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Capt. Mark Brooks assumes command of Training Air Wing TWO



Capt. Bill Davis, left, returns the salute from new TW2 commander Capt. Mark Brooks

By Jon Gagné, NAS Kingsville Public Affairs Officer

Capt. Mark Brooks assumed command of Training Air Wing TWO July 2 during an official Change of Command ceremony held at the NAS Kingsville Captain's Club. More than 300 people attended the ceremony including TW-2 flight instructors and student aviators, friends and family members, and invited guests. Brooks relieved Capt. Bill Davis, who had commanded the training air wing since July 2007. Rear Adm. John Miller, Commander, Carrier Air Group 11 was the guest speaker for the ceremony and Rear Adm. Mark Guadagnini, Chief of Naval Air Training (CNATRA), presided over the event.

During his remarks, Rear Adm. Miller spoke about the importance of the change of command ceremony. "In the Navy," he said, "command is not a privilege. It's the responsibility and authority that military

leaders most seek, but it takes a special person to seek that command, to seek that responsibility and that authority. And though obtaining command is very rare, I suspect that these two people [Capt. Davis and Capt. Brooks] will be successful in that determination. And because both of them are special they continue to seek that authority and the awesome responsibility of command. That is what makes them great leaders."

Prior to the reading of orders and the official transfer of leadership, Rear Adm. Guadagnini presented Davis a Legion of Merit Medal for his successful tour as Wing Commander. "Capt. Davis has been a superb leader," Guadagnini said. "Under his leadership, Training Squadrons VT-21 and VT-22 met all student aviator training requirements by producing 50-percent of the Navy's jet/strike

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The Kingsville Symphony Orchestra held a special Salute to the Military concert on the campus of Texas A&M Kingsville July 4th. The NAS Kingsville Color Guard was on hand to post the colors for the event. City celebrations also include the annual 4th of July parade. NAS Kingsville also celebrated the holiday - see photos on page 7.



Capt. Bill Davis gets a close look at how evenly Capt. Mark Brooks cuts the traditional Change of Command at the post ceremony reception. COC Photos by Richard Stewart.



Capt. Phil Waddingham
Commanding Officer,
NAS Kingsville



Greetings, NAS Kingsville. I write this column as I make preparations to drive my family to Pensacola, Fla., for a week of fun on the beach with long time friends, and a little jet noise, courtesy of the Navy's Blue Angels. Oil change--complete. Tire rotation--complete. Weather brief--well, I haven't done that yet, but rest assured, we will check the driving conditions before we hit the road and plan accordingly. Whether you fly airplanes for a living or not, the concept of operational risk management (ORM) applies to everything we do. Plan ahead and be careful as you take to the roads this summer for your well deserved time away from work.

Congratulations to Capt. "Fingers" Brooks on his assumption of command of Training Air Wing Two. He and his wife, Mel, will be a great addition to the NAS Kingsville/TW-2 team and my wife and I personally look forward to working with them during the remainder of our time here. "Fair Winds and Follow-

ing Seas" to Capt. "BD" Davis, his wife Betsy, and their family as they start a new life in Pennsylvania at the Army War College. They took TW-2 to new heights, and I know that the Brooks' will do the same. TW-2 leadership is in fine hands!

I also want to wish a fond farewell to LCDR Mark "Chaps" Tews and his wife Kathy, and their family. "Chaps" has been an amazing force for inspiration and volunteerism while serving at NAS Kingsville. Our base, and our community will miss him and his family greatly while he heads off to Diego Garcia to be the command Chaplain. I have promised that we will keep him posted on the progress of the McFall Chapel renovation project while he is gone, and I look forward to worshipping together in our new facility when he returns home next year!

While I'm at it, let me also acknowledge the work of Cmdr. Tim "Cowboy" Carr for his work while supporting Commander, Training Air Wing Two as chief staff officer, and for his service to the U.S. Navy as he embarks on a new journey in the civilian sector. Good luck to the Carr family from all of us at NAS Kingsville.

In case you haven't heard, Subway is opening on base July 22. A special grand opening ceremony will take place for selected individuals on the day prior, and

then the store will be open for business the next day. For now, operating hours are scheduled to be from 7 a.m. until 7 p.m., Monday through Saturday. Don't forget that we still have the Bowling Center and Line Shack open for breakfast and lunch.

Nothing says the 4th of July like a world-class fireworks display, and this year, NAS Kingsville had the only professional display in all of Kleberg County. Bravo Zulu to Tara Culbertson, Wayne Short and the MWR team for pulling off an outstanding 4th of July celebration. The Security Department and ASF also performed flawlessly as we allowed access to approximately 200 civilian guests, and well over 400 military, DoD, and contractor personnel. As promised, fireworks, music, food, beverages, and activates for kids made for a wonderful, memorable evening for all. I can't wait to see what you have planned for next year!

I'm glad to report that we had no significant injuries or incidents involving our personnel over the long weekend. I thank each and every one of you for applying your own version of ORM as you live your personal lives in our South Texas home.

Stay cool this summer, have fun, and I'll see you around the block.

Waddz sends.

The Flying K

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Deckplate Leadership



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



Wow, what a great 4th of July Celebration! Our Morale, Welfare, and Recreation (MWR) Department put on an outstanding celebration that was culminated by an exceptional fireworks show! I hope all of you, and your families, enjoyed the festivities as much as my family and I did. I realize the hard work our MWR Department put in to the 4th of July celebration, and I wanted to briefly discuss some of the many things they provide to support our Sailors, civilian employees, and families here at NAS Kingsville.

MWR offers many special events both on and off the installation. Recent MWR sponsored events that tapped into local attractions and resources in the Coastal Bend area, included a deep sea

fishing trip in the Gulf of Mexico, and a trip to the Aransas Pass Shrimpoee. While off-base activities provide great opportunities for everyone to expand their recreational pursuits, the lifeblood of the MWR exist right here on-base with excellent programs, and top-notch facilities. In fact, MWR should be your first stop when looking to plan your leisure time activities. Some MWR facilities here on-base include:

The Total Fitness Connection, which houses full court basketball, racquetball courts, cardiovascular equipment, strength equipment, and many other amenities.

The Outdoor Recreation Division rents tons of outdoor equipment such as camping trailers, boats, camping and fishing equipment, bicycles and many other outdoor recreational items all at very reasonable prices.

The Bowling Center and Snack Bar is a great place to spend some quality time bowling with family or co-workers. The **Snack Bar** serves breakfast and lunch specials Monday through Friday.

And by the way, did I mention that bowling is free to active duty Sailors during lunch?

The **Station Library** is another facility that can be used by every member of the family. In addition to a wide variety of books, magazines, and newspapers the library offers internet access on six computers complete with printers. Next door to the Station Library is the **K-Rock Coffee Shop**, where you can enjoy Starbucks Coffee, while using the library's Wi-Fi to surf the internet on your laptop.

The **Auto Skills Center** provides a great place for the do-it-yourselfer to perform everything from routine maintenance to major overhauls on your car, truck or boat. The Center offers service bays with overhead lifts and short rise body lifts. It also has diagnostic computers a wide variety of hand and power tools available for your use. And did I mention they will also perform state inspections on your vehicles?

