



## 150,000 traps takes teamwork

By MC3 QUINN LIFORD  
*Penny Press Staff*

On the flight deck of USS Abraham Lincoln (CVN 72), it's business usual, launching and recovering aircraft in support of the mission at hand. However, June 21, marked a unique milestone in Lincoln's years of service. The ship recorded its 150,000 arrested landing.

Lincoln, currently conducting operations in Arabian Gulf, has seen many milestones throughout the years, but this one, according to Aviation Boatwain's Mate (Equipment) (AW) 3rd Class Renzo Martinez of Lincoln's Air Department, is important, because of what it stands for.

"It is important that everyone worked together to make this happen. The whole concept is safe recovery of aircraft, and making it to 150,000 traps shows the hard work people put into the job everyday," said Martinez.



Photo by MC2 Brad Wages

Aviation Boatwain's Mate (Equipment) 3rd Class Ryan Mixell, of USS Abraham Lincoln's (CVN 72) Air Department V-2 Division, cuts a cake in celebration of Lincoln's 150,000th trap in Arresting Gear Room 3, June 21.

To make this possible it's taken years of hard work and dedication. No one knows this more than the Sailors who man the flight deck's arresting gear, like Aviation Boatwain's Mate (Equipment) (AW/SW) 1st Class Mike O'Rourke, of Lincoln's Air Department.

"It takes 25 people manning 10 watch stations to recover one bird. If someone is not performing the way they should it can cause damage to the equipment or injury to other personnel on the flight deck," said O'Rourke

From the Sailors manning the deck edges and the engine room to the top side petty officer and his or her team, these Sailors work long hours to make flight operations successful daily.

"We all have to just work together, that's what it comes down to," said O'Rourke. "We man our stations and do the job, and when we get something like the 150,000th trap, we get to celebrate."

Although the arresting gear is an important piece of carrier aviation, it's teamwork of all hands, that makes milestones possible, said Martinez.

## Abe's Diversity Council supports CO's Top 3

By MC2 JOHNDION MAGSIPOC  
*Penny Press Staff*

Over the years, the U.S. Navy has used its resources and the talent of its people to create extensive diversity programs. According to the Commander, United States Pacific Fleet Web site, "Diversity is all the different characteristics and attributes of individual Sailors and civilians, which enhances the mission readiness of the Navy."

Under this program, USS Abraham

Lincoln (CVN 72) has made it a point to provide its Sailors with opportunities to reach their potential, both personally and professionally. In reaching out, Lincoln's Diversity Council has effectively made the world a classroom for its Sailors, breaking down boundaries and expanding their horizons, according to Lt. Cmdr. Michael A. Whitt, Administrative Department head and ship's diversity officer

The Diversity Council's mission, explained Whitt, is to make it known the Navy and Lincoln will support, ap-

preciate, respect and value Sailors by constantly examining the workforce culture and environment, ensuring all Sailors are appreciated, respected and valued regardless of race, gender, religion, age, national origin, rank, position or job responsibility.

"Diversity is not about removing barriers for someone; it's about creating opportunity for all," said Whitt, who took over as diversity officer in April. "Diversity utilizes the full po-

# Local Stories

## DIVERSITY

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tential of the Navy's most treasured resource, its Sailors, in order to achieve the common goal of mission success. It also plays a vital role in support of the Commanding Officer's big three (take care of yourself and your shipmate, know your job and take care of the ship). It fosters equal opportunity, creates an open, positive and satisfying work environment."

The primary drive of the Diversity Council's program is broken down into five pillars: accountability, mentoring, training, strategic communications and outreach.

According to the Diversity Council's plan of action, accountability seeks to ensure the effectiveness of Lincoln's ongoing diversity implementation efforts and to establish a robust diversity plan that meets the goals of the Chief of Naval Operations.

Under the guidance of Lincoln's Command Master Chief, CMDCM (SW/AW) Eric Schmidt, the council will seek to improve the mentoring program via a Mentoring, Indoctrination and Sponsor program.

As part of the training program, the council has sponsored Sailors on numerous educational and conference trips throughout the United States. It plans to send five current or future diversity council members who have one year left on board to the Dr. Betances Workforce Diversity Institute later this year. Next month, the council is sending two Sailors to attend the Women's Symposium in Lansdowne, Va., and two Sailors to the National Naval Officer Association annual convention in Portsmouth, Va.

"We will also strive toward training and the understanding

of diversity by all hands," Whitt said.

Strategic communications covers the areas of getting the diversity word out via a diversity Web site, news releases, posting diversity-related themed posters in high-traffic places aboard Lincoln, and coordinating submission of diversity awards and recognition packages.

"Our goal as a Diversity Council is to consolidate all the resources we have onboard and put them under one umbrella," Whitt said. "This makes us more effective in supporting the Commanding Officer in improving the value of diversity onboard."

Yeoman 3rd Class Jennifer Rocha, assigned to Commanding Officer Department's Y-1 Division, has a lot of experience dealing with diversity and brings these experiences to the table.

