



Lincoln welcomes new XO

By MC3 QUINN LIFORD
Penny Press Staff

USS Abraham Lincoln (CVN 72) welcomed Capt. Jeffrey S. Ruth as the ship's new executive officer April 5.

Ruth said he is more than ready to take on the challenge of being executive officer of this nuclear-powered aircraft carrier with more than 5,000 people on board when deployed.

"I see great things just walking around and checking out the ship, and I know the crew on Lincoln is doing amazing things everyday," said Ruth.

Ruth is eager to get to know the Sailors on board.

"I encourage any Sailor to stop and say hello when I am out on the mess decks and various parts of the ship," he said. "I want to get to know as many of Lincoln's Sailors as I can."

Ruth plans to spend his first couple of weeks on board taking a look around and evaluating plans already in motion. "I have had extensive conversations with the previous XO," he said. "I don't have plans for any drastic changes right now. However, I have a few minor ideas. I think things are running pretty well."



Abraham Lincoln's (CVN 72) new Executive Officer Capt. Jeffrey Ruth and Lt. Daniel Ueno go over a few last details before Ueno completes his final check out.

Photo by MC3 Quinn Liford

Ruth graduated from the United States Naval Academy in 1986 and was later designated a Naval Flight Officer in

1988. He also holds a master's degree in aeronautical engineering from the Naval Postgraduate School. Ruth has served in support of Operation Desert Storm, Operation Allied Force, and the Global War on Terrorism. Ruth's previous commands include: training at Naval Air Station Miramar; Test Pilot School at Naval Air Station Patuxent River, Md.; Project Officer at Naval Air Warfare Center, Point Mugu, Calif.; VAQ 129, the Patriots of VAQ 140 where he was the Administrative, Operations and Maintenance officer; Aviano Air Base, Italy; Operational

Planner on staff at Commander, Allied Forces North Europe in Brunssum, the Netherlands; and then assumed command of VAQ 137 on board USS Enterprise (CVN 65).

Ruth later deployed to Bagram Air Base, Afghanistan. In 2005, Ruth served on board USS George Washington (CVN 73) as navigator. In mid-2006 Ruth entered the nuclear power training pipeline and then reported as Abe's executive officer in March 2008.

NSBE hosts annual convention in Florida

By MC2 ARIANNE ANDERSON
Penny Press Staff

Three Naval officers from USS Abraham Lincoln's (CVN 72) Reactor Department attended the 2008 National Society of Black Engineer's (NSBE) Convention hosted at the Orange County Convention Center in Orlando, Fla., March 19-23.

Lt. Cmdr. Robert Francis, Lt. Christopher Cole, and Lt. j.g. Davida Kirk were among seven other surface warfare officers sponsored by Commander, Naval Surface Forces (CNSF) to attend the conference.

NSBE was designed to increase the number of culturally responsible black engineers who excel academically, succeed professionally and positively impact the community.

"The conference was a good chance to meet with other professionals and see the enthusiasm between companies and the Navy try to recruit the new talent to diversify their company," Cole said.

NSBE is one of the largest student-managed organizations in the country with more than 24,000 members. Nine thousand students ranging from fourth grade through graduate school attended the

conference, which highlights accomplishments of black engineers through lectures, seminars and competitions.

"The Navy's stated goal is to improve diversity and increase the number of minority officers," Francis said. "Ultimately, the Navy wants to have the officer corps reflect those of the enlisted corps, which reflects our nation."

According to an article on Navy Newsstand, Chief of Naval Operations Adm. Gary Roughead was the guest speaker

Local Stories

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during the opening session of the conference, and Navy Inspector General, Vice Adm. Anthony Winns, spoke at the pre-college initiative luncheon. Other senior officers in attendance included Vice Adm. Mel Williams, Deputy Commander, U.S. Fleet Forces Command and Vice Adm. Jeffrey Fowler, U.S. Naval Academy superintendent, who both participated in the Gold Torch awards banquet highlighting the achievements of engineers across the spectrum.

“NSBE members represent some of our brightest minds and talents,” said Cmdr. Geno Autrey,



Lt. Cmdr. Robert Francis and Lt. j.g. Davida Kirk stand with Chief of Naval Operations Adm. Gary Roughead along with other surface warfare officers attending the National Society of Black

Courtesy photo

CNSF’s Diversity Director. “Our platforms are complex and are composed of the most technologically advanced systems our nation has ever designed and manufactured.”

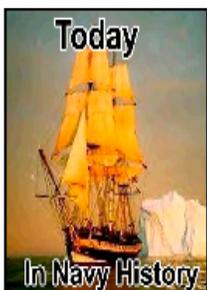
Francis and Cole both said the conference was a positive experience.

