



Abe's Air Dept. overhauls catapults

By MCSN Kirk Putnam
Penny Press Staff

The preparation is complete. Aircraft are ready for take off and stream across the flight deck at break-neck speeds toward the bow. The jet's purpose and goal is to take flight and complete its mission. Even with all its precision and equipment, aircraft cannot launch without steam-driven catapults.

The precision of the necessary equipment for this massive task, as well as the punishment the catapult receives from extreme heat and pressure, means that over time, it must be repaired and recalibrated.

For three weeks USS Abraham Lincoln (CVN 72) is undergoing an extensive overhaul where the power cylinders carrying the pistons of the catapults are removed from the flight deck and put through strict tests and maintenance.

"This process is called peening," said Aviation Boatswain's Mate (Equipment) 1st Class Jeffrey H. Fournier, a native of Bremerton, Wash. "Lincoln's catapults are going through depot-level maintenance."

The job requires the work of Lincoln Sailors with the aid of the civilian workforce from the Puget Sound Naval Shipyard (PSNS) to assist with the heavier structures.

Catapults designed to launch aircraft off of a flight deck



Photo by MC2 James R. Evans

A Puget Sound Naval Shipyard worker cleans surfaces of a section of USS Abraham Lincoln's (CVN 72) steam-powered catapult track in preparation for additional maintenance.

before 1952 relied on a large pulley system; but for more than 50 years, the chosen method of the U.S. Navy for propelling aircraft off a flight deck has been steam power.

"A major component is hydraulics," said Fournier. "They are gates. Basically, they control the pistons and other various

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Sailors get more control of career with CMS/ID

By MC3 Sean Gallagher
Penny Press Staff

It is no secret that Sailors want the maximum amount of control over their career as possible. Career Management System – Interactive Detailing (CMS/ID) is a Web site dedicated to helping Sailors view available jobs and work with their career counselors to submit applications. CMS Maintenance Upgrade 1B (MU1B) allows many new options that can help

them do just that.

Perhaps the centerpiece for the release of the system upgrade is the ability for Sailors to submit their own applications. Previously, only reserve duty Sailors had the ability to submit their own applications, while active duty would have to rely on their career counselors to do it for them.

"The main idea for this upgrade is to allow career counselors to focus more heavily on the counseling aspect of their

job while Sailors take a more active role in their career," said Navy Career Counselor 1st Class Theresa Pierson.

It should be noted, however, that this isn't going to change overnight. The switch will be entering its Operational Test (OPTEST) phase between Nov. 2008 – April 2009. The findings of this study will be submitted to the Chief of Naval Personnel who will determine to

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Bournes' Breakdown

Brady injury flips ranking in AFC

BY MC2 JAMES BOURNES
Penny Press Staff

The 2008 National Football League season is more than half way over. Last week I took a look at the National Football Conference and this week I'll breakdown the American Football Conference, or AFC. Since the season-ending injury to New England Patriots quarterback Tom Brady, the AFC turned out some surprising results.

At this point, through an exciting year, it's a good time to review my AFC preseason predictions from a couple months ago. Two out of the four divisions have different faces on top.

Starting with the AFC East division, the Super Bowl runner-up New England Patriots are dealing well with their quarterback woes, as Matt Cassel seems to manage a game fairly well. The season-ending injury to All-Pro safety Rodney Harrison doesn't help their chances of winning this division. Brett Favre has sparked new life into the New York Jets organization and has then playing very well right now as they sit in first place in the East. The Bills had a great start but seem to be struggling right now and need to figure out how to get in the end zone again. The Dolphins are a surprising 5-4, and the "Wildcat" offense may be a gimmick, but right now it's working for them.

Before the season began, I said the Patriots would win the division, with the Jets coming in a close second. This division is far from being decided with only a one-game difference from first to last. The Jets are one of the hottest teams right now, but none of the teams have shown themselves invincible yet, but I'd go with the Jets to dethrone the Patriots for the division title. The Patriots also earn a playoff spot with the wildcard.

