



2008 CHINFO Merit Award-winning publication

Vol. 67, No. 13 Naval Air Station Kingsville, TX

“We Train The World’s Best Pilots Here!”

<https://www.cnicy.navy.mil/kingsville>

June 26, 2009

Davis set to turn over command of Training Air Wing TWO

Capt. Bill “BD” Davis will turn over command of Training Air Wing TWO to Capt. Mark Brooks at 10 a.m. Thursday, July 2 during an official Change of Command ceremony at the NAS Kingsville Captain’s Club and Convention Center. Rear Adm. John Miller, Commander Carrier Strike Group 11 will be the guest speaker. Rear Adm. Mark Guadagnini, Chief of Naval Air Training, will preside over the ceremony.

Davis assumed command of Training Air Wing TWO on July 27, 2007. Under his lead Training Squadrons VT-21 and VT-22 met or exceeded all student aviator training requirements by producing 50-percent of the Navy’s jet/strike aviators. Davis has also been very active in the local community, furthering the relationship between the Wing and Air Station with the

citizens of Kingsville and Kleberg and Nueces Counties.

During his career Davis has earned three warfare specialties, flown over 7 different types of naval aircraft and accumulated over 4,100 flight hours with more than 500 carrier landings. He served as executive officer and commanding officer for VT-22 from 2001 to 2003.

Capt. Brooks comes to Training Air Wing TWO after completing a tour of duty with the U.S. Pacific Command (USPACOM) when he served as Chief, Strategy and Integration Division (J62). A 1985 graduate of the United States Naval Academy, Brooks is a native of Birmingham, Ala.

He completed his intermediate and advanced jet/strike training at NAS Beeville in 1987 and was designated a Naval Avia-

tor. Following his winging, he reported to NAS Cecil Field, Fla., and the *Gladiators* of Fighter Attack Squadron (106 (VFA-106) for Fleet Replacement Squadron training in the F/A-18 Hornet. He reported to Training Air Wing TWO in January 2009 as Deputy Commander.

Guest speaker for the Change of Command will be Rear Adm. John Miller, Commander, Carrier Strike Group 11. Special guest will be Rear Adm. Mark Guadagnini, Chief of Naval Air Training.

The Kingsville Navy League held a Hail & Farewell for Capt. Davis and Capt. Brooks at the NASK Captain’s Club Thursday, June 25. Navy League president Jeff Lambert, and resident ‘Ambassador at Large’ Dick Messbarger presented parting gifts to the Davis’s that included a leather rocking chair (given to BD), and a set of King Ranch wine glasses (for Betsy).



Capt. Bill “BD” Davis

NAS Kingsville planning “blow out” to celebrate USA, Air Station birthdays



By Wayne Short, MWR Marketing Director

Naval Air Station Kingsville will once again be hosting an Independence Day celebration, complete with the largest fireworks display in Kleberg County. A celebration of the nation’s 233rd birthday and

the anniversary of the air station’s official dedication in 1942, the event will be a great opportunity for family and friends of the air station to come together and enjoy a great day of food, fun, and entertainment.

Festivities will take place in the general area of the Captain’s Club and Conference Center on July 4, and are scheduled to get under way at 6 p.m. Planned for the day is a variety of family-friendly games and activities, as well as a great lineup of live entertainment.

Featured on the main stage will be a patriotic performance by the Kingsville Symphony Orchestra Brass Quintet, followed by local recording artist *Ragged Company*. Playing a blend of old favorites and excellent original music, *Ragged Company* has established itself as one of the most popular local bands. You will not want to miss either of these great performances. To cap off the evening, MWR will fill the sky with a spectacular fireworks display complete

with synchronized music. This is what the Fourth of July is all about ... food, fun, entertainment, and a good ole’ fashion fireworks show.

Leading up to the big show, there will be no excuses for not having a good time. Morale, Welfare & Recreation will be organizing a number of games, and contests for everyone to enjoy. Look for old standards like the egg toss, water balloon toss, three-legged races, as well as some new and creative events. And yes, there will be a pie eating contest.

In addition to the great entertainment, the MWR department will have food and drinks available for purchase, including some adult beverages for those that are 21 years-old and up. Identification will be mandatory.

New this year will be the opportunity for each NASK employee to be issued two (2) guest vehicle passes to pass on to immediate family and friends. This special privi-

lege is a great way to extend a welcome to your family from the NASK family on this great holiday. Passes are available for NASK employees, with proof of employment, at the MWR Information, Tickets and Tours (ITT) office located at the Captain’s Club. Individuals wishing to pick up passes must present an ID, and designate (in writing) the person that the pass will be issued to. All passes will be checked by Security on event day to verify that the person presenting the pass at the gate is the person designated by the NASK employee. All guests will be required to adhere to NASK policies while aboard the air station. Each pass is good for the occupants of the vehicle the pass presenter is driving. All occupants of the vehicle must be wearing a seatbelt when entering NASK.

Passes will be issued between the hours of 11 a.m. to 8 p.m. daily to base personnel through July 2.

Special Change of Command Issue

Training Air Wing TWO, NAS Kingsville, Texas



Capt. Phil Waddingham
Commanding Officer,
NAS Kingsville



I'd like to devote my brief comments for this special edition of the *Flying K* to say a few things about Capt. Bill "BD" Davis. So here goes...

Capt. Davis has been a pleasure to work with from the first day I arrived at NAS Kingsville in August 2007. Armed with 25 years of service as a naval aviator, including a tour as VT-22 XO and CO, he hit the deck running on his way to making lasting, value-added changes to Training Air Wing TWO policy and procedures.

His leadership style of asking tough questions of his staff, seeking to understand all issues and barriers to effective production of aviators, was balanced by listening closely to what they had to say.

But Capt. Davis didn't stop there; he asked me tough questions, too. And in the end, many things that we are doing on board the air station today are in response to his input – as it should be. Training Air Wing TWO is the largest single cus-

tomor for NAS Kingsville to support, and frankly, we would not have a mission if it weren't for the undergraduate jet training requirement.

What I appreciate most was BD's style of leadership which allowed me to provide input into his area of responsibility. I lost count how many times he would call me to ask not just about what the base is doing, but to ask what I thought about what he was doing, or to ask what I would do if I were in his shoes. That takes class, and it is characteristic of a great leader.

There have been up times and down times for both TW-2 and NASK during the last two years. We've dealt with aircraft mishaps, instructor pilot shortages, facilities issues, and in some cases inadequate support from the base. In every instance, Capt. Davis worked with me – right along side as a team – to solve problems and to ensure mission accomplishment.

I have learned much by observing BD set the example in the air, in the Ready Room, at mishap sites, at the K-Bar, at soccer fields, and in social settings. I thank you, sir, for your service and support, to NAS Kingsville, our community, the U.S. Navy, and our nation.

All the best to you, Betsy, Trey, Tyler, and Tara. Fair winds and following seas, my friends. V/R Waddz

Sue Waddingham
Visiting Nurse,
Navy Marine Corps
Relief Society



Bill & Betsy:

The air station and the Kingsville community are going to miss you both as you head off to Pennsylvania. As a fellow nurse and mother, Betsy and I have really bonded and I will miss her always being there to keep things in order.

Our children are close to the same age as Bill and Betsy's and they have all become friends over the last two years, as have Phil and I with BD and Betsy.

While we certainly wish them all the very best, we will miss them dearly and we promise to stay in touch.

Keep the light on for us!

Deckplate Leadership



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



Hello from sunny San Diego! I'm writing this article as I wait on the moving truck to pick up our household goods this morning. My wife Pam and I are in the middle of our last Navy PCS move. Waiting on the moving truck this morning allowed me some time to think back on how every three years we had to make a decision on what assignment should be next for our family and my Navy career.

I know we have young Petty Officers here at NAS Kingsville who have decided to make the Navy a career but may be unsure of what their next PCS move should be. Some of you may be thinking, "What move and assignment will be the best for my Navy career?" As you consider what your next assignment should be, I would advise you to keep in mind some things

SeaNotes From the Command Master Chief

that will make you more competitive to a Chief Petty Officer selection board. There are several things that are always important to Navy selection boards. Some of those things are:

- **Sustained superior performance** and a strong recommendation for Chief Petty Officer on your performance evaluation. Regardless of your duty station or assignment, you need to be the Petty Officer who sets the example in everything you do. Does the Command rely on you for your technical expertise? Can your Leading Chief, Division Officer, and Department Head count on you and your Sailors to get the job done right and ahead of schedule?

- **Demonstrated leadership** as a Leading Petty Officer at sea; deckplate Sailorization. You know what this means- when you finish your shore tour here at NAS Kingsville, you need to look for that sea duty billet that will afford you the opportunity to get underway and lead Sailors. And when you get to that sea duty assignment, are the Sailors in your division the best in the Command? Do your division's

advancement and retention rates set the standard in the Command?

- **Strong break out among peers.** You don't have to be the number one Sailor but you need to do the things necessary to make yourself competitive. Things such as challenging collateral duties, watch station qualifications, off duty education, and community service are the things that will make you competitive on your performance evaluation and they are also the things selection boards are looking for.

Competitive assignments. Look for that challenging sea duty or IA assignment and when you successfully complete it look for a challenging follow-on shore duty assignment such as instructor duty. Or, you might even want to consider serving as an RDC in Great Lakes.

Good luck to those of you entering your nine-month detailing window. I hope you get orders that will challenge you and afford you the opportunity to lead Sailors. Most importantly, I hope you get orders that will allow you to successfully progress in your Navy career.

The Flying K

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

Looking Back ...



It's hard to believe – or should I say 'thank goodness!' – that this is my last article for the world renowned "Flying K." For the last two years I have had to put pen to paper and demonstrated my lack of literary talent in the form of an article entitled "In the Break." My only relief (and no doubt yours), has been Cmdr. Tim Carr's input to the column. As I have said before, Tim thanks for your thoughtful inputs to this column.

