



OCTOBER 31, 2010

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PEOPLE PRESS

USS ABRAHAM LINCOLN



Mail Call, Mail Call!

5,000 Pounds Arrive

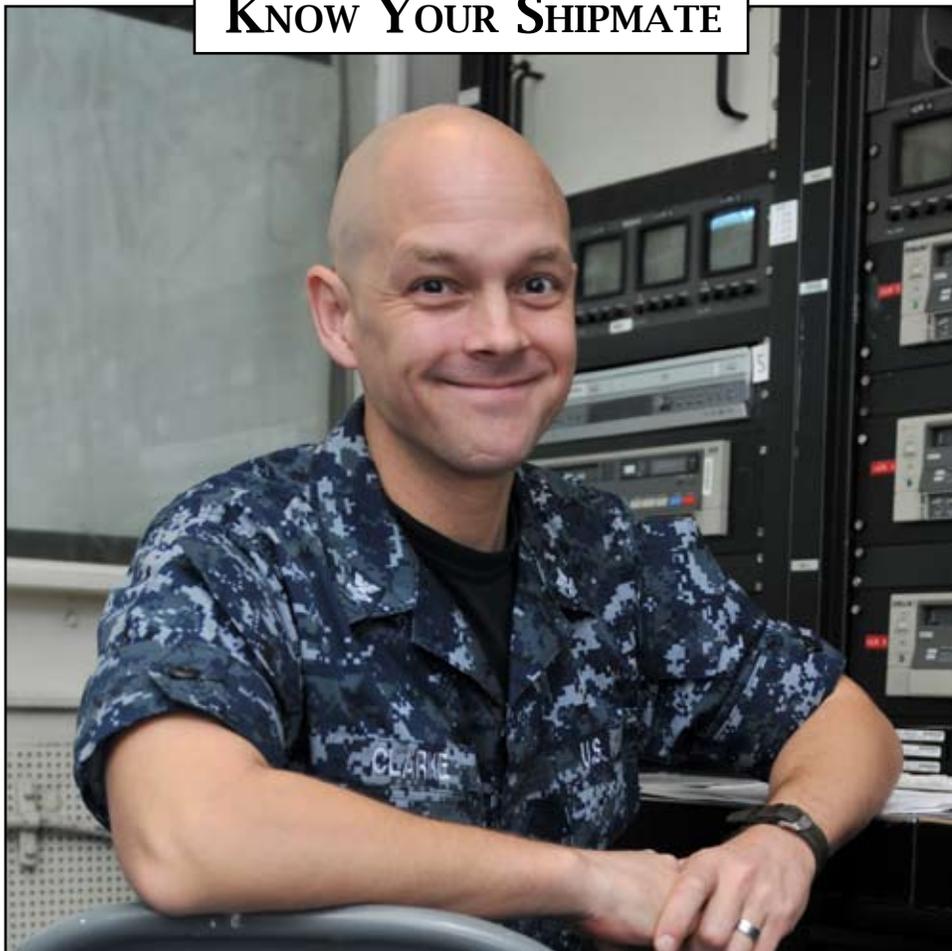
View from the Top:

Life in Primary Flight Control

Sailors in U.S. History:

John F. Kennedy

KNOW YOUR SHIPMATE



MC2 SETH CLARKE

Media Department

Mass Communication Specialist 2nd Class Seth Clarke was raised in Santa Barbara and Santa Clarita, Calif. He enlisted into the Navy as a Journalist in 2006, but was rated as a Mass Communication Specialist due to a rating merger before the completion of his A-school. Clarke has also been to C-schools at the Defense Information School in Fort Meade, Md., for editing and intermediate photojournalism courses.

From February 2007 to March 2008, Clarke was stationed at U.S. Naval Forces Central Command in Bahrain, where he worked in public affairs on the admiral's staff. From May 2008 to July 2010, he again worked for admiral's staff in Singapore, this time serving as both an independent MC and an assistant public affairs officer at Logistics Group Western Pacific.

"My favorite part about being in the Navy is the travel," said Clarke. "I've been to so many countries in such a short amount of time, some I wouldn't have seen otherwise."