Now, let's take a look at the AFC North. The Pittsburgh Steelers are once again the powerhouse of this division. I would say they were the midseason favorite to go to the Super Bowl, but that changed last week when they lost at home to Indianapolis. Quarterback Ben Roethlisberger is having a career year, and this team may prove to be the AFC best when running back Willie Parker returns from an injury. The Ravens are currently tied with the Steelers at 6-3, but down the stretch I expect rookie quarterback Joe Flacco to show his inexperience and struggle as teams this amp it up for the playoff run. The Browns are one of the most disappointing teams this season at 3-6, but perhaps quarterback Brady Quinn can lead them back. The Bengals find themselves in familiar territory at the bottom of the North at 1-8.

While we were underway, I had the Steelers finishing in first at 10-6, Cleveland Browns at 8-8, Cincinnati Bengals at 7-9 and the Baltimore Ravens in last at 6-10. I was pretty right

on with the Steelers pick, but I definitely short-changed the Ravens. Joe Flacco has played well and whichever running back they decide to use, they seem to always get 100 yards. The Browns may be a case of too little too late with the quarterback switch to Brady Quinn. They looked good last week against Denver, but like most of the season they couldn't close out the win and lost late in the fourth quarter. The Bengals have been disappointing as well, but they can't find a running game, and the defense continues to struggle year in and year out.

Moving on to the AFC South. With the surprising 9-0 Tennessee Titans on top, the rest of the division finds themselves already competing for a wildcard spot in the playoffs. The Colts have been playing well lately and had a huge win last week in Pittsburgh. The Jags were favored by many to challenge for the division title, but find themselves at 4-5 and one game behind the colts. The Houston Texans are sitting at 3-6 and probably out of the hunt. They're definitely a more competitive team, but unfortunately they have to play Indianapolis, Jacksonville and Tennessee twice this year.

A couple months ago I predicted the Colts to win the division at 12-4. Unlikely they will win all of their last eight games. I had the Jaguars at 11-5, the Texans a 7-9 and the Titans in last at 3-13. Myself, like many other football enthusiasts, was horribly wrong when I predicted the AFC South. I expect the Colts to make a run for the wildcard spot. I believe the Jaguars will continue to push the Colts for the wildcard spot but fall a little short. Texans fans, at least the team is more competitive and should finish with one of their best records, which isn't saying much.

Finally, take a look at the AFC West. So far none of the teams in this division have looked very impressive. The San Diego Chargers were predicted to be one of the best teams in the AFC, but they're not even the best team in their division this year. The Denver Broncos are the only team with a winning record in the West, but a 5-4 record doesn't strike fear into too many opponents. Impressive win at Cleveland last week, but they'll need some improvement to their defense if they want to go anywhere in the playoffs. Surprisingly, the Oakland Raiders are not in last place. They only have two wins, but this team has way too many issues going on to be any good. After last year's NFL draft, many people expected Kansas City to be a much improved squad. So far they've looked terrible, and they really need to figure out who's going to play quarterback on this team.

I predicted the Chargers to win the West at 14-2, but I was way off on this one. The Chargers are still talented enough to win this division and do well in the playoffs, but they need

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Dec. 18, 2008

5 p.m. - 12 a.m.

Tulalip Casino Resort

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**E-3 and below single ticket: \$15 E-3 and
below couple tickets: \$30**

E-4 - E-6 Single: \$25 E-4 - E-6 couple: \$50

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couple: \$70**

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Brochures will be handed out to each guest as they enter the hall. Select brochures will be numbered with a correlating door prize that can be claimed at the beginning of the event. There will be raffle drawings throughout the night. You must be present in the hall to claim your prize.

MWR Events

SIXTHMAN MUSIC CRUISE GIVEAWAY

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- JAN. 17-22 HOSTED BY SISTER HAZEL
MIAMI, FLA., TO HALF MOON CAY BAHAMAS
- FEB. 1-6 HOSTED BY BARENAKED LADIES
MIAMI, FLA., TO GREAT STIRRUP CAY, BAHAMAS
- FEB. 28- MAR. 7 HOSTED BY WORLD CLASS SONGWRITERS
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Town Hall Meeting

Who: All Sailors and civilians stationed at Naval Station Everett (includes all tenant commands)

When: Monday, November 17th at 1100

Where: Naval Station Everett Auditorium, Building 2000, 1st Floor

Why: CAPT Mascolo, Commanding Officer, NAVSTA Everett will host the town hall meeting with the tenant commanding officers. They will discuss current and future base issues.

