

U.S. Pacific Fleet announces Sailors of the Year

Story and photo by
MC2 (AW) Lindsay Switzer

Fleet Public Affairs Center
Detachment Hawai'i

Rear Adm. John Bird, deputy commander of U.S. Pacific Fleet, announced the winners of the fleet's annual Sailors of the Year competition during a recognition luncheon held April 19 at the Hale Koa Hotel in Waikiki.

Special Warfare Operator 1st Class (SEAL) David A. Hansen was selected as Sea Sailor of the Year and Aviation Warfare Systems Operator 1st Class (AW/SW/NAC) Marc L. Stewart was selected as Shore Sailor of the Year.

"These personnel represent the Sailors that man the ships, submarines, aircraft squadrons, special warfare and shore establishments that support the operating forces in the Pacific," Bird said.

Representing Naval Special Warfare Command, Hansen was born in Staten Island, N.Y. and is currently stationed in San Diego at SEAL (sea, air and land) Team Seven. In July, Hansen will be meritoriously advanced to chief petty officer along with the Fleet Forces Command and Reserve Force Sailors of the Year.

Stewart, a Knoxville, Tenn. native, represented Commander, Naval Air Force, U.S. Pacific Fleet and is stationed at Naval Special Warfare Support Activity One, also in San Diego. From this competition, he will head to Washington, D.C. where he will represent the Pacific Fleet at the Chief of Naval Operations Shore Sailor of the Year competition.

Bird, in addition to making the official announcement, was also the keynote speaker at the lunch event.



CMDCM Stephen Mitchell, Naval Station Pearl Harbor command master chief, congratulates U.S. Pacific Fleet Sailors of the Year after a recognition ceremony and luncheon held April 19 at the Hale Koa Hotel in Waikiki.

He explained what it takes to be a Sailor of the Year as well as why this year's winners stood out above the rest.

"They must have initiative and dedication to get the job done. They recognize a problem before anyone else does and they work until it's fixed," said Bird. "These are the Sailors who come in early, stay late and work weekends – not because someone told them they had to, but because they insist on making sure a job is done right. They exude leadership and, more importantly, they

know how to lead their shipmates.

"These are the Sailors whom other Sailors look up to and respect. The younger petty officers watch them and strive to emulate their competence and skill. Their peers look to them for advice and learn how to lead by watching them," added Bird.

Following the official ceremony, both Hansen and Stewart spoke of the importance of leadership by example and the teamwork it takes to have a successful career in the Navy.

"I was recognized for doing something that all the people who work for me make it so easy to do," said Hansen.

"You can't do anything by yourself in the Navy. It's the help of the people above, below and all around me that got me where I am," said Stewart.

U.S. Pacific Fleet Master Chief (SS/SW) Rick West, who spearheaded the competition, described this year's contest as the "most competitive" he has seen in the years he has been directly involved.

"We have so many great Sailors in the Navy operating and excelling in ways we have never done before," West said. "The Navy's future is bright."

The other Sailors nominated for the Sea Sailor of the Year title were Yeoman 1st Class (SW/AW) Tennille M. Hairston, USS John C. Stennis (CVN 74); Culinary Specialist 1st Class (SW) Paul C. Jakosalem, USS Pickney (DDG 91); and Electronics Technician 1st Class (SW/AW) Stephen F. Pense, Afloat Planning System Pacific.

Others nominated for Shore Sailor of the Year were Electrician's Mate 1st Class (SW/AW) Santos P. Castaneda, Southwest Regional Maintenance Center; Culinary Specialist 1st Class (SW) Steven A. Klinshaw, Commander, Naval Surface Forces, U.S. Pacific Fleet; and Machinist's Mate 1st Class (SS) David L. Porter, Naval Submarine Support Center, Bangor, Wash.

All Sailor of the Year finalists received plaques from Commander, U.S. Pacific Fleet; those not selected were immediately awarded Navy/Marine Corps Commendation medals for "continually performing their duties in an exemplary, demanding and highly professional manner."

In addition to the luncheon, U.S. Pacific Fleet Sailors of the Year finalists and their families took in the historic sights and sounds of Hawai'i, including the USS Arizona, Battleship Missouri and USS Bowfin memorials.

Adm. Elmo Zumwalt initiated the Sailor of the Year program in 1972 to recognize outstanding Atlantic and Pacific Fleet Sailors at sea. The following year, the Shore Sailor of the Year program was introduced.



Photo courtesy of office of Rep. K. Mark Takai

Shown left to right are House Speaker Calvin Say, Lureen Conte (mother of Hospitalman Matthew Conte), Senate President Colleen Hanabusa and Maj. Gen. Robert Lee. Conte accepted the Hawai'i Medal of Honor on behalf of her son, Hospitalman Matthew Conte, who was killed Feb. 1 in Iraq.

Hospitalman Conte, 65 other fallen war heroes honored by Hawai'i's legislature

Navy Region Hawai'i Public Affairs

Navy Hospitalman Matthew G. Conte, 22, was one of 66 fallen war heroes who were honored during a rare joint session held April 16 by the Hawai'i legislature.

Conte's family, along with those of 65 other service members, received the Hawai'i Medal of Honor on behalf of their loved ones.

