

Golden Falcons deploy for the last time

BY MC2 JAMES R. EVANS
Penny Press Staff

Carrier Air Wing Two's 2008 deployment aboard USS Abraham Lincoln (CVN 72) will mark one of the final chapters in the history of the oldest active helicopter Anti-Submarine Warfare helicopter squadron in the United States Navy.

Helicopter Anti-submarine Squadron (HS) 2, the "World Famous Golden Falcons" will retire its designation and aircraft early next year as part of a series of changes, which will see pilots and aircrews transitioning to new airframes and a new mission.

"We're going to be transitioning our name to HSC (Helicopter Sea Combat Squadron) 12," said Lt. Cmdr. Mark Newkirk, HS-2's Transition Officer. "The reason we're not keeping our number is because there's already an HSC-2, which is the Fleet Replacement Squadron on the East Coast."

Newkirk added that besides a change in title, the transition will see a make-

over in the capabilities of the squadron.

"We're changing our designation as well as some of our missions—we will no longer be an anti-submarine warfare squadron. However we're keeping our Combat Search and Rescue (CSAR), we'll be more capable

for Naval Special Warfare (NSW) missions, and carrier search and rescue will still be a primary mission."

To meet the demands of the new mission emphasis, the squadron will be trading in their SH-60F ("Foxtrot") and HH-60H ("Hotel") Seahawk helicopters for the newer MH-60S ("Sierra") Knighthawk. The Knighthawk comes with modernized avionics including an all-glass cockpit, the latest Net-centric link system; LINK 16, an expanded armament package, and a number of innovative logistic design improvements.

Newkirk said that the change is part of a larger one that Navy helicopter aviation has been undergoing for several years now. The Anti-Submarine Warfare (ASW) missions that were once performed by the HS community



Photo By MC2 James R. Evans
An HH-60H Seahawk assigned "Golden Falcons" Helicopter Anti-submarine Squadron (HS) 2 piloted by Lt. Cmdr. Ruben Ramos and Lt. Fernando Rosario flies past Nimitz-class aircraft carrier USS Abraham Lincoln during a recent flight.

Turn to FALCONS, Page 2

Audiobooks make for easy listening

BY MCSN JOSEPH SCARBERRY
Penny Press Staff



Photo By MCSN Joseph Scarberry

Aviation Electronics Technician 2nd class Eric Glandon listens to an audiobook provided by the ship's library on board USS Abraham Lincoln (CVN 72).

The Religious Ministries Department (RMD) aboard USS Abraham Lincoln (CVN 72) has obtained numerous audio books for Sailors to enjoy.

Chief Religious Programs Specialist Ronald Roberts, the leading chief petty officer of RMD, said there is a broad selection of audio books already available, with more to come.

"We have roughly 100 different audio books already, with four or five copies of each," said Roberts.

Roberts said that the list is diverse, including non fiction, science-fiction, action, drama, self-help, and languages.

"We even have a few classics, like 'Tar-

zan of the Apes,'" said Roberts.

Roberts said audio books are easy to check out.

"Just come down to the library and look through our list," Roberts said. "One of the Religious Programs Specialists will give the book to you to keep for up to two weeks."

"The audio book is in a remote," Roberts said. "All you need are headphones. Everyone has a different taste... it just comes down to convenience," Roberts said. "I like to lay in my rack while listening to the books to relax."

The library has flexible hours, to include the Sailors who work the night shift, Rob-

Final Thoughts



Shipmates

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



Photo By AN Ashley Houp

Aviation Boatswain's Mate Handling Airman William Alaways, Air Department, left, receives a Good Conduct Award on board USS Abraham Lincoln (CVN 72) from Cmdr. Patrick Bowman.

Editor's Top 10

Ways the ship is like the movie "Office Space."

10. You want to take various pieces of equipment to the hangar bay and beat them with a sledgehammer.
9. Someone keeps stealing your stapler.
8. You still have no idea what PC load letter means.
7. The allotted hours to play your music at a reasonable level keeps changing and nobody tells you.
6. You keep getting the wrong person's mail.
5. You hit higher tenure three months ago and no one told you.
4. You work Saturdays...every week.
3. Your desk is being moved...again.
2. Some chipper new PO asks you if you have the "Mondays."
1. You never got the memo. And you never will. Sorry.

