



VOL. CXVII, NO. VIII

NAVAL AIR STATION KINGSVILLE, TX

“WE TRAIN THE WORLD’S BEST PILOTS HERE!”

APRIL 17, 2009

Blue Angels in town for “Shoot-out” at NAS Corpus Christi this weekend

The “South Texas Shootout” air show at NAS Corpus Christi is set for this weekend (April 18-19) and the Blue Angels are headlining an all star cast. According to NAS Corpus Christi Public Affairs Office Bob Torres, as many as 200,000 spectators are expected.

“If the weather holds out, we expect huge crowds on both days -- especially Saturday,” Torres said. “We’ve actually got three military headline acts and that helps draw from each community. In addition to the Blues we have the US Air Force Air Combat Team West F-15 Strike eagle and Heritage Flight, and the US Army Golden Knights parachute team. Our remaining acts are very strong, too,” Torres added.

The schedule includes an FA-18E Super Hornet demonstration, and civil-

ian performers Fighter Jets Inc., Gene Soucy in the P-51 Horseman, and Randy Ball in his MiG-17. Air Show regulars Rob Holland, Jan Collmer, Skip Stewart, Teresa Stokes, and local favorite Paul Fiala are also on the card. Stokes will thrill crowds by performing her wing walking act while Soucy handles the controls of the aircraft.

Holland, the 2008 World Advanced Aerobatic Champion, will perform in his MX-2, while Collmer will return to South Texas with his FINA 300 XL, and Fiala will add a bit of nostalgia in his Great Lakes Biplane. Stewart will perform in his S-2S aircraft.

Fly-by demonstrations of NAS Corpus Christi training aircraft, and an HS-53 helicopter from HM-15, are also scheduled.



NAS Corpus Christi and air show officials are anticipating as many as 200,000 visitors to the base for the two-day show, with access to the base only through the

Flour Bluff gate. Shuttle buses will transport guests from the designated parking area to the flightline, and back, throughout the day.



Chaplain Mark Tews delivers a sermon on Easter Sunday at the NAS Kingsville pond during the Chapel’s annual Easter Sunrise Service April 12.



Murphy takes helm of VT-22 today at Change of Command and Winging Ceremony



Cmdr. Chris Kirby



Cmdr. Gerald Murphy

Cmdr. Gerald Murphy will take command of Training Squadron 22 (VT-22) today during an official change of command and winging ceremony in the squadron Hangar. Murphy will relieve Cmdr. Chris Kirby, who assumed command of the Golden Eagles in February 2008.

Training Air Wing TWO is combining the change of command with their bi-monthly winging ceremony in honor of Cmdr. Kirby, who will retire from active duty following the ceremony.

The 10 a.m. event will be followed by a reception at the Captain’s Club.



Capt. Phil Waddingham
Commanding Officer,
NAS Kingsville



Greetings, NAS Kingsville!

I know by now many of you are aware that this is air show time in South Texas. This weekend, our U.S. Navy Blue Angels will be performing their world-renowned aerial displays over the skies of NAS Corpus Christi. I plan to be there on Sunday with my family, and also today for the 3 p.m. air show practice. For those of you who wish to avoid the crowds, but still wish to see the Blues perform, than the practice air show is the way to go. No crowds, and lots of jet noise. It doesn't get any better than that!

I know it's a bit early, but October marks the month for the next NAS Kingsville Navy Ball. The dates being suggested are 10, 17, and 24 October. These are not official yet, just what is being proposed by the committee.

This year's committee is led by CSCS Mike Reed (CNH Manager), CS1 Erasmo Guerrero, Vice Chairman; Shirley Ley, Treasurer; MA2 Meyers, Secretary; and ABE1 Montego Kornegay, Event Coordinator. The advertising position is currently vacant, and there is still room for tenant command representatives. If you want to participate in the planning and coordination for the Navy Ball, contact Senior Chief Reed or Petty Officer Guerrero at extension x6321.

Thursday, April 15, I met with the landscaping and architectural engineers working on the NAS Kingsville installation appearance plan that will be part of the facility master plan that is currently being produced. I am very excited about the work they are doing, and when it is

complete, I'll be sharing the plan with you. I think you will be excited, too.

The plans for the new Subway are in full swing. We should have a bid selection for site preparation by the end of the month, and then construction will follow. Subway is already making preparations to install their equipment after the site preparation is complete. Looks like we'll be having lunch by summer!

On behalf of all of Team Kingsville, I'd like to wish Cmdr. Chris Kirby the traditional "Fair Winds & Following Seas" on his retirement April 17. "Kirbo" officially turned over helm of Training Squadron 22 during an official change of command and winging ceremony in the VT-22 hangar. Taking control of the squadron is Cmdr. Gerald "Sticky" Murphy, who had served as the squadron's executive officer for nearly a year.

VT-22 performed extremely well under Cmdr. Kirby and I'm certain that trend will continue under Cmdr. Murphy.

I'd also like to congratulate our newest Naval Aviators who received their coveted "Wings of Gold" during the unique change of command and winging ceremony. "Well done, and best wishes" to each of them as they move on to the fleet.

Finally, I'd like to thank TW-2 for making "pattern adjustments" to their schedule and make it possible to give some well deserved time off to their students and instructors, as well as our hard working ATC and field support personnel.

Keep doing great work, Team Kingsville. You continue to get the job done safely, and we *are* making a difference.

Waddz sends

Receiving their Wings were:

1st Lt. Christopher W. Paulin, VT-21
Lt. j.g. Christopher A. Viernes, VT-21
1st Lt. Seth D. Byrum, VT-22
Lt. j.g. John G. Keith, VT-22
1st Lt. James T. Ragsdale, VT-22

In the Break



Capt. Bill "BD" Davis
Commander
Training Air Wing TWO



Another article for the Flying K; I never seem to be able to get ahead of the game and get something down on paper before the eleventh hour. Fortunately, folks like CDR "Sticky" Murphy and CDR "Cowboy" Carr and others bail me out by providing some thoughtful and insightful articles which I hope everyone took the opportunity to read.

So what is happening around the Wing? With our increase in instructor pilots and the good weather – not to mention the resourcefulness by both squadrons - we have been on a production bonanza getting more students airborne and winged. The result is we are flying over 3,500 hours a month; the most hours we have averaged in the last four or five years.

This increase is allowing us to make up lost ground and get back on track in support of our Fleet requirements to provide E-2C and Strike Aviators. We should be keeping both instructors and students fully employed and flying! If the weather continues to cooperate we should be back on our requirements line – the number of

students and X's we have to complete - by mid to late summer. For all of you who are just starting and have recently started the Strike syllabus, you should be completing within a year of ground school.

