

AUGUST 6, 2010

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# NAVY PRESS

USS ABRAHAM LINCOLN



**Meet the Captain's Chef:**  
*A Day in the Life*

**USS Momsen Reaches Target:**  
*COMPTUEX mission*

**Know Your Shipmate:**  
*CMDCM Chris Scarano*

## KNOW YOUR SHIPMATE!

Command Master Chief (CMDCM) Chris Scarano, of Strike Fighter Squadron (VFA) 137, celebrated his 30-years of Naval service where he wanted to most—at sea with his shipmates, Aug. 4.

Scarano, a native of Woodbridge, N.J., has been a Master Chief for eight years, and requested to extend his time in the Navy to complete an upcoming deployment aboard USS Abraham Lincoln (CVN) 72. His squadron, VFA-137 is part of the Abraham Lincoln Strike Group.

“Every day I am inspired by Sailors and the dedication that they show day in and day out and I still want to be a part of that,” said Scarano. “Second, I still haven’t figured out what I want to be when I grow up,” he joked.

Lincoln’s Chief Petty Officers’ (CPO) Mess organized a myriad of events for Scarano, allowing him to savor the day at sea while the strike group participated in a composite training unit exercise (COMPTUEX) in preparation for deployment. He had a cake-cutting ceremony with members of VFA-137 before heading to lunch with the other CMDCM’s aboard Lincoln.

Scarano’s fellow CMDCM’s congratulated him on reaching the 30-year milestone in his career.

Lincoln’s CMDCM Susan A. Whitman, who served with Scarano at Recruit Training Command in Great Lakes, Ill., credited him for how far she has come in her own career.

“His leadership, mentorship and true caring of Sailors is why I’m here today,” said Whitman.

For dinner, Scarano met with all the chief petty officers from his squadron, and thanked them for making it a memorable day for him.

“This will be a day I will never forget,” said Scarano. “To be serving with this crew in the twilight of my career makes me a better person, Sailor and leader. I am truly humbled.”

Scarano, who served as an Electrician’s Mate before becoming a CMDCM, plans to retire in June 2011.



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Capt. John D. Alexander

**Executive Officer**  
Capt. Timothy Kuehhas

**Command Master Chief**  
CMDCM(AW/SW)  
Susan Whitman

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## YOUTUBE SENSATION CHARICE SHINES ON DEBUT ALBUM

By MC2 Johndion Magsipoc



There are many stars whose career began on Youtube. First there was Justin Bieber, and now there's up-and-coming Glee star Charice, another teenager with a big voice. Her debut self-titled album has landed directly in the Top Ten on the coveted U.S. Billboard 200 charts, and she's already racked up more than 100 million views on YouTube.

Charice's road to fame was not easy. She appeared on TV shows worldwide attempting to boost her popularity, and finally got her big break when she appeared on the top American TV talk show, Oprah Winfrey. Now the 18-year-old from the Philippines has her first album, produced by 15-time Grammy winner David Foster. If you've never heard of Foster, he's a legendary producer

who has written and produced hits for Whitney Houston, Celine Dion, Barbra Streisand, Michael Jackson, Chicago, Toni Braxton and many other top names. To add to that, she has the backing of Oprah and Madonna's publicist, Liz Rosenberg.

Currently making waves in the world charts with her first single, "Pyramid," Charice is causing great excitement among executives at America's Reprise Records, who proclaimed her a star with a great future. Josh Groban, who sang "You Raise Me Up" has publicly stated that Charice has one of the most beautiful voices

he has heard in a long time. Charice has been described as a vocal prodigy whose vocal quality has been compared with that of Whitney Houston and Celine Dion.

She's been in the news lately for being selected to play a recurring role in the new season of the top-rated, hit TV show Glee; a musical-drama series. She's currently in Los Angeles filming for the show, with the first episode scheduled to air in late September. She will play the role of an exchange student with astounding vocals who will present serious competition to lead character Rachel Berry, played by Lea Michelle.