In just over a week this column and the Training Air Wing will be turned over to Capt. Mark Brooks. I have had the good fortunate to have Mark serve as the Deputy Commodore for the past six months. I have learned many things from Mark, and know that the enthusiasm and leadership he has provided to the Wing will continue twofold as he takes the reins as Commodore of Training Air Wing TWO. He and his wife Melissa have been great friends to Betsy and I and we wish them both all our best as they assume Command.

Just over two years ago I stood where Mark will soon stand and spoke of change. The premise of my speech, for those of you who care, was that change is not bad and it is okay to embrace change. The fundamental rationale for discussing change was the fact that the training command – and our basic syllabus – had not changed in years; yet, our tactics and our aircraft are continuously changing.

Change is inevitable, and I would argue needed, to survive in our complex and volatile world. Just look at some of the major corporations that are on the brink of bankruptcy; is their failure due to their inability to change and remain competitive or their inability to adapt to the changing world around them?

Change is a fact of life. It starts at conception and continues throughout our lives. As we get older and are placed in positions of authority, we have the opportunity to influence and anticipate the world around us – through change. As Colin Gray wrote in a recent Parameters article, "The future is not foreseeable, at least not in a very useful sense. The challenge is to cope with uncertainty, not try to diminish it." We may not know the future but we can anticipate the challenges it holds and remain adaptable to its uncertainty.

The goal, according to Mr. Gray, is

to adapt to our ever changing world by trying to make small mistakes rather than big ones; to be adaptable and flexible so that you cope with the troubles your mistakes will certainly give you, and finally to aim to have only minimal regrets in the future. Whether a specific change is good or not can be debatable, depending on your point of view. But the true effects of change require the effect of time, to truly become apparent. Our challenge is to compensate and adapt to those unknown changes.

As the seed corn for aviation, the training command must continue to meet the complex and uncertain needs of our ever changing world. Your challenge is to not live in the past but to look to the future and recognize the need to improve and continue to meet the needs of the Fleet. Rather than look to the past, I look to the future with the knowledge that the past can provide insight into what has happened but it is not a predictor of what will happen.

It has been my honor to work with each and every one of you. Betsy and I have been blessed with great friends and co-workers and we wish all of you the best of luck in your future endeavors. Godspeed and "Fair Winds and Following Seas."

BD

Arriving:

Newly reported personnel

Ensign Shawn E. MacEwan,
Student Aviator TW-2.
Hometown - Cody Wyo.

Ensign Dan Trub
Student Aviator, TW-2.
Hometown - Highland Park, N.J.

AC1 (AW) Courtney Blair
Air Ops / Air Traffic Control
Hometown - Birmingham, Ala.

2nd Lt John H. Beattie
Student Aviator, TW-2.
Hometown - Winston-Salem, N.C.

1st Lt Ryan Diehl
Student Aviator, TW-2 / VT-21. Home-
town - Cincinnati, Ohio.

2nd Lt. Ronald D. Rutter
Student Aviator, TW-2 / VT-22
Hometown - Lancaster, Ohio

1st Lt. Lanier A. Bishop III
Student Aviator TW-2, VT-21
Hometown - Missetta, Ga.

Ensign William Gifford
Student Aviator, TW-2
Hometown - Carmel, Calif.

Lt. j.g. Andrew Turo
Student Aviator, TW-2
Mt. Holly Springs, Pa.

Ensign Scott Elwell
Student Aviator, TW-2
Hometown - Buffalo, N.Y.

Lt. Andrew Wyrick
Transition Training TW-2 / VT-21
Hometown - Little Rock, Ark.

Ensign Robert Gordon
Student Aviator, TW-2
Hometown - Virginia Beach, Va.

Ensign Patrick Gahan
Student Aviator, TW-2
Hometown - Phoenix, Ariz.

Departures:

Lt. j.g. Joshua Bettis
Student Aviator, VT-22
to NAS Corpus Christi

1st Lt. Jeremy Monroe, designated
Naval Aviator, VT-21, with orders to
MCAS Cherry Point, N.C.

1st Lt. Jesse Peppers, designated
Naval Aviator, VT-21, with orders to
VAQ-106, NAS Oceana, Va.



Chief of Naval Air Training (CNATRA)

The Mission of Naval Air Training Command is to train the world's finest combat quality aviation professionals, delivering them at the right time, in the right numbers, and at the right cost to the Joint Forces for tasking in the Global War on Terrorism.

Headquartered on board NAS Corpus Christi, the Chief of Naval Air Training (CNATRA) leads the Naval Air Training Command (NATRACOM) composed of five Training Air Wings located on Naval Air Stations in Florida, Mississippi and Texas. The wings are home to 16 Training Squadrons. In addition, joint training is also conducted with the Air Force on bases in Texas, Oklahoma and Georgia. CNATRA also oversees the Naval Flight Demonstration Squadron, the Blue Angels.

In 2007, CNATRA's 722 aircraft logged 366,949 flight hours, nearly a third of the Department of the Navy total. To put those numbers in perspective, the training command flew 28-percent of the combined Navy and Marine Corps flight hours with just 19-percent of the aircraft. In that same time more than 1,800 pilots, Naval Flight Officers (NFO) and Aircrewmembers earned their coveted "Wings of Gold."



Aviator Flight Training:

All flight training begins at NAS Pensacola, Fla., the "Cradle of Naval Aviation." Young men and women report from three recruiting sources: just under 40-percent come from the U.S. Naval Academy, just over 40-percent come from Naval Reserve Officer Training Corps (NROTC) units, and just over 20-percent from Officer Candidate School (OCS).

Navy, Marine Corps, Air Force and Coast Guard flight students spend about six weeks in Aviation Preflight Indoctrination (API) at the Naval Aviation Schools Command in Pensacola, Fla. There, they are challenged both academically and physically. Classes include: engineering, aerodynamics, air navigation, aviation physiology and water survival.



Primary Flight Training:

Upon completion of API, student pilots, also known as Student Naval Aviators (SNA), and student navigators, known as Student Naval Flight Officers (SNFO), proceed to their separate primary training pipelines. Primary SNA training is conducted at three bases: NAS Whiting Field, Milton, Fla., NAS Corpus Christi, Texas and Vance Air Force Base (AFB), Enid, Okla. For the SNAs reporting to the Navy bases, primary training is approximately 22 weeks. It includes ground-based academics, simulators and flight training in either the T-34 Turbo Mentor or the T-6A Texan II. Primary training consists of six stages: Familiarization (FAM), Basic Instruments, Precision Aerobatics, Formation, Night FAM, and Radio Instruments.

Pipeline selections occur upon completion of primary training. This is based on the current and projected needs of the services, the student's performance and preferences. Student naval aviators are selected for: Maritime (multi-engine prop), E-2/C-2, Rotary (helicopters), Strike (jets), and the E-6 TACAMO.

Maritime students complete their advanced training at NAS Corpus Christi flying the twin engine T-44 Pegasus or TC-12 Huron. Particular emphasis is placed on single-engine flight in varying conditions. Upon receiving their Wings of Gold, Navy pilots report to the P-3 Fleet Replacement Squadron (FRS) while Marine pilots report to the C-130 FRS. In addition to training all Navy, Marine, and Coast Guard Maritime pilots, VT-31 and VT-35 trains Air Force student pilots bound for C-130 duty.

TACAMO:

Similarly, Navy TACAMO pilots complete advanced training in the T-1A Jayhawk, a militarized business jet complete with digital cockpit displays. This training is done at the Air Force's 32nd FTS at Vance AFB. Those SNAs selected for E-2/C-2 training must complete multi-engine training as well as receive their

carrier landing qualification.

After primary training, students report to VT-31 at NAS Corpus Christi to complete 44 hours of flight training in approximately 17 weeks in the T-44. After intermediate training, E-2/C-2 students report to NAS Kingsville for advanced training in the T-45. Students earn their Wings in approximately 27 weeks and receiving their carrier landing qualification.



Helicopter Training:

Student pilots selected for helicopter training report to NAS Whiting Field in Milton, Fla., and complete advanced training in the TH-57 Sea Ranger. Students learn the unique characteristics and tactics of rotary-wing aviation. They are also introduced to shipboard landing on the Helicopter Landing Trainer, the Navy's only ship dedicated to teaching helicopter pilots how to land onboard a moving vessel.

Once they receive their Wings, Navy helicopter pilots report to their respective FRS for SH-60, CH-46 or H-53 training. Marine helicopter pilots report to an AH-1, CH-46, MH-53 or UH-1 FRS for training. The Navy also trains helicopter pilots for the Coast Guard and several allied nations.



A T-45 Goshawk from Training Air Wing TWO lands the USS George H.W. Bush (CVN 77) during carrier qualifications earlier this month off the Florida coast.



Rear Adm. Mark Guadagnini
Chief of Naval Air Training

From my perspective as Chief of Naval Air Training (CNATRA), we could not be luckier: two aerial combat veterans in Capt. Bill "BD" Davis and Capt. Mark "Fingers" Brooks, working side-by-side for the last six months leading the path for the future of jet aviation in the Navy and Marine Corps.

