



Before PIA, Lincoln must excel in CIA

By MCSN COLBY K. NEAL
Penny Press Staff

With the last flight operations and carrier qualifications completed for the year, USS Abraham Lincoln (CVN 72) is poised to undergo the next step of training and preparations before transferring to Puget Sound Naval shipyard in Bremerton, Wash.

Lincoln is heading into a Carrier Incremental Availability (CIA) period. CIA is a Chief of Naval Operations mandated repair period for aircraft carriers to augment the Planned Incremental Availabilities (PIA) set to follow the CIA.

CIA is a maintenance period that will prepare the ship for PIA, and will last roughly 45 days depending on the ship's operational schedule. Lincoln's is slated

to start Feb. 10 with a completion date of March 27.

"CIA is a high-impact, fix-what-we-can-fix period, and it gives us the opportunity to practice skills and work the plan that we think we are going to work during the PIA," said Lincoln's Chief of Engineer Cmdr. Bradford P. Bittle of Des Moines, Iowa.

For Lincoln's crew, the CIA will be an opportunity to learn and practice the skills and processes for PIA. The workday will be the same, typical in-port workday that best fits in all training, maintenance, ship cleaning and preservation.

CIA is an all-hands event with some divisions having significant industrial work and modernization to manage, while others will need to perform routine maintenance and repairs to their spaces in preparation for the Board of Inspection

and Survey (INSURV) next January.

INSURV is when the crewmembers on board Lincoln will be graded on their ability to assess the ship and also if the ship is fit for further service.

There are numerous ways to gauge if the CIA period went as planned.

"A successful CIA will meet objectives such as assigned work completed before the March 27 end date, training goals achieved for each division and watchstanders proficient and ready to get the ship underway on time," said Bittle.

Bittle also said, although keeping the ship clean and completing space preservation work on time is crucial, one of the most important objectives in making the maintenance period a success will be to make sure the crew stays focused and follows the Captain's Wildly Important Goals (WIGs).

DESRON 9 earns NSFS certification

By MC3 SEAN PATRICK GALLAGHER
Penny Press Staff

Destroyer Squadron (DESRON) 9, part of the USS Abraham Lincoln Strike Group, completed Naval Surface Fire Support (NSFS) re-certification, Feb. 5, off the coast of San Clemente Island.

Having re-attained this certification allows the destroyers USS Shoup (DDG 86) and USS Momsen (DDG 92) to support our nation's maritime strategy by coming to the aid of forces ashore under enemy fire.

NSFS, an exercise in which destroyers and cruisers train to fire deck guns ashore in support of ground troops, was an important re-qualification for DESRON 9.

"This exercise is an important test of a ship's firing capabilities," said Lt. Lawrence Repass, a Chicago native and prospective training and readiness officer for DESRON 9. "There is a slim margin of error involved with firing over the heads of friendly forces and the point of this is to ensure ships can hit



Photo by MC3 Sean Patrick Gallagher
Arleigh Burke-class guided-missile destroyer USS Momsen (DDG 92) follows the wake of USS Abraham Lincoln (CVN 72). Momsen and fellow Destroyer Squadron (DESRON) 9 destroyer USS Shoup (DDG 92) completed the Naval Surface Fire Support (NSFS) certification off the coast of San Clemente Island Feb. 5.

their targets without endangering civilians or our troops."

According to Repass, the whole exercise began in January when the Expeditionary Warfare Training Group Pacific (EWTG

Local News

Abe hosts dozens of visitors during underway

By Lt. Ed Early

Special to the Penny Press

Five groups of distinguished visitors – including congressional aides, a retired admiral and the mayors of Everett and Marysville, Wash. – got their chance to experience life aboard USS Abraham Lincoln (CVN 72) during her recent underway period off the coast of southern California.

During the visits, which ran from Jan. 28-Feb. 3, Lincoln's guests were given the chance to observe routine flight operations – both during the day and at night – and to interact with Lincoln's officers and enlisted crew.