We have been able to get more students airborne and flowing into the syllabus – cutting into the pool of students that we have been accumulating over the past year – for a combination of reasons. First and foremost, we have increased our number of instructor pilots, allowing us to increase our number of flights per day. Second, and maybe more on your mind, are some temporary changes we made to overcome both our instructor resource challenges and the resulting pool of students as well as a resource constraint with our simulators. In order to speed up our training flow and move the large number of students we had accumulated – over the past year, both in the Wing pool and in the squadrons – we instituted a measure to temporarily waive some flights from our syllabus.

This was not an easy decision. Every flight hour we provide to our Naval Aviators in training is important. However, those hours become meaningless if we do not fly our students consistently and on a regular basis. Sitting folks for weeks at a time is more detrimental in my mind than giving up 10 or so hours in the syllabus. So we "temporarily" trimmed our syllabus to get everyone in training and await-

ing training flying and flowing smoothly through the syllabus. We looked carefully at the events we waived to ensure our training continues to provide the knowledge, skills or experience that will allow everyone the opportunity to be successful both here and in the fleet. As we get our number of students in training and our production requirements back on track we will return to our normal syllabus.

In addition, to balance our transition to training solely in the T-45 Charlie and to overcome our current mix between Alpha simulators and Charlie simulators, we have modified our flow through ground training and the simulators. Why? To make a long story short, we currently have two T-45C simulators and five T-45A simulators, on the aircraft side however, we have roughly an even number of both aircraft. We are continuing to transition both aircraft and simulators to the Charlie version but the simulators transition has been slower than anticipated. To offset the disparity in resources, between simulators and aircraft, we have had to make some changes in how we use our simulators.

What does this mean to you? Well for many, if not most of you, this means you will be starting in the Alpha aircraft and transitioning to the Charlie version. This is actually a good thing, because we are going to eventually move everyone to the T-45C aircraft on a quicker timeline. Many

of you are going to get the opportunity to fly both the T-45A and the T-45C aircraft. These are short-term challenges that we are working around and within a year everyone will be flying the T-45C – which is more, from a cockpit perspective, like an F-18.

I know these changes have put some added pressure and challenge on each and everyone you, and both CO's are aware of that and carefully watching over this process. The reality is there is always change in aviation. As those who have come from the fleet know and for those you about to go to the fleet will find out, we are always changing. Whether it is learning a new aircraft or improving tactics to take advantage of new aircraft and weapon systems we are always striving to improve. It is the same in the training command, we will continue to have challenges and like the fleet we will work to anticipate those challenges and take proactive steps to overcome them and complete the mission.

Regardless of the adjustments we make, our students have been and will continue to get the finest training in the world. When they are awarded those "Wings of Gold" we will all hold our head up with pride, knowing that we have trained another group of elite individuals who call themselves Navy and Marine Corps Aviators.

God's Speed, BD

Training Air Wing TWO

Relay For Life Kleberg -Bishop
Friday, April 24 7 p.m. – Sat., April 25 7 a.m., TAMUK-Javelina Stadium

**CASA Proceeds Fund Raising
“San Jacinto Day Show & Shine”**
Saturday, April 25, 9 a.m. – 11 a.m. Downtown by Railroad Museum parking lot. For information contact: garnerjay@yahoo.com.

Kingsville Symphony Orchestra
Monday, April 20, 10–11 a.m., Jones Auditorium. Children’s Concert for Kingsville area elementary students Grade 4-6

Wind Symphony, Wednesday, April 22, 8-10 p.m. Jones Auditorium. Directed by Brian Shelton, Admission free. For info contact 361.593.2803.

Concert Bands. Tuesday, April 28, 8–10 p.m., Jones Auditorium on TAMUK Campus. Directed by Brian Shelton. Admission is free. For more information call 361.593.2803

CASA “Kids Place at Cole Park”
Saturday, May 2, 2009, Cole Park. Contact: 361.884.2272 registration: www.active.com/event_detail.cfm?event_id=1649466.

May Day Challenge - Bike Ride
Saturday, May 2, 2009, Bryan-College Station, TX. 5th Annual Charity Bike Ride- benefiting Junction 505. Starts at Allen Academy- 3201 Boonville Rd -4, 18, 40, and 67 mile rides For any questions, contact Alice Martin at Junction 505 by phone 979-846-3670 or by email alice@junction505.org www.maydaychallenge.com

Walk-A-Thon
Saturday, May 2, 10 a.m. – 12 p.m., at the First Baptist Church Kingsville. For info, contact Wendy at 221-9322.

**CASA -2nd Annual
“And Justice is Served Round Up”**
Saturday, May 2, 6–11 p.m. Caesar Kleber Wildlife Center, 1730 W. Corral St. For info contact: 361.595.7233.

Shop Kingsville First Fashion Show
Saturday, May 9, 2–6 p.m. Coastal Bend College - Kingsville. Local Boutiques, Retailers, Jewelers, etc... showcase their products so that you can shop Kingsville first! Tickets are available for \$2/each and can be purchased at the following locations: Coastal Bend College - Kingsville, Salon de Lis, Chamber of Commerce. For more info contact the Chamber at 361-592-6438.

**Corpus Christi Hooks Baseball
Home games for May 2009**
May 5-8 vs Midland Rockhounds (all games start at 7:05 p.m.)
May 11-12: vs San Antonio Missions (both games start at 7:05 p.m.)
May 13-16: vs Frisco RoughRiders (all games start at 7:05 p.m.)
May 17-18: vs San Antonio Missions. Sunday (May 17) starts at 2:05 p.m., Monday (May 18) game starts at Noon.
May 27-29 vs Arkansas Travelers (all games start at 7:05 p.m.)
May 30-31: vs Springfield Cardinals

The Flying K

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Capt.. Philip L. Waddingham**

**NAS Kingsville
Executive Officer
Cmdr. Scott Allen**

**Training Air Wing TWO
Commander:
Capt. Bill Davis**

**Training Air Wing TWO
Chief Staff Officer
Cmdr. Tim Carr**

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(Info for the Commanding Officer)
Send e-mail to:
KNGV-PAO@navy.mil.
On the subject line type:
ATTN: CAPTAIN’S LINE**

Welcome Aboard!

Saluting Newly Arrived Personnel



**ABE2 (SW)
Mikaela Jackson**
FISC Jacksonville
Det Kingsville
Philadelphia, Pa.



**2nd Lt
Zach Hartnett**
Student Aviator
TW2 / VT-22
San Diego, Calif.



**AC1 (AW)
Jarred Lee**
Air Operations /
Air Traffic Control
Fredricksburg, Va.



**AC1 (AW)
Michael Downs**
Air Operations /
Air Traffic Control
Mayfield, Ky.



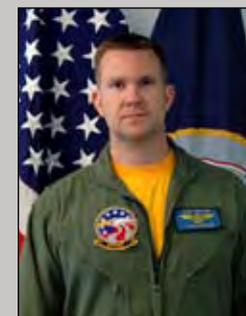
**ENS
Brett W. Mitchell**
Student Aviator
TW-2
Aurora, Neb.



