

VOL. 67, NO.10 NAVAL AIR STATION KINGSVILLE, TX "WE TRAIN THE WORLD'S BEST PILOTS HERE!" MAY 15, 2009

## Vice Chief of Naval Operations, Commander Navy Region Southeast visit NAS Kingsville



Rear Adm. T.G. Alexander, Commander Navy Region Southeast, center, introduces Capt. Phil Waddingham to the Vice Chief of Naval Operations, Adm. Patrick Walsh, on the NAS Kingsville tarmac May 4.

By Jon Gagné, NASK Public Affairs

Naval Air Station Kingsville rolled out the red carpet May 4 for a short visit to the base by Vice Chief of Naval Operations Adm. Patrick Walsh and Rear Adm. Tim Alexander, Commander Navy Region Southeast. The two led a contingent of personnel whose purpose was to take a close look at quality of life issues on board the air station.

NAS Kingsville Commanding Officer Capt. Phil Waddingham and Training Air Wing TWO's Capt. Bill Davis and Capt. Mark Brooks joined Rear Adm. Alexander on the NAS Kingsville tarmac to welcome aboard the Admiral and his staff, which arrived about 10:30 local time after a 3 and-a-half hour flight from Washington. The Kingsville stop was one of two for the group, with NAS Corpus Christi also on the itinerary.

While on board, Adm. Walsh, a veteran aviator and former Blue Angel pilot, met with members of the NAS Kingsville Honor and Color Guard, thanking each

Sailor for their service and presenting each of them a VCNO Coin. Several members of the Air Operations Department were also presented coins by the Admiral before he and his entourage headed off to the first of five stops on base.

During the three-hour stop at NAS Kingsville, Adm. Walsh visited the Consolidated Bachelor Quarters, Barracks 3740, and the base waste water and sewage plant. At each stop, Walsh received briefs from NAS Kingsville personnel and gained personal insight into the issues facing the base for the foreseeable future.

It was the first visit to NAS Kingsville for Rear Adm. Alexander, Commander Navy Region Southeast. NAS Kingsville and NAS Corpus Christi are two of 21 Navy bases that fall under Navy Region Southeast.

ACAN Sam Bivens top right, and ET2 Kelly Rogers hoist the VCNO flag at the NAS Kingsville flag pole. Below, PW's Rafael Calderon discusses barracks renovations with Adm. Patrick Walsh, VCNO.



## 12 TW-2 students designated Naval Aviators at ceremony aboard USS Lexington



Gen. James F. Amos, Asst. Commandant of the Marine Corps

Thirty student pilots from Training Air Wing TWO and Training Air Wing FOUR were designated as Naval Aviators and presented their "Wings of Gold" during the annual Joint Winging Ceremony aboard USS Lexington in Corpus Christi Bay April 30. Nearly 300 people attended the ceremony aboard the historic carrier, including the Assistant Commandant of the Marine Corps, Gen. James F. Amos, who served as guest speaker.

Amos, a Naval Aviator by trade, is the 31st person to hold the post of Assistant Commandant. He has held command at all levels, most notably command of the 3rd Marine Aircraft Wing in combat during Operations Iraqi Freedom 1 and 2. He has also served as Commander, 11 Marine Expeditionary Force; Commanding General, Marine Corps Combat Development Command; and Deputy Commandant,

Combat Development and Integration. He was promoted to his four star rank in July 2008.

Amos' operational assignments include tours with Marine Fighter Attack Squadrons 212, 235, 232 and 122 where he flew the F-4 Phantom II. Following a tour in command of Marine Wing Support Squadron 173, Amos transitioned to the F/A 18 Hornet and assumed command of Marine Fighter Attack Squadron 312 and subsequently joined Carrier Air Wing EIGHT aboard USS Theodore Roosevelt.

Training Air Wing TWO Commander Capt. Bill Davis and Training Air Wing FOUR Commander Capt. David Price presided over the ceremony, while VT-21 skipper Cmdr. Bill Bulis served as co-master of ceremonies and NAS Kingsville Command Chaplain Lt. Cmdr. Mark Tews provided the invocation.



(See Winging Photo, Page 6)



**Capt. Phil Waddingham**  
Commanding Officer,  
NAS Kingsville



## From The Bridge

Greetings, NAS Kingsville. Last Friday, May 8, we had an opportunity to wish fair winds and following seas to Master Chief (AW/SW) Isaias Gamez who completed 30 years of faithful service to the Navy and to our nation. Master Chief had been acting as the Command Master Chief for NAS Kingsville since the departure of Master Chief Gene Tourtellote last year. He was always a consummate professional, and his passion to volunteer for projects aimed at improving the quality of life of our Sailors, and the community was unsurpassed. He is headed off for some real "shore duty" back home with his family in San Antonio, and we wish him well.

As many of you know by now, we recently had the distinct pleasure to host an unscheduled visit by the Vice Chief of Naval Operations, Admiral Pat Walsh. Unfortunately, his visit was quick as he also stopped by NAS Corpus Christi and so he was not able to meet with everyone as he had desired. He did have the opportunity

to visit briefly with a handful of some of our Sailors and civilians, and a select few of those who were lucky enough to meet him had the privilege of receiving a VCNO coin, presented as a token of his appreciation for their service, to add to their collection.

Just in case you haven't noticed, the grand opening of Subway is getting closer. Within the next few weeks, I should know better and be able to announce the actual date. Stay tuned.

Finally, I had my first of several briefs by the MWR department regarding our upcoming 4th of July fireworks show. It should be even better than last year, because for one thing, we are making the event more accessible to community folks. This will not be an open base event, but we are going to print up vehicle passes for you to give to your friends and neighbors who normally do not have access privileges. We are still discussing the actual number of passes that can be signed for, but the plan is to make them available for you to sign for and pick up at ITT, and each pass will entitle one driver and the occupants to come to the base for the evening show and festivities. More to follow as the details unfold, but you can be certain, this will be a good time for all! Hope to see you there. In the meantime, keep doing what you do. All of you are making a difference.

Waddz sends



*Long time NAS Kingsville civilian employees, left center, and Steve Treft, right, and Oscar Guerra, center, talk with Vice Chief of Naval Operations Adm. Patrick Walsh, right, about issues at the base water treatment plant. Below, Adm. Walsh presents a Vice Chief of Naval Operations command coin to Machinist Mate 2nd Class (Surface Warfare) Jaana Hahn of the Fleet Industrial Supply Center Jacksonville Detachment Kingsville, recognizing her service as a member of the NAS Kingsville Color/Honor Guard.*



## CMC Corner



**CMDCM (AW/SW/FMF)**  
**Charlie Ratliff**  
Command Master Chief

All,

Well, I've been here at Naval Air Station Kingsville for about three weeks and I must admit- It's great to be back in South Texas! I first came to NAS Kingsville back in 1983 for my first tour of duty as a Hospital Corpsman. I also met my wife Pam, who was an MWR employee, during that first Kingsville tour. Although it's great to be back, I must admit I'm still trying to adjust to the heat and wind. By the way, does this wind ever stop blowing?

I've spent my first three weeks trying

to accomplish some basics. First, I've become familiar with where everything is located on board the air station. Chief Ordonio even took me out to Escondido Ranch. Second, I've learned the different departments and tenant commands assigned to the base and what each of them does in support of the station's mission. Third, and most important, I've been meeting all of you- the Sailors and civilian employees who allow NAS Kingsville to excel in meeting its mission requirements.

