

THE AVENGER

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Sailor rescued at sea

Sink Exercise

Command Financial Specialists



ON THE COVER:

From bottom right, USS GEORGE H.W. BUSH (CVN 77), USS PHILIPPINE SEA (CG 58), USS GETTYSBURG (CG 64) and USS MITSCHER (DDG 57) participate in a photo exercise and group sail, Oct. 22. (U.S. Navy photo by MC1 (AW/EXW) Matthew Bash)

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www.public.navy.mil/airfor/cvn77



COMMANDING OFFICER
Capt. DeWolfe H. Miller III

PUBLIC AFFAIRS OFFICER
Lt. Cmdr. John Schofield

EDITOR
MC3 Brian M. Brooks

AVENGER STAFF
MC2 (SW) Nathan Bailey, MC3 Sandi Grimnes,
AWS3 Joshua K. Horton and MCSN Michael Smevog

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From the Command Master Chief



Hello, friends and families!
It's great to be home!

In less than one month at sea, we achieved great things. We put forth such an effort, we not only passed our Tailored Ship's Training Availability/Final Evaluation Problem, but several of our departments scored better than any carrier ever has. So, pat yourselves on

the back, and enjoy some well-earned time off; you deserve it. If you devote the same energy toward enjoying yourself as professionals with integrity as you did to service while underway, we won't have any issues. Again, great work!

During our first time at sea with our full air wing on board, we conducted nine general quarters drills. This provided us with crucial training, setting us up for success in our future training evolutions, and ultimately, our deployment next spring.

During this underway, we were visited by MSNBC, who aired a special about the ship Oct. 8, as well as The Today Show and ESPN, who plan to broadcast shows about us as well. It's certainly an honor to have them all broadcast our story to the world. It really allows everyone's appreciation for what we're doing out here to grow. So don't forget to tune into "First Take" on ESPN 2 on Nov. 8 at 10 a.m., and The Today Show on NBC on Nov. 12 and 13 at 7 a.m.

This month's familygram Avenger highlights some of our more significant achievements from our at-sea period, and it was a lot! Between TSTA/FEP, recovering an actual man overboard from another ship in our Strike Group, to the sinking exercise of ex-USNS SATURN, we certainly got a lot accomplished. Everyone received outstanding training, and we are now certified to continue training at the unit level while continuing our integrated training with the rest of the strike group. With the holidays right around the corner, we couldn't have finished this evolution at a better time.

Speaking of the holidays, I strongly encourage everyone to start making plans to attend our third annual command Holiday Party on Dec. 15. Planning is already underway, and from what I'm seeing, it's going to be the most spectacular event USS GEORGE H.W. BUSH has ever had. Tickets have just gone on sale and can be purchased on board at the MWR Office, so stop by for more information!



Photo by MCSN Leonard Adams
USS GEORGE H.W. BUSH (CVN 77) pulls alongside the Military Sealift Command fast combat support ship USNS ARCTIC (T-AOE 8) for a refueling at sea, Oct. 10.

Also for the kids, the Children's Holiday Party, sponsored by the GEORGE H.W. BUSH First Class Petty Officer Association, will be held at the Assault Craft Unit Four Hangar on board Joint Expeditionary Base Little Creek-Fort Story on Sunday, Nov. 28 from 12 to 4 p.m.

And speaking of holiday planning, don't forget about the Fleet and Family Support Center's many programs for holiday budgeting. In addition, we have Command Financial Specialists in every department who can sit down with you and help you come up with a holiday spending plan that won't break your bank. Whether it's creating a budget, or finding faster ways to pay off your debt, take advantage of these great resources. That's one less thing you need to be worrying about.

One last reminder before our fall Physical Fitness Assessment. Your health and fitness not only affect your personal life, but your career as well. We should all be making time, at least three days each week, to ensure we are maintaining our physical readiness and knock this PRT out of the park.

As always, every member of the USS GEORGE H.W. BUSH (CVN 77) team is continuing to perform their duties like professionals. Thanks for all the hard work, and keep it up!

Sincerely,
CMDMCM (AW/SW/FPJ)
John W. Heck Jr.
Command Master Chief

George H.W. Bush Strike Group rescues Sailor at sea



Story by USS GEORGE H.W. BUSH (CVN 77) Public Affairs
Background photo by AWS3 Joshua K. Horton

Search and rescue assets from throughout the George H.W. Bush Carrier Strike Group successfully rescued a Sailor at sea who was missing from USS MITSCHER (DDG 57) Oct. 20.

The Sailor was rescued after spending more than five hours in the water off the coast of North Carolina and was transported to USS GEORGE H.W. BUSH (CVN 77) for evaluation by the ship's Medical Department.

According to GEORGE H.W. BUSH Commanding Officer Chip Miller, the Sailor was located by a Sailor standing lookout aboard the guided-missile cruiser USS PHILIPPINE SEA (CG 58).

