



Abe Sailors celebrate Asian/Pacific Heritage

By MC3 JOHNDION MAGSIPOC
Penny Press Staff

As an Asian-American growing up in the South, Aviation Electronic Technician Chief (AW/SW) Lawrence Foster sought out his Asian roots from his mother, a native of Kyoto, Japan.

What young Foster learned from her shaped his ideas about his future home and the Navy that would become his life. The irony, he said, is that he never achieved that goal until after serving as guest speaker in last week's celebration of Asian/Pacific American Heritage Month aboard USS Abraham Lincoln (CVN 72).

"As a young child, my mother pushed me extremely hard to succeed in life and to be proud of my Japanese ancestry," said Foster, who in his speech in front of hundreds of Lincoln Sailors that this was his first-ever Asian/Pacific American Heritage event in his 19-year career in the Navy. "I am glad to be a part of this celebration."

The celebration kicked off with a cake-cutting ceremony in the Lincoln forward mess deck and

a special dinner - anything imaginable in the way of Asian cuisine - from lumpia to roast pig and yakisoba, among others.

From there the activities shifted to Hangar Bay 2, where Sailors had the chance to explore the Asian-Pacific heritage with displays of culture visible in the entertaining martial art, song and dance exhibitions from Tahiti, Fiji, Samoa, Hawaii and the Philippines. The show also featured a slide photo presentation of all the performers and their family members back home.



Photo by MC3 Rialyn Rodrigo

Storekeeper 1st Class Rigo Calilung, assigned to Supply Department S-1 Division, and Yeoman Seaman (AW) Melchar Fernando, assigned to Strike Fighter Squadron 151, perform a duet during the celebration of Asian Pacific Heritage Month aboard USS Abraham Lincoln (CVN 72).

Machinist's Mate's 1st Class (SW) Sonya Bejines, assigned to Reactor Mechanical Division and one of the performers, was honored to be a part of the experience. She said group members have logged in more than 50 rehearsal hours for nine performances.

"That's how strongly we feel about supporting the event," Bejines said. "I was able to meet new people and share with them not only the beauty that engulfs this culture, but the bonds that are created. This is one of the most fulfilling experiences since I've been on board. I encourage everyone to partake into our fellow man's (Sailor's)

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Abe Sailors learn ins, outs of car buying

By ATAN ASHLEY HOUP
Penny Press Staff

Purchasing a car can be a stressful task without the knowledge and understanding of how the buying process works. USS Abraham Lincoln (CVN 72) is offering a car buying class benefiting Sailors purchasing a vehicle after cruise, or any time in their lives.

The car buying class gives pointers on what to do and what not to do when purchasing a vehicle.

Religious Program Specialist Chief

(SW) Ronald Roberts of Lincoln's Religious Ministry Department is instructing the class and believes it will benefit Sailors greatly.

"The class is a great opportunity for Sailors to learn some things they might not have known before or have never been taught when buying a vehicle," said Roberts. "Car buying can be easy with the right tools and information."

With as large a purchase as a car, it is important to know what kind of investment is being made and very carefully

look over all the options.

"Buying a car is the second largest purchase a person will make in life," said Roberts. "The first being a home. If purchasing a car is done incorrectly, it can haunt you for the next four to five years or, quite possibly, for the rest of your life," Roberts said. "The dealers want 'bang for their buck,' so be sure not to get caught up in everything they tell you. You need to protect yourself and know what you have

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Local Stories

HERITAGE

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cultures, and discover the beauty and mystery of each.”

Their repertoire consisted of a bamboo dance called tinikling, the national dance of the Philippines, the Sasa, a playful or flirtatious dance from Samoa, the Haka, a dance with aggressive movement that draws on Maori and Fijian culture, and a graceful hula number backed by live music.

Aviation Boatswain's Mate (Fuel) Chief (AW/SW) Glenn Apacible, a member of the Asian/Pacific American Heritage Council and Lincoln's Heritage Council, was appreciative to be able to

share his heritage to other Sailors.

He said the special event was a unique opportunity to not only share the cultural offerings for those of Asian-Pacific heritage, but also honor the accomplishments that Asian-Pacific Americans have made in America's long history.