The **MWR Swimming Pool** is an Olympic size pool available for open swimming, lap swimming, and pool par-

ties. They also offer swimming lessons throughout the summer.

The Captain's Club and Conference Center houses the K-Bar, two large banquet rooms, the Information Tickets and Tours (ITT) Office, and the **Liberty Center**. The **K-Bar**, which is opens Wednesdays, Thursdays, and Fridays at 3 p.m., has 12 flat-screen televisions, pool, foosball, and shuffleboard tables and serves a variety of beverages.

The **Liberty Center** offers computer and internet access, movies, pool tables and other activities. The **ITT Office** offers discount tickets to amusement parks and attractions throughout Texas including the Texas State Aquarium, Fiesta Texas and many, many more.

If you're a new Sailor, Marine or civilian employee here at NAS Kingsville, be sure and stop by any MWR facility to find out more about what MWR has to offer.

And to our MWR employees, thanks for what you do to support every Sailor and civilian employee here at NAS Kingsville!

SeaNotes From the Command Master Chief



Cmdr. Tim "Cowboy" Carr
Chief Staff Officer
Training Air Wing TWO

Happy Trails!



Twenty Years. It sounds like a long time, but then again, doesn't. I can remember some periods over the last twenty years when it seemed like time was crawling by at a snail's pace. However, looking back over it all, the past 20 years seem as short as an 8 second ride on a wild horse, and just as exciting.

I remember the drive from North Texas to Pensacola back in the spring of 1989 as if it was only yesterday. My wife Karen and I were full of enthusiasm and a bit of trepidation as we both embarked on this new adventure. Hitting the coast and seeing the Ocean from a new perspective, knowing that it would become my second home. That first, mind-numbing day of Aviation Officer Candidate School and the morning the Drill Instructor showed up. The friendships I made at AOCS still exist, though AOCS itself doesn't.

I remember leaving AOCS after graduation on Friday to begin Primary Flight Training in Corpus Christi on Monday, and I still recall instances from Ground School and my first solo in the Turbo-Weenie. The Weenie is still around, though the T-2's and A-4s of my intermediate and advanced jet training sit idle in a desert bone yard or on a stick somewhere. So also sits the Intruder, the first big gray jet I got to fly. Even the FA-18C, while she still has a lot of good years left in her, is being replaced by newer platforms. Of the 11 aircraft carriers I've trapped on, five are now parked in a river somewhere or have been turned into razor blades.

(Sigh). It's enough to make a guy feel old sometimes. I joined the Navy at the shank end of the cold war. When I flew Intruders we were still training to use special weapons and to overlap our 22 bomb craters to ensure target destruction. By the time I was flying combat operations over Afghanistan, we would routinely destroy multiple targets with a single pass of an FA-18. Not only has our outdated equipment been updated, but our training and tactics also. Even the very makeup of our force has changed. When I went to sea for the first time, the thought of females aboard ship was unthinkable, but forward-looking decision makers showed us that not only was it thinkable, it was doable, and now it's hard to remember why anyone ever thought we

couldn't. Yes, a lot has changed since Red and I left Wichita Falls for parts unknown, but a lot has remained constant.

Every Ready Room I've ever been a part of was full of the smartest, most dedicated, sharpest-witted people you could ever meet. That holds true from "The Professionals" of VT-23 (another unit lost to history) all the way across the pond to NATO Headquarters, London, where we aviators would gather as a group to commiserate about our sorry lot away from the cockpit. The banter of a typical Ready Room would put all of Hollywood's sitcom writers to shame.

The dedication, spirit, and leadership of the Goat Locker have also been constants. I was trained as a young Junior Officer by some of the best Chiefs in the Navy, until that day when I had enough savvy and experience of my own to take part in their development. Those Chiefs are still without equal in their professionalism and ability.

The hard-working, hard-partying, great American Sailor hasn't changed much either. The music and liberty uniforms might sound and look different these days, but these treasures of the nation can still be counted on to take care of the jets, the catapults and the arresting gear so that Aviators can get bombs on target and get back home safe. Always take care of your troops, they deserve your best.

Another constant in Naval Aviation is change. Whether it's a change of duty stations, a change of bosses, or a change of platforms, you can always count on not being able to count on things staying the same. This can be a blessing or a curse. Take it as a blessing. I've spent 20 years getting to know the best people in the world. I've learned leadership lessons from the best and worst bosses in the world (mostly the best). I've lived in the hottest and coldest and driest and wettest places in the world. The Navy has given me the chance to grow well beyond the boundaries which I viewed as boundless growing up in North Texas. Little did I realize then.

Well, it's time for me to hang up my spurs and get on with life. There's some land up in North Texas that is in need of a Cowboy and his girl.



So, do you think I feel old? Don't make me laugh. Earlier this week I flew a High Aspect Air Combat Maneuvering hop against a solo Marine student who knew well what he was about. His youth, enthusiasm and joie de vivre (sorry, lapsed into a little French there) were contagious. And it has always been thus. Flinging my eager craft through footless halls of air, fighting to get just a few seconds of tracking time; how could you feel old doing that?

Wherever you are in your career – just starting, in the middle, nearing the end, or still deciding – enjoy every day. They'll be memories tomorrow so do your best to make them good ones.

Thank you to the great staff at the Wing for making me look good and giving me time to fly. Thank you to all the base folks – from the gym to the tower and everywhere in between – for your support of the Wing mission. And a special thanks to the young men and women who are students and instructors, not only for your dedication to serving the nation, but for helping an old guy like me feel young.

This has been the best job in the world and I can't believe God let me do it for so long and that He gave me such a supportive wife and family to chase me around, doing all the hard stuff while I played all day. So, for God, and for Karen and our children Casey and Colter, I give my final and complete Thank You! God bless you all.

Adios, Cowboy



High Flight

Oh! I have slipped the surly bonds of Earth and danced the skies on laughter-silvered wings; Sunward I've climbed, and joined the tumbling mirth of sun-split clouds, - - and done a hundred things ... you have not dreamed of -- wheeled and soared and swung high in the sunlit silence.

Hov'ring there, I've chased the shouting wind along, and flung my eager craft through footless halls of air. . . .

Up, up the long, delirious burning blue I've topped the wind-swept heights with easy grace; Where never lark, or ever eagle flew -- And, while with silent, lifting mind I've trod, the high untrespassed sanctity of space, put out my hand, and touched the face of God.

-- John Gillespie Magee, Jr

Arriving:

Newly reported personnel

Ensign Adriano Silva,
Student Aviator TW-2.
Hometown - Kissimmee, Fla.

Ensign Riley J. Schoen
Student Aviator TW-2.
Hometown - Maumee, Ohio

Ensign Reid Smith
Student Aviator TW-2.
Hometown - Renton, Wash.

1st Lt. Matthew O. Phillips
Student Aviator TW-2.
Hometown - Woodstock, Ill.

ACAA Andrew Eickman
Air Ops / Air Traffic Control
Hometown - Pell City, Ala.