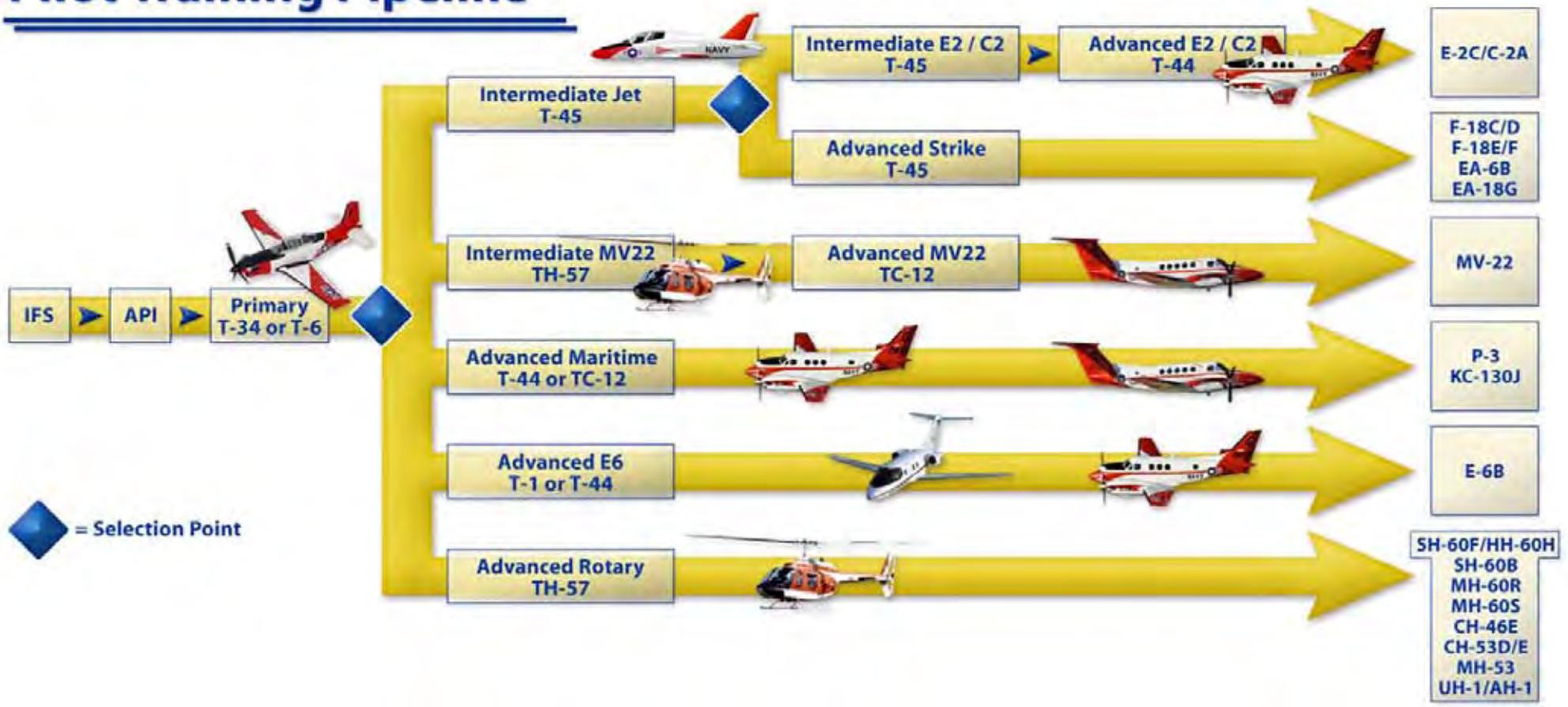
BD Davis is a lethal fighter pilot, a leader, and a trusted friend – we will miss him and his wife Betsy in South Texas. Fingers and Mel Brooks are exactly the right people to take the lead at Training Wing TWO.

Congratulations to all!

Strike/Jet Training:

SNAs that enter the Strike/Jet pipeline complete their training at either NAS Kingsville or at NAS Meridian, Miss., in the T-45 Goshawk. During Strike training, pilots learn strike tactics, weapons delivery, air combat maneuvering, and receive their carrier landing qualification. After receiving their Wings of Gold, Strike pilots report to an F-14, F/A-18, S-3, or EA-6B FRS, and eventually report to their first Fleet squadron.

Pilot Training Pipeline



Training Air Wing TWO (TW-2)

An average of 200 students a year report to Training Air Wing TWO for Undergraduate Jet Pilot Training. These students report to one of two training squadrons: Training Squadron Twenty One (VT-21) or Training Squadron Twenty Two (VT-22). The Training Air Wing is responsible for providing the fleet with newly-winged Navy and Marine Corps aviators. The Air Wing consists of approximately 250 student naval aviators, 75 instructor pilots, 80 civilian personnel, and 106 T-45 A/C “Goshawk” aircraft. Introduced to NAS Kingsville in 1992, the Goshawk is part of the T-45 Training System (TS) developed by McDonnell Douglas, now Boeing Aircraft Company. TraWing TWO is in the process of upgrading all T-45A aircraft to the T-45C configuration, which more closely matches the avionics found in tactical fleet aircraft.

In a historic partnership with the Navy of India, Training Air Wing TWO began training Indian Naval Students in 2006 and graduated the first class for the Indian Navy in 2007. All students undergo a rigorous syllabus in the T-45 Goshawk on the way to earning their Navy and Marine Corps *Wings of Gold*.



A T-45 Goshawk from Training Air Wing TWO launches off the USS Ronald Reagan (CVN 76) during carrier qualifications.

Curriculum

Students report to Training Air Wing TWO at NAS Kingsville after completing primary flight training at either NAS Corpus Christi or NAS Whiting Field, Milton, Fla. Once they report aboard they immediately begin nearly 11 months of training at VT-21 or VT-22.

Training begins in the Ground Training department of Training Wing TWO and consists of three weeks of classroom instruction. Students attend classes on subjects that include engineering (T-45 Goshawk), aerodynamics, meteorology, flight rules and regulations, and instru-

ment navigation. During this ground school training they also begin simulator events that teach them the capabilities and systems in the T-45 and how to deal with malfunctions of those systems.

The T-45 Total System Strike Flight Curriculum is comprised of 16 flight stages. During these 16 stages students will fly approximately 156 hours. This includes nearly 47 hours of solo flight time. Students will also fly approximately 96 hours in aircraft simulators before they complete the syllabus.

The first eight stages of training are designed to introduce the student aviator to jet aircraft and provide a basis for future stages. They include instrument training, jet familiarization flights, formation flights, night familiarization flights, and land-based carrier qualifications. During these stages the students are qualified to fly solo in the T-45 in all weather conditions, they learn to fly in two and four plane formation flights, and they learn how to land the T-45 the same way they will on an aircraft carrier.

The later stages of training introduce the student to the strike community with operational navigation, in which the students learn to plan and fly low-level flight routes. They also fly weapons, guns, and air combat maneuvers which introduce



Proud parents pin wings on their son during a recent winging ceremony.

the student to different offensive weapons and tactics. In the weapons training the students drop 25 lb. practice bombs at a target range near Kingsville. They also practice gunnery and Air Combat Maneuvers with other aircraft and a camera-mounted in the cockpit records the encounters. These stages prepare the students for the tactical jets that they will be flying when they leave Kingsville for the U.S. Navy fleet.

The syllabus culminates in the second Carrier Qualification Stage when the students travel to an active aircraft carrier to complete their Carrier Qualification and make their first Carrier Landings. Every student must carrier-qualify by completing 14 landings and 10 arrested landings aboard an aircraft carrier before they earn their “*Wings of Gold*.”

Leadership and vision highlight Davis' tour as TraWing TWO Commander

By Cmdr. Tim Carr, Chief Staff Officer,
Training Air Wing TWO

On the second day of July, Capt. Bill Davis will turn over the command of Training Air Wing TWO to Capt. Mark Brooks during a ceremony at the Captain's Club on board NAS Kingsville.

Over the last two years, Capt. Davis distinguished himself as commander of the most successful air wing in the training command. During his tenure he ensured optimal usage of every asset in his charge, from aircraft to personnel, and his efforts saved the navy millions of dollars and an incalculable amount of man-hours during the past two years.

Drawing upon his extensive Naval aviation experience and managerial skill, he formulated policies and implemented changes which ensured the success of not only Training Air Wing TWO but all Air Wings throughout the Naval Air Training Command. His list of accomplishments is impressive.

Vision:

Capt. Davis' visionary guidance drove the optimal utilization of over 30 Navy and Marine Corps Reserve Component Instructor Pilots enabling training squadrons VT-21 and VT-22 to robustly augment an Active Component Instructor Pilot corps stretched thin by operational requirements.

Davis was the driving force behind numerous production initiatives for all Training Air Wings. His thorough knowledge and understanding of student flow, fleet seat requirements and asset allocation challenges enabled the Air Wing to

forecast flight hour requirements matched to an Integrated Production Plan. This enabled Wing Program Analysts to provide accurate, real-time information to Commanding Officers to better manage and coordinate their efforts, gain efficiencies and reduce costs.

Training:

In an effort to reduce time-to-train, Davis spearheaded the total review of the Tail Hook Training Curriculum. He analyzed the curriculum to determine where changes could be made that would streamline the syllabus without negatively affecting the quality of training. As a result of his innovative direction, both Strike Training Air Wings at NAS Kingsville and NAS Meridian, Miss., are overcoming a deficit of completed events and are now on-track to meet Naval Aviation Enterprise goals for Aviator Production.

Leadership:

Capt Davis' guidance and leadership resulted in the Air Wing and training squadrons VT-21 and VT-22 receiving a grade of "outstanding" during a recent CNATRA Standardization Inspection, and VT-21 earning the 2007 CNO Safety "S" award and an overall score of "excellent" on the 2008 CNATRA Safety Evaluation.

Davis also took positive steps to improve the safety environment at Training Wing TWO. To this end he developed and implemented a Wing Safety Officer of the Day Program. Safety Officers of the Day have uncovered and corrected numerous hazards and potentially unsafe work practices. Since its inception, work-



Capt. Bill Davis talks with KIII-TV3 reporter Sabrina Hall on the NAS Kingsville flightline about the Bird Aircraft Strike Hazard (BASH) program.

related mishaps have decreased by more than 60 percent, saving the Navy thousands of dollars in lost man hours.