Conte, who served with the 2nd Battalion, 3rd Marine Regiment, 3rd Marine Division, III Marine Expeditionary Force, Marine Corps Base from Kaneohe Bay, Hawai'i, was killed Feb. 1 in Al Anbar province when a bomb exploded the Hummer in which he was riding.

He joined the Navy in 2004 and had previously served a tour of duty in Afghanistan. Five months after his return, he departed for Iraq on Sept. 11, 2006. Conte is

survived by a sister and brother and parents, Lureen and Gale Conte, of Jacksonville, Fla.

In 2005, the legislature passed House Bill 8, which created the Hawai'i Medal of Honor (HMOH). This special medal is awarded on behalf of the people of the State of Hawai'i to an individual who was killed in action while serving our country as part of Operation Iraqi Freedom and Operation Enduring Freedom, according to Rep. K. Mark Takai.

"The Hawai'i Medal of Honor is a symbol of our remembering those who stood tall for our values so that we may live in a land perpetuated in righteousness," said Takai, who introduced the original legislation that created the medal.

"Hawai'i, from our perspective, is a very special state and one in which we feel a sense of connectivity with the military and military families and, in this particu-

lar case, service members who have given their lives," said Takai, the coordinator of the Hawai'i Medal of Honor program.

Takai said the medal "is a small way of telling those families that we feel for them because we also have lost a member of our ohana, or family in Hawaiian."

Recipients of the medal included members of the United Armed Forces, the United States Military Reserves and the Hawai'i National Guard, who were residents of the state of Hawai'i, attended an educational institution in Hawai'i, or were stationed in Hawai'i by order of the United States Department of Defense.

"We are truly grateful for the sacrifices that these families have made," Takai said. "This medal is just a small token of our utmost appreciation. It tells these families that we also grieve for their loss," Takai added.

Navy's first black captain dies

Chief of Naval Personnel
Diversity Directorate

The Navy's first black Sailor to be promoted to the rank of captain died April 16 in Norfolk.

Funeral services for retired Capt. Thomas David Parham were held April 21 at the Little Creek Amphibious Base chapel. The Rev. Dr. Barry C. Black, U.S. Senate chaplain and retired U.S. Navy chief of chaplains, delivered the eulogy.

Parham, 87, was commissioned in 1944 and promoted to captain in February 1966. He was also the second black chaplain in the Navy.

Born March 21, 1920 in Newport News, Va., Parham earned a bachelor's degree from North Carolina Central University in 1941. He then graduated magna cum laude from Pittsburgh Theological Seminary in 1944 and was ordained by the United Presbyterian Church on May 17, 1944.

While five other members of his seminary class entered the Navy chaplaincy upon their graduation, Parham was told his application could not be accepted. He continued to work in a student pastorate in Youngstown, Ohio. Later that summer, he saw a newspaper photograph of a recently commissioned black chaplain. When he returned to the officer who had earlier rejected his application and asked why, he was told, "We can take your application now."

His first duty assignments included Naval Training School, Hampton, Va.; Camp Smalls at Great Lakes, Ill.; Manana Barracks, Hawai'i; and the Naval Supply Center, Guam, ministering to exclusively black units.

Parham left active duty in 1946 and returned to his ministry in Youngstown where he served as pastor from 1946 to 1950, while remaining in the Naval Reserve.

He returned to active duty in January 1951, soon after the outbreak of the Korean War. From 1951



U.S. Navy photo

Capt. Thomas David Parham, the Navy's first black Sailor to be promoted to the rank of captain, died April 16 in Norfolk, Va. Parham was 87.

to 1956, he was the only black chaplain on active duty.

After he had been given the impression that a black chaplain would never go to sea duty, he married Eulalee Marion Cordice on June 1, 1951.

Subsequently, when he was to be stationed on board USS Valley Forge (LPH-8), a captain complained to the chaplains division that Parham would be the only chaplain on the ship while the only black Sailors were a few stewards. The belief that black chaplains were only for black Sailors was predominant. Then Chief of chaplains, Stanton Salisbury published an article in the Christian Century stating that the chaplains division had no plans to give Parham any segregated duty, demonstrating the progress made in the chaplains

▼ See CAPT. PARHAM, A-6



Paul Hamilton takes 'pie in the eye' for NMCRS See page A-2



Earth Day on PMRF See page A-7



WWII Veteran provides artistic link to past See page A-4



Springfest Earth Day Fair See page B-1

COMNAVSEA to Pearl Harbor: 'Keep working on continuous improvement'

Marshall Fukuki

Pearl Harbor Naval Shipyard Public Affairs

The three-star admiral in charge of the Naval Sea Systems Command (NAVSEA) came to Pearl Harbor Naval Shipyard (PHNSY) recently to listen, question and observe. After a morning briefing and tour of the waterfront, Vice Adm. Paul Sullivan spoke to shipyard managers in the building two auditorium.

His concluding message was simple. "You need to keep working on continuous improvement," he said. "You do have issues. You know what has to be done. I expect you to work on them. I think you can do it."

The purpose of his visit was to get a snapshot of the shipyard's organization and operations, as well as its progress toward – and plans for – meeting his top five priorities.

In turn, he later shared a 'big picture' overview of the Navy, including aspects of the Naval Shipyard Business Plan and long-term ship maintenance trends.