“I’d encourage anyone with the opportunity to attend to go,” Francis said. “It’s good for both senior and junior officers to go to these conferences. The Navy is trying to recruit new talent and also retain the talent we currently have. I’d definitely go again.”

A FEW POINTS SHY OF ADVANCING?

Sailors competing for advancement to paygrades E4-E6 will be awarded two points for an accredited associates degree, and four points for an accredited baccalaureate degree or above.

Education points will be awarded for the highest degree held and will increase the total overall final multiple score points with no reduction in points from other factors. (NAVADMIN 381/07)



April 6

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- Commanding Officer.....Capt. Patrick D. Hall
- Executive Officer.....Capt. Jeffrey S. Ruth
- Public Affairs Officer.....Lt. Cmdr. Kathleen Sandoz
- Media Dept. LCPO.....MCC (SW/AW) Joel Huval
- Layout & Design.....MC3 Quinn Liford
- Staff.....USS Abraham Lincoln (CVN 72) Media Department

Local Stories

'Bounty Hunters' bring their best to Abe

BY AN ASHLEY HOUP
Penny Press Staff

Carrier Air Wing Two (CVW 2) Squadrons deployed on board USS Abraham Lincoln (CVN 72) play a unique role in the mission of an aircraft carrier. Not only does the entire ship need to prepare, but squadrons on board need to be especially prepared and ready to fight anything that may enter their path. Through all the sweat, blood, tears, and hard work, the "Bounty Hunters" of Strike Fighter Squadron Two (VFA 2) strive to accomplish their mission statement: "Bombs, missiles, and bullets, on target and on time."

Stationed in Naval Air Station Lemoore, Calif., VFA 2 maintains the rework and upkeep of 12 F/A-18F Super Hornets. In the early 1920's, VFA 2, (at that time called VF 2) was carrier aviation's first squadron to be deployed on board an aircraft carrier, USS Langley. The 'Langley Stripe'; a red, white, and blue stripe painted on the first planes, is a tradition still proudly painted on the squadron's Super Hornets 80 years later.

Prior to maintaining F/A-18F Super Hornets, VFA 2 maintained F-14 Tomcats while stationed in Oceana. From 2003-2004, VFA 2 transferred from Oceana to Lemoore, and also transitioned the squadron aircraft from F-14 Tomcats to Super Hornets. After acquiring the 12 new F/A-18F Super Hornets, (Fixed Wing Fighter Squadron) VFA 2 became

(Fixed Wing Fighter Attack Squadron) VF 2.

Squadrons need Sailors trained in several specialties to work together and pull through to accomplish one common goal and mission.

"Our job is to provide full mission-capable aircraft when called upon, whether it's over sea or over land, no matter what the mission," said VFA 2 Maintenance Master Chief Petty Officer (AW) John Cloyes.

"We need to provide support for troops on the ground through the various missions our pilots fly and practice every day. If the jets aren't full mission capable (able to fly), the pilots can't attain the training they need to fulfill those missions."

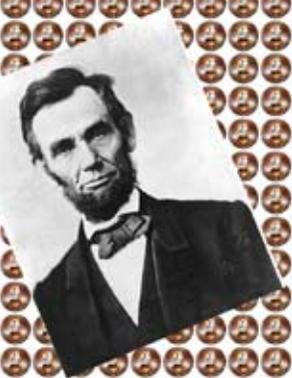
Without the proper equipment or training, squadrons can not function. "Ensuring maintenance technicians are trained to the best of their abilities is a number one goal that our squadron reiterates to every Sailor," said Cloyes. "In return, it will help provide good training assets to the aircrew so they can maintain their qualifications."

Maintenance and upkeep on F/A-18F Super Hornets can require a lot of work and knowledge. Super Hornets support the demand of the ships mission.

"Super Hornets can hold more equipment, go faster, and can fly longer for longer missions compared to F-14's," said VFA 2 Flight Deck Coordinator, Aviation Machinist's Mate



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Local Stories

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Chief (AW) Matt Heathcoat.

“These two-seater jets can hold more weapons stations for more armament. Overall, they have a more versatile platform than older jets,” Heathcoat said.

As a carrier squadron, it takes communication and teamwork with the other squadrons and ship’s company as well to keep the mission going.

“We support the ship by supplying jets full of fuel (tankers) to other jets in the air, and being ready in the case of something happening,” said Cloyes.

Retaining a unit of 240 Sailors, 40 of which are aircrew, is a task in itself to make sure the morale and attitudes of each one stays positive and focused on the task at hand. With the chain of command looking out for each Sailor, each job can be accomplished in a safe and flawless way.

