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USS ABRAHAM LINCOLN

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Making a Difference:

Lincoln Sailors Volunteer to Help Local Children

Know Your Shipmate:

LSC Eunice Walter

Know Your Shipmate!



LSC (AW) EUNICE WALTER SUPPLY DEPT. S-6

Originally born in Mexico, Chief Logistics Specialist Eunice Walter grew up in Chino, Calif. She is proud to be the only member of her family to join the military, enlisting in May 1995. Her first command was USS Frank Cable (AS 40), a submarine tender, where she worked as an undesignated seaman in deck division. After working in aviation, she decided that aviation was better than surface, and she struck in to the aviation storekeeper (AK) rating.

Despite the challenge of transitioning through two rating mergers (aviation storekeeper to storekeeper, and storekeeper to logistics specialist), Walter was promoted to Chief Petty Officer during USS Abraham Lincoln's (CVN 72) 2010 pinning ceremony, Sept. 18. When asked what advice she would like to pass on to younger Sailors, she responded, "Never remain stagnant. There is always a new qualification and a new rank to get to, and above all, stay positive."

Walter said one of her favorite moments in the Navy has been her reenlistments. During her second reenlistment, she flew and maneuvered as a co-pilot in an E-2C Hawkeye with her squadron's commanding officer, and during her third reenlistment, she took wing aboard a P-3 Orion to take her oath.

Walter is married with two children, Alyssa, 7, and Owen, 1. She said the most important facets in her life are God, her family and being a hard worker. She enjoys boating with her family, especially near Deception Pass Bridge in Whidbey Island, Wash. "It's a beautiful place in Washington state," she said. "I just like to go out and take it all in."

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The Virginia-class attack submarine USS Hawaii (SSN 776) enters Apra Harbor for a scheduled port visit, Sept. 24. This is the first deployment of a Virginia-class to the western Pacific region. U.S. Navy photo by Mass Communication Specialist 2nd Class Corwin Colbert.

Lincoln Strike Group Trains With Silent Partner

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

The Abraham Lincoln Carrier Strike Group, with the assistance of fast-attack submarine USS Hawaii (SSN 776), conducted an anti-submarine warfare exercise off the coast of Guam Sept. 30-Oct. 1.

The 30-hour exercise encompassed four unique back-to-back training events, with Rear Adm. Mark Guadagnini, commander of the carrier strike group, observing the events on board USS Shoup (DDG 86).

“It’s great to be here today to see Shoup’s professional warriors at work,” said Guadagnini while addressing Shoup’s crew.

For Shoup’s anti-submarine warfare team, the exercise presented a welcome opportunity to prove their abilities against a live submarine “adversary” of considerable skill. Ensign Greg Emry, anti-submarine warfare officer on Shoup, was very pleased with the division’s performance.

“They did outstanding work,” said Emry. “All operators were focused and performed like pros.”

Hawaii was a formidable opponent. The newest of the Navy’s Virginia-class submarines, Hawaii uses a vast network of fiber optics, digital cameras, and high definition video for surveillance, and can carry more torpedoes than previous submarine classes.

The Abraham Lincoln Carrier Strike Group is currently on a routine deployment to the U.S. 7th and 5th Fleet areas of responsibility. Hawaii’s deployment to the Pacific marks the first to the region by a Virginia-class submarine.

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

Ships assigned to DESRON 9 include the Everett-based destroyers Momsen (DDG 92) and Shoup (DDG 86), as well as USS Halsey (DDG 97) and USS Sterett (DDG 104).



Photo by MC2 Luciano Marano

Landing Signal Officers Catch the 3 Wire Aboard Lincoln

By Mass Communication Specialist Seaman Adam Randolph



It's 7:30 p.m. and I'm standing behind a small shield on the flight deck of USS Abraham Lincoln (CVN 72). Several officers are scanning the horizon with watchful eyes as a thundering F/A-18E Super Hornet approaches in the distance.

The aircraft's pilot throttles back and almost imperceptibly, the Hornet's airspeed decreases.

