

SEPTEMBER 19, 2010

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PENNY PRESS

USS ABRAHAM LINCOLN



Our Helo Squadrons:

See the Difference

Chief Petty Officer Pinning:

Putting the Anchors On

Know Your Shipmate:

ABHAN Gerardo Santana

KNOW YOUR SHIPMATE!



Lincoln's First Born!!



ABHAN GERARDO SANTANA

AIR/V- 1 CRASH AND SALVAGE

Aviation Boatswain's Mate (Handling) Airman Gerardo Santana, a Puerto Rico native, has been on board USS Abraham Lincoln (CVN 72) for more than two years and enjoys listening to music, reading and playing video games in his free time.

Born in Bronx, N.Y., he lived in Puerto Rico and worked as a shipping clerk before joining the Navy. After getting married and starting to settle down, Santana joined the military to support his growing family.

Santana's wife, Elsie and children Gerardo Yair, 4, Jerelies Ivette, 3, and newborn Alexander Xair are Santana's number one priority.

"My family is so important to me," he said. "If it wasn't for them, I wouldn't be where I am today; they're my life."

Santana plans to go to school to become a computer technician and move his family to Florida, to be closer to Puerto Rico, after his career in the Navy.

Santana's youngest son, Alexander Xair is the first newborn of Lincoln's crew during the deployment. He was born 5:30 a.m. on Sept. 9, weighing 6 pounds and 13 ounces and is more than 19 inches in length. Santana is happy for the birth of his child but sad that he wasn't with his family for the celebration.

"I am so proud and happy; I show everyone his pictures. It's bittersweet that I couldn't be there for Alexander's birth, but I know my job and responsibilities on the ship are the best for him and the rest of the family," he said.

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USS ABRAHAM LINCOLN

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GAME REVIEW: 'MADDEN NFL 11'

By Mass Communication Specialist 3rd Class Zach Hunt



Madden NFL 11 is the latest installment of the most prestigious sports franchise in video game history, and I must say it lives up to and even exceeds all but a handful of its predecessors. New features and drastic changes to the game-play give an age-old series a brand new feel. Yet, Madden 11 falls short, leaving too much to be desired by true fans of the sports genre.

"Madden 11" implements a new play calling system called Gameflow. Gameflow works by having a preset selection of plays for any given situation such as first down, third-and-long, two minute drills and many others. While playing, the computer will pick plays based on what situation you're in.

The benefits are clear: it keeps you in the game rather than a play calling menu. It can also help those new to the game develop a deeper understanding of play calling. If you're a Madden veteran like me, you'll probably decide against it.

The game-play itself has also been tweaked. The sprint button has been removed, forcing the ball carrier to find a hole in the defense and get into space before streaking down the sideline. The basic motion of the ball carrier is also different. You get a real sense of the runner shifting his body weight, and building his momentum up on each run.

I love the feel of running the ball and actually having to focus on getting behind blocks and timing the cut backs just right. Getting rid of the sprint button is quite possibly one of the best innovations in the game. With that being said, quarterback play is unbelievably slow! From the snap to the drop back, and most noticeably the actual throwing motion. Many times I've been sacked a full second after my quarterback should've let go of the ball. Also, not having a sprint button means that you have to run clear out of the pocket before your quarterback really goes into scramble mode. With as much improvement as they've made to running the ball, I look for them to drastically improve the quarterback position next year.

"Madden 11" really falls short with the game modes. Franchise mode is identical to last year, providing nothing new to the experience. The superstar mode is more like work than fun, pushing you through useless and tedious practices just to participate in less than half of the plays on Sunday. I have heard good things about the online features, but since I live on a Navy aircraft carrier, I doubt I'll get to try them out any time soon.

My only other issue with "Madden 11" is the soundtrack. Last time I checked, it was 2010. Half the songs on the soundtrack are more than five-years old. Plus, there is an over-abundance of censorship. I have one question for the game developers: Is crunk really a bad word? Usually a game's music doesn't bother me, but this game's music is so poor that I can't help but take notice.

"Madden NFL 11" is a very impressive game, but like most Madden games it leaves you wanting more. I give this game three and a half pennies.



Our rating....

We give it 3.5 out of five pennies!





Photo by MC3 Robert Robbins

CHIEF FOR A DAY

Story by Mass Communication Specialist Seaman Jerine Lee



With more than 320,000 Sailors serving in the U.S. Navy as of September 2010, more than 33,000 of those are Chief Petty Officers and more than 52,000 are

officers. Many enlisted Sailors strive to make Chief in their Navy career or attend various programs provided by the Navy to become an officer.