I'm very excited about joining such a professional and successful team. Your professionalism was extremely evident during last week's visit from the Vice Chief of Naval Operations and the Commander, Navy Region Southeast. Sailors who served in the honor guard, color guard, and as duty drivers for the flag officers demonstrated exceptional military bearing. I was also totally impressed watching members of the Kingsville team provide knowledgeable, in-depth

informational briefs and tours to both flag officers.

In closing, I want to ensure every member of the Kingsville team that I am here to work with you and for you as your Command Master Chief. I will focus my efforts on challenging team members to achieve success in both personal and professional development. I will also work to address quality of life issues that affect us all. Thank you for welcoming me back to NAS Kingsville and I look forward to working with all of you!

V/R CMC

### Upcoming Events:

MAY 13: 0800 to 1400: An ADAMS Class will held at the Fleet and Family Support Center.

May 22: 1000 to 1400: The Summer Health and Safety Fair (Critical Days of Summer) will be held at the Club. The CPOA will provide lunch for purchase.

May 27, 0800 to 1400: AWARE Class will be held at the Fleet and Family Support Center.

Jun 11: 1300 to 1400: Command PT at the Gym. **Maximum participation required.**

## The Flying K

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Capt. Bill Davis  
Commander  
Training Air Wing TWO



## In The Break

About a year ago I used the following article to highlight the importance of both CRM and professionalism. We need to continue to remind ourselves that we cannot take our business lightly and that our complacency and inattention to detail from brief to debrief can have significant impacts on our career as officers and aviators.

The below article, (shortened for brevity) was published in Approach Magazine, May – June 06. It highlights breaks downs in both CRM and professionalism which resulted in one crewmember losing his wings and the other facing an uphill struggle to regain the stardom that he had worked so hard to earn and lost in one flight. It is these kind of foolish mistakes, where the risks tremendously out ways the gain – like a career and your wings, not to mention multi-million dollar aircraft and irreplaceable lives. Stay alert, stay safe and always be a professional. BD

### Remember My Mistakes

By Lt. Christopher Alexander

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

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

I had been an instructor at VF-101, the F-14 Tomcat FRS, for almost two years. I was qualified in every phase of instruction and had served as a phase leader for multiple areas of our CNO-directed student syllabus. I was a qualified mission commander, instrument-ground-school (IGS) instructor, and crew resource management (CRM) instructor. My entire aviation background was one of building a reputation as a knowledgeable, competent, and talented radar-intercept officer (RIO).

A couple months before the incident, my operations officer, a very senior lieutenant commander, had approached me

and asked if I would be willing to act as the VF-101 officer in charge (OIC) for our squadron's role in upcoming GBU-38, Mk-82, JDAM testing. We were to help test the new 500-pound JDAM for use by the last two F-14 Tomcat squadrons. As a former JDAM mission-planning, subject-matter expert (SME) for VF-2, and with experience deploying the Mk-84 JDAM variant in combat, I was excited about taking a lead role in the tests.

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

It was a June morning when my operations officer (also my pilot) and I met at the VX-9 ready room and briefed our test flight. The overall brief was conducted by VX-9, with my pilot and me completing our crew brief immediately afterward. During both briefs, the testing points and profiles were covered ad nauseam, with much discussion. We very quickly discussed the possibility of flying a couple bomb-damage-assessment (BDA) passes around the target area in a left-hand, race-track pattern, if our range time allowed. No minimum altitude was briefed for the post-test BDA passes.

Walk, start-up, and pretakeoff were uneventful. Even the test itself went almost entirely as planned, with only a couple very minor hiccups. When we finally released the weapon, and I watched it hit the target on my LANTIRN video, I was ecstatic. Not only was I immensely happy at having led VF-101's part in the testing efforts to bring an important weapon to the remaining Tomcat squadrons, but I also was pleased that all the hard work, long hours, detachments, and difficulties of the past two-and-a-half months finally had reached fruition.

With just under five minutes of range time remaining, our area controller cleared us to descend for BDA passes in the vicinity of the target. Normally, not having a radar altimeter in the back seat, I would have selected a repeat of the pilot's HUD on one of my displays. I then could have monitored the above-ground-level (AGL) altitude of the aircraft in any regime of flight below platform (5,000 feet). However, having flown with my pilot on many occasions, including low-altitude training, combined with my elation at the completion of our testing, I did not select the HUD repeat or monitor our AGL altitude other than visually.

After completing a circuit around the

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

The debrief was uneventful and focused entirely on the testing points we had covered in the brief. Neither of us mentioned the low passes. Elated at having completed the testing, I just wanted to start my weekend and looked forward to a great month of flying when I returned home.

As it turned out, I almost never flew again. The following week, I was called into my CO's office, and I could tell at once it was not a celebratory occasion. My Skipper was one of the most relaxed and composed COs I had served under, and it was abundantly clear that he was not happy.

After answering questions about the

event, I was asked if I knew anything about a video of our flight. I replied that, yes, I had a copy of the video from our flight, which had been filmed by the range video cameras. I hadn't viewed the video, but I soon got to preview it with my CO and XO.

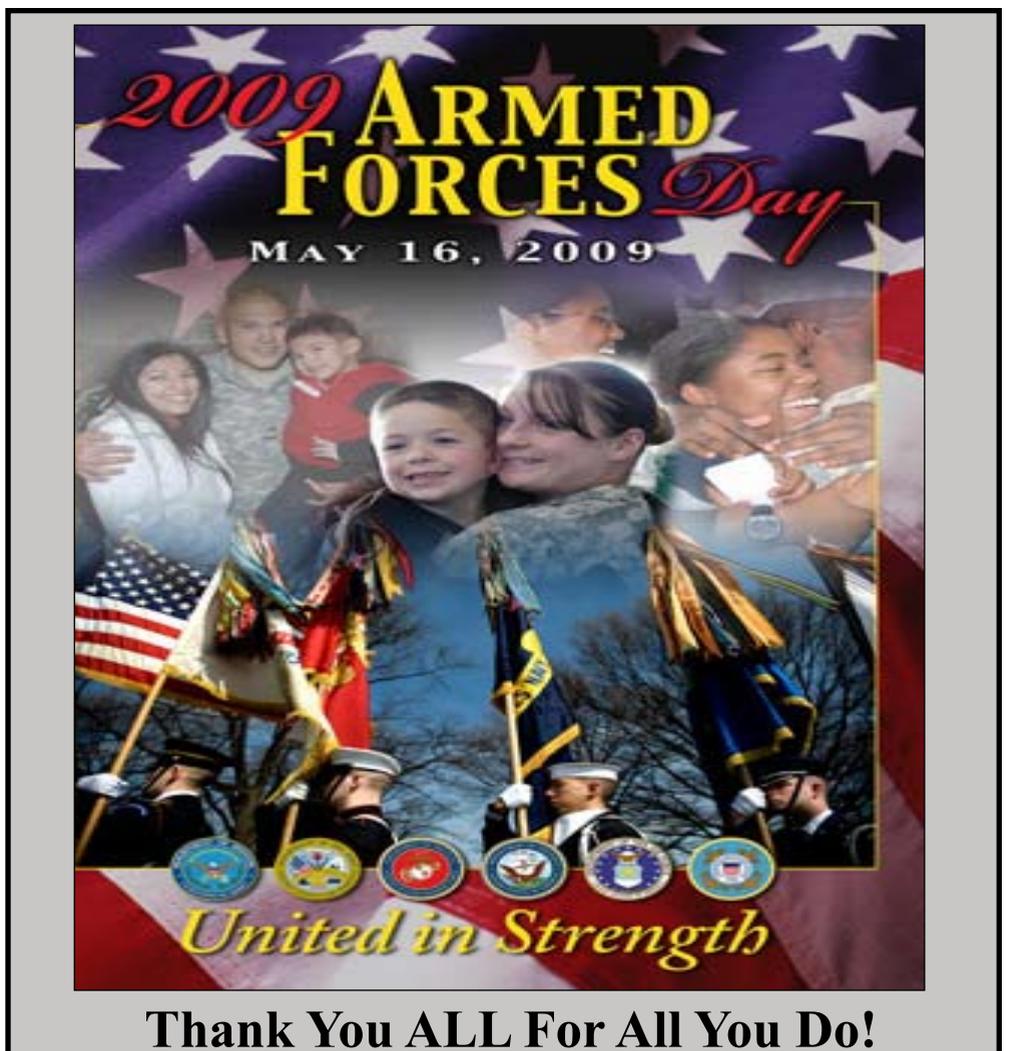
To say our passes over the target area were low would be an extreme understatement. Had our landing gear been down, they might have been called touch-and-goes. The tape was confiscated, and our field-naval-aviator-evaluation boards (FNAEBs) were convened the next day.