An officer directly in front of me monitors various green LCD screens while simultaneously radioing information to the approaching aircraft.

Descending, the roaring jet approaches the angled flight deck and finally touches down, sending a small shower of sparks in its wake.

The jet hits the mark, catching the number three arresting wire.

As the aircraft is taxied off the runway, an officer to my left carefully critiques the pilot's landing, jotting notes on a small pad.

With the aircraft safely aboard, the small team resumes scanning the horizon with eyes to the sky as another Super Hornet approaches for recovery less than a mile away.

The officers guiding the planes to a safe landing are Landing Signal Officers or LSOs. Trained as naval aviators, LSOs are the Navy's eyes on the flight deck that

help guide aircraft safely back to the ship during flight operations.

"LSOs are responsible, in conjunction with the captain, air boss and air wing commander, to safely and expeditiously recover aircraft to the ship," said Lt. Jeremy Vaughn, Carrier Air Wing (CVW) 2's lead LSO.

"A few pilots are trained to be LSOs in addition to their primary job as naval aviators. Under the guidance of a



Photo by MC2 Brian Morales

veteran LSO, they spend part of their first three years of sea duty helping recover aircraft,” said the Pensacola, Fla., native.

“After that, LSO trainees are transferred to one of three commands for additional training: a fleet replacement squadron, a VT (training) squadron, or a test squadron,” he added.

Lt. Charles Schellhorn an F/A-18E Super Hornet pilot and LSO assigned to Strike Fighter Squadron (VFA) 2, is on his first sea-duty tour. After graduating from flight school, the Kansas City, Kan., native was transferred to VFA-2, where one of his duties includes on-the-job training on Lincoln’s LSO platform.

“The best part about being an LSO is interacting with all the pilots in the air wing, and spending several hours on the flight deck also it makes me appreciate the hard work of the flight deck personnel,” said Schellhorn.

“Although in good weather most recoveries are self-guided, there are times when weather conditions and poor visibility can make it difficult for pilots to land safely,” said Vaughn. That’s where LSOs come in.

In addition to their good judgement, LSOs have a number of tools at their disposal.

“Technology has changed the way in which LSOs perform their jobs,” said Schellhorn.

One such tool is the Fresnel Lens Optical Landing System. Also known to aviators as the “Meatball,” the Fresnel lens is a visual instrument that helps guide pilots onto the flight deck.

“Pilots are always seeking to maintain an optimal guide slope when descending, so the Fresnel lens allows them to better visualize their landing flight path,” said Vaughn.

“The job of the LSOs has significantly changed since the days of World War II. No longer do they stand on the flight deck waving huge metal paddles, but the primary goal remains the same,” said Schellhorn.

As Lincoln steams ahead and the flight tempo increases, LSOs will continue to play an ever important role in guiding aircraft back to the ship.



Photo by MC2 Brian Morale



LINCOLN STRIKE GROUP CELEBRATES HISPANIC HERITAGE

By Mass Communication Specialist 3rd Class Robert Robbins

In honor of Hispanic Heritage Month, USS Abraham Lincoln's (CVN 72) Diversity Council orchestrated a grand display of Hispanic culture in the ship's hangar bay, Sept. 21.

Sailors from both the Lincoln and Carrier Air Wing (CVW) 2 attended the event, along with commander, Abraham Lincoln Strike Group, Rear Adm. Mark D. Guadagnini, and other senior officers from the strike group.

"Diversity is our strength," said Lincoln's Commanding Officer, Capt. John Alexander. "We're fortunate that we live in a nation, in a world, in a country, where we support ourselves through diversity and tolerance."

The ceremony's narrator, Senior Chief Navy Counselor Paul A. Tyquiengco of Guam, introduced musical acts and dances covering a spectrum of Salsa and Flamenco to Mariachi and Santana. Diversity members and musicians on board provided the talent

for the various showcased dances and songs.

"The effect on the crew was tremendous," said Tyquiengco, a member of Lincoln's Diversity Council. "When we celebrate their heritage, it makes them prouder of being a Sailor and proud to serve in the United States Navy."

