



Abe participates in Earth Day conservation

By MCSN COLBY K. NEAL
Penny Press Staff

The Navy is celebrating the 39th anniversary of Earth Day April 22 by ensuring disposables are recycled properly and incandescent light bulbs replaced for energy conservation.

USS Abraham Lincoln (CVN 72) follows strict guidelines when it comes to the proper disposal of trash and managing recyclables. Sailors on board have the responsibility of making sure those guidelines are being met.

“During our last deployment, Lincoln recycled approximately 22,000 pounds of plastic waste pucks, and about 80,000 pounds of incinerator and pulpable trash,” said Chief Machinist Mate (SW) Ramon Mota, Outside Repair Chief from Chicago. “I feel we do an awesome job in protecting the environment and making sure plastics get to shore.”

Machinist’s Mate 1st Class (SW/AW) Claudetta Rhaburn, a Chicago native and leading petty officer of Engineering Department from Chicago said a primary reason for the prohibition on plastic waste disposal at sea is to stop the harming of marine life. Plastics cause a special problem since it neither sinks like glass and metal nor disintegrates



Photo By MC3 Rialyn Rodrigo

Machinist’s Mate 3rd Class Keith Roberts, of Oak Harbor, Wash., from Engineering Department demonstrates how the incinerator works.

like garbage, paper and cloth. It also causes hazards to ships by fouling propellers, clogging seawater intakes and evaporators that cause engine failure.

The task of separating trash for recyclables is an extensive job, therefore each department starts the process of separation in their respective shop due to the large amounts of disposables to work with.

A compressing melting unit (CMU) aboard Lincoln compressed, shrank and melted plastic into 11 tons of seven to 10

pound pizza-size pucks, later to be recycled once the ship pulls into port.

Not only has Lincoln been taking part in properly sorting and recycling its disposables but is making strides with conserving energy cost and reducing gas emissions by replacing incandescent light bulbs for fluorescents light bulbs.

In accordance with the Energy Star Operation Change Out- The Military Challenge, Lincoln has followed suit with the Navy-

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Deck Dept keeps Lincoln running, looking good

By MC3 QUINN LIFORD & MC2 BRAD WAGES
Penny Press Staff

As watch standers, the Sailors of USS Abraham Lincoln’s (CVN 72) Deck Department play a crucial role in the day-to-day operation of the ship. As Helmsman and Lee Helmsman, they actually drive and control the speed of the ship from the Navigation Bridge. Four lookout watches from Deck Department constantly scan for unfamiliar airplanes and watercraft, and also look out for sea life in the path of the ship. The Boatswain’s Mate of the Watch supervises, and passes words over the ship’s IMC announcement system.

Another crucial role Deck Department plays on board Lincoln

comes during at-sea replenishment. Every seven to ten days while underway, Lincoln connects to a supply ship for replenishment (UNREP) and vertical replenishment (VERTREP) to provide all the supplies needed to keep the carrier operating.

Engineman 3rd Class Jordan Keller, of Deck Department said the UNREPS are critical for the ship’s mission. “We transfer anything and everything the ship needs and uses. The main things are jet fuel, fresh fruits and vegetables, repair parts, and especially toilet paper.”

Moving supplies from one ship to another over a 150 ft.-high wire isn’t the easiest job in the world. It requires patience, safety and hard work. “Each connecting station transfers up to eighty

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News

ENERGY

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wide demand for conservation and becoming more environmentally friendly by swapping out its lights.

Energy Star Operation Change Out is a joint effort of the Department of Energy and the Department of Defense is the first national, military-focused, energy-efficiency campaign to encourage service members to save energy, money, and protect the environment by replacing the inefficient incandescent light bulbs with Energy Star-

qualified light bulbs and LED lights.

As of April 1, 12,358 incandescent bulbs have been replaced with Energy Star-qualified fluorescent bulbs on more than 20 Navy bases, saving over 3.4 million kilowatt hours and over the life of the bulbs saves \$238,173 in energy costs and reduces greenhouse gases by 5.2 million pounds.