PHILIPPINE SEA launched a rigid-hulled inflatable boat to rescue the Sailor, who was then transported to the carrier by Helicopter Combat Sea Squadron (HSC) 9, attached to Carrier Air Wing 8.

"This was a total Strike Group effort," said Commander, Carrier Strike Group TWO Rear Adm. Nora Tyson. "From the helicopter squadrons and Search and Rescue swimmers

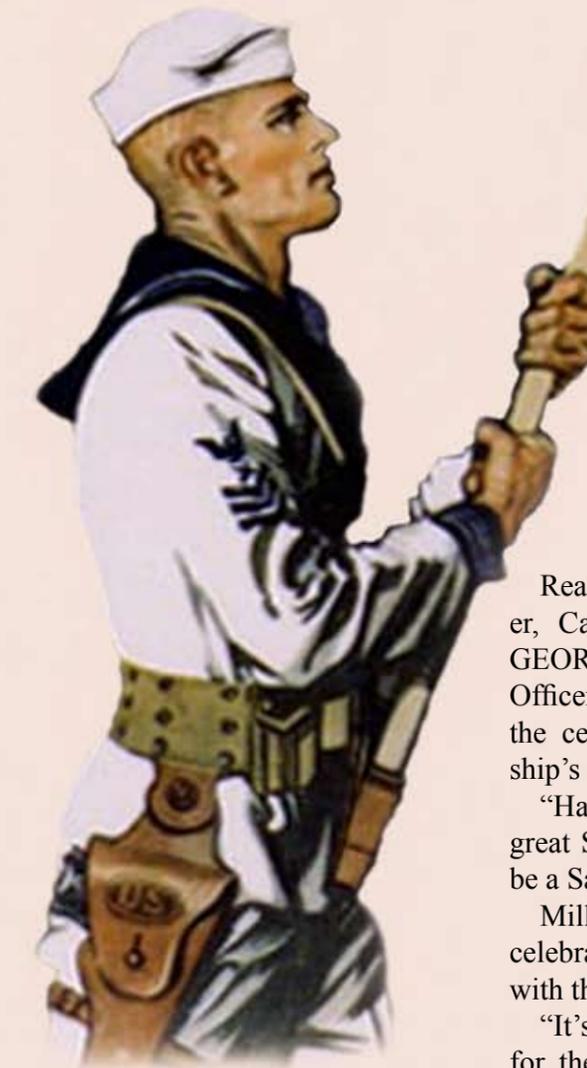
to the shipboard lookouts and medical personnel, everyone played a role in saving this Sailor's life."

At approximately 12:15 p.m. local time, USS MITSCHER personnel could not locate the Sailor during a muster of the crew. The ship immediately conducted standard procedures to determine if and when a Sailor went overboard. After a complete personnel roll call, it was determined that the Sailor was not accounted for, and was assumed overboard.

The entire Strike Group immediately initiated search and rescue operations using all sea and air assets, and the sailor was rescued at approximately 5:40 pm local time.

"This is exactly what I mean when I talk about the awesome teamwork of the George H.W. Bush Strike Group," Tyson said. "I am so incredibly proud of everyone for their commitment and dedication. This Sailor is alive today because we train as we fight, and when the time came, we all knew what to do."

A full investigation is underway to determine the circumstances of the incident. †



USS GEORGE H.W. BUSH celebrates Navy's 235th birthday

Story and layout by MCSN Michael Smevog



Photo by MCSN Kevin Steinberg

Rear Adm. Nora Tyson, left, helps Aviation Electronics Technician Airman Elizabeth A. Lee, of Strike Fighter Squadron (VFA) 87, cut a cake in celebration of the Navy's 235th birthday while Capt. Chip Miller helps Culinary Specialist 1st Class (SW) Douglas T. Blanton, of the ship's Supply Department, Oct. 13.

Rear Adm. Nora Tyson, Commander, Carrier Strike Group Two, and GEORGE H.W. BUSH Commanding Officer, Capt. Chip Miller, attended the ceremony with the crew on the ship's mess decks.

"Happy 235th birthday to all of the great Sailors out there. I'm proud to be a Sailor with you," Tyson said.

Miller said he was excited to get to celebrate the occasion while underway with the crew.

"It's a neat day," he said. "Not only for the entire Navy to celebrate our 235th birthday, but the fact that we can do it at sea. With our carrier strike group commander on board, with our destroyer squadron embarked, and with our carrier air wing embarked."

Information Systems Technician 1st Class (SW/AW) Jamad Smalls, of GEORGE H.W. BUSH Combat Systems Department, expressed his pride to be on a great warship, serving his country during the Navy's birthday.

"It's more than a pleasure to be on this fine Navy warship and being

able to celebrate the Navy's birthday," Smalls said. "It's a beautiful thing."

