Shippers,

Part of being “Ready Now. Anytime, Anywhere.” is providing you, our Reserve Sailors with a Continuum of Service that allows a true life/work balance. Through our strategic planning process and the efforts of the Continuum of Service Working Group (CoSWG), we are changing policies and processes that give Active Component (AC) and Reserve Component (RC) Sailors more service options and improved administrative procedures that make “Staying Navy” easier than ever.

The CoSWG provides policy, managerial, and technical advice to the Chief of Naval Personnel and the Chief of Navy Reserve on ideas and solutions that remove barriers to a true Continuum of Service. While this is an ongoing effort, we want to share with you some of the CoSWG team’s accomplishments.

For AC Sailors considering transitioning to the RC, the Career Transition Office provides counselling and support. The CTO focuses on retaining talented Sailors with a strong desire to continue to serve and makes that transition as simple as possible. On average, it now takes just five business days to become an RC Sailor assigned to a Reserve unit; it used to take months!

To improve the transition of enlisted Sailors back in the other direction, from RC to AC, the CoSWG developed a policy allowing temporary active duty recalls. This provides Sailors more opportunities to serve and allows AC greater access to RC capabilities and resources.

Another success is the integration of the Defense Travel System (DTS) with the Reserve Order Writing System. This system shortens the time to book and modify active duty travel arrangements. Also, travel claims are now paid in 2-5 days instead of 30-45 days.

Today, the new Variable Participation Unit (VPU) concept allows Sailors in key specialties to perform fewer drills than traditional Reserve Sailors. These units give the Navy access to highly skilled individuals whose circumstances would not allow them to serve otherwise.

Currently, the CoSWG is working to implement FleetRIDE. For Reserve Sailors, FleetRIDE will provide comprehensive rating information that will allow better informed career decisions regarding rating conversions.

Building on these Continuum of Service is one of our enduring priorities. Giving Sailors multiple service options ultimately gives our Navy more options to better enable mission accomplishment.

VADM Dirk J. Debbink  
Chief of Navy Reserve

FORCM (AW) Chris Wheeler  
Navy Reserve Force Master Chief

This Issue: June 2012

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Letter from the Editor

Shipmates,

Last month we featured a story about motorcycle safety and had a pull out poster regarding personal protective equipment for riders. I hope these served as reminders of how important your safety is to us. What I neglected to tell you is motorcycle safety courses can be attended while on orders at a nearby military facility or at an approved commercial course (for free). See the sidebar on this page for information on attending a course.

Moving on to this month: We have devoted a couple of pages to a great organization with the mission of helping Guardmembers and Reservists. June marks 40 years of tireless work the Employer Support of the Guard and Reserve (ESGR) has been doing on behalf of you and your employer. I urge every Reservist to look into the support programs ESGR conducts and especially take note of the award programs ESGR conducts. Before my job here at TNR magazine, I was a Reservist working in the private sector. As all my Facebook friends already know, the thing I love most about my job here at TNR magazine is I was a Reservist working in the private sector. I have to say, it was a whole lot easier asking my boss for time off for Navy Reserve missions after she received a “My Boss is a Patriot” award.

Regardless of where a course is held, Reservists should apply for a Foundation approved course. All motorcycle riders are required to take a Motorcycle Safety Foundation approved course. Navy Reserve Sailors located on or near a Navy installation can find their base training schedule on the Enterprise Safety Applications Management System (ESAMS) or at www.navymotorcyclerider.com. If training is not available at a Navy installation, commands should contact the nearest DoD installation which offers motorcycle training. Reservists outside a viable distance of a DoD installation can take their training at commercial state approved MSF course. Tuition for commercially available courses is available from Commander, Navy Reserve Forces Command N7 department. Regardless of where a course is held, Reservists should apply for additional duty training orders.

Have a safe month and please take care of yourself and your shipmates.

VRWR

Editor-in-chief
The Navy Reserve Magazine

SharePoint Workflows
Written by ANGELA SCHLEIN

SharePoint workflows are the closest things to personal assistants many of us will ever have, but we rarely take advantage of them.

In SharePoint, a workflow is the automation of documents or other items through a sequence of actions to accomplish a business process. Well-designed workflows are useful because they help ensure required work tasks are completed fully, efficiently, and consistently among a group of people.

With the adoption of SharePoint 2010, users have access to five standard workflow types to automate common business processes like gathering feedback, reviewing and approving documents, and tracking project progress.

Disposition approval: Manages document expiration and retention by allowing participants to decide whether to retain or delete expired documents. This workflow option creates a list task that prompts users to review documents and delete unnecessary material.

Three-state: Defines and tracks the status of items in a list. SharePoint’s three states (active, ready for review, and complete) can be renamed to suit your needs (for example, draft, approved, and rejected).

Collect signatures: Gathers signatures needed to complete a Microsoft Office document.

Collect feedback: Routes a document for review. Reviewers can provide notes that are compiled and sent to the document owner when the workflow has completed.

Approve: Routes a document for approval. Approvers can approve or reject the document, reassign the approval task, or request changes to the document.

An organization can use SharePoint calendars and associated approval workflows to manage appointment requests for conference rooms. Users submit reservation requests via SharePoint, and then the calendar manager automatically receives the requests for review. After the calendar manager approves or rejects a request, SharePoint automatically routes an email to the requester.

An approval workflow like this manages communication between the parties from beginning to end. Because SharePoint captures and displays the history and current status of each request, the workflow also makes it easier for multiple calendar managers to share duties.

Take a moment to think about your regular work tasks and compare them to the list of standard SharePoint workflows above. Are there any opportunities where workflows might help streamline your responsibilities?

Visit the IT Training site (see steps below) for detailed instructions on creating workflows in SharePoint 2010. You can also contact the Navy Reserve Customer Support Center (CSC) at 866-830-6466 or NavyReserveCSC@navy.mil.

Access the IT Training Page:
• Start from the private Navy Reserve Homeport homepage.
• Click the IT Training link listed in the Training section in the center of the page.
• Click the tab-titled Navy Reserve Homeport Training (second tab).
• Click to expand the Site Owner training group.
• Open the PowerPoint presentation titled Create_and_Modify_OTB_Workflows.
This month you will notice some changes to the Navy Reserve Order Writing System (NROWS). The system changes will make it easier for you to travel using your Government Travel Credit Card (GTCC). All airfare that is currently being charged to Commander, Navy Reserve Forces Command (CNRFRC) Central Billed Accounts (CBAs) will now be charged to the member’s individually billed GTCC account (IBA). If you do not have a GTCC you will continue to use the centrally billed account for the payment of commercial travel.

When you submit a new set of orders you will notice a change in NROWS to “Section 4” (Tour and Entitlements) of the NROWS order application. You will be asked to verify the status of your GTCC. If you have a GTCC and select “Yes” you must make sure that your GTCC information in the Defense Travel System (DTS) is correct and up to date. If you do not have a GTCC and select “No” the commercial air ticket will be charged to the CBA. Also, you will need to provide justification stating why you are not using the DTS. Infrequent travelers who conduct official government travel two or fewer times a year are not required to have a GTCC. Infrequent travelers are exempt, but not prohibited, from applying for and using a GTCC.