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Cruise books are still on sale!

Cruise books can still be ordered and purchased, but only for a few more weeks. Many people filled out forms, but have not paid. A book will only be ordered if it has been paid for. Make sure to get your copy of the 2008 deployment cruise book soon. Forms are available in the MWR office.

From the Fleet

Stay off the sidelines, get into the game

By APRIL PHILLIPS

Naval Safety Center Public Affairs

With the crisp hint of cooler air reminding us that autumn is right around the corner, Sailors naturally turn to a subject of great importance – football. However, some of those Sailors are not content to simply inhale hot wings and scarf nachos on the sofa as they watch the best rivalries unfold on the gridiron. No, some are certain that a latent Tom Brady or Terrell Owens exists deep inside and every year they join intramural leagues or neighborhood pick-up games and let their inner super-athlete soar.

Or crash, as the case may be. Too often, these amateur footballers wind up sidelined with injuries. Broken bones, concussions, sprains and heat stress are just a few of the issues these athletes face. Michigan, a state where football is a way of life, conducted a study on the occurrence of injuries in amateur football. They study found they fall into two categories: acute and chronic.

Acute injuries are caused by sudden trauma – say, a 300-pound defensive tackle steps on your forearms and snaps it like a Popsicle stick. Chronic injuries occur over time because the body isn't designed for the repetitive motions and heavy toll that sports like football exact.

The good news is that catastrophic injuries – those resulting in permanent disability or death – are rare in football and the handful that do occur each year are mostly due to heat. The Michigan study said high school athletes are at greatest risk, because they begin training in the heat of summer and often fail to keep hydrated.

CMS/ID

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start this feature in the April/May 2009 time frame.

Another unique feature of this CMS/ID upgrade is the Active Reserve Intergration program (ARI). There will now be a home page, where Sailors can see available billets at their reserve activity and jobs.

ARI also allows reserve Sailors to access their Physical Readiness Information Management System (PRIMS); their Evaluation and Fitness Report history; and their Electronic Training Jacket (ETJ) online.

As mentioned above, reserve Sailors have been able to submit their own applications for some time now. ARI assists Sailors with Qualification Match Indica-

tors and Application Eligibility Gates and Flags that provide a clear path towards better job opportunities.

MUIB will institute detailed information about the Navy Enlisted Classification (NEC) codes so that Sailors can view exactly what they will need to pursue their career in the manner that they see fit. By simply clicking on an NEC (other than 0000), a detailed description and course prerequisites will be listed, as well as convening dates where the course is taught.

To support the Global War on Terror (GWOT) and prevent Sailors from being pulled from their current jobs to serve Individual Augmentee billets, CMS/ID implements GWOT Support Assignments (GWA) as part of regular rotation

The older amateur athlete who takes to the gridiron to bond with friends or blow off steam is probably going to play a game of flag football rather than the full-tackle variety. However, you still need to take precautions. Most import to injury prevention is developing the skills and knowledge that apply to whatever variety of the game you choose to play. Know the rules. For instance, a flag football player is putting him or herself at unwarranted risk by trying to recover a fumbled ball. A fumble belongs to the team which last had possession and cannot be advanced by either team.

In any sport, personal protective equipment (PPE) is important. The Naval Safety Center (NSC) recommends good quality shoes with rubber cleats. Also, leave the jewelry at home. Rings or necklaces can become a hazard during the game.

Still, even the best PPE won't protect a couch potato who tries to overdo it. That's why it's important for amateurs to consider their physical condition. While Sailors should be in decent shape already, football combines cardiovascular endurance with pure strength. The athlete needs good range of motion in the joints, and connective tissue such as ligaments and tendons must be strong o prevent tears. These skills aren't developed overnight and jumping into the game often leads to overuse injuries which occur when the athlete's body isn't given time to adapt gradually to increases in physical activity. Even those in optimal condition, NSC recommends warming up for 10-to-15 minutes before play starts.