Clarke was recently wed to his wife Caroline, a Singaporean national, and they have been together for eight months. His one other family member in the Navy is his first cousin, Master Chief Charlotte Romine, who is currently stationed in Bangor, Wash., and set to retire later this year.

When asked what he wished to bring to the Lincoln, Clarke replied, "I hope to bring my own personality to my department and hopefully my attempts to mix an irreverent sense of humor with a solid work ethic will help the Lincoln Media Department be that much better a place to work."

PENNY PRESS
USS ABRAHAM LINCOLN

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Executive Officer
Capt. Timothy Kuehhas

Command Master Chief
CMDM(AW/SW)
Susan Whitman

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SPORTS REVIEW FOR OCT. 30, 2010

By Mass Communication Specialist 2nd Class Alan Gragg



Baseball:

The Major League Baseball playoffs produced pennant winners from each league through two rounds of fascinating baseball games, beginning with Roy Halladay's no-hitter against the Cincinnati Reds. The shutout gem marked only the second time in history a pitcher hasn't allowed a hit in a post-season performance, the first being Don Larsen's perfect game for the Yankees in the 1956 World Series. Halladay's performance ignited a tear for the defending National League Champ Phillies, leading to a sweep of the young, upstart Reds. On the other side of the NL, the Giants won their NLDS matchup against the Atlanta Braves, 3-1.

The Yankees showed they still have the Twins' number with a sweep of their own, but it was a different story in the other ALDS series. The Rays-Rangers matchup lasted the maximum five games, with the Rangers running (almost literally) to victory.

The Rangers demonstrated their firepower with their arms and their bats over a six-game series against the Yankees, clinching Game 6 at home, sending the franchise to their first World Series.

The Phillies managed to keep every game close, but the youthful Giants came away with the NLCS win, 4-2.

For the 2010 World Series, the upstart Giants are taking on the Rangers, who filed for bankruptcy at the beginning of the season and were auctioned off in July. A finance group consisting of former Ranger pitcher Nolan Ryan bought the team for \$590 million. The Giants took Game 1 in a high-scoring affair, 11-7. Game 2 was a slightly different story, as the Giants blew open a close game late and won 9-0.

Gragg's Prediction: Thank goodness Mark Cuban didn't win the bid, because we all know how championships seem to avoid him... Rangers come back from down 2-0 to go from bankrupt to Best in a seven-game series.

NBA:

Lebron James, who was once known as King James, is no longer the ruler of his own castle in Miami. The team James plays for is Dwayne Wade's team, the Heat, who have started their attempt at an NBA Finals run. We'll see how they pan out in the talent-loaded Eastern Conference (Atlanta, Boston, Chicago, New York and Orlando, to name a few).

The defending champion L.A. Lakers should make another deep playoff run, but look for the other team in L.A. to finally break through and make the playoffs (Yes, I am talking about the Clippers). The Carmelo Anthony saga in Denver will be interesting to watch, too. Can the Nuggets get something good for their young star, or will he leave them high and dry like Lebron did to the Cavaliers?

Gragg's Prediction: Phil Jackson's Lakers take home a third straight trophy, giving the Zen Master his fourth three-peat (That's 12 championships!)...My guess is that it will be the Magic they take down. The Heat will have so much "heat" on them to win, they may be lucky to escape the first round.

RK	TEAM	RECORD
1	Auburn	8-0
2	Oregon	7-0
3	Boise State	6-0
4	TCU	8-0
5	Michigan State	8-0
6	Missouri	7-0
7	Alabama	7-1
8	Utah	7-0
9	Oklahoma	6-1
10	Wisconsin	7-1
11	Ohio State	7-1
12	LSU	7-1
13	Stanford	6-1
14	Nebraska	6-1
15	Arizona	6-1
16	Florida State	6-1
17	Oklahoma State	6-1
18	Iowa	5-2
19	Arkansas	5-2
20	South Carolina	5-2
21	Mississippi State	6-2
22	Miami (FL)	5-2
23	Virginia Tech	6-2
24	Nevada	6-1
25	Baylor	6-2