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

Ensign John Casey
Student Aviator TW-2.
Hometown - N. Baltimore, Ohio

AC1 Michael Tredway
Air Ops / Air Traffic Control
Hometown - Ashtabula, Ohio

AC3 Elias C. Mogollon
Air Ops / Air Traffic Control
Hometown - Milford, Mass.

IC2 Jessica A. Booth
MWR / Technician
Hometown - Elgin, Texas

Departures:

Capt. Bill Davis, TW-2,
to U.S. Army War College, Carlisle, Pa.

Lt. Cmdr. (Chaplain) Mark Tews, to NSA Diego Garcia

1st Lt. Jeff Butler, VT-21, to MCAS Miramar, Calif.

Maj. Mark Bortnem, VT-21, to MCAS Miramar, Calif.

Mr. John Neely, Firefighter NASK to Suda Bay, Crete, Greece

Series: Focus On Air Operations - Transforming NAS Kingsville

Part 3: By Jon Gagné, NAS Kingsville Public Affairs

During the build-up for the American response to the bombing of Pearl Harbor in 1941, the Naval Air Training Command in Corpus Christi constructed more than 20 remote auxiliary landing fields throughout South Texas to accommodate flight training. Many of them were unmanned facilities used for touch-and-goes and takeoff and landing practice. Hardly any of those fields are in operation today, but the remains of those outlying air strips can still be found, if you know where to look. One of those fields however, prospers today as one of the Navy's premier advanced jet/strike training facilities. NAS Kingsville, is an easy find.

After the air station's commissioning in 1942 and throughout World War II, NAS Kingsville served as one of those outlying fields for NAS Corpus Christi, with four squadrons assigned – Training Squadrons 14A, 14C, 15A, and 15B. Here, aviation students learned dive bombing tactics,

As the Navy continued its build-up for the War, other missions were added to NAS Kingsville – including a Free Gunnery School, an Aviation Cadet training unit, a Recruit Training Command to handle the overflow of Navy recruits at Naval Station Great Lakes, Ill, and a Marine Corps company commander detachment used to train the recruits.

Once World War II was over, however, the Navy began immediately closing airfields that were no longer needed, NAS Kingsville included. The drawdown was



NALF Orange Grove has served NAS Kingsville and the Naval Air Training Command since 1958.

a means of cutting back expenses during peace time. But the successes of Naval Aviation during WWII would soon change the way the Department of Defense viewed military aircraft and aviation in general.

For the next five years, the land that comprised NAAS Kingsville was leased to Texas A&I College. But when the Korean Conflict developed in 1950 and the U.S. joined forces with South Korea, the need for Naval Air Training sites once again forged to the forefront. In March 1951, NAAS Kingsville was reestablished, officially opening April 1, and designated an "all weather" station. The rebuild-up of NAAS Kingsville included the arrival of new training squadrons with new missions and new aircraft. Advanced Training Unit 200 (ATU-200, formerly ATU-

3) introduced flight students to jet aircraft in the TV-1 and TV-2.

Construction on board the base was rapid after the re-establishment. Runways, taxiways and jet parking areas were resurfaced at both North and South Fields, and two 200-ft wide by 8,000-ft long runways were constructed. South Field officially opened in January 1952.

Soon, Jet Transitional Training Unit One (JTJU-1, formerly ATU-6) arrived flying TBMs and SNJ aircraft. Four months later, ATU-2 arrived at NAAS Kingsville, bringing along 58 F8F-1 aircraft, and ATU-3 followed shortly afterwards with 25 TV-1/2 aircraft. Jet training was conducted in the F8F-1 and TV-2, while TBMs and SNJ aircraft were used for all weather flying.

By 1954, NAAS Kingsville had 298 aircraft on board including 73 F9F-2, 26 F9F-5s, 76 TV-2, 4 TB-3, 68 T-28Bs, 23 S2F-1s, and 28 SNB-5s. By 1956 the number had dropped off to 224 aircraft but the missions and squadron names had been once again fine tuned.

By 1957, the NAAS Kingsville mission had changed so drastically that the need for an additional auxiliary landing field was needed that was capable of handling jet aircraft. A site was purchased just outside the city limits in Alice in Jim Wells County, and Navy Auxiliary Landing Field (NALF) Orange Grove was born.

Part 3 of our 4-part series on the NAS Kingsville Air Operations Department focuses on the role of NALF Orange Grove from its opening in 1958 to the present day. *(Continued on page 5)*

Navy unveils new self-apply option for PCS orders

Navy Personnel Command Public Affairs

MILLINGTON, Tenn. (NNS) -- The latest upgrade to the Navy's detailing system empowers Sailors by allowing them to submit their own job applications when negotiating for permanent change of station (PCS) orders, according to NAVADMIN 200/09, released July 7.

Career Management System Interactive Detailing (CMS/ID), is a Web-based system that allows Sailors to view available job assignments and make applications through their command career counselors when looking for PCS orders. Beginning with the July 9 CMS/ID application cycle, many Sailors will have the ability to submit applications on their own.

"More senior Sailors already understand the detailing system and know what they should be looking for. The self-apply option is good for them. This frees up the career counselor to work with junior Sailors who may have never negotiated orders before and need help navigating the system," said Chief Warrant Officer Samuel Kirkland, assigned to OPNAV N16 Fleet Introduction team.

The OPNAV N16 Fleet Introduction Team tests and validates manpower, personnel, training and education applications currently being used by Sailors. CMS/ID Self-Apply option was tested at 15 different commands including ships, shore units and squadrons during a five-month period.

"The feedback has been very positive. We found that Sailors liked the empowerment," said Kirkland.

"Sailors have been asking for it, and the Navy really delivered," said Senior Chief Navy Counselor (SW) Veronica Holliday, assigned to Navy Region Southwest in San Diego. Holliday's command participated in the CMS/ID Self-Apply operational test earlier this year.

"We love it. It is like what a lot of major businesses already do, where you apply online or at an application kiosk," said Holliday.

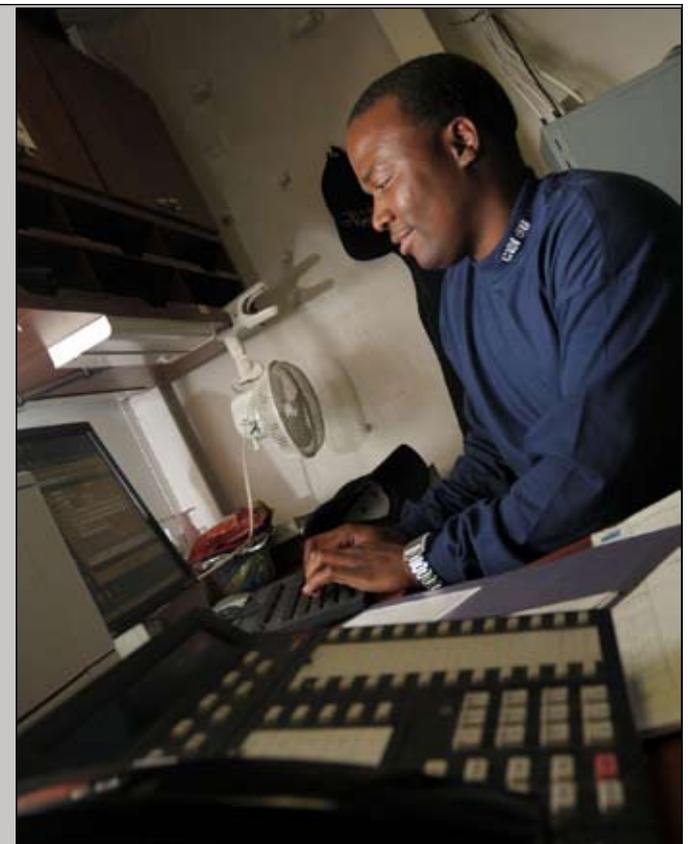
While this new option allows Sailors to apply for jobs on their own, the career counselor will still retain the option to review and modify requests.