For many, football is the best thing about fall. At its best it can be a great source of fun and exercise for a group of friends. A little off-duty risk management is generally all it takes to keep amateur athletes on the field and out of the emergency room.

options. The MUIB will display more rate-specific GWA jobs should a Sailor be looking for one in his career future.

Another important feature is the Application Replication Report. The Application Replication Report will allow CCCs and Command Reps in the afloat environment to monitor their replication process and ensure that Sailor data and job applications are successfully processed and available to detailers and prospective gaining commands.

The CMS/ID training materials such as the QuickStart Guides, fact sheets and online tutorials have been updated to aid Sailors in all of the areas listed above. This will ensure that Sailors are getting the most of the new upgrades and, most importantly, their career.

From the Fleet

Safety center urges Sailors to stay safe

BY NAVAL SAFETY CENTER
Special to the Penny Press

Here's the latest Not-So-Funnies, more stories to make you grimace and shake your head.

One day in January, an E-3 bought a motorcycle from a guy in his squadron. He spent three months repairing and painting it, and finally it was ready to go. The catch was that he didn't yet have a motorcycle license, hadn't registered it or gotten it inspected, and hadn't taken the basic rider course. He had discussed these requirements with squadronmates, he just hadn't done them yet.

That didn't stop him, one day later, from riding with his buddies to a bike show in North Carolina. The following day, because his wife's car had broken down, he rode his motorcycle to a friend's house to get a ride to work. After work, he returned to pick up his motorcycle and ride it home. On the way, he lost control and was killed in a single-vehicle motorcycle accident. Doctors pronounced him dead from "multiple trauma injuries" at a local hospital.

This E-3 was, the report said, a "well-liked, respected Sailor, and a motivated contributor to the command." He was married and had an 18-month-old son.

His command certainly appeared to be doing their part. They had tried to identify all riders and make sure (via emails, POD notes, and stand-downs) that riders understood Navy policy about motorcycles. Several months earlier, the command had started organizing a motorcycle club, with a view toward identifying and helping train all of the command's riders. The club had met for the first time a month before the mishap.

In spite of these efforts, this Sailor chose to ride his motorcycle knowing he was violating Navy regulations. Some squadron personnel knew what he was doing and didn't do anything about it. The E-3 hadn't been drinking and didn't appear to have been doing anything reckless. He was just inexperienced, untrained and unskilled.

An AW2 on leave from an aviation squadron was riding in a car with his cousin on a June night in Florida. His one positive

was that he was buckled up. His major negative was that he was drunk, with a BAC of 0.27. At least he wasn't at the wheel, but that didn't matter, because his cousin's BAC was also 0.27, and he was driving. At least until they ran into a stopped dump truck at 70 miles per hour. Then they were both instantly dead.

A couple hours after midnight, a corporal climbed behind the wheel of his Camaro in San Diego and headed down the road. As in Para. B, the only positive was that he buckled up. Also as in Para. B, a major negative was that he was speeding, and an even bigger negative was that he was hammered. Not just pushing the limit--his BAC was 0.30.

He lost control, veered off the road, and slammed through a chain link fence. The car rolled several times as it crashed into a deep gully that had a concrete culvert at the bottom.

And where was he in such a hurry to get to at 0152 on a night in April? He was, the report said, "going to get more beer." Paramedics futilely tried to resuscitate him, but the trauma to his head was

fatal.

