

# **THE GREAT Communicator**

**USS RONALD REAGAN'S INFORMATION PORTAL**

**August 30, 2009**



## **Ronald Reagan's Ups and Downs**

# Leadership



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“ Information is the oxygen of the modern age. It seeps through the walls topped by barbed wire, it wafts across the electrified borders. ”

**-Ronald Reagan**

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*What's up, readers of TGC. How's my favorite Ronald Reagan crew doing? That's just swell. Anyhoo, instead of my normal, semi-coherent rambling about whatever nonsense I choose to discuss, we thought we would share an e-mail we received recently from the mother of one of our fellow Sailors.*

TGC Staff,

My name is Mary Grace. My daughter is AO1 Katie Grace and is on the Reagan with VAQ 139 from Whidbey Island, Wash.

I just wanted to really thank you all for putting out The Great Communicator! I look every day to see if the next one is out yet. I read it from beginning to end. When I get to the end, I am sad that it's done!

I know The Great Communicator is probably meant for everyone on the ship but it makes me feel a little closer to my daughter and helps me to read

about some of the stuff that is happening out there.

None of us back here (unless they have been out to sea) have any idea what it is like to live in such close quarters with so many people. Or what it feels like to give up so much of ourselves (family, friends, pets, our own beds) and lives for five, six or however many months you are told to be out to sea. I would like to thank every one of you for your service.

My daughter told me that sounds silly but I feel that you all have to make a very big sacrifice in your lives so that WE can all live our lives comfortably and free.

You also have a very special surgeon on board. Dr. Ramirez saved Katie's dad who is a retired Navy Chief one year ago at Balboa Hospital in San Diego. He did quadruple bypass surgery on him that saved his life.

Katie is one grateful daughter and I am one grateful wife! I only realized he was on the Reagan after reading one of the articles in The Great Communicator. My husband was quite surprised and happy that Dr. Ramirez was on board. If you see him, tell him Mary and Tim Grace said hello and are very grateful for his skillful surgical abilities!

Anyway, thanks again. Keep up the good work and take care of each other.

Respectfully,  
Mary E. Grace

*Two notes about this e-mail:*

*1) This e-mail was not edited or corrected. We felt it was best to show her feelings just as she printed them.*

*2) That if you or your loved ones ever have a question or concern about what is written or yet to be written, feel free to let us know. You just might get yourself published! Have a great week, everyone.*

## Contributors

### **MC2 Rosalie Garcia**

Garcia is a native Texan from Alamo, Texas. She originally joined as a lithographer but can now be found roaming the ship as a videographer. Before joining Ronald Reagan Graphics Media Department, she was stationed at Misawa Air Base, Japan where she hosted her own radio show.

### **MC2 Jim Verton**

Verton is from Rochester, N.Y. At his last command, Commander U.S. Naval Forces Japan, he used his illustrative, photographic and writing ability to be a positive link between the U.S. Navy and the country of Japan. Verton is a life-long fan of the Buffalo Bills football team.

### **MC3 (AW) Chelsea Kennedy**

Kennedy grew up in Las Vegas where she found a passion for photography at a young age. She originally joined the Navy as a photographer's mate. She is aboard Reagan as part of a sea-op detachment from the Navy Public Affairs Support Element, West.

### **MCSN Ronnie Barr**

Barr is a Boulder City, Nev., native who joined the Navy as one of the first MCs. Barr, a member of the Ronald Reagan hockey team, can be found hard at work in the Print Shop and is also in charge of the Ronald Reagan and Public Affairs websites.

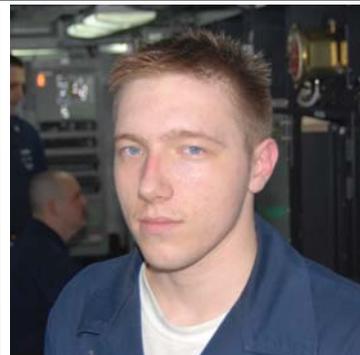
## Street Beat: Who is your favorite football team?