Adm. Gary Roughead, Chief of Naval Operations, expressed his gratitude to be part of the continued legacy in a naval message released Oct. 10.

"The men and women of America's Navy are the heirs of a proud legacy. Today, those values and attributes remain our touchstones and ensure we remain the most powerful and influential Navy ever to sail the world's oceans. You make the success of today's Navy possible and you make our Navy an indispensable global force for good," Roughead said.

Roughead expressed his thanks to all Sailors, Navy civilians, and families for their service. He mentioned that those Sailors deployed afloat and ashore who contribute to safety, security, and prosperity around the globe should be remembered, as well as those who have given their lives in the ultimate sacrifice for the Navy and nation. †

On Friday, October 13, 1775, the Continental Congress met in Philadelphia and voted to put two sailing vessels into action, marking the birthday of the Continental Navy. This began the proud traditions the United States Navy carries on today.

The Navy's newest aircraft carrier, USS GEORGE H.W. BUSH (CVN 77), celebrated the Navy's 235th birthday, Oct. 13, with a cake-cutting ceremony.

GEORGE H.W. BUSH STRIKE GROUP CONDUCTS SINKEX

Air Wing, DESRON sinks ex-USNS SATURN

Story by MC3 Sandi Grimnes

Sea and air assets assigned to the George H.W. Bush (CVN 77) Carrier Strike Group (CSG) successfully sunk the former U.S. Navy re-supply ship USNS Saturn (T-AFS 100) in a sinking exercise (SINKEX) in the Atlantic Ocean Oct. 27.

Ships from Destroyer Squadron Twenty Two and aircraft from Carrier Air Wing (CVW) 8, along with Patrol Squadron (VP) 10 and VP-45, participated in the real-world tactical training exercise with surface-to-surface, air-to-surface, and surface-to-air live fire, according to Commander, Destroyer Squadron

Twenty Two Capt. Jeffrey Wolstenholme, who was responsible for the coordination, planning and execution of the SINKEX.

The guided missile destroyer USS

in addition, aircraft and helicopters from CVW-8 launched from USS George H.W. Bush and employed bombs and air-to-surface missiles during the two-day exercise.

The exercise focused on integrated Strike Group operations, command and control procedures, pre-planned responses to maritime threats, and Surface Action

“You have an actual life-size ship out there that you can attack...It’s really hard to replicate this without a hull to shoot at.”

-Capt. Jeffrey Wolstenholme

Commander, Destroyer Squadron Twenty Two

Mitscher (DDG 57) and the guided missile cruisers USS Philippine Sea (CG 58) and USS Gettysburg (CG 64) launched missiles, 5-inch guns, Close-In Weapons System (CIWS), and 25 mm and .50-cal weapons. In

Group operations.

As the Strike Group prepares for a combat deployment in spring 2011, the SINKEX provided a unique opportunity to practice combat scenarios, to include tactics and procedures.

The exercise was planned to scale up the attacks over the course of the two days, Wolstenholme said. The first day’s attacks were aimed at Saturn’s superstructure to prevent hull integrity breaches. The attacks designed to sink the ship occurred on the second day.

Using a decommissioned ship as a training platform allows the U.S. Navy to improve the warfighting skills of those who currently serve. Real world training, such as this SINKEX, enhances force readiness in a way that is unmatched by any simulated scenario.

This exercise demonstrated the strike group’s ability to plan and execute warfare competencies such as maritime security, sea control, power projection, and deterrence, said Capt. Patrick R. Cleary, Commander, Carrier Air Wing 8.



Photo by MC3 Tony Curtis

Naval Aircrewmen 2nd Class (NAC) William Morrison, from Helicopter Maritime Strike Squadron (HSM) 70 assigned to USS GETTYSBURG (CG 64), fires a GAU-16 gun from an MH-60R at ex-USNS SATURN during a sinking exercise, Oct. 26.



Photo by MC3 (SW) Nicholas Hall

USS MITSCHER (DDG 57) fires a standard missile 2 (SM-2), Oct 26.

“Everyone in the strike group is very excited to have the opportunity to conduct this exercise because it is rare to be involved in this,” Wolstenholme said. “You have an actual life-size ship out there that you can attack with aircraft coming in, ships driving in close proximity, and ships launching missiles from long-range getting

targeting information from aircraft. It’s really hard to replicate this without a hull to shoot at.”

Saturn was prepared for the exercise in accordance with all U.S. Environmental Protection Agency requirements, Wolstenholme said. All the fuel oil tanks and piping were cleaned and flushed of petroleum products, and

all readily detachable material capable of creating debris or contributing to chemical pollution was removed from the ship.

“We are very sensitive to the environment,” Wolstenholme said. “We take great strides to ensure that we are monitoring the environment. We have dropped sonobuoys around the hull to listen for any marine mammals that may be vocalizing and we are surveying the area for marine mammals, sea turtles and concentrations of jelly fish by flying aircraft over the hull and surrounding area.