“As an Asian American, I am extremely pleased with the Navy's recognition and celebration of the Asian Pacific American Heritage Month,” Apacible said. “This type of recognition is not only befitting but a genuine acknowledgement of the countless contributions of the Asian Pacific

Americans in shaping this great nation and in making what America is like today. On the other hand, I view the celebration of the Asian Pacific American Heritage Month as another way of conveying to the American people the significance and benefits of living in a well-diversified society.”

This year's Asian/Pacific American Heritage Month theme, “Pursuing Excellence Through Leadership, Diversity and Harmony,” recognizes the achievements Asian/Pacific Americans have made in defending the nation as U.S. servicemembers and their contribution in shaping America's identity.

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to offer and what you are capable of buying beforehand.”

Roberts said there are three separate transactions in the car buying process.

“The first step in car buying includes the purchase, second, financing, lastly, the trade-in,” said Roberts. “The secret to success in your purchase is researching and finding as much information as possible, and never ceasing to learn more.”

Roberts advises Sailors to do their research prior to even going to a dealership.

“Prior to hunting for a car, know how much you can afford, have a spending plan,” said Roberts. “Figure out how much total you are willing to pay, down payment, and the cost of your monthly payment.”

Roberts said when you go to the dealership know what questions you want the answers to, negotiate, and remember the tricks of the trade.

“The average car salesman has been selling cars less than four years, and they're supposed to be very knowledgeable, but some car salesmen have no idea how the system works,” Roberts said. “They may tell you a price, but if you do your research, you know you can get a better deal than what they are offering. Always pull your credit score once a year because your credit score affects your interest rates also.”

Lastly, Roberts said to make a decision you'll be proud of later.

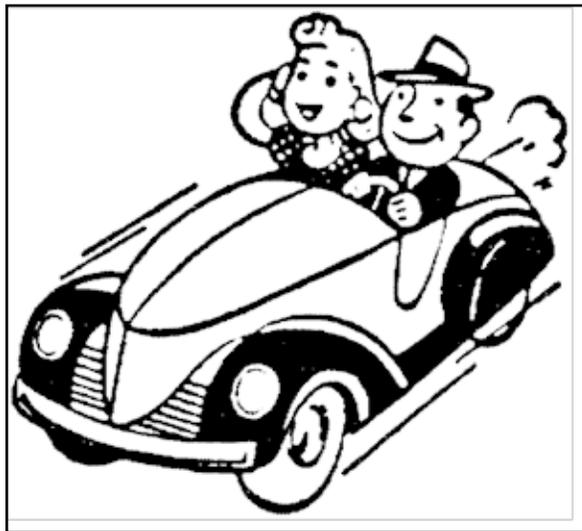
“The absolute crucial seal of the deal is the contract and your signature on the paper,” said Roberts. “Make sure everything on the paper states exactly what was agreed upon.”

Roberts works directly with chaplains on board Lincoln who counsel Sailors daily on many issues. He said financial management is the number one stress-causer over any other issue on the ship.

“Since a lot of Sailors seek counseling for problems on finances, we decided that offering classes, such as a car buying class, could help teach financial management and help prevent Sailors from running into financial issues,” Roberts said. “Educating Sailors on how to buy a car is one step closer to getting them on the road to financial success.”

Car buying classes will continue throughout deployment, although, as Roberts will be retiring shortly, there will be a new command financial specialist taking over. Dates and times have yet to be determined.

“Taking this class, Sailors can reap major benefits,” said Roberts. “It allows Sailors the ability to help educate friends and pass the word along. Everybody is a teacher, and it can help others make a right decision in the future when it comes time to buy a vehicle,” said Roberts.



Local Stories

'Blue Blasters' have guns, will travel

By MC3 GEOFFREY LEWIS
Penny Press Staff

Originally commissioned in October of 1943, Strike Fighter Squadron (VFA) 34 "Blue Blasters," based out of Oceana, Va., are the only squadron attached to Carrier Air Wing (CVW) 2 from the East Coast. In support of Maritime Security Operations, USS Abraham Lincoln (CVN 72) and CVW 2 continue conducting combat operations to support troops.