Chief Machinist's Mate Karin Wittig became a Chief Petty Officer, Sept. 18 and left that day to begin Officer Candidate School (OCS) as a Surface Warfare Officer candidate, furthering her opportunities for her future.

Wittig joined the Navy when she was 17-years-old after graduating from high school in August 2000. Early on, Wittig wanted to be a police officer.

"My mentor is a Sergeant Major in the U.S. Army and he recommended that I should join the service to have a military background before trying to get into the police academy," said Wittig, a Frederick,

Md., native.

Because Wittig worked 12 years in her family's woodshop business, she scored very high in the mechanical section of the Armed Services Vocational Aptitude Battery (ASVAB) while she was visiting her

local recruiting office and was offered the machinist's mate rate in a nuclear field. Wittig left for basic training, taking her first steps in her naval career.

After basic training, Wittig attended additional training schools such as "A" School, where she graduated

as a 3rd class petty officer and then attended nuclear power school. In 2002, Wittig reenlisted and attended prototype school, where she became a 2nd class petty officer. In 2004, Wittig attended The New School, a New York City University, receiving her bachelor's degree in human resource management.

After working as an instructor at a nuclear power training unit at Ballston Spa, N.Y., Wittig

"The biggest thing is to go out of your comfort zone and just try because whether or not you fail, at least you learned something out of it and you can let others know what you know, and pay it forward, because that knowledge can be passed down to everyone."

attended steam plant maintenance school in San Diego until she was up for sea-duty orders.

Aug. 3, 2005, Wittig received orders to her first ship, the USS Abraham Lincoln (CVN 72), and became a 1st class petty officer in transit to the ship.

“Being on a ship was a completely different world to me, but I was headstrong in taking full advantage of it and completing all the qualifications I could get my hands on,” said Wittig.

Working in the ship’s Reactor department as the Reactor Mechanical division’s Leading Petty Officer and then Engineering department’s Reactor Quality Assurance supervisor, Wittig earned multiple qualifications such as surface and air warfare specialist, and propulsion plant watch supervisor, the highest watch as a first class petty officer.

“I am an extremely motivated person; I put my all into my goals,” said Wittig. “I figured it would be nice to be the top dog, but that was not the goal. The goal was to help the junior Sailors qualify and learn about their rating and the ship. If you teach junior Sailors, you learn more than you could imagine.”

By 2008, Wittig wanted to further her career and open her opportunities. She decided to start a package to attend OCS. For two years, she worked on the package with the ship’s education service officer and a mentor who earned his commission through OCS.

“I just wanted to keep moving forward and explore new things. I spent 10 years of my career in the nuke community. I felt it was time to reach out and learn something new in a different side of the Navy,” explained Wittig.

Wittig turned in her OCS package in January after taking the Chief’s test. In June, Wittig received a letter from Lincoln’s Commanding Officer Capt. John D. Alexander, stating that she was accepted to OCS as a Surface Warfare Officer.

“I couldn’t believe it when I found out I made it in,” said Wittig. “It was a huge achievement for me.”

A few weeks later in August, Wittig learned she was selected for Chief Petty Officer.

“It has always been a personal goal to become a Chief,” said Wittig. “Being accepted to OCS was something I was also working on for so long. This summer was definitely an interesting and crazy time in my life,” said Wittig with a large, proud grin on her face.

Wittig is scheduled to report to OCS Oct. 1, and will graduate Jan. 7, 2011.

Cont’d next page...