DTS will be the single online travel system used by the DoD for all routine travel. This applies to all travel functions currently supported by the system and those that will be supported in the future. To verify the DTS account information, log into the DTS, scroll over “Traveler Setup,” click on “Update Personal Profile” and click on “My Account Information.” Sailors should verify the GTCC information (including expiration date) at the bottom of the screen.

Another change is for members who have a delinquent GTCC account. If you are delinquent and are attempting to create a new set of orders, you will receive a message informing you that you have a past due balance on your travel card. This delinquency creates a hard hold against the NROWS account. If your NROWS account is not paid current, orders cannot be created until the delinquent account balance is paid. Delinquency reporting information is collected from the CibaBank Credit Card Reporting Service and uploaded daily by the Navy Operational Support Center Order Writing Specialist. Once a delinquent account has been paid in full, the hard hold status is removed and the ability to create their orders will be available the next business day.

When travel is completed travel vouchers must be submitted within five days. As always, Force Travel (N33) is standing by to assist 24 hours a day, seven days a week. Sailors may create a trouble ticket online through the NROWS homepage by clicking the “create trouble ticket” link or by calling the NROWS Helpdesk at (800) 537-4617.

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Vernon Cochran
MACHINIST MATE 1ST CLASS
Hometown: Palmyra, Neb.
NOSC: Omaha
Unit: Surge Main 205
Brief description of your Navy job: I recently returned working as the leading petty officer in the engineering department of Provincial Reconstruction Team Farah, Farah, Afghanistan. Our primary mission was to ensure that 24 mine resistant ambush protected armored vehicles were mission capable and to assist with any other issues that may come up, especially mechanical or technical issues.
Brief description of your civilian job: I am the maintenance supervisor for the Terry Bundy Generating Station for Lincoln Electric System, Lincoln Neb.
What has been your greatest Navy achievement? My biggest achievement was receiving the NOSC Omaha, selected Reserve Junior Sailor of the Year Award for 2008.
Who has been your biggest influence since joining the Navy? My biggest influence is my old neighbor in Texas who is a retired chief engineman. He taught me how to share my experience from my civilian job with the junior enlisted. He had a great outlook on things.
What do you enjoy most about the Navy? I love my job. I love being able to ride on the ships, make them go, keep the lights on and keep the ship moving through the water.
Most interesting place visited since joining the Navy: There are so many interesting places I’ve been that it’s hard to choose. I think I would choose England because they drive on the wrong side of the road and think that is normal. Or the Suez Canal; it was amazing getting an aircraft carrier through the canal.
Current hobbies: I enjoy camping with my wife, Angela, our five kids and four grandkids and taking them out on our boat.

Mario Arriba
ENGINEMAN 2ND CLASS (EXW)
Hometown: Honolulu, Hawaii
NOSC: Portland, Ore.
Unit: Navy Cargo Handling Battalion 5
Brief description of your Navy job: I am the NSOC Portland Funeral Honors Coordinator and assistant command career counselor. I manage, supervise, instruct and complete administrative work in coordinating funeral honor requests. Each member of my funeral detail staff of 16 are super stars. Last year my team provided 644 military funeral honors.
Brief description of your civilian job: I have just been extended for another year on my ADSW so I am focusing on our Navy mission.
What has been your greatest Navy achievement? Completing my deployment to Kuwait in 2007 and being ranked in the top 10 of 65 E5’s. Also, the numerous awards I have received: a Navy Achievement Medal, Army Achievement Medal and a letter of commendation from a Major General. I was also selected as the NOSC Portland Selected Reserve Junior Sailor of the Year for 2011.
Who has been your biggest influence since joining the Navy? My biggest influence has been my late mother, Teresita P. Arriba, who passed away July last year. She encouraged me to do greater things in life. I also want to thank my dad, Mario Sr., my brother, Herman, and sisters Melissa, Sarah and Jessica for believing in me.
What do you enjoy most about the Navy? I enjoy helping Sailors achieve their goals and keeping them moving forward, whether it’s with career counseling matters, physical fitness or personnel qualification standards. I also enjoy meeting new people at the different platforms and duty stations I’ve been. I’ve made a lot of good friends in the Navy.
Most interesting place visited since joining the Navy: Keflavik, Iceland would be the most interesting place I’ve visited. It reminds me of home, but instead of it being tropical it’s very cold. I enjoyed discovering the island, culture and food while there.
Current hobbies: Bodybuilding.

We have many talented people in our Navy Reserve. Each month we highlight our stellar Sailors and some of the unique careers, skills and services they provide to the fleet. To nominate a Sailor, email the editor, james.vorndran@navy.mil, for a submission form. Please include a high-resolution (300 dpi) 5”x7” digital photo of the candidate.
When the guided missile frigate USS Simpson (FFG 56) departed Naval Station Mayport, Fla., in mid-January for a six-month deployment, it was carrying a special payload in its hangar bay instead of the usual SH-60B LAMPS Mk 111 Sea Hawk helicopter.

Two MQ-8B Fire Scout Vertical Take-Off and Landing (VTUAV) unmanned aerial vehicles (UAVs) were embarked aboard Simpson.

Although the Fire Scout is unmanned, it still needs a pilot and an aircrew to operate, and a cadre of support personnel including maintainers and administrative and logistics staff.

This Reserve component-led detachment hosted by the “Jaguars” of Helicopter Anti-Submarine Squadron Light (HSL-46), two full-time support, 17 selected Reserve (SELRES) and three active component Sailors went through specialized training to prepare them for operational testing and maintenance of the Fire Scout.

According to Det. 4 admin officer Lt. Cmdr. Jeremy DeYoung, the Reserve personnel come from a variety of commands and from many different Navy Operational Support Centers (NOSCs).

There are a variety of different skill sets the Reservists bring to the mission. There are aviation machinist’s mates, aviation electrician’s mates, aviation electronics technicians, an aviation ordnanceman, and an aviation maintenance administrationman.

They come from as far away as NOSCs in Charlotte, N.C.; Corpus Christi, Texas; Keesler, Tenn.; Louisville, Ky.; Pittsburgh, Pa.; West Palm Beach, Fla.; and Whidbey, Wash.

Some are from the “Jaguars” and others are from the “Proud Warriors” of HSL-42; the “Red Wolves” of Helicopter Sea Combat Squadron (HSC) 84; the “Seahawks” of Helicopter Maritime Strike Squadron (HSM) 41; the “World Famous Swamp Foxes” of HSM-74; the “Fighting Omars” of Fighter Squadron Composite (VF) 12; the “Eagles” of Fleet Logistics Support Squadron (VR) 46, the “Skyknights” of VR-48, the “Conquistadors” of VR-57, and the VR-59 “Lone Star Express.”

“We have been recruited from across the country for this unique Fire Scout detachment and its mission,” DeYoung said. “We are different in that we are not performing a normal mission of the squadron (or command) that we are attached.”