The cover of Charice's debut album is surprisingly forgettable but the album contains some very good songs. The 12-track album contains a balanced mix of upbeat songs and heavy power-ballads. Among the best songs from the album is the opening track, "Pyramid," which features the popular island rapper Iyaz, famous for the No. 1 hit "Replay." It's not surprising the "Pyramid" dance version was also a No. 1 hit on Billboard's Dance Chart.

"In This Song" and "Note To God" are strong and memorable ballads which showcase her undeniable talent. Her voice is packed with power and emotion, sounding like a Christina Aguilera meets young Whitney blend.

If you like pop music, especially ballads, you will enjoy this album.





Photo by MC2 Arif Patani

## USS CAPE ST. GEORGE TESTS WEAPON SYSTEMS

By Mass Communication Specialist 2nd Class Arif Patani

USS Cape St. George (CG 71) tested its Aegis weapons system July 29 as part of the Abraham Lincoln Strike Group's Composite Training Unit Exercise (COMPTUEX).

The main objective of the Aegis evolution was to exercise the strike group's command and control, provide a common tactical picture, execute pre-planned responses, and identify potentially hostile aircraft in a timely and accurate manner.

"During the Aegis exercise we had live aircraft coming in simulating a variety of platforms, each representing a different type of missile threat," said Lt. j.g. Joshua T. McNett, Cape St. George's Fire Control Officer, "We assess what

the threat is, know what it's capable of, and we counter it before it gets within close of range."

As a Guided-Missile Cruiser, Cape St. George's main mission while deployed with the strike group is to protect its carrier, USS Abraham Lincoln (CVN 72). The Aegis System is the primary way in which they do this.

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**"Our job is to defend the carrier from any air strikes, and the Aegis weapons system is what does it."**

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“We are the Air Defense Commander,” said Fire Controlman 1st Class Chad W. Conrad, the Lead SPY Radar Aegis Weapons System (AWS) Technician onboard Cape St. George, “Our job is to defend the carrier from any air strikes, and the Aegis weapons system is what does it.”

The Aegis combat system is capable of simultaneous operations against a multi-mission threat: anti-air, anti-surface and anti-submarine warfare. The Aegis System is designed as a total weapon system, from detection to kill.

“Aegis was primarily made for open-ocean conflicts,” said McNett, “Out in the open ocean it’s the best thing out there. We can track contacts hundreds of miles away. So, there is a huge cone of coverage around the strike group and the carrier as a whole.”

The heart of the system is the AN/SPY-1, an advanced, automatic detect and track, multi-function phased-array radar. The radar is able to perform search, track and missile guidance functions simultaneously with a track capacity of over one hundred targets.

Cape St. George is currently off the coast of Southern California with the rest of the Abraham Lincoln Strike Group taking part in COMPTUEX.

COMPTUEX is designed to train the USS Abraham Lincoln, the embarked air wing and the other units that make up the carrier strike group to function as one highly effective fighting force. The exercises will build upon the strike group’s combat readiness by simulating the type of scenarios the strike group may face while deployed. The outcome will certify the strike group for open-ocean operations and moves it within the Fleet Response Plan, allowing the Navy to deploy flexible naval force capable of surging quickly.



Photo by MC2 Arif Patani



U.S. Navy Photo



Photo by MC2 Arif Patani



## MOMSEN REACHES TARGET DURING COMBAT MISSION TRAINING

By Ensign Zachary Thiesse, USS Momsen Public Affairs

**U**SS Momsen (DDG 92) fired 60 shells downrange under the pressure of an intense combat scenario July 28 as part of a composite unit training exercise (COMPTUEX).

Firing at the Shore Bombardment Area of San Clemente Island, the drill gave Momsen's fire controlmen real world experience with live-fire shore bombardment using their Mark 51 five-inch gun.

Under simulated combat conditions, Momsem's crew executed a naval surface fire support mission in response to a call-for-fire request from a ground unit. Momsen

fired 30 High Explosive, Controlled Variable Time (HE-CVT) rounds and 30 Full Service Charge rounds during the evolution.

