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PENNY PRESS

USS ABRAHAM LINCOLN

Penny Press Exclusive:

A Look Inside The Ship's Brig

Gas Station In The Sky:

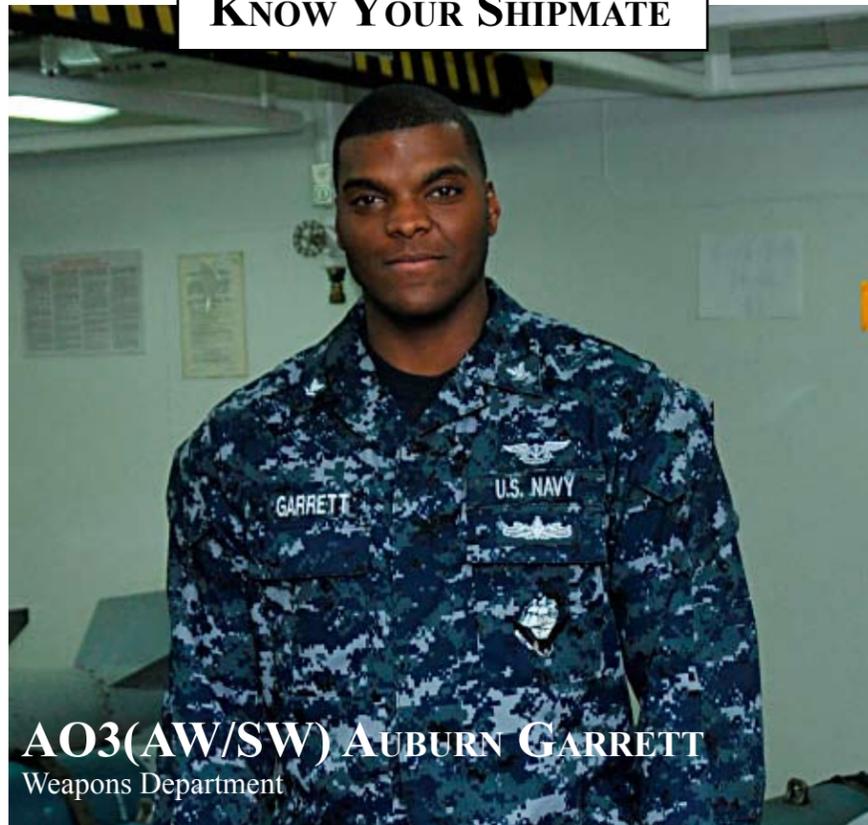
How Carrier Air Wing 2 Gets Fuel During Flight

Know Your Shipmate:

AO3(AW/SW) Auburn Garrett



KNOW YOUR SHIPMATE



Aviation Ordnanceman 3rd Class Auburn Garrett, a native of Loxley, Ala., joined the Navy in January of 2009, at 19 years old. After completing boot camp and a four-month-long Aviation Ordnance "A" School in Pensacola, Fla., he reported aboard USS Abraham Lincoln (CVN 72) in July 2009.

He was selected as the weapons department Junior Sailor of the Quarter for the fourth quarter of 2010.

"I enjoy working with the munitions and doing things not many other people get to do," he said. "I love working with my hands and building things; with this job I can do both."

Carrier life is not easy for anyone; everyone has their own way with coping with the day-to-day stress of deployment.

"I like to work-out in my off time," he said. "I do it because it keeps me out of trouble and in shape. I listen to my iPod when I am feeling stressed out, so I zone everything else out; I can be in my own little world when I am listening to my music."

Since reporting on board Garrett has earned both his enlisted aviation warfare specialist pin, and enlisted surface warfare specialist device.

"He is the ideal Sailor," said Aviation Ordnanceman 1st Class Darius Christian. "His work ethic is equal to some of the more senior petty officers."

Garrett is interested in earning a commission and has already started researching his options.

"I see how much my uncle has accomplished in the Navy and I want continue to work towards my career goals as well," he said. "I'm looking into Officer Candidate School (OCS) to earn a commission and fly F/A-18s."

