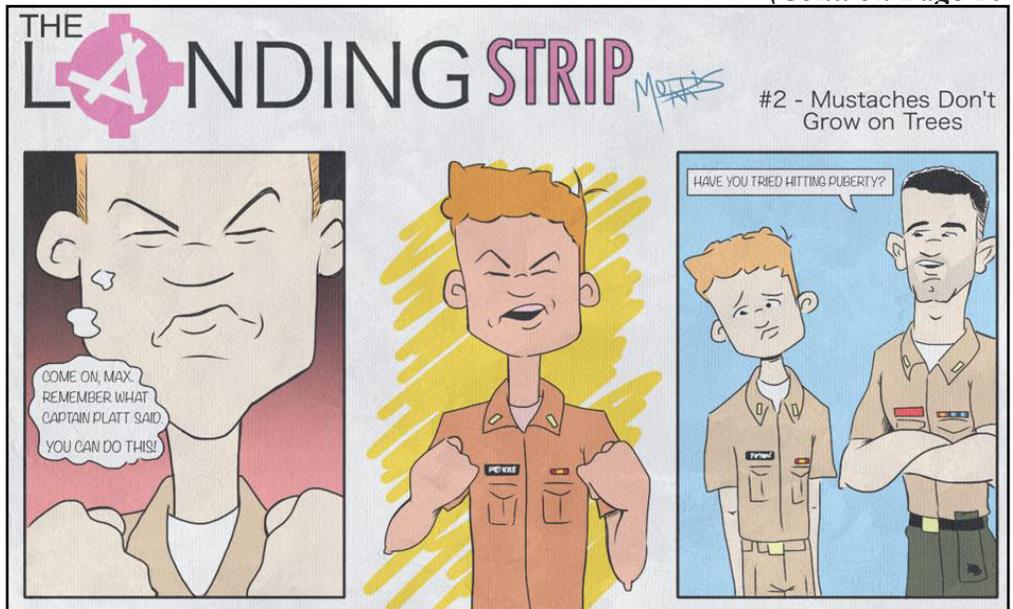
Morris started the project as a way to help deal with the stress during flight training. He created the first strip during his four weeks of API training and has generally done about one per week ever since. Every so often a fellow student will suggest a topic or a joke, but most of the original ideas have come from Morris’ imagination.

“I deal with my stress through humor,” he stated as he emphasized that the comic’s views often mirror his own sarcastic wit. “Most of the jokes just come from my mind wandering and thinking ‘How would it be funny for someone learning to fly?’”

As a former Arts major at Franklin College in Indiana and a Zoo Caricaturist, Morris’ background is more than just doodling. He studied scenic backdrops and stage design while in school and

with a grandmother who is a talented painter, he loved art from almost the very beginning. However, as he started seeking a little more security in his life, he remembered his father speaking about how he wished he would have continued serving in the military following his four-year Navy hitch in the 1980s. His high school best friend, who is currently serving in the military, steered him toward aviation.

Having successfully navigated his way through API and primary education, Morris is now firmly engaged
- (Cont. on Page 10)



Editor's Note: Special thanks to Ensign Zach Morris who granted permission to use the comics in The Whiting Tower. The paper will run two of his comic strips each week for as long as he has material for us to run. If you have an idea for a strip, please email zmorris1011@gmail.com for a chance to see your idea put into print.

NAS Whiting Celebrates Fallen Heroes

By: Lt. j.g. Sarah O'Shea, NAS Whiting Field Public Affairs

Naval Air Station Whiting Field celebrated the second annual Bells Across America to honor fallen service members and their families. The Fleet and Family Support Center (FFSC) hosted the memorial service at the installation's chapel Sept. 22. The ceremony recognized the continued sacrifice of local families who have lost loved ones while on active duty.

Darryl Johnson, the event coordinator, served as the master of ceremonies for the occasion. NAS Whiting Field Command Chaplain Lt. Cmdr. Michael Griggs opened with a prayer followed by the installation's Commanding Officer Capt. Todd Bahlau's remarks to welcome guests. Bahlau paid tribute to those fallen and to the families who continue to live with the hardship of life without their loved ones.