The Blue Blasters first became part of CVW 2 in March of 2005 while filling in for another squadron that was unable to participate in a deployment, said Lt. j.g. Dane Johnson of the Blue Blasters.

"We actually replaced another F/A-18C squadron," Johnson said. "The Blue Blasters had just returned home from a cruise and turned around to go back out with CVW 2. After that deployment, we were assigned permanently."

In fact, the Blasters were only back from a Mediterranean Sea deployment for three months before going back to the front lines as part of CVW 2, marking the first time the squadron was able to visit the Far East since their relocation to the East Coast in the early 1950s.

"VFA 34 primarily conducts armed over-watch missions in support of the troops on the ground," Johnson said. "If called upon, the Blue Blaster pilots can support the troops with kinetic or non-kinetic effects, which could vary from their presence in the area to dropping ordnance."

Throughout the squadron's history, they have successfully transitioned through eight different aircraft types and 26 aircraft carriers, but none of it would be possible without the professionalism and dedication carried out by crew working on the flight deck.

For Aviation Electronics Technician Airman Kristie Lambert, a squadron plane captain, this is her first deployment with the squadron and she enjoys doing her part for the squadron out on the flight deck.

"Foreign ports are OK, but I like being on the flight deck launching and recovering planes, being right in the middle of everything," Lambert said. "In the morning things are pretty chill, but in the afternoons or whenever the flight schedule starts, jets are always moving and launching. People are going 25 different places at once; you always have to be paying attention to who's where and what's going on."

"It's chaos, and it's really fast paced," Lambert added. "But as long as you know your job, what you're doing, and where you need to be, it's a safe environment; they make



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Ch. 9 KRUZ RADIO SCHEDULE



MONDAY
0800-0900 Rock
0900-1000 Alternative
TUESDAY
0900-1100 Rock
1400-1600 Alternative
WEDNESDAY
0900-1100 Country
THURSDAY
0800-1000 Top 40
FRIDAY
0800-1000 Rock
SATURDAY
0900-1100 Rock
2000-2200 Top 40
SUNDAY
0800-1000 Punk Rock

Muay Thai Kickboxing



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Aviation Ordnanceman 1st Class Kevin Walter, right, Aviation Ordnanceman Airman William Blankenship, middle, and Aviation Ordnanceman Airman Jean-Pierre Lissade, left, install a tail assembly on a GBU-12 laser guided bomb inside a weapons magazine aboard Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72).



Aviation Ordnanceman 3rd Class Victor Samaguey completes a breakout and reconfiguration sheet on a GBU-12 laser guided bomb.



Aviation ordnancemen from G-3 practice testing training session.



Got Bombs?

G-3's "Mag Rats" work and train to keep the ordnance coming

By MC2 JAMES R. EVANS
Penny Press Staff

For the Sailors in Abraham Lincoln's (CVN 72) Weapons Department G-3 Division who build bombs for a living, "know your job" is a matter of life and death, and training --even while deployed in support of Maritime Security Operations-- is always part of the mission.

G-3's Leading Petty Officer Aviation Ordnanceman 1st Class (AW/SW) Erin Kness said G-3 is the largest of the five divisions in Weapons and is responsible for all of the bombs, missiles, bullets and other explosives, which are stored deep down in the belly of the ship.

"G-3's job is to maintain and stow weapons in the ship's magazine," said Kness. "We have 116 people and we basically do what all ordnancemen are trained to do, which is store, handle and assemble weapons."

With six magazine groups containing literally millions of pounds of ordnance, the "Mag Rats," as G-3 Aviation Ordnancemen (AOs) are affectionately known, are charged not only with building and storing, but also with inspecting every piece of explosive

ordnance before it leaves the magazines. From .50 caliber machine gun ammunition and explosive charges for special operations to Sidewinder missiles, laser-guided bombs, and sea mines, if it's supposed to go "BOOM!" G-3 makes sure it's ready and able to do just that—but only when it's supposed to.

When it comes to preparing and inspecting ordnance, attention to detail is of the utmost importance because lives depend on AOs doing their job right every time. Aviation Ordnanceman 1st Class (AW) Anthony Diego said every bomb and missile that makes its way onto an elevator bound for the flight deck has been assembled and checked over by a team of professionals who won't settle for anything less than perfection.