Hispanic Heritage Month was founded Sept. 17, 1968, by President Lyndon B. Johnson, designating a week in September as National Hispanic Heritage Week. Two decades later, President Ronald Regan extended the observance to span the whole month of September.

"National Hispanic Heritage Month is a time for all Americans to educate themselves about the influence Hispanic culture has had on society and our Navy," said Chief Warrant Officer 2 Stephen Wyrick, the guest speaker for the event.



USS ABRAHAM LINCOLN HOSTS RECEPTION DURING PORT VISIT IN MALAYSIA

By Mass Communication Specialist 1st Class Sarah Murphy



USS Abraham Lincoln (CVN 72) welcomed aboard more than 300 distinguished visitors and dignitaries from Malaysia and the surrounding region during a reception Oct. 9.

Guests included commander, U.S. 7th Fleet, Vice Adm. Scott R. Van Buskirk, U.S. Ambassador to Malaysia, Paul W. Jones, Commander of Naval Education and Training of the Royal Malaysian Navy, Rear Adm. Musa Bin Omar, and other distinguished guests.

Omar expressed his gratitude for Lincoln's visit to Malaysia and said he hopes this trip will continue as a long-lasting partnership between the two countries.

The reception, which was hosted in the ship's hangar bay, featured a buffet dinner and a live musical performance by Lincoln Sailors. Guests had the opportunity to mingle with many of the crew during the reception and ask questions about life aboard an aircraft carrier.

"It amazes me how many [Sailors] are on this ship," said Bonita Saarela, wife of Tapio Saarela, the Finnish Ambassador to Malaysia. "I have been on many of the American ships that pull in here, and I never imagined how self sufficient this one is."

While in Kuala Lumpur Lincoln Sailors are participating in several community service projects as well as experiencing the Malaysian culture through Morale Welfare and Recreation tours.

"I'm glad the Sailors are given the opportunity to get out and enjoy the great warmth and hospitality of what Malaysia has to offer," said Jones. "We have a tremendous relationship and growing partnership with Malaysia that has a lot of opportunity before us; I am very optimistic and pleased to be a part of it."

The Abraham Lincoln Carrier Strike Group is currently in the U.S. 7th Fleet's area of responsibility as part of a routine deployment to promote peace, cooperation and stability in the region.

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For more information on Abraham Lincoln Strike Group and the USS Abraham Lincoln, visit <http://www.navy.mil/local/cvn72/> or www.facebook.com/usslincoln.





Photos by MCSA Adam Randolph

RECEPTION

COLN





ABRAHAM LINCOLN SAILORS MAKE A DIFFERENCE FOR MALAYSIAN CHILDREN'S HOME

Story and Photos By Mass Communication Specialist
3rd Class Stephen D. Doyle II



USS Abraham Lincoln (CVN 72) Sailors volunteered to help a local children's home during a port visit in Malaysia Oct. 9.

More than 30 Sailors spent time off the ship to work at the Praise Emmanuel Children's Home where they painted the facility and cleaned the grounds.

Aviation Ordnanceman Airman Trevor Downing helped out by cleaning up around the outside of the home. He said the experience of helping someone else out makes the deployment that much more meaningful.

"I feel a lot more accomplished, like I did something for someone else during my port visit and my deployment," said Downing. "Doing something for someone else is a lot more rewarding than doing something for yourself."

After giving the home a fresh coat of paint and cleaning up the yard, Sailors played a game of soccer with several of the children living at the home.

"I think it's really important that the Navy does things like this to reach out to the community," said Aviation Ordnanceman 1st Class (AW) Scott Dwyer.

Lincoln Sailors are planning to participate in several other community service projects while in Kuala Lumpur.

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MENTORSHIP PROGRAM LEADS LINCOLN SAILORS TO SUCCESS

Story by Mass Communication Specialist Seaman Jerine Lee



USS Abraham Lincoln's (CVN 72) upgraded mentorship program is now available and encouraged for all Sailors.