Next, Aviation Boatswain Mate 1st Class Terrance Wever read the names of the service members: Capt. William Yeager, Lt. Clinton Wermers, Senior Chief Petty Officer Anthony Houchin, Chief Petty Officer David Phelps, Petty Officer 1st Class James Curnutt, Petty Officer 1st Class Richard Wheeler, Petty Officer 1st Class Diego Lopezzenquis, Petty Officer 2nd Class Michael Barberio, Petty Officer 2nd Class Ricky Stevens, Petty Officer 3rd Class William Mirabal, and Seaman James Derek Lovelace. Following each name, Aviation Boatswain Mate 2nd Class Matthew Siembida rang a large brass bell in remembrance. After the end of the reading of the names, Siembida rang the bell four times in remembrance of all those who have died in the line of duty.

When asked about the importance of the memorial, Wever stated, "It's an honor to pay tribute to those who paved the way before I came."

The memorial service evolved from the Navy Gold Star (NGS) Program which got its name and mission from an early 20th Century group of mothers. During WWI, mothers of fallen service members began to wear a gold star to commemorate the loss of their children. The first formal group of Gold Star Mothers met in 1928 and the District of Columbia legally recognized the group in 1929. Throughout the 20th Century the group spread to multiple states and later became a national organization.

The Commander, Navy Installation Command (CNIC) established the NGS program to support families of deceased military members Oct. 1, 2014. The program connects the family to the greater military family via support systems like the FFSC. The Support Centers offer financial counseling, employment information, referral to local pro-



Aviation Boatswains Mate 2nd Matthew Siembida rings the bell while Aviation Boatswains Mate 1st Class Terrance Wever reads the names of the of service members who died on active duty. U.S. Navy photo by Ensign Kyle Shields

grams, and emotional support and counseling for each family.

The NGS Southeast Region was the first one to host Bells Across America ceremonies last year. Due to its success, all five NGS regions celebrated the ceremony this year on Sept. 22. The last Sunday of September is designated as Gold Star Mothers' Day.

Describing the event, regional NGS coordinator Rufus Bundridge said, "[The ceremony] is to let the families know we are not forgetting their loved ones and to honor their names." ✈



TRAWING-5s Best and Brightest
Congratulations to Training Air Wing FIVE's academic scholars for earning a place on the Commodore's List September 21. Photo courtesy of Training Air Wing FIVE.

*Like us on Facebook: www.facebook.com/naswhitingfield
Follow us on Twitter: @naswf
Follow us on Instagram: @naswhitingfield*

Aviation PA

- (Cont. from Page 2)

a Family Medicine PA at Naval Air Station Whiting Field, Fla., when a hot fill billet request popped into his email inbox one day.

"I immediately responded to the email and contacted my specialty leader to let him know I wanted that billet," Grisham said.

That billet was in Aerospace Medicine on board the Carrier Air Wing FIVE (CVW5), and Grisham seized the opportunity. So instead of moving duty stations halfway around the world, he instead PCSed across the hall, as CVW5 is located in Astugi, as well.

The opportunity paid dividends for Grisham's career, enabling him to work with Flight Surgeons to take care of Air Wing members' primary and urgent care needs. While he was somewhat limited in his scope of care, he did receive a lot of hands-on training and was able spend a great deal of time visiting squadron spaces to build camaraderie and trust with the aviators and critical support staff, an important aspect of aviation medicine.

Most importantly, perhaps, was that his time aboard CVW5 showed that PAs could successfully operate as extensions of Flight Surgeons within the Aviation Medicine community. And that set the stage for his historic training with NAMI.

After his three years aboard CVW5, Grisham received orders to NAMI where he would receive formal training in Aerospace Medicine and help develop the Aerospace Medicine PA training program.

He admits that there was some pressure in being the first PA to complete the program.

"I definitely had people tell me, 'Better not screw this up' or something like that," Grisham joked. "However, I can honestly tell you that the only pressure I feel is the pressure I put on myself to do well in and successfully complete this training. Just like many of the student naval aviators and flight surgeons I'm training with, I want to do well for myself and to prove I belong here just like everyone else."

The training that Grisham – and future Physician's Assistants – received was identical to what Flight Surgeons receive, though the responsibilities differ some. The program is six months long and includes academics and flight training. The flight training portion consists of aviation pre-flight indoctrination and an abbreviated flight training syllabus with a Training



William Grisham conducts pre-flight checks before a training flight at Naval Air Station Whiting Field. Grisham graduated from NAMI on Sept. 21 to become the Navy's first Aviation Physician's Assistant. U.S. Navy Photo by Ensign Kyle Shields.