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

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

Anytime we plan operations at low

*Continued on Page 9*



## CNO focused on right programs and right policies to support Sailors

By MC2 (SW) Rebekah Blowers,  
Chief of Naval Operations Public Affairs

WASHINGTON (NNS) -- The chief of naval operations (CNO) spoke about the Navy of today and of the future as a panelist on the Sea Services Chiefs' Panel at the Navy League's 2009 Sea-Air-Space Exposition (SAS Expo) during a seminar entitled "Seapower and America's Security" May 4.

CNO Adm. Gary Roughead participated on the panel with Commandant of the Marine Corps, Gen. James T. Conway; Commandant of the Coast Guard, Adm. Thad Allen; and Acting Deputy Maritime Administrator, Mr. James Caponiti.

The SAS Expo is the largest maritime exposition in the world and provides the Navy and other services an opportunity to interact and meet with national and international industry providers working with the latest in sea power technology. This year's theme, "National Security, Maritime Superiority and Global Presence," complements the cooperative maritime strategy and advances public understanding of the critical importance

of sea power for America's security and prosperity.

During the discussion, CNO emphasized how busy the Navy has been during the last year.

"The Navy is being used aggressively, and the Navy is being used very hard. In addition to the traditional deployments and formations that we have operating around the world, we have 14,000 Sailors on the ground in Iraq and Afghanistan," Roughead said.

"We see increasing demands for things such as ballistic missile defense, intelligence surveillance reconnaissance, proactive humanitarian assistance, maritime security and of course the most newsworthy event in recent times is the counter-piracy operations that several nations are involved in off the coast of Somalia."

CNO also spoke about the completion of the fiscal year 2010 budget, the upcoming Quadrennial Defense Review, shipbuilding programs and how everything in the Navy comes back to its people.

"I think it's always important to recognize, to realize and to go out periodically into the fleet and determine what it is that



WASHINGTON (May 4, 2009) Chief of Naval Operations (CNO) Adm. Gary Roughead attends the Navy League Sea Air Space Expo 2009 at the Gaylord National Resort in National Harbor, Md. (U.S. Navy photo by MC1 Tiffini M. Jones).

we're really all about up here [in Washington]. And that is being able to provide the right things, the right programs and the right policies so that our great Sailors can go do the terrific work that they're doing," Roughead said.

The Navy League's Sea-Air-Space Exposition features more than 150 defense industry exhibits and professional seminars with top civilian and military leaders from the U.S. Department of De-

fense, Homeland Security, Maritime Administration and the defense industry who provide up-to-the-minute developments on policy and programs of the maritime services.

For a complete transcript of the CNO's remarks, visit [www.navy.mil/navydata/people/cno/Roughead/Speech/5.4.09%20Sea%20Air%20Space.doc](http://www.navy.mil/navydata/people/cno/Roughead/Speech/5.4.09%20Sea%20Air%20Space.doc)

## Lewis & Clark prevents suspected piracy attack

From Commander, US Naval Forces Central Command Public Affairs

MANAMA, Bahrain (NNS) -- At approximately 10:30 local time May 5, Military Sealift Command ship (MSC) USNS Lewis and Clark (T-AKE-1) was approached by suspected pirates off the eastern coast of Somalia and took evasive action to prevent a successful attack.

While transiting north to provide logistics support for U.S. Navy and coalition ships operating in the area, two pirate skiffs pursued Lewis and Clark for more than an hour, closing to a distance of approximately one nautical mile.

Once shipboard lookouts spotted the two suspected pirate skiffs, Lewis and Clark conducted evasive maneuvers and increased speed to elude the pirates. The ship's embarked security team also used a long range acoustical device (LRAD) to issue verbal warnings to the approaching skiffs.

Suspected pirates then fired small arms weapons from approximately two nautical miles toward Lewis and Clark, which fell one nautical mile short of the ship's stern. Lewis and Clark continued to increase speed and the skiffs ceased their pursuit of the U.S. ship.

"The actions taken by Lewis and Clark were exactly what the U.S. Navy has been recommending to prevent piracy attacks -- for both commercial and military vessels," said Capt. Steve Kelley, Commander, Task Force 53, to which Lewis and Clark is operationally assigned.

"Merchant mariners can and should use Lewis and Clark's actions as an unequivocal example of how to prevent a successful attack from occurring."

Despite recent successful pirate attacks off the coast of Somalia, merchant mariners have proven successful as first-line defenders against pirates. Along with Lewis and Clark, a number of merchant vessels have conducted evasive maneuvers and other pro-active defensive measures, including embarked security teams, to protect their ships and their cargoes.

More than 30,000 vessels transit the Gulf of Aden annually. In 2009, there have been 97 attempted attacks on merchant vessels, 27 of which have been successful.

Lewis and Clark, which operates out of Norfolk, Va., is part of MSC and assigned to CTF 53 while deployed to the



PERSIAN GULF (Jan. 29, 2009) The Military Sealift Command dry cargo/ammunition ship USNS Lewis and Clark (T-AKE 1) conducts a vertical replenishment with the multi-purpose amphibious assault ship USS Iwo Jima (LHD 7) and the amphibious dock landing ship USS Carter Hall (LSD 50). (U.S. Navy photo by MC2 Katrina Parker).

U.S. 5th Fleet Area of Operations. CTF 53 is responsible for providing operational logistics support for the entire U.S. 5th Fleet and coalition forces both ashore and afloat. The ship also provided support to the counterpiracy task force, Combined Task Force (CTF) 151, as an afloat staging base earlier this year.

U.S. merchant mariners have a long and storied history of providing direct

support to U.S. military operations ashore. From resupplying Navy ships at-sea to delivering combat cargo to deployed troops in war zones, merchant mariners have played an integral logistics support role in U.S. military operations.