AEAN Jacob Benson  
"The San Francisco 49ers!"



AEAN Valardy Gomes  
"The New England Patriots!"



ITSN Johnathan Kuehn  
"The Seattle Seahawks!"



ATAN Taylor  
"The Indianapolis Colts!"



# Surfing the Warfare Boards

*This critical component of the warfare programs proves a Sailor's know-how.*

Story & Illustration By  
MC2 Jim Verton

Most Sailors know that earning a warfare qualification is no easy task. After a challenging test, dozens of training sessions, hundreds of signatures and potentially thousands of hours working toward your goal by studying and testing yourself, it's time to face the experts in a final board examination. Are you ready?

Before that, Sailors go through what is called a pre-board, said Enlisted Surface Warfare Specialist (ESWS) Command Coordinator Shopkeeper 1st Class (SW/AW) Emanuel Garza. "Some people call it the 'murder board' because of how tough it is," said Garza. "I made it that way on purpose. I want it to be the toughest

it can be, so when the time comes, they are ready for the chiefs."

Garza said that in the pre-board step of the process, Sailors are grilled for nearly three hours on every aspect of their warfare training, from basic damage control to nuclear power history and everything in between. The panel of questioners generally consists of second and first class petty officers who are qualified to train Sailors in the elements of ship-based warfare.

It can happen that dozens of Sailors are reviewed on their warfare knowledge during the pre-board process at the same time, he added.

Once the pre-board officials determine that a

Sailor is well-versed in every aspect their ship's warfare operations, the Sailor is sent before a final board of chiefs and first class petty officers, considered to be the subject matter experts of the ship's warfare capabilities.

The goal of the warfare qualification program is to get Sailors to know the program so well that they walk away as experts, said Command Enlisted Aviation Warfare Specialist (EAWS) Coordinator Senior Chief Aviation Boatswain's Mate (Handling) (AW/SW) Leonard Taylor. "Just don't be nervous," Taylor said. "Just relax and get comfortable with the board members and be clear and concise with your response to the board

member's questions."

The final board will consist of up to six examiners, said Garza. "The pre-board lasts for about three hours, but the final board will only take about an hour and-a-half," he said. He also said that the Sailor will find out immediately whether they passed the final board or not.

If not, another board will be scheduled where the Sailor is given the opportunity to verify the information that prevented completion of their warfare qualification on their first attempt.

According to the "Training Topics" page on the ship's Gippernet, E-4 and below may begin surface warfare qualification after being

# Representation for Joe Sailor

*Ronald Reagan's command master chief makes time for his Sailors.*

Story & Photo By  
MC2 Rosalie Garcia

What does it take to be the senior enlisted advisor aboard an aircraft carrier? It involves hard work, dedication and responsibility. For Command Master Chief (AW/SW/SS) Mark Rudes, being the most senior enlisted Sailor carries countless responsibilities and daily tasks. Oh, and getting to work directly with the commanding officer and the Sailors.

Finishing high school in New York, Mark Rudes had no clue what he wanted to do in life, but with a family history of military service, it was never far from his mind that he too would one day serve his country.

Rudes joined the Navy as an undesignated striker. It

was a program where Sailors could come in, take a look at all the different programs that were out there and choose a rating.

"The thing I did that was a little bit unique was I volunteered for submarine duty," said Rudes. "It limited the number of ratings I could choose (those associated with being on a submarine)."

Initially, he began looking into becoming a machinist's mate (MM). The first eight to 10 months aboard his first submarine, he began learning the conventional jobs of an MM; the diesel in the submarine, running all the high-pressure air systems, the systems that make the air, clean the air and distribute

the water. However, when the time came to choose a job, MM was closed. But Rudes had previous experience as an emergency medical technician/paramedic before joining the Navy, so he decided to become a hospital corpsman.

