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USS ABRAHAM LINCOLN

SPECIAL EDITION

Lincoln Strike Group:

Get to know our shipmates

AIR WARFARE





REAR ADMIRAL MARK D. GUADAGNINI
Commander, Carrier Strike Group

Hello Shipmates!

Four warfare commanders have joined together to create the most elite strike group the world has ever seen.

... Are you ready, world?



CAPTAIN JOHN D. ALEXANDER
Captain, USS Abraham Lincoln (CVN 72)



CAPTAIN JOHN G. EDEN
Commander, Carrier Air Wing 2



CAPTAIN CAROL A. HOTTENROTT
Commodore, Destroyer Squadron 9



CAPTAIN BILL BYRNE
Captain, USS Cape St. George (CG 71)

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USS Abraham Lincoln (CVN 72) is America's fifth Nimitz-class aircraft carrier. The ship was named in honor of our nation's 16th president and is the second ship in the U.S. Navy to bear his name.

Abraham Lincoln's keel was laid Nov. 3, 1984 at Newport News, Va. The ship was christened less than four years later and commissioned Nov. 11, 1989 in Norfolk, Va. After shakedown and acceptance trials, the ship departed Norfolk in September 1990 and transited around South America before arriving in Alameda, Calif.

Lincoln's May 1991 deployment was in response to Iraq's annexation of Kuwait, but Abe was diverted instead to support evacuation operations following the eruption of Mount Pinatubo on Luzon Island, Republic of the Philippines. Operation Fiery Vigil became the largest recorded peacetime evacuation of active duty military personnel and family members. Lincoln led a 23-ship armada that moved nearly 45,000 people from Subic Bay Naval Station to the Visayas Province port of Cebu. The ship eventually arrived in the Arabian Gulf where Carrier Air Wing (CVW) 11, the embarked air wing, provided combat air patrol, reconnaissance and support for air operations over Kuwait and Iraq in Operation Desert Storm for three months.

In June 1993, Lincoln deployed to the Arabian Gulf in support of Operation Southern Watch, the U.N.-sanctioned enforcement of a "no fly zone" over Southern Iraq. In October 1993, Lincoln was ordered to the coast of Somalia to assist U.N. humanitarian operations. The air wing spent a month flying patrols

over the city of Mogadishu in support of Operation Restore Hope.

In April 1995, Lincoln deployed again to the Arabian Gulf to support Operation Southern Watch and Vigilant Sentinel. Upon its return, Abe left Alameda, Calif., for Puget Sound Naval Shipyard in Bremerton, Wash., where the ship underwent a one-year comprehensive overhaul. The ship then moved to its current homeport of Everett, Wash., Jan. 8, 1997.

In June 1998, Lincoln began its fourth deployment in support of Operation Southern Watch. Port visits included Perth and Hobart in Australia. After a short break, the ship participated in Fleet Week '99 in San Francisco, visited Santa Barbara, Calif., and Victoria, British Columbia, before participating in Rim of the Pacific (RIMPAC) exercise 2000, a multinational exercise conducted off the Hawaiian Islands.

In August 2000, the ship departed with



Carrier Air Wing (CVW) 14 on its fifth deployment to the Arabian Gulf. Lincoln spent more than 100 days on station in support of Operation Southern Watch and maritime interdiction operations. For its performance the battle group earned the Navy Meritorious Unit Commendation.

In July 2002, Lincoln deployed to familiar waters albeit an unfamiliar world after the events of Sept. 11, 2001. Abe assumed duties in the Arabian Gulf in support of Operations Enduring Freedom and Southern Watch. The ship's deployment was then extended to further support Operation Southern Watch and Iraqi Freedom as U.S. forces occupied Iraq. The marathon deployment ended May 2003 with a historic visit by President George W. Bush, congratulating the ship for its mission accomplishment.

Following renovations and repairs in Bremerton, Wash., Lincoln visited Victoria, British Columbia during an abbreviated inter-deployment workup cycle. Abe then became the first U.S. aircraft carrier to "surge" in recent memory, leaving with Carrier Air Wing (CVW) 2 October 2004 for a seventh deployment, eight months ahead of schedule. When a devastating tsunami struck Southeast Asia in December, the ship was diverted to Operation Unified Assistance, delivering much-needed supplies and aid and saving potentially thousands of lives. Lincoln remained in the Western Pacific Ocean, visiting Hong Kong and Singapore before returning home March 2005.