"This is some of the most realistic training I've experienced in my career," said Cmdr. Jay D. White, Momsen's Commanding Officer. "These standards are much higher and the room for error much smaller. The added rigor we've seen in this training cycle is making our crew ready to face any adversary or potential contingency."

The COMPTUEX builds upon Abraham Lincoln Strike Group's combat readiness by simulating challenges the strike group may encounter on





deployment. The advanced training scenarios of COMPTUEX represent the first time a carrier strike group is evaluated as an overall unit. Passing the tests of COMPTUEX certifies Lincoln and its air wing for open-ocean operations, making the force available to deploy wherever and whenever the order is given.

The strike group consists of flagship USS Abraham Lincoln (CVN 72), embarked Carrier Air Wing (CVW) 2, embarked Destroyer Squadron (DESRON) 9 and the guided-missile cruiser Cape St. George CG 71.

Ships assigned to DESRON 9 include the guided-missile destroyers Momsen USS Shoup (DDG 86), USS Halsey (DDG 97) and USS Sterett (DDG 104).

Squadrons of CVW 2 include the “Bounty Hunters” of Strike Fighter Squadron (VFA) 2, the “Blue Blasters” of VFA-34, the “Kestrels” of VFA-37, the “Vigilantes” of VFA-151, the “Lancers” of Electronic Attack Squadron (VAQ) 131, the “Sun Kings” of Airborne Early Warning Squadron (VAW) 116, the “Saberhawks” of Helicopter Maritime Strike Squadron (HSM) 77 and the “Golden Falcons” of Helicopter Sea Combat Squadron (HSC)12.

Destroyers are warships that provide multi-mission offensive and defensive capabilities. Destroyers can operate independently or as part of carrier strike groups, surface action groups, amphibious ready groups, and underway replenishment groups.

#### General Characteristics, USS Momsen (DDG 92)

Builder: Bath Iron Works, Northrop Grumman Ship Systems  
SPY-1 Radar and Combat System Integrator: Lockheed-Martin

Propulsion: Four General Electric LM 2500-30 gas turbines; two shafts, 100,000 total shaft horsepower.

Length: Flights I and II (DDG 51-78): 505 feet (153.92 meters)  
Flight IIA (DDG 79 AF): 509½ feet (155.29 meters).

Beam: 59 feet (18 meters).

Displacement: 9,496 L tons (9,648.40 metric tons) full load.

Speed: In excess of 30 knots.

Crew: 276

Armament: Standard Missile (SM-2MR);

Vertical Launch ASROC (VLA) missiles;

Tomahawk®;

six MK-46 torpedoes (from two triple tube mounts);

Close In Weapon System (CIWS),

5” MK 45 Gun,

Evolved Sea Sparrow Missile (ESSM) (DDG 79 AF)

Aircraft: Two LAMPS MK III MH-60 B/R helicopters with Penguin/Hellfire missiles and MK 46/MK 50 torpedoes.

Hospital Corpsman 3rd Class Ezekiel Gonda places a rubber dam, a rectangular sheet of latex to isolate one area in the mouth of a Sailor aboard USS Abraham Lincoln's (CVN 72) dental department. (Photo by MCSN Jerine Lee)



Machinery Repairman Fireman Nate Goodwin, from Medina, N.Y., manufactures a valve seat in the Machine Repair Shop aboard USS Abraham Lincoln (CVN 72). (Photo by MC2 Christopher Dollar)