These are Sullivan's top five areas of focus:

- Drive our behavior to align with the Naval Enterprise. The Naval Enterprise is made up of five warfighters: surface warfare enterprise, naval aviation enterprise, undersea enterprise, naval expeditionary combat enterprise and the naval network warfare/forcenet enterprise. We must align ourselves with the Naval Enterprise so we can provide these combatants the right capability at the right time at the right cost.
- Transform NAVSEA to a competency aligned organization (CAO). Match workforce talent and supply to workload so we will be able serve our customers cost effectively and with greater flexibility.
- Measure output with customer-driven metrics. Our metrics tend to be based on consumption – how much something cost us, how many man-days it took. The customer is concerned about when he can get his boat back.
- Focus on diversity. The shipyard looks pretty good at first glance, but peel the onion



U.S. Navy photo by Michael Laley
Air-conditioning Equipment Mechanic Terry Quapaw explains the ergonomic advantages of a cable manufacturing table to John James Jr. and Vice Adm. Paul Sullivan, commander of the Naval Sea Systems Command (NAVSEA).

back a layer and how many women are there in upper management? We cannot survive without hiring, developing and promoting from the full spectrum.

- Document and improve our processes through Lean/Six Sigma. Continuous improvement using Lean/Six Sigma provides a means to reduce maintenance costs.

Here is the Naval Shipyard Business Plan:

- The four naval shipyards will continue to be the core of the Navy's ship maintenance capability.
- Schedule maintenance in a ship's homeport when possible.
- Pearl Harbor Naval Shipyard is the preferred maintenance site for Hawai'i- and Guam-based submarines.
- Private shipyards will perform most of surface ship maintenance.
- Long-term maintenance trend (Pacific region):
- Pearl Harbor Naval Shipyard's workload remains stable well into the future.
- Pearl Harbor Naval Shipyard is the largest industrial employer in the state of Hawai'i with a combined civilian and military workforce of nearly 4,800 personnel. In fiscal year 2006, it had an operating budget of \$505 million, of which \$397 million was payroll for civilian employees. Strategically located in the Pacific Ocean, PHNSY is a full-service naval shipyard and regional maintenance center for the U.S. Navy's surface ships and submarines.

Paul Hamilton takes 'pie in the eye' for NMCRS

Ensign Chris White

USS Paul Hamilton (DDG 60) Public Affairs Officer

USS Paul Hamilton's (DDG 60) 2007 Navy Marine Corps Relief Society (NMCRS) fund drive held throughout the month of April was a resounding success. Chief Information Systems Technician (ITC) Quincy Mayes led the fund drive and was determined to show Paul Hamilton's eagerness to help her fellow Sailors and Marines.

Recalling the help and assurances he received from NMCRS during his time of need helped spur on his determination to repay an organization that had truly come through during his time of strife. Through his leadership, Paul Hamilton generated \$20,300, which more than doubled last year's contribution.

In addition to money raised from donations, Paul Hamilton auctioned an opportunity to throw a pie in their favorite crew member's face and to sleep in the captain's at-sea cabin for one week. 'No shave' chits were also sold which allowed male crew members to go without shaving and females to wear their hair in a pony tail between port visits. The 'no shave' chits churned out \$200 in the first two days alone and contributed a steady flow of money throughout the month.

The 'pie in the face' gag dates back to the early days of silent movies and continues to be ever popularized by tongue-in-cheek comedy like "The Three Stooges." It is almost impossible to maintain one's composure when you see someone take a pie to the face. The expression made by the person getting "pied" as well as the reactions from spectators was



U.S. Navy photo by STG2 Michael T. McLarty
Paul Hamilton's NMCRS fund chairman, Chief Information Systems Technician Quincy Mayes, grins and holds the 'big check' while Ensign Chris White shaves the head of Cmdr. Chris Bushnell, commanding officer of Paul Hamilton.

worth every penny. Anyone who pledged \$100 received the right to smear a pie in the face of a crew member of their choice. However, the recipient could double the dollar amount and use the pie against a person of their choosing.

Cmdr. Chris Bushnell, commanding officer of Paul Hamilton, was guaranteed a pie to the face early on in the event; however, seven more individuals were quickly thrown into the fray. Ensign Jessica Tuia, Master Chief Fire Controlman (FCC) Timothy Gilmore, Senior Chief Hospital Corpsman Arthur Patrie, FCC Erik Crocker, ITC Quincy Mayes, Chief Gunner's Mate John Moore and Chief Boatswain's Mate Joel Martinez all were placed on the firing line.

The next three individuals

with the most money pledged on their behalf were also slated to receive a sloppy dessert to the mug. The executive officer, Lt. Cmdr. Mark McCulloch; Command Master Chief Bryan Diekman and Chief Electronics Technician Henry Duplantier won those top three slots.

Crew members were also given the opportunity to outbid anyone who was going to hit them with a pie and turn the tables on the original bidder. Ensign Jessica Tuia, the ship's auxiliaries officer, was rescued from an almost certain pie to the face by several crew members who pooled their money and outbid FC3 Scott Gilreath. Tuia was then able to get up from her seat of doom and place a pie in the face of the stunned and confused Gilreath. The 'pie in the face' promotion

alone raised \$3,000. Everyone enjoyed the show - from pie thrower to 'pie in the face' recipient and also observers.