Lincoln deployed February 2006 with CVW-2 to the Western Pacific to conduct training and exercises, including RIMPAC 2006, which demonstrated joint operability with allied and partner navies and ensured freedom of navigation in the area. Lincoln also participated in a Passing Exercise (PASSEX) with the Japanese navy and Exercise Foal Eagle with the Republic of Korea navy, and was one of three U.S. aircraft carrier strike groups to participate in Exercise Valiant Shield.

Lincoln's crew enjoyed liberty in the ports of Hong Kong, China; Singapore, and Sasebo, Japan. Abe was the first U.S. aircraft carrier to moor pier side in Laemb Chabang, Thailand. After two visits to Pearl Harbor, Hawaii, Lincoln delivered the majority of CVW-2's squadrons to San Diego Aug. 4, and the ship returned to Everett, Wash., Aug. 8, 2006. The ship then entered Puget Sound Naval Shipyard in Bremerton, Wash., for rehabilitation in the dry dock.

The nine-month shipyard period included

THE SHIP



several alterations, upgrades and installments throughout the ship. Upon completion, the Lincoln headed back to sea to begin certification and training for its next deployment, which began late 2007.

The Lincoln spent the next seven months supporting Operation Enduring Freedom and Operation Iraqi Freedom, as well as maritime security and coalition operations in the U.S. 5th Fleet Area of Responsibility (AOR).

CVW-2 was once again embarked on board the Lincoln and was essential to mission success. The air wing flew more than 7,000 sorties – including 2,307 combat sorties – and dropped in excess of 255,000 pounds of ordnance.

Upon successfully completing its mission of supporting troops on the ground, the Lincoln sailed to the U.S. 7th Fleet AOR and participated in 16 community relations projects, contributing more than 2,000 volunteer-hours to communities in Singapore and Thailand. The Lincoln and its crew returned home to Everett, Wash., October 2008.

After conducting multiple sustainment exercises, the Lincoln once again returned to the Puget Sound Naval Shipyard to begin a nine-month Planned Incremental Availability (PIA). Items completed during this shipyard period included a complete modification of hangar bay one, replacement of all four of the ship's propellers, a modernization of the flight deck and a comprehensive upgrade to the ship's computer systems.

The hard work of the Lincoln crew resulted in an early completion of PIA in January 2010, after which the ship returned to Everett.

Shortly after returning home Lincoln Sailors and CVW-2 once again began the process of training and certification in order to prepare for a 2010 deployment in support of the nation's maritime strategy.

The men and women of this aircraft carrier know they shoulder a tremendous amount of responsibility – that of an entire nation. There is, collectively, no one better to carry out our naval heritage, tradition and mission than those assigned to this mighty warship.



Our nation's economy and security depend upon our ability to protect our overseas interests while encouraging peace and stability around the globe.

Forward presence by U.S. Navy aircraft carrier strike groups helps the United States accomplish this mission. As former Secretary of Defense William Cohen stated: "If you don't have that forward deployed presence, you have less of a voice, less of an influence." The U.S. Navy is engaged, and engaged means being there.

The carrier strike group, operating in international waters, does not need the permission of host countries for landing or over-flight rights. Nor does it need to build or maintain bases in countries where our presence may cause political or other strains. Aircraft carriers are sovereign U.S. territory that steam anywhere in international waters. This characteristic is not lost on our political decision-makers, who use Navy aircraft carriers as a powerful instrument of diplomacy, strengthening alliances or answering the fire bell of crisis.

The carrier strike group not only operates independently, but also presents a unique range of options to the President, Congress and the Secretary of Defense. By using the oceans -- more than 70 percent of the earth's surface is ocean -- both as a means of access and as a base, forward-deployed naval forces are readily available to provide the United States with a wide range of national response capabilities.

