

THE AVENGER

Volume 4

April 2010

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Family Readiness Group Focuses on Reading

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Sailors assigned to USS GEORGE H.W. BUSH (CVN 77) Deck Department prepare to moor the ship in her homeport of Norfolk, April 7. GEORGE H.W. BUSH was conducting training in the Atlantic Ocean. (U.S. Navy photo by Mass Communication Specialist Seaman Apprentice Leonard Adams)

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Looking for our Web site?
It's changed. Please find us here:

[up-www.01.fcc.navy.mil/cvn77/](http://www.01.fcc.navy.mil/cvn77/)



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FAMILY READINESS GROUP

Focuses on reading April 11

Story and photos by MC3 Brent Thacker



Left, Marsha Ellis, East Coast Regional Program Manager for United Through Reading, speaks to the Family Readiness Group, April 11. Right, Lt. Cmdr. Ross H. Mackenzie reads his book "My Sailor Dad" to children during the Family Readiness Group meeting.

Reading was the main focus of the April 11 meeting of the USS GEORGE H.W. BUSH (CVN 77) Family Readiness Group (FRG).

Marsha Ellis, the East Coast Regional Program Manager for United Through Reading, spoke about the 20-year-old program that enables deployed service members to communicate with their children. The service member is videotaped reading a story, and they can also add a personal message at the end. Upon completion, the DVD is mailed to the children back home.

Ellis, a 20-year Navy spouse, was in Japan while her husband was stationed on the aircraft carrier USS KITTY HAWK (CV 63) during the Sept. 11 terrorist attack. After the attack, the ship was called into action.

"We were afraid our husbands wouldn't come back," Ellis said.

Ellis said she decided that no matter where her husband went, she wanted him to be able to communicate to her children every night while being away. She then learned about United Through Reading program and immediately felt a connection.

"This program allows service members to put their child to bed every night after reading them a story," Ellis said.

Ellis said United Through Reading program prepares families for homecoming the day they leave, because it helps families stay connected during deployment and allows parents to parent. She also said that a child, born while the parent is out to sea, can watch a DVD of the parent reading a story every night. When that parent returns, it's to

outstretched arms of a child who recognizes them.

Another guest speaker was author Lt. Cmdr. Ross H. Mackenzie, a 16-year helicopter pilot assigned to the Reserves Forces Command in Norfolk, who read his book "My Sailor Dad" to the children in the audience.

Mackenzie was teaching English at the Naval Academy Sept. 11. He knew he would be deployed to fight terrorism, leaving his children behind. Using his two sons as inspiration, Mackenzie came up with the idea for the book to help them cope with his departure.

"This book helps kids understand why their dad goes on deployment," Mackenzie said. "Through better understanding, it can lessen the stress of separation anxiety a child may feel because of their father leaving."

After reading the story, Mackenzie interacted with the children in the audience explaining to them how a story starts from an idea and works through the process of becoming a book. He let the children start the story, adding twists as he went along, keeping them constantly interacting with him.

On board GEORGE H.W. BUSH, Religious Program Specialist 3rd Class Liza M. Riojas is the active-duty liaison for the program. She communicates with the home front coordinators America Wilson and Valerie Rauillard. Any Sailor can contact the chaplain's office to set up a reading time and a video recording.

The next FRG meeting is set for June 6.

For more information, go to the United Through Reading Web site, www.unitedthroughreading.org.

COMMAND CORNER

From the Command Master Chief



Greetings Shipmates, I want to start off by congratulating our newest USS GEORGE H.W. BUSH (CVN 77) master chief petty officers! Your advancement means more than just a pay raise; it symbolizes a lifetime of service to your country and to your Navy. Congratulations on

reaching this tremendous achievement!

On May 1, our ship welcomes aboard thousands of our friends and loved ones for our first-ever Friends and Family Day. It will be their chance to see our nation's newest aircraft carrier in action and they will also get to see what goes into making a \$6.2 billion aircraft carrier work.

If you are bringing friends and family on board, please be proactive and remind them of the importance of safety while visiting our ship. Make sure they understand that while we expect them to have a really great time, USS GEORGE H.W. BUSH is not a cruise ship, and they can get seriously hurt if they don't follow the proper safety precautions. I personally feel the greatest risk to visitors, especially for children, will be transiting up and down



Hull Maintenance Technician 1st Class (SW) Aaron Bustin, center, stands with his shipmates following his retirement ceremony April 13.