-Compiled by MC1 Sarah Murphy

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USS ABRAHAM LINCOLN

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Front Cover Photographer
MC2 Brian Morales



MOMSEN LENDS MEDICAL SUPPORT TO IRANIAN FISHING VESSEL

From Combined Maritime Forces Public Affairs

Combined Maritime Forces (CMF) responded to a medical emergency aboard an Iranian fishing vessel some 400 nautical miles north of the Seychelles, off the coast of Somalia, Jan 5.

The ship had issued a distress call for urgent medical assistance after a member of the crew suffered a head injury whilst repairing an engine.

USS Momsen (DDG 92), serving with Combined Task Force 151 (CTF 151), CMF's counter-piracy mission, was the nearest ship in the vicinity. A medical team from the Momsen treated the injured crew member, a 15-year-old boy, on board the fishing vessel. His injuries were not serious and there was no requirement for him to be medically evacuated.

"We are delighted that once again Combined Maritime Forces has been able to provide humanitarian assistance in an emergency," said Lt. Cmdr. Susie Thomson, CMF spokesperson. "Mariners of all nations take pride in supporting each other and this occasion was no exception.

We are particularly glad that this boy's injuries were not more serious and that he could remain with his crew mates."

CTF-151's mission is to deter, disrupt and suppress piracy, protecting maritime vessels of any nationality and securing freedom of navigation in the Gulf of Aden and Somali Basin.

In conjunction with NATO and EUNAVFOR, CTF-151 conducts patrols in the Internationally Recommended Transit Corridor (IRTC) and supports Best Management Practice (BMP) methods for piracy avoidance that are promoted to the shipping industry.

CMF is a naval partnership based in Bahrain, consisting of 25 member nations, which contribute ships, aircraft and personnel in support of the mission.

CMF works to promote security and prosperity across some 2.5 million square miles of international waters and is committed to defeating terrorism, preventing piracy, encouraging regional cooperation and promoting a safe maritime environment.

TRAINING THE BEST FOR THE WORST

CREW SIMULATES 2008 FIRE ABOARD USS GEORGE WASHINGTON

By Mass Communication Specialist 2nd Class Alan Gragg



Sailors aboard the aircraft carrier USS Abraham Lincoln (CVN 72) conducted a complex, multi-faceted general quarters training drill Jan. 10 that simulated the catastrophic fire that occurred on USS George Washington (CVN 73) in 2008.

George Washington encountered a blaze May 22, 2008, which took more than 12 hours to combat and extinguish. Twenty four Sailors were injured during the damage control effort, and the total cost for repairs were an estimated \$70 million.

“What happened on George Washington can happen on any ship. Part of our mission is to use large amounts of hazardous material such as gasoline, oil, weapons and pure oxygen. We have to be ready for anything.” said Cmdr. Gilbert Lara, the ship’s damage control assistant.

An investigation determined the likely cause of the George Washington fire was the ignition flammable liquids and other combustible material.

The training was a challenge for the crew, but the training and lessons learned will benefit the participants in many ways.

“The fire on George Washington was what is known as a chimney fire, which stretched over several decks or levels through the ventilation,” said Lara. “To combat them takes great coordination and communication between multiple repair lockers and hundreds of personnel.”

Lincoln routinely practices general quarters evolutions, based on both previous real-life events and training scenarios created by the ship’s integrated training team.

Abraham Lincoln Carrier Strike Group is deployed in the U.S. 5th Fleet area of responsibility conducting maritime security operations and theater security cooperation efforts.



U.S. Navy photo by MC1 Sarah Murphy



U.S. Navy photo by MC1 Sarah Murphy



U.S. Navy photo by MC1 Sarah Murphy

GAS STATION IN THE SKY

HOW CVW-2 AIRCRAFT GET THEIR FUEL DURING FLIGHT

By Mass Communication Specialist 3rd Class Jerine Lee



Aircraft from the Abraham Lincoln Carrier Strike Group began their fourth month of Operation Enduring Freedom (OEF) support in January, teaming up with U.S. Air Force KC-135 and KC-10 tankers to extend their mission endurance to well over 1,000 miles.