These capabilities range from simply showing the flag -- just a presence -- to the insertion of power ashore. The unique contribution of aircraft carriers to our national security was best expressed by General John Shalikashvili, former Chairman of the Joint Chiefs of Staff, who said, "I know how relieved I am each time when I turn to my operations officer and say, 'Hey, where's the nearest carrier?' and he says to me 'It's right there on the spot.' For United States' interests, that means everything."





Carrier Strike Group NINE





- Purple shirts fuel aircraft.
- White shirts handle safety related jobs.
- Yellow shirts direct movement of aircraft.
- Red shirts handle all weapons and ammunition.
- Green shirts hook aircraft to catapults and handle arresting wires.
- Brown shirts are plane captains who are responsible for individual aircraft.
- Blue shirts chock and chain aircraft into position and drive tractors that pull the aircraft.



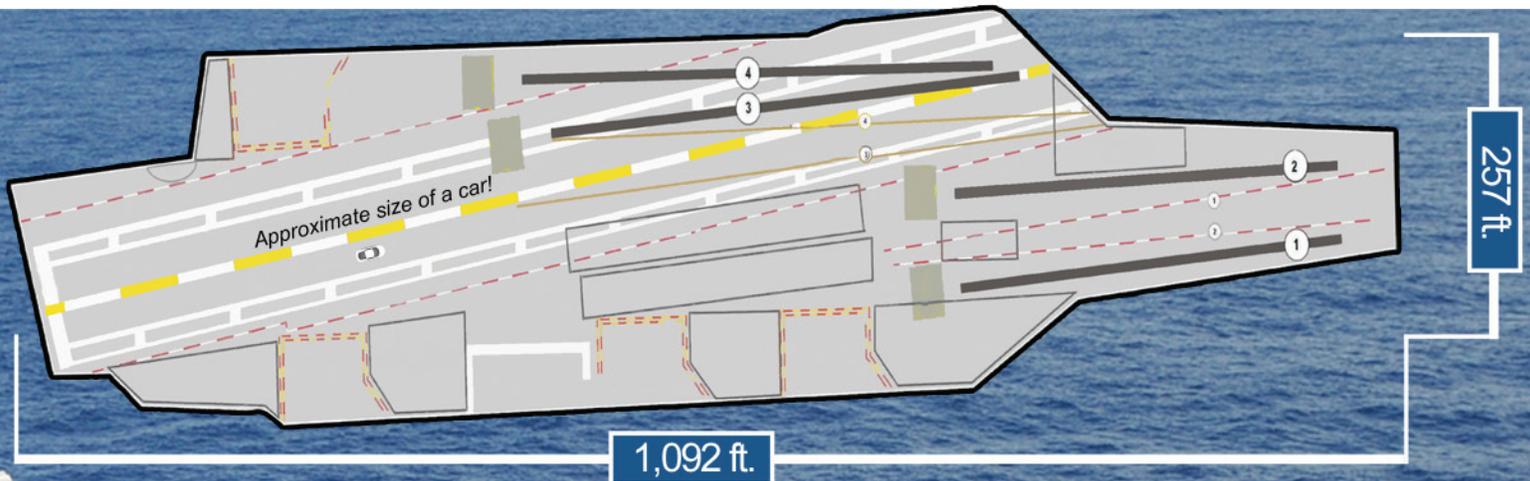
The Island

While underway, the commanding officer directs shipboard operations from the bridge; 130 feet above the water. From the O-10 level, the air boss controls aircraft taking off, landing and in flight within five nautical miles of the ship.



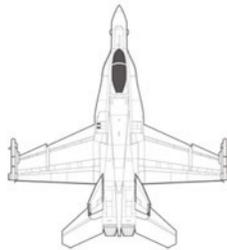


The Landing Safety Officer is the only person on the flight deck who does not wear a cranial. The reason for not wearing head protection is so that the LSO can speak with the pilots and help guide the plane during final approach.