Gragg's Rankings: I would have Oregon No. 1, and Auburn No. 2; Despite the one loss, I'd still have Alabama at No. 5, and shift down the Spartans and Mizzou one slot; LSU is better than Big Ten representatives Wisconsin and Ohio State, so I have them at No. 10. I think Arizona should move up two slots to No. 13. Arkansas is the best two-loss team, so they need to move up to No. 18; Air Force and Hawaii should be No. 24 and 25, respectively. Baylor could very well lose the rest of their games, and barely be qualified for a bowl. To me that doesn't make them a top 25 team. Nevada's loss came against Hawaii, so it only makes sense for the Warriors to be ranked higher.



CRAFT AND CREATION FROM THE MACHINERY REPAIR SHOP

Story and Photos by Mass Communication Specialist Seaman Wade Oberlin



USS Abraham Lincoln's (CVN 72) machinery repair shop may only have nine Sailors working in their small spaces, but the tasks they are assigned go even further than the ship itself.

Machinery repairmen produce parts for almost any piece of equipment, from metal to plastic, to create pieces that would otherwise have to be ordered elsewhere. Examples range from a common drill-and-tap deck drain to a catapult choke ring, a distinctive piece of a complex flight operations system. With three lathes, two mills and two band saws in the shop, the ability to create almost any machinery part is at their fingertips.

"I like being able to look at any part and be able to fabricate it," said Machinery Repairman Fireman Nathan Goodwin, of Medina, N.Y. "Having the ability to craft a piece of machinery that would otherwise cost thousands of dollars is very satisfying, as well as seeing it function in ship operations."

By creating the parts, instead of ordering and waiting for them to arrive, the machinery repair shop saves time and money serving as an intermediate maintenance facility for the entire Abraham Lincoln Carrier Strike Group while on deployment. Without them, crucial repairs would be at a standstill.

Not only do machinery repairmen repair and fabricate parts for the Lincoln, but also for other ships without the capability to create new parts on their own. Sometimes, members of the shop can even receive temporary orders to work on smaller ships in the strike group for a limited time.

Apart from their ability to create items for technical repair, the machinery repair shop also provides the ship locksmiths and services from an engraving shop.

Lincoln's engraving shop is held within the machinery repair shop and has similar abilities. Instead of creating key parts of machinery, its purpose is more aesthetic, by forming name tags, ceremonial plaques and unique signage.

Some machinery repairmen within the shop act as locksmiths and are assigned to cut keys, disable locks with faulty or forgotten combinations, and drill safes when necessary to retrieve information that is otherwise unattainable.

"I love it here in this shop; I wouldn't work anywhere else on the ship," said Machinery Repairman 3rd Class Tim Moody, of Wyalusing, Pa., who is the ship's primary locksmith. "Seeing all of the different things we make in the shop day-to-day is really cool, like watching an illustration come to life in front of you."





THE VIEW FROM THE TOP: LIFE IN PRIMARY FLIGHT CONTROL

Story and Photos by Mass Communication Specialist 2nd Class Luciano Marano



There is an office overlooking the flight deck of USS Abraham Lincoln (CVN 72), situated about 160 ft. off the water, but it's more than just a top-floor executive suite with a nice view, it's where the bulk of flight operations are coordinated and monitored.

Primary flight control, also known as Pri Fly, or just the tower, is the highest point of the island and one of the most intense places to work on the ship.

"At first it's all a little overwhelming," said Aviation Boatswain's Mate (Equipment) Airman Fernando Rodriguez, an experienced member of the tower crew and New York native, about the day-to-day responsibilities of working in Pri Fly. "But after a while you get used to it. You have to."

From Pri Fly, the air boss and mini boss, together with the tower supervisor and crew, oversee the safe launch and recovery of every single aircraft.

"About 19 Sailors work in the tower, and

only seven or so at any one time. It's a small crew," said Aviation Boatswain's Mate (Handling) 1st Class (AW) Alen Prieto, of Bethpage, N.Y., who serves as air department's V-5 division leading petty officer, and tower supervisor.

