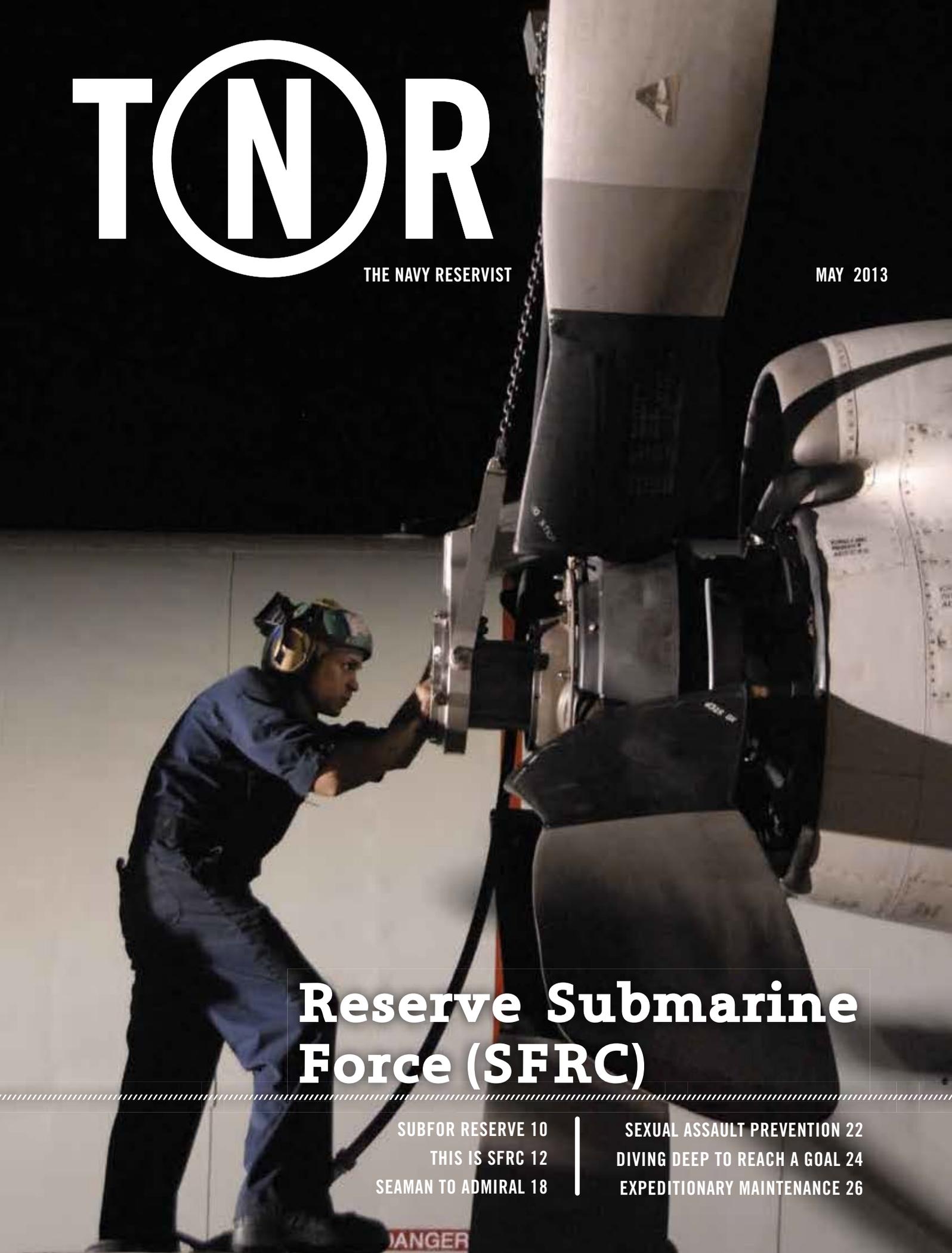


TNR

THE NAVY RESERVIST

MAY 2013



Reserve Submarine Force (SFRC)

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DANGER

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The Navy Reservist is always looking for good action photos of Navy Reservists (minimum 300 dpi) that tell a story of Reserve training or support to the fleet. Please provide full identification of all individuals in the photograph, including their respective rating, rank and command. Photos should also include a visual information record identification number or VIRIN. Information about VIRINs is available online at www.navy.mil/photo_submit.asp. Submissions should be received eight weeks prior to publication month (i.e. October 1st for the December issue). Material will not be returned.

NEWS ONLINE ... The Navy Reservist current and past issues can be accessed online at <http://www.navyreserve.navy.mil>. Navy Reserve News Stand, a Web site featuring Navy Reserve news and photos, plus links to Navy fleet pages, can be viewed at www.news.navy.mil/local/nrf.