Such interaction was especially meaningful for Mayor Ray Stephanson of Everett, where Lincoln is homeported.

"These Sailors are our neighbors and friends," said Stephanson. "They live in our community, go to our churches and schools, attend sporting events. It's great to see them here, in their own environment, and doing their jobs so well."

Stephanson was joined on his Feb. 2-3 visit by Command Master Chief (SW/AW) Michael Schanche, Naval Station Everett's command master chief. Both watched from the flight deck as F/A-18s and E-2Cs from Carrier Air Wing (CVW) 2 were launched and recovered by Lincoln.

"I came out here for two reasons – to see this incredible ship, and to talk to these Sailors in their work environment. They're all incredibly talented," said Schanche. "Seeing the way these young men and women do their jobs heartens me for the future of the Navy when I retire."

NSFS

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PAC) visited Shoup and Momsen. EWTG PAC monitored the skills of the ships' firing teams, ensuring that they were ready for the live test out to sea.

The live test was a scenario-based exercise in which Shoup and Momsen fired their five-inch, 62-caliber guns at practice targets. The destroyers were presented with the challenge of having to use indirect fire to shoot at targets that may not even be



Photo by MC2(SW) James R. Evans

Ray Stephanson, mayor of USS Abraham Lincoln's homeport of Everett Wash., speaks with Rear Adm. Scott Swift, Commander Carrier Strike Group (CSG) 9 over dinner in the Commanding Officer's inport cabin during a visit to USS Abraham Lincoln (CVN 72).

Another Puget Sound-area mayor, Dennis Kendall of Marysville, Wash., got his chance to tour Lincoln with his wife from Jan. 31-Feb. 1. The Kendalls were part of a group headed by retired Rear Adm. J.J. Quinn, who commanded Lincoln from 1998-2000 and is now a vice president with Northrop Grumman.

Other notable visitors to Lincoln during the past week included eight vice presidents from Northrop Grumman; three aides from the offices of Congressmen John Murtha (D-Pa.) and Maurice Hinchey (D-N.Y.); Greg Creed, president and CEO of

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visible from the ship. Momsen and Shoup fired approximately 45 rounds each Feb. 3 and Feb. 5, respectively.

In order to hit targets at great distances with shells, the ships relied on the report of a ground-based observer. The observer radioed the coordinates of the enemy to the ship which then used a global grid system to aim its cannons and eliminate the threat.

"We have accomplished our mission in total; it has been a grand success," said

Repass. "In reality, everyone is involved in this. It takes a big team effort to make this exercise happen."

The completion of NSFS was a major step forward for DESRON 9 in accomplishing their Sustainment Exercise (SUSTAINEX).

"The overall purpose of the SUSTAINEX is to ensure that the ships of DESRON 9 are major combat ready," said Repass. "They always have been, and always will be ready for action."

Weekly Wrap Up

Last leg of underway filled with celebrations

By MC3 KAT CORONA
Penny Press Staff

USS Abraham Lincoln (CVN 72) remained busy last week as the crews of Lincoln and embarked Carrier Air Wing (CVW) 2 wrapped up the Abraham Lincoln Strike Group Sustainment Exercise off of the coast of Southern California.

Hours of flight operations and drills tested the crew's abilities to combat any issue Abe could face during an underway period, but the crews were awarded with entertainment after working hours courtesy of Abe's Morale, Welfare and Recreation Division.

The crews started off the week with a "Whose Mess is the Best Spades Tournament" in the 1st Class Petty Officers' Mess Jan. 31.

The tournament consisted of 28, two-person teams from the enlisted mess, 1st Class Mess, Chief's Mess and wardrooms, who played the popular card game, Spades, late into the night to determine just whose mess was the best.