Embarked Carrier Air Wing (CVW) 2 has been supporting Operation Enduring Freedom since October 2010, and has been conducting aerial refueling with the Air Force’s KC-135 Stratotanker and the KC-10 Extender since the beginning.

CVW-2 planes can remain in the air well over five hours during each sortie, traveling distances of approximately 1,200 miles round-trip on each mission. The ability to refuel in flight eliminates the need to find a place to refuel on land and extends the time the pilots and the aircraft can remain on station and support the troops on the ground.

Lt. Charles Schellhorn, assigned to Strike Fighter Squadron (VFA) 2, has been flying F/A-18F Super Hornets for nearly two years, and has been refueling with the KC-135s and KC-10s for about six months.

“We are normally airborne for six hours on OEF missions, requiring us to refuel every 90 minutes,” said Schellhorn. “Air Force tankers help us stay on station as long as possible so we can support the troops on the ground for a longer and more continuous period of time. The



ability to refuel while airborne makes us a more effective fighting force.”

The KC-135 has excelled in aerial refueling for more than 50 years, providing support to Air Force, Navy, Marine Corps and allied nation aircraft. The KC-135 is also capable of transporting litter and ambulatory patients using patient support pallets during aeromedical evacuations.

KC-135s can hold approximately 200,000 pounds of fuel and the KC-10s hold 356,000 pounds of fuel; both can transfer fuel at a rate of approximately 1,000 gallons per minute.

The KC-135 fleet has a single boom, but there are modified KC-135s with refueling pods located on the wings. These pods house a long hose with a basket on the end that when unwound

allows for the unique capability to refuel one aircraft per wing simultaneously. The KC-10s also have a single boom but have the additional capability to use a 40-foot hose with a basket on every jet.

“Aerial refueling is critical and efficient to our small part in the Navy’s mission,” said Schellhorn. “Not only is the support from the KC-135s and KC-10s important for us to stay overhead for long periods of time, but it also provides the troops on land the maximum amount of coverage, in the form of security and protection.”

Abraham Lincoln Carrier Strike Group is deployed in the U.S. 5th Fleet area of responsibility conducting maritime security operations and theater security cooperation efforts.



U.S. Navy photo



U.S. Navy photo

INSIDE THE SHIP'S BRIG:

Story and photos by
Mass Communication Specialist
2nd Class Brian Morales



At times, finding your way around USS Abraham Lincoln (CVN 72) can be very difficult. On this floating city with many different types of spaces, the ship's brig is the one place you'll certainly never want to find yourself.

For the very few people who end up in the brig, they will find a place run with the utmost professionalism.

All brig staff members have a great responsibility to ensure the safety and security of Sailors in their custody.

Brigs must meet very strict safety and health requirements, for example, it must be recertified every 12-18 months.

To work in the brig, personnel must be at least a petty officer third class, pass the brig afloat class to obtain a special Navy Enlisted Classification (NEC), and can't have any non-judicial punishment in the last two years.

"Of course you've got to be a



squared-away Sailor," said Master-at-Arms 2nd Class Victor Arroyos, a native of San Antonio. "If you're trying to square away people, you've got to be squared away yourself."

In March 2010, Lincoln's security staff recertified its brig to hold 17 prisoners, both male and female. The certification process was conducted by

staff flown in from Commander, Navy Personnel Command's Corrections and Programs division.

"We have that certification now," said Arroyos. "We had to do certain things to accommodate females. If we have a female in confinement, we have to have at least one female on our shift to be able to do inspections."



A LOOK AT LINCOLN'S PROFESSIONAL SECURITY STAFF

In a typical year, less than half of one percent of all personnel on the ship will spend time down in the brig.

Arroyos is tasked with upholding the Uniform Code of Military Justice (UCMJ) inside the ship's brig.

"I never expected to do anything like this when I got to the ship," said Arroyos. "Once I found out what working in the brig was like, my perspective has changed.

Arroyos, the brig administrative supervisor, said the brig is not a fun time for anyone, but the experience is making him a more well-rounded master-at-arms.