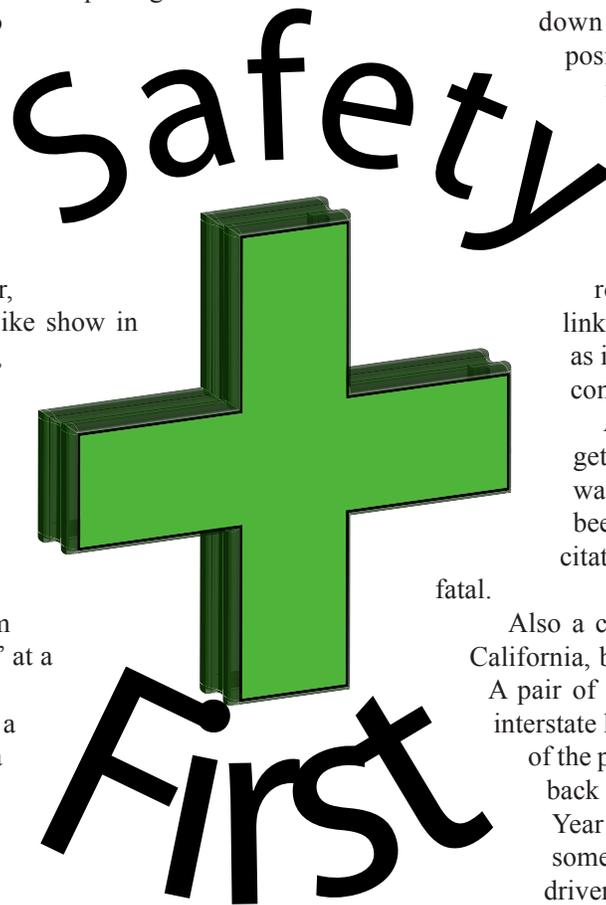
Also a couple hours after midnight, also in California, but this time alcohol wasn't a factor. A pair of lance corporals were driving on an interstate highway. They had been at the home of the passenger's parents and were heading back to base, finishing up a 96-hour New Year's leave period. They stopped to get some snacks and energy drinks, which the driver placed in the center console. When

he reached for a drink, he spilled the snacks, and one of the drinks starting rolling around the floor.

While trying to retrieve it, he let the car drift to the right. He tried to steer back to the left, overcorrected, and lost control. The car crashed into a raised curb on the side of the highway, flipped and ran into a tree.

Both Marines were buckled up, and the driver's air bag deployed. Nevertheless, the passenger's injuries proved fatal: massive trauma to the head, neck and upper torso. The driver survived, having suffered a fractured collarbone, contusions to his abdomen, and a concussion. He spent two days in a hospital, 10 days on convalescent leave, and 30 days light duty.

That's all for now. Drinking and driving, getting distracted, not knowing your limitations are three things not to take lightly. We will see you next week.



From the Fleet

Volunteering just feels so good

BY FLTCM (SW/SS) RICK WEST
Fleet Master Chief, Pacific

Think back to the last time you volunteered to help someone. Remember that feeling you had inside when the people you helped thanked you? Whatever it is that makes us want to help others, the number of people who give their talents and time to better others and their communities is astonishing.

Last year, more than 63 million Americans served as volunteers according to the U.S. Department of Labor. That number equates to 29 percent of all Americans. As high as that percentage is, I have a feeling it's even higher in the Navy.

Almost 40 percent of those Americans who volunteered reported they did so because someone asked them to volunteer. In the Navy, I believe almost all of us have been asked to volunteer, in one form or another.

In most commands, our chaplains manage aggressive programs to provide assistance in our communities – both here at home, and when we're overseas. They often publish POD notes asking Sailors to give some time for various causes. The nice thing about this is they do most of the work for you – all you do is sign up and show up!

So what kind of things do Sailors volunteer for? The list is endless, but some of the most common things are coaching, refereeing, tutoring, teaching, ushering, providing time to Boy Scouts, Girl Scouts, Boy's Club, etc. I don't think it's as important what we volunteer for as it is that we just give of our time. Each of us has unique talents and when we share them we make our neighborhoods and communities better.

I'm sure you have heard leaders talk to you about giving something back to the communities where we live. Most of us in the Navy are somewhat transient – as in we live in a city for a few years and then move on. While that is true, I honestly believe that we have an obligation to give something back to the communities we live in. I'm a firm believer that in the Navy, we serve twice -- Once to our country and once to our community. Considering how easy it is to contribute, there aren't

many excuses we can come up with to not do our part.

For those of you who volunteer on a regular basis and provide consistent support to organizations and your communities, I'd like to tell you about the Navy's formal recognition program for volunteers. Just over a decade ago the military introduced the Military Outstanding Volunteer Service Medal (MOVSM). The medal was designed to recognize those who perform outstanding volunteer community service of a sustained direct and consequential nature.