Another promotion allowed the highest bidder to sleep in the captain's at-sea cabin for five days. The deal was sweetened by the addition of a laptop with Internet access, late sleepers (the right to sleep in as late as you want) and breakfast in bed, served by the commanding officer and command master chief. These luxuries are normally something reserved for vacations so by having them available while underway seemed to wet everyone's palate when it came down to the bidding. Yeoman Seaman Michael Holt bid \$500 for the right to sleep in luxury for five glorious nights.

By far, the largest source of fund raising came from straight donations, whether they were allocations from pay or lump sum donations. These donations comprised a wide range in dollar value from \$1 to \$840; no matter how much was donated, it all added up and in the end produced more than \$14,200. Many work centers and divisions set up deals where the work center supervisors or the division officers would match or even doubled the highest contribution. These deals provided a little extra motivation to see just how much money they could raise for the drive.

Bushnell made a deal with his crew that if they raised over \$20,000 he would shave his head. This deal, made partway through the month, lit a fire under the crew as a whole and was further sweetened by auctioning off the right to shave his head. The shaving took place during a 'steel beach' picnic and was accompanied by live music and a barbecue.

Hawai'i Navy News Editorial

Sailors of the Year are the best of the best

FORCM (AW/SW) Richard Kennedy



FORCM (AW/SW) Richard Kennedy

The Navy's Sailor of the Year (SOY) program is a chance for your leadership and the Navy as a whole to recognize those of you who are out there making a difference in the Navy and the world. It is our opportunity to place those of you who stand out among your peers in the spotlight, and reward and thank you for setting the bar a little higher for those around you.

If you want to be competitive for the SOY program, you need to start early and you must show a consistent trend of being at the top of your game.

Be a role model: Wear the Navy uniform well and adhere to the Navy's physical fitness standards. Show your junior Sailors how important it is to maintain physical fitness and what a difference a sharp uniform and well-polished boots can make.

Be a leader: Look out for your junior personnel. Through their annual evaluations, SOYs show consistent positive leadership skills through recognition of their junior personnel who

in turn stand out above their peers. They have proven to their chains of command that they are ready for the next pay grade.

Be active: It's easy to be active within your command or local community. There's something out there for just about everyone, from helping out at the local food bank to helping build a house with Habitat for Humanity. Within the command, you can get involved in the various petty officer first and second class associations, fitness clubs, volunteer to help organize MWR [Morale, Welfare and Recreation] events, mentor junior Sailors, sit on warfare pin boards, and volunteer for command-wide collateral duties such as watchbill coordinator or command financial specialist.

Despite what many people believe, the SOY program is not just for E-6s. It is also open to eligible E4s and E-5s

whose chains of command feel they are the best of the best. There's no rule that says an E-4 or E-5 can't become the overall Navy's SOY.

The thing to remember is that you need to always do your best and to set an example. Be a mentor for those junior Sailors who may be looking up to you. You need to set achievable goals for yourself and help your junior Sailors do the same. One thing all SOYs who make it to the final boards have in common is that they have consistently had a mentor helping guide them throughout their career.

Only a very few people can be nominated for SOY so even though you display all of the characteristics to compete, you may not be nominated. The title isn't what's important - being a role model and a well-rounded Sailor is. Senior leadership within the Navy recognizes that the current SOY program may not represent the diverse population of stellar Sailors out there and we are looking at increasing the number of SOYs for next year's program in an effort to recognize as many of you as possible.

MCPON announces creation of CMC Management Office

MCSC (SW/AW) Bill Houlihan

MCPON Public Affairs

The master chief petty officer of the Navy (MCPON) announced on April 23 the creation of the Command Master Chief (CMC) Management Office and selected Fleet Master Chief Jacqueline DiRosa to oversee its operation.

The office, which will be located at the Navy Annex and stand up early this summer, will ensure that senior enlisted leaders competing for command master chief positions meet the performance standards and attributes required for selection to the CMC program.

One of the goals of the office will be to provide flag officers with a diverse and well-qualified slate of deckplate leaders to choose from when selecting their command master chief.

"The Command Master Chief Management Office is going to make sure that when our commanders receive a slate of candidates, that they are fully



qualified for the position and meet criteria," said MCPON (SW/FMF) Joe R. Campa Jr. "I view this position as one of the most important in the CMC community."

Campa said that by selecting DiRosa he established the office in the best possible manner, with a master chief whose experience and leadership ability made her a natural choice.

"Master Chief DiRosa brings immediate credibility to the position because of her breadth of experience as a fleet master chief (Fleet Forces

Command) and as a former force master chief (Bureau of Medicine)," he said.

"I see this as another great opportunity to make a difference and impact on our Navy and to shape our CMC community for the long term," DiRosa said. "I look forward to serving the CMC community and our Navy in this new position."

DiRosa stressed that while assignment management is a significant part of the position, career development of the Navy's senior enlisted leadership also will be a key part of the charter.

"This is about individual career management for the long term, CMC community growth and development, and proper placement of our CMCs to best enable our Navy," she said. "When you bring all three of these components together, the benefits to the fleet will be exponential."

Campa added that he expects to see command master chiefs, command senior chiefs and chiefs of the boat progressing.