Part of that experience begins when a new prisoner is brought in. For their safety, the induction process for a new prisoner usually takes between four to seven hours.

"It is a long process of things to do during that day," said Machinist Mate 3rd Class Louis Sandoval, Lincoln's brig section leader and Los Angeles-native.

"First, the medical department will have to say they're fit for confinement," said Sandoval. "After that, it is off to the barbershop where they get their brig hair cut. It's kind of like a boot camp hair cut.

All confined personnel are searched upon entry for any unauthorized items hidden on their person.

Privileges are withheld according to three confinement categories: detainee, prisoner, and awardee.

"Before they come down, they will have to know the rules and regulations we have set forth down here in the brig," said Sandoval.

Most Sailors in the brig are classified as awardees rather than detainees or prisoners.

These Sailors, usually in violation of UCMJ Article 86 (unauthorized absence from a muster or official



function), endure a sentence of three long days where they live off of only bread and water, served to them during three 20-minute meal periods each day. These individuals are not allowed to participate in any form of work or physical exercise.

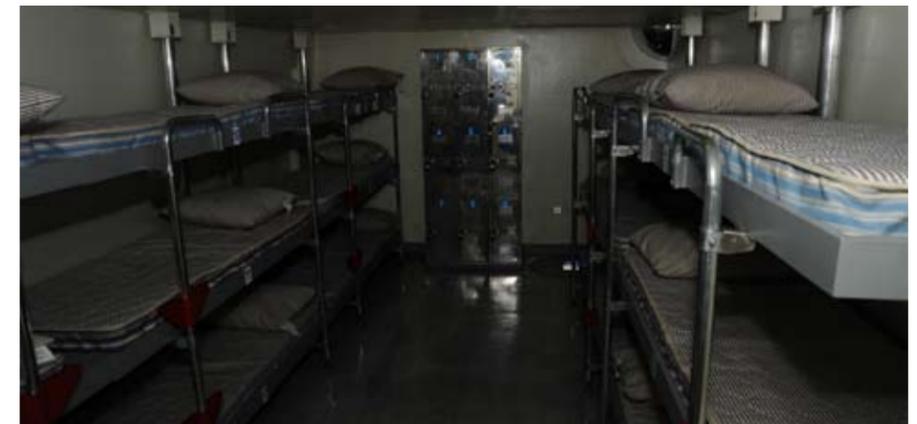
With brig staff personnel, detainees and prisoners can be escorted to normal activities like work, physical training, eating on the mess decks, and attending religious services. Any other time, they are confined to a 15-person detention cell.

"One of the biggest things that prisoners don't like is when we're escorting them up to the mess decks

and other Sailors have to stand clear, stand fast," said Arroyos. "It brings attention to them because we have a prisoner coming through and I can see they get ashamed.

"They get embarrassed because we are marching them through the ship with a prisoner badge. That's one of the biggest issues, but we have to do what we have to do," added Arroyos.

Imagine being taken out of your usual routine, given a haircut, put behind bars, and fed a dinner of just bread and water for three days. Picture the possibility of that while all your friends are out exploring a liberty port. The brig is not a fun place to be.



A PICTURE IS WORTH A THOUSAND PENNIES

- Layout by MC3 Spencer Mickler



U.S. Navy photo by MC2 Arif Patani



U.S. Navy photo by MC2 Alan Gragg



U.S. Navy photo by MC2 Arif Patani



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U.S. Navy photo by MCSN Adam Randolph



U.S. Navy photo by MCSN Adam Randolph



U.S. Navy photo by MC3 Spencer Mickler



U.S. Navy photo by MC1 Sarah Murphy

BADASS SAILORS THROUGHOUT HISTORY

In the third installment of our editorial series highlighting Sailors who excel in awesomeness, we turn our wide-eyed gaze toward the following awe-inspiring figure:

VICE ADM. JAMES B. STOCKDALE

By Mass Communication Specialist 2nd Class Luciano Marano and Mass Communication Specialist 3rd Class Jimmy Cellini



One of the most decorated officers in the history of the Navy. The highest-ranking officer held as a POW during the Vietnam War. President of the Naval War College. Test Pilot. Teacher. Accomplished author. Badass.