With the Navy's emphasis on the importance of environmental conservation, Lincoln plans to continue being on the forefront.

DECK

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pallets an hour," Keller said "Overall, the amount of time it takes depends on the amount of cargo we need to shift from their ship to ours."

Keller said the Sailors of Deck Department are an integral part of all UNREPs. "It takes about 100 people from Deck and about 150 line handlers to bring the rig [line] over, said Keller. "Not to mention everybody in the Supply Department, Air Department, and the rest of the ship. It's an all hands evolution."

In addition to the work they do as watchstanders and during at-sea replenishment, the Sailors of Deck Department also play a large role in maintaining the ship. All Lincoln Sailors appreciate the cleanliness and well-kept appearance of the ship, but the men and women of Deck Department take special pride in making the carrier shine.

Boatswain's Mate 3rd Class Brad Fulton, of Deck Department's 2nd Division said taking care of Lincoln is something he enjoys.

"When I am working out on the fantail, I have a chance to oversee a lot of the preservation. It is important because a lot of people like to go out on the fantail and get a breath of fresh air. I make sure



Photo By MCSN Aaron Hubner

Sailors from USS Abraham Lincoln's (CVN 72) deck department hoist ammunition in the aircraft carrier's hangar bay.

it looks nice for them," said Fulton. "If I see something that is off or needs to be fixed, I do it. I take pride in keeping the ship looking its best."

Boatswain's Mate Seaman John Gulley of Deck Department works in the ship's forecandle, where he performs maintenance.

"Right now I am working in the forecandle," he said. "I do preservation and work to maintain the cleanliness of the area," Gulley said.

Without the efforts of Deck Department, USS Abraham Lincoln simply could not function. The work can be tough, but for Sailors like Seaman Gulley, it's definitely worth it.

Chipping paint, cleaning, scraping and re-painting; all these things are necessary to keep USS Abraham Lincoln looking its best. This work takes dedicated Sailors spending hour upon hour making sure their Lincoln pride is always on full display.

True colors: flight deck jerseys tell all

BY MC3 SEAN PATRICK GALLAGHER
Penny Press Staff

When one looks at flight operations aboard a U.S. Navy aircraft carrier, he or she catches a glimpse of a whole new world filled with diverse colors. A closer look, however, will reveal a dangerous dance where every color is crucial, and could mean the difference between life and death.

The flight deck jersey first came into service during World

War II when carrier operations first played a major role in the history of naval warfare. The colors remain virtually unchanged in passing decades.

Leading the pack in their management of aircraft are the yellow shirts, who serve as the aircraft directors in charge of aircraft movement about the deck and keeping order in the hangar bay.

"I think the color coding system is a good one," said Aviation

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News

Weapons Department keeps Lincoln, Americans safe

By MC3 KAT CORONA
Penny Press Staff

All Sailors are inherently proud of the work centers and departments they work for. It is no more evident than in the members of USS Abraham Lincoln's (CVN 72) Weapons Department.

"The work we do – the inherent danger of our work, the closeness in which we work – we only get one opportunity to get it right," said Master Chief Aviation Ordnanceman (AW/SW) Joel Clayton, Weapons Department's leading chief petty officer and a Houston native. "If we fail, we not only hurt ourselves, but other people too. We have to be right and always ready."

Weapons Department is made up of five divisions working simultaneously to deliver Abe's firepower to their targets on land. Each division is filled with aviation ordnancemen and gunner's mates who are dedicated to protecting not only themselves or Lincoln's crew, but to protect the American people. "This job is bigger than just us," Clayton said. "It protects everyone."

G-1's Armament Weapons Support Equipment work center performs scheduled maintenance and repairs on weapons support equipment. They are also responsible for the safe transfer of ordnance in support of flight operations. They receive ordnance from the magazines and transfer it to the flight deck or stage it in the hangar bay for quick response.