CHANGE OF ADDRESS ... Selected Reservists with address changes need to provide updates to the NSIPS (Navy Standard Integrated Personnel System) via their NOSC Personnel Office.



SUBFOR Reserve: TNR presents this month's series on the Reserve Submarine Force. (Page 10)



Seaman to Admiral: Retired Rear Admiral Garry J Bonelli talks about his journey from Seaman to Admiral . (Page 14)



Diving deep to reach goal: Master Chief Michael Bross (MDV) discussed the intense training to acquire his Master Diver designation. Bross, a 21-year veteran, is the first Navy Reserve Master Diver. (Page 24)



This is SFRC: The Submarine Force Reserve component stands ready to be as stealthy as the best undersea warriors out there. (Page 12)



SARP: Sexual assault awareness training is more than recognizing the impacts of sexual assaults in April. (Page 22)



Expedition Maintenance: EM Sailors perform their annual training aboard the USS Frank Cable (AS 40). (Page 26)

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Cover Photo: Aviation Machinist Mate 2nd Class Omar Viraclass, installs a propeller on the number two engine of a P-3C Orion aircraft. VP-62 at Naval Air Station Jacksonville FL, and VP-69 at NAS Wibe Island, Wash. each have six P-3C orions. U.S. Navy photo by Mass Communication Specialist 1st Class Michelle Lucht.

FOCUS ON T



Vice Adm. Robin R. Braun

Shipmates,

Recently, I had the honor of greeting more than 100 Returning Warriors at Baltimore-Washington International Airport. These Sailors were returning from deployments all over the world, including Afghanistan, the Horn of Africa and Germany. Along with our individual augmentees, I met medical personnel from the Role 3 Multinational Medical Unit who provided vital warrior care at a trauma center in Kandahar. Waiting for them upon their return were family and loved ones with open arms. I had the pleasure of speaking with Lt. Isaac Ortman after stepping off the plane. I asked him how his day was going and he said it was a truly a great day; his daughter was turning four years old and he was about to reunite with his family. I spoke with several Sailors that afternoon and each one reminded me of the sacrifices made by our Navy families. It was a true honor to welcome our shipmates home and thank them for their service at the “tip of the spear.”

During recent visits across the force, I've seen countless examples of Reserve Sailors seamlessly integrating with the active component. Just recently, USS Freedom (LCS 1) began her maiden deployment to Singapore. Seven Reserve component (RC) Sailors have been supporting Freedom's workups, deployment, and Forward Liaison Element (FLE) in Singapore. Hull Technician 2nd Class Nathaniel Vaughn, Engineman 2nd Class Elijah Eggers, and Electrician's Mate 2nd Class Rene Herrera all participated in Freedom's pre-deployment training and workups. In late March, four additional RC Sailors, including Senior Chief Engineman (EXW/SW/AW) John Ruela, Electronics Technician 1st Class Aaron Adami, Electrician's Mate 1st Class Ji Park, and Fire Controlman 1st Class Christopher Chavez forward deployed to Singapore to support Freedom's FLE. This is a shining example of the total force concept: our RC Sailors operating forward, performing key roles in new mission areas, and fully integrating with the Navy.

This month's TNR highlights Reserve naval aviation and its incredible contributions to the Navy. Our squadrons within the Reserve force have always been valued for providing specialized capabilities, experience, and depth to the fleet. Today our Reserve squadrons perform missions such as adversary, fleet essential air lift, special operations, anti-submarine warfare, reconnaissance and mine countermeasures support. Our Squadron Augment Units across the country help train our next generation of naval aviators and flight officers by providing seasoned instructors to our training and fleet replacement squadrons. In this edition of TNR you'll find some great articles about Navy Reserve aviation. I encourage you to take a look.

Within the halls of the Pentagon, I am routinely told of the value the Navy Reserve brings to the total force. And while we have important work ahead, the Navy Reserve has never been more relevant. Thank you for your hard work and incredible accomplishments. I look forward to seeing you around the fleet.

Vice Adm. Robin R. Braun, Chief of Navy Reserve

THE FORCE

Force Master Chief (AW) Chris Wheeler



Hello fellow Navy Warriors,

More than 100 years ago, naval aviation was born. In the early days, Navy pilots changed the course of history at the Battle of Midway and later prevailed over a highly trained adversary during the Vietnam War. One of Naval Aviation's greatest contributions was the role it played throughout the Cold War. Through an aggressive strategy known as "show of force" the United States countered the efforts of the Soviet Union and helped end the cold war without engaging in actual combat.