The program links junior and senior Sailors in an organized yet informal atmosphere. Mentors provide guidance and counseling to junior Sailors to help them develop the tools needed to succeed in the Navy and in their personal life.

"This program brings a new opportunity to Sailors because you don't have to be senior to be involved," said Chief Machinist's Mate Christopher Gates, of Springfield, Ill., Lincoln's command mentorship program coordinator. "Most Sailors don't realize that they mentor someone everyday, so this program provides a fluid exchange of information to improve those skills as a mentor."

Gates and the rest of the program's staff supply Sailors with various techniques and perspectives in mentoring, sharing knowledge, giving advice through articles, handbooks and personal experience.

A Sailor can be a mentee and a mentor and there is no limit to how many mentors you can have.

"Having a mentor can help a Sailor evolve mentally and professionally; this new program brings mentorship to a deeper, personal level, transcending the bounds of typical programs," said Gates.

"A mentor can have other names; a teacher, a coach or a trusting friend. Mentors, then, are those special people in our lives who, through their deeds and work, help us to move toward fulfilling our potential. Every mentoring technique is unique so the guidance we give encompasses all people and aspects, helping in every different kind of relationship," he added.

"It's very important to have a mentor to help with difficulties in obtaining goals professionally and personally," said Yeoman 2nd Class Isarielina Harris, who is a mentor for five other Sailors and has six mentors of her own. "No one has all the answers, so having multiple mentors can assist you in all aspects of a successful future."

The program has plans to hold events and



training exercises, such as a mentee shadowing a mentor for one day. Also, a survey is available for Sailors to voice their opinions on the importance of having a mentor and what they would like to see included in the program.

"I would like to know what level of mentorship is being practiced on the ship right now so we can see where improvements of the program are needed," said Gates. "Getting a perspective of how Sailors feel now will help the success of the crew and the command."

Lincoln's mentorship program is used to motivate Sailors to make better educated, thoughtful judgements and decisions therefore changing the atmosphere and morale of the ship as a whole.

"With proper implementation of this program, we can develop effective change agents, to transform, and to recreate Sailor education for the better, in all areas," said Gates. "There will be more Sailors with direction because questions would be answered. With the right guidance, Lincoln will grow stronger."

Sailors who are interested in taking the mentorship survey can visit Lincoln's SharePoint page under command programs.





ON THE FOUL LINE OF FIREFIGHTING: CRASH AND SALVAGE

By Mass Communication Specialist Seaman Wade Oberlin



USS Abraham Lincoln's (CVN 72) Crash and Salvage Team is the first line of defense when a fire occurs on the flight deck, and their mission is to save lives.

Made up of 28 enlisted Sailors and one officer, crash and salvage personnel are the first responders to aircraft mishaps.

"We are pretty much the on-scene firefighters on the flight deck. While aircraft are on board we have at least one three-man crew outside on a P-25, a small fire vehicle equipped with 750 gallons of water and 60 gallons of aqueous film forming foam (AFFF) at all times," said Aviation Boatswain's Mate (Handling) 3rd Class Robert Vega from Carson City, Nev. "While one crew is outside, the rest of us study our manuals and procedures to stay knowledgeable about the aircraft we have on board."

Because each aircraft is different in terms of shutdown procedures, electrical and fuel systems, and fire overhaul requirements, if a crash were to occur on



U.S. Navy Photo

the flight deck, the crew would have to use a specific strategy and equipment to save the pilot and move the plane safely away from the landing area.

“We need to know everything about the aircraft we have, except how to fly them,” said Aviation Boatswain’s Mate (Handling) 3rd Class Michael Lackey of Bakersfield, Calif., who serves as the assistant leading petty officer of crash and salvage.

Studying and having scheduled drills helps to keep the crash and salvage team sharp so if an incident occurs, they can keep cool heads.

“What really makes me feel fulfilled in this division is knowing that all my Sailors are getting trained properly, and that if something were to happen, they would be able to perform,” said Lackey.