Photo by MCSA Leonard Adams
Ensign Mostafa Rashed's son places his combination cover on during his commissioning ceremony on board USS GEORGE H.W. BUSH (CVN 77) April 15.

ladderwells. They can seem unusually steep to those who have never used them before. No one wants to see a great day tarnished by unnecessary injury, so please do your part to make sure Friends and Family Day goes off without a hitch.

While we're on the subject of families, I cannot stress enough the importance of maintaining a high level of family readiness throughout our command. A healthy and squared-away homefront is the cornerstone to any deployable unit. Next year, USS GEORGE H.W. BUSH is slated for her maiden deployment, meaning it will no longer be these short in-and-out underway periods, but a full-fledged underway that will span the course of several months. If you have not done so already, now is the time to square away any financial, legal or medical issues that could negatively impact your family in your absence. Our Legal Department is on hand and ready to assist any Sailor who needs to establish legal powers-of-attorney to empower their spouses to take care of these important matters. There's nothing more difficult or painful than having to say goodbye to loved ones as you prepare to deploy. However, knowing that they are cared for while you are gone will go a long way in providing you peace of mind and a greater ability to focus on the mission at hand.

With all that being said, I have full confidence that each of you will do what needs to be done to make our first deployment a successful one.

CMC Out!

GHWB 2010 Hurricane Preparedness Guide

THE USS GEORGE H.W. BUSH (CVN 77) 2010 Hurricane Preparedness Guide provides guidance on how you and your family should prepare for, and if necessary, survive through a hurricane. Hurricane season runs from June 1 to November 30. Now is the time to prepare for a hurricane, not when it is 72 hours away. The guide is designed to walk you through the various stages of hurricane preparation, and discusses the recommended actions you and your family should take in the event a hurricane threatens the area.

The ship will run hurricane drills May 3 - 7 and May 10 - 13.

The guide can be found on the USS George H.W. Bush Official Web site at: up-www01.fcc.navy.mil/cvn77/

The guide includes a variety of topics such as:

- Hurricane classifications
- Explanations of hurricane watch/warning
- Planning guidelines
- And more...
- Disaster Supply Kit Check-off Lists
- Shelter locations and information centers
- Local news/radio stations



Rain and heavy winds from Hurricane Isabel flooded portions of Fleet Parking at Naval Station Norfolk, Va., in September 2003, trapping vehicles in water up to the windows as the hurricane proceeded inland. Hurricane Isabel, which cost the Navy nearly \$130 million in damage across the Mid-Atlantic region, made landfall as a Category 2 storm. Thousands of military families in the Hampton Roads region were forced to evacuate due to loss of power and extreme weather conditions. (U.S. Navy photo by Photographer's Mate 1st Class Michael Pendergrass)

In addition to this guide, hurricane preparedness information specific to the Hampton Roads area can be obtained at the following Web sites:

www.pilotonline.com/hurricanes/
www.vdot.state.va.us/traf/hurricane.html

WELCOME THE NEW 'BIG XO'

Story and photo by MC2 Nathan A. Bailey

CMDR. WILLIAM PENNINGTON LEFT THE CORN FIELDS OF IOWA FOR THE HALLS OF ANNAPOLIS AND WENT ON TO BECOME A NAVAL AVIATOR. HE'S PUT HIS WINGS ASIDE AND IS EXCITED AND READY TO HELP TRANSFORM CVN 77 INTO THE WAR FIGHTING ASSET IT WAS DESIGNED TO BE.

What command were you at before here?

I was a detailer at Naval Personnel Command in Millington, Tenn. I only served eight months of that tour because I was selected to become an executive officer. That training track involves a lot shipboard type schools, and it was my first introduction to anything outside of aviation. One of the aspects of that training involves 30 days underway on another carrier as ship's company, and that was by far the most enjoyable part. It gave me a very brief introduction on what to expect and the broad scope of capability and responsibility that goes on throughout the ship.

What do you find rewarding about being in the Navy?

What I've found rewarding has changed. Right now I find it rewarding to be in a position to help establish conditions for other people to achieve if they choose to. I enjoy the opportunity to learn with the help of 2,900 other experts a lot about the centerpiece of our Navy. The 2,900 folks

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on board that can help me gain a greater understanding about all the things that make it work.