**ENS
John P. Lyles**
Student Aviator
TW-2 / VT-22
Fairfax Station, Va.



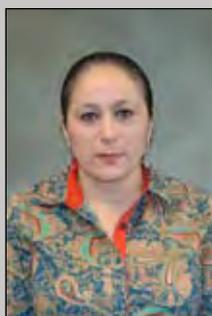
**Lt. Cmdr
Ian Kibler**
Flight Instructor
TW2 / VT-21
Pascagoula, Miss.



**Lt. Cmdr
John T. Hamiter**
Flight Instructor
TW-2 / VT-22
Rockdale, Texas



**ACAA
William C. Wilder**
Air Operations /
Air Traffic Control
Springhill, Fla.



Maria D. Garcia
Dispatcher
Fire & Emergency
Services Dept.
Concepcion, Texas



Douglas Dunivan
Dispatcher
Fire & Emergency
Services Dept.
Cibolo, Texas



Coreen Brank
Dispatcher
Fire & Emergency
Services Dept.
Killeen, Texas

Navy rescue mission "textbook," but piracy still looms, Gates says

By John J. Kruzal, American Forces Press Service
 QUANTICO, Va., (NNS) -- The U.S. military's rescue of a kidnapped American ship captain April 12 was "textbook," but the issue of piracy is likely to worsen in the absence of a systemic solution, Defense Secretary Robert M. Gates said April 13.

Off the Somali coast, U.S. special operations snipers on the USS Bainbridge shot and killed three pirates who had held hostage the captain of the Maersk-Alabama cargo ship on a lifeboat for five days. Military officials said Capt. Richard Phillips' life was in imminent danger at the time of his rescue.

"It was textbook," Gates said of the operation. "They were patient. They got the right people and the right equipment in place, and then did what they do."

Gates, speaking at the Marine Corps War College here, said two groups of military operators were involved in the rescue -- one based in the region and one based in the United States -- with each requiring separate authority from President Barack Obama. "And the approval was given virtually immediately in both cases," Gates said.

Despite the operational precision of the rescue, however, the question of how to deal with the broader issue of piracy still looms large, with 111 incidents reported last year on the east coast of Somalia and the Gulf of Aden, according to the International Chamber of Commerce.

"Is there a way to deal with this in a systemic way that reduces the risk and brings the international community together in a productive way to deal with the problem?" Gates said. "I think we're going to end up spending a fair amount of time on this in the administration, seeing if there is a way to try and mitigate this problem of piracy."

Gates said the historical case of Southeast Asia's solution to its piracy problem does not generally apply to the current Somali-based issue. In Indonesia, Malaysia, Thailand and other countries, for instance, central governments played a role in stemming piracy, he said.

"[They] acquired some capabilities -- and we helped them in some of those capabilities in terms of surveillance and patrolling -- and because each of those countries has a functioning government,



Maersk-Alabama Capt. Richard Phillips, right, stands alongside Cmdr. Frank Castellano, commanding officer USS Bainbridge (DDG 96) after being rescued by US Naval Forces off the coast of Somalia.

the piracy problem in Southeast Asia has been dramatically reduced," he said.

"The problem is easier to deal with when the surrounding land -- as in the case of Southeast Asia and the Straits of Malacca -- is controlled by real governments that have real capabilities, which is not the case in Somalia," he explained. "So it is a serious international problem, and it's probably going to get worse."

Gates, emphasizing the limitations of a purely military approach, said some have suggested bypassing the central government of Somalia and instead establishing relationships with officials of functioning local governments there.

"There is no purely military solution to it," he said. "And as long as you've got this incredible number of poor people and the risks are relatively small, there's really no way in my view to control it unless you get something on land that begins to change the equation for these kids."

Gates noted the four pirates involved in kidnapping the Maersk-Alabama captain were 17 to 19 years old, and he cited the dangerous combination of untrained youth and arms.

"Untrained teenagers with heavy weapons," he told the group of 30 students and faculty members at the Marine Corps War College. "Everybody in the room knows the consequences of that."

Gates underscored that the piracy issue will likely be an important agenda item in coming weeks.

"All I can tell you is I am confident we will be spending a lot of time in the situation room over the next few weeks trying to figure out what in the world to



U.S. 6th FLEET (April 2, 2009) An F/A-18E Super Hornet (right) assigned to the "Tomcatters" of Strike Fighter Squadron (VFA) 31 re-fuels an F/A-18 Hornet assigned to the "Valions" of Strike Fighter Squadron (VFA) 15 during an air power demonstration over the aircraft carrier USS Theodore Roosevelt (CVN 71) during an air power demonstration. Theodore Roosevelt and Carrier Air Wing (CVW) 8 are operating in the U.S. 6th Fleet area of responsibility. (U.S. Navy Photo by Mass Communication Specialist 3rd Class Jonathan Snyder).

USS G.H.W. Bush completes Acceptance Sea Trials

From Program Executive Office Carriers

WASHINGTON (NNS) -- USS George H.W. Bush (CVN 77) successfully completed acceptance sea trials April 7-9 off the Virginia Capes and is in final preparation for delivery. Acceptance sea trials are the final test of the ship's readiness to begin fleet service.

Navy representatives from the U.S. Navy Board of Inspection and Survey tested and evaluated the ship's systems and performance. Acceptance trials will formally conclude April 10.

George H.W. Bush is the nation's 10th, and final, Nimitz-class carrier. The ship is designed to carry all current and future aircraft in its embarked air wing until the completion of her service life in approximately 2059.

George H. W. Bush incorporates numerous design improvements to reduce operating cost, enhance operational effectiveness and protect the environment. These include newly designed propellers, a new underwater hull-coating system, advanced waste disposal systems, a new JP-5 (jet propellant) distribution system, and modernized aircraft launch and recovery equipment. Improved medical and dental facilities have been included in the ship



to enhance quality of life. George H.W. Bush also has a new composite mast that reduces topside weight and maintenance.

George H.W. Bush incorporates a modernized island, bulbous bow design and three-wire arresting gear configuration, first introduced on USS Ronald Reagan (CVN 76).

The ship's keel was laid Sept. 6, 2003, at Northrop Grumman Shipbuilding-Newport News. Dorothy Bush Koch, daughter of former President George H.W. Bush, served as the ship's sponsor during its christening on Oct. 7, 2006. The ship was commissioned Jan. 10, 2009, at Norfolk Naval Base. USS George H.W. Bush is commanded by Capt. DeWolfe H. Miller III. Upon delivery to the Navy, the ship will conduct post delivery maintenance before commencing training for operational deployment in 2010.

U.S. Fleet Forces commander's podcast answers questions from fleet Sailors

By Mass Communication Specialist 1st Class Jerry Foltz, Fleet Forces Command

NORFOLK (NNS) -- Commander, U.S. Fleet Forces Command (USFF) answers questions from Sailors, regarding Navy downsizing, fleet manning and individual augmentees (IA) in a podcast released March 31.