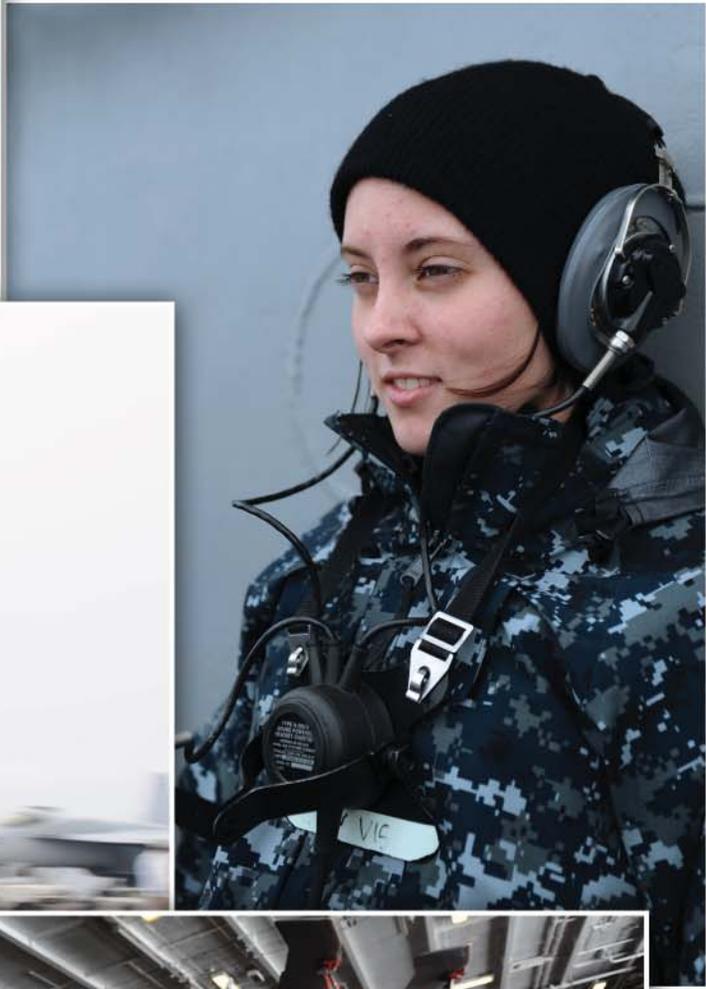
A member of USS Abraham Lincoln's (CVN 72) crew on the flight deck. (Photo by MC2 Arif Pa)

Aviation Boatswain's Mate (ABM) Los Lunas, N.M., watches an MH-60S Seahawk helicopter land on the deck of the USS Abraham Lincoln (CVN 72).



Aviation Boatswain's Mate (Fuel) 2nd Class (SW) George Coleman (center), from Sacramento, Calif., leads other Lincoln Sailors in Crossfit exercises. (Photo by MC2Brian Morales).

Seaman Morgan D. Gattie looks on during a lookout watch on USS Abraham Lincoln's signal bridge. (Photo by MC3 Robert Robbins)



(CVN 72) supply department moves stores (Photo by MC3 Robert Robbins)



Aviation Boatswain's Mate (Handling) Airman Christopher Potter, of Sacramento, Calif., looks for signals as he drives a dolly pulling an aircraft in the hangar bay of USS Abraham Lincoln (CVN 72). (Photo by MC2 Alan Gragg)



## A DAY IN THE LIFE OF A CAPTAIN'S CHEF

Story and Photos By Mass Communication Specialist Seaman Jerine Lee

**F**or Culinary Specialist 2nd Class Jonathan Yates, the USS Abraham Lincoln (CVN 72) commanding officer's personal chef there is no such thing as a slow wake-up call.

My morning shadowing Petty Officer Yates began at 5 a.m. with the banging of pots and pans, sizzling of bacon on the grill and whisks swishing in bowls. I watched in awe at how quick and precise his movements were in getting the bread buttered, cooking the eggs and making sure the temperature of the coffee was perfect for the "Boss," almost as to create a masterpiece, the kitchen as his canvas.

"For most people, their mornings predict how the rest of the day will be," said Yates. "I try to make the captain's breakfast perfect so he can be full and ready to start running the ship."

Yates, a Greenville, N.C. native, has been on board Lincoln for more than a year, serving as the CO's cook since April.

