



## Abe, CVW 2 receive coveted Flatley Award



Photo By MC2 James R. Evans

Aviation Boatswain's Mate (Handling) 3rd Class Bart Kooyman, of Maple Valley, Wash., guides a "Bounty Hunters" Strike Fighter Squadron (VFA) 2 F/A-18F Super Hornet onto the No. 2 Catapult on the flight deck of USS Abraham Lincoln (CVN 72) as aircraft from Carrier Air Wing (CVW) 2 depart Lincoln following completion of carrier qualification and sustainment training.

By MC3 SEAN PATRICK GALLAGHER  
*Penny Press Staff*

USS Abraham Lincoln (CVN 72) and Carrier Air Wing (CVW) 2 were announced the winners of the 2008 Adm. H. Flatley Award for superior aviation safety April 9.

The Flatley Award, named after Adm. James H. Flatley Jr., recognizes ships with an embarked airwing or Marine Air Ground Task Force, which exceed their peers in maintaining a safe Naval aviation environment.

"An aircraft carrier is one of the most

dangerous operations in the world," said Houston native, Cmdr. Dominic Gaudin, Lincoln's safety officer. "From Air, to Weapons and Engineering Departments, it is a high-paced and hard-working environment. Safety is about preserving equipment

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## Abe Sailors show support through Relay for Life

By MCSN COLBY K. NEAL  
*Penny Press Staff*

USS Abraham Lincoln's (CVN 72) First Class Petty Officer Association has teamed with the American Cancer Society for the first time to help the fight against cancer by raising funds through the May 30 Relay For Life in Everett, Wash.

Relay For Life is the largest single nonprofit special event in the country, raising about \$400 million per year and Lincoln Sailors plan to do their part in contributing to the cause.

The event brings people together from all over the country in various communities to raise money to help cancer prevention, minimize suffering, and ultimately, save lives from the

disease.

The Relay For Life teams camp out at a local high school, park, or fairground and take turns walking or running around a track or path. Each team is asked to have a representative on the track at all times during the event, because as the American Cancer Society says, "cancer never sleeps." The relays are a 24-hour event.

Lincoln currently has eight teams signed up for the event consisting of the First Class Petty Officer Association, Administration Department, Supply Department, Combat Systems, Air Department, Operation Specialist Division, Reactor Department and the Weapons Department.

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# News

## FLATELY

*Cont. from pg. 1*

and our most important asset: people.”

In 2008, Lincoln completed a seven-month deployment in which it supported Operations Iraqi Freedom and Enduring Freedom. During this time period, Lincoln had no class “A” mishaps that result in death, permanent disability or a total reportable damage cost of \$1 million or more.

“We have smart Sailors who avoid the shortcuts and simple mistakes,” said Gaudin. “We practice good operational risk management, and I believe safety is ingrained in Lincoln’s culture.”

According to Gaudin, Sailors make their own luck by practicing safety.

## RELAY

*Cont. from pg. 1*

The event includes an opening ceremony and a parade of cancer survivors. The Lincoln teams have a goal of raising \$10,000 for the American Cancer Society. Each team onboard has created a rivalry amongst each other to see who can raise the most donations.

Lincoln became involved with the program through the efforts of Personnel Specialist 1st class (SW/AW) Richard J. Greenlee of Belvidere, Ill., who has prior experience working with the American Cancer Society.

“I have done two Relay for Life events in Hawaii and I contacted the local

American Cancer Society office about the Everett Relay For Life,” said Greenlee.

Greenlee has been directly affected by the disease. He said before his sister passed from lung cancer, the American Cancer Society contacted her and suggested she come out to the local Relay for Life in their hometown of Belvidere. His sister told him she had a great time at the relay. He said she was happy to have met people who can share the experiences of living with a terminal disease.

Larry B. Andrus, American Cancer Society executive vice president (Western Region), from Tacoma Wash., said informing Sailors and other servicemem-

“Winning the award was an all-hands effort,” said Chief Aviation Boatswain’s Mate Fuels (AW/SW) Glenn Apacible, Lincoln’s safety leading chief petty officer. “Every single Sailor contributed and they should take pride, but not get complacent. We have a lot of dangerous work ahead of us.”