While standing watch, crash and salvage personnel man small flatbed vehicle parked by area of the flight deck. The P-25, for extinguishing fires, makes mounted turret to spray water for close proximity firefighting. abundance of damage control gear pilot and shutdown plane systems

Another vehicle operated flight deck by crash and salvage crash crane, or “Tilly,” which remove a crashed aircraft from the landing area so that other planes could land.

“We all work very well together, we all get along, and we treat each other like family since we see each other every day,” said Vega. “When everyone else is running from the fire we will be going towards it, with steady heads, and do what were trained to do.”



Photo by MCSN Wade Oberlin



Photo by MC2 Luciano Marano



Photo by MCSN Wade Oberlin



NEW MAINTENANCE ACADEMY TRAINING ENHANCES LINCOLN SAILORS' SHIPBOARD KNOWLEDGE

Story by Mass Communication Specialist Seaman Jerine Lee



USS Abraham Lincoln (CVN 72) graduated its first class of the ship's Damage Control Petty Officer (DCPO) Academy, Sept 25.

DCPO Academy is the ship's newest Damage Control (DC) training course that lasts about a week. The academy provides in-depth, and active training for Sailors to extend their knowledge of maintenance and upkeep of the ship's equipment.

With Lincoln's Maintenance, Material and Management Inspection (3MI) coming up in January, the DCPO Academy provides Sailors detailed education before the ship's inspection.

"Too much training goes on in the Navy where people learn from lectures," said Damage Controlman 2nd Class Ryan Vanderstouw, a DCPO Academy instructor. "The best training is getting hands-on experience to completely know and understand what is going on."

During the first day of class, the instructors went to each of the students' work centers to find

discrepancies and learn basic training on certain equipment.

“The first day is meant to learn and refresh the students’ knowledge in damage control and identify discrepancies within their own spaces. It helps to recognize problems in places you see every day but you never noticed those discrepancies before,” said Vanderstouw, of Kalispell, Mont.

For the rest of the week, instructors reviewed maintenance instructions for basic DC equipment such as fire stations, ventilation systems and ladderwells. The training provided students an extensive overview of how the equipment works, where basic discrepancies are and how to repair them in order to preserve the ship.

“As long as someone’s learning from this new training course, that’s all that matters,” said Damage Controlman 1st Class Jonathan Fleming, a DCPO Academy instructor. “We’re trying to spread the DC knowledge.”

Graduates of the first DCPO Academy say the education was helpful and answered many questions, keeping Lincoln’s future in damage control upkeep looking bright.

“DCPO Academy was insightful, informative and beneficial for me so I can do my job more effectively and quickly,” said Logistics Specialist Seaman Matthew Barclay, of Stanhope, N.J. “I feel more prepared for my maintenance, spot checks and the ship’s 3MI.”



YOU ASKED. WE LISTENED.

MAILING PROCEDURES

“Why is the mail taking so long?” is a question asked pretty often around the ship. More often than not, it’s just a logistics issue as the mail can only be flown out when room allows on the COD flights. The truth is that nobody knows exactly how long mail will take to get from there to here. However, there are some things you can do to speed up the process and make sure your mail gets to the right person:

1. Verify you are using the correct address!

Ship’s Company:

Rate/Rank Full Name
USS Abraham Lincoln (CVN 72)
Department / Division
FPO AP 96612-2872

Air Wing Personnel:

Rate/Rank Full Name
Squadron
Unit #
FPO AP #####

Each squadron has been assigned a specific zip code; do not use the ship’s name or zip code as this will cause a delay in mail delivery. Squadron personnel should ask their individual LPO for specific zip code information