All of these are ways of describing Vice Adm. James B. Stockdale, and they are all absolutely correct.

The man who would become the legend came from very humble beginnings. He was born in Abingdon, Ill., and later attended the U.S. Naval Academy in Annapolis, Md.

He graduated in 1947, upon which he was accepted to Naval Test Pilot School. Though he excelled as a pilot, the important thing to remember here is that he was also an instructor. One of his students, whom you may know, was a young Marine aviator named John Glenn. Yeah, THAT John Glenn (the first American to orbit the planet and later rock out loud on “Dancing with the Stars”).

Teaching would become a life-long passion for Stockdale, who eventually got a master’s degree from Stanford. However, he decided he much preferred being a rock-star fighter pilot to a professor, and came back to combat.

Eventually his Navy career brought him to Vietnam where he led numerous successful air missions over the area.

On one such mission, he was forced to eject from his plane (a move that would result in breaking a bone in

his back and a dislocating a knee) after technical difficulties. He parachuted safely into a local village, where he quickly found himself beaten and captured.

Captivity did nothing to contain his awesomeness. While a prisoner of war at the Hoa Lo (the infamous

“Hanoi Hilton”) camp, Stockdale was routinely beaten and abused by his captors. He was kept in solitary confinement for four years, often encased in leg irons, denied medical care or sufficient nourishment.

Despite all of this he created a system of communication and set of



rules that governed the behavior of his fellow prisoners, including one John McCain, who you may remember from a recent presidential election, and ensured a united front within the camp.

When told of his captors plan to use him as propaganda, Stockdale cut his own scalp so badly that he was too disfigured for display. When the captors got wise, and tried to cover his injuries with a hat, Stockdale proceeded to calmly beat himself in the face with a stool until he was so swollen and bruised he could not be recognized.

When it came to his attention that several Americans had been tortured to death, Stockdale slit his own wrists to show his captors in no uncertain terms who was in charge. It has been reported that it was this lone action that so convinced the Vietnamese of the strength of the American spirit, they discontinued the torture of POWs altogether.

After seven years of imprisonment, Stockdale was released due in no small part to the actions of his wife (an equally badass person of note) who had founded The League of American Families of POWs and MIAs. This was the first group to publicly speak about the mistreatment of captured American troops, bringing this issue to the public eye for the first time and with it international press attention.

Returning home as a hero, Stockdale would be awarded the Medal of Honor in 1976. This was the crown jewel of his medal collection, which included two Distinguished Flying Crosses, three Navy Distinguished Service medals, two Purple Hearts (take a second, let that one sink in)... and four freaking Silver Stars.

He is to this day the only Navy three-star admiral to wear both the aviator wings and the Medal of Honor.

While on the subject of awards, upon his retirement the Secretary of the Navy created a new award and named it after Stockdale in honor of his inspirational leadership and all-around badassery.

His name would also later appear on the hull of an Arleigh Burke class Destroyer, the main gate at Naval Air Station North Island in Coronado, Calif., the Survival Evasion Resistance and Escape (SERE) school building on North Island and a luxury hotel suite in Annapolis.

Stockdale is also immortalized as a statue in Luce Hall at the Naval Academy.

From small town, to school, to combat and even politics (he was a Vice Presidential Candidate in 1992), Vice



Admiral James B. Stockdale excelled at everything he ever did. His loyalty, bravery and unswerving devotion to duty are lessons we should all heed in a day and age that often exalts apathy and sarcasm.

His life stands as a testament that a person is never beaten until they believe they are, and the American attitude that says “nothing’s over until we say it is!”

He died in 2005 at the age of 81 after a long battle with Alzheimer’s disease. It’s worth mentioning that at the time of his death, he still had a full head of wavy locks.

Oh, and by the way... the B as his middle initial? It stands for Bond. We’re not kidding. James Bond Stockdale. It’s true. So the next time you and your friends raise a glass, hoist one up for James Bond Stockdale, the most badass Naval officer to ever live.