He then laid out the silverware, napkins and plate on a tray and carried the meal up six ladderwells to serve it to the captain.

After cleaning up from the morning rush, we returned to the captain's stateroom to set up for the

next event. Being the captain's cook involved more than just cooking; it included additional services such as, cleaning the stateroom and in port cabin, pressing the uniforms and preparing for the captain's guests.

"We have a very professional relationship, but I also see him as a mentor," said Yates. "I see the boss's schedule and know how busy he is every day, so I look up to his ability to handle the responsibilities that come with the job."

Yates is not assigned to a duty section because he is on call 24 hours-a-day, seven days-a-week in port and underway for whatever the captain needs.

"The boss has a very important job; he needs all his time and focus on the ship's missions and the Navy's needs," said Yates, who has served in the Navy for nine years. "My job is to lift the small pressures and ensure he is comfortable so he can do his job efficiently."

After cleaning the stateroom and in port cabin, we began our trek around the ship what seemed like thousands of times keeping up with laundry, finding food for dinner and cleaning. My



legs were numb from the constant moving and I was out of breath because I felt like a ping pong ball being hit back and forth from one bulkhead to the other. I teased with Yates that the only reason he had me around was so he could put me to work. On more than one occasion throughout the day while taking a minute to recoup, I asked Yates how he managed to keep up with so many tasks.

Yates performs double duty since the Commanding Officer has two separate office and living quarters. One ceremonial area and one near the bridge where he stays when the ship is underway.

“There is a lot of multi-tasking involved with this job,” replied Yates. “Sure, I get tired from the constant moving, but it’s not about the fastest way to get the job done, it’s about getting the best quality of the work done. You have to be constantly on top of your game.”

Afterwards, Yates helped prepare the dinner for the CO and eight other guests aboard the ship, which took nearly four hours. From setting up the table in the in port cabin, cutting the vegetables, heating up the food, to adding spices and additional ingredients, the three course meal with carrot soup for the entree, salmon with vegetables and rice pilaf for the main course and apple pie with ice cream for dessert was ready to serve.

“All of the food I use is the same as what the crew eats; I just put a little bit more love into my cooking,” said Yates as he smiles.

The adrenaline from timing all three meals from scratch perfectly was a rush. There wasn’t an idle moment preparing different foods and how long they would take and putting

the food on the plate and the serving the meals in a timely fashion. I felt like I was watching an episode of “Top Chef” only I was living it rather than watching it on TV. With the consistent rush in keeping up with the different foods and the way they were being cooked, the plate before it left the kitchen looked like something you would only see in a magazine.

With the constant movement in the kitchen, my heart was pumping and I started sweating just watching the action. At the end of the meal, the CO and guests complimented him on how great the food tasted. Hearing the comments gave me the most satisfying feeling.

“The best part about being the captain’s cook is that I have independence in using and learning new culinary skills and the etiquette of fine dining. It’s really helpful for advancement but it’s also exhilarating to use my imagination in something I love to do.”

Once we finished cleaning the kitchen I was beat, but the job didn’t end there. We still had to prepare for the next day and make sure everything was set to repeat the day’s process all over again.

Throughout my time spent walking a mile in Yates’ shoes, I learned he has a heart of gold making him perfect for this particular job. Yates explained that his love for his family and the ship keeps him motivated and makes it a little easier to push through his intense workload.

“I keep my legs moving and a smile on my face every day for my wife, especially,” said Yates. “The CO is a really family-oriented person as well. I feel if I put my best effort in doing my duties, I’m playing a role in the captain taking care of the ship and its crew.”



The LSO grades each approach and landing and speaks with each pilot after the TRAP to discuss their landing performance



## LANDING JETS ON MOVING SHIPS: TURNING PILOTS INTO NAVY PILOTS

Story and Photos By Mass Communication Specialist 2nd Class Alan Gragg

**R**ipping through the air at speeds of approximately 140 knots and catching the arresting cables on a moving aircraft carrier at sea is not something a person can learn overnight. Eventually though, every pilot attached to a carrier strike group will have to build up the courage to do so.