WIN A NEW CAR!!!



Redland 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.

Local Stories

FALCONS *Continued from Page 1*

aviation has been undergoing for several years now. The Anti-Submarine Warfare (ASW) missions that were once performed by the HS community will now be shouldered by Helicopter Maritime Strike (HSM) Squadrons flying the MH-60R. At the same time, HSC Squadrons flying the MH-60S will be more focused on performing over-land combat and at-sea logistics missions.

Aviation Warfare Systems Operator 1st Class (AW/NAC) Paul Noriega said that for the Aviation Warfare System Operators (AWs) who make up the enlisted half of the helicopter aircrews, the transition process has meant taking a more active role in the actual operation of the helicopters.

“As far as warfare and mission systems in the back of the aircraft, it’s been a big decrease for us because we’re not dealing with the sonar and the sonobuoys anymore, so we have to be more engaged with what’s going on up front, and maintenance-wise with the helicopter,” said Noriega.

Toward that goal, Noriega said HS-2 has been rotating its AW’s up to the flight deck for three weeks at a time to earn their qualifications as plane captains for the helicopters.

“When we go to the Sierra, we’re all going to have to be plane captain qualified,” said Noriega. “It gives us more flexibility so that if we det

in somewhere, we don’t have to bring an extra maintainer to meet that requirement. An AW can land, debrief, and then do the daily turnaround. It saves the command money and it’s one less person at risk.”

Noriega said that besides additional maintenance responsibilities and reduced ASW demands, much of the workload and weapons systems associated with the MH-60S will still be familiar to AW’s who’ve worked with the Foxtrot and Hotel. He added that overall, HS-2’s schedule over the past year has left aircrews well prepared for the transition.

“In the last year we’ve been doing almost nothing but CSAR and NSW training to get us geared up to work with the HVBSS (Helicopter Visit Board Search and Seizure) and EOD (Explosive Ordnance Disposal) teams,” said Noriega. “Whoever it is that we meet in-theatre that needs to be put somewhere, we’re trained up and ready to go whether it’s in the Hotel, the Foxtrot, or the Sierra. So far it’s been a pretty transparent transition for us.”

Newkirk said HS-2 will remain part of Carrier Air Wing 2 for the foreseeable future. HS-2 expects the process of receiving new aircraft, training pilots and maintainers, and approval to operate to begin soon after they return from deployment, with official stand-up as HSC 12 tentatively scheduled for late spring or summer of 2009.

A Brief History of HS-2

1952- On March 7, Helicopter Anti-Submarine Squadron 2 is established as the first Anti-Submarine Warfare helicopter squadron on the West Coast, flying the HRS-2.

1957- HS-2 makes its first deployment as an entire squadron embarked aboard USS Philippine Sea (CVA-47).

1965- An HS-2 helicopter records the longest operational flight ever up to that time. This year also saw HS-2 executing the first nighttime Combat Search and Rescue (CSAR) mission for a Navy helicopter squadron.

1966- HS-2 participate in the Apollo Saturn 202 sub-orbital test flight of the Command and Service Module recovery program.

1967- The squadron performs ten overland and five coastal rescues of pilots in North Vietnam, including one mission that results in Lt. Neil Sparks being awarded the Navy Cross.

1970- While responding to the Jordanian Crises, HS-2 paints American flags on their aircraft to distinguish them from Israeli helicopters operating in the area. The CNO later

authorized the flags as a permanent part of the squadron’s paint scheme.

1972- Following the cease-fire agreement, HS-2 becomes the first Naval air unit to fly into North Vietnam, providing transportation for negotiation teams.

1984- HS-2 helicopters provide first damage assessments after a Soviet submarine collides with USS Kittyhawk (CV 63) in the Sea of Japan.

1991- The squadron deploys aboard USS Nimitz (CVN 68) in support of Operation Desert Storm.

2003- HS-2 supports critical Navy Special Warfare missions during the opening days of Operation Iraqi Freedom.

2005- HS-2 flies more than 1000 hours in support of Operation Unified Assistance, providing relief to the Tsunami ravaged Aceh province of Indonesia.

2008- The Squadron begins final deployment aboard USS Abraham Lincoln (CVN 72) as it prepares to transition to Helicopter Sea Combat Squadron (HSC) 12.



April 13

1847- Naval forces begin five-day battle to capture several towns in Mexico.