STERETT ENJOYS SMOOTH SAILING DURING MAIDEN DEPLOYMENT

Story and photos by Mass Communication Specialist 2nd Class Seth Clarke

Rear Adm. Mark D. Guadagnini, Commander, Abraham Lincoln Carrier Strike Group, visited guided-missile destroyer USS Sterett (DDG 104), Jan. 13, to praise the crew on its performance midway through her maiden deployment.

Guadagnini told Sterett crew members he was happy to return to the ship to see them conducting their mission firsthand.

“Sterett was the first destroyer I was ever on at sea,” Guadagnini reminded them. “I have a fondness for this ship and for this crew of warriors.”

“When I came on board the first time, I talked about all the great things you might be doing when we came on deployment. You guys are making it happen. You’re making a difference to the strike group on this deployment,” added Guadagnini.

Sterett, commissioned Aug. 9, 2008, began her deployment Oct. 22, when she departed her homeport of



San Diego to join the Abraham Lincoln Carrier Strike Group in the U.S. 7th and 5th Fleet areas of responsibility (AORs).

Since joining the strike group at sea, Sterett has continued to provide

an added layer of defense with her sophisticated air defense suite and Aegis Ballistic Missile Defense System capability.

While in the 5th Fleet AOR, Sterett has escorted ships through the Strait of Hormuz, assisted stranded mariners at sea, and engaged with other strike group components on a variety of training missions.

Lt. j.g. Justin Lessel, Sterett’s assistant supply officer, has been aboard the destroyer for more than a year. In that time, he’s seen the ship grow into a valuable asset to the fleet. He said the crew has the new ship operating smoothly.

“We have a very good crew,” Lessel said. “The people here know their jobs, and they do them very well. We’ve shown that throughout the deployment. This is a very capable warship; we’re doing a lot of good things.”

Fire Controlman 1st Class Stephen



Zeller attributed the ship’s success to the continuity provided by a crew that not only knows its role, but what to expect from one another.

“It’s been good to find our rhythm,” Zeller said. “When you have a crew that’s together for an entire training cycle, it gives you the opportunity to train together so you know exactly how everybody is going to react. Everything has come together really seamlessly.”

Zeller said that while getting a crew to grow together on a new destroyer can be a challenge, serving on a new ship also has its advantages.

“Having a newer ship takes a little bit of the maintenance demands off of our shoulders,” he said. “It makes a big difference in helping us achieve our mission.”

Throughout her deployment, Sterett will assist the strike group by providing deterrence, promoting peace and security, preserving freedom of the seas and offering humanitarian/disaster response capabilities.

The Abraham Lincoln Carrier Strike Group is deployed in the U.S. 5th Fleet area of responsibility, conducting maritime security operations and theater security cooperation efforts to establish conditions for regional stability.



NEW NAVY POLICIES SAVE TAXPAYER DOLLARS

From Defense Media Activity - Navy

The Secretary of Defense announced Jan. 6 a series of efficiencies decisions designed to save the Department of Defense more than \$150 billion during the next five years.

According to Secretary Robert M. Gates, the savings would be achieved primarily by reducing overhead costs, improving business practices and culling excess or troubled programs.

Most of the resulting savings will be used by the Army, Navy, Marine Corps and Air Force to invest in high-priority programs that strengthen warfighting capabilities. The intent of these proposed changes is to improve support to operational forces, and to reprioritize resources to fund the Navy of today while building the Navy of tomorrow.

No fleet area was exempt from this review.

“Secretary Gates charged the Navy and Marine Corps to scrub everything, eliminate the unnecessary or underperforming, find savings, and apply those savings to warfighting,” said Secretary of the Navy Ray Mabus. “We have done that. Hard choices were made, but they were necessary to make certain we are the most efficient and effective fighting force we can be.

“The Navy enthusiastically participated in Department of Defense efficiency efforts,” said Chief of Naval Operations Adm. Gary Roughead. “I am pleased with the rigor undertaken throughout this process, the results of which will contribute to the Navy’s warfighting capabilities.”