"The reason I didn't go after corpsman to begin with was because you have to be a second class petty officer to be a submarine independent duty corpsman (IDC)," explained Rudes. "I knew that if I became a corpsman, I would lose submarines and at first [being a corpsman] wasn't all that exciting."

After serving aboard a few surface ships, his desire to return to a submarine rose.

When he picked up second class petty officer, Rudes volunteered for the IDC school for submarines. While on a submarine, the thought of becoming a command master chief never crossed his mind; however, he did want to be Chief of the Boat.

"We don't have CMC on a submarine," said Rudes. "It's called a Chief of the Boat. It's a little bit of a different position, but they are very similar in duties and responsibilities as the senior enlisted."

After advancing in rank, he became the Chief of the Boat and that was when he realized command master chief (CMDCM) was the path he wanted to take. Now, as Ronald Reagan's command

CMDCM cont. on Pg. 12





*Moving up to the back seat:*

# Proving she's got the Right Stuff

Story By  
MC3 Kyle Carlstrom

Photo By  
MCSN Oliver Cole

Becoming a fighter pilot is something many people aspire to be, even as early as the sandbox. Of course, everyone grows up, reality sets in, and the world takes us all down different paths.

Some become doctors, others become chief justice of the supreme court, but Lt. Julie Macias of Strike Fighter Squadron (VFA) 22 stuck to her guns and currently finds herself in the backseat an F/A-18 Super Hornet as the weapons system operator (WSO).

Macias said she enjoys

her job, which allows her to play the roles of both Goose and Maverick.

“My sole position is to one, be a co-pilot and two, is to be a good co-pilot,” said Macias. “I assist with navigation, communication and the avionics of the jet along with the entire weapons suite of the aircraft. That means anything from GPS (Global Positioning System) guided bombs, laser guided bombs to air-to-air missiles and many more.”

As a WSO, or Naval Flight

Officer (NFO), Macias' role gives a slight edge over a single pilot.

“A single pilot can do everything by himself, obviously since there's the single seat Echo and Charlie (variations of the F/A-18) pilots and they can do everything a double seat aircraft can do,” said Macias. “Our role is to help with employment, or engagement. We'll clear a target and give other aircraft instructions on how to ingress the target, give them limitations and

then we'll clear them hot, which essentially means they're clear to engage on the ground target. Only a two seat squadron is authorized to do that.”

According to Macias, an NFO and naval aviator, or pilot, are both considered aviators, but a naval aviator is the actual pilot. And Macias is looking to move up to the front seat of her Super Hornet.

Macias recently got picked up to begin her naval aviator training and is now able to fulfill her desire to

RIGHT STUFF cont. on Pg. 12



503

ADAM KYLE MCCOY  
PORT ORCHARD, WASHINGTON

HYD. FLD.  
96.4-0711  
14 GALS

# Going Up!

Story By  
MCSA Amanda Ray

Photo By  
MCSN Oliver Cole

Sign language, the printed word and verbal speech are all common methods of communication, but in the Navy, wild hand gestures are often used during noisy situations. Many ratings have adapted hand signals as their main communication tool. While handling with aircraft and elevators, verbal speech and hand gestures are the foundation of an aviation boatswain's mate (handling)'s job.

"Communication is very important because running any type of heavy machinery is dangerous," said Aviation Boatswain's Mate (Handling) 2nd Class James Scott, the work center supervisor in charge of elevator operators.

"Whether you're moving an aircraft, driving a tractor or running an elevator, communication is a crucial key to understanding what you're doing and knowing exactly what you're trying to tell someone else," said Scott.

The process for running one of the four aircraft elevators aboard rests on perfect communication and mission-ready, qualified Sailors.

"In order for these guys to operate an elevator they have to get their personal qualification standards (PQS) signed, take a test and go through an oral board," said Chief Aviation Boatswain's Mate (Handling) (AW/SW) Saul

Mendo. "The average ages are 18 to 19 years old and they are put in charge of these elevators. I have full confidence in them."