“Until we have that absolute verification, we do not give permission to launch any weapons,” he said. “We have to have that assurance that we will not be putting marine mammals and sea turtles in danger before we begin firing at the former USNS Saturn.”

The Navy has put a moratorium on SINKEXs after 2010 to conduct a comprehensive review of the requirements, costs, benefits and environmental impacts of the current process, Wolstenholme said. Even with the moratorium, the Navy will continue to get the training it needs, just not in the totality that it gets in the SINKEX, he said.

Saturn was transferred from the British Fleet Auxiliary to Military Sealift Command on Dec. 13, 1983. Saturn was in service for more than 25 years and was deactivated on April 6, 2009. Towing and Salvage Specialists at Inactive Ship Maintenance Facility in Philadelphia verified that the 523-foot ship was seaworthy before it was towed about 250 miles off the coast of North Carolina. †

SINKEX

Layout by MC3 Sandi Grimnes



Photo by MCSN Leonard Adams



Photo by MCI (AW) Jason C. Winn



Photo by MC3 (SW) Nicholas Hall



Photo by MC3 (SW) Nicholas Hall



Photo by MC3 (SW) Nicholas Hall



Photo by MCSN Leonard Adams



Photo by MCSN Leonard Adams

1. Gunner's Mate 1st Class (SW) Omar Elhoss, assigned to MITSCHER, prepares to remotely fire one of the ship's 25mm guns at the ex-USNS SATURN from the ship's bridge.

2. Gunner's Mate 2nd Class (SW) Terrance Davis, assigned to MITSCHER, loads the ship's 25mm gun.

3. A 5-inch gun fires aboard PHILIPPINE SEA.

4. GETTYSBURG fires a Harpoon missile at SATURN while steaming behind MITSCHER.

5. PHILIPPINE SEA launches a Harpoon missile.

6. A Sailor on board MITSCHER fires an M240 machine gun at ex-USNS SATURN.

7. Crew members aboard MITSCHER start clean up of the 5-inch gun casings.

GHWB Sailors practice saving lives

Mass casualty drill a success

Story and layout by MC3 Sandi Grimnes
Photos by MC3 Tony Curtis

“Security alert, security alert! Active shooter in hangar bay two! All hands not involved stand fast!” said the boatswain’s mate of the watch on the 1MC, the ship’s announcement system.

A disgruntled Sailor, upset that the underway was being extended, had a gun and fired upon two security guards and eight other Sailors. That was the training scenario the Medical Department and Operations Department’s Security Division on board USS GEORGE H.W. BUSH (CVN 77) played out in the ship’s hangar bay, Oct. 14.

After the shooter was disabled and Security personnel secured the scene, the medical team was allowed to render aid to the mock victims and a mass casualty was called over the 1MC, said Lt. Cmdr. Tracy L. Vincent, GEORGE H.W. BUSH ship’s nurse.

“A mass casualty is anything that overwhelms the ship’s capabilities,” she said. “That could be two cases, it could be five. It depends on the severity of cases and the scenario.”

The triage officer, surgeon and corpsmen evaluated the victims and treated some of their injuries on scene, she said. The two victims with the most life-threatening injuries who could still be saved, were immediately sent to the operating room (OR).

“Once medical is on-scene, the first patient needs to be in the OR within 20 minutes,” said Vincent.

These drills help the medical team decide what is the most efficient way to set up and triage patients, before it happens in real life, Vincent said. Every time the ship performs a mass casualty drill, organization of the medical staff and triage procedures are fine-tuned based on what worked and what didn’t. So in the event of an actual mass casualty the chaos is minimized because everyone knows their part.

Vincent recently attended anti-terrorism watch officer training. That training, coupled with recent national events such as the Virginia Tech and Fort Hood shootings, gave her the idea to combine force protection and medical



training, she said.

“If there is a gun or weapon involved in an incident with Security, someone is going to get hurt and medical will be standing by,” Vincent said. “When people are shooting, people get hurt and we need to work together,” she said.

The Afloat Training Group told Vincent that this drill is unique to this ship.

“We are working hard to integrate the force protection exercises with some of the other training teams,” said Lt. Jeffrey S. Eidenberger, GEORGE H.W. BUSH security officer.

Most force protection training scenarios are based on real world events and the mock injuries of the victims are as realistic as possible, Vincent said. The injured Sailor is treated on scene, then brought to the second staging area and evaluated again before being brought to medical and eventually seen by the surgeon. As the crew continues to conduct mass casualty drills, the injuries will get more complex to challenge the medical staff and first responders.

“I’ve seen a great amount of improvement with the repair locker and BDS (battle dress station) stretcher bearers who help with the wounds and patient transportation,” said Hospital Corpsman 3rd Class David L. Cumpian. “If we continue to do these drills and learn as many new things as we can, when the time comes, hopefully it doesn’t, and Sailors or the ship are in trouble we can act upon it quickly without thinking.”