Where did you grow up?

My hometown of Wilton, Iowa, had less people in it than are on board this ship right now. It was fantastic. Very tight family, small community and we're still tight with my parents. My wife is from my hometown and we've known each other since the seventh grade.

Everyone has their own definition of beauty, comfort and peace, and rolling rural country is what it is for me.

I've heard you're a big sports fan, is that true?

In a small town we had an opportunity to participate in multiple sports. I had the opportunity to play four sports growing up. I played baseball at the Naval Academy for a few years. Looking back, one of the things I liked about sports was not so much the athletics, but being on a team. That enjoyment is very much resonant in being in the Navy and I can tell it's a very important in being a part of this ship, and that's something I'm looking forward to.

What's your favorite Iowan college sports team? Hawkeyes or Cyclones?

All Iowans of sound mind and body are Hawkeyes fans and only those who are disturbed would cheer for the Cyclones.

If the Naval Academy were to play Iowa, who would you root for?

That question is not as cut and dry as you might suspect. I suspect that I would cheer for the Naval Academy. I grew up in Iowa and that is where my heart will always reside, but I graduated from the Naval Academy.

Being such a sports fan, can the crew expect more sporting events in the Hangar Bay?

Absolutely. It enhances the culture of fitness, camaraderie - it's team-building. Those events are all upside with no downside. Fitness and team-building are critical skills, and need to be folded into our normal routine and culture as opposed to being an exception.

But it's important to remember that neither the XO, the HODS or the fun boss are the mountain of good ideas. We have 2,900 people with good ideas, not one or two, so put some stuff in the CO's suggestion box.

What would you say you're "all about" as a naval officer and now as an XO?

Fundamental excellence personally and professionally is hard work, but absolutely critical.

Demand excellence in your basic day-to-day skills whether they're personal like academics, physical fitness, taking care of your family; or professional, like in-rate training, cross-rate training. If you demand excellence in those, and perform with excellence, it prevents us from having to do anything Herculean or out of the norm to get back to where we need to be.

In the end, excellence is attitude and we need to demand it and instill it. It's more than hollow chatter, it takes hard work and everyone on the crew should work hard every day to improve one aspect of both their personal and professional life.

Whether it's telling your family how much they mean to you, reading a book, spending an extra 30 minutes on a treadmill, a smaller scoop of ice cream at dinner, digging deeper in your in-rate training manual or staying after hours to help someone to perform a task that you became qualified with, pick one thing every day and get better at it.

How would you bring that about?

As XO I will be given the opportunity to help set policy and procedure that enable that growth, I think it's important to set the example. For example, I currently don't yet have my master's degree, which is out of the norm for someone with my time in service, and I am taking courses on my own time toward that. So the crew can expect as I walk around for me to ask them how their education is coming, so they better have a better excuse than "I don't have enough time." Because my job

is reasonably busy and I'm going to find the time. We can't have mediocrity.

What's your biggest challenge?

Shifting the mindset from shipyard, ship delivery into the becoming an operational war fighting asset mode. That shift sounds subtle, but it's really hard work. Taking this wonderful tool that the people have built and delivered and transforming it into an instrument of national power is hard work, and it requires hard work and a transition from construction to execution and I'm happy to help be a part of that.

Is there anything else you'd like the crew to know about you?

My introduction to this ship, while I was turning over with Capt. Roth, was the INSURV out-brief. To see the true admiration and respect that the INSURV inspectors had for the crew was awesome. There could have been no better way for me to be introduced to the crew of GEORGE H.W. BUSH than to listen to the rave reviews of the inspectors. Over and over they talked about how the difference in attitude and effort of the crew is what made the difference in the inspection, and to discuss that with a completely unbiased group of individuals who were just glowing really made me invigorated and excited to be here.

Honestly, I'm very excited to be here and look very much forward to working with all these folks. And it sounds almost trite or plain vanilla, but that's really it. It's hard to explain. It's a little bit daunting. The scope of responsibility is big and many of these areas are brand new to me. I won't fool anybody by trying to come off as the expert in something I'm only now being introduced to. I am really excited about the opportunity to be part of this crew. It's exciting and frankly it has to be because there are some really long days and you need that to carry you through. So I'm going to need the crew to be upbeat to help me sustain the energy level that's required.