"There's not a lot of room for error because if an ordie screws up, people die," said Diego, who is a master training specialist and member of Lincoln's Weapons Training Team (WTT).

While the safety of Lincoln's crew is always the No.1 priority, it is important to remember Carrier Air Wing (CVW) 2 pilots



Aviation Ordnanceman 3rd Class Nathan Meyer installs a guidance package on a GBU-12 laser guided bomb.

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focuses on a Quickstrike sea mine during a



Aviation Ordnanceman 1st Class (AW) Anthony Diego, a member of Weapons Training Team, leads a bomb build training session for members of G-3.

Local Stories



Photo by MC2 James R. Evans

Aviation Ordnanceman Airman William Blankenship, assigned to Weapon's Department's G-3 Division, removes fins from a GBU-12 laser guided bomb for inspection inside a weapons magazine aboard Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72).

G-3

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and, ultimately, troops operating on the ground in hostile areas also depend on G-3 performing their job flawlessly every time.

“Safety and reliability are everything because the last thing we want is for a pilot to go through the whole evolution of launching in an aircraft, flying a mission, and then to release the weapon and have it not work,” said Kness. “The person on the ground who is taking fire from the enemy needs that bomb to work the way it’s supposed to.”

A typical bomb build involves 10 AOs in a magazine working at a bomb table to form an assembly line. A pneumatic hoist is used to place bombs on the specially designed table where rollers allow the weapon to be rotated in place. Each person is responsible for performing a specific task, such as installing a fuse or tail assembly. Once the weapon is built, it is given a quality assurance (QA) check before being loaded onto a dolly, called a “skid,” and moved to an elevator for transport to the flight deck, where it is received by G-1 Division.

Ensuring safety and reliability means G-3 must conduct constant training to keep their personnel up to speed on the wide array of weaponry they’re responsible for. Although each magazine team works primarily with a specific type of ordnance, Diego said members must be familiar with all types of weaponry in case they are needed elsewhere.

“We train for the worst,” said Diego. “We don’t do a lot of mass bomb builds anymore because smart weapons are so accurate—but we still have to be ready to do it if we have to. A

lot of it is rate training, but the biggest thing is muscle memory and knowing how to do the next person’s job.”

While some of the training is conducted by WTT, team leaders and supervisors in individual magazines, such as Aviation Ordnanceman 2nd Class (AW) Burton Venaas, often take the initiative to conduct hands-on training for their team members to keep them up to speed on other types of weapons.

“If I hear that another magazine is doing a breakout, I’ll take my guys over there and get them involved,” said Venaas. “Everything we do in the AO rate has a number associated with it and it’s easy to get them all mixed up in your head. If I can give them a visual by going over and doing a build with another team, it helps them learn.”

The increased use of smart weapons, like laser and GPS guided bombs, has reduced the number of bombs that need to be built to support an operation. However, Diego said smart bombs need smart people to build them, and that means working just as hard as ever to stay sharp and make sure the job is done right every time.

“AOs need to have a good head on their shoulders,” said Diego. “The days of just turning a wrench are over. Nowadays with smart weapons there are a lot of torque specifications to pay attention to and any bomb can have three or four different variations that our people have to be familiar with.”

As Lincoln conducts Maritime Security Operations in the Arabian Gulf, the Mag Rats of G-3 will continue to “train for the worst,” while keeping the ship and the aircrews of CVW 2 supplied with the ordnance they need to support those operations.



Photo by MC2 James R. Evans

Aviation Ordnanceman 1st Class Kevin Walter, left, and AO2 Donald Theriot, right, assigned to Weapon's Department's G-3 Division, inspect the guidance package on a GBU-12 laser guided bomb inside a weapons magazine aboard USS Abraham Lincoln (CVN 72).

Local Stories



Photo by MC2 James R. Evans

An F/A-18C Hornet assigned to “Blue Blasters” of Strike Fighter Squadron (VFA) 34 carrying laser-guided munitions launches from the flight deck of Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72).