“Everyone who is involved is very engaged, everyone is excited to work together and in this particular drill everyone seems to want to jump in and participate,” Vincent said. †



1. Master-at-Arms 2nd Class Markus Guinn of Helicopter Sea Combat Squadron (HSC) 9 lays on the hangar bay deck after being “shot” during a mass casualty drill. 2. Aviation Boatswain’s Mate (Handling) Airman Apprentice Latina Bobbins, of Air Department’s V-3 Division, receives medical attention. 3 and 4. Sailors from Health Services Department treat simulated wounds on victims in the hangar bay. 5. Aviation Boatswain’s Mate (Handling) Airman Jackie Chess poses as a personnel casualty during mass casualty drill.



Command Financial Specialists Resources to get out of the **RED**

Story and layout by MC3 Sandi Grimnes

Debt... it can feel like a dirty word. It can feel restrictive, daunting and unmanageable, like there is no way to get out from underneath it. Debt can negatively impact a Sailor's personal life as well as career, but there is help.

Command Financial Specialists (CFS) offer personalized financial assistance to help Sailors on board re-gain control of their finances.

"One of the first things I would recommend to any Sailor who feels overwhelmed with debt is to talk to their divisional CFS," said Senior Chief Mass Communication Specialist (SW) Misty Trent, USS GEORGE H.W. BUSH (CVN 77) Command Financial Specialist. "There is one certified command financial specialist for every 75 Sailors."

Any Sailor who is struggling with debt should bring a copy of their leave and earning statement (LES), copies of all their bills, and any statements that show their interest rates and minimum payments to their divisional CFS, Trent said. The CFS will input that information and income into a financial planning worksheet.

The worksheet identifies how much of their paycheck is spent on bills and monthly living expenses, and how much should be left over every month, she said. Once they know how much money should be left over, the next step is to find out where it went. The CFS will assist the Sailor in creating a budget to determine where their money is being spent.

Setting a budget helps Sailors create structure in their finances and shows them where their money is going, said Chief Aviation Machinist's Mate (AW/SW) Erwin Bansil, a CFS assigned to Aircraft Intermediate Maintenance Department.

A budget allows the Sailor to plan for the present and the future, Trent said. It helps the

Sailor decide what areas of spending they can cut back on to reallocate those funds to meet their financial goals.

Another feature of the financial planning worksheet is a debt reduction worksheet, Trent said. The Sailor can choose from several different plans to pay off their debt, such as getting out of debt the quickest, paying the least amount of interest, and keeping more money in their pocket each month.

If a Sailor is in a situation where their bills and expenses equal more than their paycheck, they may want to consider contacting some of their creditors, Trent said.

"The best thing a Sailor can do is communicate with their creditors to try to address the situation before it becomes problematic," she said. "The very worst thing they can do is ignore the problem and hope it goes away on its own, because it will not go away on its own."

If the Sailor contacts their creditors, the interest rates on credit cards and loans they had before joining the Navy can be reduced to six percent under the Servicemembers' Civil Relief Act (SCRA), which can reduce the minimum payments, said Bansil.

"At a minimum, the Sailor needs to be making the minimum payments," Trent said. "If they are at a point that they are not making the minimum monthly payment, then their creditors will start to contact the command and that can lead to disciplinary action. For a Sailor with a security clearance, it can jeopardize their clearance."

Debt is an issue Navy-wide, she said. One of the biggest issues of debt concerns is security clearances. In 2008, a study revealed that 86 percent of all Sailors who either lost their clearance, or failed to pass the screening, was due to finances.