The crew working in the tower are carefully selected Sailors from the air department.

"These Sailors that work here come from other areas of air department," said Prieto. "It's a highly sought after position and they have to present a good appearance, be able to multi-task, think on their feet and work well under pressure."

"There are many different jobs in the Navy," said Rodriguez. "Up here we're talking about lives, the lives of the pilots and every Sailor on the flight deck. You can't make a mistake."

It's a pressure that everyone in Pri Fly is constantly aware of, and an environment they must learn to thrive in.

"I love it," said Prieto, who has worked in

the tower on and off for more than two years. “It’s only stressful if you make it stressful.”

The small space fills up quickly during flight operations, holding the actual tower crew, air boss, mini boss and at least one representative from every Squadron participating in flight operations.

“Every squadron sends a representative up to assist their pilots with technical issues if necessary,” said Rodriguez. “It gets pretty crowded up there.”

Positions on the tower crew vary from log recorders to spotters, one forward and one aft, each responsible for monitoring the condition of the flight deck and movement of aircraft within their area, thereby covering the 180 degree view of the flight deck which sprawls out below the tower.

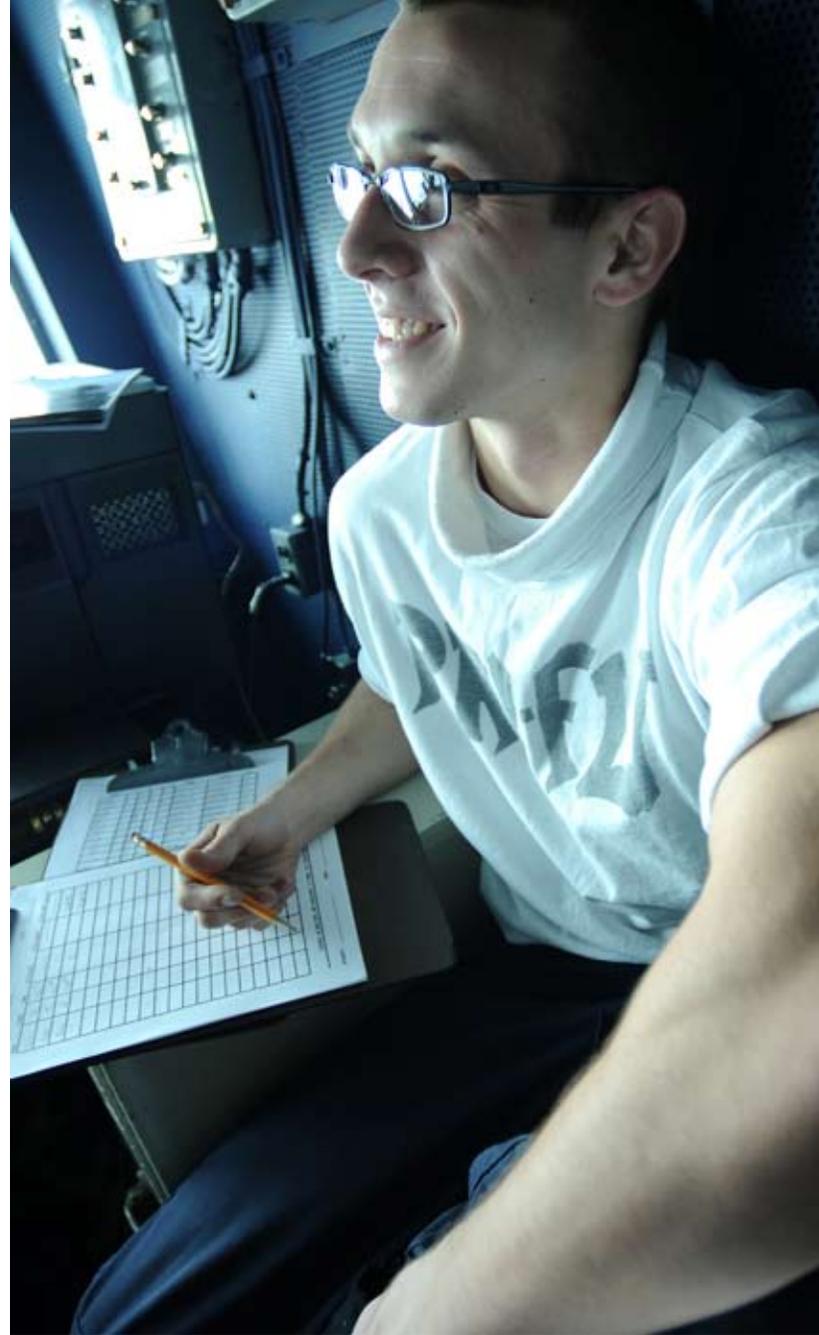
“Working up there, I get to see all the action,” said Rodriguez. “It’s the best view on the ship.”