Apacible added that everybody should police each other and stop each other from making simple mistakes.

“If we lose even one guy, we lose a part of our total capability. Each person lost to careless mishaps will increase the workload for everyone.”

Lincoln expects to be awarded with a plaque in the near future.

bers about opportunities to help their communities is important.

“It’s an absolutely rewarding thing to do while in the service,” said Andrus. “You feel connected to the community.”

Everyone who plays a part in the relay contributes by helping celebrate the lives who fight against cancer, remembering those who passed, and to fight back for an end to the disease.

“Just about everyone has had someone in their family or a friend affected by cancer,” said Greenlee. “The more money that can be raised to fight cancer the better.”

## Newest carrier completes acceptance sea trials

By PROGRAM EXECUTIVE OFFICE CARRIERS

*Special to the Penny Press*

USS George H.W. Bush (CVN 77) successfully completed acceptance sea trials April 7-9 off the Virginia Capes and is in final preparation for delivery. Acceptance sea trials are the final test of the ship’s readiness to begin fleet service.

Navy representatives from the U.S. Navy Board of Inspection and Survey tested and evaluated the ship’s systems and performance. Acceptance trials will formally conclude April 10.

George H.W. Bush is the nation’s 10th, and final, Nimitz-class carrier. The ship is designed to carry all current and future aircraft in its embarked air wing until the completion of her service life in approximately 2,059.

George H. W. Bush incorporates numerous design improvements to reduce operating cost, enhance operational effectiveness and protect the environment. These include newly designed propellers, a new underwater hull-coating system, advanced waste disposal systems, a new JP-5 (jet propellant)

distribution system, and modernized aircraft launch and recovery equipment. Improved medical and dental facilities have been included in the ship to enhance quality of life. George H.W. Bush also has a new composite mast that reduces topside weight and maintenance.

George H.W. Bush incorporates a modernized island, bulbous bow design and three-wire arresting gear configuration, first introduced on USS Ronald Reagan (CVN 76).

The ship’s keel was laid Sept. 6, 2003, at Northrop Grumman Shipbuilding-Newport News. Ms. Dorothy Bush Koch, daughter of former President George H.W. Bush, served as the ship’s sponsor during its christening on Oct. 7, 2006. The ship was commissioned Jan. 10, 2009, at Norfolk Naval Base. USS George H.W. Bush is commanded by Capt. DeWolfe H. Miller III, USN. Upon delivery to the Navy, the ship will conduct post delivery maintenance before commencing training for operational deployment in 2010.

For more news from Naval Sea Systems Command, visit [www.navy.mil/local/navsea/](http://www.navy.mil/local/navsea/).

# News

## Lincoln honors servicemembers with Burial at Sea



Photo by MC3 Sean Patrick Gallagher

Remains line a table before being committed to the deep during a burial at sea on board USS Abraham Lincoln (CVN 72).

BY MCSN AARON HUBNER  
*Penny Press Staff*

Sailors aboard USS Abraham Lincoln (CVN 72) have been busy this underway with a successful ammunition offload and several training evolutions, but Lincoln Sailors weren't too busy to stop routine work and conduct the solemn and sacred Navy tradition of burial at sea.

The cremated remains of 24 former service members were committed to the waters of the Pacific Ocean during a ceremony off the coast of Washington April 10.

"We had the privilege of laying these 24 veterans to rest on this Good Friday," said Cmdr. John Swanson, Lincoln's command chaplain. "This is our final tribute to the legacy they left behind and a final thanks on behalf of a grateful nation."

The ceremony commenced at 2:30 p.m. with the burial detail in dress blue uniforms assembled on elevator three as the overcast sky held off the threatening rain. The crew was asked to cease all work topside and silence fell upon the ship as representatives of different faiths read blessings while the

cremated remains were committed to the deep.

After the last of the remains were overboard, a firing detail from Weapons Department's G-2 Division performed a 21-gun salute, and taps was played. The lead flag bearer then presented the National Ensign to Lincoln's Executive Officer Capt. Jeffrey Ruth as "the Navy Hymn" was played, concluding the ceremony.

All current and former U.S. military service members who received an honorable discharge are eligible for burial at sea if they, or their families request it.