Commentary

For Your Security and Safety

Karen Spangler, Editor

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Hiking in the great outdoors

Oahu and Hawai'i offer an abundance of outdoor trails for hikers of all levels of experience - from novice to advanced. Frequently, hikes are organized by the outdoor adventure center at Naval Station Pearl Harbor or by environmental organizations, such as the Sierra Club.

But there are times when hiking enthusiasts strike out on their own - ready to enjoy all of the beauty that Mother Nature has to offer.

There are precautions that hikers should follow to guard against possible mishaps and to know what to do if they should become lost or injured while hiking. Some of these things may seem like common sense, but it is surprising how often hikers fail to heed them.

The Naval Safety Center offers these guidelines for avid hikers:

- Plan ahead and plan carefully.
- Study maps, guidebooks and other references so that you know about the roads, trails and streams in the area.
- Check the weather forecast before you leave.
- Make sure you're in shape for the demands of your hike.
- Leave a written plan of your route, schedule and campsite with a responsible friend. Follow your plan, and let them know when

you return.

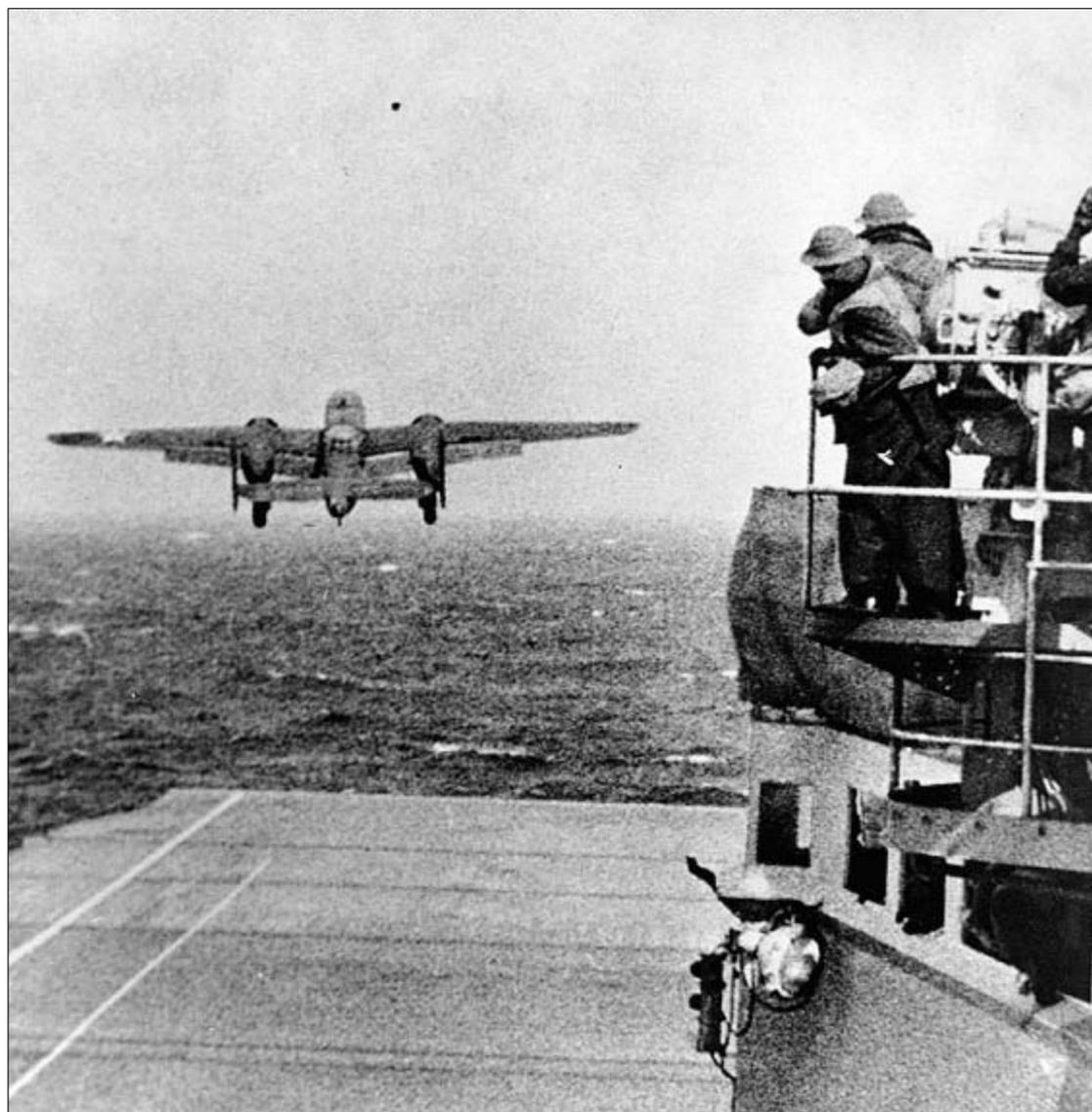
- Wear a good pair of hiking shoes or boots.
- Bring an extra layer of clothing and avoid cotton if you might get wet.
- Carry a compass and a topographic map of the area and know how to use them.
- Don't travel too lightly. Many campers have ended up wishing they had brought a poncho, a jacket, more food and water, a first-aid kit, knife, whistle and matches in a waterproof container.