Air Wing at NAS Pensacola or NAS Whiting Field. The academic portion is held at NAMI and includes aerospace medicine topics in primary care, acute care, occupational health, preventative medicine and naval aviation safety. Upon completion of the training, graduates are assigned to a Carrier Air Wing Medicine Department where their duties are similar to a Flight Surgeon.

Grisham, the son of Bruce, a retired men's clothing store owner, and Elaine, a teacher and homemaker, has long had a love for aviation medicine. While he has several family members with military backgrounds, it was his younger brother John who really piqued his interest in aviation medicine. John Grisham is a naval flight officer in the EA6-B Prowler community, an occupation that always intrigued the older Grisham.

He first seriously considered the Navy a career in high school in Savannah, Tenn., during an American Legion Boy's State program when a guest naval officer spoke to the group. As soon as he was accepted to the University of South Alabama Physician's Assistant program, Grisham sought out a Navy recruiter and applied for the Health Professions Scholarship.

"Once I was selected for the program and received my commission, I never looked back," Grisham said. "I knew that I wanted to be a PA in the Navy and that I loved Naval aviation. Now I'm just proud to be part of the Naval Aviation community and serve in this capacity."

It was a journey that Grisham didn't take alone.

"There have so many great individuals involved in this process," Grisham said. "However, I do owe a great deal of gratitude to Commander Naval Air Forces (CNAF) and Capt. Kris Belland, Commander Pacific Fleet Surgeon, for helping make this opportunity possible and for their strong support every step of the way. I would also like to thank my leadership at CVW5 during my tour there who provided the opportunity to be part of their Aviation Medicine Department. Lastly, I would like to thank the Navy Medicine Operational Training Center and NAMI leadership for the opportunity to attend this training program. Of course, I can't fail to mention the wonderful support of my wife, Sarah, throughout this endeavor, as well."



Lt. William Grisham, the Navy's first Aviation Physician's Assistant, receives his wings courtesy of his wife, Sarah, during a ceremony on Sept. 21 at the Navy Aerospace Medicine Institute. U.S. Navy Photo by Hospital Corpsman 2nd Class Matthew Clutter.

DeCA celebrates 25 Years of Delivering Commissary Benefit

By: Kevin L. Robinson, Public Affairs Specialist

Twenty-five years ago on Oct. 1, the Defense Commissary Agency took control of armed forces commissaries, worldwide.

The commissary benefit wasn't new in 1991, but it was the first time in history all military commissaries were managed by one agency. Since 1867, the benefit enabled armed forces personnel of all ranks to purchase food and household goods at a substantial savings, compared with civilian prices.

For years, each installation ran its own store, with minimal guidance from the service headquarters. After World War II, each service took a more active role in guiding commissary operations.

By the mid-1970s, each of the armed services had offices or agencies that were specifically dedicated to running retail commissaries: AFCOMS, the Air Force Commissary Service; NAVRESSO, the Navy Resale Services Support Office; TSA, the U. S. Army Troop Support Agency; and the Marine Corps Commissary Office.

As the Cold War ended, Congress began to anticipate the reduction of the Armed Forces, and their budgets; bases no longer needed would close, as would their stores.

Members of Congress wishing to protect the benefit thought it would be easier – and less costly – if all four services combined their operations under one roof – a “purple” agency with one budget to run all military commissaries.

In 1989, Congress formed a commission, led by Army Maj. Gen. Donald P. Jones, to conduct a study on the viability of such a system. The Jones Commission Report, as it was called, prompted Congress to merge the headquarters and region structures of the four systems into one.

At first, each service feared the merger would cause them to lose control over what they perceived as “their” benefit, and that one service or another might control the agency, to the detriment of the others.

Those fears proved to be false. The new defense agency was impartial to the services, thanks to the director, Army Maj. Gen. John P. Dreska, and a transition team of specialists from across the services' commissary organizations.

Since then, eight directors or interim directors have led the agency in its mission of providing a commissary benefit to millions of authorized service members and their families.

A quarter of a century later, DeCA employees are proud of the agency's accomplishments. Much of what was done in 1991 has been improved, as DeCA adopted new and emerging methods and technologies. Today's commissaries have conveniences like self-checkouts, sushi bars, hot foods, deli-bakeries, credit and debit card acceptance, gift certificates and much more.

“The history of DeCA has been one of adjusting to change,” said current Director and CEO Joseph H. Jeu. “This agency has excelled in turning challenges into opportunities to improve the commissary benefit for our patrons. We're proud of what we have accomplished, which is especially noteworthy when you consider how much has been done since our inception.”