A concentrated effort was taken to identify and eliminate excess overhead costs to protect force structure and

invest in modernization. In broad terms, military manpower was enhanced by trading overhead staff and shore billets to buy fleet manning requirements. Specifically, the Department of the Navy is proposing to use efficiencies savings to:



GATES

- Accelerate development of a new generation of electronic jammers to improve the Navy’s ability to fight and survive in an anti-access environment.

- Increase the repair and refurbishment of Marine equipment used in Iraq and Afghanistan.

- Develop a new generation of sea-borne unmanned strike and surveillance aircraft.

- Purchase more of the latest model F-18s and extend the service life of 150 of these aircraft as a hedge against more delays in the deployment of the Joint Strike Fighter (JSF).

- Purchase additional ships, including a destroyer, a littoral combat ship, an ocean surveillance vessel and fleet oilers.

In order to achieve efficiencies savings of more than \$35 billion over five years, the Department of the Navy proposes to:

- Reduce manpower ashore and reassign 6,000 personnel to operational missions at sea.

- Use multi-year procurement to save more than \$1.3 billion on the purchase of new airborne surveillance, jamming, and fighter aircraft.

- Disestablish several staffs (but not the associated platforms) to include submarine-, patrol aircraft-, and destroyer-squadrons plus one carrier strike group staff.

- Disestablish the headquarters of U.S. 2nd Fleet at Norfolk, Va., transferring responsibility for its mission to the Navy’s Fleet Forces

Command, also located in Norfolk, Va.

“The initiatives we have undertaken will allow the Navy to address readiness and warfighting capabilities, optimize organizations and operations and ensure that resources are optimized in operations and maintenance initiatives. These savings and changes will enable us to be the Navy the nation needs today and into the future,” said Roughead.

During the Cold War, U.S. 2nd Fleet had distinct and significant operational responsibilities. Disestablishing this command would affect approximately 160 military positions. No ships will change homeport as a result of the disestablishment of 2nd Fleet. The Hampton Roads area, which includes the cities of Virginia Beach, Norfolk, Chesapeake, Newport News, Hampton, Portsmouth, and Suffolk, is the location of the world’s largest naval station. It is homeport to 77 ships, which includes aircraft carriers, cruisers, destroyers, large amphibious ships, submarines, and a variety of supply and logistics ships, as well as 300 aircraft, 35 aircraft squadrons, 356 tenant commands.

In addition, a number of flag officer billets and Senior Executive Services or equivalent positions will also be eliminated or downgraded.

“These times demand that all of our nation’s leaders rise above the politics and parochialism that have too often plagued considerations of our nation’s defense - whether from inside the Pentagon, from industry and interest groups, and from one end of Pennsylvania Avenue to the other,” he said. “I look forward to working through the next phase of the President’s defense reform effort with the Congress in the weeks and months ahead - to do what’s right for our armed forces and what’s right for our country.”

SPORTS REVIEW FOR JAN. 15, 2011

By Mass Communication Specialist 2nd Class Alan Gragg

NCAA FOOTBALL:



The season is over and all seems right in college football land—Heisman Trophy winner Cam Newton led Auburn to the BCS national title over Oregon, 22-19; A total of 35 bowl games took place between many forgettable mediocre teams, each receiving more than enough money from sponsors of their respective bowls (I mean, you can hardly rattle off an entire bowl name without wanting to pull your hair out these days); The South Eastern Conference continued their dominance in the run for the NCAA crown; and heck, even Notre Dame won a bowl game. Isn’t that the way it’s supposed to be in college football?

Oh yeah, I almost forgot to mention the season ended with more than one undefeated team. To me that screams “FAIL!” on the part of the BCS.

I’m not going to come up with another argument for why we should have college football playoffs and sit here and whine about it for several paragraphs like many sports writers have. I want someone of power to step up and make what practically everyone in America wants: a workable playoff system.

I know the Horned Frogs of Texas Christian University are sure wishing college football had playoffs, but this is

one year where I think Auburn was destined to win every game. They were down by 24 and came back to beat then-defending champion Alabama in the SEC title game.

If TCU had to play either the Ducks or the Tigers, I think they wouldn’t have gone undefeated.