Adm. Jonathan Greenert addressed the concerns of one USS Kearsarge (LHD 3) Sailor regarding the Navy's current manning and force stabilizing plan.

"We are looking very closely at making sure we are [properly] sizing the manpower on our ships, the fit and the fill. We are very focused on that," Greenert said. "There have been changes in the force and in the demands on the force. A few initiatives put in place that tend to reduce the size of our workforce are Optimal Manning, Top Six Roll-Down, (reducing the percentage of Sailors in the E-4 to E-9 paygrades),

rating mergers and of course the demand on the force due to individual augmentee requirements.

"But there are other dynamics that are tending to increase the size of the Navy," he explained. "We are losing fewer people this year than in the past. The economy tends to be a factor; I think work satisfaction tends to be a factor, and that has caused us to put in place things like Perform To Serve and other force shaping initiatives. In the long term, we will get it right. But I have to say, sea duty and duty in the Navy is a demanding duty; it's hard, and that part of it will never change."

Greenert also answered a USS Enterprise (CVN 65) Sailor's question on the role and future of the IA process.

"The IA program is here to stay," said Greenert. "We will be supporting this for at least the next two years. We have unique and critical skill sets among our great Sailors that are a tremendous

value to the forces. We perform unique missions that no one else performs over there [Iraq, Afghanistan and the Horn of Africa]. We are the experts when it comes to maritime security."

Greenert stressed the importance of maintaining a constant dialogue with Sailors either deploying or returning from an IA assignment, in order to refine and streamline the IA process.

"We are committed to listening to the Sailors out there," said Greenert. "[Our goal is] to have a process that is integrated as part of a Sailor's career so that they know that duty as an IA doesn't adversely affect their career, but will in fact enrich it."

As the IA executive agent, USFF ensures a streamlined, standardized oversight of all IA support programs and processes Navywide. USFF is also assigned responsibilities as the global force manager for IAs.

"Part and parcel is the notification

of the IA," said Greenert. "We were on a 30-40 day notification [announcement]. I am getting consistent feedback that we are in the 60-90 day notification and getting better. I think we will get to the point where six out of every ten IA's will be a GSA (Global War on Terror Support Assignment)."

Greenert closed the podcast by giving praise to Sailors for their service to the Navy and the nation.

"I would just like to thank those who are serving. Every single one of my trips [throughout the fleet] energizes me as I meet those people out there. The talent, the dedication and the selflessness blows me away," said Greenert.

The podcast, a pre-recorded audio program posted to the USFF website, is used as a platform to speak to the fleet and is available for download to personal computers or mobile devices.

Team Kingsville MVPs (Most Valuable People)



AC1 Daniel D. Garza
Air Operations
Air Traffic Controller
Duty: Admin Paper Work
Home: Kingsville Texas
In Navy 18 Years.

"I love keeping the pilot's safe. It's a big responsibility keeping people alive."



Don Norton
Fire & Emergency Rescue
Asst. Chief of Training
Home: Weymouth, Mass.

"I have been at many Navy bases and find Kingsville to be one of the best."



Francisco Vallejo
Fire Fighter/ EMT
Home: Santa Ana, Calif.
"I was stationed at NASK for 3 years while I was in the Navy. I've worked for the Fire Department for two years. I'm proud to be in the only Fire Department in South Texas that competes in the Scott Air Pak Firefighters Combat Challenge."



Ken Peden
Fire & Emergency Rescue
Lead Fire Fighter GS-8
Home: Lynville, Miss.

"NAS Kingsville Fire Department is a great place to work. The people that I work with are hardworking and trustworthy."



Greyson Watkins
Fire & Emergency Rescue
Fire Fighter/ EMT
Hometown: Padea Okla.

"I moved down here from Kodiak, Alaska and I can tell you that the weather here is great, not to mention this is the best Fire Department I have ever worked!"

Focus on BASH: Part 1 of a 3-part Series: Tracking bird migration playing key role as

NAS Kingsville looking ahead with Bird/Aircraft Strike Hazard (BASH) Program

Story by Matthew W. Klope, NAS Whidbey Island (Courtesy of Navy Safety Center)

Over the years, there have been numerous articles published in magazines and newsletters detailing the events of bird/animal strikes with military aircraft. Ask any aviator who has logged a number of flight hours in any type of aircraft if they have had a near miss or an actual bird strike and a detailed account of the event will follow. Since the Navy Safety Center began keeping bird strike records in 1980, approximately 20,000 bird strikes have been recorded resulting in two deaths, 25 aircraft destroyed, and over \$310,000,000 in damage. The question should be asked, is there anything being done to reduce this potential for disaster? The answer is yes. Major advances in technology and awareness are playing an important role in the BASH program of today's Navy and Marine Corps.

Like so many other programs within the Department of the Navy, BASH is developing into a multi-disciplinary approach involving more than just the natural resources managers as was the situation only a few years ago. Today's BASH program is a cooperative effort between the aviation safety, air operations, and the natural resource communities. Information exchange between these entities is essential in providing the safest flying conditions to enhance mission readiness.

Probably the most important aspect of any BASH program is that of reporting. Reporting of bird/animal activity around the airfield environment and the reporting of actual bird/animal strikes provides the most accurate and real time information for pilot awareness. Everyone from the pilot on final approach, the person driving the duty sweeper, to the contractor refueling parked aircraft should feel comfortable contacting the tower and relaying information regarding wildlife activity that may pose a threat to aircrews and aircraft. The reporting of near misses with wildlife is just as important. This data, coupled with actual strike data, only increases the information to address and solve wildlife issues.

The second aspect of reporting is the reporting of actual aircraft strikes and any wildlife found dead on the runway surfaces. Information including species, location, and time of day (or night) can provide valuable information regarding

problem areas on the airfield environment and low-level routes. By knowing these attributes, the question of what is attracting the species(s) to a particular area can be asked and in most cases the attractant removed or avoided around the airfield and operations slightly modified for low level routes.

One of the most important aspects of the BASH program (second only to the actual reporting), is the positive identification of the species of wildlife involved in a strike event. This is one area where science has greatly benefited the program. Once remains have been found on the airfield or on the aircraft, all remains must be collected no matter how small and turned in to a qualified individual for identification. With today's technology even microscopic feather fragments found within a blood smear, can be identified.

Since the Navy BASH Program began in the early 1980's, the goal of communicating the goals and objectives throughout the aviation community has been an ongoing endeavor. Recently the Naval School, Civil Engineer Corps Officers (CECOS), Environmental Training Division has stepped forward and is assisting in the development of training modules for several aspects of the BASH program. These training modules are being developed for the many different groups involved in the BASH program and naval aviation. They include: pilots/aircrew, aviation safety, aircraft maintenance personnel, air traffic control, field facilities, natural resources, and senior Navy leadership. The current plan is to have these modules available at the "A" school level and on the Navy Safety Center's web site for installation and squadron personnel to download for local BASH briefings and safety stand-downs.