For 25 years, DeCA has made adjustments, as needed, to keep providing the benefit, even as stores closed due to base realignment and closure actions. Originally numbering 411 sales stores (plus another 17 grocery sections inside exchanges), there are now 238. But DeCA's newest stores are state of the art, and its older stores have received multiple upgrades.

Average customer savings increased as much as 10 percent in some locations. Industry supported the agency with great deals and prices, and DeCA developed new ways of doing business and reaching its customers. The Guard-Reserve “on-site” sales for customers who do not live near a commissary, is one obvious example.

Air Force Command Chief Master Sgt. Stuart M. Allison, the senior enlisted advisor to the DeCA director, sees the work of DeCA's employees up close and personal. He's also a dedicated commissary patron.

“Since 1991, the Defense Commissary Agency has provided a highly valued military benefit to our troops and their families,” he said. “I appreciate my commissary benefit and salute the dedicated men and women who have delivered it for nearly a quarter of a century.”



Defense Commissary Agency (DeCA) headquarters building. Photo courtesy of DeCA.

Hours of Operation for MWR Food Service Locations:

Tower Café (Starbucks)	Mon-Fri	0600-1300
South Field Snack Bar	Mon-Fri	0600-1900
Mulligans Grill	Mon-Fri	0630-1400
Bowling Center	Mon-Fri	0700-1900
North Field Snack Bar	Mon-Fri	1030-1700

News & Notes

Parents Night Out

Parents, enjoy a time of serenity or an exciting time together out on the town. The Naval Air Station Whiting Field Chapel has once again partnered with another Local Church to provide trusted childcare for our Warfighters' minis! It's a free four hour window of vetted child care, dinner for the kids, positive learning environment and the afforded chance for the parent(s) to have some time for themselves. Child Care will be provided at New Life Baptist Church, 6380 Bayberry St in Milton, Friday Sept. 30 from 5 to 9 p.m. Register with the Chaplains office at 623-7211.

CFC Fund Raisers

As part of the 2016 Combined Federal Campaign, there will be two local events taking place to help promote the fundraising efforts:

CFC 5K Color Run

Friday, 30 September, 0700 at NAS Pensacola

-Free Registration

CFC Golf Tournament-

Friday, 14 October, 1045 at A.C. Read on NAS Pensacola

-Scramble Tournament

-4 Person Teams

-\$65 Includes: Green Fees, Cart, Lunch/Snacks, and CFC Donation.

-Prizes

Please call ABHCS Richard Harmer at 665-6127 for more information.

Civilian Use or Lose leave Information Posted

This is a reminder to make certain you schedule any "use or lose" leave. If you do not use your "use or lose" leave, it is subject to forfeiture at the end of the current leave year, which ends January 07, 2017. Annual leave subject to forfeiture is the amount of leave above an employee's applicable ceiling. By law, the maximum amount of annual leave that may be carried into the new leave year is 240 hours for most employees. In very limited circumstances, "use or lose" leave that is forfeited is eligible for restoration. Forfeited annual leave will be restored if the leave was forfeited because of an administrative error, exigency of the public business, or sickness of the employee. Annual leave that is forfeited due to an exigency of the public business or sickness of the employee may be restored only if the annual leave was scheduled before the start of the third biweekly pay period prior to the end of the leave year. This year that means no later than November 25, 2016.

"Use or Lose" leave must be requested and approved in SLDCADA no later than November 25, 2016, but cannot be requested before the proper Job Order Numbers are posted in SLDCADA (FY17 JONs are not available yet). For additional information, please see:

<https://www.opm.gov/policy-data-oversight/pay-leave/leave-administration/fact-sheets/leave-year-beginning-and-ending-dates/>