“The more aircraft flying, the harder we’re working,” said Aviation Boatswain’s Mate (Handling) Airman Alex Ulloa, who works in V-5 and hails from Hialeah, Fla.

“Having spent my entire career so far as a pilot, I thought I knew everything about carrier aviation,” said Cmdr. James Smelley, Lincoln’s mini boss. “It was very eye-opening to come up here and learn new things.”

From the most basically qualified record keeper, to the most experienced tower supervisor, every Sailor in Primary Flight Control remains well aware of the seriousness of their mission and all the people depending on them to do it correctly.

“If you’re interested in what goes on up here, just come on by and ask,” said Prieto. “We’d love to show off what really happens up here, if you’re willing to make the trip.”





ABE3 Trey Thompson
AIR/V-2

Hometown: Kerrville, Texas

What is your favorite thing about Halloween? Pulling pranks and scaring people

What was your favorite Halloween costume? A GhostBuster

What is your favorite horror movie? House of a 1,000 corpses

What are your plans for Halloween on the ship? Scaring my sea warriors

What is your favorite Halloween candy? Reese's peanut butter cups



ABE3 Matt Whitt

Air/V-2

Hometown: Bluefield, Va.

What is your favorite thing about Halloween? Scaring other people

What was your favorite Halloween costume? Inflatable Hulk

What is your favorite horror movie? Nightmare on Elm Street

What are your plans for Halloween on the ship? Pranking my fellow sea warriors

What is your favorite Halloween candy? Candy corn



AZ1 Teddy Tatum

VAW-116

Hometown: Whitwell, Tenn.

What is your favorite thing about Halloween? Creative costumes

What was your favorite Halloween costume? Way back in elementary school, I went as a G.I. Joe soldier

What is your favorite horror movie? Nightmare on Elm Street 2

What are your plans for Halloween on the ship? Eating some candy and enjoying photos emailed to me from my family in their costumes

What is your favorite Halloween candy? Mini Reese's cups

Happy Halloween

LN'S HALLOWEEN MEMORIES



QMSN Justine Reside

Nav/NN

Hometown: Commerce, Mich.

What is your favorite thing about Halloween? Watching scary movies

What was your favorite Halloween costume? Cat

What is your favorite horror movie? The Saw movies

What are your plans for Halloween on the ship? Hang out with the girls in my berthing and watch scary movies

What is your favorite Halloween candy? Everything



ABHC Joe Ortiz

AIR/V-1

Hometown: Long Beach, Calif.

What is your favorite thing about Halloween? Creative, modified costumes

What was your favorite Halloween costume? Birthday suit

What is your favorite horror movie? Night of the living dead

What are your plans for Halloween on the ship? Executing the air plan

What is your favorite Halloween candy? Candy corn



AN Darvee Smith

AIR/V-2

Hometown: Birmingham, Ala.

What is your favorite thing about Halloween? Getting free candy

What was your favorite Halloween costume? A Power Ranger

What is your favorite horror movie? Halloween 1-7

What are you plans for Halloween on the ship? Play Bingo!

What is your favorite Halloween candy? Everything, I love candy

ween!