Don't drink water from ponds or streams unless you have treated it first by boiling, filtering or using purification tablets.

- If you get lost, don't worry. If someone is going to report you missing, then most experts stress the three "stays": stay dry, stay warm and stay put.
- If you have to find your way out of the woods, follow a stream downhill.
- Don't hike alone. For long trips, take along at least two friends.
- For day hikes, make sure you will finish well before dark.
- Turn back if the weather gets bad.

And another important one would be to make sure that your cell phone is fully charged before leaving on your hiking trip and reserve its use in the event that you may need it to contact someone in an emergency.

Launching Doolittle Raid on Japan



Official U.S. Navy photograph, now in the collections of the National Archives

An Army Air Force B-25 bomber takes off from USS Hornet (CV 8) at the start of the Doolittle Raid on Japan on April 18, 1942. Note men watching from the signal lamp platform at right.

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World War II veteran provides artistic link to past

Story and photo by
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Hal Olsen, a former aviation mechanic first class during World War II and professional aircraft nose artist, was greeted as a special guest April 18 at the Pacific Aviation Museum (PAM) on Pearl Harbor's historic Ford Island.

Olsen's unique art work emblazoned a B-25B bomber located at the museum and commemorated the historic aircraft's use on the 65th anniversary of the "Doolittle Raid" on Tokyo Bay on April 19, 1942.

His painting consisted of the 'Ruptured Duck,' a cartoon that closely resembles the Disney character Donald Duck. The 'Ruptured Duck' wears radio headphones and is pictured above crossed crutches.

It took Olsen a little more than four hours to finish the aircraft's nose and the final product was well received by the museum's guests and staff.

Before the museum opened its doors to the public, Pacific Aviation Museum curator, Mike Wilson, made some phone calls to the famous aircraft nose artist.

The museum had a B-25B bomber flown by Army 2nd Lt Ted Lawson who was part of the famous "Doolittle's Raiders" and the seventh plane to take off from USS Hornet (CV 8) for the bombing raid on Tokyo.

Wilson felt the exhibit would need a special touch to showcase the authenticity of the historic warplane.

Olsen willingly agreed to the task at hand and the Albuquerque, N.M. resident flew to Hawai'i to a welcoming reception held by the museum.

"It's a feeling of great fulfillment and a great pleasure of having been involved in this project since the inception," said Wilson when asked about Olsen's participation with the museum.

Olsen, whose works inspired good morale and esprit de corps to military personnel during World War II, started his aircraft nose-painting career after he had purchased a set of oil paints on an overcrowded liberty ship while his fellow Sailors were out buying souvenirs.

Liberty ships were used as cargo ships during World War II and traveled to the different Pacific island



Hal Olsen, a former aviation mechanic first class during World War II and professional aircraft nose artist, paints a B-25B bomber located at the Pacific Aviation Museum and commemorated the historic aircraft's use on the 65th anniversary of the "Doolittle Raid" on Tokyo Bay on April 19, 1942.

bases with supplies, but service members could also use the ships' stores to buy personal items.

According to Olsen, he initially just wanted to paint the beautiful scenery of Tinian Island, but after decorating the nose of one fighter, his work gained recognition and pilots started paying Olsen for his art.

"I was making \$78 a paycheck and \$50 per plane and I was doing about two or three planes a day," said Olsen.

The working artist's aircraft nose art would eventually embellish more than 100 fighter aircraft across the Pacific, from PB-4Ys to B-29B bombers. His work ranged from calendar girls to Disney-esque cartoon animals.

Olsen would later opt out of the Navy to follow his passion by attend-

ing art school, but would be called upon again for his creative talents as an aircraft nose painting artist by the Pacific Aviation Museum.

The PAM resides on the National Historic Landmark of Ford Island in a 42,000 square foot former seaplane hangar that survived the Dec. 7, 1941 attack.

With actual aircraft from World War II, plus educational interpretations of the Pearl Harbor attack, the Doolittle Raid on Japan, the Battles of Midway and Guadalcanal, the museum and its exhibits represent aviation's dedication to the defense of freedom in the Pacific.

The Pacific Aviation Museum, which opened Dec. 7, 2006, has fast become a 'must see' of historic attractions in Pearl Harbor.



Construction activities around Pearl Harbor

Naval Facilities Engineering Command Hawaii

In an effort to enhance and preserve the Hawaiian land as well as create a safer environment, Navy Region Hawai'i has started a mangrove trimming project along the Pearl Harbor shore line. The project began April 11 and has an estimated end date of June 10. The work is being accomplished by Naval Facilities Engineering Command, Hawai'i (NAVFAC HI) transportation personnel and a local contractor, Glad Landscaping.

Here is the current schedule for the mangrove trimming work and the areas to be cleared:

- Middle Loch Area, through May 10, approximately 22 days, about four acres.

- Commander Pacific Fleet boat house, May 8-28, approximately 16 days, about four acres.

- Aiea State Park Area, May 25-June 1, approximately six days, about 1.4 acres.

- Waimalu Stream Area, May 31-June 8, approximately seven days, about .6 acres.