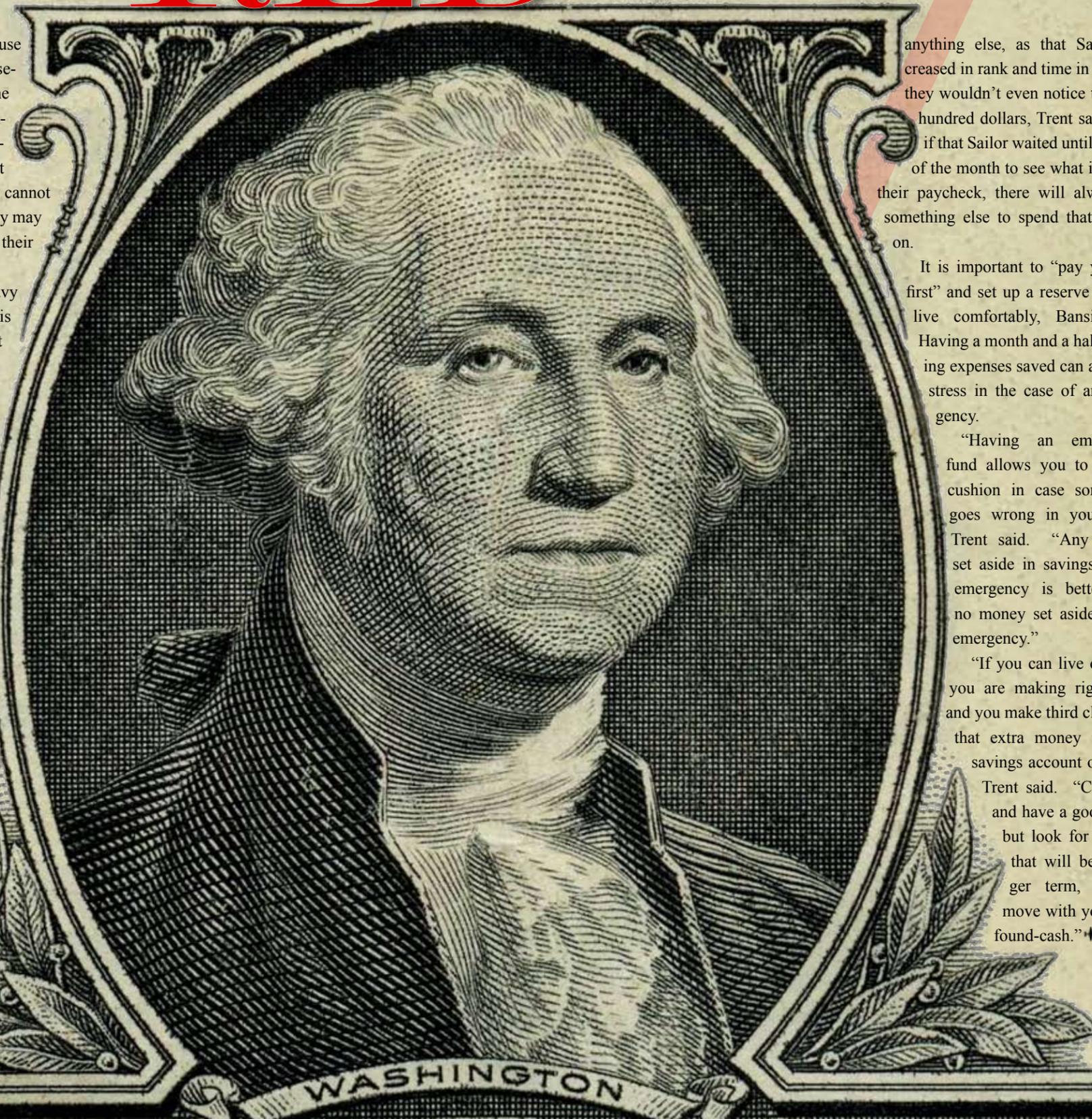
The Navy is concerned with Sailors' financ-

es and debt management because Sailors with secret or higher security clearances can become vulnerable to bribery and blackmail when they feel their finances are out-of-control, Trent said. In addition, a Sailor who cannot responsibly manage their money may also have trouble managing their professional responsibilities.

"Everybody joined the Navy for a reason, and the cliché is 'nobody joined the Navy to get rich,' but that is not exactly true," Trent said. "There are a variety of programs available for any Sailor to set themselves up for long-term financial success."

For example, there are some funds in the Thrift Savings Plan (TSP) that offer upwards of 12% interest, she said. If a Sailor started investing \$100 a month into TSP in higher yield funds, over the course of 40 years, with accumulated interest, that Sailor would have over a million dollars. The key is to start early and leave it alone.

If a seaman started to put aside one hundred dollars a month today, before paying



anything else, as that Sailor increased in rank and time in service, they wouldn't even notice that one hundred dollars, Trent said. But if that Sailor waited until the end of the month to see what is left of their paycheck, there will always be something else to spend that money on.

It is important to "pay yourself first" and set up a reserve fund to live comfortably, Bansil said. Having a month and a half of living expenses saved can alleviate stress in the case of an emergency.

"Having an emergency fund allows you to have a cushion in case something goes wrong in your life," Trent said. "Any money set aside in savings for an emergency is better than no money set aside for an emergency."

"If you can live on what you are making right now and you make third class, put that extra money in your savings account or TSP," Trent said. "Celebrate and have a good time, but look for options that will be a longer term, smarter move with your new found-cash." †

Come together, right now...GHWB!

Story and layout by MC3 Brian M. Brooks

The crew of USS GEORGE H.W. BUSH (CVN 77) are working together with Sailors of the air wing and strike group to seamlessly integrate the influx of new and returning personnel back to the ship.

According to a muster report taken Oct. 12, GEORGE H.W. BUSH is now host to more than 1,700 Sailors and civilians from Carrier Strike Group TWO, Carrier Air Wing (CVW) 8 and Destroyer Squadron Twenty Two for her first training exercise with the strike group, in addition to the 3,013-strong ship's company.

Various departments pulled together in order to help keep productivity steady and shipboard services constant.