For more news from Commander, U.S. Naval Forces Central Command/Commander, U.S. 5th Fleet, visit [www.navy.mil/local/cusnc/](http://www.navy.mil/local/cusnc/).

## USS George Washington underway for sea trials, carrier qualifications

*From USS George Washington Public Affairs*  
YOKOSUKA, Japan (NNS) -- USS George Washington (CVN 73), with its crew of approximately 3,200 Sailors, departed from its forward-deployed homeport in Yokosuka, Japan, May 6 for sea trials and carrier qualifications in the Western Pacific after successfully completing its first Selective Restricted Availability (SRA).

Commanded by Capt. David A. Lausman, George Washington is the flagship for the George Washington Carrier Strike Group, commanded by Rear Adm. Kevin Donegan and comprised of Carrier Air Wing (CVW) 5; Destroyer Squadron 15 and the guided missile cruisers USS Shiloh (CG 67) and USS Cowpens (CG 63).

"The teamwork and cooperation amongst the maintenance professionals from Puget Sound Naval Shipyard, Ship Repair Facility Yokosuka and our crew were extraordinarily successful, allowing us to complete our first Selective Restricted Availability as the permanently forward-deployed aircraft carrier here in Yokosuka," said Lausman.

The George Washington is conducting equipment testing and carrier landing qualifications with CVW 5 following its SRA period, during which Puget Sound Naval Ship Yard, Ship Repair Facility Yokosuka, and the crew of GW completed more than 10,900 jobs consisting of more than 127,000 man-days of work.

"I think it was a great job; a great coordinated effort," said George Washington's Command Master Chief J. R. Clark Sr. "In my 26 years in the Navy, it was one of the best coordinated efforts I have seen to get it done as flawlessly as we did."

"With all the maintenance complete, we very much look forward to getting GW [George Washington] back to sea in order to test all systems that will return this great warship to the highest state of readiness for the immediate return of Carrier Air-Wing Five," said Lausman.

Major work items during the maintenance period included upgrades to the ship's radar systems, phone systems, 115-volt power distribution system, and service steam system.

Inspection and preservation of more than



*PACIFIC OCEAN (May 8, 2009) Aviation Boatswain's Mate (Equipment) 3rd Class Sam Keo gives a "thumbs up," signaling the catapult can be fired safely during no-load operations aboard the aircraft carrier USS George Washington (CVN 73). George Washington is conducting flight deck certification and carrier qualifications in the western Pacific Ocean after completing its first Selective Restricted Availability. (U.S. Navy photo by Mass Communication Specialist 2nd Class Tanner Lange).*

160 tanks and voids, and flight deck non-skid replacement was also accomplished. Repairs and upgrades to catapult launch

and recovery systems were also completed and upgrades on a number of berthing compartments improved ship habitability.

## Navy's largest P-3 hangar takes flight

By Miriam S. Gallet, Naval Air Station Jacksonville Public Affairs

JACKSONVILLE, Fla. (NNS) -- The acting secretary of the Navy (SECNAV) joined community leaders and hundreds of guests May 5 for the ribbon-cutting ceremony of Hangar 511 built at Naval Air Station (NAS) Jacksonville to increase the Navy's aviation community's warfighting readiness.

"The opening of this hangar brings us one step closer to getting our critical P8 capability to the fleet. This facility is state of the art and incorporates many environmental enhancements which will make operations here safer for our Sailors as well as the environment," stated Acting SECNAV B.J. Penn.

Hangar 511, the largest structure of its kind in the Navy, is a \$127-million facility designed to accommodate the P-8 Poseidon, the replacement aircraft for the P-3 Orion.

NAS Jacksonville Commanding Officer Capt. Jack Scorby Jr. expressed his pride on the important role his base is playing in supporting this new capability.

"As commanding officer of the finest naval air station in the world, I could not

be more proud of the hard work that went into making this day a reality. Hangar 511 represents the future of naval aviation.

"The \$127 million invested in this project will serve the Navy's maritime patrol and reconnaissance community for decades to come," said Scorby. "This facility also rings in a new era of construction design and environmental sustainability that provides our warfighters with the very best in modern infrastructure that includes being the first 'green' aircraft hangar in the U.S. Navy."

Commander, Patrol and Reconnaissance Wing (CPRW) 11 Commanding Officer Capt. Kyle Cozad quoted author Victor Hugo when he told the audience, "There is nothing like a dream to create the future."

He also noted the symbolism of the new hangar's number (511) that represents the upcoming merger of CPRW-5 from NAS Brunswick with CPRW-11 at NAS Jacksonville.

"Today's ceremony brings Hangar 511 to life and reminds us of how our maritime patrol and reconnaissance community has evolved and adapted to remain relevant for the past 50 years. Without question,



it's our people who have not only dreamed but taken action to turn those dreams into reality," added Cozad.

The new hangar is a result of the 2005 Base Realignment and Closure Committee (BRAC) that ordered the closure of NAS Brunswick, Maine. On April 13, 2007 officials broke ground for the project designed to accommodate approximately 37 P-3C Orion aircraft. At a length of 333 yards, the structure is longer than three football fields placed end to end.

Local military, political and business leaders attended the ribbon-cutting ceremony and recognized Sailors' important contributions and service to the Navy, nation and local community.

"Jacksonville is proud to be the location for the new P-3 hangar and the additional squadron members who will be living and working in our community. Currently, more than 250,000 Jacksonville residents are active members of the military in addition to the more than 150,000 veterans who call Jacksonville home. This city has enjoyed a true partnership the military and with NAS, in particular," said Mayor John Peyton.

"Members of this community influence Jacksonville's culture, leadership and economy. As always, the military continues to be an incredible asset to the North Florida region, and we are committed to meeting their needs."

*Courtesy Navy NewsStand*

# Retirement Ceremony marks 30 years of dedicated service for Command Master Chief

Master Chief Electronics Technician (Surface/Air Warfare) Isaias Gamez dropped his anchor for the last time after 30 years of loyal and dedicated service Friday, May 8 with an official retirement ceremony held at the "Captain's Club." NAS Kingsville Commanding Officer Capt. Phillip Waddingham was the retiring officer for the ceremony and NAS Kingsville Executive Officer, Cmdr. Scott Allen, served as guest speaker.

Gamez' 30-year career included duty assignments aboard a number of Navy ships, including USS Frances Hammond (FF 1067), USS Orion (AS 18), USS Midway (CV 41), USS LaSalle (AFG-3), USS Independence (CV-62), and USS Vincennes (CG 49). He also served a number of tours overseas including tours in Japan, Italy, Bahrain, Philippines, Singapore, and Hawaii. During one of his overseas tours, Gamez helped establish the Fleet Technical Support Center, in COMLOG WESTPAC Singapore.

While assigned to Afloat Training Group Western Pacific, Gamez completed his Bachelor of Science Degree in information systems management, and Master Training Specialist qualification. He was also selected for Senior Chief.

After becoming Combat Systems Officer of the Watch (SOOW) aboard the USS Vincennes, Gamez was selected for Master Chief.

A California native, Gamez enlisted in the Navy in 1979. After all his travels and experiences he reported aboard NAS Kingsville for his twilight tour of duty in December 2007, serving as acting Command Master Chief from 2008-2009.