Forward-Thinking:

When it came to promoting the Naval Air Training program, Davis was proactive. He coordinated and briefed numerous high-level congressional delegations and numerous U.S and foreign Flag delegations on the Navy's flight training program, ensuring all visiting dignitaries left NAS Kingsville and Training Air Wing TWO with the highest respect for the Naval Aviation Training Command (NATRACOM).

Davis also created new opportunities for his senior officers, by establishing positions as Air Wing Diversity Officers. Tasked with promoting Naval Aviation throughout the U.S., specifically in areas with little military affiliation and varied cultural and ethnic backgrounds, these officers participated in 10 highly-visible national diversity events and supported recruiting efforts at 14 Navy Recruiting Districts.

Results:

Under Davis' guidance Training Air Wing TWO flew 73,300 hours during 61,058 sorties over a two-year period. The Wing conducted 13 carrier qualification detachments to ships at sea on both U.S. coasts, and 8 Weapons Detachments to El Centro, Calif.. These detachments led to the designation of 310 Navy and Marine Corps Naval Avi-

ators. Davis literally lead from the flight line, amassing over 450 instructor hours in the T-45, significantly contributing Student Naval Aviator Production goals.

His tenure as the Commander, Training Air Wing TWO, was characterized by professional excellence in a very high-tempo flying environment. His leadership in the air and on the ground will be missed by the entire Team Kingsville community. His next assignment is at the Army War College in Carlisle, Pa., where he will continue to teach the next generation of military leaders.



During Capt. Davis' tour as Commander, Training Air Wing TWO, more than 300 Navy, Marine Corps and allied forces students completed advanced Jet/Strike training at NAS Kingsville and were designated Naval Aviators and presented their coveted "Wings of Gold."



Capt. Davis presents a "Top Hook" award to a Marine flight student during a recent Winging Ceremony.

Commander, Training Air Wing TWO arriving ...



Capt. Mark Brooks
United States Navy

Capt. Mark Brooks, a 1985 graduate of the United States Naval Academy, is a native of Birmingham, Ala. After flight training and earning his Wings in March 1987 at NAS Beeville, Texas, he reported to NAS Cecil Field, Fla., and the "Gladiators" of VFA-106 for Fleet Replacement Squadron training in the F/A-18 Hornet.

Upon completion of initial Hornet training in November 1987, Brooks joined the "Knighthawks" of VFA-136 during their maiden deployment aboard *USS Coral Sea (CV 43)*. Subsequent to their 1990 deployment aboard *USS Dwight D. Eisenhower (CVN 69)*, includ-

ing participation in *Operation Desert Shield*, Brooks reported to NAS Lemoore, Calif., and the "Rough Raiders" of Fighter Attack Squadron (VFA) 125 as an instructor pilot.

While at VFA-125, he served as the Fighter Weapons Phase Head and Assistant Operations Officer, completed the Navy Fighter Weapons School (TOP-GUN) Power Projection course, was nominated for the Adm. Wesley McDonald Leadership Award and received the Yosemite Flight Order of Daedalians 1992 Flight Safety Award. In October 1993, he reported to Staff, Commander Carrier Air Wing NINE as Strike Operations Officer and later, Operations Officer.

In February 1995, Brooks reported to the "Fighting Redcocks" of VFA-22 as a department head. During his tenure, the squadron made back-to-back deployments to the Western Pacific and Persian Gulf aboard *USS Abraham Lincoln (CVN 72)* and *USS Kitty Hawk (CV 63)*, in support of *Operation Southern Watch*.

In June 1997, Brooks reported to the Naval War College, Newport, R.I. Grad-

uating in June 1998 with a Masters Degree in National Security and Strategic Studies, his follow-on assignment was to Staff, Commander-in-Chief U.S. Naval Forces, Europe (CINCUSNAVEUR), London, U.K., as Air Operations, Strike and Contingency Officer.

While assigned to CINCUSNAVEUR from June 1998 to June 2001, he participated in numerous joint and combined programs, events and exercises. This included an assignment as Assistant Air Operations Officer and Navy Liaison Officer (J3), Joint Task Force Noble Anvil, during Allied Force combat operations against forces of the former Yugoslavia.

In March 2002, Brooks joined the "Sidewinders" of VFA-86, as Executive Officer. He assumed command of the squadron aboard *USS Enterprise (CVN 65)* on June 28, 2003. While in command, the "Sidewinders" deployed in support of *Operations Enduring Freedom, Iraqi Freedom, and Summer Pulse '04*. During this period, VFA-86 met or exceeded every combat, operational, training, safety and personnel goal established; and, the

"Sidewinders" were the Carrier Air Wing ONE nominee for the COMNAVAIRLANT Battle "E" and Safety "S".

In May 2005, Brooks reported to U.S. Pacific Command (USPACOM) as Branch Chief, Combined Interoperability Division (J61), Command, Control, Communications and Computer Systems Directorate (J6), responsible for secure interoperability of voice, data and video systems with allies and partners in the USPACOM Area of Responsibility. He assumed duties as Chief, Strategy and Integration Division (J62), in February 2007. Before departing in May 2008, he designed and implemented the first-ever USPACOM J6 Communications System Strategy.

Capt. Brooks reported to Training Air Wing TWO in January 2009 as Deputy Commander.

During his career he has accumulated 3,500 flight hours, including 3,200 in the F/A-18, with over 700 carrier arrestments on 13 different fleet aircraft carriers.

He is married to the former Melissa Patching, of Melbourne, Australia.



Betsy Davis
A farewell message

"Bill and I don't like to say "good-bye." We would much rather say "see you soon."

That's how we deal with leaving great friends like those we have come to call "family" here in Kingsville. Leaving is 'bitter sweet' for us because while we are excited about returning to Pennsylvania, and being close to my family, we also know that we will miss all of you a great deal.

As I said, we don't like to say good-bye, because we feel that sometime along the way we'll see you all again. It's a small world, and an even smaller Navy. Our Kingsville friends are always welcome to come visit us if they're ever in Pennsylvania.

Our children are excited about returning to Pennsylvania, and our daughter is already there. And as the date gets closer, I'm getting excited about going home.

I thank all the people of Kingsville for making this such an enjoyable tour for us and wish them all the very best."



Capt. Bill and Betsy Davis: The VT-21 Redhawks wish you and your family "Fair Winds and Following Seas" as you head to your next assignment at the Army War College in Pennsylvania. Thank you for your leadership, foresight and incredible generosity over the last two years. The Wing, Naval Air Station and city of Kingsville have all benefited from having you here and you will be missed. We're counting on you to ensure the Army is properly educated in Carlisle! Capt. and Melissa Brooks, "Welcome Aboard!" You are already part of the VT-21 family and we look forward to growing that great relationship.

VT-21 Redhawks Students, Instructors, & Spouses

Concert Honoring the Military: The Kingsville Symphony Orchestra will present a "Salute to the Military" concert Saturday, July 4 at Jones Auditorium, Texas A&M University at Kingsville, from 3-5 p.m. The symphony will be conducted by conductors Lee Gwozdz and Stefan Sanders. Free for all active duty personnel (with ID cards).

4th of July Parade: 10 a.m., Kleberg Ave. to 6th street. Come enjoy the fun!

Welcome Aboard "Mel"

Melissa Brooks, "Mel" for short, hails from Melbourne, Australia. She holds a degree in Human Resources from the University of Melbourne.



Mel comes from a family of entertainers: her father (Les Patching) was a prominent Jazz pianist and her mother was a London ballet dancer.

After college, Mel worked in both Human Resources and advertising, eventually opening her own advertising agency and HR placement agency. She also worked for IBM for a time as a training subject matter expert. She was working for IBM in India when she met her future husband.

Still relatively new to the Navy community, Mel admits she excited to be in South Texas.

"Mark and I are very happy to be here in Kingsville and we look forward to getting to know the wonderful people of Kingsville over the next two years," she said. "We are sad to see Bill and Betsy go, and we will miss them."

NAS Kingsville Sailors take center stage at Elks Lodge, Legion Flag Day ceremony

Story and photos by Jon Gagné, NAS Kingsville Public Affairs Officer

Sailors from Naval Air Station Kingsville joined members of the Kingsville Order of the Elks #1926, Kingsville American Legion Post 99, and cadets from the Air Force Civil Air Patrol for a special Flag Day ceremony Sunday, June 14. The event was held at the Elks Lodge on 6th St., and nearly 100 family members and friends turned out for the ceremony.

The annual ceremony features the parading of the colors, the singing of the national anthem, the Pledge of Allegiance, and an emotional tribute to the flags that have represented America during its proud history. The ceremony also included a flag retirement ceremony, as Air Force Civil Air Patrol Cadets presented old and worn-out flags for official retirement and burning. American Legion sergeant-at-arms Robert Lisardo assisted the Cadets.

Patriotism has characterized the Benevolent and Protective Order (BPO) of Elks of the United States since the early days of the organization. Allegiance to the flag of our country is a requirement of every member.

In 1907, the BPO Elks Grand Lodge designated by resolution June 14 as Flag

Day. The Grand Lodge of the Order adopted mandatory observance of the occasion by every Lodge in 1911, and that requirement continues.

The Elks prompted President Woodrow Wilson to recognize the Order's observance of Flag Day for its patriotic expression. But it was not until 1949 when President Harry Truman, himself a member of the Elks, made the proclamation that thereafter June 14 would be a day of national observance for the symbol of our country.

Kingsville American Legion Post 99 was represented by Ken Moses, a retired Navy chief and current NAS Kingsville Airfield Manager; Thomas Morgan (Adjutant); Merlin Simmons (Vice Commander); Robert Lisardo (Sergeant-at-Arms), and Fernando Cortez.

Participating Sailors included AC1 (AW) William Bowman; AC2 Kelly Moynihan; ET2 (SW) John Fuller; CS2 Holly Clow; MA2 (FMF) Michael Williams; AC2 Charles Craft, CS3 Chris Crocker; and ACAN William Wilder. Color Guard participants included AC2 Carlos Lopez-Haver, MM2 (SW) Jaana Hann; ACAN Foy Fleming, and ACAN Matthew Hartopp.