Lt. Cmdr. Darrel Cape from Cross City, Fla., is attached to HSL-60. He is the detachment officer in charge (IOC). He is also one of the AVOs, or air vehicle operators, who flies the Fire Scout.

“I wanted to do something different. This was an opportunity to get involved on the ground floor of an evolution in Naval Aviation. That sounded more interesting than doing the same ‘ole thing one more time,” Cape said.

Aviation Machinist’s Mate 3rd Class David Magnus is from North Huntingdon, Pa. He is attached to the operational support unit at NOSC Pittsburgh.

“I am always looking for chances to make a positive impact on this world. The Navy provides a lot of chances to do that, and this was one of them,” Magnus said. “You can’t help make a positive difference in the world standing by.”

Chief Aviation Structural Mechanic (Equipment) Ronald Baker, from Lakeside, Texas, is from “The Lorester Express” of VR-59.

“I volunteered to come to the detachment for the experience of working with the Fire Scout VTUAV and get the experience with a new program that will shape the future of unmanned aviation in the Navy,” Baker said.

“Although a program that is still in the testing phases for forward deployed shipboard operations it has been good experience to aid in the development of the program for the future of Fire Scout. With the capabilities that the Fire Scout brings to the fleet and across the ground it is a program that has potential to be one of the better tools for joint forces around the world.”

DeYoung explained that the big picture of the Fire Scout detachment goes beyond testing and evaluation of the system.

“We are tasked with supporting our ship with the Africa Partnership Station mission which is to increase regional and African partner nation capabilities, capacities and interoperability which will enable security of African national territorial seas and exclusive economic zones,” DeYoung said.

“What is greater mission, the Fire Scout detachment concept allows the Navy to contribute to the Department of Defense intelligence, surveillance and reconnaissance mission by putting a mobile and flexible platform within easy reach of a target’s shorelines.”

Det. 4 is working hand-in-hand with Northrop Grumman Corp., the manufacturer, who has the lead on Fire Scout, and other civilian companies that are providing software support to the program.

The Navy is the military partner, with support coming from the Naval Air Program office for Multi-Mission Tactical Unmanned Aerial Systems (UAS).

Fire Scout is designed to operate from air-capable ships like the Simpson and will be followed by full integration and testing aboard the Littoral Combat Ships.

The aircraft is slightly less than 32 feet in length, and stands less than ten feet tall. Powered by a single Rolls-Royce heavy fuel turbo shaft engine, it has a forward speed of 115-plus knots and an operating ceiling of 20,000 feet. It can carry a payload of 600 pounds which could include an electro-optical/infrared sensor and laser designator.

While attached to Simpson, the Fire Scout detachment is responsible for maritime surveillance missions, including visual identification of targets and maritime boarding overwatch.

The detachment faced a variety of challenges that needed to be overcome, DeYoung explained.

“Challenges to training were heightened by the various backgrounds and the experience levels of the personnel. We have active and SELRES, rotary wing and non-rotary wing, etc., as well as the newness of the system that we are working with.”

Prior to this deployment, HSL-42, an active-duty squadron from Mayport, had two hybrid deployments (one SH-60 helicopter accompanied by two Fire Scout UAVs) for six-month cruises similar to the Simpson deployment.

During flight, the Fire Scout is operated by an AVO and a mission payload operator (MPO). Instead of sitting in the cockpit of a traditional helicopter, the AVO and the MPO sit next to each other at control stations aboard Simpson.

The MPO is the pilot, responsible for navigation, safety, and the overall mission. The MPO is tasked with operating the Fire Scout’s built-in surveillance camera and maintaining operational communication with the AVO. Currently aboard Simpson, Det. 4 has four officers that function as AVOs and three enlisted Sailors as MPOs.

Unmanned Aerial Systems (UAS) perform a wide range of missions and are used by all branches of the military. They will continue to play an integral role in how the Navy conducts missions from the sea. UAS enhance capabilities and capacity by reducing operational costs and manpower through emphasis on system interoperability and commonality.

Furthermore, since the Navy announced earlier this year the decision to drop plans for a new Medium-Range Maritime Unmanned Aerial System the larger version of the MQ-8 Fire Scout might fill some of the requirements left unfilled.

“Our progress in the realm of unmanned systems permits us to re-imagine naval warfare where manned and unmanned systems work hand-in-hand with the fleet we have today and the fleet we will have tomorrow,” former Chief of Naval Operations Adm. Gary Roughead said.

Chief of Navy Reserve Vice Adm. Dirk Debbink pointed out the unique role that the Navy Reserve has in these new capabilities.

“You look at some of the capabilities hitting our Navy and you find the Navy Reserve is in many ways leading these, including some of the high end things. The first Fire Scout deployment (are) Navy Reserve Sailors who have come together to form that unit to deploy that capability,” Debbink said.

“...I am very confident that the Reserve Sailors are involved because they are innovative, because they are agile, because they are ready.”

“I am proud of the role our Navy Reserve component Sailors have been playing in the development and operation of unmanned aerial systems,” Commander, Naval Air Forces Reserve Rear Adm. Chris Sadler said. “These platforms are a growth area where we can add value and support the fleet in a permanent basis for years to come. Exciting times.”
It was 8:02 a.m. at Camp Lemonnier, Djibouti–just a couple minutes after the start of the exercise–when the Combined Joint Task Force–Horn of Africa (CJTF-HOA) joint operations center (JOC) watch team chief received a simulated warning order.

After notifying the on-duty watch team, the team chief reviewed the warning order and activated the crisis action plan.

Within 15 minutes, Navy Reservists from various joint directorates, along with their sister-service counterparts, formed a fully-functional operations planning team in the high-tech JOC crisis action room.

So began one of many situations in which Navy Reservists participated in Exercise Judicious Response 12-1, a combatant commander’s exercise held at various locations in Djibouti and Headquarters, U.S. Africa Command (USAFRICOM). The exercise tested the capabilities and functions of USAFRICOM, component commands, CJTF-HOA and interagency organizations during mission planning and operational scenarios in a deployed joint environment.

The crisis action plan team’s initial mission for the exercise was to combine execution-level planning with courses of action to aid the CJTF-HOA commander and support the local partner nation’s request for logistics support, including foreign humanitarian assistance.

Throughout the exercise, Navy Reservists with CJTF-HOA delivered a ready and accessible force, providing maximum responsiveness to step right in and implement their skill sets, according to Rear Adm. Michael Franken, CJTF-HOA commander.

“The coordination and execution of Judicious Response 12-1 could not have been successful without the direct support of the Navy Reservists currently mobilized and fully integrated into the joint task force staff at Camp Lemonnier,” Franken said.

“The joint planning expertise and collaboration skills that each Navy Reservist brought to the operations planning team was critical to our understanding of the operational environment and development of the concept of operations in support of our partner nation’s request,” Franken added.

Operational experience in CJTF-HOA’s operations area presents challenges and opportunities that are both complex and dynamic, said Navy Reserve Cmndr. Robert Nowakowski, CJTF-HOA director of training. CJTF-HOA’s area of interest encompasses more than 20 nations covering a land mass roughly the size of the continental United States.