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Celebrating Easter Underway

Story by MCSN J. Scott St.Clair
Photos by MCSA Michael Smevog

USS GEORGE H.W. BUSH (CVN 77) Sailors celebrated the aircraft carrier's first Easter holiday underway with an Easter Sunrise Service on the flight deck, April 4.

The service, sponsored by the Command Religious Ministries Department (CRMD), began moments before sunrise and featured scripture readings, songs performed by the ship's choir, a sermon by Chaplain Lt. Sunny Mitchell, a communion service and refreshments at the conclusion.

While it can be difficult for Sailors to be separated from their families and friends, especially during a holiday, many of those present for the service expressed extreme gratitude for the opportunity to celebrate the holiday.

"It's really hard to be away from my family," said Aviation Boatswain's Mate (Handling) Airman Edward I. Ramos. "But this was a really great experience, it eases the transition, gives you time to relax and think about things, and it makes you more comfortable with your environment."

"It was an outstanding service," agreed Aviation Boatswain's Mate (Handling) Airman (AW) Luis M. Diaz. "It was a really good opportunity to celebrate while being underway, which is great because it makes me feel closer to home."

Cmdr. Patrick J. McLaughlin, the command chaplain, noted that celebrating Easter together as a crew helped to put things into perspective.

"It makes it easier out here, when we gather as a group," he said. "It helps us realize that we're all in it together. It's the people and the stories about friends that we'll remember. Today was a chance to gather together and make our crew a little tighter."

Although McLaughlin acknowledged the difficulty of being out to sea for the holidays, he also encouraged Sailors to recognize the significance of the situation.

"It's times like these that I realize the seriousness of what we do," he said. "Other ships are forward-deployed in war zones, and that's what we're preparing to do. We will be the ones deployed next Easter and we're lucky

to have that role, even if it means making the sacrifice of being away from our families," he said.

McLaughlin also pointed out the tradition that goes along with being out to sea for Easter.

"It's one of those traditions that connects you to every Sailor that has stood on the deck of a ship on Easter for more than 230 years," he said. "When this aircraft carrier is still out

to sea for Easter 50 years from now, we'll be able to look back and say we were here for the first one."

McLaughlin said that providing the celebration for the command was an endeavor that CRMD was happy to take on.

"CRMD exists and works for the Sailors," he said. "We serve the crew, that should be our hallmark," he said.

He also recognized that the service

could not have been a success without the constant support of the command.

"We're dependent on other departments," he said. "I'm so thankful to the Navigation, Supply, and Air departments for providing us a position with perfect wind, the food and drinks, and allowing us to use the flight deck." +



Cmdr. Patrick J. McLaughlin, Command Chaplain aboard USS GEORGE H.W. BUSH (CVN 77), leads other Sailors in a prayer during the sunrise Easter service on the ship's flight deck.



Senior Chief Aviation Machinist's Mate (AW/SW) Scott A. Pistella, of USS GEORGE H.W. BUSH (CVN 77) Aircraft Intermediate Maintenance Department, plays a bass guitar while Aviation Boatswain's Mate (Equipment) 1st Class (AW) Joel Benavidez, from Air Department, plays an electric piano during a sunrise Easter service on the ship's flight deck.

DIRTY JOBS:

Waste Disposal Management

By MC3 Brian M. Brooks

Every day the crew of USS GEORGE H.W. BUSH (CVN 77) throws trash away like paper, chip bags or a can of soda, but the question is: what happens to the trash after it leaves our hands? That is where the waste management disposal team steps in.

On average, the waste management disposal team, a sub-section of Engineering Department's A-Division, disposes of more than 25,000 pounds of trash. The largest bulk of trash that is processed is food and cardboard at an average of 15,600 pounds a day.

"I've been assigned to waste management for more than four years and I really like doing this job," said Machinist's Mate 3rd Class Nicholas A. Clayton, waste management disposal underway supervisor.

According to Clayton, all trash on the ship is separated into four categories based on the way each is processed for

disposal: pulvable material, dunnage, metal and plastic. They also check to see if any hazardous material may have been thrown into the bags, which cannot be processed by waste management at all.