1861- Fort Sumter surrenders to Confederate Army.

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Arts & Entertainment

Vandals compilation rocks the brain

By MCSN KAT CORONA
Penny Press Staff

The Vandals have been around, through various incarnations, pretty much as long as I've been around. That's pretty impressive for a band who doesn't receive tons of radio play in our musically attention deficit disordered world. Most bands stick around for a few years before fading into obscurity.

In 1989 the Vandals released a compilation album of their first EP and their first LP, *Peace Thru Vandalism/When in Rome Do as the Vandals*, which is the album I chose to review for this week.

I saw the Vandals play at El Corazon in downtown Seattle right before the start of this deployment. If one thing is for sure, these guys know their craft and they love doing it. They are the epitome of a punk rock band. They don't care about the people who don't like them, they embrace their fans and they have so much fun doing their job. Really, what more can you ask for?

The love for their work is no more evident than it is in *Peace Thru Vandalism/When in Rome Do as the Vandals*. It gets you off your seat, out of your bad mood and before you know it you're singing along or maybe just playing air guitar.

I recommend not playing air guitar during working hours as it takes away from the professional atmosphere of your work environment.

Looking over the track listing, you can't really guess what you're going to get from any of the songs. There's no common theme, there's no giveaways. It's a mishmash of hilarity, anarchy and at some times it gets a little bizarre.

The first song that really hooked me was "Urban Struggle." At first listen it made me laugh because it was a conglomeration of punk rock and country. All I could think about was "should I be line dancing or should I mosh?" I listened to it again (and checked out wikipedia) and realized it's deeply entrenched with punk history as it is about the fighting that occurred in the early '80s between the Los Angeles punk scene and the nearby country

scene. It clocks in at over three minutes long, which is impressive for an early recording of a punk band. Most punk songs are less than two minutes long, mainly because any longer than that and the song gets obnoxious and repetitive. "Urban Struggle" doesn't have that problem. It keeps you going throughout the length of the song.



Two songs later you're slapped in the face by a parody of Elvis Presley's "Heartbreak Hotel." It's not a cover, we'll leave those to Me First and the Gimme Gimmes. The original "Heartbreak Hotel" was all about a broken hearted boy lamenting over his lost love. The Vandals version is a little angrier. The song's protagonist is coming up with different ways to incur bodily harm towards his ex-girlfriend for giving him an STD. It gets me laughing so hard that tears are nearly streaming down my cheeks. It's that funny.

My favorite song of the album has to be "Mohawk Town," which sounds a lot like a punk version of "The Devil Went Down to Georgia." It's an anthem for the animosity that existed between skinhead and punks, but it describes the whole thing as an old-west showdown in Mohawk Town between the outlaw, Mohawk Jon, and the law enforcer, Marshal Skin. Remember the scene in *SLC Punk* all about who hates who and why punks fight? This song totally brings that scene to life.

The only member of the Vandals who released this album who is still in the band is then drummer Joe Escalante; though now he has traded in his sticks for the bass guitar, but that's really neither here nor there. The point is most bands whose lineups have changed throughout the years lose their original focus; the band kind of becomes something totally different. That really hasn't happened to the Vandals. They still sound just like they did when this album was released.

Peace Thru Vandalism/When in Rome Do as the Vandals is a loud, sometimes violent and often times hilarious romp through the Los Angeles/Orange County punk scene of the early '80s. It's the perfect CD to turn up super loudly to blow off some steam or to wake you up in the mornings.

Arts & Entertainment

Looking sharp, showing Navy pride

By FORCM (SS/AW/SW) CHARLES DASSANCE
Special to the Penny Press

Good day, shipmates. This week, I'd like to talk with you about a topic that many Sailors unfortunately take for granted - the need for everyone, from the highest ranking officers to the newest seaman recruits, to always present a professional, squared away appearance when they come to work each day. In many ways, your appearance is just as important as the quality of the work that you do.

What is the first thing that you notice whenever you see another Sailor walking around? Do you look at her uniform to see if it is clean, pressed and has sharp creases?

Do you notice whether or not he has shaved or has a proper haircut? If so, then you are doing your job of watching out for your shipmates.

And what is the first thought that comes to your mind if you see a fellow Sailor who has a sloppy, careless appearance? You probably think that, just as he doesn't care too much about how he looks at work each day, he is probably equally lackadaisical about the job he does.