“Due to the increasing complexity in the region, U.S. Africa Command approved the East Africa Campaign Plan (EACP) in January 2012, which gave the CJTF-HOA commander responsibility for all operations, exercises and theater security cooperation activities in our region,” Nowakowski said.

“The timing of Judicious Response 12-1 was perfect since the scenarios and training objectives aligned uniquely well with the staff’s inherent plans to transform CJTF-HOA’s mission to become more operational in accordance with East Africa Campaign Plan guidance,” Nowakowski continued.

“We utilized JR 12-1 as a mechanism to dive deep into our crisis action planning,” Nowakowski said.

“Like the coordination and execution of Judicious Response 12-1, a combatant commander’s exercise held at various locations in Djibouti and Headquarters, U.S. Africa Command (USAFRICOM). The exercise tested the capabilities and functions of USAFRICOM, component commands, CJTF-HOA and interagency organizations during mission planning and operational scenarios in a deployed joint environment.”

“The coordination and execution of Judicious Response 12-1 could not have been successful without the direct support of the Navy Reservists currently mobilized and fully integrated into the joint task force staff at Camp Lemonnier,” Rear Adm. Michael Franken, CJTF-HOA commander, said.

“The joint planning expertise and collaboration skills that each Navy Reservist brought to the operations planning team was critical to our understanding of the operational environment and development of the concept of operations in support of our partner nation’s request,” Franken added.

Operational experience in CJTF-HOA’s operations area presents challenges and opportunities that are both complex and dynamic, said Navy Reserve Cmndr. Robert Nowakowski, CJTF-HOA director of training. CJTF-HOA’s area of interest encompasses more than 20 nations covering a land mass roughly the size of the continental United States.

“Due to the increasing complexity in the region, U.S. Africa Command approved the East Africa Campaign Plan (EACP) in January 2012, which gave the CJTF-HOA commander responsibility for all operations, exercises and theater security cooperation activities in our region,” Nowakowski said.

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“We utilized JR 12-1 as a mechanism to dive deep into our crisis action planning,” Nowakowski said.
Intelligence Specialist 2nd class Michael Miller and other U.S. and foreign military members drive in tent pegs during the setup of a forward headquarters element.

Gray is a 2010 graduate of the Advanced Joint Professional Military Education (AJPME) program at the Joint Forces Staff College in Norfolk, Va. The program provides staff officers training and experience in the operational level of war.

Another important part of the exercise was making sure participants had the equipment needed to perform their tasks, said Navy Reserve Lt. Cmdr. Brenton Allen, CJTF-HOA operations technology officer. He noted the communications and surveillance equipment used by operations planning team members as an example.

“Our goal was to set up and test our systems to ensure data transferred via satellite correctly from the remote site to the home base,” said Navy Reserve Lt. Cmdr. Aaron Wahluff, CJTF-HOA intelligence plans officer. “Establishing a forward headquarters element downrange, close to the affected area, allows us to gather more accurate intelligence and, inevitably, provide better situational awareness for CJTF-HOA to make decisions.”

Another Navy Reservist, Intelligence Specialist 2nd Class Michael Miller stated how important it was to provide accurate data from the operating environment back to the JOC during the exercise.

“As members of the forward headquarters element, the intelligence team is responsible for being the local eyes and ears,” Miller said. “We were better equipped to provide locally sourced climate, culture, threat and force protection information up to higher headquarters during the exercise.”

After deploying the exercise’s forward headquarters element, CJTF-HOA’s concept of operations was briefed to USAFRICOM senior leadership for approval.

Shortly after his approval, Exercise Judicious Response 12-1 officially came to an end.

“Our mission to conduct operations to build partner-nation capacity, promote regional stability, dissuade conflict and further U.S. and coalition interests in East Africa was enhanced due to the excellent Navy Reserve teamwork put forth during the Judicious Response 12-1 exercise,” said Navy Reserve Capt. Joseph Horvath, CJTF-HOA executive assistant.

Throughout the CJTF-HOA area of interest, support from Navy Reservists will be even more important to ensure the CJTF-HOA mission is coordinated and executed within the Horn of Africa region, said Nowakowski.

“The level of education and professionalism of Navy Reserve personnel mobilized to CJTF-HOA is absolutely incredible,” said Nowakowski. “They are imbedded in every single directorate within the staff and bring another dimension to the cross-service mix at Camp Lemonnier. We would not be able to do our mission without them.”
The U.S. Navy is very busy coordinating commemorative events. It is the 200th anniversary of the War of 1812, the 150th anniversary of the Civil War and, lest we forget, the 50th anniversary of the Cuban Missile Crisis. There is also preliminary planning for the 100th anniversary of World War I, which will begin in 2014.

This list contains one event that needs to be brought to the forefront: the Battle of Midway. The year 2012 is the 70th anniversary of this decisive battle. Many Navy commands commemorate Midway with public outreach events coupled with internal training programs for Sailors. These activities honor the sacrifices made by the men who fought in the battle and emphasize the engagement’s significance in American history.

The victory at Midway cannot be overstated. On June 3, 1942, the United States and its allies in the Pacific were losing badly to the Japanese Empire. The Navy’s surface fleet was in shambles, American ground and naval forces were on the verge of surrender at Corregidor, British and Dutch troops surrendered in Hong Kong, Singapore, and Java; and several outlying islands, including Wake, had been lost. Only the hard check given by U.S. Naval forces at the Battle of the Coral Sea slowed the advance.

In the weeks leading up to Midway, the Japanese looked all but invincible. Not only did the Japanese fleet outnumber the opposing American task forces, but having already been at war for five years, it had far more combat experience. It was under these circumstances that the men of the U.S. Navy’s Task Force 16 and 17 stopped the Japanese advance. At the end of the battle, the Japanese had lost four carriers and one heavy cruiser as the U.S. Navy lost one aircraft carrier and one destroyer. The war’s momentum completely shifted in favor of the United States. A short time later, the Navy and Marine Corps launched a counter-offensive at Guadalcanal and the march toward victory began.

Japanese Combined Fleet commander Adm. Isoroku Yamamoto moved on Midway in an effort to draw out and destroy the U.S. Pacific Fleet’s aircraft carrier striking forces, which had embarrassed the Japanese Navy in the mid-April Doolittle Raid on Japan’s home islands and at the Battle of Coral Sea in early May. He planned to quickly knock down Midway’s defenses, follow up with an invasion of the atoll’s two small islands and establish a Japanese air base there. He expected the U.S. carriers to come out and fight, but to arrive too late to save Midway and in insufficient strength to avoid defeat by his own well-tested carrier air power.

Yamamoto’s intended surprise was thwarted by superior American communications intelligence, which deduced his scheme well before the battle. This allowed Adm. Chester W. Nimitz, the U.S. Pacific Fleet commander, to establish an ambush by having his carriers ready and waiting for the Japanese. On 4 June 1942, in the second of the Pacific War’s great carrier battles, the trap was sprung. The perseverance, sacrifice and skill of U.S. Navy aviators, plus a great deal of good luck on the American side, cost Japan four irreplacable fleet carriers, while only one of the three U.S. carriers present was lost. The base at Midway, though damaged by Japanese air attack, remained operational and later became a vital component in the American trans-Pacific offensive.
June 4, 2012 marks the 70th anniversary of one of the Navy’s most historically significant naval victories. The Battle of Midway occurred June 4-7, 1942 and changed the tide of the war in the Pacific and the course of global history.