Gamez' retirement ceremony included a number of NAS Kingsville personnel from all departments. CMDCM (SW/AW/FMF) Charlie Ratliff served as master of ceremonies, Parading the Colors was done by the NAS Kingsville Honor Guard, AC2 Kelly Moynihan and AC2 Mary Greenwood sang the national anthem, Chaplain (LCDR) Mark Tews presented the invocation and benediction, and RP3 Kenneth Greathouse was the bell ringer. Side boys were AC1 (AW/SW) Israel Luera, ET1 (SW) Heath Brit, CS2 (SW) Bernice Meno, ET2 (SW) John Fuller, AC3 (AW) Fomia Aokuso, and MA3 Christopher Mateo. Honor Boatswain's Mate was BMSN Michael Powell.

Gamez will return home to the Fort Worth area upon retirement, and his wife Yasulo and daughters Julia Mirai and Patricia Aska await his return.



Top left: ETCM (SW/AW) Isaias Gamez salutes the sideboys as he goes ashore after 30 years of service. Right: Capt. Phil Waddingham awards a Navy Meritorious Service Medal. Bottom: ETCM (SW/AW) Isaias Gamez delivers his closing remarks.

Photos by Jon Gagné, story by EN3 Brenda Acevedo, NASK Public Affairs

## Wings of Gold presented aboard USS Lexington (Continued from page one)



USS Lexington Winging: Back row, left to right: Lt. j.g. Matthew Currid; 1st Lt. Jonathan Thompson; Lt. Col. Terrence Latorre, VT-22 Executive Officer; Cmdr. Gerald Murphy, Commanding Officer VT-22, Cmdr. Tim Carr, TW-2 Chief Staff Officer, Gen. James F. Amos, Asst. Commandant of the Marine Corps, Col. Thomas S. Clark III, Commanding Officer, MATSG 22; Capt. Bill Davis, Commander, Training Air Wing TWO; Cmdr. Bill Bulis, Commanding Officer VT-21; Cmdr. John Kelsey, Executive Officer, VT-21. Front row, left to right, Lt. j.g. Joel Strong; Lt. j.g. Thomas Kellner II; Maj. Chad Cipparone; Lt. j.g. John Cartledge; 1st Lt. Brian Layman; Lt. j.g. Carl Krueger; 1st Lt. Jeremy Monroe; Lt. j.g. Adam Pawlak; 1st Lt. Jesse Peppers; and Lt. j.g. Timothy Breen. (Photo by Richard Stewart, CNATRA)



## 2nd annual Safety Fair to focus on “Critical Days of Summer” and much, much more

*Kordeen Kor, NASK Safety Officer*

Memorial Day (May 25) through Labor Day (Sept. 7) is the time of year when Sailors and Marines take their families off to parks, beaches, and lakes, for a break in the normal routine of life. It's this time of year that we take advantage of the nicer weather and time off to do more sightseeing, and visit family and friends. Unfortunately, data indicates that during this time we also experience more mishaps.

This increase in mishaps during this time of year has created a sort of cloud over the fun of summer. So much so that military safety specialists have come up with the name “Critical Days of Summer” for this period. There are many factors that contribute to the increased risk of this period, such as the increase in traffic on the public road ways, due to service members being transferred; and servicemembers traveling to visit home, often, traveling for too long a time without a rest or break. Recreational safety specialists sometime call summer the drowning season, simply because of increased exposure at beaches, lakes, on boats, and personal watercraft. Oh, and lets not forget the handy man, home improvement projects that lead to a number of injuries from power tools, and occasional electrocution.

To help everyone prepare for the “Crite-

cal Days of Summer” the safety staffs from NAS Kingsville, Training Air Wing TWO, and L-3 Communications have banded together to sponsor the second annual Health and Safety Fair. The fair will be from 10 a.m. to 2 p.m. on Friday the May 22 at “The Captains Club.” The event will include many exciting venues prepared for your benefit. This year, the safety offices have expanded the number of activities at the fair, to provide you and your family as much information as possible on subjects such as electrical safety, boating, hunting, motorcycles, auto care, fire fighting, and more. Participants from many of the local medical and trauma centers will also be on hand to provide information related to the types of injuries and illnesses most commonly treated at this time of year -- and ways to avoid them. Local financial institutions will be on hand to provide information regarding financial planning.

NAS Kingsville's second annual Health and Safety Fair is for you and your family. Please feel encouraged and welcome to bring along your husbands, wives, and children. And if you get hungry while participating in all the excitement, the NAS Kingsville Chiefs' Mess will be selling a burger plate special. Come on out and enjoy the fun!

## Escondido Ranch Re-Enlistment

*NAS Kingsville Command Master Chief Charlie Ratliff, left, gives the oath of enlistment to EN2 Larry T. Hill in the Escondido Ranch lodge May 7. Hill re-enlisted for 4 more years of service.*



*Ratliff presents and Honorable Discharge certificate ... after the ceremony.*

*Signing on the dotted line makes it all official. Photos by ETCM Isaias Gamez.*



***BASH Series: PART 3 NAS Kingsville looking to technology to maintain safer skies and safe-flying environment***

*Due to space limitations in this issue of the Flying K, our final report on NAS Kingsville Bird-Aircraft Strike Hazard Program has been moved to our June 1 issue K. We appreciate the comments we've received about our series and are working on several others for upcoming issues including a look at NALF Orange Grove, Fire and Emergency Rescue, NAS Kingsville Air Operations, NASK Branch Health Clinic, Student Aviator Training, and the NAS Kingsville Security Department.*



*Instructors, Students, and SDO's from VT-21 and VT-22 gather for a photo op in front of a T-45C at Ellington Field in Houston.*

## VT-21 coordinates formation, air combat maneuvering detachment in Houston

*By Lt. Moses Smith, VT-21*

“Adapt and overcome” is not only a phrase but a philosophy that is used every day throughout the Navy. It is a mindset that separates us from our civilian counterparts and is one of the characteristics that is so desirable for civilian employers. It’s this “can do attitude” that allows Navy and Marine Corps aviators to complete whatever the task regardless of the obstacles. So when the NAS Kingsville Air Traffic Control Tower closed for six days for facility upgrades, Training Squadron 21 (VT-21) was given the lead for coordinating a formation and air combat maneuvering detachment to Ellington Field in Houston, April 2-8.

The detachment was a squadron first and would prove to be no small feat. With two international airports and numerous regional and general aviation airports, Houston has the fourth largest airport system in the United States which translates directly to some of the busiest airspace in the country. However, Houston proved an ideal location because of its proximity to the Gulf of Mexico which provides an abundance of airspace off shore for the dynamic maneuvering that students were being trained to perform.

This detachment allowed for VT-21 and VT-22 to utilize other resources to maximize student training while decreasing the time-to-train due to unforeseen circumstances. With support from Training Air Wing TWO (TW-2), L-3 Vertex, open lines of communication, and superb coordination between all involved, the El



*T-45s practice formation flying over NAS Kingsville. (File photo)*

lington detachment was a huge success. Det personnel consisted of 10 instructors and 14 students from VT-21, 3 instructors and 3 students from VT-22, and 1 instructor pilot and 2 students from TW-2 to stand Squadron Duty Officer duties. Combined, the two squadrons flew approximately 236 flight hours, completing 96 student training sorties. The support from the Ellington FBO was unprecedented. They provided parking and fueling for 13 aircraft. In addition, their facilities had ample rooms for maintenance control, flight gear storage, flight planning, and briefing/debriefing spaces. Their fully-stocked FBO was more than sufficient to provide meals throughout the day for all of the aircrew and maintainers, as well as any other assistance that was needed.