"It does not take the command out of the process because we have to review the applications to make sure Sailors apply to the right jobs for their career path," said Holliday, who verifies applicants at her command meet physical readiness standards, sea-shore flow requirements and other factors.

Before getting started, Sailors must meet Perform to Serve requirements as outlined in NAVADMIN 017/09 and 161/09 and be within their orders negotiation window in order to submit applications. Sailors can access CMS/ID online at <https://www.cmsid.navy.mil>. A common access card (CAC) and a card reader are required to log in.

Sailors without Internet access should continue to communicate with their detailers through the career counselor and the chain of command.

For more details read NAVADMIN 200/09.



YN2 Artez Davis, assigned to the administrative department of the aircraft carrier USS Nimitz (CVN 68), processes administrative paperwork online. (U.S. Navy photo by Mass Communication Specialist 3rd Class Matthew Patton).

Orange Grove plays critical role in training student aviators

Part 3 of our 4-part series on the NAS Kingsville Air Operations Department focuses on the role of NALF Orange Grove from its opening in 1958 to the present day. (By Jon Gagné, Public Affairs)

Navy Auxiliary Landing Field (NALF) Orange Grove, located just 15 minutes from the City of Alice and owned and operated by NAS Kingsville, was constructed from 1955-1956 at a cost of \$1.5 million. Designed as a functioning landing field for jet aircraft, the 1,300-acre facility officially opened in 1957.

In the field's first few years of operation, the field was shared by both NAS Kingsville and NAS Beeville for jet training. The field featured a single 8,000-ft runway and a control tower. Navy aircraft used the facility to practice jet touch-and-go training and simulate landing on an aircraft carrier. When not used by one of the five jet squadrons (three at NAS Kingsville, two at NAS Beeville), the field was used by propeller-driven aircraft from NAS Corpus Christi. NALF Orange Grove added refueling capabilities in 1962 and a second 8,000-ft runway in 1965.

During the 1960s and 1970s, NALF Orange Grove (also called the "NOG") averaged about 160,000 total operations a year, consisting of strictly VFR (Visual Flight Rules) flying. In 1969, NAS Beeville's three jet training squadron shifted their off-field operations to NALF Goliad, and NAS Kingsville assumed sole use of the Orange Grove facilities. While the number of field operations dropped significantly with the move of NAS Beeville's training squadrons, the work load on the personnel at the "NOG" became much more manageable. The field still conducted simulated day and night carrier landings (touch and goes) using the 'ball system' and later added a Fresnel lens system. Traditionally, manpower at the NOG included about 20 enlisted personnel, 2-3 civilians, a security staff, and an officer-in-charge. About 10 personnel from each training squadron would also work the airfield during peak operating hours.

Today, a staff of 20 personnel keeps the airfield running, with an average of about 35,000 flight operations each year. While the numbers are smaller than the 1960-1970 peak period when NAS Kingsville was turning out more aviators to support the Vietnam War, the field continues to play an important role in supporting Training Air Wing TWO's flight training requirements, which average around 200



student aviators a year.

"Training Air Wing TWO utilizes the NOG for all the same training they conduct at NAS Kingsville," said NALF Orange Grove officer-in-charge Lt. Michael Wildman. "But the primary use for the field is for Field Carrier Landing Practice (FCLPs) training for students preparing for carrier qualifications aboard an active carrier at sea. Because of that," Wildman added, "the NOG is extremely important to the NAS Kingsville command mission of supporting Training Air Wing TWO. If the training wing conducts FCLPs at NAS Kingsville, the capability of supporting all other operations is limited. So, having the ability to get FCLPs completed at Orange Grove is critical to the overall ability to accomplish the mission."

While the personnel at the NOG know full-well how important their jobs are in the big picture of things, most people don't understand the mission—and capabilities of NALF Orange Grove.

"One thing I've noticed about NALF Orange Grove," Wildman added, "is that many people don't understand the capabilities we have out there. It's really a fully-functional airfield. We can handle almost any type of military aircraft, from the T-45s that TraWing TWO flies, to "Fat Albert" the C-130 that supports Blue Angels operations, which conducts air show training at the NOG a couple of times a year. To put all of that in perspective, if Air Force One had to land in extremely bad weather, refuel, and take off again, they could use the NOG without any problems. For comparison, the 8,000-ft runways are the same size as NAS Kingsville and larger than many International airports used by civilian air carriers all over the country."

Keeping the field up and running falls on the shoulders of the NOG staff, working from the time the field opens each day

until the field closes.

"We have about 20 people here full time," said Senior Chief Air Traffic Controller Mike Garcia, leading chief petty officer. "Air traffic controllers man the control tower, electronics technicians keep the equipment up and running, aviation electricians and aviation boatswain's mates provide field support and arresting gear maintenance, and civilian fuel handlers and fire fighters handle the fueling and crash crew. We also have a culinary specialist and an engineman working in our galley. We have a great team, that works very well together."

The staff usually works 10-hour days but Garcia says everyone chips in to get the work done and provide the support needed for the Training Air Wing, allowing the two training squadrons to attain their required "X's."

The NOG has received a number of facility upgrades over the last two years. In 2008, a \$5.6M lighting project was completed that included a new Lighting

Vault Building, an Emergency Generator Building; airfield signage – directing aircraft to correct taxiways/runways; four new windsocks were installed, providing pilots a visual reference of wind direction; and new lighting and taxiway lights installed to the secondary ramp – which added 12 new parking spaces for aircraft during night operations. Also, new carrier-deck lighting was installed for runway 13, improving the overall effectiveness of airfield lighting; a brush clearing project completed around the airfield to comply with FAA and Navy airfield criteria; a new TACAN (Tactical Aid to Navigation) was installed, improving reliability and effectiveness of the airfield; a new T-1 landline was installed, greatly enhancing ability to perform day-to-day administration duties. New generators, automatic switches and uninterrupted power supplies (UPS) were purchased and installed for the TACAN, Admin building, and Control Tower; and a new security system was installed. Under NAS Kingsville's aggressive approach to transforming the air station and the NOG into the Navy's most modern airfield, NALF Orange Grove will continue to benefit in the form of facility improvements, upgrades, and new and improved equipment. But the mission doesn't change.

In fact, NALF Orange Grove is currently taking on an increased role of supporting TW-2's flight training due to a runway resurfacing project underway at NAS Kingsville. That project is expected to take about 90 days to complete. While the shift may alter the normal routine a bit for student aviators and instructor pilots, the Orange Grove team is ready for the challenge.