Even though we didn’t have a playoff, I think the championship game was truly No. 1 versus No. 2, as it should have been.

Oregon had a fantastic offensive season and was deserving of their shot. Although losing in the big game hurts, they shouldn’t look at the 2010 season as a total failure because they’re improving their standing in the ongoing recruiting war thanks to a fast-paced style of play and their super-rad 21st century uniforms. I expect Oregon to dominate an increasingly talented Pac-10 Conference over the next few seasons.

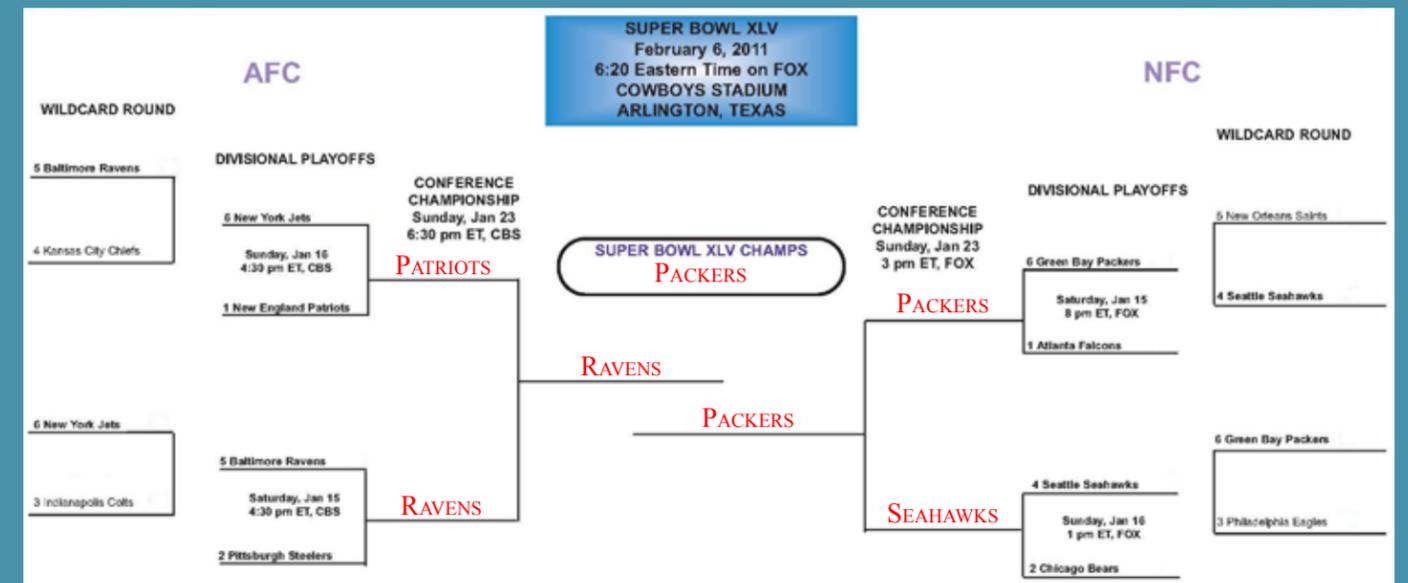
I think the draft talent this year will be fairly thin compared to the past few years, but hopefully that means next season will feature a larger group of elite teams. Maybe a bunch of underclassmen will see their opportunity to climb up the draft boards if they leave now vice staying another year, but I bet a bunch of players will stick around to use up another year of their NCAA eligibility.

NFL:

I’m sticking to my preseason prediction, Packers over the Ravens. Green Bay’s defense is good enough to shut down the Falcons, then go win a championship. Quarterback Aaron Rodgers is waiting for his chance to prove he is one of the league’s best QBs, and a Super Bowl win would help

his case. The Ravens managed to score only 10 points when they played the Steelers in December. I’m sure they’ll score a few more this time around as Joe Flacco leads the team to the big dance. The Patriots will fall short again with wobbly pass defense (ranked 30th in NFL this year).

GRAGG’S NFL PLAYOFF PICKS AS OF JAN. 14



**People At Home
Are Waiting For You...**
How Will You Impress Them?