“If we’re not taking care of our Sailors, the morale and work ethic is low and it affects the mission of the squadron and the ship. That’s why it’s so important to look out for each other and treat each other like family,” said Cloyes. “If there are problems at home, our squadron looks out for our Sailors and truly does everything to give them the tools to help them through rough times. We help by giving them



Courtesy Photo

training, talking to a mentor or a chaplain, or even just a phone call home.”

As each squadron maintains the upkeep of jets and the morale of fellow shipmates, the Lincoln/CVW 2 team will remain at the highest level of mission readiness.

“It’s impressive to see shops come together and go out of their way to help other shops in the squadron and work toward the same goal of getting the jets fixed and ready and able to fly,” said Cloyes. “They recognize the need for help and automatically pitch in....that’s great teamwork.”



Abe kids get taste of at-sea life

Naval Station (NAVSTA) Everett Fleet and Family Support Center (FFSC) simulated a deployment complete with a homecoming for all the children of Lincoln Sailors at the center April 4. The children’s deployment coincides with USS Abraham Lincoln’s (CVN 72) seven-month deployment in support of maritime security operations. Photo courtesy of Karen Whitworth, Lincoln Ombudsman.

Arts & Entertainment

Safety teaches the rules of braking

BY THE FOLKS IN SAFETY
Special to the Penny Press

Welcome to the latest edition of the Friday Funnies, more documentation that “to err is human” and that there sure are a lot of humans.

A. On a cruiser moored in a shipyard, an EM2 was troubleshooting the good old number one switchboard, which had been electrically isolated at the breakers. He stepped behind the switchboard, which put him out of view of the safety observer. Presto, troubleshooting turned into troublemaking. He promptly touched some energized circuits that weren't part of the switchboard. Brrrrzzaaapp!

Directly he was making a merry round of visits to ship's medical, a branch medical clinic, and a naval hospital. Doctors at one of them treated his burns.

Lesson learned: Jobs involving safety observers are not games of hide-and-seek. Under the “Required: Yes, Used: No” categories in this report we find listed electrical safety matting, gloves, and face shield. Assuming these were in fact required, I'd say the observer had already dropped the ball, as well.

B. A couple of Seabees were at work in New York. We assume they were on a job site. The report didn't say exactly what they were up to, other than that one of them (an EO2) needed the other one's multi-tool. So the other Seabee, a BU2, tossed it over to him. And then, of course, the tool opened in midair, exposing the blade, which impaled itself in the EO2's leg.

Why didn't the BU2 just hand it to him in the first place? Why didn't he make sure the tool was latched closed? Why didn't the EO2 jump out of the way? How far did the first Seabee toss the tool?

So many questions, so few answers. The command had

both Seabees tell their story at the next local safety session. Perhaps that was more informative.

C. In California, a lance corporal was visiting a buddy. Part of the visit involved backing up a truck, and part of the backing-up process involved a brake failure. At that point, the controlled backing up turning into an uncontrolled rolling down a hill toward a ravine. The Marine leaped out. Having mucho valor but minimal discretion, he tried to stop the truck. He slipped, and the truck ran over his chest and shoulder.

The mishap report described the vehicle as a “light truck,” but trust me, it wasn't that light, because it broke a bunch of bones in the Marine's shoulder and chest. He spent two days in a hospital, four weeks away from work, and another six weeks on light duty.

I guess it is hard to look at your buddy and say, “Hey man, your truck is down in the ravine. You should have had those brakes fixed.” Still seems preferable to the alternative, though.

D. A corporal in Hawaii was doing what the report called an “equipment maintenance road inspection” of some material-handling equipment. Presumably, this task involves driving a piece of MHE down a road. Not usually a problem, probably done all the time.

Except this time, when it turned into what we will call a “telecommunication lines height inspection.”

The results of this unplanned test: \$150K in damage to five utility poles. The MHE was undamaged, which falls into the “thank heaven for small favors” category.

Ground guides not only would have helped, but were required. Knowing the height of your MHE and doing some recon on the route first would also have been a great idea, and was also required.

That's all for this week. Until we meet again, please note basic problem with the idea of “required.” Sometimes somebody has to make sure somebody else isn't blowing it off.



Lincoln Pride



All photos by Media Dept.



Lincoln Pride



Lincoln Pride



Vertical Replenishment April 5, 2008



Lincoln Pride



Arts & Entertainment

Navy introduces new PT gear

By MC2(SW) DAVID BEYEA
Special to the Penny Press

The Navy introduced its new physical training uniform (PTU) to the world, in a photo shoot, March 20-21.

The PTU consist of a gold shirt with reflective Navy lettering and blue shorts with Navy lettering and reflective markings.

The new uniforms will be required for all group and unit physical training (PT) in the Navy, as well as the semi-annual physical fitness tests.