This is why it is important for you to take the time every day before you come to work to properly prepare every part of your uniform.

Whether you are wearing utilities or working blues or whites, make sure you iron your shirt and pants or skirt thoroughly and put sharp creases into them.

Also, you should always keep on hand a clean and pressed pair of dress blues or whites in case you need to wear them.

Your shoes should always be freshly polished and, if you are male, shave every morning unless a waiver is authorized by the commanding officer. Mustaches are authorized but shall be kept neatly and closely trimmed. No portion of the mustache shall extend below the lip line of the upper lip.

Both male and female Sailors must also ensure that their haircuts conform to Navy standards. For men, hair above the ears and around the neck shall be tapered from the lower natural hairline upwards at least three-fourths of an inch and outward not greater than three-fourths of inch to blend with your hairstyle.

Hair on the back of the neck must not touch the collar. Hair shall be no longer than four inches and may not touch the ears

or collar, extend below eyebrows when headgear is removed and not show under front edge of headgear or interfere with you properly wearing military headgear. The bulk of the hair shall not exceed two inches in length.

For women, hairstyles shall not be outrageously multicolored or faddish, to include shaved portions of the scalp (other than the neckline) or have designs cut or braided into the hair. Hair coloring must look natural and complement the individual.

Haircuts and styles shall present a balanced appearance. Lopsided and extremely asymmetrical styles are not authorized. Ponytails, pigtails, widely spaced individual hanging locks and braids which protrude from the head are not authorized. Multiple braids are authorized.

These are the basic steps you should follow to present a professional appearance at work each day. However, the need to look sharp doesn't end when you're off duty.

You must remember that although you don't have to work 24 hours a day, you are still a part of the military during your off-duty hours. This means that you must also dress and look professionally when you are on liberty.

For men, earrings are prohibited when you are in civilian clothes in a duty status, just as they are prohibited while you are in uniform. For both men and women, tattoos, body art and brands on the head, face, neck or scalp are banned.

Individual tattoos, body art and brands exposed by wearing a short sleeve uniform shirt shall be no larger in size than

the wearer's hand with fingers extended and joined with the thumb touching the base of the index finger.

Follow all of these instructions, and you should look professional while on liberty.

Being a Sailor carries with it a responsibility to reflect positively on the Navy and the nation you represent. This is something you shouldn't forsake just because you are not in uniform. In the civilian world, it will matter just as much how you look wearing a suit and tie as how you now look wearing your Navy uniform. In both cases, care and attention to detail are what will allow you to always look your best. And if you look your best everyday, then you will have the confidence to perform at your best, and others will have confidence in you. Until next time, have a good day, shipmates.



Courtesy Photo

Force Master Chief (SS/AS/SW) Charles Dassance

Local Stories

VAQ 131 'Lancers' tell their story



Photo By MC3 Geoffrey Lewis

An EA-6B Prowler attached to Electronic Attack Squadron One Three One (VAQ 131) "Lancers" deploys emergency flares during an air power demonstration held for the crew of USS Abraham Lincoln (CVN 72).

By MC2 ARIANNE ANDERSON
Penny Press Staff

One hundred and ninety one officers, chief petty officers and Sailors and four EA-6B Prowlers make up the "Lancers" of Electronic Attack Squadron (VAQ) 131, currently aboard USS Abraham Lincoln (CVN 72) as part of Carrier Airwing (CVW) 2, and Carrier Strike Group 9 (CSG 9) deployed in the Seventh Fleet area of responsibility.

VAQ 131's Maintenance Master Chief Jeff Amidon said the Lancers play an integral role in any air operation. The services of the EA-6B Prowler are used by the Navy, Marine Corps, Army and Air Force to exploit the electronic spectrum in both offensive and defensive postures.

"The primary function of the Prowler is the suppression of enemy air defenses by jamming enemy radar and communications and employment of the high-speed anti-radiation missile (HARM); secondary functions include airborne command and control and multi-functional airborne support for the carrier strike group," Amidon said.

The Prowler is the second oldest carrier-based aircraft in the Navy following the E-2, and according to VAQ-131's Command Master Chief Tracye L. Sherrill said, and it takes a lot of work to keep them in the air.