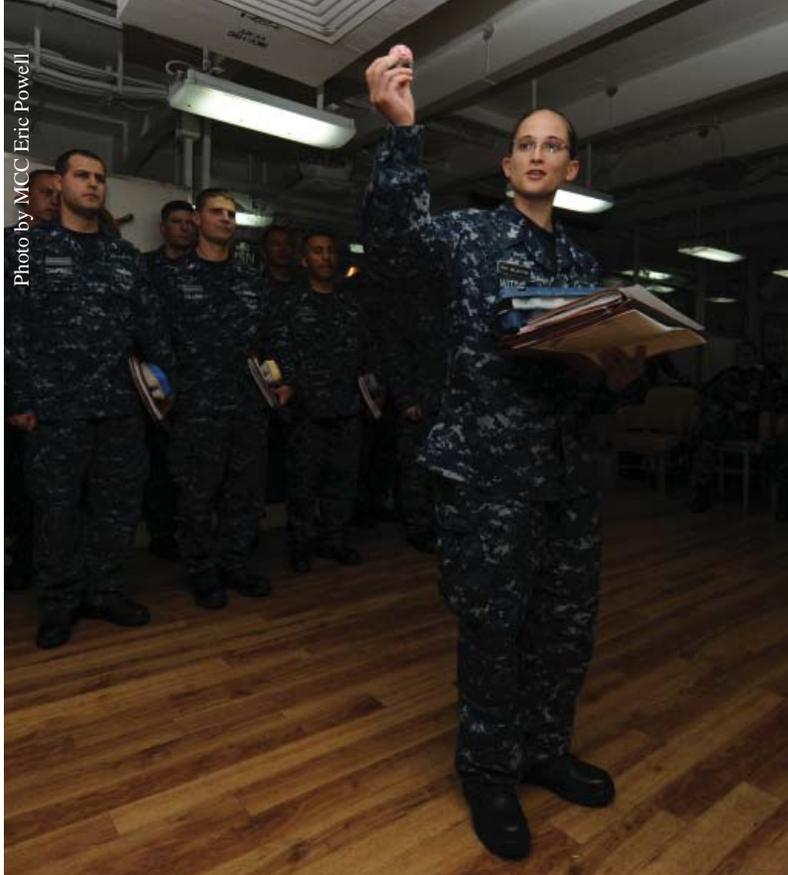


Photo by MCC Eric Powell



Photo by MC2 Brian Morales



Photo by MCC Eric Powell

When asked what kept her so proactive in her career, Wittig answered her love of learning made her keep going every day. She is currently learning to speak Spanish fluently.

“I have a very strong personal drive to succeed and learn new things. My motto is to never stop learning because it always gives opportunities to better yourself,” explained Wittig. “You can’t stop when you get to the top; you can branch off to the left or the right. Nothing should stop you in expanding your horizon.”

Wittig explained success is mostly about establishing priorities and passing down knowledge to others.

“You’ve got to remember that your job comes first, any free time involves qualifications and studying, but you also have to balance that with fun stuff. But the best advice I can give to anyone is to find a mentor, be open-minded in new things and teach what you learned to others,” said Wittig. “I am willing to help anyone who is trying to turn in an OCS package. The biggest thing is to go out of your comfort zone and just try because whether or not you fail, at least you learned something out of it and you can let others know what you know, and pay it forward, because that knowledge can be passed down to everyone.”



Photo by MC3 Robert Robbins

Thinking about Becoming an Officer?



Chief Warrant Officer (CWO) Program

-The CWO Program is one of the primary enlisted to officer programs that does not require a college education. They provide technical expertise at a relatively stable grade level in the officer structure.

Requirements;

- Must be a U.S. citizen
- Must be serving active duty as a Chief Petty Officer (CPO)
- Must be physically qualified for appointment to CWO
- Be a high school graduate or possess a service-accepted equivalent
- Have no record of conviction by courts-martial nor conviction by civil or criminal court for offenses other than minor traffic violations for the two-year period immediately preceding the Oct. 1 of the year application was made
- Must be recommended by the commanding officer
- Personnel in paygrades E-7 to E-9 must have completed at least 12 years in service but no more than 24 years immediately preceding the year the application was made

For more information about specific application procedures about the CWO program, read NAVMILPERSCOMINST 1131.1A or visit your nearest Educational Services Office (ESO).

Limited Duty Officer (LDO) Program

-The LDP Program also does not require a college education. The LDO meets the Navy's needs for officer technical managers.

Requirements:

General requirements are the same as those of the CWO program with the following exceptions:

- Must be serving as an E-6 to E-8. If the applicant is an E-6, the member must have served in that capacity for at least one year immediately preceding the year of the application.
- Must have completed at least eight but no more than 16 years of service of the year application is made
- E-6 candidates must complete performance tests, practical factors, training courses and service schools required for CPO. Additionally, each E-6 applicant must successfully compete in the annual exam for CPO administered in January of the year of application.
- Must have a final exam multiple equal or greater than that required to be eligible for the CPO selection board.

For more information, visit your local ESO or you can refer to the NAVMILPERSCOMINST 1131.1A for specific application procedures.