How to Land on an Aircraft Carrier

1. Pilot lines up with the flight deck's landing area center line.
2. Pilot knows he/she is on the correct glide path if an amber light on the deck, known as the ball, is lined up with a horizontal row of green lights. If the ball is too high, so is the plane.
3. Plane lands on the deck at approximately 160 mph.
4. Pilot immediately pushes engines to full power in case he/she misses one of the four arresting wires and needs to take off and try again - known as a 'bolter.'
5. When the plane's tailhook catches the arresting wire, the plane is brought to an abrupt stop within 350 feet.
6. A yellow shirt signals the pilot to cut power and raise the hook, then directs the aircraft to be refueled, rearmed, or remanned.



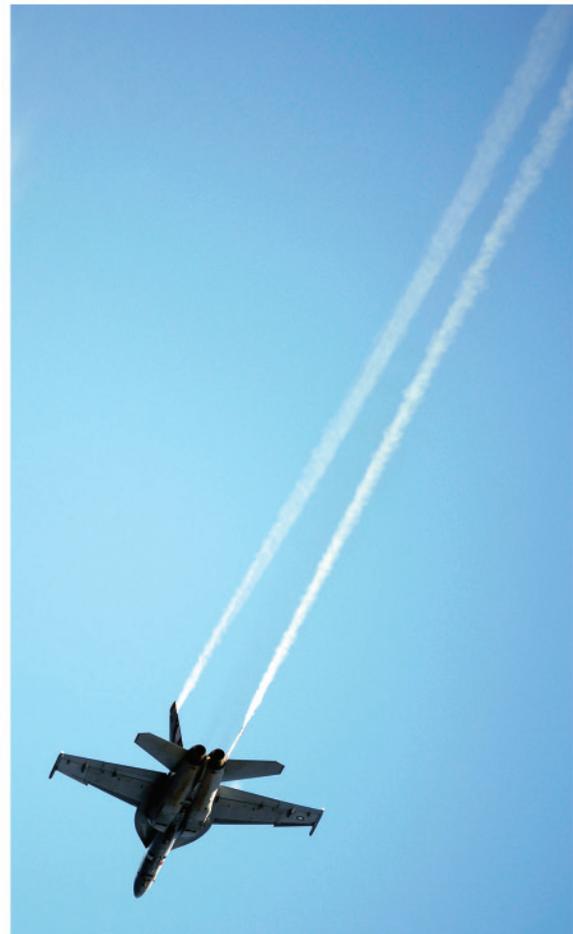
F/A-18C Hornet

VFA-34 “Blue Blasters” and VFA-151 “Vigilantes” fly this all-weather attack aircraft which can also be used as a fighter. From escort and fleet air defense to force protection, interdiction and close air-support, the multiple capabilities make this aircraft a very valuable asset to Carrier Air Wing 2.



F/A-18E/F Super Hornet

The F/A-18E/F, flown by VFA-2 “Bounty Hunters” and VFA-137 “Kestrels”, was designed as a dual-rate aircraft. In addition to striking with conventional air-to-ground ordnance, the Hornet provides close-air support without compromising its fighter capabilities. The F/A-18 is armed with one 20mm MK-61A1 “Vulcan” cannon and may be configured with a combination of Sparrow, Sidewinder and AMRAAM missiles as well as several types of air-to-ground ordnance.

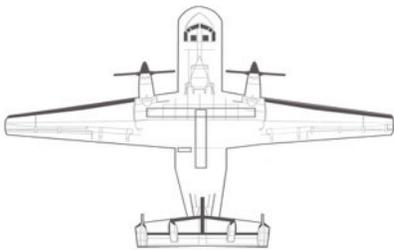


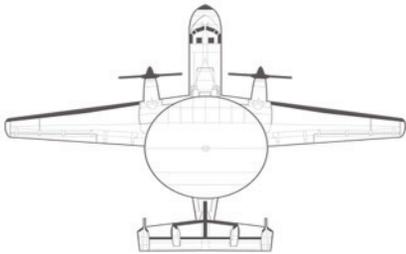




C-2A Greyhound

The C-2 is the primary aviation asset used for such vital missions as transfer of personnel, logistics and equipment, as well as humanitarian assistance and timely medical evacuation. The C-2s of the "Providers" can hold up to 10,000 pounds of cargo.