To qualify for the MOVSM, Sailors' volunteer service must meet the following criteria:

- Service to the civilian community, to include military family community
- Significant in nature and produce tangible results
- Reflect favorably on the military service and DoD
- Be of sustained and direct nature

The MOVSM is not intended to recognize a single act of achievement. It takes sustained service to be eligible.

I offer this to you because I hear so many times of Sailors who have been volunteering for years, but didn't know the Navy had a formal recognition program. If you or one of your shipmates may qualify, talk to your chain of command. Your CMC has the instruction and can help with the application.

Volunteering is truly a wonderful thing. Whether you are a seaman or an admiral, there are ways for you to give your time and talent to help others. The Navy places a lot of importance in volunteering. It's often considered in performance evaluations, Sailor of the Quarter/Year programs, and for command histories. The only thing I ask is if you volunteer, you do so for the right reasons. Helping others is an honorable thing to do as long as you are giving of your time to genuinely help people – not just make yourself look good.

Shipmates, please consider how you might volunteer to help others. The feeling you get when you do something nice for others is priceless and the more you do it, the better you feel. Thank you to every one of you who give so much to so many!

CATAPULTS

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components that open and close. These catapults are able to launch aircraft weighing anywhere from 12,000 pounds up to 66,000 pounds from zero to 142 knots in 2.4 seconds."

Also undergoing an overhaul is the catapult water brake. The water brake uses a continuous stream of fresh water as a buffer to stop the pistons millise-

conds before reaching the edge of the flight deck.

"That is the boom you hear when the aircraft leaves the flight deck," said Fournier.

To maintain the integrity of the water brake, as well as the pistons driven by steam, the entire track must be measured to the thousandth of an inch along each of the nine foot sections to create a tight seal. Fournier said, the life of the

catapult is prolonged. by ensuring that everything is exact and just the right amount of steam pressure is delivered to the piston. The longest he has seen these kind of repairs take is around two months, but this series of repairs is the fastest he has seen on Lincoln, having taken roughly three weeks. All together the length of the repairs depends on the need.

Final Thoughts



Shipmates

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



Photo by MCSN Kirk Putnam

Culinary Specialist Seaman Apprentice Tiannia Wood, a Las Vegas native, masks off stainless steel appliances in the aft galley of USS Abraham Lincoln (CVN 72) for painting in preparation for the Capt. Edward F. Ney inspection.

SPORTS

Cont. from page 2

to start acting like they can. Then the Broncos would finish 7-9, the Chiefs at 6-10 and the Raiders in last at 3-13. The Raiders will have a chance to prove me right. Look for the Chargers to beat out the Broncos for the division title. Broncos will be another team vying for the wildcard, but find themselves watching the games at home like the rest of us. For you Kansas City Chiefs fans, perhaps you'll find your next starting quarterback in April's draft.

My AFC predictions weren't close, and it has been a great season so far. I'm

expecting more of the same as teams begin to separate themselves from playoff contenders and pretenders. The Tennessee Titans have surprised everyone with being undefeated half way through the year. I wouldn't count on them to make a run like the Patriots did last year though. Their first loss is coming soon. Veteran quarterback Kerry Collins has led them this far, but I'm still not buying into them yet. They're definitely in the playoffs, and probably earn a first round bye, but this team will not be the AFC representative in the Super Bowl.

Editor's Top 10

Top ten reasons why we love Seattle.

10. It's America's coffee capital, which explains the jitters.
9. Without Husky fans at the University of Washington, we'd never have been forced into doing "The Wave."
8. It's got a really big dam. The Grand Coulee Dam is the largest concrete structure in North America.
7. If you love your dad you love Seattle. Father's Day was founded here in 1910.
6. Jimi Hendrix, Nirvana, The Wailers, Pat Boone, Bing Crosby, Quincy Jones, need I go on?
5. Washington produces 70 percent of the nation's hops used to brew beer.
4. More people in Seattle commute to work on bicycles than any other city in the nation. Even in the rain.
3. It rains less in Seattle yearly than it does in Atlanta, Boston, New York, Houston, New Orleans, Philadelphia, Washington D.C., and Miami.
2. Bellingham has the cleanest air in the entire country.
1. We don't really have a choice, we live here and we better love it. It could always be worse... we could be on the East Coast.

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