ABH2 Eric Koster and ABH2 Sammy Mitchell look over the E-28 arresting gear on the NALF Orange Grove runway. (Photo by EN3 Brenda Acevedo)

Capt. Bill Davis turns over TW-2 command To Capt. Mark Brooks

(Continued from page 1)



Rear Adm. John Miller

aviators. Davis 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 Training Air Wings throughout the Naval Air Training Command.”

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 plan enabled Wing Program Analysts to provide accurate, real-time information to squadron commanding officers to better manage and coordinate their efforts, gain efficiencies and reduce costs.

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 on track to meet Naval Aviation Enterprise goals for Aviator Production.

Under his guidance, Training Air Wing TWO flew 73,300 hours during 61,058 sorties. The Wing conducted 13 carrier qualification detachments and 8 El Centro Weapons Detachments, and designated over 310 aviators. Capt. Davis literally lead from the flight line, amassing over 450 instructor hours in the T-45, significantly contributing Student Naval Aviator production goals.

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 ad-



Above, Melissa Brooks pins the command ashore pin on her husband's uniform. Below: Capt. Mark Brooks congratulates Capt. Bill Davis for a successful tour as Wing Commander as Rear Adm. John Miller, Commander, Carrier Air Group 11, and Rear Adm. Mark Guadagnini, Chief of Naval Air Training look on.



vanced jet/strike training at NAS

Beeville in 1987 and was designated a Naval Aviator. Following his winging, he reported to NAS Cecil Field, Fla., and the “Gladiators” of VFA-106 for Fleet Replacement Squadron training in the F/A-18 Hornet.

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 arremtsments on 13 different fleet aircraft carriers.

“It’s an honor and a privilege to take command of Training Air Wing TWO,” Brooks said. “I believe this organization does more for United States national security and the development of future leaders than any other [command]. With that in mind, I take this new responsibility with both humility and sense of duty.”

Brooks congratulated his counterpart on the list of accomplishments Training Air Wing TWO achieved during his tenure, and spoke of continuing the progress Training Air Wing TWO has made in training 50-percent of the Navy’s Strike/Jet Navy and Marine Corps aviators through a total team effort.

“We are here for one reason and one reason only,” Brooks said, “you ... the men and women in uniform who train and fly these aircraft. Our mission is to produce the finest Naval Aviation professionals. And to produce the produce - the fruit of our efforts – our new Navy and Marine Corps aviators – takes sustained superior efforts by highly-qualified instructors, an enormous support team of contractors, and the host command, each and every day.”

Capt. Davis’ next assignment will be with the U.S. Army War College in Carlisle, Pa.



Rear Adm. Mark Guadagnini congratulates Capt. Bill Davis after presenting Davis a Legion of Merit Medal for superior performance as Commander, Training Air Wing TWO.



Carrier Air Wing 9 completes deployment

By MCI (SW) Steve Owsley, USS John C. Stennis



SAN DIEGO (NNS) -- The squadrons of Carrier Air Wing (CVW) 9 completed their 2009 deployment when the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74) pulled into Naval Air Station North Island, Calif., July 6.

CVW 9 began its deployment Jan. 17, when it embarked Stennis for a scheduled deployment to the Western Pacific Ocean as the air assets of the John C. Stennis Carrier Strike Group.

According to CVW 9 Deputy Commander Capt. Paul Haas, the deployment was more like the traditional Western Pacific Ocean deployments from his days as a junior officer.

"We've spent a lot of generations in the Arabian Gulf doing Fifth Fleet operations," said Haas. "This is a vital and very important thing that we do in the Western

Pacific."

During the deployment, CVW 9 participated in an undersea warfare exercise with the Japan Maritime Self Defense Force, annual exercise Foal Eagle with the Republic of Korea and joint exercise Northern Edge 2009. CVW 9 Sailors also participated in 38 community service projects during seven port visits.

The deployment marked several milestones within the air wing. The Raptors of Helicopter Maritime Strike Squadron (HSM) 71 completed their maiden deployment, while the "Yellow Jackets" of Electronic Attack Squadron (VAQ) 138 made their last scheduled deployment with the EA-6B Prowler. The "Argonauts" of Strike Fighter Squadron (VFA) 147 completed their first deployment with the F/A-18E Super Hornet after transitioning from F/A-18C Hornet.

CVW 9 flew more than 7250 sorties, consisting of approximately 12,747 flight hours with a sortie completion rate of 97 percent during deployment.

While deployed, the squadrons of CVW 9 increased maritime security in the Western Pacific Ocean through their active presence and working with partner nations during exercises and port visits.

NASK Fleet & Family Support Center offers Money Matters for Teens class



By EN3 Brenda Acevedo, NASK Public Affairs

Fleet and Family Support Center's Ramon Panganiban recently organized a financial workshop to help newly-hired teens manage their money. The "Money Matters" workshop is a week long program that focus on setting future goals for money management. The teens, aged 14 to 18, attend Bishop High School, H.M. King High School, and Academy High School. The students work at various MWR facilities on base for eight weeks during the summer. Above, the Executive Director of the Better Business Bureau, Alan Bligh, talks with student employees about saving money to buy a car.

Reagan Firepower



ARABIAN SEA (July 6, 2009) An F/A-18F Super Hornet assigned to the "Fighting Redcocks" of Strike Fighter Squadron (VFA) 22 launches from the aircraft carrier USS Ronald Reagan (CVN 76). Ronald Reagan is deployed in the U.S. 5th Fleet area of responsibility. (U.S. Navy photo by MCSA Oliver Cole).

Reagan relieves Ike with Task Group 50

USS Ronald Reagan and USS Eisenhower
Public Affairs

USS RONALD REAGAN, At Sea (NNS) - The Ronald Reagan Carrier Strike Group relieved the Eisenhower Carrier Strike Group as Commander, Task Force (CTF) 50 July 6 and launched its first sorties in support of Operation Enduring Freedom in Afghanistan.

Aircraft from Carrier Air Wing (CVW) 14 departed the decks of the strike group's flagship, the Nimitz-class aircraft carrier USS Ronald Reagan (CVN 76) bound for Afghanistan to support coalition ground forces.

"I'm excited to get this started because, in essence, what we're doing is saving American and coalition lives," said Capt. Kenneth Norton, Ronald Reagan's commanding officer. "The Eisenhower strike group did a fantastic job in theater, and we're ready to continue that level of support. We have a lot of experience on board Ronald Reagan and with the air wing. Our crew knows how to execute this mission effectively."

While Ronald Reagan and CVW-14 are returning to a mission they did a year ago, they understand that conditions in Afghanistan have changed. Already focused

on minimizing collateral damage, they understand processes are even more rigorous. There are new, stricter guidelines put in place by Gen. Stanley A. McChrystal to do even more to help minimize civilian casualties and collateral damage in Afghanistan.

According to Rear Adm. Scott Hebner, the strike group's commander, the group's more than 7,500 Sailors are trained and equipped to carry out their mission.

"Our Sailors are focused and serious minded about what is ahead; they know the Navy and our country is counting on them," Hebner said. "They are ready to demonstrate their impressive capabilities across the spectrum of our maritime strategy."