For Lt. Austin Ordway, an F/A-18E Super Hornet pilot assigned to Strike Fighter Squadron (VFA) 137, relentless training went into preparing him for tactical recovery of aircraft and personnel (TRAP) landings aboard USS Abraham Lincoln (CVN 72).

“The training is very comprehensive and thorough. The syllabus is constantly evolving to make the experience of carrier qualifications as safe as possible,” said Ordway. “However, nothing can quite prepare

you for the first time you see an aircraft carrier from the cockpit of a jet, knowing you’re about to land on it.”

“My first landing aboard an aircraft carrier was definitely different from anything else I had experienced in my flight training,” he added. “The force of deceleration from the TRAP is incredibly surprising and violent.”

After their Primary Flight Training, pilots who are selected to fly tailhook aircraft report for more training at either Naval Air Station (NAS) Kingsville, Texas, or NAS Meridian, Miss.

At each school, Naval aviators fly a T-45A or T-45C Goshawk aircraft, which is designed to train pilots for high-performance jet aircraft and familiarize them with a jet’s instruments. They are required to complete 10 Carrier



1

Qualification (CQ) landings before moving on to the Fleet Replacement Squadron (FRS), where they fly different variations of the F-18 Hornet.

The T-45 is smaller and only has one engine, and the Hornet has two engines. “The feel of the controls and the techniques used to stay on glideslope are a little different, otherwise, the objective of landing safely on the boat is fundamentally the same,” said Ordway.

Prior to moving on from FRS, pilots are required to complete 10 day-time CQ arrested landings and six night landings aboard carriers at sea. After their final training at FRS, pilots report to their squadrons in the Fleet, where they routinely fly Field Carrier Landing Practice (FCLP) missions to remain in practice for whenever their squadron is required aboard a carrier.



2

“I think everyone is a little nervous coming back to the boat after a little while, but we just have to focus on our procedures,” said Lt. j.g. Bryce Holden, an F/A-18C Hornet pilot assigned to Strike Fighter Squadron (VFA) 151.

To land safely on deck, a pilot’s landing consists of three parameters; lining up the aircraft with the landing strip, flying the proper glideslope, and having the correct speed and angle of attack to land their jet.

Holden said his first TRAP on a carrier was no different than any other landing.

“I literally only had time to think about just trying to hit the three parameters,” said Holden. “If you asked any of the other pilots, that’s what they would be thinking about too.”



3

Aircraft carriers have a Landing Signal Officer (LSO), who is responsible for ensuring the safe landing of the planes and the pilots. The LSO helps the pilots by maintaining radio contact with them during the landing, and uses an array of electronic devices to monitor each approach.

The LSO also grades each approach and landing and speaks with each pilot after the TRAP to discuss their landing performance.

Holden had some advice to give to future pilots for landing on carriers.

“Listen to LSO’s. You’ll work with them intensively and they’ll teach you everything you need to know,” he said.

# SPORTS REVIEW FOR AUGUST 6, 2010

By MC2 Alan Gragg



Baseball:

For what had the potential to be one of the most exciting trade deadline weeks ever, Major League Baseball's headlines turned out to be relatively low-key. The best teams got better, and the worst teams didn't really do a whole lot.

Philly fans might argue that getting Roy Oswalt from Houston was a big deal, but they gave up 27-year-old J.A. Happ (3.03 Career ERA) to get him, which could turn out to backfire if Happ continues to shine. The biggest mid-season trade occurred a few weeks before the deadline. At the All-Star break, the Texas Rangers added veteran ace Cliff Lee to bolster their staff for their playoff push, further increasing the value of the club, which filed for bankruptcy in May. This week, the team was auctioned, and an investment group led by Hall-of-Fame pitcher Nolan Ryan won for the hefty price of \$593 Million.