Pulpable material like food, paper and cardboard is shredded in large pulper machines that work similarly to garbage disposal machines. Dunnage, which includes wood or other material that can be turned into ash, is burned in an incinerator. Smaller metals such as cans of soda or soup from the mess decks are also shredded into smaller pieces.

"A good example of why it's important to separate your trash is if a bone or a piece of metal were to go into the pulper machine it would jam up the machine and possibly break it," said Fireman William J. Hall, who is also assigned to waste management disposal.

"The metal cans have to be crushed

before they can be shredded," said Fireman Patrick A. Burdixwheeler. "We have to crush the cans by stomping on them so it makes for a good way to relieve stress."

The left-over waste from these three categories are then disposed of overboard while the ship is out to sea. Pulp can be disposed at three nautical miles, ash from the incinerator at 15 nautical miles, and metal at 25 nautical miles.

According to Machinist's Mate 1st Class (SW/AW) Miguel A. Hutchinson, waste management disposal leading petty officer, the byproducts are all biodegradable.

"The pulper machine grades the trash so fine that it disintegrates," Hutchinson said. The shredded metal is not hazardous to the sea life and has the potential of being a part of a coral reef.

Hutchinson explained that in order to dispose of the waste into the ocean, they first need to ask permission from the Engineering Officer of the Watch (EOOW). The EOOW then asks permission from the Officer of the Deck, who then takes into consideration the current sea state of the ship or winds before granting permission to dispose of the waste.

"Another factor is if there is a vessel behind us. We don't want to leave a trail for an enemy," Hutchinson said. "We also have to let the EOOW know how many bags we are dumping and the start and stop time."

Plastic, however, has more of a unique process. Plastic first has to be compacted at a ratio of 30-to-1. For example, 30 bottles of soda will be compressed to the same amount of space as one soda bottle. This process is performed by a machine called a Compress-Melting Unit (CMU). After the plastic has been compressed, the CMU will then heat up and melt the plastic to make a flat disc. The disc is then placed in a plastic bag and kept on the ship until properly disposed of when the ship pulls back into port.

"People just need to be mindful that they are helping the environment by disposing of waste in the proper receptacle," Hutchinson said.

"Everybody that I have working for me is a hard worker," Hutchinson said when asked about the work environment. "It is stressful to deal with the smell but I tell the guys on a daily basis that, 'you are doing a good job and doing a great service for the ship.'" †



Fireman Ben T. Bagwell sorts through a bag of trash before placing it in the large pulper machine in one of the ship's waste management rooms April 4.



Despite dealing with the smell and mess of trash every day in one of the ship's waste management facilities, Hull Maintenance Technician Fireman Aaron J. Sample, left, and Fireman William J. Hall enjoy their relaxed environment.

USS GEORGE H.W. BUSH'S (CVN 77) Aviation Boatswain's Mate (Handling) 2nd Class (AW) Timaka Burl went from having a directionless life to authoring "Passion of a Divided Soul," a published book of poetry, and she's only just begun.

Why do you write?

It's a way of releasing frustration, emotional failures, it's a stress reliever for me anything I go through or experience. I like to write them out in poetry and it's like closing a chapter and once I'm done with that, I feel I find peace through writing it down. It's closure for me and I don't look back. I can close the door and move on to something else.

When and why did you join the Navy?

October 1998: I was in McDonalds one day, and a Navy recruiter come up to me and asked what I was doing. I told him I was getting some food, he said, "No, what are you doing with your life?" I never had anyone ask me that question before. I said I don't know, and he said, "But you should." He sat down and talk to me about the Navy, I went with him and took the test and a week and a half later, I was gone.

Boot camp was rough on me. I was in boot camp for almost six months. I wasn't used to it at all. People treated you like dirt back then.

My first assignment was in Cuba. They were just getting drunk and partying, and I fell right in. But when I got to the TRUMAN, it was a whole other world. It was so strict, but the morale was high. It shaped me into the Sailor I needed to be. They made me appreciate the Navy and love the Navy for what the Navy has to offer. I might have been very creative (before I joined the Navy), but I was so unfocused. I'm so focused now. I don't think if I came in the Navy I don't think that I would

When did you start writing?