Above: ET2 (SW) John Fuller presents one of eight American Flags during the "Flags of America" ceremony. Below: NAS Kingsville personnel present the flags as the guests recite the Pledge of Allegiance. (Photos by Jon Gagné).



American Legion member Fernando Cortez plays taps as the NAS Color Guard lowers the national ensign prior to the retirement of old flags following the "Flags of America" ceremony by the Elks Lodge. Right, U.S. Air Force Civil Air Patrol cadets present the old flags for inspection to American Legion Post 99 commander (and NAS Kingsville airfield manager) Ken Moses.



Editor's Note: Part 2 of a 4-part series on the Air Operations Department. In this issue, we focus on Field Support and Ground Electronics.

NASK Field Support: Supporting student aviators above, from the ground

By: EN3 Brenda Acevedo, Staff Writer

Sailors assigned to Naval Air Station Kingsville (NASK) Field Support are responsible for performing maintenance on the airfield's emergency arresting gear. The regular preventative maintenance on this equipment saves the Navy money, time and man hours, which makes Field Support a vital link on the long chain of operating a successful air station, and, meeting the NASK mission.

Arresting gears became available around the 1950's and are designed to bring moving objects to a complete stop. The E-28 runway arresting gear at NASK is designed to safely arrest tail-hook equipped aircraft. When the tail-hook catches a deck pendant that spans the runway, the kinetic energy of the arrested aircraft is absorbed by the rotary hydrodynamic arresting engines.

A linear hydraulic arresting gear system, comprised of two upgraded MK 7 MOD 3 pendant-dedicated engines, utilize a 105,000 lb. maximum operating load purchase cable with a 345-foot run-out to provide an energy absorbing-capacity of 48-million foot pounds. An hydraulic cylinder (including piston, rod, heads, and snubber), an air charged accumulator assembly and charging panel, hydraulic flow control panel, and interconnect piping between the cylinder and accumulator.

This equipment is highly complex with many working parts that need to be checked and maintained on a regular basis to be able to work as designed.

The past year has been filled with many changes to enhance the quality of work at Field Support including streamlining maintenance procedures to mimic those used in the fleet. And since the majority of the personnel in Field Support come here straight from fleet assignments, this process makes it easier for reporting Sailors to transition from their last command.

Some Sailors, however, report to NASK without any experience on the E-28 gear because the Navy uses mostly civilian contractors to maintain the equipment. All newly reporting personnel at Field Support receives on-the-job training, coordinated by the enlisted Aviation Boatswains Mates.

"We recently added a civilian technician with extensive knowledge on the E-

28 to help support the mission at NASK," said Field Support Division Chief ABEC (SW) Bernard Diaz. "Hopefully, our Sailors will be able to learn from his experience."

Diaz runs a staff of 19 military and six civilian employees. Civilian contractors operate all T-line functions, while military personnel handle all arresting gear along with some T-line duties. They all come together as at team to get the job done.

Recently Field Support received a grade of "Outstanding" on their most recent arresting gear inspection in February. Diaz says the certification was made possible because of the hard work and training this dynamic team has accomplished. "My personnel are all professionals at what they do," Diaz said. In the big picture of things, it's safe to say that Field Support plays a vital role in keeping air traffic controllers controlling, and student naval aviators flying.

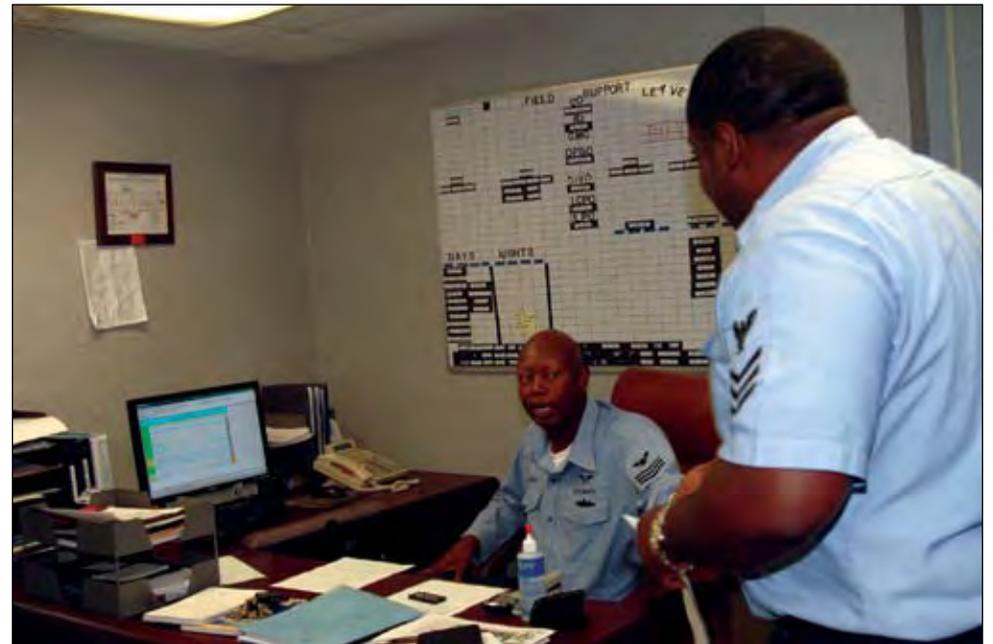
ABE1 (AW/SW) Maurice Thigpen serves as Field Support leading petty officer. With more than 18 years of experience, Thigpen has extensive knowledge on how the arresting gear work and enjoys teaching others how valuable it is to keep the gears in good condition. "I enjoy being able to help pilots land safely to better prepare them for the fleet," Thigpen said.

Student aviators use the arresting gear on the runways to prepare for their final - and most important - training evolution, which is landing aircraft on board a carrier at sea. Maintaining the arresting gear and keeping it up and operational is vital to the training mission.

ABE1 (AW) Montego Kornegay, a 13-year Navy veteran with a lot of fleet experience, enjoys working on E-28 gear. Previously stationed at NAS Atsugi, Japan, Kornegay, who reported to NAS Kingsville four months ago, has experience on the E-28 system. As Production manager, Kornegay is responsible for the up keep of all arresting gear at NAS Kingsville and NALF Orange Grove. "Our main goal," he says, "is to provide a safe airfield for Student pilots."

Field Support is currently working out of the Air Operations building # 1770, while Hangar 760 is being refurbished.

Focus on Air Operations / Ground Electronics continued on page 16.



ABE1 (AW/SW) Maurice Thigpen (left) and ABE1 (AW) Montego Kornegay discussing the day's plan for the Field Support crew.



Top: E-28 Gear on Landing Field. Bottom Left to Right: ABE3 Jose D. Pintor adjusting E-28 gear cables while performing routine maintenance: AZ2 Carlos Cantu and ABE3 Jose Pintor out on the field. (Photos by EN3 Brenda Acevedo).

Training Air Wing TWO / NAS Kingsville Pilot For a Day

The Training Air Wing TWO / NAS Kingsville Pilot For a Day Program is a joint Community Outreach evolution with Driscoll Children's Hospital (DCH) in Corpus Christi. Each month, a child who is being treated at DCH's oncology unit is selected to be Training Air Wing TWO's Pilot For a Day.

The program allows the children to

put their normal routine and hospital visits aside and enjoy a day of pampering from the Training Air Wing TWO / NAS Kingsville Navy and Marine Corps team as honorary "pilots." The program is supported by NAS Kingsville activities, including contractors Boeing, L-3 Vertex, Rolls-Royce and Fidelity Technologies.



Alejandro Garza, May 2007



Travis Ahrens and CDR Chris Kirby, VT-22, January 2007



Fidencio Hernandez, April 2008

Commodore Davis:

Thank you so much for your outstanding support of all of us and our families. We have enjoyed our relationship with Training Air Wing TWO and NAS Kingsville and our day on board the base was awesome!

Special thanks to Maj. Patrick Glynn, the folks at Air Operations and Air Traffic Control, the Fire Department, Simulator Building, Public Affairs, and the Security Department for making our day so special.

Commodore Brooks: Welcome Aboard!

TW-2 Pilots For a Day 2008 & 2009



Fidencio Hernandez, April 2009



Marissa and Destiny Barrera, Dec. 2007



Andy Aquino, March 2008



Alex Bonillas with CDR Chris Moore, VT-21, May 2008



Jessie Jasso, October 2007



Myles Bollom, November 2007



Megan Shadel, June 2007



Bradley Skinner, June 2008



Jacob Abrego, July 2007



Sarah Reyna, January 2008



Malik Wyatt, Oct. 2007



Lynsey Reyna, Feb. 2007

Generous donation allows NASK Sailors to pitch-in planting palm trees on base

By EN3 Brenda Acevedo, Public Affairs

A working party led by GMC Tom Taylor of Public Works, moved along Nimitz Ave. Thursday, June 17 planting palm trees donated by Lt. Cmdrs. (Ret.) Babe Crouch and Suzy Williams of the Kingsville Navy League. The couple have donated 200 palm trees to be planted throughout the air station.

This was phase 1 of 4 phases that will take place one month apart to ensure growth of planted trees. The 200 palms will be divided and planted on the air station, with watering help from the NAS Kingsville Fire & Emergency Rescue Department and the Junior Enlisted Association (JEA) until a sprinkler system is installed.

Prior to the start of the planting all participating personnel were provided a Snake Safety Brief by the Branch Health Clinic's HM2 (FMF) Steve McKinley and HMC (FMF) Jorge Lafuente. During hot summer months, many snakes (including rattlers) hide under rocks and brush.