Some Sailors might imagine that the process for using an elevator is a lengthy one, but every step is crucial to making sure everything runs smoothly. Surprisingly, it only takes about ten minutes or so to get everything manned up and ready to rock.

"First we get permission from the handler from flight deck control to use an elevator," said Aviation Boatswain's Mate (Handling) Airman (AW) Kortni Clark. "Then they call to say 'man up' elevators. We'll man the pump room as well because they give us power. Then we are ready to lower or raise the elevator. We let the handler know and then from there he lets the bridge know."

Communication is involved in every step of the set up before an elevator is used. While it is in use, the Sailors use very distinct hand signals to alert each other of the elevator's status. At night, navigation lights are held so the signals can still be seen.

"If there was a miscommunication someone could get hurt," said Scott. "Or if I tell someone to stay away from the elevator and they don't, then I raise the elevator, he could get hurt. Hand signals provide a clear explanation of what needs to be

done and maintains the safety we need."

"It's very important that the elevators work so that we can lower the aircraft to the hangar bay so it can be repaired and get another aircraft up to take its place and fly missions," said Scott. "We have no other way to get aircraft from the flight deck to the hangar bay without our elevators." On an average day aircraft elevators are used at least ten times, making a total of about 1,200 elevator lifts during a six-month deployment. They are run by hydraulics and the locks which keep the elevator in place are air pressured.

The elevators can hold up to about 150,000 pounds which equals about two aircraft and a helo. This makes them the strongest elevators in the world.

The Sailors involved in operating the aircraft elevators work hard to make sure aircraft can get from the hangar bay to the flight deck on a daily basis. Being such an essential part of our ship's mission can be stressful, but they stay positive and focus on the mission at hand.

"I definitely enjoy it," said Clark. "When you first learn, of course you're nervous and you don't want to mess up, but it's fine. It's definitely a learning experience. I love it."

Ronnie Barr is G-Unit's Top Pick:

## Organizing Your Fantasy Football

Story By  
MCSN Ronnie Barr

The biggest day of the season is coming up fast. The gridiron was not good to me last season. My star quarterback went down with a season-ending injury, LaDanian Tomlinson was no longer the point-getter he had been in the past and Santonio Holmes didn't put up the numbers he was supposed to. I am a fantasy football general manager and this year things will be different.

For this season to go better than last, fantasy football players need to start

their seasons off right with a strong draft.

There are some unpredictable events that can hurt a fantasy team like last year's Tom Brady, LaDanian Tomlinson or Santonio Holmes, but having a strong draft is about more than just the big names. To have a complete, impenetrable team, a fantasy football general manager has to come out with good backups and unseen sleepers.

If you're thinking about picking up Michael Vick

as a starter, to be honest, you're wrong. Michael Vick may be an explosive player of the past, but I don't see him getting much playing time. And the time he does get will be while on the field with Donovan McNabb. So unless Vick can be used as a utility player, he is no better than a 12th round pick.

Brett Favre is also stirring a lot of buzz with all the publicity he is attracting, but I don't see him being a good starter. The Vikings are still going to be a running-first team and

with the threat of Favre's cannon arm and reputation to back secondaries off, it solidifies Adrian Peterson as a number-one overall pick. Favre would make for a good backup, no better than a 7th round pick.

Adrian Peterson may be the most sought after player in most drafts, but only one person can draft him so where does that leave everyone else? Michael Turner and Matt Forte were the breakout players last year and both are projected to do well this year as well.

FOOTBALL cont. on Pg. 12

## Reel Time

# Opinions Vary about "The Soloist"

*Good acting, crappy direction adds up to a mixed review of this drama.*

Story By  
MC3 (AW) Chelsea Kennedy

"The Soloist" is a heartfelt story from the young, talented British director Joe Wright ("Atonement", "Pride and Prejudice") about a struggling writer for the Los Angeles Times who can't get a break.

This film is not quite up to par compared to the rest of Wright's films. He took a different approach to this film than the rest, but it comes off as a little choppy and maybe even a little amateur.