Another avenue for the promotion of the BASH program has been through the Navy's participation in the international Partner's In Flight Initiative. This program is dedicated to the preservation of neotropical migratory birds on Department of Defense lands. Research is ongoing to determine the habitat suitability for certain species of birds to inhabit airfield environments that do not pose a threat to aircrews and aircraft. It is interesting how Navy airfields and adjacent lands are fast becoming islands of habitats in many



NAS Kingsville and USDA biologist Eddie Earwood tells KIII TV-3's Sabrina Hall how pyrotechnics are used to scare or scatter birds away from the airfield. The NAS Kingsville BASH program focuses on identifying and protecting bird species and migration routes, while at the same time erasing the threat of bird activity around the air field. Below, a flock of pelicans fly over NAS Kingsville.

areas of the country, particularly in the coastal regions.

One very important aspect of an installation's BASH program is working with the installation's natural resources manager in knowing what types of birds and animals are using the airfield environment throughout the year. This information usually in the form of a Wildlife Hazard Assessment along with the actual strike data will assist airport and natural resource managers manage wildlife populations to reduce the strike potential. During this assessment, areas of the airfield that are found attractive to wildlife are noted and recommendations to remove or modify them are provided. These recommendations may include removing unused airfield equipment to eliminate perch sites, placing anti-perching devices on equipment to remain, wiring streams and ponds, brush/tree removal, the use of pyrotechnics, or changing the grass mowing program.

Development and implementation of an effective BASH program requires constant interaction between air station's natural resources, aviation safety, and air operations communities as well as the pilots and aircrews. Habitat modifications and scaring birds away from the runways



is an integral part of the answer, but understanding the behavior and movements of birds in relation to the airfield environment and military training routes by pilots and aircrews is also a critical factor in reducing bird strikes.

In our next issue of the Flying K, we'll take a close look at how our command biologist, Eddie Earwood, and Bash Manager, Ken Moses of Air Operations, manage the wildlife threat in and around NAS Kingsville and Navy Auxiliary Landing Field Orange Grove to reduce the threat of bird strikes.

Mass Casualty Exercise tests Team Kingsville's emergency response and procedures

By Jon Gagné, NASK Public Affairs

The NAS Kingsville Installation Training Team (ITT) conducted a Mass Casualty Exercise Thursday, April 9 in the parking lot next to Shoemaker Pavilion on the end of the air station. The exercise was of four required annual training evolutions, and involved personnel from the Fire & Rescue Department, the Branch Health Clinic, Security, Public Affairs, the command emergency Operations Center, Safety, and members of the Junior Enlisted Association who served as volunteer injured warriors.

“The purpose of this exercise was to integrate key mission areas and departments in the response and emergency management of an aircraft crash involving casualties,” said NASK Training Officer Chris Code. “Our intent was to train the readiness and effectiveness of the teams performing individual and team specific tasks.”



Adding the mobile fire trainer to the drill and simulated injured personnel added to the training. Fire Department personnel were first to report on scene and firefighters quickly got the burning aircraft under control. Meanwhile,

other members of the Fire * Rescue staff were checking the injured personnel and assessing their status. Medical personnel from the NAS Kingsville Branch Health Clinic took control of treating the wounded personnel once a

triage station was set up.

“Since this was a training exercise,” Code said, “we held a Hot Wash session after the drill to go over our response. There were some lessons learned, and we’ll act on those to ensure that we have all our bases covered. All in all,” Code added, “all participants displayed an enormous amount of enthusiasm and their positive efforts made the exercise work. Most important, we were able to effectively prepare a realistic scenario, achieve the necessary training -- all while not interrupting any of our normal installation operations.”

Code added that the feedback received from the Hot Wash was mostly positive. Preliminary reports from the Regional Training Team, which graded the exercise, were good. “The RTT indicated they were pleased with the drill and how we responded,” Code said. “The team noted significant improvement over last year’s exercise, so we are moving in the right direction.”



Emergency Rescue workers respond to injured personnel at the simulated crash scene.



The Incident Commander gets a report from fire crews on the scene while evaluators from Safety and the Fire and Rescue department look on.



Evaluators take notes as NAS Kingsville Fire and Medical personnel treat the wounded at the triage station.



Doctors from the NAS Kingsville Branch Health Clinic assess the wounds at the triage station.



NAS Kingsville Branch Health Clinic personnel transport a wounded Sailor on a stretcher.



A firefighter slides one wounded Sailor away from the crash site while another firefighter assesses the injuries on another. Photos by Jon Gagné, NAS Kingsville PAO

Operation Prepare campaign encourages Sailors, families to be disaster-ready

Navy program helps Sailors and family members prepare for the unexpected

Everyone is concerned about the economy. Most of us have seen our assets shrink and are trying to be thrifty. Unfortunately, natural and man-made disasters don't wait for good times. Keeping yourself and your family ready for emergencies is as important as ever. If you haven't done it yet, here are some steps you can take to protect your most precious assets, your loved ones.

The good news is that it doesn't take a lot of time OR money. Since 2007, the Navy's Operation Prepare campaign has been encouraging personnel and their families to take three simple steps to disaster preparedness: Be informed. Have a plan. Make a kit.

The free part

Getting and staying informed takes only a little time. You can probably do it all online at your convenience. First, identify the hazards most likely to affect you and your family. Is your area subject to extreme weather events like hurricanes, tornadoes, or winter storms? Is it flood-prone? Are hazardous materials stored nearby? Is a new strain of flu virus making news? Your Installation Emergency Management Program and other local sources can help identify area hazards, as well as warning systems if there is an emergency and the recommended actions.

It is also essential—and free—to make plans as a family for reacting to various emergencies. Discuss where your children will go if they are in school at the time of the emergency, and make sure they understand where you intend to be. Take into account any

members of your family with special needs and what you will do with pets.

An important part of this plan is having a system to get and stay in touch if you're separated. Make a wallet card with all the phone numbers and information every family member may need, including an in-case-of-emergency name and number of local and out-of-state contacts. Make sure everyone has a copy, and file a copy with the command ombudsman and the command.

Economical emergency supply kits

Finally, make an emergency supply kit to keep at home, and be sure every family member knows where it is. You can keep your kit in one or two portable containers and have them ready to go if you suddenly have to take shelter or evacuate. Keeping smaller, specialized kits at work and in your car is also a great idea.

In building your emergency kits, consider area hazards and the special needs of family members and pets. In addition to basics like a first aid kit, personal sanitation supplies, dust masks, a battery-power or hand-crank radio, flashlight, extra batteries, maps, and your family communications plan, include enough nonperishable food and at least one gallon of water per person per day for at least three days.