After hours of play, the enlisted mess was victorious when Aviation Mechanic 2nd Class Michael Brown and Aviation Electrician's Mate 2nd Class Miguel Ahumada, of Aviation Intermediate Maintenance Department, defeated their opponents

and claimed the title of Spades Tournament champions.

MWR then hosted a special Super Bowl party in Abe's Hangar Bay 2 Feb. 2. The game was projected onto a big screen and the crews enjoyed snacks and drinks courtesy of MWR and Lincoln's supply department. Lincoln's Pittsburgh Steelers fans cheered over the groans of the Arizona Cardinals fans as the Steelers snuck in a victory in the last few minutes of the game.

After all of MWR's special events, the Lancers of Electronic Attack Squadron (VAQ) 131 had a celebration of their own when Cmdr. Leif Steinbaugh took over as commanding officer from Cmdr. Brad Jensen in an aerial change of command Feb. 2.

Abe and CVW 2 wrapped up the week when CVW 2 disembarked in Naval Air Station

North Island, Calif., Feb. 5 after successfully completing SUSTAINEX.

After a short stay at NASNI, Abe pulled in its mooring lines and headed back to sea to begin its journey north to return to its homeport in Naval Station Everett, Wash. Once home, Abe's crew will begin the Carrier Incremental Availability (CIA), which will prepare the ship for its journey across Puget Sound to the Puget Sound Naval Shipyard in Bremerton, Wash., to begin the Planned Incremental Availability later this spring.



Photo by MCSN Robert A. Robbins

Sailors aboard USS Abraham Lincoln (CVN 72) enjoy Morale, Welfare and Recreation division's Super Bowl party in Hangar Bay 2 during the Abraham Lincoln Strike Group Sustainment Exercise.

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Taco Bell; Al Checchi, former chairman of Northwest Airlines; Craig Schulz, the son of "Peanuts" cartoonist Charles Schulz; a group of wives and husbands of prospective squadron commanding officers and executive officers; and Naval Reserve Officer Training Corps midship-

men from the University of Southern California.

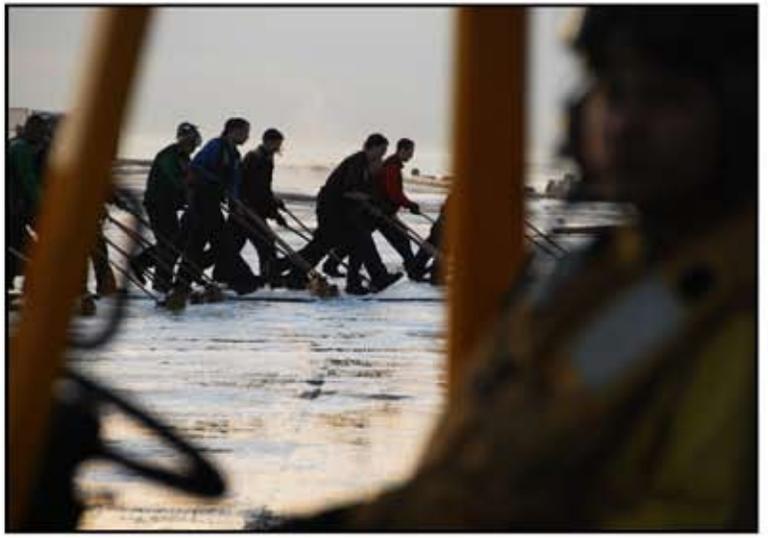
All visitors got to meet with Rear Adm. Scott Swift, Commander, Carrier Strike Group (CSG) 9, as well as Lincoln Commanding Officer Capt. Patrick Hall and Executive Officer Capt. Jeffrey Ruth.

"I'm very impressed with the profes-

sionalism of the Sailors here, especially the quality of the job they do," Stephanson said. "Obviously, what they do here is dangerous work, but they make it look easy."

Visitors will have another opportunity to experience life on board Lincoln during a Family Day Cruise slated for April 16.