Normal working hours are from 7 a.m.-3:30 p.m., daily. The mangrove project does not present any danger to the public and the Navy will be monitoring the area to ensure safety. However, it is important to note that there may be times when portions of the Pearl City bike path

may have to be shut down incrementally throughout the project for safety reasons. Portable signage will be posted in and around the work areas.

Scheduled road closures around Pearl Harbor

- Ford Island - Wasp Boulevard north of the Chafee intersection will be closed due to public-private venture housing work. A new temporary road will be opened from Chafee Boulevard to provide access to the area through June 30.

- Ford Island - The inbound lane of Yorktown Boulevard between the Navy Lodge and housing will be closed for a waterline installation project during work hours of 7 a.m.-3:30 p.m. The project will continue through May 8.

- Fleet and Industrial Supply Center Pearl/submarine area - Portions of Gilmore Street will be paved and striped through May 8. This project is scheduled to be done in three phases, starting with Gilmore Street/Waterfront Street, then Gilmore Street/building 644 and finally Gilmore Street at Kuahua Avenue to include the building 1749 parking area. Construction will take place from 7 a.m.-4:30 p.m. Phasing allows vehicles access to building 1257 (Autoport) from either Waterfront Road or Kuahua Avenue. Flagmen will be on hand to direct single lane traffic on Kuahua Avenue/Gilmore Street during phase three.

Pearl Harbor Highlights

(From left) Tech Sgt. Jason McMurray accepts a large piece of driftwood from Aviation Support Equipment Technician Chief Rizalito Belisario and Hospital Corpsman 1st Class Robert Gorman during an Earth Day cleanup at Pacific Missile Range Facility on April 20.



U.S. Navy photo by MC2 (SW/AW) Johnny Michael

Navy Diver 1st Class Anthony Pierick, Mobile Diving and Salvage Unit One, Detachment Seven, Pearl Harbor, Hawaii, signals 'OK' to the dive supervisor off the coast of Aimeliik after securing bolts to a support beam. Pierick is temporarily assigned to the Joint POW/MIA Accounting Command (JPAC) to aid in the recovery of eight members of a U.S. Army Air Corps crew lost when their aircraft was shot down during World War II.



U.S. Marine Corps photo by Sgt. Jose Mediavilla



U.S. Navy photo by MC1 (AW/SW) James E. Foehl

Rear Adm. T.G. Alexander, Commander, Navy Region Hawai'i and Commander, Naval Surface Group Middle Pacific, and his guests transit historic Pearl Harbor during a barge tour on April 18. The barge tour allows visitors of Commander, Navy Region Hawai'i an opportunity to experience an up-close view of various historical sights and memorials of the Navy within Pearl Harbor.



Indonesian naval training ship KRI Dewaruci sits moored pier side Naval Station Pearl Harbor. KRI Dewaruci visited Naval Station Pearl Harbor this past week and left for Newport, Rhode Island on April 25 to participate in the American Sail Training Association (ASTA) Tall Ship Challenge Rhode Island 2007. KRI Dewaruci's overseas sailing mission provides an avenue for sea training of Indonesian naval cadets and promotes goodwill in tourism, culture and international relationships.

U.S. Navy photo by MC1 (AW/SW) James E. Foehl



U.S. Navy photo by MC1 (AW/SW) James E. Foehl

A Sailor assigned to Indonesian naval training ship KRI Dewaruci raises a flag from the bowsprit as she moors pier side at Naval Station Pearl Harbor on April 20.



U.S. Navy photo by MC1 (AW/SW) James E. Foehl

Sailors assigned to Indonesian naval training ship KRI Dewaruci stand by to perform line handlers while mooring pier side at Naval Station Pearl Harbor on April 20.

Chung-Hoon Sailor re-enlists prior to freefall

Lt. Jeffrey Burke

USS Chung-Hoon Public Affairs (DDG 93)

Cryptologic Technician 1st Class Tabitha Henry of USS Chung-Hoon (DDG 93), stationed at Naval Station Pearl Harbor, continued her naval career by re-enlisting in the sky on March 30. She was re-enlisted by her commanding officer, Cmdr. Dave Welch, in a not so common place – in an aircraft high above Oahu.

The re-enlistment began at Dillingham Airfield. Welch and Henry boarded an airplane which climbed to a height of 14,000 feet where Welch administered the oath of re-enlistment. Upon completion of the oath, Henry took a leap of faith and successfully did a free fall and landed on the ground to sign her re-enlistment paperwork. "Jumping gives me a sense of accomplishment of overcoming the fear of falling and heights," said Henry.

"No, I didn't jump with her, but I admire her courage and spirit," said Welch. He returned to the landing field via more conventional means where he supervised the completion of Henry's paperwork. "Petty Officer Henry has a great sense of adventure and



Photo by Brian Grubert

CT1 Tabitha Henry of USS Chung-Hoon takes the re-enlistment oath from Cmdr. Dave Welch, commanding officer of Chung-Hoon, shortly before she exited the aircraft for a freefall.

it was an honor to re-enlist her. As for the ceremony itself ... it was a unique and fun experience," Welch said.

Henry has been skydiving for eight years and has approximately 135 jumps under her belt. When asked why she chose to continue her service by jumping out of a plane, she explained, "I wanted to re-enlist somewhere different."