**U.S.S Enterprise (CV-6)**
Commanding Officer: Capt. George D Murray
- Grumman Wildcat F4F-4 (27)
- Douglas Dauntless SBD 1/2/3 (38)
- Douglas Devastator TBD-1 (14)

**U.S.S Yorktown (CV-5)**
Commanding Officer: Capt. Elliott Buckmaster
- Grumman Wildcat F4F-4 (25)
- Douglas Dauntless SBD 1/2/3 (37)
- Douglas Devastator TBD-1 (13)

**U.S.S Hornet (CV-8)**
Commanding Officer: Capt. Marc A. Mitscher
- Grumman Wildcat F4F-4 (27)
- Douglas Dauntless SBD 1/2/3 (37)
- Douglas Devastator TBD-1 (15)

**Assets:**
- 3 carriers
- ~25 support ships
- 233 carrier-based aircraft
- 127 land-based aircraft

**Losses:**
- 1 aircraft carrier sunk (Yorktown)
- 1 destroyer sunk (Hammann)
- ~150 aircraft destroyed
- 307 killed

**Grumman Wildcat F4F-4 (27)**
- Mitsubishi A6M (21)
- Aichi D3A (21)
- Nakajima B5N (21)

**Douglas Dauntless SBD 1/2/3 (38)**
- Mitsubishi A6M (21)
- Aichi D3A (21)
- Nakajima B5N (21)

**Douglas Devastator TBD-1 (14)**
- Mitsubishi A6M (21)
- Aichi D3A (21)
- Nakajima B5N (21)

**Akagi**
Commanding Officer: Capt. Taijiro Aoki
- Mitsubishi A6M (21)
- Aichi D3A (21)
- Nakajima B5N (21)

**Hiryu**
Commanding Officer: Capt. Tomeo Kaku
- Mitsubishi A6M (21)
- Aichi D3A (21)
- Nakajima B5N (21)

**Kaga**
Commanding Officer: Capt. Jisaku Okada
- Mitsubishi A6M (30)
- Aichi D3A (23)
- Nakajima B5N (30)

**Soryu**
Commanding Officer: Capt. Ryusaku Yanagimoto
- Mitsubishi A6M (21)
- Aichi D3A (21)
- Nakajima B5N (21)
- Yokosuka D4Y (2)

**Assets:**
- 4 aircraft carriers
- 2 battleships
- 15 support ships
- 248 carrier-based aircraft

**Losses:**
- 4 aircraft carriers sunk
- 1 cruiser sunk (Mikuma)
- 248 aircraft destroyed
- 3,057 killed
I didn’t hear my name called. I just remember hearing them announce MA’s, and I immediately thought they were announcing the other master-at-arms finalist,” said Master-at-Arms 1st Class (SCW/FMF) Doug Newman of Naval Base Kitsap, Bangor, attached to Navy Operational Support Center (NOSC) Kitsap. “Then, I felt hands patting me on the back and saw my wife in tears.”

Newman was selected as the Reserve Force Sailor of the Year from a very talented pool of Reserve Sailors from various fields, ratings and platforms.

“The first emotion I felt was disbelief, and then I thought about my unit and Sailors and then about the other equally worthy finalists that I was up against,” Newman said.

The announcement was made by the Chief of Naval Reserve Vice Adm. Dirk J. Debbink during a ceremony at the Fort Meyer Officer’s Club in Arlington, Va. near Arlington National Cemetery.

“All five of the Sailors here today are true heroes,” Debbink said prior to announcing the SOY selection.

When addressing the five finalists Debbink said, “The real winners are all of us who get to serve with you.”

While not aware of his name being called as it was announced Newman was certainly aware of his surroundings.

“Being so close to the National Cemetery really put everything into perspective for me,” said Newman. “Looking out and seeing so many true heroes who gave their lives.

“I felt very humbled and privileged and I am still on cloud nine. Never in my wildest dreams could I have imagined this.”

Call it fate, hard work, or sheer determination to serve his country. Whatever you call it, his military career roadmap was not paved in gold from the beginning. It took many bumps in the road to get him to the place where he is today.

Despite his father and grandfather both serving in the U.S. Army, Newman was drawn to sea service, which the Navy and Marine Corps were announcing the other master-at-arms,” said Newman. “I immediately thought they were going to announce MA1, and I immediately thought he’s a Sailor that already gets it. He is a hard worker who takes care of his Sailors.”

Newman was selected for the second consecutive year as the Navy Region Northwest Reserve Component Command (NAVREG NW RCC) Reserve Sailor of the Year.

“That in itself says a lot,” said NAVREG NW RCC Command Master Chief (SW) Martin Aguiar on Newman’s selection as the regional SOY. “MA1 is the whole package; he is proud to wear the uniform and to be a member of the Navy Reserve and he lets everyone know it.”

Newman’s family sure knows it.

“It means a lot to me for my kids to be able to see me in uniform, like my father and grandfather,” said Newman. “I have been inspired by them and my family and given me the chance to carry on a family tradition.”

Since joining the Navy Reserve, Newman has served with Naval Mobile Construction Battalion 17, as the battalion master-at-arms, Echo company commander. He also deployed alongside Marines in Fallujah, Iraq with the 30th Naval Construction Regiment attached to the 2nd Marine Expeditionary Force. It was an opportunity that he never thought he would get to fulfill.

“The Navy provided me the opportunity to finish things that I started when I first joined the service,” said Newman.

“I had great support from my family and my father who was supporting and encouraging me,” Newman said.

After the devastating news, Newman decided to pursue a civilian law enforcement career, and became an Arizona state police officer in 1998.

“It figured that if I couldn’t serve and wear the military uniform, that the police uniform would be the next best thing,” said Newman.

Wanting to serve again, Newman underwent two painful surgeries to remove the metal in his leg and endured a long rehabilitation process.

In 2001, a dream was once again realized for Newman. Although it was a long process and required a plethora of medical documentation and notes from his doctors—he was finally medically cleared and joined the Navy Reserve in Tucson, Ariz.

“My loyalty runs deep with the Navy,” said Newman. “I was given a second chance to serve my country.”

Newman says that if he had to do it all over again the same way, he would without hesitation.

“I learned so many important lessons,” said Newman. “I learned that it is a true privilege to be able to serve my country. It’s an opportunity that some people don’t get and I will never take for granted.”

Newman credits his family for supporting his passion to serve in the military and police force; his civilian employer for allowing him the flexibility to serve as a Reservist, and his Navy chain of command for mentoring him.

“Without the support from my family, my work and the Navy, this would not have been possible,” said MA1 Newman.