Preassembled kits are available at discount stores for around \$100, but you can probably make one for considerably less. More than likely, you already have many of the items around the house. Also, you don't have to get everything at once—just add items each week until you have enough. Rethink your family needs every year, and refresh food and water supplies periodically. Who can't afford added family security at that cost?

Department of Defense Homeowners Assistance Program expands benefits

Help for some military homeowners affected by the housing market crisis may soon be on the way.

A provision of the stimulus package, known as the Military Homeowners Assistance Program (HAP), expands benefits previously available only to service members at Base Realignment and Closure (BRAC) locations. Eligibility now includes the following Department of Defense (DOD) military and civilian homeowners who purchased homes before July 1, 2006 and who sell the homes before Sept. 30, 2012:

- Wounded Warriors who must relocate for medical reasons.
- Surviving spouses of fallen service members-DOD, Coast Guard, and civilians, who are forced to move within two years of the death of the service member.
- Active duty service members undergoing foreclosure or unable to sell their homes in the event of a permanent change of station at least 50 miles from their current permanent duty station.

Several options are available to assist eligible homeowners, including private sale, government purchase, and foreclosure assistance.

Homeowners Assistance Program

The HAP is administered by the Army Corps of Engineers for the DOD, and guidance/instruction for implementation of the program is pending. Service members who believe that they meet the program criteria and wish to learn more about eligibility, expanded benefits for warriors in transition, surviving spouses, and PCS members are encouraged to visit the HAP Web site at <http://hap.usace.army.mil>. The BRAC application package is available under the section titled How Do I Apply? Completed applications will be date stamped when received and held until further guidance is provided, and then processed in the order of receipt.

Applicants with specific questions may refer to the Frequently Asked Questions section or contact their regional Army Corps of Engineers Field Office, which can be found on the Web site in the Contact section.

Operation Prepare: It's YOUR duty

Your family emergency plan and emergency preparedness kit are the cornerstones of Operation Prepare. For more information, visit the Operation Prepare information posted on CNIC's website at <https://www.cnic.navy.mil>. Remember: Be informed. Have a plan. Make a kit.

Some PCS moves delayed until October

From Navy Personnel Command Public Affairs

MILLINGTON, Tenn. (NNS) -- The Navy announced plans April 14 to place a temporary hold on selected permanent change of station (PCS) moves in order to remain within budget.

The decision means that as many as 14,000 Sailors who have not already received orders may not be able to transfer until after Oct. 1 when the new fiscal year begins.

Individuals currently under orders will be allowed to rotate as planned.

"Delaying these moves will help us live within the manpower resources we have been allocated," said Rear Adm. Don Quinn, commander, Navy Personnel Command. "We have chosen this path instead of other more painful options, such as involuntary separations. We fully understand the impact on our Sailors and their families, but this was clearly the best option in these extraordinary times."

Exceptions to the PCS hold include orders for Sailors separating from the service, individual augmentees and Global War On Terrorism Support Assignments (GSA), new accessions, or-



A Sailor packs boxes of dishes to get ready for a PCS move.

ganization moves as well as selected Joint Professional Military Education (JPME), graduate education moves and readiness moves.

Navy leaders will continue to work this issue and should additional funds become available, Navy will act promptly to restore these delayed PCS moves.

"We are working very hard to focus the remaining PCS funds on critical moves that are directly tied to fleet readiness," said Quinn.

Focus on Safety: He Came Out of Nowhere

By Charles Young, Safety Office

Too often, that's what the drivers of four wheeled vehicles say after a collision with a motorcyclist. Usually, the motorcyclist is not at fault, but that doesn't stop him or her from suffering the consequences. It's a scary thought, but there are things riders can do to be more visible on the roadways and reduce their chances of being involved in accidents.

Defensive driving is a good idea for everyone, but for bikers, it's essential. Start by improving your riding skills to the point where they become second nature, leaving your mind free to concentrate on monitoring you're surrounding. Then take active steps to make yourself more visible to other motorists, to position yourself properly in the traffic flow, and to accurately evaluate and respond to potential hazards.

Dress in a way that makes you conspicuous. Choose brightly colored clothing and a light-colored helmet so you stand out. Consider reflective material on your clothing, helmet and even on your motorcycle. This is especially helpful in low-light situations. Signaling is not enough. You also need to double-check with a glance over your shoulder to check your blind spot before changing lanes. Even if you dress in canary yellow and signal your intentions each and every time, there are still going to be instances when car drivers don't see you. That's why you have to drive defensively, anticipate potentially dangerous outcomes, and prepare to avoid them.

Being seen can depend on how you position yourself within the lane and traffic flow of traffic. The main idea is to create a comfortable space cushion, separating yourself and your motorcycle from the

other vehicles on the roadway.

In general, the best place to be in the flow traffic is near the center of your lane. This position makes you most visible to drivers in front of you, and also leaves a reasonable cushion on both sides for you to respond to any encroachment by surrounding traffic.

The general rule, on good road surfaces in ideal conditions, is to maintain a minimum two-second space cushion between yourself and any vehicle in front of you. Two seconds of space should allow enough time to respond accordingly if the vehicle ahead makes a sudden stop. Remember, two-seconds is the minimum. There's no law saying you can't maintain a greater distance.

In addition to being seen, actively seeing potential hazards is equally important. The key to successful scanning is to always keep your eyes moving. Roving eyes notice more. Your goal should be to scan about 12 seconds ahead of you. This gives you time to prepare for situations before they materialize. Cars, trucks and pedestrians should receive the most of your attention, but don't completely neglect the environment you will be passing through, including objects on the roadside and on the road itself.

Remain aware of the movement of traffic around you-including behind you. Maintain extra alertness at intersections, where other vehicles might cross your path. Almost all of your impressions of the surrounding traffic scene come through visual inputs, so it makes sense that your eyes are your first and best line of defense. The challenge is to filter everything so that your eyes pick up on the important stuff without being distracted by the unimportant things. Distractions and unnecessary



fixations are one of the primary dangers faced by riders. Proper scanning is a systematic movement of your eyes over the visual scene. Keep your eyes moving, but with a purpose. Make a concerted effort to keep your eyes up to the field of vision

open far ahead of you.

Have a great ride.

For information about classes, or wanting to set up group rides contact Charles Young at the safety office or at 726-7686, or at cyoung@capefoxit.com

Got Junk?

Contact the NAS Kingsville Recycling Center

The NAS Kingsville Command Recycling Program is moving forward, but we need your help to reach our goal of 100% participation.

Recyclable commodities include: white paper, colored paper, newspaper, magazines, cardboard, plastic, aluminum, and scrap metal.

Anyone who needs extra recycling containers may contact BM1 (SW) Leger at x. 6603 or x. 6231. If you are unable to reach BM1 (SW) Leger, please leave a message and your call will be returned.

Buildings with military personnel can drop off their recycling Mon – Fri, 0800 – 1200 in the Seabee yard (BLDG 4710). Buildings without military personnel must notify recycling when the bins are full to schedule a pick up.