I was 16 or 17 when I first knew I could write poetry. One day I was in the library, I was bored, I think I was waiting on someone and I came across a Langston Hughes poetry book. I started to read through it and I've never been a big reader and I started to read his books. It was so raw. He would say things that no one else had the nerve to say. He walked that fine line. That's how I write. Before I used to be a little shy



Story and photo by MC2 Nathan A. Bailey

NOTES ON a DREAM

that I felt a lot of things, and for a while I never shared my poetry. When I started to read

his poetry, how bold and raw he was with his writing. He spoke the truth about a lot of things so when I started writing, I wanted to tell the truth about a lot of things. I didn't want to only

put others' issues and situations, I wanted to put my own out there.

Why did you want to put your poetry into a book?

A lot of people are looking for understanding. I wanted to share my experiences so that people would feel they're not alone. A girl in my berthing felt that way, she said, "It's like you're reading my mind."

Also, I'm a single parent and I have two daughters. I always wanted to open a day care that would address the needs of a single parent or dual military family. I also want to make it affordable. I know exactly what those parents need, because I'm one of them.

I am set to get out of the Navy in 2012 I'll be ready to put everything in to effect. That's my vision. That's where all the money I earn from the book will go. Some people have told me that it's impossible for one day care to do it all, but I don't see it that way, I see it as very simple.

May 2010 Navy Events Calendar

Monday	Tuesday	Wednesday	Thursday	Friday
3 Systematic Training for Effective Parenting FFSC Oceana 2:30-4:30 p.m. (M&Thurs)	4 Building Effective Anger Management Skills FFSC Norfolk 1-3 p.m. (Tu&Thurs)	5 Operation Prepare FFSC Little Creek 9-11 a.m.	6 Federal Employee System FFSC Little Creek 9 a.m.-Noon	7
10 Building Effective Anger Management Skills FFSC Norfolk 1 p.m.-3 p.m. (M&W)	11 Building Healthy Relationships FFSC Norfolk 6-8:30 p.m.	12 Children and Divorce FFSC Oceana 12:30-4:30 p.m.	13 Stress Management FFSC Oceana 2-4 p.m. (Tu&Thurs)	14 New Parent Resource Awareness Workshop FFSC Norfolk 8 a.m.-Noon
17 Personal Communications FFSC Northwest 1-3 p.m.	18 Personal Communications FFSC Northwest 1-3 p.m.	19 Stress Management FFSC Little Creek 8 a.m.-Noon (W&F)	20 Building Healthy Relationships FFSC Little Creek 9-11:30 a.m.	21 New Parent Resource Awareness Workshop FFSC Yorktown 8 a.m.-Noon
24	25 Parenting in the Military FFSC Northwest 9-11:30 a.m.	26 Parenting in the Military FFSC Northwest 9-11:30 a.m.	27 Parenting in the Military FFSC Little Creek 9-11:30 a.m.	28 PCO-PXO Spouses Workshop FFSC Little Creek 9 a.m.-2 p.m.
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To Register, contact: FFSC Oceana: 443-2923, FFSC Norfolk: 444-2102, FFSC Yorktown: 887-4606, FFSC Northwest: 421-8770, FFSC Little Creek: 462-7563



Photo by MCSA Michael Smevog



Photo by MC3 Nicholas Hall



Photo by MCSA Leonard Adams



Photo by MCSA Leonard Adams



Photo by MCSA Leonard Adams



Photo by MCSN Daniel Moore



Background photo by MC1 Michael Tackitt

Clockwise from far left: Aviation Boatswain's Mate (Equipment) Airman Recruit Matthew K. Saginario, left, and Aviation Boatswain's Mate (Equipment) Airman Apprentice Jovarris T. Barnes, from Air Department, perform maintenance on the ship's catapults April 2. Sailors practice pipe patching during a Damage Control Olympics in the ship's hangar bay April 3. Air Department Sailors set up the aircraft barricade during a drill on the ship's flight deck April 3. A Sailor from Weapons Department fires a .50-caliber machine gun from the fantail during gun qualifications April 4. Aviation Boatswain's Mate (Equipment) 2nd Class (AW) Bennie L. Clark, of Air Department, directs Sailors during a barricade drill on the flight deck April 6. Sailors practice splinting a leg during a Damage Control Olympics in the ship's hangar bay April 3. Sailors assigned to Crash and Salvage Overhaul Team investigate an aircraft for fire during a drill on the ship's flight deck April 3. Interior Communications Electrician 3rd Class (SW) Larry O. Hughes, of Combat Systems Department, performs maintenance on the ship's internal phone system April 2. Sailors from Weapons Department fire a .50-caliber machine gun from the fantail during gun qualifications April 4. Background photo: Sailors practice manning a fire hose during a Damage Control (DC) Olympics held inside the aircraft carrier's hangar bay, April 3.