This training detachment demonstrated that in the event of an unexpected field closure Training Air Wing TWO can safely and successfully operate out of an unfamiliar field to ensure an uninterrupted supply of newly winged Naval Aviators to the fleet.



## Redhawk Roundup

*By Lt. Moses Smith  
VT-21 Public Affairs*

Lt. Julio A. Ledesma is leaving the VT-21 Fighting Redhawks at NAS Kingsville after almost three years of duty as an Instructor Pilot. He joined the Navy in 1995 through the Broadened Opportunity for Officer Selection and Training program in Newport, RI. Upon completion, he enrolled at the NROTC unit at Tulane University in 1996.

Ledesma graduated from Tulane University in 2000 with a Bachelor of Science degree in computer science and was commissioned an Ensign in the United States Navy. He then began pilot training in Corpus Christi, Texas, flying the T-34. He was designated a Naval Aviator in 2002, and assigned to VAW-120, Naval Air Station Norfolk, Va., for E-2 replacement training.

Ledesma reported to the Fighting Redhawks of VT-21 in October 2006 as an Instructor Pilot. He also served as the



squadron Casualty Assistance Calls Officer, Ground Safety Officer, Aviation Safety Officer and Diversity Officer. While attached to VT-21, Ledesma was selected for transition to the F/A-18E/F Super Hornet. He will report to the Flying Eagles of VFA-122 in May for F/A-18 replacement training.

During his career, Ledesma has accumulated more than 2,100 flight hours and completed 145 carrier landings.

## Naval Aviation history visits New Orleans

By Mass Communication Specialist 1st Class (AW/SW) Shawn D. Graham  
NEW ORLEANS (NNS) -- The Disabled American Veterans (DAV) took to the skies, flying the B-25 Mitchell Bomber, to advance their message of service outreach to disabled veterans at the 2009 “N’Awlins” Air Show May 3, on board Naval Air Station Joint Reserve Base New Orleans.

The DAV Air show Outreach Program was developed to increase public awareness of disabled veterans and to serve veterans in communities across the nation. Using B-25, the program reminds the public of the sacrifices veterans have made, and continue to make, to keep our nation free.

Retired Navy Cmdr. Mike Olson, a volunteer pilot, said that flying the bomber meant that he was flying one of the symbols of our country and Navy.

“The model we fly is the PBJ1 model, a patrol bomber used exclusively by the Navy and Marine Corps,” said Olson. “The pilots who flew in these aircraft were our predecessors, and we owe it to them to keep this magnificent aircraft in the air.”



*Pearl Harbor, Hawaii - A line handler directs as a World War II-vintage B-25 Mitchell medium bomber is lowered by crane to the pier. US Navy photo.*

“Its adaptability to perform different missions is a big reason we were successful during World War II,” said Olson.

The B-25 Mitchell Bomber enjoys the reputation of achieving the impossible during one of America’s darkest hours in World War II.

The daring Doolittle Raid on Tokyo made the bomber famous during World War II. The raid helped rally America after the bombing of Pearl Harbor.

“Today’s Sailors can learn valuable lessons from the crewmen that served in these planes,” said Olson.

### An Aviator's Story: Remember my mistakes (from page 3)

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

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

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

Third, my failure to monitor the aircraft's AGL altitude resulted in my inability to question or correct my pilot about our flight parameters. This failure was a basic breakdown of my copilot responsibilities, something that we hammer home to our new students and an infraction for which

we mercilessly would punish a student. Once the flight was over, we should have debriefed the event thoroughly, to include the post-test BDA passes and altitudes.

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

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

Likewise, my pilot must trust what I am telling him and my ability as a copilot. Whether I remind him of the heading of a vector, monitor his altitude during low-altitude flight, or select the correct target on the LANTIRN, the pilot has to believe I have the ability to do my job and the intelligence to do it well.

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

Flight discipline is the responsibility of every member of the flight, regardless of rank, age, or experience. In moments when I would have harshly corrected a student, I allowed my pilot a margin of freedom I had no business allowing. I owe it to my pilot, to myself, to the Navy, and to the taxpayers who pay for me to fly that airplane, to remain vigilant, maintain my professionalism as an aviator, and make sure my aircraft is being operated within established standards.

When the FNAEB proceedings were completed, I was debriefed by my commanding officer. I admitted to him that while I am thankful and consider myself fortunate to have been retained in a flight status, I felt like I was suffering from survival guilt, because my pilot's flight status had been revoked.

My CO told me, "Well, yeah, in many ways, I think that's accurate. If you had done your job, what you were supposed to do, you probably would have saved not only your career, but his, too."

For me this was the consummate moment of the entire process. At the end of the day, it comes down to looking out for the other guy. Not only should I have backed him up to make sure we complied with established rules, regulations, and professional flight discipline, but I should have backed him up because we both love to fly, and we both want to do it for as long as possible. At many points before and during the flight, I could have acted with decisiveness, assertion, and professionalism, ensuring not only our safety and that of our aircraft, but of our continued flying careers, as well.

As aviators and members of our nation's military, we are entrusted with a sacred duty. I perhaps never have been as keenly aware of this fact as I am today. I urge you to consider all of this before your next brief, or as you walk to your aircraft. Remember my mistakes, and do whatever is necessary to make sure nothing similar ever happens to you.

-- Lt. Alexander is with NEPO Air Logistics, C6F Naples, Italy.

### N'awlins Air Show a "Soaring Success"

NEW ORLEANS (NNS) -- After tallying receipts and attendance logs, organizers say the 2009 "N'awlins" Air Show, conducted May 2-3, will be remembered as one of the largest conducted on board Naval Air Station Joint Reserve Base (NAS JRB) New Orleans.

With more than 153,000 spectators attending the three-day event, it was the most successful show in more than a decade.

Hosted by NAS JRB New Orleans, the 2009 N'awlins Air Show is the largest community outreach project for the base and is the most attended event in Plaquemines Parish, La. This year's event was headlined by the Blue Angels.

"We wanted to bring new fans that have never seen an air show to the New Orleans area," said Douglas Edge, air show coordinator.

"The air show that was conducted in 2007 attracted more than 88,000 fans. This year's total easily surpassed it," said Edge. "Since more families and businesses are back, following hurricanes Katrina and Rita, interest has been at an all time high. We were fortunate enough to attract a huge crowd."

Many of the fans in attendance were concerned that the "N'awlins" Air Show would not be the same one they remembered.

"This air show is an important part of the community's history," said Mary Anne Silve. "Seeing the Blue Angels perform is one of the highlights of my life. I can't wait until the next one."

The show did not exclusively focus on aircraft. Area Navy leaders -- including the commanding officer (CO) of the joint reserve base and the CO of the New Orleans Navy Recruiting District (NRD) -- took time out of the busy schedule to administer the oath of enlistment to five delayed entry recruits and reenlist Master-at-Arms 1st Class (SW) Derrick Tyler.