The Eisenhower Carrier Strike Group operated in the U.S. 5th Fleet Area of Operations since March.

"Our preparations last fall allowed us to deliver exactly what the fleet commander asked for -- persistent U.S. naval power, in perfect partnership with our joint and coalition partners, delivering security and stability for the good of all mariners in this vital area of the world," said Rear Adm. Kurt W. Tidd, commander, Dwight D. Eisenhower Carrier Strike Group.

NOAA issues Atlantic Hurricane Season outlook, encourages preparedness

The National Hurricane Center Prediction: Forecasters say there is a 70 percent chance of having 9 to 14 named storms this year; of which 4 to 7 could become hurricanes, including 1 to 3 major hurricanes (Category 3, 4 or 5).

Forecasters at the National Oceanic and Atmospheric Administration (NOAA) say a near-normal Atlantic hurricane season is probable for 2009. However, as with any season, the need to prepare for the possibility of a storm striking near you is essential.

“Today, more than 35 million Americans live in regions most threatened by Atlantic hurricanes,” said Commerce Secretary Gary Locke recently. “Timely and accurate warnings of severe weather help save lives and property. Public awareness and public preparedness are the best defenses against a hurricane.”

In its initial outlook for the 2009 Atlantic hurricane season, which runs from June through November, NOAA’s National Weather Service Climate Prediction Center calls for a 50 percent probability of a near-normal season, a 25 percent probability of an above-normal season and a 25 percent probability of a below-normal season. Global weather patterns are imposing a greater uncertainty in the 2009 hurricane season outlook than in recent years. Forecasters say there is a 70 percent chance of having nine to 14 named storms, of which four to seven could become hurricanes, including one to three major hurricanes (Category 3, 4 or 5).

“This outlook is a guide to the overall expected seasonal activity. However, the outlook is not just about the numbers, it’s also about taking action,” said Gerry Bell, Ph.D., lead seasonal hurricane forecaster at NOAA’s Climate Prediction Center. “Prepare for each and every season regardless of the seasonal outlook. Even a near- or below-normal season can produce landfalling hurricanes, and it only takes one landfalling storm to make it a bad season.”

Shaping this seasonal outlook is the possibility of competing climate factors. Supporting more activity this season are conditions associated with the ongoing high-activity era that began in 1995, which include enhanced rainfall over West Africa, warmer Atlantic waters and reduced wind shear. But activity could be reduced if El Nino develops in the equa-



torial Eastern Pacific this summer or if ocean temperatures in the eastern tropical Atlantic remain cooler than normal.

NOAA’s seasonal hurricane outlook does not project where and when any of these storms may hit. Landfall is dictated by weather patterns in place at the time the storm approaches. For each storm, NOAA’s National Hurricane Center forecasts how these weather patterns affect the storm track, intensity and landfall potential.

“NOAA strives to produce the best possible forecasts to help emergency officials and residents better prepare for an approaching storm,” said Jane Lubchenko, Ph.D., under secretary of commerce for oceans and atmosphere and NOAA administrator. “I’m pleased to have the Administration’s support for an additional \$13 million in next year’s budget request to continue the trend of improving hurricane track and intensity forecasts.”

Tropical systems acquire a name – the first for 2009 was be Ana – upon reaching tropical storm strength with sustained winds of at least 39 mph. Tropical storms become hurricanes when winds reach 74 mph, and become major hurricanes when winds increase to 111 mph. An average season has 11 named storms, including six hurricanes with two becoming major hurricanes.

NOAA scientists will continue to monitor evolving conditions in the tropics and will issue an updated hurricane outlook in early August, just prior to what is historically the peak period for hurricane activity.

NAS Kingsville’s Emergency Management Director, Monette Walker, encourages all base personnel to take precau-

tionary steps now to avoid big problems down the road. At the very least, Walker says, you should have an evacuation plan, know the route you’re going to take, and update your command contact information on the Navy Family Accountability and Assessment System Web Site (<https://www.navyfamily.mil>).

While the National Weather Center Web site is generic to all portions of the U.S., Walker says the information applies to South Texas and NAS Kingsville. “The same elements and resources that NOAA uses are what we need to start thinking about as we begin to build our Emergency Management plan for NAS Kingsville,” Walker said. “Any department could become tasked to report to the Emergency Operations Center (EOC) during an event and provide input to the Commanding Officer for incident management and recovery within their respective area, so it’s good to be prepared ahead of time.”

Walker added that one recommendation that came from the most recent NAS Kingsville Installation Training Team (ITT) drill was that each department should put together a binder of information that might be needed during an emergency. “That’s a great idea,” Walker added. “I recommend Department Heads include important phone numbers, departmental check lists, and resources that may be needed during an event. That’s a good start in the right direction.”

The NAS Kingsville Web site (<https://www.cnic.navy.mil/kingsville>) will contain all emergency announcements and evacuation updates during weather contingencies and the site should be your first place to check for current information throughout hurricane season.

Family Disaster Plan:

Discuss the type of hazards that could affect your family. Know your home’s vulnerability to storm surge, flooding and wind. Locate a safe room or the safest areas in your home for each hurricane hazard. In certain circumstances the safest areas may not be your home but within your community. Determine escape routes from your home and places to meet. These should be measured in tens of miles rather than hundreds of miles. Have an out-of-state friend as a family contact, so all your family members have a single point of contact. And make a plan now for what to do with your pets if you need to evacuate.

Don’t forget to post emergency telephone numbers by your phones and make sure your children know how and when to call 911. Check your insurance coverage – flood damage is not usually covered by homeowners insurance.

Stock non-perishable emergency supplies and a Disaster Supply Kit. Use an NOAA weather radio. Remember to replace its battery every 6 months, as you do with your smoke detectors. Take First Aid, CPR and disaster preparedness classes, if available.

Disaster Supply Kit

- Water - at least 1 gallon daily per person for 3 to 7 days
- Food - at least enough for 3 to 7 days non-perishable packaged or canned food / juices, foods for infants or the elderly; snack foods; non-electric can opener; cooking tools and fuel; paper plates and plastic utensils.
- Blankets, pillows, etc. Clothing - seasonal (rain gear) and sturdy shoes.
- First Aid Kit, medicines and prescription drugs; Toiletries, hygiene items and moisture wipes.
- Flashlight, batteries and battery-operated radio; Telephones - fully charged cell phone with extra battery and a traditional (not cordless) telephone set.
- Cash (with some small bills) and credit cards (Banks and ATMs may not be available for extended periods).

Important documents - in a waterproof container or watertight resealable plastic bag including insurance, medical records, bank account numbers, Social Security card, etc.

Fuel all vehicles.

Fleet and Family Support Centers help Navy families with job searches



“Helping Navy Families Work” is the theme of Family Employment Readiness Month, observed in July at Fleet and Family Support Centers around the Fleet. The Centers are using the month of July as an opportunity to promote the no-cost consultations their employment experts provide to military family members.

Established by law as part of the Military Family Act of 1985, the Family Employment Readiness Program (FERP) provides assistance to military family members in developing, improving or continuing their professional careers while sharing in the military member’s lifestyle.