Burial at sea ceremonies are coordinated with ships through local Navy hospitals. Immediately following burial at sea, service members' next of kin are sent a message informing them of the date, time and exact location that their loved one was buried.

Lincoln's Religious Ministries Department prepares a flag, flag certificate, letter from the commanding officer, navigation chart depicting the location of the burial, and photos and video of the ceremony to be sent to the family.



Photo by MCSN Aaron Hubner

Lt. Cmdr. (Chaplain) Reginald Daniels commits a Sailor's cremains to the deep during a burial at sea ceremony aboard USS Abraham Lincoln (CVN 72).

## Weekly Wrap Up

# Lincoln leaves for last leg of training before PIA

By MC3 KAT CORONA  
Penny Press Staff

USS Abraham Lincoln (CVN 72) and crew set out for their final training evolution April 6 before transiting to Puget Sound Naval Ship Yard (PSNS) in Bremerton, Wash., for a Planned Incremental Availability (PIA).

This underway was critical to the future success of the ship as the ordnance onboard left over from the ship's recent seven-month deployment last year is required to be off loaded before entering the shipyard.

According to Master Chief Aviation Ordnanceman (AW/SW) Joel Clayton, Lincoln's Weapons Department's leading chief petty officer, roughly 4.5 million pounds of ammunition was offloaded to the USNS Rainier (T-AOE 7) during the day-and-a-half evolution.

"We have to have the ordnance off the ship or PIA doesn't start on time," said Lincoln's Ordnance Handling Officer Lt. Rocky Pulley.

During the underway period, Lincoln also completed numerous training evolutions including two general quarters drill, a mass casualty drill, a man overboard drill, an anchoring at sea and a practice refueling with Rainier.

"The ship doesn't have the pressures of an import maintenance schedule anymore, so now we have plenty of time to train," said Lt. Cmdr. Matt Byrne, Lincoln's training officer. Lincoln also participated in a Safety Standdown Friday, which gave the crew important training on safety on and off duty during the upcoming months in PIA.

Broadcast over the ship's SITE TV, the safety standdown video featured members of Lincoln's Safety Department explaining the importance of wearing proper personal protective equipment (PPE) while in the Controlled Industrial Area (CIA) at PSNS.

They also focused on driving under the influence (DUI) prevention, a major training initiative for the crew.

Abe unveiled a new program, the 0-0-1-3 responsible drinking campaign, to better define what responsible drinking is.

0-0-1-3 stands for zero underage drinking, zero drinks if driving, one drink an hour, and no more than three drinks in a

night.

"It's a good guideline," said Chief Hospital Corpsman (SW/AW/FMF) Jeremy McMillan, Lincoln's command drug and alcohol advisor (DAPA). "0-0-1-3 has been proven to work if you have the right attitude about responsible drinking."

The ship is also producing wallet cards for Sailors that include phone numbers for taxi rides and educating the crew on responsible use of drinking.

In an effort to reduce the number of DUIs, Lincoln has made a

contract with two taxi services in Bremerton, Wash., to give Sailors an alternative to driving.

"We'll be handing out the new DUI cards this week," said McMillan. "The ride is free that night and Sailors won't be penalized for using the card. However, Sailors will have to pay back the money for the cab at a later date."

Taking a break from the intense training schedule, Lincoln

honored the lives of 24 prior service military personnel during a traditional burial at sea ceremony held on Lincoln's aircraft elevator April 10.

"We had the privilege of laying these 24 veterans to rest on this Good Friday," said Cmdr. John Swanson, Lincoln's command chaplain. "This is our final tribute to the legacy they left behind and a final thanks on behalf of a grateful nation."

The remains of the 24 servicemembers were committed to the waters of the Pacific Ocean, off the coast of Washington, under cloudy skies.

After the last of the remains were overboard, a firing detail from Weapons Department performed a 21-gun salute and taps was played. The lead flag bearer then presented the National Ensign to Lincoln's Executive Officer Capt. Jeffrey Ruth as "Eternal Father" was played, concluding the ceremony.

Lincoln is now on the way back to Naval Station Everett, Wash., to prepare for the highly anticipated Family Day Cruise April 16, in which roughly 2,000 family and friends of Lincoln's crew will embark for a day long at sea period in order to get a taste of seafaring life. Following the Family Day Cruise, Lincoln and crew will transit the Puget Sound to PSNS in order to begin PIA.