Bournes' Breakdown

Does parity ruin football or create new dynasties



Courtesy Photo

Fans of the National Football League's Pittsburgh Steelers cheer after the Steelers squeaked by a last minute victory in the 43rd Super Bowl, expanding the Steelers dynasty to include a record breaking six Super Bowl championships.

By MC2 JAMES BOURNES
Penny Press Staff

The National Football League's, or NFL's, annual Pro Bowl game today signifies the end of another season. Last week's 43rd Super Bowl in Tampa Bay, FL, was one of the best games in Super Bowl history. The Pittsburgh Steelers won their record sixth championship, and the Arizona Cardinals proved many analysts wrong by almost pulling off the improbable in the final minutes of the game.

The end of the Super Bowl still has sportswriters arguing about possible no calls by the referees, and a review that never happened. But forget all of that, the game is over, the Steelers are the champions, and the Cardinals were a worthy opponent.

As fans of the game we've been spoiled the past couple of years. The past two Super Bowls have been two of the best championship games in NFL history. Even if you're not a fan of the Steelers or Cardinals, we've still been treated to one of the greatest seasons in NFL history.

Certain analysts have been arguing that the recent trend of parity in the NFL is ruining the dynasty legends of old. Sure, it's harder to win back to back titles. But the Steelers have now won six titles as a franchise, and two in the past five years. The New England Patriots have done pretty well this decade too. So, to tell me that parity is ruining the game by diluting the talent throughout the league is ridiculous.

Parity has made the NFL the best professional sports league. Thanks to the salary cap every team has a chance to win the big game. The other professional leagues are following suit and now small market clubs are proving that it's not the size of your payroll, but the cohesiveness of your team chemistry that counts.

This NFL season proved that just because your team played poorly the year before, that a new season can truly bring new hope of winning the big game. Just ask Miami Dolphins and Atlanta Falcons fans. By adding a new coach or a new quarterback teams can quickly turn their poor records around and make the playoffs. It's not all about signing the big name free agents. Many of these teams just find the right guy for the right system.

To give you a few examples, it looked like Arizona quarterback Kurt Warner's career was over after leaving the New York Giants. Then he found the Cardinals and head coach Ken Whisenhunt, and thanks to some tremendous wide receiver talent, he brought back memories of the St. Louis Rams and his 'Greatest Show on Turf' days.

Miami quarterback Chad Pennington, riddled with injuries throughout his career, looked like his playing days were numbered. Brett Favre pushed him out of New York, but Dolphins General Manager Bill Parcells saw promise in him and brought him to Miami. All he did there, with help of the gimmicky Wild Cat offense, is lead the NFL's worst team to the playoffs in 2008.

Also, NFL journeyman quarterback Kerry Collins was almost long forgotten. With a little help from Vince Young's poor play in Tennessee, he found himself back in the starting role and led the Titans to the best record in the NFL.

My point being, that parity is not ruining the dynasties of old, rather it's creating new dynasties and better storylines for fans to follow throughout the year. From the rookie running backs to the over 35 quarterbacks, this NFL season highlighted future stars and future Hall of Famers. Who knows, perhaps there's even hope for the Detroit Lions next year.

Safety Note

Misunderstanding rules leads to pain

BY NAVAL SAFETY CENTER
Special to the Penny Press

Welcome to the latest edition of the Friday Funnies, more tales of woe rooted in poor assumptions, bad timing and marginal habits.

In Missouri, an E-5 personnel clerk was serving as duty driver for a vanload of fellow Marines en route to an official celebration. Following another van, she arrived at the security gate, at which point she got the notion that the other driver had asked the guard to hold the gate down until both vans had gone through. The mishap report called this trying to “piggy back” through.

She was disabused of this notion when the gate instead gave the van a short but firm piggy-back ride by jerking it up right off the ground. The jolt tore off the muffler, bent a shock, and deployed both air bags. The air bags, in turn, bestowed minor burns, some bruises, and a sore neck on the sergeant. It took four days for her to recover and \$4,391 to fix the van.