The lead actors, Robert Downey Jr. and Jamie Foxx, keep this film afloat with commanding performances, while the screen play and director seem to fall short in comparison.

Based on a true story, "The Soloist" is about Steve Lopez (Robert Downey Jr.), a journalist who can't get a good lead on a story, and is struggling to keep his job as people are getting fired all

around him. Lopez then stumbles upon a severely schizophrenic homeless man named Nathaniel Ayers (Jamie Foxx) playing the violin.

Intrigued by this strange man playing the violin on the street, and his outlandish claims of having attended Julliard, Lopez begins investigating him with the hopes of finding a story strong enough to save his career. After a call to the famous New York school of music, Lopez finds that Ayers is a former cello prodigy who attended Julliard and dropped out after his second year.

Inspired by his story, Lopez begins a journey into friendship with Ayers and tries to help the man while finding the truth behind his story.

Lopez goes as far as spending the night on the street to find out what his life is like. The more he learns about Ayers, the more he is drawn by this

troubled soul. How could a man with such talent wind up on the streets?

After seeing the squalor that Ayers and the homeless are living in, Lopez tries to make a difference in their lives, but realizes along the way that there is only so much he can do.

Lopez, who is also a bit disenfranchised, finds himself realizing that while he has been trying to help Ayers he has been deeply affected, and possibly transformed by their relationship.

Though I expected more from this director, the story behind this movie really drew me in and pulled at my heart-strings. It really made me think about those who are less fortunate.

There is so much behind the sad faces that you see roaming the streets and there is a different story behind each one of them. It is sad that stories like

"THE SOLOIST" cont. on Pg. 12



# THE FLEET

## Orders Negotiation Window Shrinking

By Navy Personnel Command Public Affairs

MILLINGTON, Tenn. (NNS) – Under NAVADMIN 249/09, Sailors can expect a shortened orders-negotiation window beginning this fall.

According to the NAVADMIN, the most relevant change is that the detailing window will be seven-to-nine months before one's projected rotation date (PRD), providing a three-month window to negotiate for orders before a Sailor is considered to be eligible for an involuntary "needs of the Navy" assignment.

Career Management System/Interactive Detailing (CMS/ID) is the tool for negotiating assignments. In July, the Web-based system introduced a Sailor self-apply option. While visually CMS/ID and the advertising mechanics stay the same, most changes will be apparent.

Currently Sailors negotiate from nine-to-five months prior to their PRD. If a billet isn't selected by the fourth month, "needs of the Navy" applies.

"This change encourages more aggressive participation by Sailors in negotiating

orders. It also allows NPC better responsiveness to fleet demands and current Global War on Terror Support Assignment deadlines," said Rear Adm. Shoemaker, the head detailer at NPC.

One benefit is that Sailors placed into "needs of the Navy" assignments will know at the seven-month window where they are going instead of the five-month window. Assuming a stable PCS budget, another advantage is earlier issuance of orders, giving Navy families more time for PCS moves.

Sailors in their negotiation window now will not be disadvantaged by this change. Detailers are ensuring applicants have no less than three months to consider options:

\* Sailors with a PRD between August 2009 and January 2010 are unaffected and should already be under orders or pending separation.

\* Sailors with a PRD between February 2010 and April 2010 will be managed as if their "needs of the Navy" window is January 2010.

\* Sailors with PRDs of May 2010 and beyond will fall under these new rules.

Planners built in a buffer zone of time so Sailors can react. They emphasize that Perform-to-Serve (PTS) and the CMS/ID process go together.

"Sailors will not be allowed to negotiate orders without Perform-to-Serve approval. We realize some Sailors don't get PTS approval until six months prior to their PRD, so they will negotiate directly with their rating detailer. They can negotiate in the green zone for one month, before entering the 'needs of the Navy' window.

"The key," said Randy Miller of BUPERS 3, "is for Sailors to put in their PTS applications 12-to-15 months prior to EAOS or PRD. Doing this will give them a full three months to negotiate."