“Without the support from my family, my work and the Navy, this would not have been possible,” said Newman. “Since I found out, I have received hundreds of emails, text messages and phone calls from family, and coworkers congratulating me and showing their support.”

He also credited his fellow Sailors for the recognition he received.

“The Sailors I work with got me here. My unit members and the full-time support staff do so much for our success,” Newman said. “I wish they had SOY for 60 of my master-at-arms shipmates—they all deserve it.”

Newman received a Navy and Marine Corps Commendation Medal at the ceremony and will be60 meritoriously advanced to chief petty officer in May.

“I know he will be a master chief in a blink of the eye,” said Lt. Gregory Skyles, commanding officer of NR NSF. “He is already a master chief walking around in a first class uniform.”

Newman is already getting practice for his official role as chief in May.

“He is already getting practice for his official role as chief in May. He is currently filling his unit’s leading chief petty officer billet.

“I am not a chief yet,” said Newman. “Filling a chief billet has given me a strong appreciation for what a chief does and motivated me to want to be a chief. I know this is a huge honor and I have a big responsibility to carry on the tradition for those before and after me.”

In 2006-Newman was offered a unique employment opportunity, and laterally transferred to Washington State as a police officer. Because of the relocation of his family, and starting a new job, Newman began a break in military service.

In 2010 Newman re-affiliated with the Reserve Force and has been hard-charging ever since.

“I have a passion for helping people and serving my country, my career, and the Reserve lets me do both,” said Newman.

Newman is currently a sergeant with the Port of Seattle Police Department, assigned to the patrol division as the gang unit supervisor. He has worked in law enforcement for 14-years. This civilian experience has enabled him to bring years of knowledge and training to his work as a Reserve master-at-arms.

“The Port of Seattle Police Department has been so supportive of my military career and of others in the Guard and Reserves,” said Newman.

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Five of the Navy Reserve’s finest have much in common. They have each followed similar paths leading to them meeting each other in Washington. Along the way these five soon to be friends had shared similar experiences when they were each selected as Sailors of the year at their command and then followed up with the same selection as their Regional or echelon Sailor of the year.

By this time one would think they would be used to the process. But their Washington meeting proved to be different. They were now finalists for the Navy Reserve Sailor of the year.

Master-at-Arms 1st Class Patty A. Blackwell from Navy Security Force from Navy Operational Support Center Greenville, S.C. said it, and her fellow finalists felt it. “This week is one of those when you are old and sitting on a porch somewhere you will relive this moment. I won’t forget it for the rest of my life,” Blackwell said.

The five Reserve Sailors who will be able to share their story are: Blackwell, who became a finalist after being selected as SOY for Reserve Component Command (RCC) Region Southeast; Electronic’s Technician 1st Class (NAC) R. Edward Johnson, from NOSC San Diego and is the Space and Naval Warfare Systems Command SOY; Master-at-Arms 1st Class (SCW/FMF) Doug Newman who is the RCC Northwest SOY attached to Navy Security Force Navy Base Kitsap from NOSC Kitsap; Yeoman 1st Class (AW) J. Antonio Ramirez representing as the SOY of RCC Southwest and assigned to Commander Submarine Group 9 Force Protection Det. 2 at NOSC Alameda, Calif; and Construction Mechanic 1st Class (SCW) John E. Thompson who is the Navy Expeditionary Combat Command’s SOY from Naval Mobile Construction Battalion 26 and hails from NOSC Columbus, Ohio.

The commonalities these five have are countless except one stands out beyond all others. They each credit others with their success. They reflect on the guidance of the chief petty officers who mentor them and give credit for mission success to the petty officers in their unit.

“During some rough times the only thing that kept me going was the chiefs in my unit. They had faith and confidence in me and faith and confidence in the continued unit success,” Ramirez said.

Johnson had similar thoughts, “I have to credit the mentorship of two outstanding senior enlisted advisors in my unit. They know how to slow me down when I need it and they know how to pick me up. They are available 24/7 and will help in any way.”

Newman shared his appreciation for the Sailors at his NOSC and unit. “The Sailors I work with got me here. The full-time-support staff at NOSC Kitsap and the 60 master-at-arms in my unit,” Newman said. “We work as a team continually improving and they never fail at accomplishing the mission.”

While the five finalists didn’t admit to it, it is obvious to others their performance, dedication to their units, fellow Sailors and mission accomplishment had something to do with them being where they are.

Thompson takes what he has learned from his chiefs to heart. “I got here because my khakis took care of me. They taught me to be devoted...
The finalists for Navy Reserve Sailor of the Year

Ramirez has nominated his employer, Thermofisher Scientific, for an Employer Support of the Guard and Reserve Patriot award. “My employer has been extremely supportive. Providing force protection for submarines can require us to go on many operations and some with very little notice. Because of the support my employer gives me I am able to focus on my Navy mission,” Ramirez said.

During their time in Washington the five finalists were hosted by Navy Reserve Force Master Chief (AW) Chris Wheeler and Chief of the Navy Reserve (CNR) Vice Adm. Dirk Debbink. The finalists found with hosts like these they would have little time to worry about their SOY interviews and the selection process. Their first day started before sunrise at the Iwo Jima Memorial and a quick run with Wheeler and the rest of the SOY board members. This was followed by more physical training before heading to the Pentagon.

Changed out of the gold and blue workout gear and into their service uniforms the finalists began their office calls and a tour of the Pentagon. First on the agenda was meeting Master Chief Petty Officer of the Navy (SS/SW) Rick D. West, they next made their way to an hour long meeting with CNR. Later in the day they also met with Assistant Secretary of the Navy (Manpower and Reserve Affairs) the Honorable Juan M. Garcia III followed by a tour of the Pentagon.

“Being in the Navy Reserve has shown me there is no other organization where leadership invests in giving recognition,” Newman said. “Everyone [we have met] has said they work for us. When we met Vice Adm. Debbink we saw that we work for an organization that honors families and Sailors.”

The finalists found their first day to be full enough to not give them time to contemplate what was to follow on day two. The second day would be the one where no matter how much practice they had in previous selections as Sailors of the year they would find that being interviewed by this board of master chief petty officers was just as nerve wracking.

Nobody knows, except the final five, what must have been going through each of their minds as they sat around a conference table waiting for their turn. The interviews were short, probably 20 minutes or so, but must have felt like an eternity to Blackwell, Thompson, Newman, Ramirez and Johnson. This time what happened in the interview room meant the possibility of being named Navy Reserve Sailor of the year and being promoted to chief petty officer one month later.

With the five interviews complete the finalists could only wait for the announcement later that evening.

As they reconvened for a dinner and recognition ceremony at the Fort Meyer Officers’ Club in Arlington, Va. the finalists were surrounded by friends, family and shipmates.

Their final act as a group that evening was to stand before the guests. It was then when the following words from Debbink would change one of their lives forever, “The Reserve Sailor of the year is MA1 Douglas Newman.”