Also a part of G-1 is the Flight Deck Ordnance shop, who provides Carrier Air Wing 2, when embarked, with the required amount of ordnance necessary to carry out the daily flight schedule.

Along with receiving bombs, missiles and other ammunition from below deck magazines, G-1 Flight Deck is responsible for all ordnance vertical replenishments, including the safe handling and rigging of ammunition to helicopters for transfer to other ships or shore stations.

The Ship's Armory is comprised of the 27 members of G-2 Division. They perform maintenance and operation of all ship's small arms and crew served weapons.

"They are also in charge of the ship's magazine sprinkler systems," Clayton said. "This is a big responsibility. They're just a great bunch of professional gunner's mates."

The members of G-2 also conduct small-arms range qualifica-

tions, ensuring all personnel are qualified in the safe and effective employment of all weapons.

The "Bomb Guys" of Abe's G-3 Division, or Weapons Assembly, are responsible for the safe handling, stowage, assembly, disassembly, test and inspection of conventional weapons used to support the ship and air wing team's fire power needs.

G-4 Division's primary mission is to expedite the transfer of conventional ordnance from shipboard weapons magazines to the flight deck for issue to the embarked air wing. They are responsible for the maintenance and upkeep of nine weapons elevators and associated hydraulic and electrical equipment.

They also maintain and operate 26 electrically enclosed forklifts for the movement of all

ordnance within the magazines and through the hangar bays during on-load and off-load evolutions.

Lincoln's G-5 Division is responsible for the safe and timely requisition, receipt, issue and accounting of all ammunition assets to embarked units to meet all training and combat mission taskings through the Ordnance Control, the nerve center of the Weapons department.

Also within G-5 is the Weapons Quality Assurance Branch, which maintains the training, qualifications and technical publication support for all Weapons personnel, as well the department's damage control and material maintenance management for the department. They also coordinate the Lincoln leadership efforts in the command.

The Weapons Office provides the leadership of the department and is also a part of G-5 Division. They handle the administrative support and career counseling for all of Weapons Sailors' professional growth.

The members of all the divisions add up to a group of proud "Weaponeers" who love the work they do.

"You will not find a more professional group of Weaponeers," Clayton said.

There is no one person or no one division that is more important than the rest within Weapons Department, Clayton said.

"We are one of two ratings that have a professional rate association, recognized by the Chief of Naval Operations" said G-3 Division's leading chief petty officer Chief Aviation Ordnanceman Bryan Ulinicy, of Roseburg, Ore. "We come together as a group of ordnancemen, regardless of being squadron or ship's company. We are a very tight knit group that works as a team."



Photo By MC2 James R. Evans

Aviation Ordnanceman ready and F/A-18F Super Hornet attached to the "Blue Blasters" of Strike Fighter Squadron (VFA) 2 with an AIM-9X Sidewinder Missile.

News

Abe Lincoln's catapults send aircraft airborne

By MC3 Kirk Putnam
Penny Press Staff

An aircraft carrier, such as USS Abraham Lincoln (CVN 72), is at its heart an airport for military aircraft, but a carrier is like no other airport in the world. This airport at sea is a formidable weapon and launching and recovering aircraft helps achieve its primary mission of preserving America's freedom.

It is easy to compare the principles of take off and landing with those found on civilian runways, but only on the surface. What actually happens on a carrier runway is far more impressive. Two major factors that make carrier flight decks work are the catapults and the arresting gear.

Civilian runways can average between 6,600 feet and 13,500 feet (or about one to three miles) depending on the type of aircraft they accommodate. Lincoln itself is just under 1,100 feet in length and has four catapults built into the flight deck. These catapults, which assist with each launch, are approximately 342 feet long and rely on steam power and hydraulics to reach the force necessary for aircraft to take flight.