NAS Kingsville Sailors participate in Base Beautification Project

Members of the NAS Kingsville Junior Enlisted Association and First Class Petty Officers Association battle the South Texas heat as they plant 50 donated palm trees along Nimitz Avenue. The trees are the first batch of 200 trees donated by retired Lt. Cmdrs. Babe Crouch and Suzy Williams of Kingsville, to be planted on board the air station.



(Above) CS2 Keturia Laidlaw lines up a palm tree on Nimitz Ave. (Bottom) ACAA Foy Fleming (left) and AC3 Charles Craft dig holes for the new trees.

Members of the NAS Kingsville Junior Enlisted Association volunteered to paint the administrative building parking lot Saturday, June 13. As hot as it was, they completed the project in one day. Participating Sailors included JEA president CS2 Keturia Laidlaw, Secretary CS2 Holly Clow, and members (from left) EN2 Laquita Batiste, HM2 (FMF) Jeremy J. Stack and ET2 John Fuller.

CNO stresses “Naval Adaptability” at Navy War College forum

By Tyler Will, Naval War College
Public Affairs

NEWPORT, R.I. (NNS) -- The Chief of Naval Operations (CNO) presented a keynote address at the U.S. Naval War College's 60th annual Current Strategy Forum June 16.

Adm. Gary Roughead, CNO, stressed the importance of the Navy's ability to adapt in the face of modern warfare.

“We believe that preventing war is as important as winning war,” Roughead said.

The two-day forum themed “Seizing Strategic Opportunities: Challenging the Paradigm” presented the perspective of the nation's leading experts on how the Navy can both meet future challenges and identify opportunities to promote a more stable world.

“I think one of the greatest challenges we will have in the future is being able to exercise sea control wherever and whenever we will be called to

“One of the greatest challenges we will have in the future is being able to exercise sea control whenever and wherever we will be called to do so ...” Adm. Gary Roughead, CNO

do so,” said Roughead.

Roughead explained the importance of the seas in terms of commerce, communication and resources. Oceans hold 95 percent of the world's trade routes, in addition to 65 percent of its oil reserves and 35 percent of its natural gas reserves. With a greater need to provide security on the seas, wage irregular warfare and combat piracy, the Navy must be multimission capable and always ready to perform.

Commenting on the Sailors and officers in today's Navy, CNO said the Navy demonstrates excellent service with a highly professional fleet.

“We must be able to attract and maintain the fine men and women who serve,” CNO said. “This is the best Navy, today, in which I have ever served.”



NEWPORT, R.I. (June 16, 2009) Chief of Naval Operations (CNO) Adm. Gary Roughead delivers a keynote speech at the U.S. Naval War College 60th annual Current Strategy Forum. The Current Strategy Forum offers an opportunity to exchange views among scholars and leaders from across industry, government and the military to better inform the leadership of the maritime services about strategic challenges. (U.S. Navy photo by MCI Robert Inverso)

Leaders tasked to “look beyond horizon” in dealing with threats

By Sarah Smith, Naval War College
Public Affairs

“As we focus on operations in Iraq and Afghanistan, we also must answer the call ... to look beyond the horizons.”

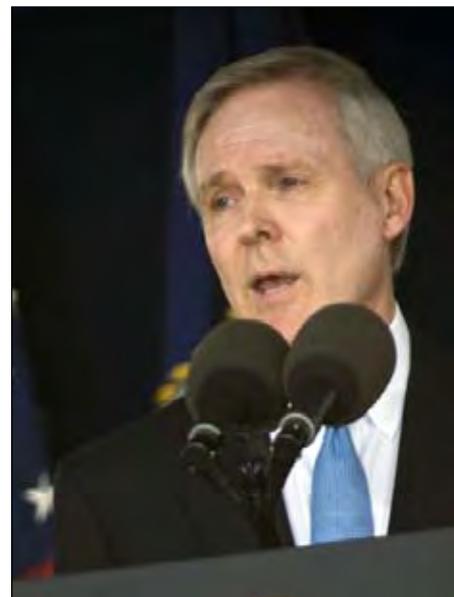
**The Honorable Ray Mabus,
Secretary of the Navy**

In his opening remarks Ray Mabus, SECNAV, praised the benefits of a yearly strategy conference like CSF. Hosted annually by the secretary of the Navy, the two-day conference presents the perspective of the nation's leading experts on how the Navy can both meet future challenges and identify opportunities to promote a more stable world with this year's theme, “Seizing Strategic Opportunities: Challenging the Paradigm.”

“Your deliberations take place at a crucial time,” said Mabus. “While we focus on operations in Iraq and Afghanistan, we also must answer the call...to look beyond the horizons.”

Mabus referred to the piracy attacks off the Horn of Africa when explaining the need to look “beyond the horizon” for unexpected security threats.

“When ninety percent of global commerce is transported by sea, and ninety-



**Secretary of the Navy
The Honorable Ray Mabus**

five percent of global communications go under the sea, we can see the immense importance of ensuring the freedom of those seas.”

Mabus also stated that the military, “must not only meet the traditional security challenges posed by the military forces of other states, but also get ready for the important role we will play in the struggle against violent extremism. We are in the midst of a rapidly changing se-

curity landscape and increasingly complex world.”

Mabus explained that most security threats are difficult to detect in advance and praised the Naval War College for hosting the CSF and providing a venue for “fresh ideas.” He spoke of the unpredictable nature of security threats.

“If you had been in this room 20 years ago, before the fall of the Berlin Wall and made a thoughtful analysis of the challenges we would face in 2009, most likely everyone would have been wrong. If you were to come back 10 years later, in 1999, and do the same good, deep analysis, it would have still been more wrong than right. Odds are, over the next two decades, we will face threats and challenges we cannot see today.”

Mabus lauded the opportunities awaiting guests at the forum.

“As you listen to a most impressive array of figures over the next two days, from top military commanders to some of the brightest minds in academic and policy circles, I think you will find the Current Strategy Forum to be enormously useful in understanding and confronting these challenges.”

For more news from Naval War College, visit www.navy.mil/local/nwc/.

Story courtesy of Navy NewsStand.

Re-up Bonuses put on hold until FY 10

Based on the number of Sailors who have enlisted this year under the selective reenlistment bonus program (SRB), the Navy reached its congressional authority funding limit for this fiscal year.

More than 10,000 Sailors have reenlisted with a reenlistment bonus. Accordingly, the Navy has suspended the SRB program for the remainder of the fiscal year.

SRB requests received by Navy Personnel Command-811 prior to the release of NAVADMIN 176/09 through the Officer Personnel Information System will still be processed. Less than 685 Sailors remain in the eligibility window to reenlist with a SRB this fiscal year.

“The Navy will continue its strong commitment to the SRB program, and it remains a critical component of our overall retention efforts,” said Vice Adm. Mark Ferguson, Chief of Naval Personnel. “I want to assure Sailors that the SRB program will continue to be available next fiscal year.”

SRB award levels for the next fiscal year for qualifying Sailors in specific ratings and NECs will be announced via NAVADMIN later this summer.



**Naval Air Station Kingsville, Texas
JUNIOR ENLISTED ASSOCIATION**
"Sailors Taking Care of Sailors"

Capt. Davis:

The NAS Kingsville Junior Enlisted Association would like to thank you for the guidance and leadership that you have displayed throughout your tenure as Commander, Training Air Wing TWO.

You, your wife Betsy, and your children will be greatly missed by the junior military personnel on board. Thank you for all you and your family have done for Team Kingsville.

"Fair Winds and Following Seas"

Capt. Brooks:

The JEA extends a warm "Welcome Aboard" to you and your family.

We are an organization of junior enlisted personnel with members from various commands and activities throughout the Naval Air Station complex. JEA members share a common goal of improving quality of life and beautifying the base and local area through volunteer efforts such as Adopt-a-Spot, Operation Paint Brush, visits to local nursing homes, and more! Welcome Aboard, Commodore!



Jeff Lambert
President, Kingsville Navy League

The time has come to bid farewell to Bill and Betsy Davis. "BD" has had the unique opportunity to apply training received at NAS Kingsville and wisdom acquired in the fleet to a whole new generation of Naval aviators. His leadership has resulted in the "Best of the Best" reaching our fleets worldwide.

Balancing production, quality of training, and safety is an enormous responsibility. He has done so with integrity and compassion.

Betsy has served as Navy League secretary during the Davis's tour at Kingsville. This is in addition to having a career of her own – and the daunting task of being the social planner for the "BOSS." Her contributions to the community have been varied and many.

Kingsville's loss will be some other city's gain. They will be missed by this community. Fair Winds and Following Seas to you both. Capt. Mark & Mel Brooks: Welcome Aboard!



On behalf of Texas A&M University-Kingsville, it's a great pleasure to welcome Capt. Mark Brooks and his wife, Melissa, to the Kingsville community. My wife, Karen, and I joined this community last October and we felt immediately welcomed. Kingsville truly is a special place, and I'm sure that the Brooks family has already experienced the same warm welcome that we received.

Karen and I would also like to extend a hearty farewell and best wishes to

Capt. Bill Davis and his wife Betsy, as they depart for their return assignment to the Army War College in Carlisle, Pa. We appreciate their contributions to this community, and we are confident that they'll quickly re-acclimate to the relatively cool Pennsylvania summers!

Best regards,
Steven H. Tallant,
President
Texas A&M University-Kingsville

Branch Health Clinic NAS Kingsville



"Doc" Stallworth departing ...

The Branch Health Clinic at NAS Kingsville will soon bid farewell to one of its Family Practice doctors.

Lt. Cmdr. Angela Stallworth will be transferring to Pensacola, Fla. in mid-July and the Clinic staff is saddened to see her go. She has been a valuable member of the BHC Kingsville team and a dedicated physician to both active duty and retired military personnel and dependents.

Her final day at the Kingsville Clinic is July 17.