Today naval aviation continues to move forward; the men and women who serve in the aviation ranks are still volunteering to do the hard jobs and are still willing to support the Navy and the country wherever the need may be.

Our Naval Air Force Reserve is an important part of our Navy's strength, providing operational support to meet current needs and maintaining sufficient capabilities to meet future strategic demands.

Our Wings — Commander, Fleet Logistics Support Wing and Tactical Support Wing — have a combined total of 17 squadron's plus detachments. Reserve aviation also provides support through two P-3 squadrons and five helicopter squadrons. These assets deploy worldwide to places like Afghanistan, Bahrain, Japan and Sicily, and provide support for important missions such as drug interdiction operations. They are always ready to provide assistance when any humanitarian crisis arises.

It is easy to see why our Sailors love to serve, I know firsthand. My first job in the Navy Reserve was when I reported to Patrol Squadron (VP) 65 in Pt. Mugu, Calif. It was there that I learned the value of having a strong First Class Petty Officer Association. In fact, seven of our 33 first class petty officers went on to become master chief petty officers and the majority of the association members became chiefs. It was in my days working as a at Helicopter Combat Support Special Squadron (HCS) 5 that I made chief and

learned from skilled mentors the lessons of a deckplate leader. These lessons still guide my thoughts and actions to this day. My first job as a command master chief (CMC) was with Fleet Logistics Squadron (VR) 57 where I learned the impact that a good Command Leadership Team can have in helping people as well as completing the mission. Finally, in my last CMC job with Helicopter Sea Combat Squadron (HSC) 85, I learned that the mission set may change, but it is still about the Sailors and their families that make a lasting impact in our Navy.

From Prowlers to Clippers, Herc's to Hornets, Skytrains to Seahawks and Orions to Gulfstreams, the leadership and work ethic of the Sailors are right in line with the Chief of Naval Operations' tenets of "Warfighting First, Operate Forward and Be Ready."

From its early history to present day missions, our Naval Air Force Reserve has always had the goal of being the Best of the Best. It's a worthy goal to be sure; one many say has been accomplished. I am not one to say otherwise. It is my pleasure to say, thank you to all the men and women of our Air Force and their families. You make us better and that is an indisputable fact. Fight, Fly, Win!


Navy Reserve Force Master Chief (AW) Chris Wheeler

APPLY!!!

Written by Chief Personnel Specialist(AW/SW) Carla Douglass, Senior Officer APPLY

It's that time of year again for Navy Reserve senior officers to prepare for the National Command/Senior Officer (O5/O6) Non-Command Billet Screening and Assignment Board, also known as the "APPLY" board.

APPLY is a tool designed to assign the best qualified officers to senior leadership and management positions - a vital component to the continued successful support provided to active-component commands.

All Navy Reserve senior officers are required to register in APPLY and validate their current assignment, billet history, personal data and qualifications. If officers do not complete any part of this process, they will not be able to compete during the billet preference process known as the "dream sheet" phase. Once registration and validation are complete, officers must apply for at least one billet to be considered for post-board assignment.

During the dream sheet phase, officers are encouraged to add remarks or comments on their application relevant to their assignment preferences. These remarks will be read by all APPLY board members. Officers are also encouraged to submit a letter to the board to highlight any missing information or clarify any unique aspects of their records.

Some communities and billets require a résumé for application. The APPLY system will produce a prompt if a résumé is required. Officers should submit their résumé using the template provided for that billet. Education, Navy Officer Billet Codes (NOBC) and Additional Qualification Designations (ADQ) are updated through the Navy Personnel Command (NPC) via the officer's service record; however, billet history needs to be manually entered on the APPLY website.

The dream sheet application gives applicants the option to "check that you want to be considered for billets not listed on your dream sheet," and indicate if the officer is willing to travel for an assignment. It is to the officer's benefit to check yes as billets often become available that were not previously advertised in APPLY. However, if a billet is offered that was not specifically requested on the dream sheet there is no obligation to accept it.

While junior officers (JO) are already required to participate in JO APPLY, they are still encouraged to register in the senior officer APPLY program to submit applications specifically for commanding officer and officer-in-charge billets. Junior officers who decide to participate will need to validate their current assignment and follow the procedures listed in the APPLY timeline.

Applicants need to pay close attention to the timeline on the APPLY website. This timeline lists deadlines for validating billet assignments, submitting a dream sheet and panel convening dates.