Officer Candidate School (OCS)

-OCS is 13 weeks of officer candidate indoctrination and training. The program is open for all Sailors with baccalaureate degree or higher from a regionally accredited college or university. Certain programs such as submarine, surface nuclear power and Special Warfare (SEALS) programs are not available for women applying for OCS.

Requirements:

- Must be a U.S. citizen
- Must be physically qualified. Physical standards vary depending on career path designator
- Current servicemembers must be entitled to an honorable discharge; be servicing on active duty; and have at least six months of obligated service remaining on current enlistment upon receipt of orders
- Must possess leadership qualities, be of good moral character and have good personal habits
- Married and single applicants must meet the dependency requirements outlined in OPNAVINST 1120.2

Note: For pilots, the active duty obligation is seven years following designation as a naval aviator.

For additional information, visit www.ocs.navy.mil or visit your local ESO.

Seaman to Admiral (STA-21) Program

-STA-21 is the Navy's newest officer candidate program located in Pensacola, Fla. It provides Sailors with an education and officer commission; an associate's degree from an approved accredited junior or community college is required. Successful completion of OCS results in an appointment to Ensign and will be given the opportunity to earn a baccalaureate degree at the naval Postgraduate School in Monterey, Calif.

Requirements:

- Must be a U.S. citizen
- Must be at least 19 years old and not older than 27 years old on Sept. 30 of the year of the program selection. However, age waivers can be granted up to one year on a case-by-case basis.
- Must receive a score of at least 40 on the Officer Aptitude Rating (OAR) exam
- Must be physically qualified in accordance with the physical standards established by the Bureau of Medicine and Surgery
- Service obligation is four years from appointment as a commissioned officer.

For more information, visit your local ESO or visit www.sta-21.navy.mil

Medical Enlisted Commissioning Program (MECP)

-MECP is a program that allows enlisted Sailors an opportunity to earn an entry level degree in nursing and be appointed as an officer. To be considered for the program, you must meet the requirements and submit an application package to Naval Medical Education and Training Command (NMETC).

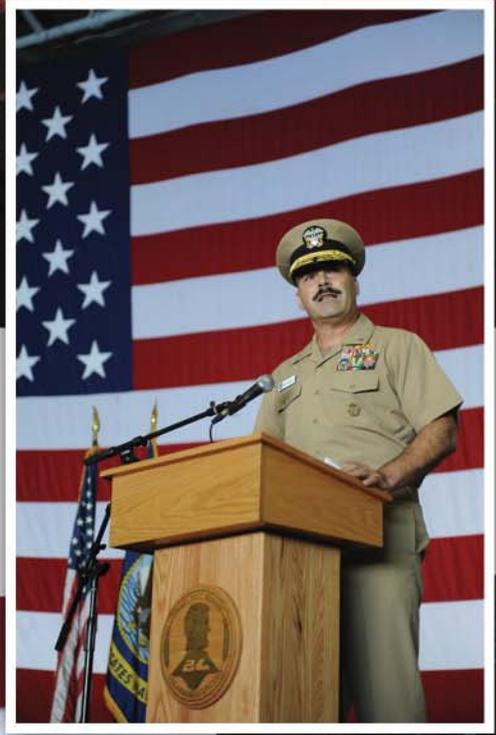
Requirements:

- Must be a U.S. citizen; all rates are eligible
- Cannot be older than 42 years old at the time when the initial application is due to NMETC in the year the member is applying.
- Be a high school graduate or possess a service-accepted equivalent
- Cumulative high school GPA of at least 2.5 on a 4.0-scale
- Minimum SAT score of 1000 (500 math and 500 verbal) or ACT score of 42 (minimum 21 math and 21 English)
- No history of felony conviction or any record of drug abuse. A DUI/DWI violation is disqualifying if it was within four years of the application deadline

-Must be recommended by the commanding officer

Note: Once accepted in the program, you will have to extend your enlistment to cover the period of training and must serve a minimum of 10 years as an officer to be eligible for retirement pay.