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it as safe as they can up there.”
Some Sailors assigned to the Blue Blasters went on Lincoln’s previous deployment and recall it with fond memories.

Aviation Ordnanceman Airman Travis Bell, a squadron ordnanceman, said he can still remember the first time he set foot in an eastern country and the culture shock he went through.

“I’d never seen anything like it before. It’s the first port we hit last cruise so you definitely notice weird things,” Bell said. “The furthest I’ve ever been was ... well, nowhere re-

ally, I’ve lived in Alabama all my life, then I go to Hong Kong and I’m like, ‘wow.’ It’s pretty interesting going out there and seeing everything, that’s why I’m really glad I joined the Navy so I can see all these cool things.”

Many Sailors attached to various squadrons in the air wing will say their squadron is the best because of this or that, but Bell believes in the fact that the team, not the individual, brings home a victory.

“There’s no ‘I’ in team, we’re all a team,” Bell said. “We’re a strong, united, team. That’s what we do and that’s why we’re the world’s finest Navy.”

Gym Rules and Regulations

- *Appropriate attire and shoes required
- *No sandals or boots allowed (sneakers only).
- *No tube tops, sports bras, spaghetti strap tank tops without an over shirt, or clothing that exposes the midriff.
- *No clothing that is sheer in fabric, skin tight, or excessively revealing.
- *No political, discriminatory, vulgar, or suggestive slogans or logos.
- *All patrons are required to have a full-sized towel.
- *Wipe down all equipment with sanitary towels after use.
- *No food or drinks allowed, EXCEPT WATER.
- *Do NOT drop weights and re-rack all weights when done.
- *Time limit is 30 minutes on all cardio equipment when others are waiting.
- *Report all equipment malfunctions to MWR immediately. J-dial 7028 or 657.



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





Lt. Cmdr. Terrence Shashaty of CVW 2 stands watch aboard the LSD platform.



Lt. Ian Rasmussen the LS guides an F/A-18E Super Hornet.

LANDING SIGNAL

by MC2 Evans and MC3 Blake



An F/A-18C Hornet assigned to "Blue Blasters" catches the number three arresting gear wire during flight operations.





Assigned to "Bounty Hunters"
Hornet assigned to his squadron.

Lt. Ian Rasmussen the LSO assigned to "Bounty Hunters"
guides an F/A-18E Super Hornet assigned to his squadron.

NAVAL OFFICER



An F/A-18C Hornet assigned to "Vigilantes" makes
an arrested landing on the flight deck.



Lt. Christopher Nastro assigned to "Kestrels" VFA 137 calls
out to LSO that one F/A-18E Super Hornet is approaching.

Sports Analysis/Opinion

Avery's Angle

Stir of echoes: Lakers vs. Celtics

BY IT3 KYLE AVERY
Special to the Penny Press

Editor's Note: Information Systems Technician 3rd Class Kyle Avery is a sports enthusiast from Lincoln's Combat Systems Department. The Penny Press encourages thoughtful submissions to add to our daily and weekly newspapers.

When the list of great American rivalries is drawn up there are an obvious few that come to mind: Red Sox vs. Yankees, Tar-Heels vs. Blue Devils, Patriots vs. Colts and Buckeyes vs. Wolverines these are all amazing events to watch, but what makes these such good rivalries?

Other than the obvious back and forth "who's got the upper-hand" histories these rivalries share against one another there is one simple thing. All of those rivalries can look forward to playing each other down the stretch of their seasons when so much is on the line.

This hasn't been the case for the Los Angeles Lakers and Boston Celtics for a long time. Once a rivalry with such magnitude that it even got a video game named after it, appropriately: Lakers vs. Celtics in the NBA Play-offs, however, the rivalry has disappeared since then.

It has been 21 years since these two historic rivals have met in the National Basketball Association (NBA) championship series.

Last week with the Celtics knocked off the Pistons just one night after the Lakers eliminated the defending champion San Antonio Spurs. The most classic rivalry in NBA Finals history is now finally restored.

Like any other rivalry there must be a history worth telling to make it what it is today. Here are a few of the finer points of what makes Lakers vs. Celtics the NBA's best ever.