"This was a great opportunity for the recruits to see how much the community appreciates Sailors," said Ship's Servicemen 1st Class Donald Craig, a recruiter for NRD New Orleans. "It was also an opportunity to show the community what we do in the Navy."

The ceremony took place during the middle of an eventful day of aerobatic and breath taking performances by the Army Golden Knights and the Blue Angels.



Six F/A-18 Hornet strike fighters from the Blue Angels fly in the world famous delta formation during the precision flight demonstration squadron's performance

## Chapel holds prayer service, run/walk to celebrate National Day of Prayer



Top and bottom left: Chaplain (Lt. Cmdr.) Mark Tews holds a prayer service at the NAS Kingsville flag pole to celebrate the National Day of Prayer Thursday, May 7. The brief service was followed by a 1 or 2 mile prayer run/walk. Bottom right: RP2 Norman Otters and MM2 Jaana Hahn lead the pack along the run/walk route.



Graduates of most recent two-week Auxiliary Security Force (ASF) Class posed for a group photo April 24. Top from left: ET2 Phillip J. Credeur, ACAN Dante L. Crisp, ACAA Wesley E. Mooney, and GM1 (SW/AW) Kevin L. Hooks, Instructor. Bottom from left: ACAN Christy N. Collins, ACAN Samuel M. Bivens, and ACAA James B. Kemmerer.



### Medical Corner



## Hydroxycut Consumer Warning

On May 1, the U.S. Food and Drug Administration (FDA) published a consumer warning advising consumers to immediately stop using Hydroxycut products. According to the FDA these products have been linked to at least 23 cases of serious liver injuries, including damage requiring liver transplant and one confirmed death.

If you have used Hydroxycut, the early signs of liver injury include loss of appetite, nausea, fatigue or weakness. Symptoms can progress to vomiting, brown urine, light-colored stools, and/or yellowing of the skin or whites of eyes (jaundice).

Other problems associated with Hydroxycut products include seizures, heart problems, and muscle damage. The symptoms can occur at any dose and at any time. Products with similar ingredients may also pose a risk of causing harmful health effects and should be avoided.

If you have any symptoms that could be associated with these or other dietary supplements, consult a physician or other health care professional.

Report all adverse effects you've ex-

perienced to the FDA by going to <https://www.accessdata.fda.gov/scripts/medwatch/medwatch-online.htm>. And send an email to [supplements@usuhs.edu](mailto:supplements@usuhs.edu)

#### Recalled products include:

Hydroxycut Reg. Rapid Release Caplets  
Hydroxycut Caffeine-Free Rapid Release Caplets  
Hydroxycut Hardcore Liquid Caplets  
Hydroxycut Max Liquid Caplets  
Hydroxycut Regular Drink Packets  
Hydroxycut Caffeine-Free Drink Packets  
Hydroxycut Hardcore Drink Packets (Ignition Stix)  
Hydroxycut Max Drink Packets  
Hydroxycut Liquid Shots  
Hydroxycut Hardcore RTDs (Ready-to-Drink)  
Hydroxycut Max Aqua Shed  
Hydroxycut 24  
Hydroxycut Carb Control  
Hydroxycut Natural

#### For more information:

<http://www.fda.gov/consumer/updates/hydroxycut050109.pdf> or visit Naval Branch Clinic Corpus Christi Web site at <http://www.med.navy.mil/SITES/NHC/CC/Pages/default.aspx>.

### 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

**For Sale:** 2004 Silver Dodge Stratus, Auto / V6 / 50,000 miles / Power Windows, Locks/ Keyless Entry / Great Condition/ Good on Gas \$8000 OBO 361-228-1223

**For Sale:** 2005 Red GMC Canyon / Off Road Auto / Like New / 1 Owner. Call for Price 417-631-2888

**For Sale:** Older model sewing machine with cabinet, White brand model 263, \$40. Sewing cabinet on casters, \$10. Call 361-592-3183.

To place an ad, send an e-mail the NASK Public Affairs Office at [KNGV-PAO@navy.mil](mailto:KNGV-PAO@navy.mil). All ads will run for two issues.



### Family Fitness

Wednesday May 27, 5-6 p.m. All NASK Family Members suggested age group: 6-year-olds and up. MWR Family Fitness for May 2009 is Dance Dance Revolution (DDR)! MWR will be holding Family Fitness at the MWR Total Fitness Connection Gymnasium. All participants will be able to play DDR on our 14 foot large projection screen and will receive prizes!

### Memorial Day 5K Run

Thursday May 21, 11:30 a.m. to 2:30 p.m. This is a 5K run/walk around the 5K loop on base. Participants will start the event at 11:30. First 30 to sign up will receive a Free Memorial Day 5K shirt! Sign ups at Fitness Center Front Desk. For more information contact Renee Hill at 361-516-6371.

### Winter/Spring Cycling Time Trials

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. A grand prize will be awarded to the cyclist with the best of at least three times at the end. T-shirts will be awarded to the first 20 people who sign-up and complete the entire event.

For more information contact Angela Cupp at 361-516-4386

### Recruiting for Child Development Home Provider's

Child Development Homes (CDH) Provider's Training, always recruiting. 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. For more information contact Carmen Chapa at 361-516-6569.

### Father's Day 12 Hour Overnight Deep Sea Fishing Trip

June 20. "What better place to be on Father's Day and the rest of the Summer?" than on a 12-hour Overnight Deep Sea Fishing Trip. MWR will be going aboard the 80 ft. "SCAT CAT" for 12 hours overnight. Fish to be caught will be Amberjack, Ling, Shark, and of course Snapper. Snapper Season this year is limited to only 30 days, and this trip will be during that time frame. Rod and reel and bait are furnished. Participants will need a Texas Fishing License. Boat will be going 35 to 50 miles offshore. Participants May NOT bring aboard food or drinks, but there is a concession stand aboard selling food, drinks, and adult beverages. Departure time 8 p.m. at Outdoor Rec, and return at noon. Cost of trip-\$110, Kids 12 & under ½ price. FMI call Frank at x6191

### Comics on Duty:

Miss the comics last week at the Captain's Club? Well, you missed a great show! But ... they will be back to NAS Kingsville in August - so make your plans to be there! (Just make sure you don't sit in the front row!)