"Steam powers the propulsion of the aircraft while hydraulics power everything else," said Chief Aviation Boatswain's Mate Equipment (AW/SW) Jeffrey D. Stonebreaker, native of Humble, Texas.

Catapults on aircraft carriers 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.

The catapults on Lincoln, designed to have its main components hidden beneath the runway, grab hold of the aircraft and pull it from a dead stop to roughly 150 knots in 2.4 seconds.

Another piece of the intricate catapult puzzle is the water brake, which uses a continuous stream of fresh water as a buffer to stop the pistons in milliseconds before they reach the edge of the flight deck.

"That is the boom you hear when the aircraft leaves the flight deck," said Aviation Boatswain's Mate Equipment 1st Class (AW) Jeffrey H. Fournier, a native of Bremerton, Wash.

To maintain the integrity of the water brake, pistons driven by steam, the entire track must be measured precisely along each section to create a tight seal. Fournier said by ensuring that everything is exactly measured and just the right amount of steam pressure is delivered to the piston, the life of the catapult is prolonged.

When the aircraft are launched, only half of Lincoln's job is



Photo By MCSN Colby K. Neal
An F/A-18C Hornet of Strike Fighter Squadron (VFA) 151 "Vigilantes" is launched off the flight deck of USS Abraham Lincoln (CVN 72).

complete. The next step is to safely recover the aircraft. The aircraft flying toward the ship at around 300 miles per hour are recovered by four cables called the arresting gear.

Using hydraulics and pneumatics, the arresting gear primarily consists of the four cables and five below decks engines designed to catch and properly slow the aircraft. The fifth engine is used to release a large net to catch the aircraft in emergency situations.

The necessary pressure is manually adjusted for the weight of the incoming aircraft to maintain the exact pressure needed to stop the aircraft properly, said Aviation Boatswain's Mate 1st Class (AW/SW) Lucas V. Johnson, native to Forks, Wash. Using the right amount of force is vital to the safety of the crew and the equipment as the arresting gear is absorbing upwards of twenty million pounds of force and stopping the aircraft completely in 1.5 seconds. Any mistake could have dire consequences, which is why Lincoln's crew train and maintain so intensely.

"The equipment has to work perfectly. These guys are good at what they do. It takes really long hours and really hard work, but it keeps the adrenaline pumping so it's well worth it," said Johnson.

During Lincoln's previous deployment more than 8,000 aircraft were launched and recovered, ranging from the F/A-18 Super Hornets, E/A-6B Prowlers, C-2A Greyhounds, and E-2C Hawkeyes.

The precision of the equipment for arresting aircraft, and the punishment the catapult receives from extreme heat and pressure, means that over time it must be repaired and recalibrated.

Johnson said the crew performs daily, monthly, semi-annual, and annual scheduled maintenance in order to prevent unnecessary complications or injuries. This is all done to maintain precision in the weapon he calls home.

News

JERSEYS

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Boatswain's Mate (Handling) Airman Chad McCabe, a yellow shirt working in USS Abraham Lincoln's (CVN 72) V-2 division, "We need to be able to spot specific people instantly."

Assisting the yellow shirts are the blue shirts, which are entry level flight deck personnel that chock and chain the aircraft.

Air wings bring aboard brown and green shirts in charge of preparing aircraft and aircraft maintenance, respectively. Green shirts can also be found in the flight deck's arresting gear making sure it runs properly.

Red shirts, or "ordies" as they are commonly called, bring the heat by hauling and installing ordnance onto the aircraft, ensuring the bombs are prepared to meet their ultimate target.

Aviation Ordnanceman Airman Dondre McNeely, an ordie working in Lincoln's hanger bay said, a lot is expected of us, we take pride in that responsibility.

The purple shirts, or "grapes," serve as the aircraft's "fue-

lies," ensuring that they are fueled and ready to reach their destination.