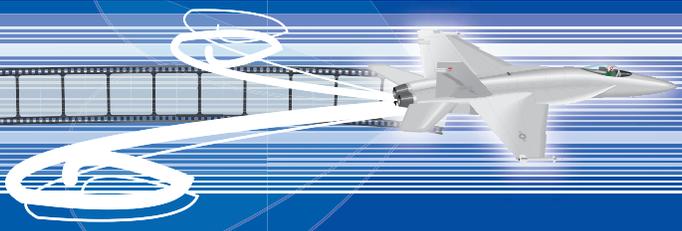
To improve Sailor choice, CMS/ID will advertise more requisitions each cycle, displaying more priority readiness requisitions, mostly in the green zone. GSA requisitions will continue to show in the purple zone.

The red zone will now display the most critical fills – billets that could directly degrade mission capability if unfilled.

"NPC will fill every red zone requisition every month. All Sailors in the negotiating window (PRD minus 9 months) will be considered eligible for assignment, perhaps involuntarily, to red zone requisitions." But red zone requisitions will not exceed two per rate (e.g., two YN3, two YN2, two YN1) for both sea and shore requisitions.

"Our goal is to make CMS/ID more agile, and responsive to new and changing fleet requirements," said head detailer, Shoemaker. "These initiatives bring advantages to both our Sailors and to the commands they serve, improving odds for success in Naval operations worldwide."

The NPC Customer Service Center is the first stop for questions. Call (866)-U-ASK-NPC or (866) 827-5672, weekdays, 7 a.m. to 7 p.m. Sailors may also e-mail the Customer Service Center at [cscmailbox@navy.mil](mailto:cscmailbox@navy.mil).



# 30 August 2009

## CH 2

0830-1300: The Uninvited  
 2000-2220: Body of Lies  
 2220-0730: Star Trek  
 1300-1650: Firewall  
 1650-2000: Pathfinder

## CH 3

0830-1300: The Breed  
 2000-2220: Enemy of the State  
 1300-1650: X-Men: The Last Stand  
 2220-0730: The Reaping  
 1650-2000: The Happening

## CH 4

0830-1300: The Great Raid  
 2000-2220: We Are Marshall  
 1300-1650: Confessions of a Shopaholic  
 2220-0730: Bewitched  
 1650-2000: Undiscovered

## CH 5

0830-1300: Daddy Day Camp  
 2000-2220: Stardust  
 2220-0730: He's Just Not That Into You  
 1300-1650: Dukes of Hazzard  
 1650-2000: The Pink Panther 2

# 31 August 2009

## CH 2

0830-1220: 88 Minutes  
 2050-2300: Blade  
 1220-1610: Snakes on a Plane  
 2300-0730: Rambo  
 1610-2050: Fathers

## CH 3

0830-1220: Inkheart  
 2050-2300: Rendition  
 1220-1610: The Skeleton Key  
 2300-0730: The Haunting in Connecticut  
 1610-2050: The Guardian

## CH 4

0830-1220: Cadillac Records  
 2050-2300: World Trade Center  
 1220-1610: Pride  
 2300-0730: Step Up 2: The Streets  
 1610-2050: North Country

## CH 5

0830-1220: Norbit  
 2050-2300: Black Snake Moan  
 1220-1610: Madea's Family Reunion  
 2300-0730: The Ringer  
 1610-2050: Knocked Up

# 1 September 2009

## CH 2

0830-1200: Seeker: The Dark is Rising  
 1950-2310: Fast and Furious 3: Tokyo Drift  
 1200-1530: Rush Hour 3  
 2310-0730: Rocky Balboa  
 1530-1950: Glory

## CH 3

0830-1200: Friday the 13th (2009)  
 1950-2310: A Sound of Thunder  
 1200-1530: The Messengers  
 2310-0730: Sky High  
 1530-1950: The Mummy