E-2C HAWKEYE

The Hawkeye provides units of the fleet with early detection and warning of approaching enemy forces. With an 80-foot wingspan and gross weight of 24 tons, the Hawkeye is one of the largest aircraft operated from the flight deck.

AIRBORNE EARLY WARNING SQUADRON (VAW) 116



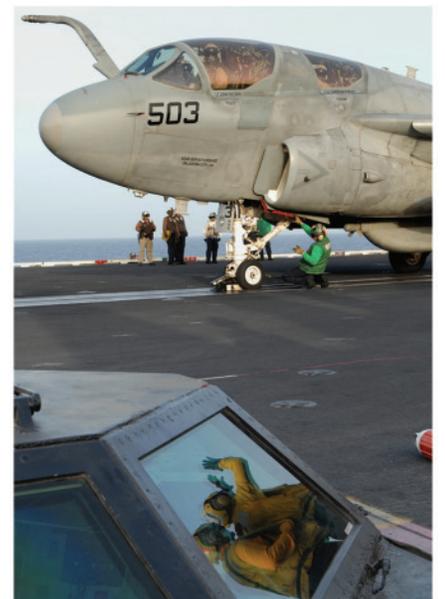


ELECTRONIC ATTACK SQUADRON (VAQ) 131 "LANCERS"



EA-6B Prowler

VAQ-131 "Lancers" brings EA-6B support to the air wing. The primary mission of the Prowler is to provide electronic warfare support to the fleet by detecting and jamming enemy radars. By denying the enemy the use of his radars, the EA-6B can effectively "screen" friendly strike aircraft and neutralize the enemy's weapon systems.





HELICOPTER ANTI-SUBMARINE SQUADRONS

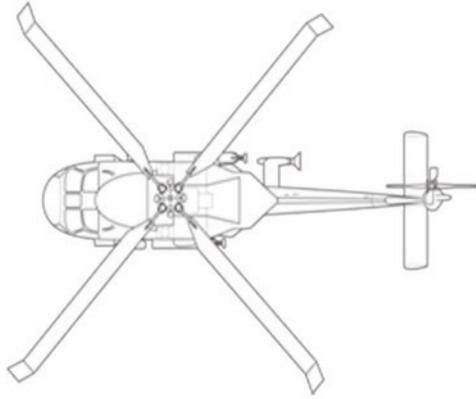


MH-60R Seahawk

The MH-60R Seahawks of HSM-77 “Saber Hawks” handle the helicopter responsibilities of meeting today’s need for replenishment and various utility functions at sea.

MH-60S Seahawk

The helicopters of the “Golden Falcons” operate as the carrier strike group’s inner antisubmarine warfare zone aircraft. Abraham Lincoln carries the Seahawk for strike rescue operations, reconnaissance, and fast transit from ship to ship to shore.





DESTROYERS

THE Greyhounds of the sea. Guided-missile destroyers are multi-mission surface combatants. They operate independently for support of carrier and expeditionary strike groups and surface strike groups. From the first U.S. destroyer commissioned in 1902, to the famous ships of World War II, to the Spruance-class and now the Arleigh Burke-class, the U.S. Navy's destroyers have evolved into the most versatile warships in the fleet.





The guided missile frigates (FFG) bring flexible multi-mission capability to the maritime mission. The FFG 7 class is a robust platform, capable of withstanding considerable damage. This “toughness” was aptly demonstrated when USS Samuel B. Roberts struck a mine and USS Stark was hit by two Exocet cruise missiles. In both cases the ships survived, were repaired and returned to the fleet. Frigates fulfill the missions of Anti-Submarine Warfare (ASW) and Anti-Surface Warfare, as well as supporting amphibious expeditionary forces.

FRIGATES





Modern U.S. Navy guided missile cruisers perform primarily in an air defense commander role. These ships are multi-mission surface combatants capable of supporting carrier strike groups, amphibious forces, or of operating independently and as flagships of surface action groups. Cruisers are also equipped with Tomahawk cruise missiles giving them additional long range strike warfare capability. Some Aegis Cruisers have been outfitted with a Ballistic Missile Defense capability.

CRUISER





ARE YOU READY, WORLD?

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