"We are responsible for taking on fuel during the underway replenishments and testing the fuel for flash points," said Aviation Boatswain's Mate (Fueling) 2nd Class Patricia Fry, a purple shirt working in Lincoln's V-4 division. "We also have 'flight deckers' that work long hours running the flight line fueling the jets."

Last, but certainly not least, the white shirts serve as the ultimate authority concerning safety of personnel during flight operations. Medical personnel and the landing signal officer can also be found in white jerseys.

In the dangerous world of carrier flight deck operations, it takes the coordination of all these different types of personnel to ensure the safe take-off and landing of aircraft, which is made ultimately easier by the unique color coding system of the flight deck jerseys.

A day in the life of a Sailor in Bremerton

By MC3 SEAN PATRICK GALLAGHER
Penny Press Staff

Summer, 2009. My feet hit the floor of the barge and it's cold. I've been here in Puget Sound Naval Shipyards for six weeks now and the end is looking so distant. It's rough, but ultimately not as bad as the scuttlebutt predicted.

Sliding on what constitutes appropriate liberty attire, I breathe a sigh of relief. For you see, today is a day off, except for the college classes I'm taking, of course. I found out that there are several schools in the West Sound area, such as Olympic College, City University, Chapman University and Southern Illinois University.

I loaded up on math classes this time, to get them out of the way, and all I can think about during class is how easy this actually is. Turns out, all I needed to do was ask my chain of command and I could get ample time to get courses done. Wildly Important Goals and all that, you know?

The professor dismisses us and it's out the door for a fun time. Our chief had this big talk with us about responsible drinking and how the yards are no excuse to go crazy. At the time it seemed corny, but

now that I'm here, I can see his point.

It's too early to drink, so I get some lunch and grab a ride with some friends of mine to the Bremerton Recreation Center on base and tell them to meet here later so we can all go to Seattle later tonight. I'm going to visit the Space Needle. I've never been to inner-Seattle so my friends told me that we had to go tonight. Fair enough, the ferries come and go about once an hour so it's an easy trip.

The recreation center is full of things to do such as bowling, surf the internet, air hockey, foosball, movies, out door equipment rentals for the outdoorsy types and a slew of other things. They are open until midnight on the weekends, so convenience works for me.

X-Box is my pick this time, and I will spend a healthy amount of time playing it too. When you are in Bremerton for seven months having your ship worked up, it is important to keep your stress levels low. I keep mine low by shooting zombies.

After saving the world from a zombie invasion, my friends arrive to pick me up just in time for me to brag to them all the way to dinner. We all decided that dinner would be at the Samuel Adams

Brewhouse, which is less than a mile away.

The brewhouse has a rustic environment and offers gourmet burgers, hand-made pizzas, sandwiches, salads and more. I'm a burger fan personally, so you might guess what I ordered. Pizza; I wasn't in the mood for a burger then.

Seaman Powers is driving tonight, so he declines to have any alcohol. Seaman Siwel seems like he has had enough after just one, but he never was a big drinker.

We then head on our way to the "Emerald City" on the ferry which takes just about an hour, but drops us off right at downtown.

I can't begin to tell you how much stuff there is to do in Seattle. It takes us all night just to explore a couple of streets and experience the night life. Pike's Place Market is on the venue for tomorrow, but lucky for us we have a hotel for the night.

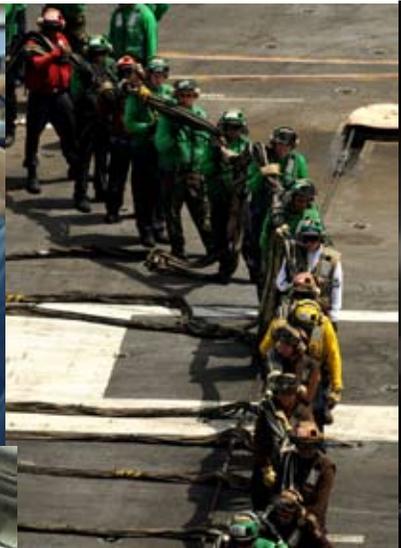
All this and I still have MWR to go to next week, which always has good deals on fun things to do. I know that I only have to ask them and they will have plenty of events and tours going on. Well I'll have to save that for a different day.