"It has been an honor and a pleasure to serve my Kingsville patient community," Stallworth said recently, "and I will take you all with me in my heart."

Patients and friends of Lt. Cmdr. Stallworth that would like to drop off farewell wishes may stop by the Clinic's front desk any time during normal work hours.

Greater Kingsville Economic Development Council

Dick Messbarger
Economic Developmental Council
Past President, Kingsville Navy League

Bill and Betsy Davis are affectionately known as "boomerangs" to us old timers in Kingsville. We bring 'em in for training, then fling 'em off for maturing and finally when they're really smart and mature we bring them back for a major command tour. At least that's the story with Capt. Bill "BD" Davis. Betsy is another story. There's little we could do to improve on her. She was near perfect when she arrived with Bill as he took over command of Training Squadron 22 in the late 1990's.

When "BD" returned as Commodore of Training Air Wing II we knew we had a winner.

When Betsy came back to Kingsville we knew the community would be better for it.

Capt. Davis has given the Navy a career of excellence and his tours as Squadron Commander and Commodore have enhanced and improved both commands.

Betsy's contributions have been spread throughout the community, but

her gifts to the health and wellness of those in need of medical assistance has been outstanding. She and her compassionate "bedside" manner have helped ease the pain and suffering of many who passed through the Emergency Room at Christus Spohn Hospital Kleberg.

All the best to "BD" and Betsy in the future, but know that you are always welcome to return to Kingsville.

We'll keep the light on and cold beer in the fridge for you.



Kingsville's Dick Messbarger presents departing gifts to Capt. Bill and Betsy Davis during a Navy League Hail & Farewell at the Captain's Club June 25. (Photo by Jon Gagné).



Lt. Cmdr. Mark Tews
NASK Chaplain



Giving 101%

Here is an interesting way to look at the straight forward facts of mathematics together with your relationship to the Almighty, the Creator, the Lord of Lords, the sum of all wonders, God.

Let's examine for a moment the idea of "giving 101%", a little phrase that is often used to motivate self or others toward high achievement and lofty goals. But is this truly possible? Can anyone actually reach beyond totality, wholeness, perfection, that which is complete? From a strictly mathematical viewpoint, what equals 100%? And, what could it mean to give MORE than 100%?

Ever wonder about those people who claim they are giving more than 100%? Perhaps you have even found yourself in situations where someone else has told you that they expect you to give 101%. Were left wondering how is that possible? How can anyone achieve 101%?

To figure this out we need to first find just what it is in life that equals 100%. Here is a little mathematical formula that will help us answer these questions.

If:
A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
Is represented as:
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26

Then: K-N-O-W-L-E-D-G-E
 $(11+14+15+23+12+5+4+7+5) = 96\%$

And: H-A-R-D-W-O-R-K
 $(8+1+18+4+23+15+18+11) = 98\%$

And finally: A-T-T-I-T-U-D-E
 $(1+20+20+9+20+21+4+5) = 100\%$

Now, here is the secret to reaching that elusive goal of 101%, just look at how far you can go with the love of God;

L-O-V-E-O-F-G-O-D
 $(12+15+22+5+15+6+7+15+4) = 101\%$

Therefore, one can conclude with absolute mathematical certainty that; while knowledge and hard work will get you close, and attitude will actually get you to 100%, it is only the LOVE of GOD that will definitely put you over the top!

May you achieve 101% in all you do today, and may the Lord's love bless you richly everyday.



Re-Enlistment:
 AC2 (AW) Jeremy Gregory shipped over for 6 years June 17 during a special ceremony held at the Air Operations Department. ACC Michael Presnell served as re-enlisting officer for the ceremony. (Photo by: Connie Cashen, Air Operations Department).

Plan your pack-out, PCS moves back on

By MCC (SW) Maria Yager, Chief of Naval Personnel Public Affairs

MILLINGTON, Tenn. (NNS) -- The Navy announced June 19 that it will resume issuing permanent change of station (PCS) orders following a three-month delay due to a budget shortfall.

Last April, approximately 14,000 Sailors who were supposed to transfer during the summer had their transfer dates delayed until fiscal year 2010. With the passing of a supplemental request, the Navy received approximately \$89 million needed to fund PCS moves through the end of this fiscal year.

"Navy leadership made PCS funding a priority in discussions with the Congress, and earlier this week, Navy's supplemental funding request passed both houses of Congress. Accordingly, Navy Personnel Command has been authorized to resume normal order writing, enabling Sailors and their families to move this summer," said Chief of Naval Personnel Vice Adm. Mark Ferguson.

Sailors who previously negotiated orders, but then had their transfer date put on hold, need to renegotiate orders via Career Management System Interactive Detailing (CMSID) or their detailers. Detailers recorded what Sailors had previously negotiated and will try to honor those commitments, to the maximum extent possible, but Sailors still need to reapply.

During the PCS delay, the Navy issued a limited number of orders for Sailors completing individual augmentees (IA) and GWOT support assignments (GSA) as well as new accessions, so billets that were available before the PCS



Sailors can use the SmartWeb Move online system to schedule their PCS move from any internet-capable computer, reducing paperwork and saving time.

delay may no longer be available.

"We want to do what is best for the Sailor. Now that funds are available, they may want to move sooner in order to get their children enrolled in school or they may want to remain at their current duty station until November," said Master Chief Quarter Master (SW/AW) Andy Millar, senior enlisted advisor for enlisted distribution. Millar and his detailers are committed to working with affected Sailors to minimize the disruption for Sailors and their families.

The current CMSID cycle ends June 24, and the next cycle begins July 9 – 22. Sailors may log in and view available assignments at <http://www.npc.navy.mil/Enlisted/CMS/>.

Energy Conservation: Lead by example

You have the power - use it wisely. Turn off equipment when not in use. This includes office equipment such as adding machines, coffee makers, printers, copiers, radios and fans. Turn your computer and monitor off when you leave for the day, weekend, or vacation or leave. Remember it is all of our responsibility to conserve energy for the future and for our environment.

Do your part and inspire others to do theirs!

Boy Scouts hold Summer Day Camp aboard NAS Kingsville

By Jon Gagné, NASK Public Affairs

The Vernado District Cub Scouts held their annual Summer Day Camp on board Naval Air Station Kingsville June 8-12, and by all accounts the event was another huge success. Scout Master Terry Bru and his staff of volunteers had a week of non-stop activities for the Scouts that included participation by a number of Team Kingsville activities, including the Fire Department, Air Operations, Air Traffic Control, Radar, Ground Training, Base Security, the Branch Health Clinic, and the Morale, Welfare & Recreation Department (MWR).

DC1 (SW) Victor Brooks served as the event coordinator for the week-long camp and his participation and personal attention to details helped ensure the Scouts stayed on track throughout the week. Brooks, who is assigned to the MWR Department, handled everything

from getting the MWR pavilion set up and the grounds cleaned and trash emptied each day, to setting up tents, assisting with sporting events, and more.

"I really, really had a good time this week with the Scouts," Brooks said at the closing ceremony June 12. "This was the first time I've ever done anything like this and I have to say, the Scouts really impressed me with the way they handled themselves throughout the week. I think things went pretty smoothly."

While there were a few minor glitches, Brooks and his team of volunteers were able to react swiftly and provide alternative solutions - sometimes on a moment's notice. That came in handy, too, because the South Texas heat kept temperatures in the high 90s all week long and it was important that the Scouts limited their time exposed to the sun. Bru had already planned for hot days, however. During

last year's camp, temperatures were in the high 80's, so he knew he'd have to include some indoor activities into the schedule, especially for the afternoon sessions. So while the morning sessions were planned around events that Scouts could participate in and earn badges, like archery, outdoor survival, aircraft and vehicle assembly, and the Jungle Quest Course, afternoon sessions included bowling at the NASK bowling center, swimming at the MWR pool, and tours of the squadrons and Ground Training for flight simulator tours.

VT-21 student aviator Lt. j.g. Nick Lindsay was another key player in the week-long camp. A former Eagle Scout, Lindsay participated in every aspect of the camp as possible. "I have a special bond with these Scouts," Lindsay said. "This brought back a lot of good memories for me."



Scoutmaster Terry Bru, right, present a "Good Deed Coin" to DC1 Victor Brooks, left, for his support of the Scouts.

The week long camp came to an end with an awards ceremony, held at the MWR pavilion. Bru and Lutenbacher presented certificates and achievement certificates to the Scouts and volunteers who chipped in to help during the week.

"Terry really did a great job planning this Day Camp," said Lutenbacher, a Den Mother and Summer Day Camp assistant. "We wanted to keep the scouts busy and ensure that they enjoyed themselves."



Summer Swim Lessons. (Various dates & Times): Start Summer Swim Lessons. It's summer and MWR will be providing swim lessons for all ages!

The first swim session began June 15-25 starting at 9:30 a.m. each day. If your child attends the Youth Center or CDC their lessons will be held at 9 a.m. Levels included are Parent and Child Aquatics ages 6 months to 3 yrs); Pre-School Swimming Level 1-3 ages 3-5; and Swimming Levels 1-6, ages 3-teen. We will also be offering adult classes this month on Tuesdays and Thursdays from 5:30 to 6:30 p.m. Also, we will be offering a Water Aerobics class for people of all physical activity.

For more information and registration contact Kristy Lenzy at 516-6172, or contact the MWR pool at 361-516-6113.

50 Mile Swim Club: Registration (Ongoing). Register at the MWR Pool front desk to start keeping record of your swims. Contestants will have all season to complete their 50 miles. For all registered contestants that complete their 50-mile swim they will receive a free t-shirt. Registration is free to all eligible patrons. Call the pool at 516-6113 for more info.

Recruiting CD Home Providers.

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. Contact Carmen Chapa at 361-516-6569 for info.