Recyclable Products:

White Paper	Colored Paper	Plastics	Aluminum	Newspapers
Magazines	Cardboard	Scrap Metal		

Facilities with military: Department Heads will be responsible for designating someone to drop-off recycling.

Where: Public Works Seabee Division (Side Gate) BLDG 4714.

When: Monday through Friday 8:30 a.m. to Noon.

Facilities without military: Public Works personnel will be around to pick up recycling in the afternoons upon your request.

Contact:

GSMC Ryan Wystub

Public Works LCPO

361-516-6646 For Pick-Up Call:

BM1 (SW) Anthony Leger

361-516-6603

Energy Tip of the Week

Did you know that by turning off your computer and monitor when you leave you save 62% of the energy it would have used had you left it on?

Please do your part and inspire others to do theirs.”



Tews' Views

Chaplain (Lt. Cmdr.)
Mark Tews
NAS Kingsville,
Religious Ministries

The Power of Perseverance

"...let us throw off everything that hinders & entangles, and let us run with perseverance the race marked out for us." Hebrews 12:1

I really enjoy watching athletes compete and reach for the gold, push for excellence and go for the championship. Every year the "Final Four" men's and women's basketball tournaments are great fun to follow. As is the NCAA "Frozen Four" hockey championship. I also enjoyed watching over the past several weeks, the World Baseball Classic, opening games of the Baseball season, the winding down of the NBA and NHL regular seasons, Tiger Wood's amazing comeback from knee surgery winning at Bay Hill and his last round charge at the Masters. Throughout the wide world of sports there are characters and moments to be remembered and stories of perseverance that inspire future athletes. One such story is the inspirational account of the life of Olympic star Wilma Rudolph.

Wilma Rudolph was the 20th of 22 children. Born prematurely, doctors did not expect Wilma to survive. She did, but at the age of four, she contracted double pneumonia and scarlet fever, leaving her

left leg paralyzed. She learned to walk with the aid of a metal brace.

When young Wilma was 9, she removed the leg brace and began walking without it. By age 13, she developed a rhythmic walk. That same year, she decided to begin running. She entered her first race and came in last. For the next three years, Wilma came in dead last in every race she entered. But she kept on running, and one day she won. Eventually the little girl who was not "supposed" to live, and then was not "supposed" to be able to walk, would win three gold medals in Rome's 1960 Olympic games.

Wilma Rudolph's story of perseverance and courage in the face of adversity is truly inspirational and has motivated generations of athletes. But, the writer of the letter to the Hebrews was talking about more than an athletic competition. When we face the hurdles set before us in the race of life and eternity, there is another whose story of perseverance and overcoming all odds has inspired millions upon millions of people. If you take a look at the next few verses of Hebrews chapter 12 you will find the greatest example of courage and perseverance the world has ever known. His is an example that shines much brighter than personal glory and gold medals. His example leads us toward serving the greater glory of God and "walking the heavenly streets of gold" (Rev. 21:21). By His inspiration we can say along with the Apostle Paul in his letter to the Philippians, "I can do all things through Him who strengthens me." (Philippians 4:13)



Medical Corner

Your Quality of Sleep

By HM3 Cyrus Cunningham Branch Health Clinic



Your quality of sleep can have a large impact on your everyday life. Poor or disturbed sleep can affect your work, concentration and ability to interact with others. During sleep, both physical and mental restoration takes place, allowing you to feel fresh and alert when you wake up in the morning.

Sleep needs vary from one person to another; the optimal average amount of sleep is between 7 and 9 hours a day. You can judge whether or not you are getting the right amount by how you are feeling the next day; too much or too little sleep can make you feel tired or irritable. Because growth hormones are released during sleep, babies, children and teens need more sleep than adults.

Sleep researchers discount the common myth that older people need less sleep, but the amount of sleep an adult needs remains fairly constant. With advancing age, however, the nature of the changes in sleep and the incidence of sleep disorders rises. The degree of time spent in the deeper stages of sleep often lessens with age, and an older person is likely to awaken more frequently during the night.

This is still not fully understood, but scientists know that a person's circadian rhythm is established shortly after birth and is then maintained as your "body clock." Some natural chemicals in the body enhance sleep, and diet plays a large part. Here are some things that are known to affect sleep:

- Eating too much or too little can disrupt sleep. A light snack at bedtime can promote sleep, but too much food can cause digestive discomfort that leads to wakefulness.
- Alcohol is a double-edged sword. Small amounts of alcohol can help you fall asleep. However, as the body metabolizes the alcohol, sleep may become fragmented. Alcohol can worsen insomnia and also impair rapid eye movement (REM) sleep, the time when the body is in its restorative phase. It can also dehydrate you, leaving you tired the next day.

Are you really getting a good night's sleep?

- Caffeine can disturb sleep. Any food or beverage that contains caffeine can disturb sleep, although this is not true for everyone. Research has shown that older adults who suffer from insomnia report higher caffeine intakes. If you are sensitive to caffeine, avoid it in the afternoon and evening.

- Forget the fat. If you consume a high-fat meal in the evening or eat foods that you have found cause you indigestion and heartburn, your sleep can be disturbed and restless.

- Do not eat late at night. People who suffer from heartburn or acid reflux should avoid late, heavy meals that delay the emptying of the stomach. Lying down with a full stomach puts you at a gravitational disadvantage, encouraging acids and gastric juices to flow up into the esophagus, causing uncomfortable heartburn that will make sleep more challenging.

- Drinking fluids too close to bedtime can cause problems. Avoid fluids after dinner to reduce the need to go to the bathroom during the night. Milk and honey promote sleep. Milk contains tryptophan, an essential amino acid that is among the natural dietary sleep inducers. Tryptophan works by increasing the amount of serotonin, a natural sedative, in the brain. This is why so many folk remedies include warm milk with a teaspoonful of honey, a simple sugar. (Carbohydrates facilitate the entry of tryptophan into the brain.) A turkey sandwich provides another sleep-inducing combination of tryptophan and carbohydrates. A banana with milk gives you vitamin B6, which helps convert tryptophan to serotonin.

Religious Ministries Sunday Worship Services

Catholic Mass
12:30 p.m.

(Wednesdays at Noon during Lent)

Protestant service
10:30 a.m.

Chaplain's Multi-Purpose Room,
Bldg. 2741

NOTE: The Our Daily Bread devotional can be read daily online at: <http://www.rbc.org/odb/odb.html> There's even an option to listen to the devotional.

Trading Post

Got something to sell? Looking for a good deal? Why not advertise it in the Flying K? For Sale items and notices are free of charge to all personnel who work on board the air station and all retired military personnel.

To place an ad, send an email to the NAS Kingsville Public Affairs Office at KNGV-PAO@navy.mil. Ads will run for two issues.