## CH 4

0830-1200: Music & Lyrics  
 1950-2310: Nights in Rodanthe  
 1200-1530: Flicka  
 2310-0730: They Were Expendable  
 1530-1950: Rescue Dawn

## CH 5

0830-1200: Walk Hard: The Dewey Cox Story  
 1950-2310: Just My Luck  
 2310-0730: Old School  
 1200-1530: Fun with Dick and Jane  
 1530-1950: Lucky You

# Sudoku

	7							9
	5	4					7	3
2			3	7	8			
	3			1		9		
		6	9		5	4		
		2		6				1
			5	8	1			2
5	2					8	3	
1							4	

## SEA DOGS



Jonesy is the saltiest of sea dogs. He laughs at scurvy, wrestles giant squids when he's bored and can calm the savage seas simply by glaring at them. But perhaps most impressive are his nose hairs.

## PREVIOUS ANSWERS

7	8	6	3	9	1	5	2	4
2	3	1	6	5	4	7	8	9
9	5	4	2	7	8	1	3	6
4	7	9	1	8	6	3	5	2
6	2	3	5	4	7	8	9	1
8	1	5	9	3	2	6	4	7
5	9	2	7	1	3	4	6	8
3	4	7	8	6	9	2	1	5
1	6	8	4	2	5	9	7	3

## I Hate Cleaning My Room

Sailors pick up shells from 9mm pistols, M-4 rifles and M-16 riffles after participating in a live-fire exercise aboard Ronald Reagan. The live-fire exercise was held to re-qualify the EOD team aboard Ronald Reagan. Photo by MCSN Oliver Cole



## WARFARE

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Continued from pg. 3

aboard for one year, have completed their in port and underway watches, have completed Maintenance and Material Management (3M) and damage control requirements for their paygrade, and have a request chit approved by their chain of command.

The surface program is mandatory for all E-5 and above. They are allowed 18 months to complete the qualification and are automatically enrolled at the time of frocking or arrival aboard the ship.

For E-3 to E-4 Sailors to begin qualifications for their air pin, they must, complete the proper deck watches for their paygrade, have the 301 qualification for the 3M program, have a request chit routed through their chain of command and meet all requirements for advancement to the next higher paygrade. There are exceptions for time in rate and time in service according to the instruction.

The warfare programs are designed to ensure Sailors are better prepared in the event that their skills and knowledge are needed, said Garza. "We want Sailors to know the mission."

Taylor said it is a good practice to imagine you will be conducting warfare qualification training to another Sailor enrolled in the program. "The way I see it, if a Sailor does provide training, they have no choice but to retain the information being taught to them."

Taylor added that the Master Chief Petty Officer of the Navy has implemented a policy to make it mandatory for enlisted personnel of every pay grade to be enrolled in their primary warfare designation. "E-3 and below, get ready," said Taylor.

## CMDCM

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Continued from pg. 4

master chief, he works for Capt. K.J. Norton, the crew and all of our support agencies.

"Depending on what the situation is, I kind of plug myself in where I'm

needed starting with the captain," explained Rudes. "I directly work for the captain for purposes of keeping him apprised of what's going on with the crew."

With any policies or areas that need to be looked at, issues, concerns or situations that come up, the captain looks to Rudes. Rudes also works closely with the executive officer to help establish not only command policy, but walk through individual situations to assist in shaping the command itself. When it comes to his favorite part of the job, Rudes says it was all about working with the Sailors.

"Since I've been in these leadership positions, the one thing I've always admired about Sailors is even if they trip along the way, something doesn't go quite right or they make a mistake, they pick themselves up and move on," said Rudes. "I'm even more inspired by the fact that so many Sailors don't get in trouble."

The captain says on a regular basis that every Sailor directly contributes to the mission. Rudes takes a spin off of that and says what we do out here is meaningless without the blood of the Sailors flowing through the veins of the ship. Being able to watch Sailors do their job and watch their success is what he said he enjoys the most about being the command master chief.