"The maintenance the squadron performs is truly unbelievable," Sherrill said. "We have a lot of great Sailors working here."

Sherrill said members of VAQ-131 also support the

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departments aboard that affect everybody. "We have a lot of maintenance personnel, obviously, but we also have storekeepers, culinary specialists, corpsmen, and a master-at-arms, that fulfill their roles in their respective areas.

We also send members of the squadron to fulfill FSA [food service assistance] responsibilities. We're fully integrated with the ship." Sherrill said "(members of VAQ-131) try to be team players and approach everything in a positive way."

Sherrill also said that the Lancers' unity is one of their driving forces.

"Our unity and camaraderie is very strong between officers and enlisted," she said. "We are more tight-knit than any other command I have ever been with. We are like family."

One member of the Lancer family is Aviation Machinist's Mate Airman Richard A. Henry, who reported to VAQ-131 in January 2006.



Photo By MCSN Brandon C. Wilson

Aviation Structural Mechanic (Equipment) 3rd Class Joseph Norris installs an ejection seat into the cockpit of an EA-6B Prowler attached to Electronic Attack Squadron One Three One (VAQ 131) "Lancers" aboard the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72).

"I think it's the best squadron out there," Henry said. "The people are great to work with and they're always around if you need help with anything. Whether it is work related or personal, there is always a helping hand."

VAQ-131 is stationed out of Naval Air Station Whidbey Island.

The Lancers have recently racked up several awards including the Adm. Arthur W. Radford and Battle E awards for 2006, 2007 Commander Electronic Attack Wing Pacific Maintenance Squadron of the Year, CNAF Silver EAWS Pennant, Blue Medical "M," and the 2006 CPF Retention Excellence Award Individual.

Lancer awards include Quality Assurance Representative and Safety Petty Officer Prowler of the Year awards from their Type Wing Commander.

For more information, visit VAQ 131's Web site at <http://vaq131.ahf.nmci.navy.mil/>

Abe Passover Seder

The Jewish holiday of Passover celebrates deliverance from Egyptian bondage. The festival lasts eight days, during which Matzoh (unleavened bread) is eaten in place of leavened bread. On the first and second nights of the festival, a Seder (literally meaning order refers to the fact that the traditional meal has a specific order in which things are done) is held in the home during which the story of Exodus is recounted and the historical ideal is reaffirmed.

This year, Passover begins at sundown on Saturday, April 19. Those Jewish Sailors interested in attending a Seder on the first night of Passover contact the Jewish Lay Leader or the Chapel. POC: Jewish Lay Leader, weinstein.eliyahu@cvn72.navy.mil.