"I was a part of the Heritage Committee at my last command and I had a lot of fun coordinating events with them, so I thought I'd do it here too," Rocha said. "I think it's important to have a Diversity Council because the Navy is one of the most diverse organizations in the world and it's important to make sure we look at these differences as strengths instead of weaknesses.

"Everyone has something to bring to the table," Rocha said. "When there are hundreds of ways to communicate the same idea, it allows us to have a variety. When we have a variety [of Sailors] from the west coast, east coast, down south, midwest – everyone wins. You think of things you may have not thought of otherwise and you see the perspective in a larger sense than that hometown you grew

**Turn to DIVERSITY, Page 3**



Photo by MC2 Johndion Magsipoc

Diversity Council members pictured are: front row, from left: Lt. j.g. Adrian Young, Combat Systems; Yeoman 3rd Class Jennifer Rocha, Admin; Storekeeper 2nd Class (AW) Ingrý Lopez, Supply; Yeoman 1st Class (SW/AW) Julie Eubanks, Admin; Personnel Specialist 3rd Class (SW/AW) Jennifer Bruggink, Admin; and Lt. Cmdr. Michael Whitt, Admin; back row, Air Traffic Controller 1st Class (SW/AW) Larry Underwood, Operations; Storekeeper 1st Class (SW) Kelly Calliste, Supply; Yeoman 2nd Class (SW/AW) Michele Turner, Operations; Senior Chief Air Traffic Controller (AW/SW) Michael Baker, Operations; Chief Aviation Boatswain's Mate (Fuel) (AW/SW), Glenn Apacible, Safety; Lt. Cmdr. Don Furukawa, Operations; Senior Chief Gunner's Mate (SW/AW) Regina Hawley, Weapons; and Quartermaster 3rd Class (SW) Walter Cahail, Navigation.

## Local Stories

# G-2 Division keeps Sailors on target

By MC3 GEOFFREY LEWIS  
Penny Press Staff

Whether in homeport Everett, any given port around the world, or even in the middle of the ocean, force protection is a big part of the livelihood of everyone aboard Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72). The professionals of Lincoln's Weapons Department, G-2 division, are ensuring the crew is properly trained to stand their watches by holding periodic training with small arms weapons, ranging from the 9mm pistol to the M-240 machine gun.

Chief Gunner's Mate (SW) Norman Banks, Lincoln's range safety officer, said it is important to conduct this training so that personnel standing force protection watches are given the opportunity to hone their skills and sharpen their marksmanship. All of this training is to better ensure they are better able to engage a threat to protect themselves and others from imminent harm or danger.

"It prepares them in the event they should ever have to engage a threat whether it be waterborne, airborne, or just standing on two feet," Banks said. "Of course you can never really train for when that happens if you ever had to engage somebody that was shooting back at you, but it gives them an opportunity to understand that the weapon is going to recoil. They get the feeling of the weapon cycling and it helps them put, more effectively, rounds on target."

Safety is, of course, a major priority during this type of training said Gunner's Mate 2nd Class Chad Clingman, a small arms line coach. Not only should shooters wear proper protective equipment, but they also need to ensure they never cross the firing line.

"When the range is 'hot' it means personnel who are

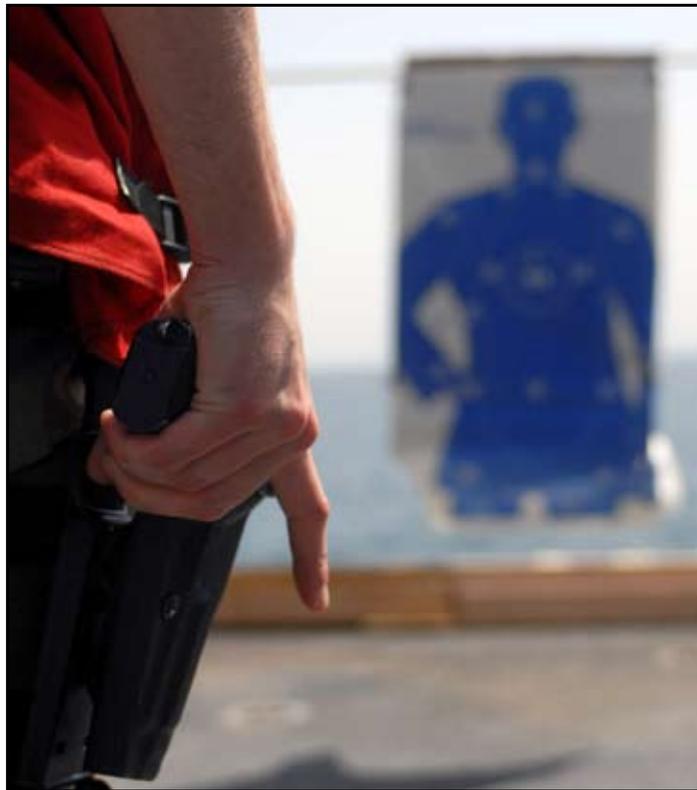


Photo by MC3 Justin Blake

**A Sailor holsters his weapon after a live fire exercise held aboard the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72).**

shooting have weapons, ammunition, and they're loaded," Clingman said. "My job is to make sure that they don't go forward of the firing line. Sometimes people will step over

### DIVERSITY

*Continued from Page 2*

up in."