E-Cigs Hazard Reminder

Electronic cigarettes (e-cigs), personal vaporizers, vape pens, and similar equipment (collectively known as electronic nicotine delivery systems (ENDS)) are battery powered devices that simulate tobacco smoking by producing a heated vapor that resembles smoke. The safety center has identified recent adverse trends with these devices illustrating their potential to cause personnel and materiel harm. The growing popularity/use of these devices has increased in the general civilian population and in the Navy. Users of these devices must be aware of the inherent dangers of handling, stowing, and operating these devices. The typical failure mode for a lithium-ion battery is: the electrolyte is heated to its boiling point, the internal pressure in the battery builds to a point where the seal at the end of the battery ruptures, and the pressure is abruptly released through the sealed end of the battery case. Usually, the electrolyte then ignites, and expanding gas from the rapid combustion will further increase the pressure. The fire is sustained briefly after initial ignition by the porous separator film, which is made of plastic. This type of failure is caused by improper battery stowage and handling (allowing batteries to short), poor material construction (unregulated battery manufacturing - the cheaper the device normally equates to less engineered product safety), and user misuse (improper charging/equipment modification). Fifteen mishaps involving ends

occurred from October 2015 through 15 June 2016 resulting in Department of the Navy personnel injuries or fires.

Santa Rosa County Flood Maps Meetings

The preliminary flood map products provide an early look at the county's projected risk to flood hazards identified by an in-progress flood hazard study. The data may include new or revised Flood Insurance Rate Maps (FIRM), Flood Insurance Study Reports (FIS) and FIRM Database.

-A FIRM is the official map that shows the specific flood hazard areas and the risk zones. The risk zones indicated on a FIRM provides a basis for establishing flood insurance coverage premium rates through the National Flood Insurance Program.

-The FIS reports provide background information on the analysis performed and provides more precise data on the flood elevations in a community.

-A FIRM Database is the collection of the digital data that is used in Geographic Information Systems (GIS) application for creating new FIRMS.

-The preliminary FIRM, FIS and FIRM Database will be presented at two public meetings for residents review the information. Representatives from FEMA will be available to assist and answer any questions: Wednesday, September 28, 4-7 p.m.; Public Services Media Room; 6051 Old Bagdad Highway in Milton or Thursday, September 29, 4-7 p.m.; Tiger Point Community Center; 1370 Tiger Park Lane in Gulf Breeze.

-Residents will have an opportunity to appeal their flood zone during the 90-day public comment period planned to occur sometime between November 2016 and April 2017. This appeals period will allow citizens an opportunity to appeal changes in flood zones, floodways and base flood elevations based on scientific or technical issues. For more information on flooding, contact Karen Thornhill, karent@santarosa.fl.gov, 850-981-7029.

Registration starting at Troy University

Registration for classes at Troy University for Term II, 2016 (Oct. 17 - Dec. 16) begins this Monday, Sept. 26 and ends Oct. 16. The application deadline for Term 2 is Oct. 7. The university offers a variety of Bachelors and Masters programs online and a master of science in counseling and psychology in-class at the Pensacola Support Center, 2114 Airport Blvd., Suites 1150/1250. For more information on classes and military and family scholarships, call 850-287-4102 or email Rob Morrison at jrmorrison@troy.edu.

Moving Day

The base UPC office has moved into the Atrium Bldg. Room 184. The CCC office moved downstairs in Bldg. 1401 and is now located in Room 118. The SAPR office also moved. They are still in the Atrium Bldg, but are now in Room 153, the old ITT office. The ITT office is now across from the training classroom in the old educational services area. 🚚



NAS Whiting Field hosted a Suicide Prevention Awareness Run early morning September 27. Participants were given a #ISmallACT t-shirt and MWR bag following the run. U.S. Navy photo by Lt. j.g. Sarah O'Shea.

NAS Whiting Field Hosts Command Picnic



NAS Whiting Field Commanding Officer Capt. Todd Bahlau wreaks havoc on the enlisted sailors in a friendly game of Knockerball at the command picnic. U.S. Navy Photo by Lt.j.g. Marissa Tungjunyatham.



Training Air Wing FIVE Chaplain Lt. Roy Fondren and Fleet and Family Support Center, Work and Family Life Consultant Darryl Johnson volunteer to help dish out food at the command picnic. U.S. Navy Photo by Lt.j.g. Marissa Tungjunyatham.



Nicholas Carter (right) and Eric Aning (left) of the NAS Whiting Field Crash Division take a ride on the zipline at the command picnic. U.S. Navy Photo by Ensign Kyle Shields.



(From left to right) Command Master Chief Lee Stephens, Chief Air Traffic Controller Rachael Kempston, and Executive Officer Don Gaines each took a pie to the face to raise money for the Combined Federal Campaign. U.S. Navy Photo by Ensign Kyle Shields.