The Los Angeles Lakers have won 14 NBA Championships; five 1986. Two of the 14 titles coming against the Celtics ('85 and '87) giving them the current winning streak in the rivalry. The 14 titles the Lakers have won second to, you guessed it, Boston Celtics.

The Boston Celtics have won an unprecedented 16 NBA Championships. Eight of those titles won at the expense of, that's right, The Los Angeles Lakers. This would bring the series to a lopsided 8-2 in favor of the Celtics.

It is certain that for years Boston created heartache for Los Angeles, especially Jerry West, until the Lakers' properly titled "magical" run in 1985. Earving "Magic" Johnson led the Lakers to their first title over Larry Bird

and the Boston Celtics after so many failed attempts. That title brought the greatest NBA rivalry to fruition.

Fast forward to the present; The Celtics had the best overall regular season record in the league going an impressive 66-16. The Lakers were 57-25, the best record in the tough Western Conference and second best in the NBA. Both teams took advantage of their home-court advantage in their respective conferences, losing one play-off game each at home. Both teams are seemingly unstoppable on their way to colliding in the NBA finals one more time.

Las Vegas odds makers had Boston winning the first game at home, but ultimately losing to the favored Lakers in the seven game series. With NBA most valuable player and finals veteran Kobe Bryant at the helm for the Lakers this would seem to be a good bet.

These odds though good, are not shared by many of my peers and fellow sports enthusiasts. Though the Lakers have Kobe Bryant and Phil Jackson, considered one of the best coaches in NBA playoff history, the Celtics have their swagger.

In the regular season, Boston won both meetings between the two teams and did it decisively. Then proving in Detroit that they could win on the road when it really mattered bringing them the Eastern Conference crown.

Finally, and most importantly, with the roller coaster of emotion surrounding Kevin Garnett and the rest of the Celtics the entire year, it would be unsportsmanlike to think that they would lose it now. Celtics in seven.



Courtesy Photo

Celtics vs. Lakers in the Finals is the most storied rivalry in NBA history. Stars shown here Larry Bird (Celtics) and Magic Johnson (Lakers) are a big reason why the rivalry is what it is today.

Arts & Entertainment

'The Looming Tower' discusses Bin Laden

By MC3 JUSTIN BLAKE

Penny Press Staff

In Lawrence Wright's book "The Looming Tower - Al-Qaeda and the Road to 9/11" you see the beginnings of Islamic fundamentalism and America's response to it.

"The Looming Tower" goes through the history of Islamic fundamentalists, from Sayyid Qutb an Egyptian who called for a true Islamic world to Osama Bin Laden, the financier of the 9/11 attacks. It also discusses the Federal Bureau of Investigation and Central Intelligence Agency's fight to stop Osama Bin Laden and Al Qaeda.

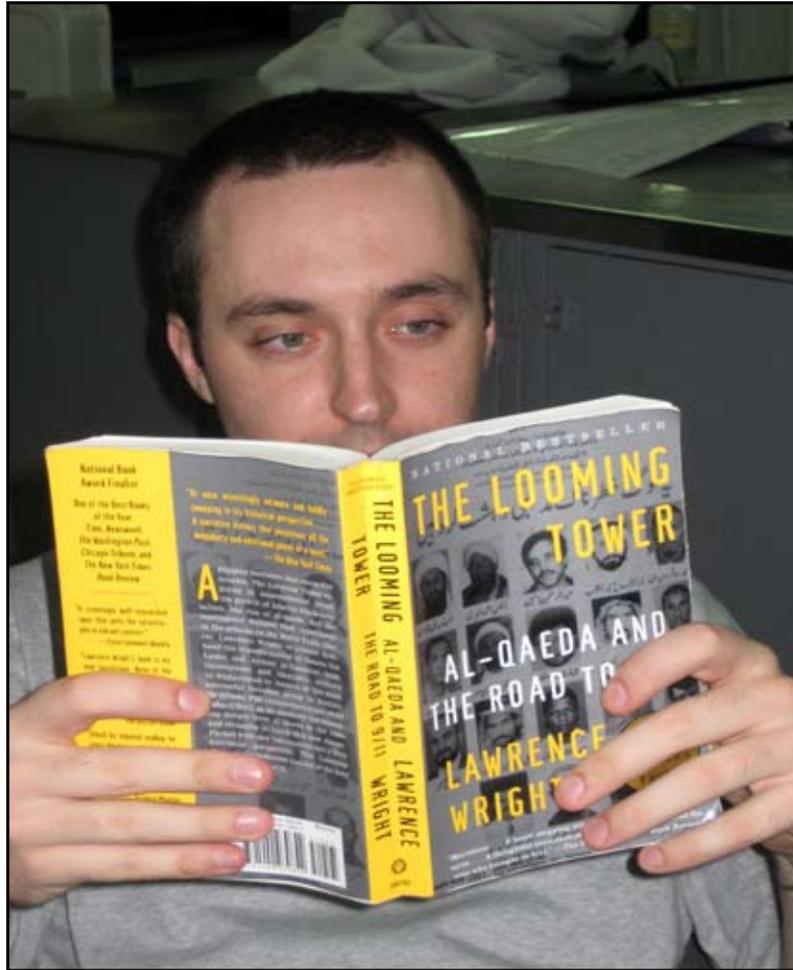
In the first half of "The Looming Tower," Wright takes his time to better explain Islamic fundamentalists and why they feel persecuted, giving readers an understanding of why