The deadline for dream sheet submissions is 11:59 p.m. (EST), July 16, 2013. No submissions or changes to dream sheets will be accepted after this time. All APPLY applicant supplemental packages must be received by the President of the APPLY board and NAVPERSCOM Customer Service Center (PERS-OOR) by 8 p.m. (CST), July 16, 2013. This year's APPLY Board, for fiscal year 2014, is scheduled to convene Aug. 13-30. For those submitting O-6 fitness reports (FITREPs), FITREPs will be accepted up to the day prior to the convening date of the specific panel for which the officer is being considered.

Results of the APPLY board will be released upon approval from Chief, Navy Personnel Command via the email subscription service, GovDelivery. An email will be sent with notification to all "Officer APPLY Board" GovDelivery subscribers. Officers can also log onto their profile on the APPLY website to see their results or read the Navy administrative message on the NPC website. If an officer wishes to decline the awarded billet, they must do so within 14 days of release of results the assignment will be automatic.

All APPLY awarded billets will be executed Dec. 1, 2013. Senior officers who are not awarded a billet from the APPLY board will be processed for transfer to the Volunteer Training Unit (VTU) Dec. 1, 2013.

To be successful with APPLY, remember these key phrases.

Improve your odds, know the rules, plug any holes and gaps, write a letter, diversify your portfolio, indicate willingness to travel, and take the tough jobs. To stay engaged, ensure you are registered with GovDelivery to receive announcements concerning APPLY and regularly check the APPLY website.

PROFILE IN PROFESSIONALISM

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.



Margarita Stephens

PERSONNEL SPECIALIST 2ND

Hometown: Los Angeles, Calif.

NOSC: Tucson, Ariz.

Unit: Naval Mobile Construction Battalion 17

Brief description of your Navy job:

To ensure selected Reservists are medically qualified to mobilize. I also

update and maintain medical and dental records for Reservists.

Brief description of your civilian job: I am currently a student at the University of Phoenix and I am close to earning my Bachelors in Business Administration in Management

What has been your greatest Navy achievement? After returning from deployment in 2008 I had the opportunity to work with the Papa Det out of Port Hueneme, Calif. For two additional years where I learned and worked more in my rating. After I returned from mobilization in mid 2011 I've assisted Navy Operational

Support Center Tucson staff and our Seabees from Det 07 with the Defense Travel System, updating their electronic service records and most importantly working together as a team.

Who has been your biggest influence since joining the Navy? My son, I strive to do and be better for him and for our future.

What do you enjoy most about the Navy? I enjoy working with NOSC Tucson staff, they are supportive and always willing to help. I know when I call for help or guidance I will receive what I need to help me succeed in my Navy career.

Most interesting place visited since joining the Navy: I will say Al Asad, Iraq, or as the Marines like to call the base, "Camp Cupcake." We had most of the amenities we needed to make us feel close to home.

Current hobbies: I enjoy traveling, exploring new places, listening to jazz music and reading.



Tabitha Stephens

YEOMAN 1ST CLASS (SW)

Hometown: Brooklyn, N.Y.

NOSC: Sacramento, Calif.

Unit: Naval Reserve Expeditionary Maintenance Detachment Tango

Brief description of your Navy job:

I am the leading petty officer and administrative officer for my unit. I ensure all administrative documentation is kept

up-to-date on all personnel, so that we are all mission-ready. I provide guidance to junior personnel and giving mentor training to my unit as well as other units in the NOSC. I am also the command managed equal opportunity manager for the NOSC.

Brief description of your civilian job: I work for the Federal Deposit Insurance Corporation as the deputy regional director's secretary. I prepare reports and compile data for studies pertaining to regional banks and other bank matters.

What has been your greatest Navy achievement? Every day I am in the Navy, whether on active or Reserve duty, has been a great

achievement for me. Every chance I get to help either junior or senior personnel achieve their goals is an achievement for me.

Who has been your biggest influence since joining the Navy?

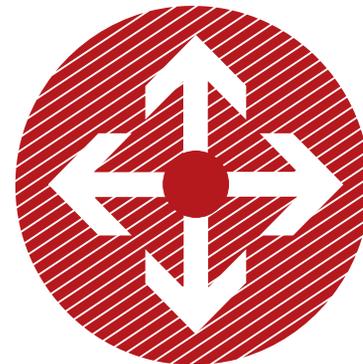
The only mentor I have ever had that influences my Navy career has been Chief Warrant Officer 2 Jessenia Avalostarira. She has been the biggest influence in my 16 years of Navy service.

What do you enjoy most about the Navy? The Navy is my extended family. The Navy has provided me with so many opportunities to see the world and get an education.

Most interesting place visited since joining the Navy: The most interesting place for me was a tie between Rota, Spain and Talafofo, Guam. I was stationed in Rota, Spain for three years, and it was amazing. I love the culture and the people; it was a pleasure working with the European Navy.