Senior Chief Gunner's Mate (SW/AW) Regina Hawley, former acting diversity officer and currently the outreach coordinator, said Lincoln's diversity efforts have been fueled by outreach to and contact with organizations that want to improve the depth and diversity of Sailors aboard Lincoln.

"I joined because I love people and my desire is to be involved in a world where there is no judgment based on the fact that you and I don't look like the majority, whatever that might be,"

Hawley said.

Hawley and council members have coordinated many other unique service projects and events aboard Lincoln earlier this year to include the Women's Symposium, Black History Month, Cinco De Mayo, and the Asian Pacific American Heritage Month celebration, among others.

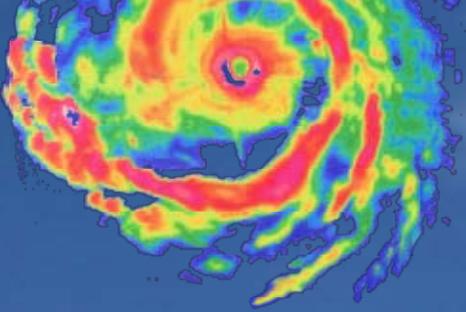
"I feel like I have a responsibility in this positive change," Hawley said. "I feel this will help me in leading my Sailors. The more I know, the more I can be effective in helping them on their journey. The council will educate through the ranks and anybody can be

a part of it. With that being said, I believe that people will feel like their inputs are valued and their voice will be heard."

Although it made strides in recent years, the Diversity Council recognizes the drive to diversify is a mission that is never completed. Hawley said she hopes to bring in more Sailors to share their ideas about diversity and to clearly communicate the value and rewards from these ideas

"I encourage everyone to be a part of this worthwhile experience," Hawley said. "It will help open their eyes to a new experience."

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# Know Thy Weather

**METOC Sailors forecast the good, the bad, and the dusty**

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**By MC2 JAMES R. EVANS**  
*Penny Press Staff*

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Weather has always been a top concern of military commanders. Major battles have been won or lost and important operations have been cancelled or postponed because it failed to cooperate. Wind, rain, snow, high seas and blowing dust all have an effect on technology and personnel, which must be taken into account when planning any kind of mission. Accurately forecasting these conditions remains a priority and a challenge for war fighters everywhere.

Aboard USS Abraham Lincoln (CVN 72) this challenge is met by the Sailors of Operations Department's OA Division Meteorology and Oceanography (METOC) Center. The 10 Aerographer's Mates assigned to METOC are constantly at work gathering weather data and making forecasts to keep the decision makers of Lincoln, Carrier Air Wing (CVW) 2, and Destroyer Squadron (DESRON) 9 informed about the conditions their ships and aircraft must contend with.



**Green launches a weather balloon from Lincoln's fantail.**



**Aerographer's Mate 1st Class (AW) Brian Benoit looks for incoming dust storms while reviewing dust-enhancing satellite imagery inside Lincoln's Meteorology and Oceanography (METOC) Center.**

Aerographer's Mate 3<sup>rd</sup> Class Jason Williams, one of METOC's observers, said that the timely weather data that METOC provides is an important resource for the decision makers and crews of the Lincoln Strike Group as they conduct Maritime Security Operations in the Arabian Gulf.

"We report straight to the Captain, the TAO (Tactical Action Officer), CAG (Carrier Air Group Commander), and they use the weather information we provide to decide where to go, when and if they can launch aircraft, and what kind of weapons to use," said Williams.