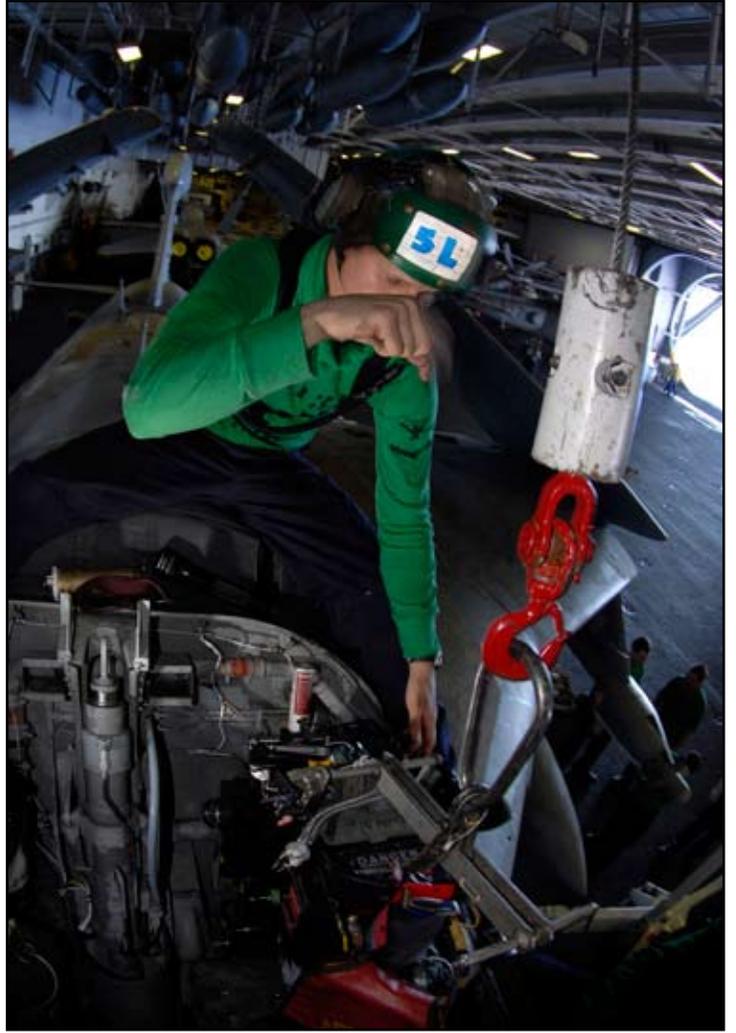
Lincoln Pride



All Photos by Media Dept.



Lincoln Pride



Local Story

Certification classes come to Lincoln

By MC3 JASON SEGEDY
Penny Press Staff



Photo By MC2 Jason Segedy

Anthony Solano, instructor for Ultimate Knowledge Corporation talks to Sailors about the certification courses offered on board USS Abraham Lincoln (CVN 72).

USS Abraham Lincoln (CVN 72) is testing out a new way for Sailors to meet Department of Defense (DOD) and civilian computer security standards while underway.

The program started as an initiative to help the Navy meet DOD goals, which requires

approximately 110,000 information assurance professionals to be certified within five years.

Anthony Solano, an instructor from Ultimate Knowledge Corporation, a computer security company, was recently aboard Lincoln, administering A Plus, Security Plus and Network Plus computing classes to about 100 Sailors.

“For Sailors here, the class provides a base line of knowledge,” said Solano. “What DODD 8570 actually does is place certain billets and jobs into certain security categories, and in

order to keep the ratings, Sailors will need to get the proper certifications. Being able to do this underway will help the Navy achieve those goals faster.”

Solano was aboard to provide a Security Plus class for 100 students. CVN 72 administered all the exams and is working on developing the self-study course for each course.

Lincoln’s Combat Systems Information Officer Lt. Cmdr. David White is heading the project to certify privileged access computer users on the carrier through a test company called Pearson VUE.

White said if the program proves successful, Sailors on ships across the fleet may soon be taking the certification courses. In addition, becoming a Pearson VUE test center will eventually allow the ship to test Sailors on other certifications as well, including Adobe, Cisco and many more.

“It basically means if you have an interest in something, you won’t have to wait until we get back to Everett to take the test, we can get them now,” said White.

White added that once fully approved, he plans to publish a page on Abenet with what exams will be available, but the test bed for the information assurance workforce is the first priority.

Free exams are available only to those Sailors who are part of the information assurance work force. Other exams will need to be paid for by the Sailor.

**Have an idea for a club or a class during deployment?
See CTM3 Minutola in the MWR office about your idea and she will
look into the possibility of making your idea happen.**

  **water conservation is key**  

-  **turn off faucet when not in use**
-  **take shorter showers**
-  **report all leaks to DC central**
-  **do not use leaking equipment**

Lincoln Pride

EOD more than meets the eye

By MC3 GEOFFREY LEWIS
Penny Press Staff

“Explosive Ordnance Disposal (EOD), that’s what it stands for and that’s what we do,” said Explosive Ordnance Disposal Technician 1st Class (ESW/AW/SW) Keith Gillmer, EOD recruiter aboard USS Abraham Lincoln (CVN 72).

Not all EOD’s start their enlisted career as technicians. Many, like Gillmer, cross into this special field from various ratings throughout the Navy.

“I came in the Navy as a Construction Mechanic,” said Gillmer. “I served in a Seabee construction battalion for a couple years until the EOD program allowed for those below E-5 to be screened.”

Until Gillmer was given the opportunity to begin the process to enter, only E-5 and above were allowed to be screened. EOD is now offered from boot camp as one of the special programs that can be applied for.

Among the required prerequisites for applying, Sailors must have 18-24 months of minimum obligation met in a fleet command, must be E-5 or below with a performance average of 3.0 or better and are physically qualified to participate.

“The [EOD] community does not allow an E-6 or above because somebody who went through as a first class and picked up chief right out is going to be the leading chief petty officer of the detachment,” Gillmer said.