MWR Pool Season Prices;

Navy League:

Daily Single \$2; Month Single \$15
Season Single \$50
Daily Family \$2; Month Family \$30
Season Family \$75

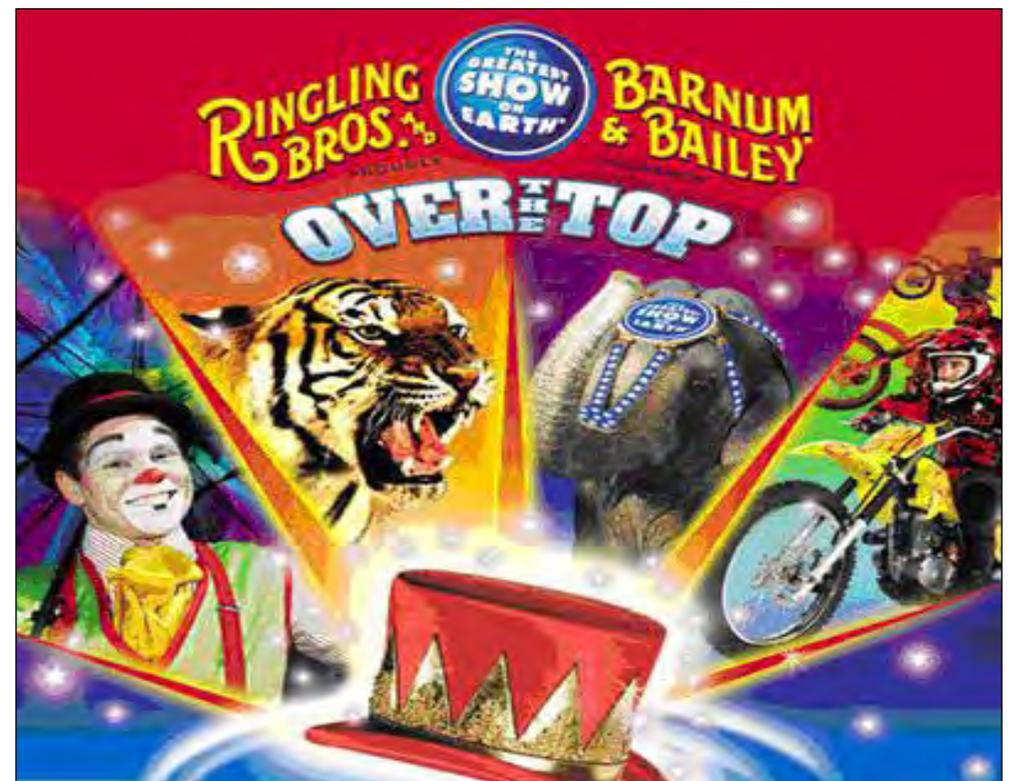
Family Members &

Authorized Civilians:

Daily Single \$1; Month Single \$10
Season Single \$20
Daily Family \$1; Month Family \$15
Season Family \$35
Guests \$3 each

MILITARY: Active Duty, Retirees and Reservists can use pool free of charge. Dependents and DOD/NAF employees can lap swim from 11 a.m. to 1 p.m. free of charge.

PARTIES: Private pool parties \$50 per hour with minimum of 2 hours. Public pool parties \$50 flat fee includes designated shaded area with table and chairs for 3 hrs.
* Paid reservations at least 2 weeks prior.



"The Greatest Show on Earth"
is coming to the American Bank Center in Corpus Christi
July 8 through July 12

For ticket prices and availability, call ITT at 516-6449
Tickets are available now through Saturday, July 4

Show Dates and Times: Wednesday July 8, 7:30 p.m.; Thursday July 9, 7:30 p.m.; Friday July 10, 7:30 p.m.; Saturday July 11, 3:30 p.m. and 7:30 p.m.; and Sunday July 12, 1:30 p.m.

Editor's Note: Part 2 of a 4-part series on the Air Operations Department. In this issue, we focus on Field Support and Ground Electronics.

Ground Electronics: Technicians play vital role in NASK, NALF flight operations

By Jon Gagné, NASK Public Affairs

While Field Support keeps the air station's arrested gear functioning, the Ground Electronics (GE) Division is responsible for maintaining more than 10,000 pieces of electronic equipment at NAS Kingsville, NALF Orange Grove, and the McMullen Target Range in Freer, Texas. The list includes all navigation, communications, Radar, and meteorological gear used to support more than 140,000 flight evolutions per year.

"From the outside looking in, NAS Kingsville looks like a small air station," said Ops Officer Lt. Cmdr. Patrick Paddock. "But it's far from that. We conduct 50-percent of the Navy's jet/strike training each year, and more than 140,000 flight evolutions. And our electronics technicians are the best I've ever seen."

The GE staff consists of 14 enlisted Sailors and two civilian technicians. They share an enormous responsibility of keeping the equipment up-and-running so that the airfield can function day-in, day-out. Whether it's the scopes in Radar, or the navigation and communication equipment in the control tower, the technicians know how important maintaining the equipment is to meeting the command mission.

In 2008, the Ground Electronics accomplished a long list of equipment installations and equipment overhauls. The list includes performing 4,876 Preventive Maintenance actions, responding to 488 trouble calls to resulting in 4,380 man hours; and completing 178 corrective actions. In addition, the 14-person staff logged 3,707 man-hours at NALF Orange Grove, and nearly 800 at the McMullen Target Range working on and installing equipment. The biggest single event of 2008 for Ground Electronics was the "Wings Over South Texas" air show, which required nearly 1,200 man-hours setting-up and monitoring the air field's sound system and related equipment. The staff also manages more than 200 radio frequencies on board the station and maintains all hand-held radio equipment.

Today, the top item on GE's plate is to oversee the completion of new Radar Room on board the air station, a project that is nearing completion and one that will fully-upgrade the facility with state-of-the-art equipment for air traffic con-

trollers. The new facility is scheduled to open in mid-July, and the turnover from SPAWARS is expected within the next week or so.

ETCS (SW/AW) Kirk Hurst, GE leading chief who reported aboard just two weeks ago, is impressed with the quality of equipment his techs work on. "I was stationed [at NAS Kingsville] from 1996-1998 as an ET2," Hurst said, "and I can tell you from firsthand experience that the air station has taken great strides in modernizing the equipment we use. I'm really excited about being here and being a part of this great team."

Hurst took over leading chief duties from ETCS (AW) Brian Meyer, who will be moving to another position in the Air Operations Department in the coming weeks. Meyer, who has been at NAS Kingsville since 2007, is confident that he is leaving the division in good hands.

"Senior Chief Hurst will be perfect for us in Ground Electronics," Meyer said. "In addition to being a proven expert in our field, he also brings the corporate knowledge of being stationed here before and knowing the responsibilities we have. He's going to a great job here."

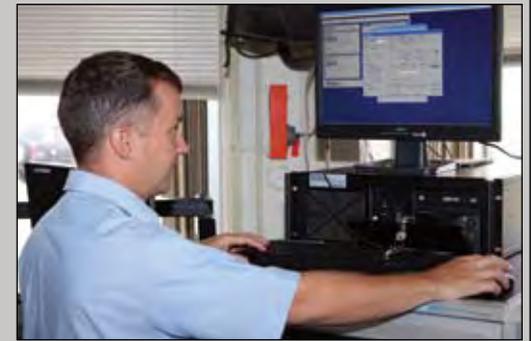
Those responsibilities sometimes include tasking for events outside the scope of supporting the training of student aviators. The GE staff is routinely called upon to set up PA systems for special events, including the air station's bi-annual air show, retirement and change of command ceremonies, and special Community Outreach programs in the local community. But the staff responds to these requests as if they were mission-essential. They also handled engraving tasks for the air station and tenant activities, spending on average of about 400 man-hours a year engraving command name tags, command plaques, and signage.

"We've got a great team of technicians both military and civilian," said ET1 (AW/SW) Heath Britt, leading petty officer. "They are highly motivated and very competent and we all work together extremely well as a team."

With dedicated and qualified technicians on board to handle their tasking, GE has put up some impressive accomplishments. Over the past two years the division has produced a Navy-wide air traffic control electronics technician of the year (ET2 Glenn Moody in 2007), plus two



Left: ET2 (SW) John Fuller conducts a test of one NAS Kingsville's Fresnel Lens Optical Landing System (FLOLS). These systems are used to provide student aviators the same glidepath information pilots receive in the terminal phase of landing on an aircraft carrier. Right: ET2 Samuel Babb checks out the Video Interface Display System.



Left: ET2 (SW/AW) Liz Martin and ET1 (SW/AW) Heath Britt set up speakers for the 2008 Air Show. Right: ET1 (SW) Ken Wells helps the Fire Department install a new communications software system.



Civilian technician Tom Francisco, a retired Army E-7, tunes a GM-300 transceiver at the NAS Kingsville Fire department.

Photos by Jon Gagné

ET2 Thomas Hobbs looks over an engraved plate before attaching it to a command plaque. GE uses a state-of-the-art engraving system for command plaques and special awards.



Sailors of the Quarter (ET1 (SW) Heath Britt, ET2 (SW) John Fuller), one Junior Sailor of the Year ET2 (SW/AW) Rob Estrella, and two civilian employees of the year (Dennis Keeton in 2008 and Luis Ayala in 2007). They have also stepped up to fill crucial Individual Augmentee (IA) billets in support of Operation Iraqi Freedom. ET2 (SW/AW) Elizabeth Martin recently volunteered to serve an IA assignment and will depart NAS Kingsville near the end of July.

The GE staff doesn't receive a lot of

fanfare because most of the work they do is "behind the scenes." But rest assured; if the event deals with sound, communications, or electronics, the staff is out there. Whether it's keeping the electronic gear on board the air station functioning properly, installing new equipment, or pitching in to set up sound systems for special events, or participating in command-sponsored Community Outreach programs, it doesn't happen without the efforts of Ground Electronics.

Next issue: NALF Orange Grove