## Bournes' Breakdown

# College draft means 'geek-fest' for fans

By MC2 JAMES BOURNES  
Penny Press Staff

Spring is here, and many-a-sports fan's eyes turn to the start of Major League Baseball, National Basketball Association and National Hockey League playoff races, and the National Collegiate Athletic Association's March Madness. However, for this writer, my attention turns to the National Football League every year at the end of April. On April 25 and 26 the NFL will hold its annual college football draft.

The draft is a hub of NFL controversy every year. Some fans downplay the importance of the event because ultimately having a high first-round pick doesn't guarantee you a Pro Bowl talented player. However, here is where I say that's the excitement of the draft. Fellow NFL geeks will agree, debating with your friends on your team's selections makes the off-season exciting.

For example, take the Kansas City Chiefs from last year. They were regarded by many as having the best NFL draft. As Chiefs fans will tell you, that didn't translate to too much on-the-field production last season, but some players take time to develop.

My point is that the draft is NFL's riskiest gamble, which makes it so exciting. You have four types of college players. You have the Indianapolis Colts' quarterback Peyton Manning and Minnesota Vikings running back Adrian Peterson types, players that are a lock to succeed in the NFL. Next you have the college football system players, these are the guys that put up gaudy numbers in college, but are purely a product of the system they played in, and unfortunately their skills don't translate well to the NFL, think Florida Gators quarterback Chris Leak and any Texas Tech quarterback.

Third, you have the solid college players. These guys were starters in college and everyone expects them to be great backup and role players and players that one day will develop into an everyday starter, the easy safe picks, if there is such a thing.

Finally there are the sleepers, the guys your team selects late in the draft, whether it's going on a hunch or just to fill a need, these players surprise everyone and become All Pro talent. New England Patriots quarterback Tom Brady easily fits this profile.

For the fans that don't watch the draft, and I've had some so-called-fans tell me it doesn't mean anything, let me explain a few things to you. This is your team's future. Whether they become starters or not, the players selected in this year's draft will most likely be on your team's roster for the next couple of years. So get used to rooting for these guys now, and take the opportunity to learn more about the player your team feels

is the next big star in the NFL.

**NFL Draft 2009 Top Ten Team Needs (in current draft order 1 - 10):**

**1. Detroit Lions:** Everything. Can't miss here, but obvious need is quarterback. Jay Cutler would've been nice, but it looks like Georgia Bulldog Matt Stafford goes here.

**2. St. Louis Rams:** Another team with a lot of holes. With Torry Holt gone, running back Steven Jackson is your marquee player. Help him out by getting another offensive tackle. Possibly Baylor's Jason Smith or Virginia's Eugene Monroe.

**3. Kansas City Chiefs:** The Matt Cassell trade answers your quarterback problem. So again, this team will look to defense in the first round. You took a defensive tackle last year, now add Wake Forest's Aaron Curry at inside linebacker. Good pairing with linebacker Derrick Johnson.

**4. Seattle Seahawks:** Adding wide receiver T.J. Houshmandzadeh made quarterback Matt Hasselback smile, but he'll smile even bigger after they draft Texas Tech's Michael Crabtree. The NFL is a copycat league and the Seahawks are following in Arizona's footsteps.

**5. Cleveland Browns:** Trade rumors have wide receiver Braylon Edwards leaving town, if this is true, they really need a new wide receiver. Unfortunately Crabtree is gone, and no one else is worthy to go this high. Go defense, in particular a pass rusher.

**6. Cincinnati Bengals:** No more T.J., and no running game. Is quarterback Carson Palmer healthy? Help both Palmer and the running game and get whichever offensive tackle the Rams don't pick.

**7. Oakland Raiders:** Hard to predict owner Al Davis. He loves super athletic guys. They went with running back Darren McFadden last year, and in 2009 he finds a combine freak on defense, most likely a new speed pass rusher.

**8. Jacksonville Jaguars:** I agree with a lot of people out there. If there ever is going to be a trade here it is. It's a good place for a team to move up, and the Jags are looking to move out of number eight. However, if they stay, they'll be looking at cornerbacks.