2. Do not send liquids.

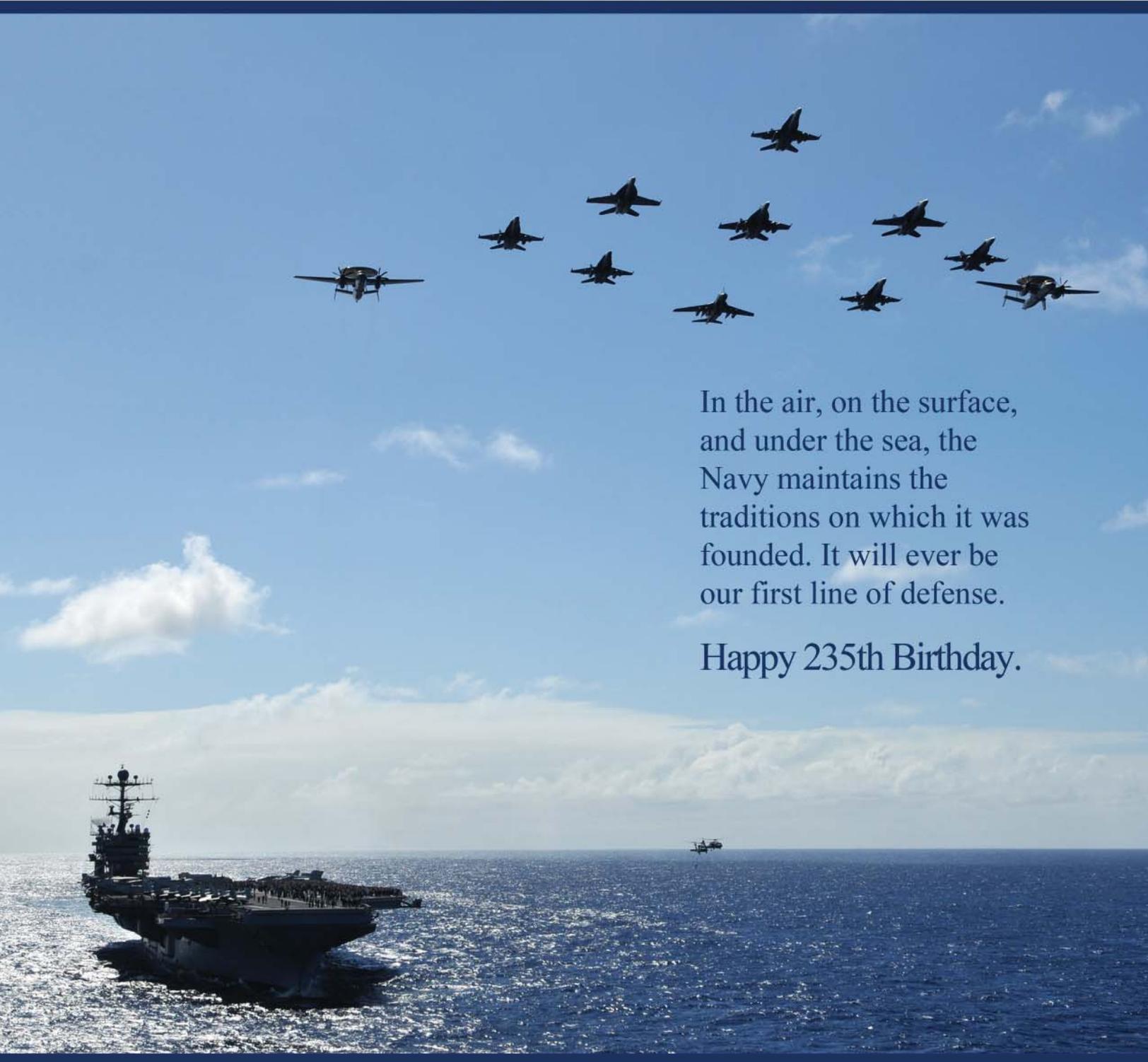
A leaking package is much less likely to reach its destination, pack liquids carefully or don’t send them at all. It’s just safer.

3. Write legibly.

If the Postal Clerks can’t read the address, they must return it to the sender. Take your time and write neatly.

4. Don’t forget your division!

Too many Sailors think their department is enough for an address and this is not true. Be sure to include your division to make sure your package gets to the right person in the least amount of time. Help the Postal Clerks serve you better, be specific.



In the air, on the surface,
and under the sea, the
Navy maintains the
traditions on which it was
founded. It will ever be
our first line of defense.

Happy 235th Birthday.



NAVY