BADASS SAILORS IN U.S. NAVAL HISTORY

PART I – JOHN F. KENNEDY, THE SAILOR WHO WOULD BE PRESIDENT

Story by MC3 Jimmy Cellini and MC2 Luciano Marano



In the first installment of our planned series of articles featuring incredibly badass maritime warriors throughout the Navy's history, we selected none other than JFK himself as our first spotlight Sailor.

Already familiar to almost every American as the 35th President of the United States, John F. Kennedy was tragically cut-down in his prime by an assassin's bullet in Dallas in 1963.

The real reason JFK is featured in this list is his record of death-defying accomplishments long before he ruled the free world, when he was just a lieutenant junior grade commanding PT-109, a small shallow water torpedo boat used in close combat operations at the tail end of WWII, in August 1943.

In the months following the epic battle of Guadalcanal, Kennedy's unit was working in the Solomon Islands off the coast of New Guinea as part of the Allied troop's island hopping campaign. Early in the morning of Aug. 2, PT-109 was struck by the Japanese destroyer Amagiri and torn completely in half. It was only through watertight integrity that the forward half of the ship remained afloat as the Japanese destroyer proceeded onward, undamaged. Over the next three hours, Kennedy swam from man to man, checking on their health and location, eventually bringing them all together at the remains of the vessel. Two crew members had died in the collision, but 11 survived, with two being critically injured. As dawn broke, it quickly became apparent that the men were alone and surrounded by numerous small islands swarming with enemy forces.

As the remaining half of the vessel slowly began to sink, Kennedy ordered his men to swim to a nearby island, approximately three miles southeast of the scene of the incident. Though not the closest refuge, Kennedy believed it was the least occupied of the islands and they would be less likely to be captured.

Some of the crew who were unable to swim well paddled their way to the island using a two-by-six piece of timber that had held a 37 mm cannon on deck. Kennedy himself, despite having badly injured his back in the incident, managed to drag a severely burned Sailor along by the life jacket strap, which he held in his freaking teeth! Yeah, his teeth... It would take the Sailors more than five hours to swim to the island, and even carrying the injured man, Kennedy arrived there first.

After a brief rest on the beach, Kennedy took it upon himself to seek rescue. Knowing that the passage beyond the next island had been heavily patrolled by PT boats the previous nights, Kennedy grabbed a rubber life belt, a ship's lantern, a .38-caliber pistol and a pair of shoes then took off his pants and said to the men, "If I find a boat, I'll flash the lantern twice." then headed out back into the ocean.

Kennedy walked along the reef in the waist-deep water around the island to the channel, where he proceeded to swim out into the shipping lane in the hopes of being seen. He wasn't. Instead, having given up several hours later, he was caught up in the current while trying to return to the beach. He would float helplessly for the remainder of the night, eventually working his way back to his men on the island, unsuccessful in his search for help.

The following day, still without much hope for rescue, Kennedy ordered the men to relocate to a larger island to the south where they hoped to find food and shelter. Once again, Kennedy took the injured Sailor's life jacket strap in his mouth and proceeded to drag him along for another three-hour swim.

Once at the larger island the men feasted on coconuts, and rain water they licked off of leaves. It was the first meal they'd had since the incident.

Two days later, and after several more futile signal attempts, Kennedy and the men were discovered by a band of natives who at first mistook them for Japanese soldiers. In a last ditch effort to signal for help, Kennedy entrusted the natives with a message he carved into a coconut.

He and his XO then borrowed a canoe and headed back into the channel for one more attempt at rescue. It didn't work; a storm came up and swamped the canoe, nearly drowning them both.

They washed up the next morning and were awakened by four large natives, who calmly informed Kennedy in an English accent that they had a letter for him. The letter was from a New Zealand infantry lieutenant informing him that the coconut message had been received and instructed him to accompany the natives back to base to plan a rescue.

The natives hid Kennedy in the bottom of boat so he would not be seen by Japanese planes that might fly over head and took him safely to meet the New Zealand officer, where they proceeded to plan the rescue mission over a cup of tea.

Kennedy and his men survived a ship wreck, the elements, dehydration, infection and malnutrition for six days before finally being rescued. For his actions Kennedy was awarded the Navy and Marine Corps Medal for extremely heroic conduct as the commanding officer of PT-109.