**9. Green Bay Packers:** The offense is great. Defense is alright. But there is a chance to upgrade on the defensive line. Possibly B.J. Raji, or one of the many excellent defensive ends still available.

**10. San Francisco 49ers:** Southern Cal quarterback Mark Sanchez may still be out there, but I think he'll get picked up earlier when the Jags trade down. The Niners could use defense, and good for them, plenty of quality defensive players are available. Look at defensive ends such as Penn State's Aaron Maybin or Florida State's Everette Brown.



Lincoln Pride



By Media Dept.





# News

## FBI joins Navy in pirate standoff

By STEPHANIE McCrummen & ANN SCOTT TYSON

*Special to the Penny Press*

The FBI and U.S. Navy were in delicate negotiations Thursday with Somali pirates holding an American captain in a lifeboat drifting in the Indian Ocean, as one U.S. destroyer hulked nearby and additional naval ships were speeding to the scene, U.S. officials said.

The USS Bainbridge, which arrived Thursday morning, launched a surveillance drone that fed live color video of the lifeboat back to the ship, though it was unable to provide a clear view of Capt. Richard Phillips of Underhill, Vt.

"But as far as we know, the captain is okay," a Defense Department official said on the condition of anonymity.

Phillips, stuck in a hot lifeboat with no fuel and no toilet and bobbing in a rolling sea, had been provided with "batteries and other provisions," according to a statement from his company, Maersk Line of Norfolk, Va., which said he remained unharmed.

At the same time, Somali sources said other pirates were motoring toward the scene off the Horn of Africa country, where their colleagues were thwarted Wednesday by the American crew of the 17,000-ton Maersk Alabama container ship. The second pirate boat was loaded with guns, and possibly European hostages seized in an earlier attack, to deter the U.S. military from any action, the sources said, speaking on the condition of anonymity for their safety.

The aims of the pirates in the second boat were to rescue their comrades and probably to secure a cut of any ransom eventually paid, said the sources, who include a pirate's brother, a former pirate negotiator and a resident of the coastal pirate town of Harardhere, who said the boat left there late Thursday afternoon.

Earlier, U.S. Navy officials instructed the Maersk Alabama's crew to steer their ship to the Kenyan port of Mombasa, about 50 hours away.

The defense official said no other vessels had been seen in the area and dismissed the idea that the second group of pirates would get near the scene. "That's not going to happen," the official said.

Somali pirates are holding more than a dozen other vessels ranging from massive container ships to luxury yachts and fishing trawlers, along with more than 200 hostages from France, Turkey and other nations -- part of a thriving business that pumps

tens of millions of dollars into the economy of northeastern Somalia.

Few, if any, hostages have been harmed, which analysts say helps fuel piracy. The incoming money has made relatively thriving pirate towns out of fishing villages such as Harardhere, which have new construction and caterers who bring food to hostages.

Ken Menkhaus, an expert on Somalia and the piracy epidemic off its coast, said that despite the U.S. show of force, military action was improbable.

Maersk Line was probably negotiating a ransom with the pirates, as most companies do, he said. Menkhaus also said it was unlikely the pirates would free Phillips until they reached Somalia.

"If the pirates release him, then what happens to them?" said Menkhaus, a political science professor at Davidson College in North Carolina. "He's their only leverage to get back to shore."

Private shipping companies have generally preferred to pay ransom rather than to arm their ships and engage in gunfights with pirates on the high seas. Doing so, the logic goes, would create a more violent situation.

The companies are also motivated to keep their ships unarmed by a concern the pirates seem to understand: money.

Putting armed guards on ships could trigger an array of legal and financial trouble for shipping companies. They might not be granted access to certain ports, for instance, and arms on a ship sharply escalate the cost of insurance. Paying ransom -- a total of about \$150 million for shipping companies last year -- is still cheaper than insuring a heavily armed ship.

"For now, this is a sustainable business for the pirates," Menkhaus said. "Everyone's doing a cost-benefit analysis."

The pirate business model usually involves hauling the crew or passengers of a seized ship back to Somalia.

The pirates' current predicament -- stranded in a lifeboat and staring at the hull of a U.S. destroyer -- is unusual.