Thus the “Caution, only one vehicle at a time” sign posted at the security gate entrance.

Speaking of gates, in another incident, an employee was “dragged 10-15 feet” from one. There had to be plenty of witnesses, I figured. He had to be doing something suitably dumb. Alas, my enthusiasm for details quickly gave way to disappointment when I scanned the full report. I learned that it was an EN3 in South Carolina. I learned that his “multiple surface wounds and bruises” required first aid only. And that was it, detail-wise.

Unless the following two nuggets mean anything to you. First, “Explanation: Lack of attention to detail.” What sort of detail

would that be, I wonder. A 1,500-pound vehicle bearing down on you as you stand in the roadway doing who knows what?

Second, “Narrative: Ensure roadway is clear of any objects.” Such as yourself. Or, if this wisdom is aimed at the dragger rather than the draggee, such as people in front of you in the road.

A sprained ankle caused a WG-7 rigger to miss a day of work and spend two weeks on LIMPDU. He had been sitting on the side of a flat bed trailer. According to the report, “He attempted to jump approximately three inches to the warehouse floor.”

Which leaves us with just one question. Does three inches even qualify as a “jump”?

And speaking of three inches, it’s time for another Friday Funnies one-liner, those gems from mishap reports that require no further commentary. An HM2 in Japan was “running after another person on the pier with three-inch high heel boots.” She fell and sprained her ankle.

All I ask is that next time someone is chasing me, I’d like them to be wearing high-heel boots. Then, if they do catch me, I deserve to get caught.

P.S. The report said, “Exercise/operation name: Member was taking a shower.” In boots? Man, these mishap reports are getting kinky.

P.P.S. The report also recommended, “Don’t run with high heel boots, they are made for walking.” That would make a great song lyric, don’t you think?

That’s all for this week. Until we meet again, remember to never underestimate a shipmate’s ability to circumvent logical, well-meaning, easy-to-follow precautions. This realization won’t help you sleep better, but it will make you warier and more persistent



CALLING ALL GAMERS!

**MWR IS HOSTING A CALL OF DUTY
TOURNAMENT FEB. 12 AT 3 P.M. AT THE
NAVSTA EVERETT COMMONS. SIGN UP IN
MWR.**

Final Thoughts

What do you want to ask the CNO?

PHOTOS & INTERVIEWS BY
MCSN ROBERT A. ROBBINS
Penny Press Staff



SHSN Kevin Simak, Supply/S3, Crystal Lake, Ill.
"What is the Navy doing to improve advancement opportunities?"



ABH3 Scott Pitts, Air/V-3, Ft. Lauderdale, Fla.
"What is the Navy doing to allow us to have more homeport time?"



ABEC (AW/SW) Dennis Kelding, Supply/S-2M, Davenport, Iowa
"Are the wearing restrictions on the new working uniform going to be lifted?"



PSSN Samy Badaway, Admin./Y-2, Cario, Egypt
"How many billets is the Navy going to get rid of by the end of the year?"



ABHAN Jimmie Lovett, Air/V-3, Cleveland, Ohio
"What is the Navy doing to increase Fleet and Family support?"



ABHAR Juan Troncoso, Air/V-3, Brownsville, Texas
"How will you be working with our new President to benefit Sailors?"

Editor's Top 10

Top 10 reasons why it's great to be on the way home.

10. You don't have to worry about violating the liberty clothes policy because you'll be layering so many pieces of clothes to stay warm.
9. We're done with the longest, short underway ever.
8. MWR has tons of fun things for us to do at home.
7. Baseball season is starting soon.
6. We've missed the gray skies of home.
5. Means we're getting closer to going into the yards.
4. It's not San Diego.
3. It's so quiet on the flight deck now.
2. The rocking of the ship in the rough seas puts you to sleep.
1. Planning your first meal at the Totem diner. Yum.

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