October 2016

NAS Whiting Field



[Http://twitter.com/#!/NASWFFSC](http://twitter.com/#!/NASWFFSC)

Monday	Tuesday	Wednesday	Thursday	Friday
3	4	5	6	7
<p>October is Domestic Violence Awareness Month</p>	<p>1000-1400 Trans States Airlines Info Session</p>	<p>1300-1500 Smooth Move Bldg 2998</p>	<p>0900-1100 Challenges of Flight School & Marriage</p>	
10	11	12	13	14
<p>Columbus Day World Mental Health Day</p>	<p>1000-1200 Resume Writing Class Int'l Day of the Girl</p>		<p>1200-1700 ExpressJet Info Session 1000-1200 Challenges of Flight School & Marriage</p>	<p>1000-1200 Home Buying Class</p>

Comic

- (Cont. from Page 4)

in learning the intricacies of rotary-winged aviation with Helicopter Training Squadron TWENTY-EIGHT at NAS Whiting Field. "The Landing Strip" is beginning to reflect his new assignment as his latest offerings have dealt with the ideas of chair flying, auto rotations, and helicopter simulations. One of his strips even provided a glimpse of the greatest chair flying pilot of all time – Snoopy and his famous Sopwith Camel.

Such guest appearances are not common in the comic, but Morris enjoys capturing aspects of entertainment in his work. He even did a sequence of Star Wars themed strips as the premiere of "The Force Awakens" neared.

"I like to take movies and other pop culture and compare it to training and to flight students. Most of the comics are pretty specific to flight training, and I think it makes it more relatable for other people."

Morris emphasized, that for him, "laughing at the stress" of flight school is his motivation. He grew up enjoying comic strips, but couldn't remember ever seeing one

about aviation, and it turned out to be a way to take a break from his intensive studies. Dilbert's sarcastic humor, the energy of Calvin and Hobbes, and growing up with Garfield (Jim Davis was also from Indiana) are influences he credits for his passion in the work.

Serial strips like those were a significant presence for Morris as he was growing up and he still enjoys the process of telling a story through the three and four frame artwork he drafts when flight training provides a brief respite. This is his first attempt at a comic strip and he said that the biggest challenge (aside from time) is the brevity required to tell a joke in just three panels. It is a challenge he has enjoyed even more than expected. Morris emphatically stated that he hopes to continue producing the strip.

"As long as people continue to enjoy "The Landing Strip," I will continue to do it. Right now, I just want to make it to 100 strips, but so long as the job permits me, I plan to keep up with it."



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Ombudsmen Make a Difference

By: Jamie Link, Public Affairs Office



September is Ombudsman Appreciation Month, a time to honor the vital role ombudsmen have in connecting military families with important information, resources, and assistance they need while on U.S. Navy duty stations. Navy spouses face challenges during times of transition and stress and it is important that spouses have someone available to help them through these challenging times. During this designated month it is imperative installation leadership recognize the efforts of the Navy ombudsman for their support roles to the military families.

Naval Air Station Whiting Field held an appreciation luncheon last week for area ombudsman including the command, Training Air Wing FIVE and squadron's individual ombudsman to express the gratitude and appreciation for their commitment to the position. Each ombudsman was presented with a certificate of appreciation and a gift.

NAS Whiting Field, Command Master Chief Lee Stephens spoke at the event, "We value our ombudsman and appreciate all the dedication that Samantha Hill and all our ombudsmen do to support the Navy spouses. What you do makes a huge difference for our Navy families."

Ombudsman help disseminate information up and down the chain of command, provide resources to family members, advocate for families, and serve as an all-around "go-to" resource for support to the family members. The ombudsman have a variety of information and resources, from the simple, such as where a new Navy family can find a good dentist, to the critical, like crisis intervention assistance to share when needed. This is vitally important for many family members who are new to Navy life or may be settling into a new duty station.

Navy ombudsmen are volunteers hand-picked by the commanding officer to serve as the liaison for information between Navy families and command leadership. The ombudsman is usually a spouse of an active duty service member that has experience and knowledge as a Navy spouse.

"The ombudsman is the link that connects the families to the command as an additional entity with many resources. It's someone that a family member or spouse can turn to for help, a shoulder to cry on or vent to, or simply to get information about the base or the area." NAS Whiting Field Command Ombudsman Samantha Hill said

Former Chief of Naval Operations (CNO) Retired Admiral E.R. Zumwalt, Jr., formed the Navy Family Ombudsman Program over 46 years ago to develop better communication between commands and the families of Sailors who serve. Another former CNO, retired Admiral Michael G. Mullen, re-emphasized the importance of the program and signed an updated instruction in 2006 highlighting the requirement that all Navy families have access to a Navy Family Ombudsman due to the vital role ombudsmen play in information dissemination and support to the Navy spouses.