The Padres added a pair of desperately needed bats in Miguel Tejada (from the Orioles for a pitching prospect) and Ryan Ludwick (from the Cards in a three-team deal with the Indians that sent Jake Westbrook to St. Louis, and in return the Padres gave up another top prospect to Cleveland)

The Washington Nationals

didn't send Adam Dunn packing like many people thought they would. Expect the Nats to push hard to keep the slugging free-agent-to-be.

Boston traded for switch-hitting catcher Jarrod Saltalamacchia to perhaps replace Jason Varitek down the road. With no idea when their MVP Dustin Pedroia will return from injury, it seems like the Red Sox are giving up on the 2010 season, and getting ready for the future already.

The Yankees added some big-name, but old-game players (Lance Berkman and Kerry Wood) in an attempt beef up their depth. However, the "upgrades" really just add to an already obese payroll. In fact, their best acquisition was neither of the two aforementioned former All-Stars. New Bomber Austin Kearns could quietly play a huge role for the Bombers down the stretch as a corner outfielder. One fact for all the Yankee haters out there is all three players were acquired for cash, so it looks like the Yankees are trying to buy yet another World Series. Oh yeah, and for anyone who cares, Alex Rodriguez hit his 600th career homerun Aug. 4.

Remember while reading the following that you heard it here first: Watch out for the Kansas City Royals in the coming seasons. They'll be similar to the current Tampa Bay Rays; young, loaded with talent, but fighting a small-payroll market.

Football:

Despite him throwing away their Super Bowl, the Colts are planning to sign Peyton Manning to a contract that would likely make him a Colt for the rest of his career.

Speaking of big contracts, Albert Haynesworth is still fat and lazy. He signed a seven-year, \$100 Million contract back in 2009, and showed up to new coach Mike Shanahan's camp this year even more overweight and out of shape than normal. Fat Albert was going through a special conditioning program before the Redskins would even let him practice with the rest of his teammates, but Haynesworth has been sitting out of drills with a sore knee.

The Rams signed fragile No. 1 overall pick Sam Bradford to a \$78 Million deal with \$50 Million guaranteed.

Brett Favre said he might be retiring, AGAIN! But if he's healthy, he'll play. The Vikings need him to play like he did last year in order to have a decent chance in the NFC

And last but not least, Madden 2011 comes out August 10!

Other Notes:

The Big Three in Boston got a little bit bigger adding Shaquille O'Neal.

The first college football games are less than a month away, starting Sept. 2!!!

# CONGRATS CHIEF!



USS Abraham Lincoln (CVN) 72 Commanding Officer, Capt. John D. Alexander congratulates Chief Electronics Technician Brian Bieche for feedback the Captain received in a letter written by Keef R. Hamm, a technical expert for the Precision Aircraft Landing System (PALS) who certified Lincoln's PALS. In a letter to the Captain, Hamm wrote *"Chief Bieche is without a doubt the most superlative chief I have come across in this position over the last four years. I have traveled to every single active aircraft carrier and amphibious platform in the Navy...I have crossed paths with excellent Sailors and not-so-excellent Sailors, and this is the first time I have felt obligated to pen a letter of recognition."* (Photo by MC2 Luciano Marano)



## Want to send your Lincoln Sailor mail?

Address your letters/packages as:

RATE LAST NAME, FIRST NAME  
USS ABRAHAM LINCOLN (CVN 72)  
DEPARTMENT/DIVISION  
FPO AP 96612-2872



## PHOTO OF THE WEEK

Aviation Ordnanceman Airman Trevor Downing moves a pneumatic hoist in an Aviation Intermediate Maintenance Department (AIMD) workshop onboard USS Abraham Lincoln (CVN 72). The hoist is used to lift and move aircraft parts throughout AIMD spaces. Lincoln is underway participating in the Composite Training Unit Exercise (COMPTUEX), which is designed to train the ship, embarked air wing and other units that make up the carrier strike group to function as one highly effective fighting force. (Photo by MC3 Aaron Hubner)



# Generation Abe

*"We trust one another, we keep our promises, we live with honor."*