## Bowling Leagues



### In the Dog House Spring League As of May 13

Pos.	Team	Won	Lost	GB
1.	Lane Breakers	45.5	30.5	0.0
2.	Pin Heads	44.0	32.0	1.5
3.	3 Minds	42.0	34.0	4.5
4.	Tumbalos	34.0	42.0	11.5
5.	Gorilla Gang	33.0	43.0	12.5
6.	Hounds	29.5	42.5	14.5

#### Weekly High Scores:

Jose Nunez, 193 game (225 handicap)  
Lindy Conner, 192 game 523 series  
Team high game: Lanebreakers 510  
Team high series: Pin Heads 1,428

#### League Leaders

High Avg. Lindy Conner 182  
High Series: Lindy Conner 662  
High Game: Vic Kuntscher 236  
High HC Series: Rodney Malin 696  
High HC Game: Darren Griggs 267  
Most Improved: JD Monroe +19.14  
Kirk Hyndman +16.67

### Wednesday Nite Mixed League As of April 30

Pos.	Team	Won	Lost	GB
1.	Pete's Angels	79.0	45.0	0.0
2.	LOL	76.5	47.5	2.5
3.	Tidy Bowlers	76.5	47.5	2.5
4.	Guttermouths	69.5	54.5	9.5
5.	Big K Rollers	62.0	62.0	17.0
6.	DUHs	60.5	63.5	18.5
7.	60/40	60.0	64.0	19.0
8.	Ghost	0.0	0.0	79.0

#### Weekly High Scores:

Rodney Malin 203 game, 511 series  
Ben Gonzalez 194 game, 504 series  
Andy Richardson 186 game, 457 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 Tide Hyndman +6  
JD Monroe "10 Amelia Goff +5.94

## MWR sponsors 1st annual CYP Children's Art Show

In celebration of the "Month of the Military Child", the NAS Kingsville Child and Youth Programs (CYP) organized the first annual CYP Art Show on April 30 at the "Captain's Club." The Child Development and Youth Center staffs encourage children in their programs to be creative and express themselves through art as part of the daily curriculum, and the staff wanted the chance to show-off what our kids can do.

The staffs provided the children with a variety of art materials, taught them some new techniques and then the children created some spectacular pieces; including jewelry, sculptures, sketches, and watercolors. The children from both programs had the opportunity to walk through the Art Gallery and see their masterpieces on display. The event culminated with a public viewing held later that evening.

The CYP staffs are appreciative to all the parents and family members that attended the Art Show and would like to extend a special thank you to Delia Martinez whose time and efforts were instrumental in the show's success.



## Navy feels impact of high retention, low attrition

By Chief Mass Communication Specialist (SW) Maria Yager

MILLINGTON, Tenn. (NNS) -- The chief of naval personnel (CNP) talked with Sailors and civilians at the Navy's personnel and manning headquarters May 7 to discuss the future of the force and the hold on permanent change of station (PCS) moves throughout the summer.

"We started this fiscal year with an end-strength of about 332,230 active-duty Sailors. We sit today at about 332,280 active-duty Sailors. We have stopped reducing the size of the force, and we are stabilizing in response to a strain placed on watch standers in the fleet and the individual augmentee demand," said Vice Adm. Mark Ferguson, CNP, during his visit to Navy Personnel Command.

The Navy has been reducing the size of the force for several years at a rate of approximately 10,000 Sailors annually, but according to Ferguson the time has come to level off.

"The cumulative effect of the (manpower) reductions over the last six to eight years and the increased individual

augmentee demand demonstrated that if we hadn't pulled out of the force reduction glide slope, you would be experiencing more significant impacts than you are now," said Ferguson referring to the Navy's \$350 million dollar budget shortfall which has in part impacted PCS transfers through the end of the fiscal year.

The other factor contributing to the hold on PCS moves was a change in the accounting system which requires the Navy to fund PCS orders when they are written versus when the orders are executed. This paired with record retention and fewer separations from attrition has slowed the number of Sailors leaving active duty and required the Navy to divert money for payroll instead of previously budgeted programs.

"Attrition is significantly down. So those individuals who may have terminated their service early are choosing to stay. We have a rare opportunity now with great morale, great compensation and stabilized end strength to shape the Navy of the future and retain the best Sailors with the right skills.



**PACIFIC OCEAN (May 8, 2009)** Sailors from the reactor department reenlist in the forecabin of the aircraft carrier USS George Washington (CVN 73). Fifteen sailors reenlisted with a combined Reenlistment Bonus of more than \$1.3 million. U.S. Navy photo by MCSA Rachel N. Clayton.

"Not all Sailors but the best Sailors with the skills we need will be retained through the Perform to Serve process," said Ferguson.

In the past months, the Navy has introduced several performance-based measures designed to help stabilize the force including controlling short-term extensions, time in grade waivers, senior en-

listed continuation boards and Perform to Serve expansion. These programs allow the Navy to keep a balanced force based on experience, skill sets and seniority matched to the requirements.

"What we ask in return is a commitment to the organization -- performance. I think it is a pretty fair trade," said Ferguson.

## MCPON Honors Navy Spouses' Service, Sacrifice

From Master Chief Petty Officer of the Navy Rick D. West

WASHINGTON (NNS) -- On the occasion of Military Spouse Appreciation Day May 8, Master Chief Petty Officer of the Navy (MCPON) (SS/SW) Rick D. West sent the following message to the fleet, including Navy spouses and families:

"When I took this job in December, I made a promise to every one of you that I would do everything in my power to ensure you are supported, that you have the quality of life you deserve and when your loved ones are deployed, our Navy will take care of you when you need it.

These were not just words, and I will say the same thing to every family member or Sailor I meet. This is very important to me because I know of the sacrifices our families make so that our Sailors can defend this nation.

The life of a Navy spouse is unlike any other. We ask that you give us your husbands and wives for months at a time. We ask you to support them because nothing is more important to their peace of mind. We ask you to understand the weekend watches, the deployments, the missed holidays and birthdays. You



continue to give and ask for very little in return.

We are grateful for that, but we owe you a huge debt. We owe you an equal amount of understanding for the sacrifices you make, and I can promise that you have that from Navy leadership.

May 8 is Military Spouse Appreciation Day and, we will pause a moment that day to thank you appropriately. Please take my word on this when I tell you the appreciation we have for what you do goes far beyond one day per year.

Thank you for your continued support of your Sailor, our Navy and our nation. HOOYAH!"

## Navy Poll shows

### Sailors able to navigate strained economy

By MCC (SW) Maria Yager, Navy Personnel Command Public Affairs

MILLINGTON, Tenn. (NNS) -- Navy Personnel Command released the results of the 2009 Navy Financial Health Quick Poll, May 13, which shows more Sailors than not are safely riding out the nation's current economic environment.

"The chief of naval operations directed the 2009 Financial Health Quick Poll to reassess financial stresses as a result of the recent economic downturn," said Kathy Wells, policy manager for the Navy's Personal Financial Management (PFM) program.

According to the poll, more than 85 percent of officers and 60 percent of enlisted Sailors continue to describe their financial condition as "very comfortable" or "able to make ends meet." About one-third of enlisted Sailors indicate they "occasionally have some difficulty", and about 9 percent are "keeping their heads above water", and 1 percent are "in over their heads."

Help is available for Sailors feeling financial strain. The Navy's PFM program provides classes, education and assistance through the Fleet and Family Support

Centers (FFSCs) on sound financial management including classes about the wise use of credit and home buying strategies.

FFSCs offer a new course entitled Million Dollar Sailor which is a personal wealth-building program for Sailors and their families. Designed as a two-day training course, Million Dollar Sailor assists Sailors and their families to navigate successfully through the transitions of Navy life and the financial challenges that accompany them.

According to the poll, more than 40 percent of enlisted Sailors have had financial advice counseling during the past 12 months.

Of the participants, 63 percent of enlisted Sailors reported that they are contributing less to a savings account to pay for necessities, compared to 59 percent of enlisted in May 2008. Fifty-three percent of enlisted Sailors are saving less to make credit card payments, compared with 48 percent of enlisted in May 2008.

Similarly, 28 percent of enlisted and 19 percent of officer Sailors regretted a decision to take on more debt, compared with 22 percent and 13 percent, respectively in May 2008.