For more information, visit your local ESO or visit www.navyadvancement.com/development/navy-programs/medical-enlisted-commissioning.php





18 Sept 2010

CHIEF PINNING 2010

Photos by MC2 Brian Morales and MC3 Robert Robbins



- MMC Barnard, Evan
- AMEC Bethea, Willie
- EMC Blubaugh, Jamie
- AOC Brink, Michael
- AMC Brown, Jerald
- CTTC Burns, Kris
- EMC Campbell, Gary
- ATC Duffield, Brandon
- ETC Evans, Ronald
- NCC Ferguson, Ann
- ACC Haynes, Jarred
- AWRC Hunter, Nicholas
- EMC Lavery, Eric
- ADC Lutgen, Paul
- HTC Manske, Aaron
- MRC Mayo, Baltazar
- MMC Mickelson, Jason
- ISC Polasek, Jesse
- ABEC Quinlin, Gabe
- LSC Ramos, Jose
- AOC Rasberry, Leslie
- AMC Righter, Sean
- LNC Rouse, Stacy
- YNC Rucker, Garrett
- AOC Sasser, Michael
- ATC Sensing, William
- LNC Sigurdsson, Karyn
- ADC Tipton, Joseph
- LSC Walter, Eunice
- ETC Watson, Robbie
- NCC Winfield, Ghadah
- MMC Wittig, Karin
- ACC Yniguez, Nicasio

1. One side door
2. FLIR faces up
3. Contains ASW Equipment
4. Rear Wheel in Middle
5. One aircrew per flight



HSM-77 "SABERHAWKS"



MH-60R Seahawk

Mission

The MH-60R Seahawk missions are Anti-Submarine Warfare, Anti-Surface Warfare, Surveillance, Communications Relay, Combat Search and Rescue, Naval Gunfire Support and logistics support.

Description

As the Navy's next generation submarine hunter and anti-surface warfare helicopter, the MH-60R Seahawk will be the cornerstone of the Navy's Helicopter Concept of Operations. Anti-Submarine Warfare and Surface Warfare are the MH-60R's primary missions. Secondary missions include Search and Rescue, Vertical Replenishment, Naval Surface Fire Support, logistics support, personnel transport, Medical Evacuation, and VHF/UHF/Link Communication Relay. The MH-60R and its mission systems will replace the fleet's legacy SH-60B and SH-60F aircraft and will be the primary player in the Sea Shield component of Sea Power 21.

Specifications

Primary Function: Anti-Submarine Warfare, Surface Warfare Helicopter

Contractor: Sikorsky Aircraft Corporation, Lockheed Martin Systems

Date Deployed: 2006

Propulsion: 2-GE T700-GE-401 (C)

Length: 64 feet, 10 inches

Height: 17 feet

Weight: 14,430 lbs (empty), 23,500 lbs (max gross)

Airspeed: 180 knots (max)

Ceiling: 13,000 feet

Range: 245 Nautical Miles

Crew: Three

BIRD WATCHING: HOW TO TELL LINCOLN'S HELO SQUADRONS APART

Story by Mass Communication Specialist
2nd Class Alan Gragg



Helicopter Maritime Strike Squadron (HSM) 77 thunders through the skies in MH-60R Seahawk helicopters, conducting many missions: Anti-Submarine Warfare (ASW), Anti-Surface Warfare (ASUW), Command, Control, Communications (CCC), and Command and Control Warfare (C2W).

HSM-77 was formerly known as Helicopter Anti-Submarine Squadron Light (HSL) 47, until April 2009, when the squadron began flying the new MH-60R. The new aircraft was designed to replace the SH-60B and SH-60F helicopters, formerly used by anti-submarine squadrons.

"The MH-60R allows HSM-77 to elevate its tactical maritime mission capability to a new level through a number of mission system upgrades," said Lt. Cmdr. Dan Brown, HSM-77 quality assurance officer.

"Along with the MH-60R came new technology and features, such as a night vision goggle (NVG) compatible glass cockpit, an improved Aircraft Survivability Equipment (ASE) package, a Multi-spectral Targeting System, Forward Looking Infrared (MTS)-FLIR and an airborne active dipping sonar," said Brown.

"The vast mission capability of the MH-60R gives HSM-77 greater war fighting capabilities," added Brown. "We can do a wide-range of missions to support the strike group."

HSM-77 also has four detachments and two aircraft on each ship in the Abraham Lincoln Strike Group.

MH-60S Seahawk

Mission

The MH-60S Seahawk missions are Anti-Surface Warfare, combat support, humanitarian disaster relief, Combat Search and Rescue, aero medical evacuation, SPECWAR and organic Airborne Mine Countermeasures.

Description

The MH-60S replaced the aging fleet of H-46D helicopters. Many benefits were realized hence the replacement of the H-46D with the MH-60S. Cost per flight hours, mission aborts, component removals, and unscheduled maintenance actions were reduced significantly. The MH-60S with its glass cockpit incorporates active matrix liquid crystal displays, used to facilitate pilot and co-pilot vertical and horizontal situation presentations. Another major design of the MH-60S is a “common cockpit” which is shared with the new MH-60R. This will allow a pilot to shift from one aircraft to another with minimal re-training.