Culinary Specialist 2nd Class (SW) Melody White, from Supply Department's S-2 Division, said the first day underway the chow lines were very long and Sailors had to wait anywhere from 10 to 15 minutes just to get to the serving line.

"After seeing the long lines it was decided to make the



Photo by MC3 Brian M. Brooks

Aviation Electrician's Mate Airman Christopher B. Nowak, assigned to Strike Fighter Squadron (VFA) 213, serves fellow crewmembers in the ship's aft enlisted mess decks, Oct. 14.

Photo by MC3 Brian M. Brooks

serving lines mostly self-serve to move the lines along faster," White said. According to White, the staff also informed the Sailors waiting in the lines of other options available such as utilizing the port and starboard lines and the speed line for Sailors "on-the-go." The forward mess decks were also opened up to accommodate more Sailors.

In addition, squadron Sailors assumed responsibilities as Food Service Attendants (FSA) to more efficiently manage the increased workload on the mess decks.

"Twenty-one Sailors assigned to the air wing are helping out by being FSAs on the enlisted mess decks," said Chief Logistics Specialist (AW/SW) Alaric W. Best, Supply Department's S-2M leading chief petty officer. "They are a big help to me and my staff."

"The wait in the chow lines decreased to about a five minute wait once we made the changes and informed the crew of their options. I see smooth sailing for the rest of this underway," White said.

Supply Department's Disbursing Office has noticed the big increase in personnel through their revenue since the embark according to Personnel Specialist 1st Class (SW/

AW) Monica S. Davis.

"Over the past week we've serviced more than 700 personnel and have increased our revenues by \$11,000 daily," Davis said. "We have added a third shift to accommodate Sailors working night check."

Another service every Sailor uses that has received assistance is the ship's Medical Department.

"It's been about a good 10 to 15 percent increase in patients," Hospital Corpsman 2nd Class (FMF) Robert W. High said. "The influx of patients hasn't greatly affected us seeing how we have corpsmen from the air wing on board as well."

High said the air wing provided around 10 personnel to work with the shipboard staff, to include two flight surgeons, and are incorporated into the duty watchbill rotation.

"It's always a transition. It's not hard once you've done it before and easier to get back to it once you've done it the second or third time," said Hospital Corpsman 2nd Class (AW) Rodney T. Holman, from Strike Fighter Squadron 15, when asked about his time on board with the air wing.

Teamwork plays a major part when it comes to the ship's Aircraft Intermediate Maintenance Department (AIMD) and the maintenance personnel of the air wing.

According to Aviation Support Equipment Technician 1st Class (AW/SW) Roy A. Camangian, leading petty officer of AIMD's IM-4 Division, they provide a lot of the support equipment for the squadrons.

"We work hand-in-hand with squadron personnel when it comes to support equipment, equipment checks and training," Camangian said.

Aviation Support Equipment Technician 2nd Class (AW/SW) Anthony Jones, IM-4's Training Petty Officer, echoed Camangian's message about training.

"We tailor the training for the needs of the squadron," Jones said. "If a squadron has a lot of people qualified in one area and only two or three in another, then we will focus on the qualification that fewer people have."

Jones also mentioned that the training schedule is pre-

made to cover the entire underway period for this month but if he needs to add a class, as long as he has a minimum of three Sailors who need the training, he is more than willing to set it up.

"Overall, I think everything is going well and I'm sure it will just get better," High said.



Photo by MC3 Brian M. Brooks

Hospital Corpsman 3rd Class Melissa K. Legette, left, assigned to Strike Fighter Squadron (VFA) 213, assists Hospital Corpsman 1st Class (SW/AW) Anna M. Nelson treat a simulated casualty in the ship's hangar bay, Oct. 14.



Photo by MCSN Leonard Adams

Aircraft from Carrier Air Wing (CVW) 8 are stored in the hangar bay of USS George H.W. Bush (CVN 77), Oct. 6.

Welcome
Back
CVW 8!



"We can't believe how good it feels to be back aboard USS GEORGE H.W. BUSH, it's like coming home. We certainly look forward to continuing our team-building process on our way to becoming the best fighting force in the U.S. Navy. The relationship we have here is special, like one I've never seen before. I know that because of this special ship/air wing relationship, there is nothing we can't do."
~Capt. P.R. Cleary, Commander, Carrier Air Wing 8



CVN 77 SUCCESSFULLY COMPLETES TSTA/FEP

Story and layout by CVN 77 Media Department

USS George H.W. Bush (CVN 77) completed its Tailored Ship's Training Availability/Final Evaluation Problem with the highest score of any aircraft carrier in the past three years.

The Navy's newest aircraft carrier successfully completed TSTA/FEP, Oct. 20, with an overall grade of outstanding, according to the ship's training officer, Lt. Cmdr. Richard Johnston.