"It's to support the culture of fitness and provide a uniformity among Sailors," said Robert Carroll, the head of the naval uniform office at Chief of Naval Personnel. "To achieve this, the Navy's leadership decided to adopt the new PT uniform."

The new PTUs will begin hitting the Navy, with Recruit Training Command, in April, and will phase into the rest of the fleet between May and September. Sailors will be able to pick up their uniforms at Navy Exchanges around the world, costing \$50 for the required two sets of PTUs.

Simultaneous with the official fleet rollout of the uniform, flag officers, commanding officers and command master chiefs will have the opportunity to purchase their PTUs by calling the Navy exchange uniform call center.

"It's called leading from the front," said Carroll when explaining why a commanding officer can get his PTUs right away. "The



Courtesy of
RGB Imaging

Courtesy photo

The new Navy physical training uniform consists of a gold t-shirt and blue shorts. The Navy Exchange Service Command will begin rolling



A few small steps are key to water conservation!!

- turn off the faucet when not in use
- take shorter showers
- wash face, brush teeth in shower



Navy Marine Corps Relief Society

Every year the NMCRS gives back to its Sailors by raising funds for education needs, emergency grants and loans. In 2007 the NMCRS Fund Drive collected approximately \$30,000 in donations from Abe Sailors.

The 2008 fund drive is open for donations until April 15. By making even a small contribution could mean the world to a shipmate in need. Contact your department representative for donation forms today.

Arts & Entertainment

'Decomposer' leaves you guessing

By MCSN KAT CORONA
Penny Press Staff

Once again I decided to play a little "Wheel of Fortune" on my iPod for an album for this week's review. I landed on "Decomposer" by The Matches.

A little research on this album lead me to the revelation that The Matches enlisted the help of nine different punk super-star producers which explains why the songs on the album are so startlingly different from one another.

The Matches are the kind of dance-punk, pop-punk band that you're either going to like them or you're going to hate them, but they're actually real musicians. They're not as annoying as Fall Out Boy or Panic! At the Disco because The Matches are actually talented and not just boys wearing makeup.

Decomposer combines a variety of styles and musical influences thanks to the smorgasbord of producers.

Almost every song on the album is an anthem. They're sure to raise the temperature and get you on your feet. The album starts strong and continually raises the bar with each passing tack.

There's something totally bizarre about The Matches. The first time I heard them was at an outdoor concert at the University of Nevada, Las Vegas, in the fall of 2004. The Matches opened for

Yellowcard at that show and totally stole the show. They actually were the only decent band that played that night.

Two years later I picked up *Decomposer* and have since used it as an energy inducing, drive-along-to album.

Every song stands alone as a unique creation, which makes it difficult for me to pick out only a few to talk about.

"Drive" is about learning about love from everything other

than love – through bathroom walls, alcohol and bathroom walls. "Little Maggots" is about reaching for your dreams some how, though you'd never realize it from the title. "The Barber's Unhappiness" is so different than anything else on the album that it's actually a shock to your system when you get to it.

The Matches refuse to play it safe with *Decomposer*. They never fall into a predictable pattern; you find something new with every listen.

The best part? The songs aren't really that cheesy or forced, they're just there and you can take them for what they are and have fun with them or you can try to pick each one apart.

Since my first listen of this album and to every listen since I had really liked this album. It's different and it's fun. It doesn't ask anything of you.

So if you've had a rough day at the office, or you're looking for something hyper to listen to while working out, check out The Matches and *Decomposer*.



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Final Thoughts



Shipmates

The strength of a warship lies in the hearts and hands of its crew.



Photo by MCSN Joseph Scarberry

Information Systems Technician Chief (SW/AW) Shane Swenson was awarded a Navy and Marine Corps Achievement Medal for his tour on board USS Abraham Lincoln (CVN 72). Swenson has served on board Lincoln since Oct. 2003.

Editor's Top 10

Ways to relieve stress.

10. Play crazy music as loud as possible until your work center supervisor makes you stop.
9. DANCE...until your work center supervisor makes you stop.
8. Email...until your work center supervisor makes you go back to work.
7. Saran-wrap said work center supervisor's desk, to include all contents in and on the desk.
6. Give training on why it is NEVER okay to Saran-wrap your work center supervisor's desk. EVER.
5. Rip up cardboard boxes into tiny pieces...until your work center supervisor recomends you "take a walk."
4. Go on a two-hour walk...around your work center supervisor's desk.
3. Ask your work center supervisor about his/her childhood.
2. Break out the crayons and color on your work center supervisor's "very important documents."
1. Run away...quickly...from work center supervisor after he/she reads this.

WIN A NEW CAR!!!



Rodland Toyota in Everett has donated a Toyota Scion to the Navy-Marine Corps Relief Society to be raffled off during this year's fund drive. Tickets can be purchased through your NMCRS fund drive representative.