UNDAUNTED YAWERBY TRAINING



Photo by MCSA Michael Smevog

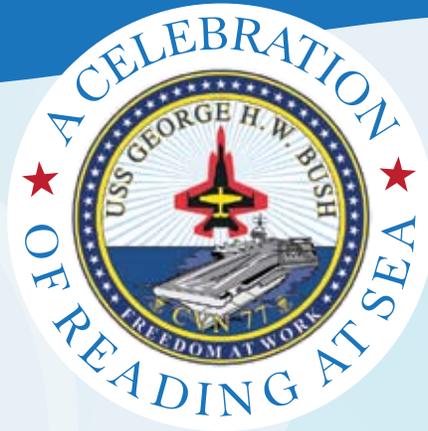


Photo by MC3 Brian M. Brooks



Photo by MCSA Michael Smevog

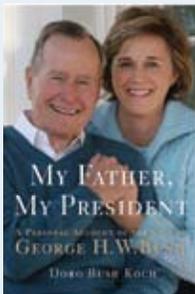
Doro Bush Koch
Sponsor of the USS George H.W. Bush CVN 77
proudly announces



FRIENDS AND FAMILY DAY
SATURDAY, MAY 1, 2010
10:00AM, HANGAR BAY 2

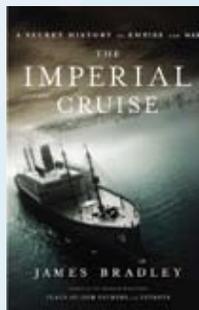
*Join us aboard the USS George H.W. Bush CVN 77
as we salute our service men and women and their families
by celebrating the joy of reading.*

READINGS BY BEST-SELLING AUTHORS



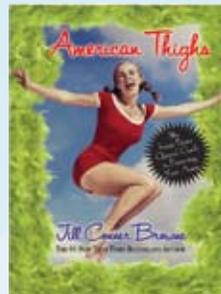
DORO BUSH KOCH

Doro Bush Koch is the sixth child of President George H. W. Bush and Barbara Bush. Sponsor of the USS George H. W. Bush CVN 77, she follows in her mother's footsteps as a champion of family literacy, particularly in the state of Maryland, where she lives with her husband and four children. The *New York Times* bestseller, *My Father My President* is her first book.



JAMES BRADLEY

James Bradley is a best-selling author of historical nonfiction focusing on the Pacific theatre of World War II. His 2000 novel, *Flags of Our Fathers*, which tells the story of six U.S. Marines including his Navy corpsman father raising the American flag during the Battle of Iwo Jima, was made into a film by Clint Eastwood. Bradley's subsequent works include *Flyboys: A True Story of Courage* and *The Imperial Cruise*.



JILL CONNER BROWNE

Jill Conner Browne is one of America's most popular humor writers. The self-proclaimed "Sweet Potato Queen" has written numerous best-sellers, including *American Thighs*, *The Sweet Potato Queens' Guide to Raising Children for Fun and Profit*, *The Sweet Potato Queens' Wedding Planner and Divorce Guide*, and *The Sweet Potato Queens' Book of Love*, among many others. She lives in and draws inspiration from Jackson, MS.



ANTWONE FISHER

A former member of the U.S. Navy, Antwone Fisher is the best known for his screenplay for the film *Antwone Fisher*, starring Denzel Washington. He also is the best-selling author of *Finding Fish: A Memoir* and *Who Will Cry for the Little Boy*, a collection of poetry. His current and future projects include theatre, film, and teaching.

MUSICAL GUEST



RICHIE McDONALD

Hitmaker Richie McDonald is the former frontman of Lonestar, one of country music's most popular bands. Now a solo artist, McDonald has released three albums including his newest, *Slow Down*.

**... AND OTHER
SURPRISE GUESTS!**

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