Lincoln Pride



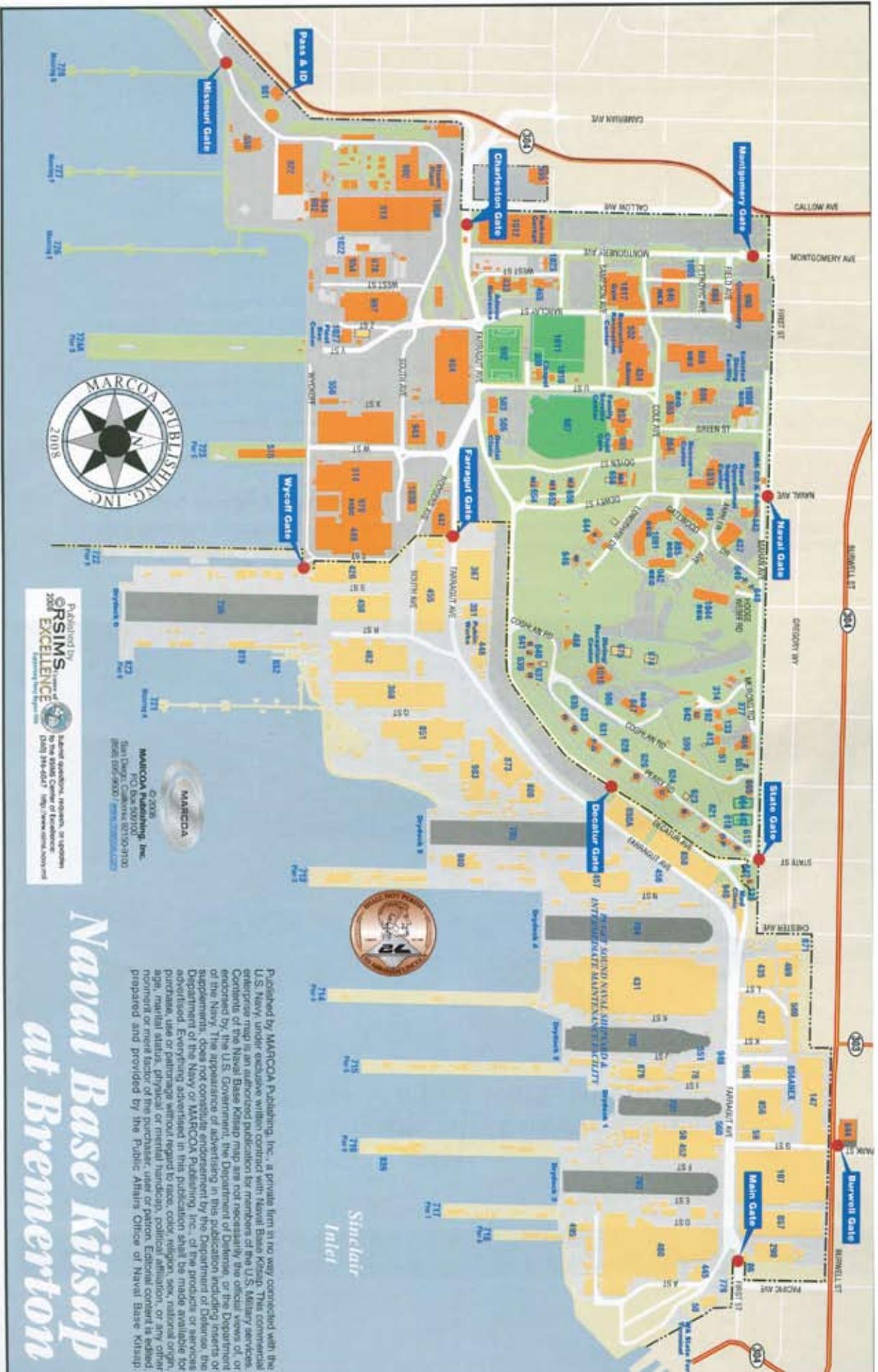
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Lincoln Pride



Naval Base Kitsap at Bremerton

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News

New plaza accents Bremerton's ties to shipyard

By ED FRIEDRICH
Special to the Penny Press

The city is transforming a terrorist repellent into its newest attraction.