Specifications

Primary Function: Anti-Surface Warfare, Combat Support, Humanitarian

Contractor: Sikorsky Aircraft Corporation, Lockheed Martin Systems

Date Deployed: 2002

Propulsion: 2-GE T700-GE-401 (C)

Length: 64 feet, 10 inches

Height: 17 feet

Weight: 14,430 lbs (empty), 23,500 lbs (max gross)

Airspeed: 180 knots (max)

Ceiling: 13,000 feet

Range: 245 Nautical Miles

Crew: Four

Helicopter Sea Combat Squadron (HSC) 12 roams the open ocean in the MH-60S Seahawk helicopter, serving the Abraham Lincoln Strike Group through many versatile missions, including Combat Search and Rescue (CSAR), Anti-Surface Warfare (ASW), Naval Special Warfare (NSW), humanitarian aid and logistical support.

HSC-12 was formerly known as Helicopter Anti-Submarine Squadron (HS) 2. In August 2009, the squadron's mission changed, bringing about the end of anti-submarine warfare (ASW) operations for the squadron, and transitioning into using only the MH-60S Seahawk helicopter.

Prior to the change, HS-2 used the SH-60F and SH-60H helicopters.

Using the MH-60S gives HSC-12 new features to use in flight; a night vision goggle (NVG) compatible glass cockpit, an improved Aircraft Survivability Equipment (ASE) package, a Multi-spectral Targeting System, Forward Looking Infrared (MTS)-FLIR.

“Flying the ‘Sierra’ (MH-60S) has increased our ASW capabilities by doubling our weapons load-out. In addition, not having the anti-submarine equipment installed and having a door on the port side allows us to be more versatile when deploying troops,” said Lt. j.g. Rebekah Saxon, HSC 12's readiness officer.

Without Anti-Submarine Warfare equipment on board, HSC-12's aircraft can lend a hand in humanitarian efforts, and move more cargo.

“Our logistical capabilities are much greater than that of the HSM squadron due to our internal aircraft configuration differences,” said Saxon.

HSC-12 has one detachment assigned to USNS Rainier (T-AOE 7), consisting of six pilots and six naval aircrewmembers.



HSC-12 “GOLDEN FALCONS”

1. Two side doors
2. FLIR faces down
3. No ASW Equipment
4. Rear Wheel farther back
5. Two aircrews per flight





Photo by MC2 Brian Morales

MEMBERS OF DIFFERING FAITHS PEACEFULLY COEXIST ONBOARD LINCOLN

Story by Abraham Lincoln Public Affairs



Photo by MCSN Jerine Lee

The USS Abraham Lincoln (CVN 72) Carrier Strike Group deployed Sept. 11, from San Diego with 7,000 Sailors, six ships, nine aircraft squadrons, nearly 75 aircraft, and more than 50 different religious affiliations.

With 40 different services held at sea each week, strike group Sailors have the opportunity to attend a service that best represents their preferred faith group. Although each worship service is designed around specific faith traditions and expressions, the chaplains on board provide pastoral care to all 7,000 Sailors in the Lincoln Strike Group, for all religious affiliations.

"We recognize our Constitutional obligation to accommodate the free exercise of religion for all members of the military and their families," said Cmdr. Thomas Webber, a Navy chaplain, and the strike group's command chaplain.



Photo by MCSN Jerine Lee

"As strike group commander in charge of thousands of Sailors, I've been going to all the different religious services to see how our folks are being tended to spiritually," said Rear Adm. Mark Guadagnini, the strike group's commander. "There are many different religious paths, beliefs and practices in this world and they exist, side-by-side, in peace, on board this floating city called the USS Abraham Lincoln."

The Navy chaplain corps lives by a code of ethics designed to ensure all faiths are represented and cared for spiritually. Lincoln's chaplains understand that as a chaplain for 7,000 Sailors they function in a pluralistic environment, including working with chaplains of other religions, to provide ministry to all military personnel and their families.

"We all have certain values in common," said Webber. "Wholesome family relationships, a desire to serve others, personal education and growth, mental clarity and peace of mind are things we have in common."