## RIGHT STUFF

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fly.

"It's not a normal progression to go from NFO to pilot," said Macias. "There's a board every year, in which I applied and actually picked it up. I wanted to fly, I wanted to serve and I wanted to make sure I flew in something fast and lethal."

Macias says she is glad to be serving with the Ronald Reagan and CVW 14 team, and would like to return here in her new role.

"Knowing that we're a deployable fighting unit and that we're here to support the guys on the ground is what I am most proud of," said Macias.

By entering pilot training, Macias is flying high as she is one step closer to obtaining her goal. It won't be long until she'll be flying solo.

## FOOTBALL

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Maurice Jones-Drew has been a safe bet the last few years and will likely get most of the touches this year.

Darren Sproles has caused quite a stir since Tomlinson was plagued with injuries last season, but I don't see either of them putting up starting running back numbers as they will likely be splitting time.

I think the breakout running back of this year will be Reggie Bush. Sure, he is a household name but he has lacked in the numbers that he was predicted to produce. Now that he will be receiving more touches I think he will produce those numbers.

Running backs are known as the point-getters of fantasy football but choosing that second or third wide-out seems to be the hardest player to find. I think the breakout players you might get for a bargain pick would be Bernard Berrien and Anthony Gonzalez, now that he will likely start with Peyton Manning throwing to him.

Wide receivers can put up the points but people often forget to draft a strong tight end who can also make the difference in a win or a loss. Tony Gonzalez is a widely known fantasy football point-getter as a tight end and I think he will have a great year now that he is on a team with a great running back and your quarterback. Look for Matt Ryan to hit Gonzalez on play action and dump off passes for lots of yards and touchdowns.

With all of the weapons fantasy football general managers choose, be sure to find those backups just in case your Brady, Tomlinson or Holmes goes down for the count.

## "THE SOLOIST"

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this can be true or that in our society we look away and do nothing to help these people living on the streets. As the end credits rolled on this movie, it said that there were over 90,000 homeless people living in the greater Los Angeles area, which astounded me.

I would urge anyone to see this.

# SOD

## SAILOR OF THE DAY



August 26, 2009

Name: BMSN Jazelyn Whitespeare

Dept/Div: Deck/2nd

Job Title: Leading Seaman

Where are you from?

Los Angeles, Calif.

Why did you join the Navy?

To make money, go to school and see the world all at once.

How did you feel when you found out you were chosen for SOD?

I was excited, happy and nervous.

Who do you hold responsible for your success?

My LPO, chief and mentor.

Since reporting, what has been your favorite place to visit?

My favorite place was Hong Kong because I had so much fun there.

What piece of advice would you pass on to others?

No matter how hard your job is, keep your head up and work hard. Someone is always watching.

August 27, 2009

Name: AOAN Nicole Bertag

Dept/Div: WEPS/G3

Job Title: Mag Crewmember

Where are you from?

Florissant, Colo.

Why did you join the Navy?

To try something new and explore.

How did you feel when you found out you were chosen for SOD?

I felt happy but nervous.

Who do you hold responsible for your success?

My chain of command.

Since reporting, what has been your favorite place to visit?

My favorite place was Sasebo, Japan.

What piece of advice would you pass on to others?

Get your quals so you can enjoy the rest of your time at ease.



August 26, 2009

Name: AOAN Troy Nickson

Dept/Div: VFA 22/CAG ARM/DEARM

Job Title: Team member

Where are you from?

Cadiz, Ky.

Why did you join the Navy?

To get job experience and education.

How did you feel when you found out you were chosen for SOD?

I felt excited.

Who do you hold responsible for your success?

My mother and church family back home.

Since reporting, what has been your favorite place to visit?

I would have to say homeport.

What piece of advice would you pass on to others?

Keep a positive attitude and remember your morals and you'll make it through, one way or another.





**Be mindful of what you say over the phone,  
what you post on social networking sites  
and even what you take pictures of.**

**You never know who is willing to do us harm.**