During TSTA/FEP, inspectors from Afloat Training Group (ATG) Atlantic embarked on the carrier to assess the ship's overall training program, with the goal of developing and enhancing the crew's ability to self-train. They also evaluated the crew's ability to conduct combat missions, support air wing operations while maintaining casualty control, and survive complex casualty control situations.

"Our Air, Combat Systems and Operations departments earned the highest FEP scores ever recorded by ATG," Johnston said.

Twenty-five ATG inspectors spent 16 days assessing the ship's damage control, medical responses, seamanship and navigation, weapons, and integrated training teams, as well as Carrier Air Wing 8's integration with the ship's Air Department.

"Our people were amazing. Not just the Damage Controlmen and the Damage Control Training Team members, but every Sailor assigned to a repair locker played their part

in knocking this out of the park," said Ensign James A. O'Neal, the ship's Fire Marshal.

The inspectors deemed the ship and its crew proficient after completing eight general quarters drills, O'Neal said. The ship's At Sea Fire Party was certified after completing ten drills, from fuel-based and general fires, to toxic gas and flooding.

"We did well as a whole. The crew received an overall grade of 90, and the At Sea Fire Party set the standard across the waterfront," O'Neal said.

Throughout the various drills, inspectors evaluated both the effectiveness of the training teams, and the performance and knowledge of the Sailors actually involved in the training scenarios. They then forwarded the results of the assessment to the ship's Immediate Superior In Command (ISIC), the Strike Group Commander, who will then notify Commander, Naval Air Forces Atlantic, to certify the ship.

"To me, team stands for 'Together Everyone Achieves More,' and this truly was a team effort," said O'Neal.

With the conclusion of TSTA/FEP, the command will enter a sustainment period consisting of a set number of drills leading up to deployment, scheduled for spring of 2011. †



1

Photo by MC3 Tony Curtis



2

Photo by MC3 Tony Curtis



3

Photo by MC3 Brian M. Brooks



4

Photo by MC2 (SW) Nathan Bailey



1. USS GEORGE H.W. BUSH (CVN 77) sails in formation with USS MITSCHER (DDG 57), USS PHILIPPINE SEA (CG 58), and USS TRUXTON (DDG 103), Oct. 13.

2. Sailors aboard USS GEORGE H.W. BUSH (CVN 77) prepare to extinguish a fire during a mass casualty drill on the flight deck, Oct. 9.

3. Hospital Corpsmen from USS GEORGE H.W. BUSH (CVN 77), Strike Fighter Squadron (VFA) 31 and Strike Fighter Squadron (VFA) 213 treat a simulated casualty on board GEORGE H.W. BUSH, Oct. 14.

4. USS GEORGE H.W. BUSH (CVN 77) Sailors combat a simulated fire in the ship's hangar bay during a general quarters drill, Oct. 13.

Fleet and Family Support Center October 2010 Calendar

Monday

Tuesday

Wednesday

Thursday

Friday

<p>1 Career Planning Oceana 9 a.m.-12 p.m.</p>	<p>2 CONSEP Four-day workshop Little Creek 8 a.m.-4:30 p.m.</p>	<p>3 Career Planning Northwest 9 a.m.-12 p.m.</p>	<p>4 VA Disability Benefits Review Oceana 7:30 a.m.-4 p.m.</p>	<p>5 New Parent Resource Awareness Workshop Norfolk 8 a.m.-12 p.m.</p>
<p>8 Deckplate Resource Awareness Training Little Creek 8 a.m.-4 p.m.</p>	<p>9 Deckplate Resource Awareness Training Little Creek 8 a.m.-4 p.m.</p>	<p>10 Car Buying Strategies Norfolk 1 p.m.-2:30 p.m.</p>	<p>11 Veterans Day</p>	<p>12</p>
<p>15</p>	<p>16 Sponsor Training Oceana 10 a.m.-12 p.m.</p>	<p>17 Retirement Planning Norfolk 1-2:30 p.m.</p>	<p>18 Effective Resume Writing Oceana 9 a.m.-12 p.m.</p>	<p>19 Foreign Born Spouses Support Group Oceana 10 a.m.-12 p.m.</p>
<p>22 Children and Divorce Little Creek 8:30 a.m.-12:30 p.m.</p>	<p>23 Art of Money Management Oceana 8 a.m.-4 p.m.</p>	<p>24</p>	<p>25 Thanksgiving</p>	<p>26</p>
<p>29 TSP Your Key to Financial Independence Oceana 10 a.m.-11:30 a.m.</p>	<p>30 Home Ownership Little Creek 8:30 a.m.-2:30 p.m.</p>			

To Register, contact: FFSC Oceana: 443-2923, FFSC Norfolk: 444-2102,
FFSC Yorktown: 887-4606, FFSC Northwest: 421-8770, FFSC Little Creek: 462-7563,
FFSC Newport News: 688-6289 or register online at www.cnic.navy.mil