Navy chaplains can be ministers, pastors, priests, rabbis, imams or monks, but must be ordained and endorsed by their faith group to serve in the military's chaplain corps. Once this clergy member is approved by his or her faith, he or she then attends the Navy chaplain school for specialized training before reporting to their first duty station.

In addition to performing divine services, chaplains are the ethical, moral and religious advisers for the entire strike group, and in many respects counselors, teachers and mentors to all Sailors.

For more news from USS Abraham Lincoln (CVN 72), visit www.navy.mil/local/cvn72/.



Photo by MC2 Brian Morales

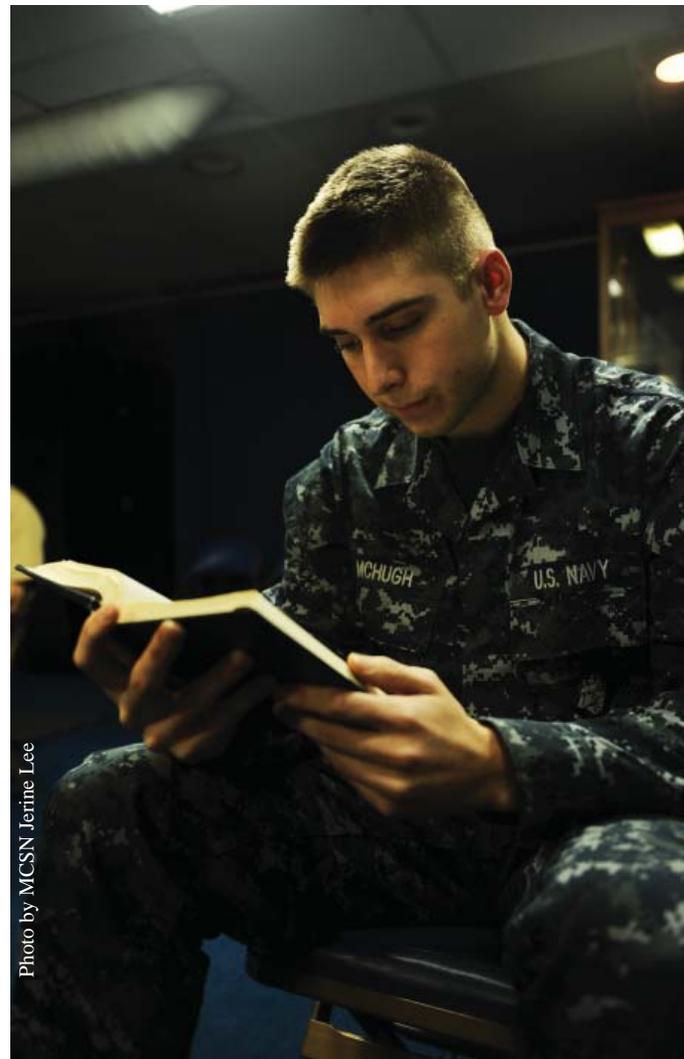


Photo by MCSN Jerine Lee

LINCOLN'S F/A-18 HORNETS EMPLOY JOINT STAND OFF WEAPONS FOR TRAINING

Story by Mass Communication Specialist 2nd Class Alan Gragg



F/A-18 Hornets launched from the deck of USS Abraham Lincoln (CVN 72) dropped dozens of live weapons at surface targets during training in the Southern California Operations Area Sept. 13.

Less than one week into deployment, Hornets and Super Hornets assigned to Strike Fighter Squadrons (VFA) 2, 34, 137, and 151, employed AGM-154 Joint Standoff Weapons (JSOW), and released 22 BLU-111 bombs and seven GBU-12 laser-guided bombs during the training evolution.

The JSOW is a precision air-to-surface missile with the capability to carry several different lethal packages. JSOW's flexible release ranges allow aircraft to remain outside the threat envelopes of enemy point defenses while effectively engaging and destroying targets. JSOW is a joint Navy-Air Force program, with the Navy as the lead service.

"Realistic training is critical. Practice with live weapons is what sets the U.S. Navy apart," said Lt. Luke Swain, Carrier Air Wing (CVW) 2 Strike Operations Officer. "It takes a lot of preparation and planning to properly execute JSOW missions."