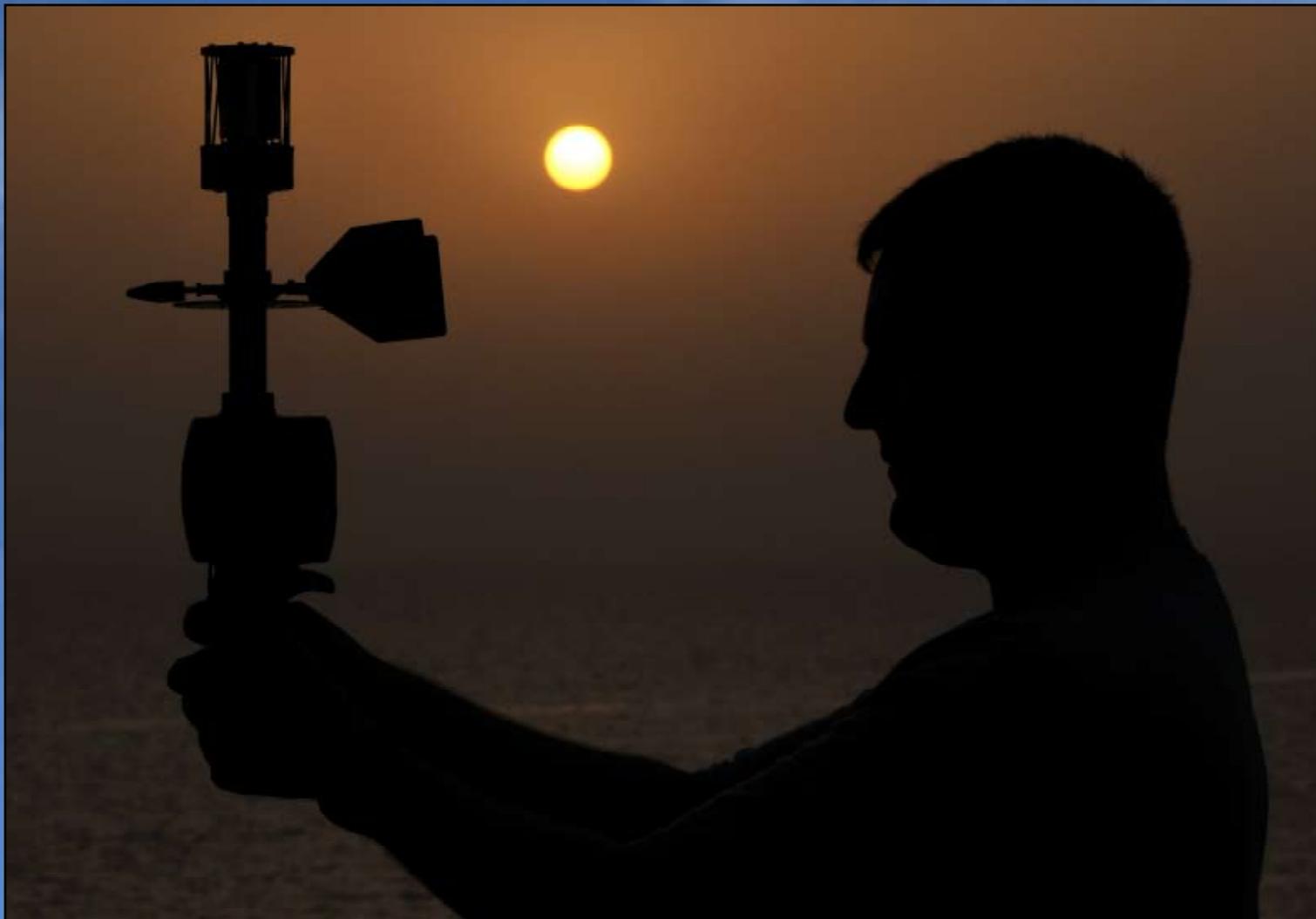
Observers like Williams are the junior personnel who do much of the leg-work of gathering local weather data. At hourly intervals during normal steaming and half-hourly intervals during flight operations, observers make trips from METOC up to Lincoln's Signal Bridge where they use hand-held digital psychrometers to measure air temperature and humidity and hand-held anemometers to measure wind speed. They also make note of the sky conditions and sea states they observe.

Aerographer's Mate 3<sup>rd</sup> Class (AW) Shane Green said the data he and other observers gather, as well as that from the ship's weather sensors and radars, is fed into programs called Tactical Decision Aids (TDAs).

"TDAs are programs we can run for a specific situation like a man overboard," said Green. "We can run it to see how far someone might have drifted or how long they would survive in the water without a wetsuit based on true wind and water temperature," said Green.

TDAs also help commanders decide how best to employ their assets and determine what effectiveness a particular system will have in a given weather environment. Conditions in the atmosphere and the ocean can have a drastic effect on radar, sonar and thermal imaging systems that must be taken into account before any operation.

"We have TDAs that can tell us how far the ship's sensors will be effective at any time for a certain weather condition," said



Aerographer's Mate 3rd Class (AW) Shane Green, assigned to Operations Department's OA Division Meteorology and Oceanography (METOC) Center uses an anemometer to measure wind speed during hourly weather observations on the signal bridge of USS Abraham Lincoln (CVN 72).



Aerographer's Mate 3rd Class Jason Williams holds a weather balloon to be fitted with a sensor package as it is prepared for launch.



An observer uses a hand-held digital psychrometer to measure humidity and temperature.

# Local Stories

## TARGET

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the line when they're firing because they're not paying attention to where they're at. It's my job to make sure they're where they need to be. If they don't follow instructions, they will be kicked off the range."

The first things line coaches do is keep an eye out for safety hazards such as stepping over the firing line. They also instruct personnel who are shooting on ways to improve their marksmanship, said Gunner's Mate 2nd Class (SW/AW) Neal Glutting, Lincoln's crew served weapon instructor.

"During these familiarization courses I'm a line coach," Glutting said. "If I notice anything that they could develop as a shooter I give them tips. Like if they're shooting too high or too low or consistently off to the side, I'll help them bring their shooting back to the middle."

Personnel attending these at-sea ranges are sometimes treated to what is referred to as a "Killer Barrel" exercise,

Banks said.

"A Killer Barrel is when we deploy 55-gallon drums with some marine location markers and smoke floats attached to them, which will help us find them while they're in the water," Banks said. "It's kind of a joint training exercise between us and Navigation. They aid us in spotting and tracking the contact, which we simulate as a hostile target, hence the name, Killer Barrel. So far they've done really well on these graded exercises; we haven't had to go back for any barrels yet."