"I love being an ombudsman! I remember being in a situation when my husband first enlisted and deployed. I was 3,000 miles away from my family and had a newborn. I was beyond lost.

But it was an ombudsman that approached me and offered her help. It was then and there that I decided I wanted to be that helping hand," Hill said. "I love helping other people in their time of need."

Information regarding the Navy Ombudsman Program can be found at http://www.cnicy.navy.mil/ffr/family_readiness/fleet_and_family_support_program/ombudsman_program.html



READY.GOV/VOLUNTEER

SECURITY CORNER

By: Stacy McFadden, NAS Whiting Field Security



Posted speed limit signs – Due to the high number of traffic citations for speeding approaching and departing NAS Whiting Field gates, speed bumps have been placed right outside and inside both gates. The posted speed limit for both gates are 15mph or slower and put in place for the safety of the personnel that are posted at the gates. Be aware of personnel and vehicles that are crossing the road at the West Gate. There's a residential area on the right approaching the West gate. This area on Langley Street is also a school bus loading zone. It's illegal to pass a school bus with its lights flashing and stop sign deployed. When departing NASWF, pay attention to where the 45mph speed limit signs are posted. You should gradually increase your speed when you get to the 45mph sign, not going 45mph before you reach it.

Navy Rating Modernization

Editor's Note: The Deputy Chief of Naval Operations Vice Adm. R. P. Burke released this NAVADMIN on September 29th detailing upcoming changes to Naval ratings.

This NAVADMIN announces the first phase of a multi-year implementation effort to transform current Navy Enlisted Career Management processes.

This modernization effort is the result of a review of Navy rating titles completed this year by the Master Chief Petty Officer of the Navy and his leadership mess. As a result, the Secretary of the Navy announced that the Navy will develop a new approach to enlisted ratings that provides greater detailing flexibility, training and credentialing opportunities, and ultimately translates Navy occupations more clearly to the American public.

The intent is to transform our enlisted personnel business processes to maximize talent management and career flexibility, while arming our Sailors with superior training and widely rec-

ognized credentials that will convey to the civilian workforce.

Navy will move from Rating Titles to alpha-numeric Navy Occupational Specialty (NOS) codes. This change is a first step on the way to providing Sailors the opportunity to move back and forth between occupations. This change represents a significant cultural shift and it is recognized that it will not happen overnight, but will take time to become fully implemented.

Effective immediately, enlisted Navy Sailors will be addressed by rank vice by rating. E1 through E3 Sailors will be addressed as "Seaman," E4 through E6 will be called "Petty Officer Third/Second/First Class" as

appropriate and senior enlisted paygrades of E7 through E9 will be called "Chief, Senior Chief, or Master Chief" depending on their paygrade. For example, a Sailor will no longer be called YN2. Instead, he or she will be called a "Second Class Petty Officer," or simply "Petty Officer." There will no longer be

a distinction between "Airman, Fireman, and Seaman." They will all be "Seamen." As we move toward a Navy where Sailors may hold multiple occupations, rating titles will no longer be applicable. Addressing our Sailors by rank also brings us more in line with the other services.

NOS codes will be grouped under logical and broader career fields. These career fields will enable flexibility to move between occupational specialties within career fields and they will be tied to appropriate training and qualifications. Each NOS will be matched with similar civilian occupations to enable the Navy to identify credentials and certifications recognized and valued within the civilian workforce. The Navy will aggressively pursue opportunities for Sailors to earn credentials recognized and held by their civilian counterparts and incorporate those credentials into Sailors professional development.

A working group was formed in July to identify personnel policies, management programs, and information technology systems that may require modification to support this effort. The working group has developed recommendations and a plan of action and milestones to fully implement the transformation to NOS. Changes to personnel management processes, policies, programs and systems will proceed in deliberate and thoughtful phases that will enable transitions that are seamless and largely transparent to the fleet. Fleet involvement and feedback will be solicited during each phase of the transformation. All aspects of enlisted force management to include recruiting, detailing, advancements, training, and personnel and pay processes are being carefully considered as we move forward.

This change is one step in a larger effort to modernize our personnel systems, and will benefit all Sailors with greater career flex-

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