“Trying to achieve all the initial qualifications while leading a team through a training cycle would be incredibly difficult. We bring you up in the community.”

Once accepted, Sailors attend school and upon completion become a basic technician. There are three levels of technician: basic tech, senior tech, and master tech.

“A basic tech fresh out of school is somewhat capable but still

learning the depths of the field,” Gillmer said. “A senior tech is an expert on all the tools and they’re operators competent up range and down. The senior tech can assist in all facets, usually lead by the master tech but potentially is leading part of the team independently. A master tech is the type of person that can supervise, plan, and oversee an entire operation.”

One of the advantages to going EOD is the wide variety of training from land navigation and close quarters combat to a plethora of weapons training and learning how to quickly integrate with any special forces operation.

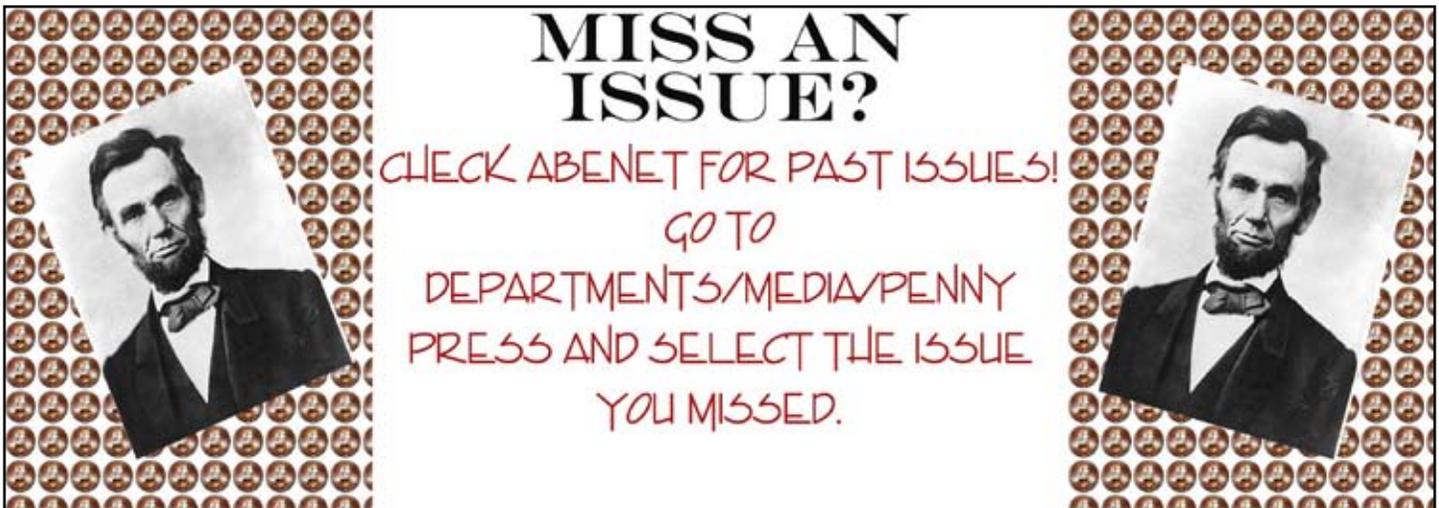
“We are the only EOD force completely compatible of inserting and operating from land, sea, and air,” Gillmer said. “We get trained in small unit tactics, whether it’s running with the Army special forces, because the Army calls for Navy EOD to do their ground work; the Air Force calls on Navy EOD to work with their special forces; the Marines have their own EOD, and they’re pretty well trained, but they often call on Navy EOD to go with them because of the diving and higher standard of physical readiness, as well as jumping qualifications [of Navy EOD].”

Along with jump qualifications, EOD personnel train in rope exercises like Helicopter Rope Suspension Techniques (HRST), which include repelling, fast roping, and Special Purpose Insertion and Extraction (SPIE).

“It’s a challenging field, no two days are ever alike,” Gillmer said. “One day can be spent diving, the next HRSTing, or even running through the woods and integrating with other units to test tracking systems.

If I would’ve been in Guam, I might’ve been diving, jumping, and running around in the woods in one trip. There’s a wide variety of things you can do in a short period of time.”

For more information on requirements for applying to EOD, Sailors can contact Gillmer with any questions.



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