According to a Somali businessman who has been involved in ransom negotiations with pirates in the past, the pirates in the lifeboat have asked the U.S. warship to move away and allow them to take the captain ashore.

"They are afraid if they release him, the warship will reach them," said the businessman, who spoke on the condition of anonymity because of security concerns.

### Lincoln's Big 3!

April 24th at 12 a.m.

5 team members will strategize to outscore other teams in 3 events.

1st Event – 3 pt Shootout

2nd Event – Punt~Pass~Kick

3rd Event – 1.5 mile Relay

# News

## DoD to review Mayport carrier decision

BY PHILIP EWING

Special to the Penny Press

The Defense Department has decided to review the Navy's decision to relocate an aircraft carrier from Hampton Roads, Va., to Florida, according to an announcement Thursday from Virginia Sen. Jim Webb, who praised the move.

Neither Navy nor Defense Department officials could immediately confirm Webb's announcement, which came as part of a consistent push from Virginia lawmakers to stop the Navy from moving a carrier, its thousands of attendant jobs and millions of dollars' worth of economic activity, to Naval Station Mayport.

Webb's statement said the Pentagon would review the carrier move as part of the Quadrennial Defense Review due out later this year. The QDR is DoD's major analysis of its strategies and systems performed every four years.

A subsequent statement from Virginia Rep. Glenn Nye, a Democrat, said that the Pentagon told Nye and his fellow Virginia Rep. Rob Wittman, a Republican, that the DoD would not request any funding this year to upgrade Mayport to homeport a nuclear aircraft carrier.

In January, then-Navy Secretary Donald Winter decided to

send a nuclear-powered carrier to Mayport in the interest of "strategic dispersal," a security measure to keep all Atlantic capital ships from being bottled up at Naval Station Norfolk. But Mayport would require hundreds of millions of dollars' worth of upgrades, including dredging, before it could accommodate a nuclear flattop.

So the decision set off a war between Virginia's and Florida's congressional delegations, with Hampton Roads and north Florida lawmakers trading shots on behalf of their respective ports.

Florida lawmakers, including Republican Sen. Mel Martinez, argued it would be better to have a second nuclear-capable port on the East Coast in the event of a Pearl Harbor-style attack that could wipe out the entire Atlantic carrier fleet. But the Virginia delegation said the Mayport improvements would cost too much in today's era of shrinking military budgets.

The most recent argument began Tuesday, when Nye and Wittman sent a letter to Acting Navy Secretary B.J. Penn, signed by 16 other House members from across the U.S., promising to block any funding in this year's budget for port improvements to Mayport.

Clark Pettig, a spokesman for Nye, said he wasn't sure if that letter was what prompted the review Webb announced.

**Email to the Crewv:**  
 "To the crew of Lincoln:  
 I want to thank you for your service and let you know you are thought of and in our thoughts and prayers as we head into this Easter weekend. God bless you and God bless America.

Dave S.  
 Proud American"



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Friday, June 05 8PM  
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 MWR office 2-121-2-Q

# Final Thoughts



## Shipmates

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



Photo by MCSN Aaron Hubner

USS Abraham Lincoln (CVN 72) Commanding Officer Capt. Patrick Hall pins a Navy/Marine Corps Achievement Medal on Air Traffic Controlman 2nd Class Caleb Thomas during an awards at quarters in Lincoln's forecastle Saturday.

## Editor's Top 10

### Top 10 ways to prepare for Bremerton....

10. Drink coffee until your heart feels like it's going to explode, record number of cups it took to get there. Drink one less every day to stay awake for your commute.
9. Give up on being funny.
8. Buy some books on MP4 and upload them to your iPod. If you're going to listen to it every day for 4 hours, you might as well expand your horizons.
7. Designate an area in your house for everything you need to take each day, including whatever clothes you'll wear. Practice getting everything while blindfolded to simulate the 3:30 a.m. routine.
6. Come up with more top 10 lists that are not publishable.
5. Study the breeding patterns of the predatory Bremalow and stay far, far away.
4. Learn how to shave in the dark.
3. Buy golashes.
2. Look up the cheapest gas prices if you're going to drive. Make friends with the people that work at those gas stations.
1. Get a new cell phone, since you can't have your camera phone with you in the CIA.

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