Everyone involved in these at-sea ranges, like Aviation Ordnanceman Airman George Williams IV, understands that while it's important

to have the ability to use things like the Close-in Weapons System and the NATO Sea Sparrow missiles, there will come a time when these systems aren't the best thing to use.

"We've got to be ready and prepared to use small arms," Williams said. "You can't always use the big ordnance and the big guns to take care of everything; sometimes it's the little stuff that gets the job done."



Photo by MC3 Justin Blake

Sailors fire their weapons during a live fire exercise held aboard the Nimitz-class air-craft carrier USS Abraham Lincoln (CVN 72).

## Lincoln's Church Services

- 0800 Lutheran/Episcopal Worship - Chapel
- 0800 Church of Christ - Library
- 0900 Protestant Worship - Foc'sle
- 0900 Latter Day Saints - Chapel
- 1030 Iglesia Ni Cristo - Chapel
- 1030 Roman Catholic Mass - Foc'sle
- 1900 Full Gospel Worship - Chapel
- 2115 Daily Rosary - Chapel



**"FIASCO"**  
 TODAY @ 0800

**"THE METS"**  
 TODAY @ 1900

**"JIMMY"**  
 TODAY @ 0900

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## Weekly Wrap-Up

# Abe reaches 'Hump Day,' announces cruise book sale

By MC2 ARIANNE A. ANDERSON  
Penny Press Staff

Crew members of USS Abraham Lincoln (CVN 72) and embarked Carrier Air Wing (CVW) 2 silently celebrated "hump day" (the half-way point of deployment) June 27, but business continues as usual supporting Maritime Security Operations (MSO) in the U.S. 5th Fleet area of responsibility.

This past week, Abe achieved an aviation milestone for Lincoln and the CVW2 team with the 150,000th arrested landing, or trap, the job of the landing signal officers is to provide vital assistance with the carrier landings, Aircraft Intermediate Maintenance Department welcomed its new department head and Lincoln's cruise book coordinator announced when cruise books would be going on sale.

When Lincoln achieved the 150,000th trap on June 22 LSOs were on the flight deck making sure the aircraft landed successfully.

On the flight deck, everyone plays a role in the landing of aircraft. LSOs are pilots from various squadrons who volunteer their time and efforts to assure the pilots return to the ship safely.

Landing Signal Officer and pilot assigned to Airborne Early Warning Squadron (VAW) 116 Lt. Gregg Sweeney said an LSO is responsible for the safe and expeditious recovery of all aircraft on the deck of a carrier by assisting the pilots when they're coming to land.

Sweeney said there are five major roles for LSOs on the flight deck's LSO platform. Their roles include controlling LSO, backup LSO, Carrier Air Group (CAG) Paddles, a writer, and the deck caller.

"A controlling LSO watches the aircraft's glide slope for excessive and fast levels of descent, which the pilot can't recognize in the cockpit," said Sweeney. "We are their eyes outside the jet."

Challenges can be presented during recovery of aircraft. The pilot landing the aircraft relies on signals from the

LSOs for direction.

"Our job is exceptionally important when there's inclement weather, poor visibility, rough seas, and when the aircraft are recovering at night," said Sweeney. "Every aircraft that launches off the boat will eventually come back and if an aircraft needs to have an emergency landing, an uncommon circumstance, but that's when we'll be

needed more than any other time."

While LSOs are the eyes outside of the jet making sure they land safely on the flight deck, AIMD keeps the jets running.

Cmdr. Cristal Caler recently took the helm as AIMD's Department Head.

Lincoln's AIMD officer is in charge of providing physical, dimensional, mechanical and electronic calibration services for the ship as well as coordinating Strike Group Intermediate Maintenance Activity (SIGMA) calibration and repairs.

"My primary job is to work intimately with Supply Department to provide aircraft component repair in support of the air wing. We also provide services such as calibration and non-destructive inspections, and support equipment to other departments and ships in the battle group," Caler said.

Caler has personally set goals for the department.

"My goal for this already smooth-running department is to increase its worth by taking all of our personnel into higher standards of readiness and professionalism," Caler said.

She hopes to accomplish this by using a multitude of tool sets to get the job done right, every time, the first time.

Caler also said she is very astounded with Lincoln's AIMD Department Sailors and their professionalism.

"I'm impressed by the tremendous amount of pride, motivation and commitment to teamwork everyone has," said Caler. "My expectations are high and my glass is half full."