Child Development Home Provider's

Child Development Homes (CDH) Provider's Training class for the week of March 2 thru March 6. Do you want to have your own business at home? Looking for Active Duty Military Spouses interested in becoming a certified Child Development Homes Provider. All training is free and a Lending Library is included. You must be 18 or older, be able to read, speak and write English, and pass an extensive background check. Sign up by 20 February 2009. For more information contact Carmen Chapa at 361-516-6569.

Basic Vehicle Maintenance

April 18, 2009 from 1000-1200. Join us for this basic class in vehicle maintenance at the Auto Skills Center.

Softball League Begins

20 April 2009, Softball tournament to kick off the start of the season, will play until there is a winner. *The softball league will play on Monday, Thursday and Sunday starting April 20th. For registration call Renee Hill for starting times.

No Limit Texas Hold'em

Go ALL IN at the monthly No Limit Texas Hold'em tournament, 24 April 2009. The action kicks off at 7 p.m. in the ballroom of The Captain's Club. You can pre-register at ITT, or register on tournament day up until 15 minutes prior to the start of the tournament. Your \$10 registration fee covers tournament entry, non-alcoholic drinks, and dinner. An optional entry of \$20 will get you entry into the tournament, the dinner package, an extra 500 chips, and a \$5 token for the K-BAR. There will be a guaranteed minimum prize pool of \$200. Tournament limited to the first 40 entries. Feel free to take advantage of the K-BAR's Friday night specials and we'll provide you with a ride home. Call Amanda Young at 516-6734 for more information.

MWR Family Fitness

25 April "Family Obstacle Course Challenge", at 1700 at the MWR Fitness Center. MWR is encouraging for all families to participate in this new program designed to target all ages and fitness levels of the family. Some future Family Fitness monthly events include: Family Dodgeball, DDR, Nutrition and the food Pyramid, Playground Tag, Teen Fitness, Mommy and Me Yoga, Stroller Fitness, and many more. MWR Family Fitness will be scheduled bimonthly on Wednesday nights so please be sure to clear your calendars. We hope to see you all there! For more information please contact Brent Edwards at 361-516-6719.

Winter/Spring Monthly Cycling Time Trials. Dates are April 30 and May 28. Appointments may be made for the times between 7 a.m. and 5 p.m. Participants must complete at least three of the four scheduled time trial rides to qualify for the grand prize, with time recorded on registration sheet. For more information contact Angela Cupp at 361-516-4386

Bowling Leagues

In the Dog House Spring League As of April 15

Pos.	Team	Won	Lost	GB
1.	Lane Breakers	36.0	24.0	0.0
2.	3 Minds	36.0	24.0	0.0
3.	Pin-Heads	33.0	27.0	6.0
4.	Gorilla Gang	27.0	33.0	9.0
5.	Tumbalos	25.0	35.0	11.0
6.	Hounds	23.0	33.0	14.0

Weekly High Scores:

Darren Griggs 213 game, 461 series
Team high game: Lanebreakers 540
Team high series: Lanebreakers 1,798

League Leaders

High Avg. Lindy Conner 183
High Series: Vic Kuntscher 648
High Game: Lindy Conner 247
High HC Series: Rodney Malin 696
High HC Game: Darren Griggs 267
Most Improved: JD Monroe +18.80
Kirk Hyndman +15.72
Vic Kuntscher +11.64

Wednesday Nite Mixed League As of April 8

Pos.	Team	Won	Lost	GB
1.	LOL	70.5	41.5	0.0
2.	Pete's Angels	70.0	42.0	0.5
3.	Tidy Bowlers	69.5	42.5	1.0
4.	Guttermouths	62.5	49.5	8.0
5.	DUHs	56.5	54.0	15.5
6.	Big K Rollers	55.0	57.0	16.6
7.	60/40	52.0	60.0	18.5
8.	Ghost	0.0	0.0	70.5

Weekly High Scores:

JD Monroe, 207 game 527 series

League Leaders:

High Avg. Men: Isaac Vidaurri, 170
High Avg. Women: Delia Monroe, 156
High Series Men: Monty Bryant 612
High Series Women: C Rodriguez 571
High Game Men: Monty Bryant 288
High Game Women: C Rodriguez 241
High HC Series Men: JD Monroe 718
High HC Series Women: A.Goff 715
Most Improved:
Johnny Robertson +11, Val Fuhrken +5

MWR hosts "Easter Bunny Bowl" for base children



Children begin the hunt for eggs on the softball field, while one child gets held from a friend. Far right, Sebastian Acevedo and Brian Lopez pose for a photo with the Easter Bunny.



One of the game was the traditional "egg toss."

A father and son moment for ABE1 Maurice and Jamari Thigpen.

6-year old Francesca Breiten plays a ring game.

Redhawks edge Golden Eagles 21-14 in Sport's Day inaugural Dust Bowl

By Jon Gagné, NAS Kingsville Public Affairs

The VT-21 Fighting Redhawks rallied in the second half of the first annual Dust Bowl challenge with VT-22 Friday, April 3 to claim the Dust Bowl trophy with a 21-14 win.

VT-22 took a 14-7 lead into the intermission, but from that point on, the game was all VT-21, behind quarterback James Olson, a strong corps of receivers, a stingy Redhawk defense.

The afternoon was filled with a host of other events to keep people occupied, including pick-up softball and basketball games. Children seemed to enjoy the playground area, while moms and dads mingled with friends and co-workers.

All in all, the first Sports Day went fairly well, and MWR Director Tara Culbertson and her staff are already looking ahead to the next base-wide event, the annual 4th of July celebration, to make it even better.

Meanwhile, the Dust Bowl trophy has a new temporary home in the VT-21 ready room ... at least, for now.



VT-21 defenders put a strong rush on VT-22 quarterback Adam Kyle during the first half of the first annual Sports Day Dust Bowl Friday, April 3. VT-22 took a 14-7 lead into intermission, but VT-21 rallied in the second half to take home a 21-14 win.



Pick-up game on the outside basketball court.



The Sports Day barbecue included all the favorites: burgers, brats, hot dogs, chips, and potato salad and ice cold beverages.



Cade Fisher (front), Ian Baldwin and Jake Bulis right, take a jog around the NASK track. Later, Fisher and Baldwin test out the boxing gear.



Challenge softball games included the NASK Fire Department taking on the VT-22 Golden Eagles.



Capt. Phil Waddingham tosses out the first pitch at Nolan Ryan Field April 4 as Texas A&M University-Kingsville holds Military Appreciation Day for a doubleheader against Tarelton State. The Javelinas, who sported special camouflage uniforms for the twin bill to honor military personnel, dropped the opener, 9-8, but came back to take the second game 13-6. Waddingham showed good form with a three-quarter fastball estimated at "somewhere over 50 mph." Catcher Chase Garcia congratulates the Skipper while starting pitcher Ryan Torres gets ready to take the mound. Photos courtesy of Melissa A. Fraiser, TAMUK.