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It’s not quite noon on Guam’s Andersen Air Force Base flight line, and the blistering heat from above has failed to deter a small maintenance crew of both full time support (FTS) and selected Reservist (SELRES) enlisted Sailors from launching a pair of F/A-18C Hornets off the tarmac. Once airborne, the aircraft will fly some 100 to 200 miles over the Pacific with one clear mission in mind: to attack other U.S. Navy aircraft.
This isn’t some real-life act of high treason by a rogue Navy element, nor is it a scene from a bad Hollywood action flick. Rather, it’s just another day of flying a routine training mission for the “Fighting Omars” of Fighter Squadron Composite (VFC) 12. As one of six squadrons that make up Commander, Tactical Support Wing, VFC-12 specializes in “adversary training” for other Navy strike fighter squadrons. During this detachment to Guam, VFC-12’s pilots (a mixture of 14 SELRES, five FTS and a pair of active duty guest aviators) are flying day and night to assist four squadrons from Commander, Carrier Air Wing (CAG) 5. This is the forward deployed air wing’s biennial Strike Command structure with their FTS counterparts. It is easy to see how vital the full-time side of VFC-12 is to help them get the qualifications they need to advance in their rates.

But before VFC-12’s pilots can take to the skies for simulated daylighting in any of the eight F-18Cs they brought from the squadron’s home in Oceana, Va., they first have to get off the ground. That’s where the contingent of 102 SELRES and 13 SELRES Sailors that make up VFC-12’s maintenance department comes into play.

“They are everything. Our maintenance department is what makes the squadron go,” Sucato says. “Without the maintenance department, we (pilots) are just effectively a bunch of guys standing around looking at the sky.”

“We get them in the air,” says Senior Chief Aviation Machinist’s Mate (AW) Daniel Martelle, the squadron’s maintenance senior chief. “The warroom and the maintenance department work hand-in-hand. Their mission couldn’t be completed without us, and we wouldn’t have a mission without them flying airplanes.”

The maintenance crew is split into two shifts, “day check” and “night check,” and each shift averages about ten hours. A typical day on the flight line includes upwards of 18 sorties divided into eight events. Each event consists of the successful launch and recovery of three of the squadron’s Hornets. Once the day’s flight schedule is in full swing, the maintainers find themselves hurrying on and off the flight line roughly once every hour between launching the current event’s aircraft and bringing the previous event’s jets in safely. Daily, the maintainers perform an “around check” of the aircraft, “You make sure a screw is not missing. You make sure it is ready to take flight. You’re head’s always on a swivel. It becomes ingrained,” said Aviation Structural Mechanic 3rd class Jeff Grand.

“Launching might seem easy because you do it a lot, but when you look behind the scenes you have to know your priorities,” said Aviation Ordnanceman 1st Class (AW) Ponce Cureton, a SELRES Sailor who has nine-and-a-half years of active duty service under his belt. “We always look at the bird from wingtip to wingtip to make sure all things are going to work for the safety of the pilot and the safety of others. If anything goes wrong while you’re final checking, it could cost a life. So you pay attention to detail.”

Between launches and recoveries, VFC-12’s maintainers get downtime. The Sailors guzzle bottle after bottle of water to stay hydrated while sitting in the modest shade beneath a row of freight containers housing the crew’s equipment. The maintainers lovingly refer to the area as “Shadytown.” Downtime is often spent discussing the current and next day’s work load, playing cards, or simply being social.

“We’re awesome together,” says Aviation Machinists Mate Airman Patricia Blakeman. “We pick on each other like brothers and sisters, but it’s a big family.”

“We have to be a tight-knit group. Morale is what keeps this command going,” says Martelle. “When you’re working ten-to-twelve hour days, you have to be able to help each other and keep each other motivated.”

Meanwhile, a second group of “trouble-shooters” stands at the ready to diagnose and correct any last minute problems that might arise. If all systems are go, a plane captain on the ground signals to the pilot in the cockpit that he is clear to launch. Once the aircraft return a couple hours later and are safely recovered, maintenance personnel perform an expedient yet thorough “round check” of the birds. Any small issues that might need addressing can usually be fixed within an hour, and any repairs requiring more time than that fall on night check to get resolved so that the Hornets are able to get up and flying again the following day.

“We will identify what the issue is, the respective shop will go out and troubleshoot it, and most often it’s something that can be repaired and ready for tomorrow’s flight schedule,” says SELRES Aviation Structural Mechanic 1st Class (AW) Linda Roland, who works as line division lead petty officer on night check.

During launches and recoveries, the team effort by the maintainers on the ground comes off as a sort of ballet that can seem all at once coordinated and slightly chaotic, depending on the circumstance. It’s a situation in which being safe and keeping a keen eye on the task at hand are paramount.

“You’re head’s always on a swivel. It becomes ingrained,” said Aviation Structural Mechanic (Equipment) 1st Class (AW) Louise Greene, lead petty officer for her work center. “You’re always looking for any kind of danger. Anything can happen.”

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To see exactly how tight-knit and motivated this group is, one need look no further than the small batch of 13 SELRES Sailors who have seamlessly meshed into the day-to-day command structure with their FTS counterparts. It is easy to see how vital the full-time side of VFC-12 is to help them get the qualifications they need to advance in their rates.

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Just prior to any launch, a group of four “final checkers” from various enlisted aviation ratings will go over the aircraft one last time to make sure it is ready to take flight.

Dividing the jet into four sections, two of the final checkers start at the Hornet’s nose and work their way back to the wheel wells, while the other two start at the exhaust and move forward.

“You make sure a screw is not missing. You make sure the landing gear has all the cotter pins in it. You’re looking for the general integrity of the aircraft,” Martelle says.
One of those SELRES Sailors is Aviation Structural Mechanic (Equipment) 3rd Class Jeff Grand. Being from Minnesota, where work in aviation ratings is scarce, the night check mechanic was fortunate enough to get cross-assigned to VFC-12 in Virginia. When not performing his primary duties on and around the flight line, Grand and his other SELRES counterparts use their time to work on qualifications that aren’t easy to come by while drilling on weekends in Virginia.

“I feel very lucky to be with this squadron,” says Grand. “These guys are really good at giving me training in my rate. It’s very advantageous.”

And the hard work being put in by the SELRES Sailors doesn’t go unnoticed.

“They work out really well,” says Cmdr. John Mooney, VFC-12’s commanding officer, who is himself a SELRES aviator. “We try to recruit the highest-qualified SELRES we can. The guys that are here are doing a great job.”

“Every time I’ve dealt with SELRES here, they’ve always been ready to work,” says Aviation Electrician’s Mate 2nd Class Joanna Landry, an FTS day check trouble shooter. “I’ve never seen a more motivated bunch of airmen and third classes. They want to learn.”

“I couldn’t tell you exactly how many SELRES we have out here, because they integrate in so well I can’t tell one from the other,” says Martelle.

By the end of SFARP, the Fighting Omars of VFC-12 flew 252 sorties over 14 days of flight line operations. This was the squadron’s seventh detachment since June of last year, and if history is any indicator (the squadron recently picked up a series of prestigious awards) the mission will be hailed as a strong success.

For all of the accolades, however, the maintainers of VFC-12 don’t measure success by quantity of awards, but rather by how well the crew comes together day after day and night after night to get the job done.