The Sailors of AIMD among the rest of Lincoln's crew have been underway long enough to make some rather



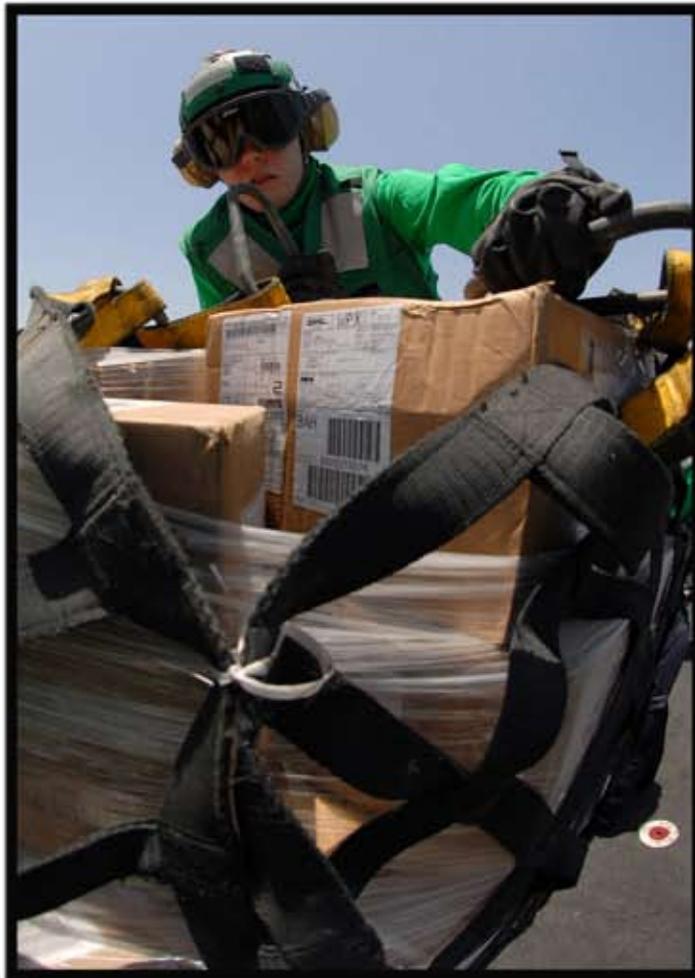
Photo by ATAN Ashley Houp

A controlling LSO from Strike Fighter Squadron (VFA) 34 assists the pilot from Electronic Attack Squadron (VAQ) 131 to a smooth landing on board Lincoln's flight deck.

A LANDING SIGNALMAN ENLISTED (LSB) COMMUNICATES WITH THE PILOTS OF A MH-60S KNIGHTHAWK ASSIGNED TO THE "WILD CARDS" OF HELICOPTER SUPPORT SQUADRON SEAHAWK (HSC-23).



SEAMAN RICHARD BURTON SCANS BINOCULARS WHILE STANDING WA



A LANDING SIGNAL ENLISTED (LSB) GATHERS PACKAGES DELIVERED DURING A VERTREP.



A LANDING SIGNAL ENLISTED (LSB) CO A SH-60H SEAHAWK WITH HIS

...S THE HORIZON WITH "BIG-EYES"  
...TCH ON TOP OF THE SIGNAL BRIDGE.

**Photos by Media Department  
Layout by MC3 Rialyn Rodrigo**



QM2 AVONDINE HILL RAISES THE PREP PENNANT.



A LANDING SIGNAL ENLISTED (LSE) COMMUNICATES WITH THE PILOTS OF  
A MH-60S KNIGHTHAWK DURING A VERTREP.

...COMMUNICATES WITH THE PILOTS OF  
...S HANDS DURING A VERTREP.

# Sports Analysis/Opinion

## Bournes' Breakdown

# No medal for the Summer Olympics

BY MC2 JAMES BOURNES  
Penny Press Staff

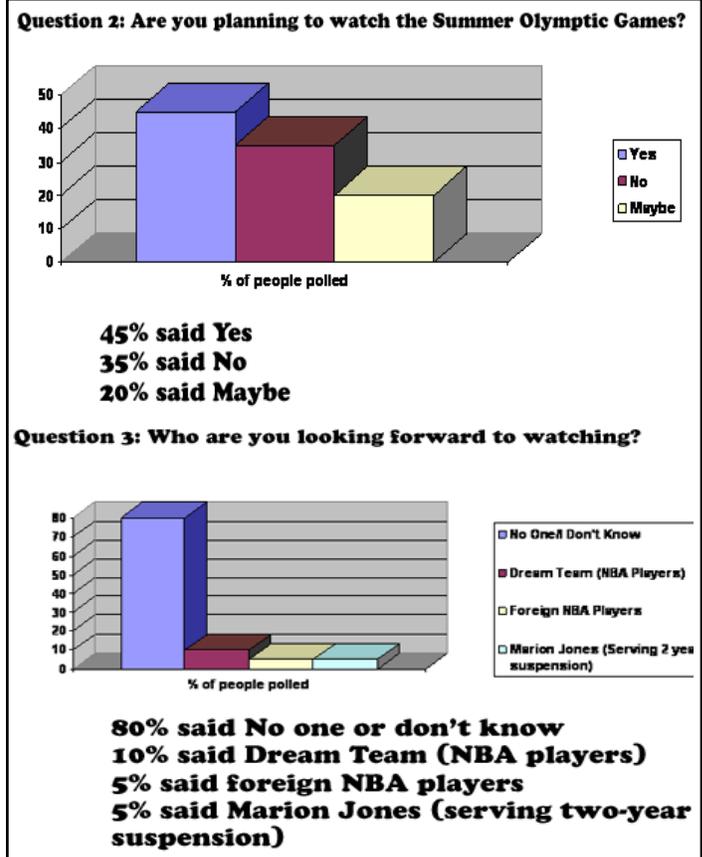
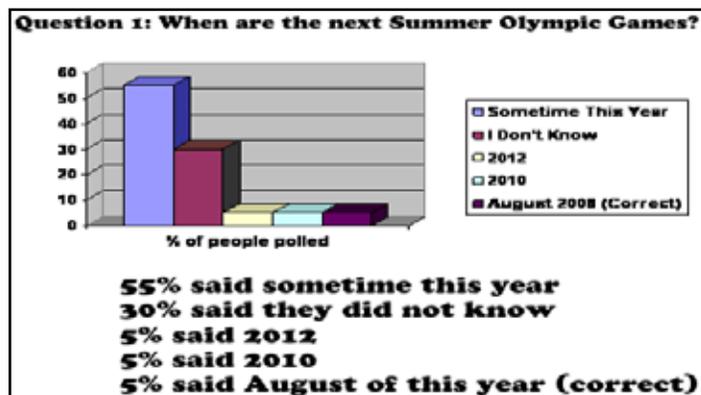
It's known as the pinnacle of sporting achievement. From basketball to badminton, the world's best athletes come together to compete against one another in 28 different sporting competitions. The Summer Olympic Games return to the global arena in Beijing, China, Aug. 8.