An average of 10,500 spouses receive assistance annually through FERP.

The Navy recognizes that frequent

moves create career challenges for military spouses. The program assists participants in planning careers which are compatible with the mobile military lifestyle.

Although FERP is not a job placement service, its employment professionals can assist family members with individual counseling, workshops and seminars.

Family members can expect to learn valuable skills such as resume writing, interview techniques, and dressing for success. Further educational exploration opportunities include such areas as self-directed job searches, federal employment strategies, career planning and financing a career change.

FERP partners with the Department of Defense, the Department of Labor, Military Spouse Corporate Career Network, Navy League, Avue Central and the Department of the Navy’s employment Web site, www.donhr.navy.mil. These organizations allow visitors to post their resumes and search for job openings on their Web sites.

Megan Vargasdiaz, a Navy Spouse living in San Diego, wrote to thank her local Fleet and Family Support Center for the help she got from the FERP counselor Bob Miley. “Not only was his informa-



tion very insightful,” she wrote, “but his grasp of knowledge was readily evident. I just spent a good amount of time benefiting from Bob’s expertise! I greatly appreciated his help and patience and I am sure his help will make a huge difference in my search for employment.”

The Family Employment Readiness Program is one of several provided by the Fleet and Family Support Program, which enhances Sailor readiness and family preparedness, thereby contributing to mission readiness. The Program is committed to promoting self-reliance and resilience, not dependency, and empowers Navy families to meet the unique challenges of the military lifestyle.

July Events:

TAP Seminar: July 13-17,
8 a.m. to 4 p.m.

SAVI Training: July 14-17,
8 a.m. to 4 p.m.

August events:

Base Indoctrination: Aug, 6, 8 a.m.
Command Leadership Training FAP/
SAVI (dates to be announced)

Brown Bag Series classes in August to include: Stress Management, Anger Management, Car Buying (bring your lunch bag and join us!)

For further information or to sign up contact your FFSC point of contact at 516-6333.

Rosa Balderas - Branch Medical Clinic, Security.

Lucy Clarkson - Commissary, Navy Exchange, Supply, NGI&S, Public Works, Admin.

Ramon Panganiban - VT-21, NT-MOD, VT-22, NOSC Harlingen, MWR Curtis McFarland - Ground Electronics, CNATRA Det., Training Air Wing TWO.

Jo Beth Walter - Orange Grove, Armory, Air Ops, Navy Recruiting District San Antonio.

Focus on Fire Safety: Fire extinguishers can save the day

In the event of a fire, the correct use of a portable fire extinguisher could mean the difference between suffering a minor loss or a major one. Portable fire extinguishers, if used properly, can make that difference. But there are several things to consider in using fire extinguishers. For instance, you must know the class of fire involved and the correct type of fire extinguisher to use.

Classes of Fires & Fire Extinguishers

Class A Involves ordinary combustibles such as paper, wood, cloth, rubber or plastics. The common extinguishing media is water or dry chemical.

Class B Flammable liquids, grease or gases are covered under this category. Common extinguishing media are foam, carbon dioxide or dry chemical.

Class C Live electrical fires are class C fires. CO2 or dry chemical extinguishers should be used. However, the actual burning product may be class A items.

Class D Burning materials include combustible metals such as magnesium and sodium. Special extinguishing



agents, approved by recognized testing laboratories, are needed when working with these metals.

Responding to Fires:

Sound the fire alarm and call the local fire department immediately if a fire breaks out, follow emergency procedures

on responding to fires. But attempt to fight the fire only if, (1) you know the type of combustible material burning, (2) you have been trained to use the fire extinguisher correctly, and (3) if the fire is still in the incipient (beginning) stage. If the fire gets too large or out of control, evacuate immediately.

Remember the acronym

P-A-S-S whenever you use fire extinguishers

P - Pull. Pull the locking pin before using the fire extinguisher.

A - Aim. Aim the fire extinguisher at the base of the fire. Not at the flames or smoke.

S - Squeeze. Squeeze the lever of the fire extinguisher to operate and discharge.

S - Sweep. Sweep the fire extinguisher back and forth at the base of the fire to extinguish.

Note:

Most extinguishers will only allow about 10-seconds of extinguishing media.

Prevention is the key when it comes to firefighting. Good housekeeping, proper storage procedures and safe work practices will go a long way toward reducing the likelihood that a fire will destroy valuable property or injure either you or a fellow employee.



Tews' Views

Chaplain (Lt. Cmdr.)
Mark Tews

Command Religious
Ministries

Chaps' 3 Words of Farewell by Which You may Fare Well

"Choice"

Some people sit, some people try; Some people laugh, some people cry;
Some people will, some people won't; Some people do, some people don't.
Some people believe, and develop a plan; Some people doubt, never thinking they can;

Some people face hurdles and give it their best; Some people back down when faced with a test.

Some people complain of their miserable lot; Some people are thankful for all that they've got;

And when it's all over, when it comes to an end; Some people lose out, and some people win.

We all have a choice, we all have a say; We are spectators in life, or we get in and play; Whichever we choose, how we handle life's game; The choices are ours, no one else is to blame.

"Grow"

One early March morning a couple of years ago, I walked out my door and saw it. It must have been there for at least a day or two. I might ask myself why I didn't see it before. But I know why. I wasn't meant to see it then. It had to be that day. It's how God works. It's how God teaches me to see His hand in our lives. It's how God shows us how to make something a "win" when we thought we would "lose."

I was rubbing the night dreams from my eyes as I opened the door. It was still dark and I wanted it that way. I wasn't looking for the bright side of anything. My father-in-law had just passed away very suddenly and unexpectedly. I needed to slip into this day slowly, so when I stepped out onto the back porch and stood there waiting for my dog to come back in, I made no effort at all to even notice anything. But, in God's plan for me, this little thing would appear so much bigger.

I have no idea how it got there. I can't even imagine that it just fell and took root, but it certainly took advantage of wherever it ended up. Just outside the back door there is a railing that surrounds the porch fencing it in with wood lattice all the way around. That morning in the darkness, I discovered a small bloom growing from between the overlapping slats of the lattice work. I rubbed my eyes again and went back into the house to get my glasses. Upon closer look, I was amazed at what I saw. This tiny seed of some sort of flower that grew no where in our yard nor in the neighbors, at

least not that I had ever seen before, found its way between those slats on the inside of the porch under the roof and away from any rain, and without hesitation and against all odds it began to grow. There it was, alive, thriving and "Growing."

It was spectacular! Fabulous! Wonderful! And it reminded me. Reminded of what? Just this, everything does not have to be perfect. Nothing has to make complete sense. All the parts don't have to be in place. All plans don't have to be made nor the timing absolute. You won't always feel ready for all that life comes at you with, but, it only takes a moment to realize that everything God wants for you, everything God sees in you, everything you are and everything you will be is already ready inside. Like the seed, wherever you land you can "grow." When that little flower seed ended up in the overlap of the lattice work on my porch, it did not waste a moment to moan, complain, whine, cry or curse. Right where it was, God provided everything it needed to become everything He created it to be.