Many years later, when asked by reporters how he became a war hero, Kennedy just laughed and replied, "It was involuntary. They sank my boat."



U.S. Navy photo by MCSN Seaman Jerine Lee

S-6 SUPPLY DIVISION GETS HELP FROM CIVILIAN LOGISTICS EXPERT

With thousands of pounds of aviation equipment and parts coming in and shipping out, USS Abraham Lincoln's (CVN 72) Supply Department, S-6 Aviation Stores Division receives assistance from Anthony Wilkes, a civilian from the Science Applications International Corporation (SAIC). Wilkes, of Monroe, Wash., is a technical assistant for repairable processing (TARP) representative from SAIC whose main mission is to aid Sailors in proper packaging, researching missing parts and assisting Sailors with the broken equipment sent from the ship for repair or return.

LINCOLN SAILORS STAY FIT THROUGH FLIGHT DECK 5K RUN

U.S. Navy photos by MC2 Brian Morales





U.S. Navy photo by Lt. William Stange

LINCOLN STRIKE GROUP CONDUCTS ANTI-SUB WARFARE EXERCISE

Story by Mass Communication Specialist 2nd Class Alan Gragg



Surface and air units assigned to the Abraham Lincoln Carrier Strike Group honed their anti-submarine warfare (ASW) skills during a multi-unit exercise Oct. 23.

Tracking a sophisticated ASW training device called an Expendable Mobile ASW Training Target (EMATT), guided-missile cruiser USS Cape St. George (CG 71) and two MH-60R Seahawk helicopters assigned to Helicopter Maritime Strike Squadron (HSM) 77 successfully closed in, surrounded, and simulated destroying the target during the three-hour exercise.

The U.S. Navy MK 39 EMATT is a low-cost, open ocean ASW training target, deployable from the air via parachute, or launched off the deck of ASW ships at the start of training. For this exercise, the device was dropped from one of HSM-77's helicopters.

After dropping the EMATT, the helicopters

prowled over the water and deployed sonobuoys into the water to track the target while sending data and maintaining communication with both Lincoln and Cape St. George.

“We’re the primary airborne ASW asset attached to the strike group, so if there’s a submarine threat out there we’ll find it,” said Lt. Cmdr. Aric Edmondson, one of HSM-77’s pilots who flew the training mission. “The idea is to build team proficiency like we did today.”

The strike group’s ASW exercises are designed to promote stability and security throughout the region in support of freedom of navigation and safe global trade.

Cape St. George and HSM-77 are part of the Abraham Lincoln Carrier Strike Group, which is deployed to the U.S. 5th Fleet area of responsibility, conducting maritime security operations and theater security cooperation efforts in the region.

MAIL CALL, MAIL CALL!

U.S. Navy photos by MC2 Brian Morales



Sailors aboard USS Abraham Lincoln (CVN 72) sort through 42 pallets of mail inside the hangar bay.



A Sailor catches mail to help sort through 42 pallets of mail inside the hangar bay.



Yeoman 2nd Class Margaret Royal, from Quincy, Ill., sorts through mail inside the hangar bay .



USS ABRAHAM LINCOLN (CVN 72)

OCTOBER'S STORK REPORT

made possible by readers like you!



Teleya Nicole Nicholas
Born: October 25, 2010
Time: 11:31 a.m.
Weight: 6 lbs, 9 oz.
Length: 20 inches
Father: SHC(SW/AW)
Tyrone Nicholas

Elena Rene Champlin
Born: October 8, 2010
Time: 08:07 a.m.
Weight: 7 lbs, 4 oz.
Length: 18 ½ inches
Father: ET1 (SW/AW) Eric J. Champlin



Valencia Marie Gramonte
Born: September 18, 2010
Time: 9:50 p.m.
Weight: 7 lbs, 12 oz.
Length: 20 inches
Father: ABE3 Eric Gramonte

Ayden James Chadwick
Born: September 29, 2010
Time: 5:15 a.m.
Weight: 7 lbs, 15 oz.
Length: 20 inches
Father: ABE3 Chadwick



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