PSNS Memorial Plaza, taking shape between the shipyard and Pacific Avenue over the almost-constructed Bremerton tunnel, will open between May 15 and June 15.

Shortly after the Sept. 11, 2001, attacks, the Navy bought the land, moved out the businesses and demolished the buildings to provide a security buffer.

It sounded ugly, but city planners decided it didn't need to be.

"If the Navy had proceeded, it would have put jersey barriers along the sidewalk, cut off 10 percent of downtown and planted grass that it wouldn't be able to maintain," Gary Sexton, Bremerton's community development director, said of the original plan.

The city and Navy found a solution that benefits both. It prevents vehicles from crashing through the shipyard fence, and looks good doing it. Specimen trees, cut-and-polished boulders, decorative concrete walls and a ship's bow will be the barriers.

The bow of the former guided missile cruiser USS South Carolina was lifted by crane over the shipyard fence and into

the park on Saturday. The bow is 25 feet long, 18 feet wide and 16 feet high, Sexton said.

The ship, commissioned in 1975, was homeported in Norfolk, Va., and served mostly in the Atlantic Ocean and Mediterranean Sea. There's no obvious connection to Bremerton or the West Coast, other than it was deactivated in September 1998 and came to PSNS to be recycled.

The park, which sits between the shipyard and the city, will depict the long history between the two. Three plazas, each with pools, will feature an era in shipyard history. Near Burwell Street will be the Women Workers of World War I plaza. In the middle near the USS South Carolina's bow will be the Shipyard During World War II plaza. And at the bottom, a few steps from the First Street gate, will be a plaza honoring today's shipyard workers.

A stream will cascade from pool to pool, reaching the bottom to a crescendo of erupting, dancing spouts.

"It will be unique to anything else," Sexton said of the lower pool. "The combination of rock work, artwork and water features has never been done anywhere."

Meanwhile, work on the tunnel, which is supposed to be finished this spring, continues with installation of electrical systems and fire alarms; a new sidewalk and curb on Burwell Street; a curb, gutter, and sidewalk on Pacific and work on the Washington State Ferries administration building.

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Final Thoughts



Shipmates

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



Photo by MC3 Kirk Putnam

USS Abraham Lincoln (CVN 72) Commanding Officer Capt. Patrick Hall gives Lt. Peter Tai Thanh Le, Lincoln's Catholic chaplain, a fairwell wooden plaque of the ship, called a skateboard, at a hail and farewell ceremony in Lincoln's Wardroom.

Editor's Top 10

Top 10 reasons why it pays to be a Lincoln friend or family member.

- 10. You get the chance to come on board for this awesome Family Day Cruise!
- 9. You get to have a "My son/daughter/nephew/neice/friend is a Navy Sailor" bumper sticker.
- 8. You reap the benefits of John Porter and ITC Burden's hard work in the MWR.
- 7. Who else gets the chance to play golf on a Nimitz-class aircraft carrier?
- 6. The Penny Press is all for you!
- 5. You get the opportunity to have two delicious, catered meals in the Hangar Bay at the Family Day Cruise.
- 4. Everyone on board has come up with a very exciting day for all of you!
- 3. You get the whole summer and fall with your Sailor this year with no interruptions.
- 2. All the Penny and Abe Lincoln clothes you can handle!
- 1. You really don't get a choice so you better learn to love it.

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