She re-enlisted for four years and is preparing to transfer from the Chung-Hoon in April. She reports to her next command, Navy Information Operations Command Hawai'i, in May 2007.



Photo by Brian Grubert

Cryptologic Technician 1st Class Tabitha Henry of USS Chung-Hoon free falls after taking the re-enlistment oath to serve another four years in the Navy. Henry is an avid skydiver with 135 jumps.

Capt. Parham

Continued from A-1

Division and in the Navy. Parham's other duty stations included Charleston Navy Yard, S.C.; Fleet Activities Sasebo, Japan; Naval Air Station Iwakuni, Japan; Menninger Foundation, Topeka, Kan.; First Marine Division, Camp Pendleton, Calif.; Amphibious Squadron 1 and Marine Corps Recruiting Depot, San Diego; Naval Air Station and Commander Fleet Air, Quonset Point, R.I.; Bureau of Naval Personnel, Washington; Naval Training Center, Bainbridge, Md.; and Chief, Pastoral Care Service, Naval Region Medical Center, Portsmouth, Va.

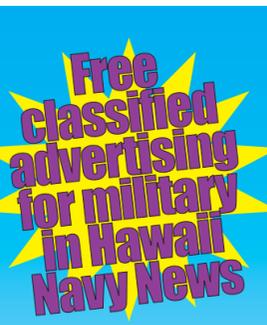
In 1969, he earned a master of divinity at Pittsburgh Theological Seminary. At American University, he received both a master's and a doctorate degree. Parham retired in April 1982.

STORY IDEAS?

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Hawaii Navy News



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PMRF, Hawai'i Air National Guard celebrate Earth Day with beach cleanup

Story and photo by
MC2 (SW/AW) Johnny Michael

Pacific Missile Range Facility Kauai

Volunteers from Pacific Missile Range Facility (PMRF) and the Hawai'i Air National Guard's 154th Air Control Squadron collected two truckloads of drift wood and 11 garbage bags of debris during a walk along the small Navy base's beach on April 20 as part of the command's Earth Day celebration.

Debris collection is a regular occurrence at PMRF, thanks to a small group of volunteers who regularly perform similar walks throughout the year. But the Earth Day event included a much larger group of people who were able to bring in a lot of debris.

According to John Burger, PMRF environmental coordinator who directs the monthly National Oceanic and Atmospheric Administration (NOAA) Marine Debris Program cleanup efforts on PMRF beaches, the annual Earth Day walk helps provide a 'deep cleaning' for the highly-trafficked stretch of beach between the base's recreation area, Major's Bay, and its bar and grill, Shenanigans.

"Earth Day presents us with an opportunity to help preserve what is one of the most beautiful beaches you can find on any military installation in the world," Burger said.

The 11 volunteers scrounged up a variety of debris during the walk, including foam, plastic, rubber, metal and glass. The most common items found were the small pieces of plastic which wash ashore regularly and cause so many problems for seabirds, fish and marine mammals.

Some Sailors who also participated in last year's event were surprised by how much less debris they found this year.

"There was definitely less trash on the beach this year," said Culinary Specialist 2nd Class Jimmy Ferguson a cook at the PMRF Galley.

Burger indicated that the difference could be attributed to the thorough effort conducted last year, the continuing efforts of the Marine Debris Program or just a lucky break with the tides.

In addition to the litter cleanup, the volunteers collected a large amount of driftwood which had settled on the beach. Lt. Col. Myles Moriguchi, com-



Master-at-Arms 1st Class Stacey Kitzman and his son collect debris during the April 20 Earth Day event held at the Navy's Pacific Missile Range Facility (PMRF).

manding officer, 154th Air Control Squadron and Hawai'i National Air Guard Tech. Sgt. Jason McMurray drove a five-ton truck along the beach with the walkers and collected the large amounts of timber which littered the shoreline.

The Sailors, government civilians and contractors of PMRF wrapped up the event on the deck of Shenanigans as PMRF's Morale, Welfare and Recreation

department provided refreshments for the volunteers following the mile walk in the afternoon sun.

This year's event was the third beach cleanup held at PMRF in honor of Earth Day.

Earth Day was founded in 1970 by Senator Gaylord Nelson and is coordinated around the world by the Earth Day Network.



U.S. Navy photo

Navy file photo of U.S. Navy Blue Angels Flight Demonstration pilot, Lt. Cmdr. Kevin Davis, a native of Pittsfield, Mass. Davis was killed April 21 when his F/A-18 hornet crashed into a residential area outside Marine Corps Air Station, Beaufort, S.C.

Blue Angel pilot killed in air show crash identified

Navy Flight Demonstration Squadron Public Affairs

The identity of an F/A-18A Hornet pilot who crashed during an April 21 Navy flight demonstration at Marine Corps Air Station, Beaufort, S.C. has been released.

Blue Angel No. 6 was flown by Lt. Cmdr. Kevin J. Davis, 32, of Pittsfield, Mass. He served as the opposing solo pilot. This was Davis' second year on the team and his first year as a demonstration pilot.

At approximately 4 p.m. EDT on April 21, Davis was joining the Delta formation for the final maneuver of the aerial demonstration when the mishap occurred. The crash occurred approximately three miles outside the air station.

The other five Blue Angel jets were not involved in the incident and landed safely moments later. The cause of the incident is currently under investigation.