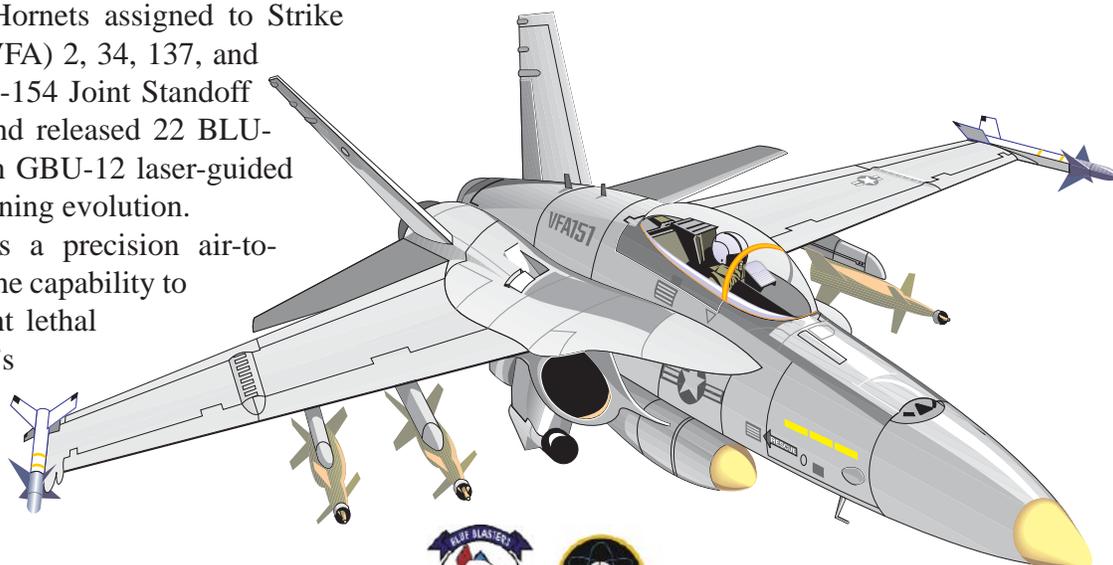
The pilots were not the only ones who benefited from the experience of the JSOW training.

"It's also good training for our aviation ordnancemen to load the weapon, because the JSOW is something they don't get to see every day," said Swain.

Lincoln is currently underway on a routinely scheduled deployment to the 7th and 5th Fleet Areas of Responsibility in support of the nation's maritime strategy.

Lincoln is the flagship of Carrier Strike

Group (CSG) 9, which consists of embarked CVW-2, San Diego-based guided-missile cruiser USS Cape St. George (CG 71), and the embarked Destroyer Squadron (DESRON) 9, which includes the Everett-based destroyers USS Momsen and USS Shoup, as well as the San Diego-based destroyers USS Halsey (DDG 97) and USS Sterett (DDG 104).



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 Super 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.

AFLOAT COLLEGE PROGRAM DELIVERS SCHOOLHOUSE TO SAILORS

By Lt. Jacquelyn R. Bengfort, USS Shoup (DDG 86) Public Affairs

Sailors aboard USS Shoup (DDG 86) took advantage of free college courses while at sea in July and August 2010 through the Navy College Program for Afloat College Education (NCPACE).

“This was my first college class ever,” said Culinary Specialist Seaman Lakia Mitchell, a native of Jacksonville, Fla. “I’m going to take an English course next; I’ll take every course I can.”

Through NCPACE, Sailors can earn college credits while on active duty at sea for only the cost of books. Civilian instructors embark on ships for six to eight weeks and teach a variety of courses, which are chosen based on Sailors’ interests and needs.

During the Abraham Lincoln Carrier Strike Group’s recently completed composite training unit exercise, several Sailors participated in a general psychology class taught by Dr. Pamela Smilo of San Diego.

In order to accommodate Sailors’ hectic schedules, the course was taught twice a day.

“There are definitely challenges,” said



Smilo. “You can’t teach a class during a fire drill. But there are also benefits, like small class sizes, which many students use to their advantage.” Shoup is currently deployed as part of the Abraham Lincoln Carrier Strike Group.

For more information about the Abraham Lincoln Carrier Strike Group, visit [www/facebook.com/usslincoln](http://www.facebook.com/usslincoln).

For more news from USS Abraham Lincoln (CVN 72), visit www.navy.mil/local/cvn72/.

PHOTO OF THE WEEK



Aviation Structural Mechanic 3rd Class Daniel Harrington of Airborne Early Warning Squadron (VFA) 115, installs a pressure bulkhead on the nose cap of an E2C Hawkeye Aircraft onboard USS Abraham Lincoln (CVN 72). Photo by MC2 Barry Riley



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