In the past, people crowded around their television sets to watch these games. There was excitement in the air. People knew the names Bruce Jenner, Mark Spitz and Florence Griffith-Joyner just as well as they knew the name Michael Jordan or Joe Montana. However, that enthusiasm has gone away.

In recent years, professional sports and athletes have come under fire for illegal drug use. Whether its steroids or marijuana, it seems like more and more athletes are using these days. Some of the biggest stars, such as Barry Bonds and Roger Clemens, have been accused of taking performance-enhancing drugs. These actions have hurt the interest in professional sports, but the effect of this scandal hit hardest in the world's largest amateur arena.

Outside of the United States' basketball Dream Team, the most prominent athletes of the Olympic Games compete in track and field. This sport has been hit the hardest by the surge in drug suspensions. The most popular track athlete in recent years, Marion Jones, admitted using steroids, and was subsequently suspended and stripped of her gold medals. The previous 100-meter dash world record holder, Justin Gatlin, was also suspended four years for drug use. He is currently trying to appeal his suspension so he can compete in this year's games, but so far has been unsuccessful. Basically, two of the sport's biggest names are not competing in August, which leaves most people without a face to identify with this year's Summer Olympic Games.

To further prove this loss of interest in the Olympic Games, I randomly surveyed crew members on board and came up with these results.



Growing up in the 1980s, before there were a hundred different television sports channels, the Olympics really meant something. We had to wait every four years to watch amateur athletes compete. The nation gathered together to watch men like Carl Lewis and women like Jackie Joyner-Kersey win gold medals. We fell in love with athletes, like Mary Lou Retton, who defied all odds and came home with the gold.

I do have hope for the games though. When asked what they like most about the Summer Games, USS Abraham Lincoln Sailors responded with a variety of answers, which included boxing, swimming, track and field, gymnastics, basketball, fencing, and the opening and closing ceremonies. Also, for you extreme sports enthusiasts, the International Olympic Committee added Bicycle Motocross, or BMX, to this year's competition.

The 29th Summer Olympic Games commence Aug. 8 and conclude Aug. 24. There are 165 men's, 127 women's and 10 mixed gender events, some of which can be seen on AFN Sports. Also, look for the upcoming Olympic preview article in a future edition of the Penny Press.

# Local Stories

## METOC

*Continued from Page 4*

Green. "They're also used for strike planning to determine what weapons to load because you're not going to be able to use laser guided bombs in a dust storm and infrared is not going to be able to see anything if the ground temperature is the same as the target."

Supervising this work and doing their best to predict such conditions in advance are METOC's forecasters. These three first class petty officers compile information gathered by observers and make predictions based on that data as it figures into weather models, satellite imagery and reports from other observers around the world. By the end of their shift, they are responsible for producing a three-day weather forecast for the Strike Group, forecasts for specific operating areas, and for briefing them to Lincoln's senior leadership.

## WRAP-UP

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fond memories while deployed.

Lt.Cmdr. Dan Olvera, Lincoln's cruise book coordinator, said starting in mid-July Sailors will be able to reserve their copy of this deployment's cruise book.

"I highly recommend people go out and purchase one, even though they may be trying to decide whether or not

Aerographer's Mate 1st Class (AW) Brian Benoit, OA's leading petty officer and duty forecaster, said that although their job is often perceived as guesswork, forecasters base their forecasts on hard data and experience.

"We don't predict the future," said Benoit. "We forecast 72 hours in advance for planning and operations-- anything that might impact fixed-wing, helicopter or boat operations. A little of it is guesswork, but the majority is studying the climatology of our region, what people are seeing, and looking at weather models."