“There’s no way one person could do this job, it takes a total team effort,” says Martelle, as a Hornet from the day’s most recent flight event begins to taxi down the runway. He points toward the jet just as it rotates into the sky, the deafening noise from its engines blaring across the entire flight line.

“As long as that happens right there,” he shouts, “we feel successful.”
Navy Reserve Lt. j.g. Jeff Strong is mobilized to Forward Operating Base Airborne, in the Wardak Province of Afghanistan. He is a Human Resources officer with 25 years in the Navy, over 20 of which were spent as a gunner’s mate. Assigned as a combat adviser for the 3rd Kandak (Battalions), 1st Brigade, Afghan National Civil Order police, a highly specialized police force with advanced combat training and firepower, Strong also holds the positions of administrative and intelligence officer within Security Transition Team 6 (STT6). Strong serves on a small team composed primarily of U.S. Army military police.

Part of being mobilized is learning how to leave things behind. We all miss our family, friends, etc... but one thing that has really hit me is how much I miss my dog. I have an 85 pound Coon Hound named Lucy. She has been part of my life for a few years now and I never really thought much about missing a pet.

Lucy came into my life through a service project. I was working on someone’s home with part of an organization called Teen Serve. This group organizes teen groups to provide services to elderly, handicapped, and low income people around the Midwest. Well, this particular home had a few dogs. It was a beautiful week and the work was going well. On the last day I was there, at the end of lunch, Lucy came outside. She walked around the house and found me and didn’t leave my side the rest of the day. We played, we wrestled in the yard, and we relaxed in the sun. I learned the owner’s daughter had found Lucy and two others as pups abandoned on the side of the highway near their home. The family had found homes for two of them, but not Lucy. They had been trying but Lucy just hadn’t found the right person yet. Well, that afternoon she did.

At dinner one night here on forward operating base (FOB) Airborne I was discussing how shocked I was by how much I missed my dog. The conversation went around the table as others described how much they missed their dogs as well. As the conversation traveled through stories about our dogs and their craziness I began to sink a little deeper into missing Lucy. By the time we were done I was pretty worn down and ready to just call it a night and try not to think about the things I missed.

Walking at night on FOB Airborne is a challenge at times. Being a blackout FOB the lack of light can cause all kinds of normal things to take on odd appearances. As we returned to our tents, I suddenly felt something brush past the lower part of my leg. I quickly realized that no one was within a few feet of me and that realization caused an instant surge of adrenaline to rush into my system. My only thought at that point was, “What the ….” I stepped in my tracks and the others with me continued walking. I had a small flashlight in my pocket that I slowly extracted to see what had brushed my leg. When I turned the light on, I saw a mass of black fur. Not being overly familiar with the wild life of Afghanistan, I was almost in a panic. What is it? It was bigger than a raccoon, smaller than a bear ...

Suddenly the mass of fur moved and a small face with very dark eyes appeared above a short muzzle. Those eyes looked me squarely in the face and seemed to say, “You miss your dog, but here I am….I have no one missing me.” As this small black dog looked at me I wasn’t sure what to do. I had heard several stories of the high incidence of rabies in animals here and I also knew the policy the U.S. military has about stray animals.

Yet, here was this small, helpless, starving soul looking at me with such sweetness and love in her eyes. After staring at each other for what could have been a minute or five ever, the dog stood up, looked up at me again, and took two steps toward me putting her head into my hand. I scratched her head between her ears and then decided that I was better off not getting to know her and walked away. She followed me to the point where I entered the compound where our tents are. As I walked in, she trotted off into the darkness. I said a quick thank you in my head for whoever or whatever had given me this dose of closeness after having the discussion of missing Lucy.

Two nights later, the same thing happened. The little black dog brushed by my leg and then just sat down in front of me. As the others kept walking I knelt down, scratched her ears and then down her back to the base of her tail. She wagged her tail happily and followed me back to the tents. I patted her on the head and away she went into the darkness of FOB Airborne. As I described the incident to those who wondered where I had been, I said, “She comes up like a shadow…just out of nowhere. Being as black as she is, she just blends into the night.” From that point on, she became “Shadow.”

We continued to see Shadow off and on for a while and not just on the FOB. A couple weeks went by and I hadn’t seen her. One day while my unit was on a foot patrol and I was watching them from a remote camera location, she appeared. As the unit moved she took the lead in front of the group, walking side to side sniffing, searching, scanning for something unknown. When the unit pulled a security halt, she dutifully trotted back to almost every person as if checking to make sure they were okay. When the leader called for everyone to move out, she quickly ran back to the front and resumed her position. It was as if she was trained to do so. I have often thought of that day and wondered what it was that she was searching for.

During my time in Afghanistan I have witnessed cruelty shown toward dogs. Most dogs here are not pets, but victims of unbelievable torture and cruelty. I have witnessed dogs who have had their ears and tails cut off, dogs being kicked repeatedly, chains embedded in their necks from neglect, and starvation. All of these things sicken me and yet there is little that can be done. I have read the story of stray dogs on bases who warned military members of attacking insurgents by barking and even attacking the enemy as they infiltrated the base.

The U.S. policy toward stray animals is simple: they do not belong and will not be tolerated. Soldiers, Sailors, Airman and Marines are expected to have no contact with these animals and to serve on eradication teams. These teams have a responsibility to remove any stray animal. I understand the far reaching limits of the reasoning behind this: disease, unpredictable behavior, fleas, ticks, etc… I have to admit that I also have witnessed the incredible morale boost a dog can bring into a combat area. Many are the stories of stray dogs being adopted by military members or units and what an impact they had. I know of stories of heroism and valor where a dog was the hero…or a martyr to enable the human to survive. So although I can see both sides of this, I struggle to accept such a black and white ultimatum on the subject of whether they should be allowed or shouldnt they. The Army even has a morale dog named Major Timmy who travels the country of Afghanistan with his handler. Major Timmy’s side role is to bring a small bit of doggy joy to those who are in high stress situations or areas.

I learned recently that Shadow was shot and killed by the FOB Mayor. It was his job and his duty to do so but it is still something I struggle with. She was a small light in what has otherwise been a fairly dull world here. She had no disease, wasn’t a threat to anyone, and had caused no issue that I know of. She was simply a wandering lost soul looking for love and acceptance in a world of war, hate, and violence. Maybe she is better off not being tortured or treated with cruelty and neglect. Or maybe there will be countless military men and women who will miss out on a small bit of joy that she may have shared with them. Either way, I am thankful for the small bit of joy that she brought to me; regardless of how short a period in time it lasted. It is not my place to make policies of this type or to take the actions that they require. For that I am thankful.

Until I get a chance to write again: stay positive, watch out for your shipmate, and beyond all stay safe.
Decisions, decisions ...

Everyday you are testing the waters, navigating through the myriad of career possibilities and choices. Don’t let your time with the Navy wash away. The Navy Reserve can offer you continuation of benefits and secure pay. With numerous interesting programs, you can be assured of a stimulating and rewarding career. To learn more, visit navyreserve.com or call 1-800-USA-USNR.