Now, you might well want to point out that it is not where seeds belong. It will not thrive there. It is doomed and wasted. But, you would be wrong. It was chosen by God to be there for me when I needed to be encouraged and inspired. And in turn, God knew I would share this with you. A seed planted. A man inspired. A story shared. It's not where you are planted, but, how you live, how you thrive and how you "Grow." Just Grow! God will do the rest.

"Peace"

There once was a King who offered a prize to the artist who would paint the best picture of peace. Many artists tried. The King looked at all the paintings, but there were only two he really liked and he had to choose between them. One painting was of a calm lake. The lake was a perfect mirror for the peaceful towering mountains all around it. Overhead was a blue sky with fluffy white clouds. All who saw this picture thought that it was a perfect picture of peace. The other painting had mountains, too. But these were rugged and bare. Above was an angry sky from which rain fell, in which lightning played. Down the side of the mountain tumbled a foaming waterfall. This did not look peaceful at all. But when the King looked, he saw behind the waterfall a tiny bush growing in a crack in the rock. In the bush a mother bird had built her nest. There, in the midst of the rush of angry water, sat the mother bird on her nest ... in perfect peace.

Which picture do you think won the prize? The King chose the second picture. Do you know why? "Because," explained the King, "peace does not mean to be in a place where there is no noise, trouble, or hard work. Peace means to be in the midst of all those things and still be calm in your heart. That is the real meaning of peace."

Peace I leave with you; my peace I give you. (John 14:27)



HEALTH NOTES

HM2 Cyrus Cunningham
Branch Health Clinic Kingsville

Are you getting your Z's?

Rejuvenate; Restore; Reenergize. Sleep is a critically important but frequently overlooked component of good health. How much sleep is enough?

Experts agree - seven to nine! Most of us need at least seven to nine hours of restful, uninterrupted sleep each night. According to the National Sleep Founda-

tion, Americans only average about 6.9 hours. Seventy-four percent of American adults experiences sleep problems a few times per week. Does this ring a bell?

Don't be cheap on sleep! Do you "borrow" from slumbering time to use during waking hours? Skimping on sleep may affect your job, relationships, productivity and even your safety.

Sleep and your weight. Sleep deprivation may also interfere with the secretion of hormones that regulate body weight and metabolism. So, it is a factor in maintaining an optimal weight.

Be pro-active! Exercise. Get the body ready for sleep. Complete your workout at least three hours before bedtime. Avoid alcohol and caffeine - especially before retiring. Stick to a schedule. Your body needs to know what to expect. So, it likes regular bed and wake times, even on weekends.

Bedroom + bed = sleep. The human brain likes this association and begins

to prepare you for sleep when you are getting ready for bed. Watching TV or reading in bed sends signals to your brain to stay awake.

Adjust room temperature. Slightly cooler than normal works well. Take a warm bath or shower. Heat lowers body temperature, and signals your brain that it is time to sleep.

Insomnia. If these tips don't do the trick, you might have insomnia, a common but frustrating sleep disorder that affects about 70 million Americans. It strikes more women than men and is common among older adults.

Daytime fatigue, poor memory, irritability, and decreased enjoyment with family and friends are some effects. Insomniacs should apply the above sleep tips. Seek expert help as well. Additional treatment ranges from behavioral therapy to the use of prescriptive medications or the combination of the two.

Here's to a good night's sleep.

ENERGY CONSERVATION

You Have the Power

It's up to each and every one of us to conserve; wherever and whenever we can, it's easy!

Turn off lights when not needed. Install motion detectors for lighting systems. Conserve water usage. Drive a little slower. Purchase Energy Star rated products. Form a car pool. Equipment, when not in use, cut the juice! It's our environment and our power ...

so let's "Use it Wisely!"

Eight receive Wings of Gold at Training Air Wing TWO Winging Ceremony



By Jon Gagné, NAS Kingsville Public Affairs

Eight student pilots were designated as Naval Aviators and presented their Wings of Gold at Training Air Wing TWO's June 26 Winging Ceremony at the Captain's Club. Outgoing TW-2 commander Capt. Bill Davis presided over the ceremony, along with squadron skippers Cmdr. Bill Bulis and Cmdr. Gerry Murphy. Nearly 200 friends, family members and shipmates attended the ceremony.

Receiving the Wings from VT-21 were:

Lt. j.g. Jake R. Baker, hometown: Austin, Texas. Baker is a graduate of Texas A&M University, graduating with a degree in industrial distribution. He completed his primary flight training at NAS Corpus Christi with the VT-28 "Ranges," and reported to NAS Kingsville and Training Air Wing TWO in January 2008.

1st Lt. Jeffrey V. Butler, hometown: Newport Beach, Calif. Butler comes from a military family - both grandfathers,

a grandmother, and his father all have prior service. Butler is 2002 a graduate of Clemson University, earning a Bachelor of Science Degree in economics. He completed primary flight training with VT-2 at NAS Whiting Field, Milton, Fla.

1st Lt. William T. Graves Jr., hometown: Charlotte, N.C. A 2006 graduate of Duke University, Graves graduated with a degree in mechanical engineering and earned his commission in the Marine Corps.

Lt. j.g. Taylor A. Hesse, hometown: Memphis, Tenn. A graduate of the Naval Academy, class of 2006, Hesse holds a Bachelor of Science Degree in history. He completed primary flight training with the "Boomers" of VT-27 at NAS Corpus Christi and reported to NAS Kingsville and VT-21 in December 2007.

1st Lt. John Schranz, hometown: San Diego, Calif. The son of a Marine infantry officer, Schranz traveled around a lot during his father's career, finally settling

in Tallahassee, Fla. He is a 2005 graduate of Belmont University in Nashville, he received his commission and was accepted into the Marine Corps aviation program shortly after graduating from college. He completed his primary flight training with VT-3 at NAS Whiting Field, Milton, Fla.

Receiving their Wings from VT-22 were:

1st Lt. Daniel Fetsch, hometown: St. Louis, Mo. Following high school graduation, Fetsch enlisted in the Missouri Air National Guard's 131st fighter wing. He was designated an F-15 A/C crew chief in February 2001. Later that year, Fetsch enrolled at the University of Central Missouri, eventually graduating in 2005 with a degree in aviation technology, and earning a commercial multi-engine and instrument pilot certificates. He was accepted into the Marine aviation program in 2005, and completed his primary flight training with the U.S. Air Force's

8th Aviation Training Squadron in Enid, Okla.

Lt. j.g. Richard A. Kopp Jr., hometown: Jacksonville, Fla. A 2007 graduate of the Naval Academy, Kopp earned a Bachelor of Science Degree in aerospace engineering. He completed his primary flight training at NAS Corpus Christi with the "Boomers" of VT-27.

Lt. Lucas R. Koran, hometown: Black River Falls, Wis. Koran graduated from the Naval Academy in 2005 and following his commissioning, he enrolled at the University of Texas in Austin to study robotics.

After earning his master's degree he began his Naval Aviation training in the "Cradle of Naval Aviation," in Pensacola, Fla. He completed his primary flight training with the VT-2 Doer Birds at NAS Whiting Field, Milton, Fla., and reported to NAS Kingsville in March 2008.

Winging Photo by Richard Stewart, Chief of Naval Air Training Command.