People in every city look to their local news weatherman with expectations of good weather. In Seattle, the hope is often for "anything but rain." While Lincoln is in the Arabian Gulf, it's "anything but dust." Even far out to sea, dust blown up from surrounding areas often envelops the ship, hindering flight operations and frustrating mission planners. Benoit

and his fellow forecasters use satellite dust-enhancement imagery to track such clouds and try to give planners a heads-up about what's coming their way.

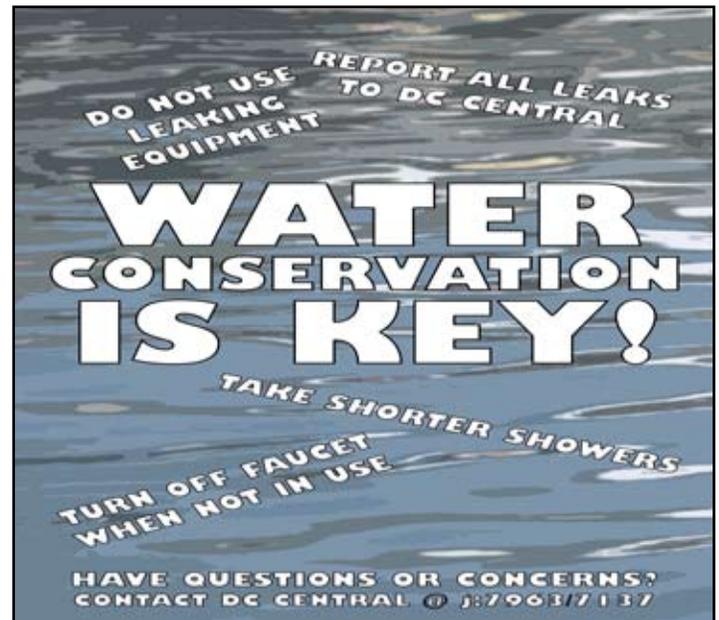
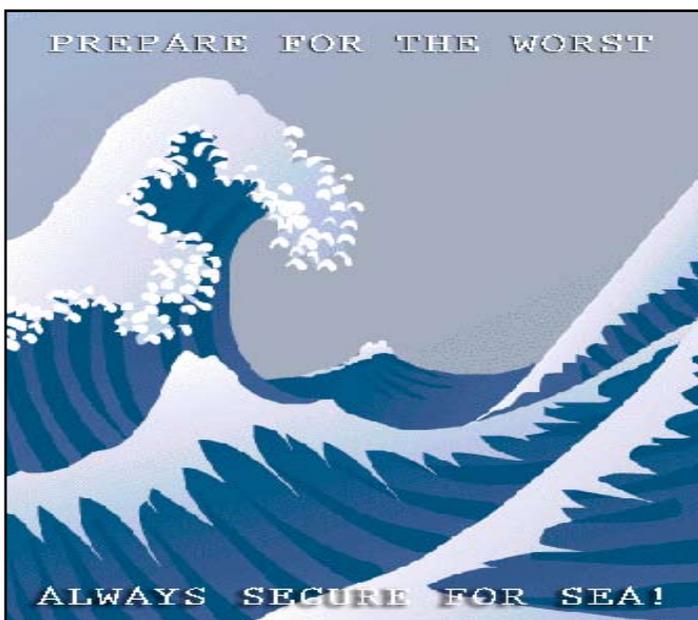
"The most difficult part of our job is figuring out when the dust will hit us because it's not an 'if' but a 'when' out here," said Benoit. "Dust storms will happen and it's up to us to figure out when and how long they'll last."

Having "weathered" several such dust storms since Lincoln entered the Arabian Gulf in April, METOC's AGs can attest that, like weather forecasters everywhere, if the weather takes a turn for the worse, people tune in. Williams said when the planes aren't flying because the air has taken on that certain shade of beige, METOC's phones stay busy.

"When the weather's good, nobody really pays all that much attention, but when it's bad, everyone wants to talk to us."

they want to," Olvera said. "Whether or not you stay in the Navy and make a career out of it or you get out after your first tour, you'll look on it fondly. It's kind of fun to break it out and laugh about the old times."

With AIMD and LSOs working together to keep aircraft operating in the sky and creating memories along the way, Lincoln and her crew members continue to perform MSO



# Final Thoughts



## Shipmates

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



Photo by MC3 Rialyn Rodrigo

Lt. Cmdr. Dan Boman presents Interior Communications Electrician 1st Class (SW/AW) Marcus D. Fincher, of USS Abraham Lincoln's (CVN 72) Air Department V-2 Division, with his Enlisted Aviation Warfare Specialist (EAWS) pin, June 23.

## Editor's Top 10

### Ways to tell we're half-way done

- 10. Because the green sheet said so.
- 9. We resemble "Casper."
- 8. White T-shirts are yellow.
- 7. People are losing weight due to climbing massive amounts of stairs.
- 6. The food tastes amazing.
- 5. These lists actually make you laugh ... or not.
- 4. No one smiles in the passageways anymore.
- 3. You know every "shipmate" in the Know Your Shipmates section of the daily Penny Press.
- 2. The sun is painful.
- 1. Media Department is running low of top 10 list ideas. Suggestions call 7179.



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