Osama Bin Laden hates America. Wright paints Osama as a confused millionaire, run by more powerful men.

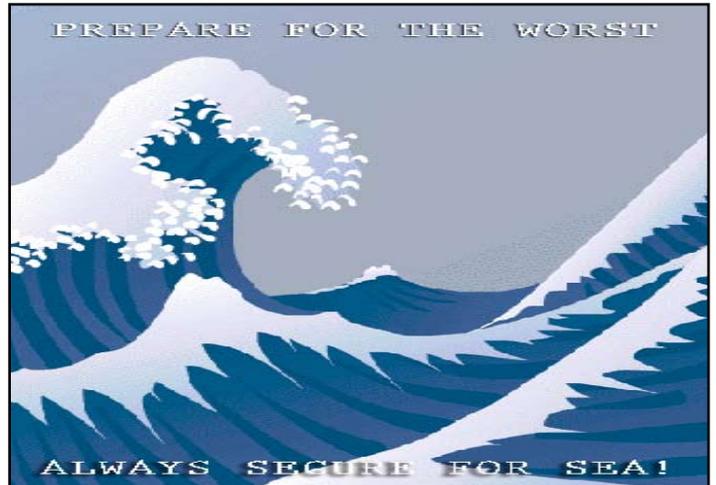
As the book progresses Wright describes America's response to what he calls the fundamental failure of the FBI and CIA to communicate. He asserts they hid important information from each other, and caused catastrophes in American lives.

The book ends with the attacks on USS Cole and the World Trade Center and what led up to them on both the U.S. intelligence side and the Al Qaeda side. The last four chapters are hard to put down, knowing what is building, but wishing for a better outcome.

As a Sailor in the United States Navy I am interested in reading anything that gives a better understanding of the history of Islamic fundamentalism or terrorism, Lawrence Wright's book "The Looming Tower" gave me that and much more. As a Pulitzer Prize winner and national bestseller, this book is a must read.



Have Questions or Concerns? Contact DC Central @ j:7963/7137



Final Thoughts



Shipmates

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



Photo by MC3 Rialyn Rodrigo

Electronics Technician 2nd Class Cameron W. Sanders, of USS Abraham Lincoln's (CVN 72) Reactor Department, signs his contract during his reenlistment ceremony on the fantail, June 4.

Editor's Top 10

Totally random facts

10. Six packets of ketchup equal the nutritional value of a full tomato.
9. A person's nose and ears never stop growing.
8. Turtles can swim at 7 mph.
7. Limp Bizkit singer Fred Durst was a U.S. Navy Sailor.
6. "Kamikaze" means "divine wind" in Japanese.
5. Shrimp only walk backwards.
4. It's physically impossible to lick your own elbow.
3. Eating celery burns more calories than celery contains.
2. On average, 100 people choke to death on ballpoint pens every year.
1. The average person swallows eight spiders in their lifetime.



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