Current hobbies: As for hobbies, I don't really have any. Any free time I get I spend it with my wonderful family.

CAREER COUNSELOR CORNER



Reserve Component to Active Component Augmentation

The purpose of the Reserve component to active component (RC2AC) augmentation program is to fill AC needs, and enlisted Sailors may be directly accessed from the RC. This program leverages skills that Reservists have which could be used to improve and maintain AC community health. It also provides qualified Sailors with an opportunity to resume or begin a career in the AC.

Advertisement Procedures.

AC enlisted community managers will continue to advertise available billets until the quotas are filled. Available ratings with quotas may be viewed at the Navy Personnel Command website, under Career InfoRMATION, Reserve Personnel Management, Enlisted and RC to AC. Advertised quotas may also be disseminated via the GovDelivery email system.

Eligibility.

Members of the RC, including voluntary training unit (VTU) and variable participation unit (VPU) Sailors, are eligible to apply. Active status pool individual ready Reserve (ASP IRR) members are encouraged to affiliate with their local Navy Reserve activity (NRA) VTU to establish the medical and physical readiness history required for program eligibility.

Physical Readiness.

Applicants must have passed all components of the most recent physical fitness assessment (PFA) cycle and cannot have more than two PFA failures in the last three years.

Medical and Dental Readiness.

Reservists must be fully medically ready. In addition, any manpower availability status and or physical risk classifications which identify medical or dental limitations must be resolved and cleared.

Current or Previously Held Ratings.

The member can apply for advertised augmentation opportunities in current or previously held ratings.

High Year Tenure (HYT).

Applicants cannot be within three years of their AC HYT dates as outlined in MILPERSMAN 1160-120 and based upon their adjusted active duty service date (ADSD). There are no HYT waivers for AC augmentation applicants.

Year Group. Applicant must be within the year group listed in the advertised opportunity. Year group is the fiscal year in which a Reservist's adjusted ADSD falls.

Applicants must meet an additional criteria specified by the enlisted community manager.

Application Procedures.

Interested Reserve Sailors should contact their career counselors and refer to MILPERSMAN 1326-021 for application details and procedures. Interested Sailors must be in the exact rating and year group being advertised. Submit completed package with endorsement to Navy Personnel Command, Affiliation and Re-Designation Division (PERS-92) at PERS92-Recall@navy.mil via the applicant's unit and NRA commanding officer. PERS-92 screens applications for eligibility and completeness and forwards to the Bureau of Personnel for selection. If selected, a letter will be mailed to the member via the applicant's navy Operational Support Center commanding officer.

Sailors interested in the RC2AC program should contact their unit or NOSC career counselors for assistance with the application assembly and routing, and with year group calculation assistance. Career counselors can call 800-U-ASK-NPC or email CSCmailbox@navy.mil with any questions. ■

CULTURE OF FITNESS



Stay Faithful to Resistance Training

Written by American Council on Exercise (ACE)

The Paleolithic diet has been around since the 1970s. It has largely with mixed reviews from critics who have weighed in on its exclusion of wheat, dairy and many foods we eat today.

With varying research on the diet, we've decided to turn our attention to adding Paleolithic exercise to your workout schedule. First of all, what is it? What are the benefits? And can training like a caveman really improve the health of modern-day Americans?

In contrast to our hunter-gatherer ancestors, we generally don't hunt for food, travel by foot or spend time each day thatching our roof or tending our garden. In fact, advances in technology have eliminated the need for much movement at all, and in turn, have left our bodies vulnerable to chronic disease.

Sitting for long periods of time, for example, has been linked to obesity, metabolic syndrome and a host of other preventable conditions including hypertension, high blood sugar and abnormal cholesterol.

Our Paleolithic ancestors generally did not have those problems. They walked long distances while hunting, engaged in short bursts of sprinting when needed, and regularly participated in resistance training when carrying the harvest bounty or the day's hunt. They also naturally incorporated intervals, and maintained a comprehensive level of fitness out of sheer necessity.

Even if you walk at a low intensity for 30 minutes each day, the key is to that you are moving. Study after study has linked exercise volume with the accrual of health benefits including improvements in cardiorespiratory fitness, body composition, cholesterol and increased sensitivity to insulin.

While the majority of travel for hunter-gatherers consisted of walking long distances at a low-to-moderate intensity, they also commonly incorporated periods of high-intensity activity. New research has indicated cardiorespiratory fitness can be vastly improved with high-intensity interval training, characterized by 30-40 seconds of intense exercise followed by 15-20 seconds of low-impact recovery. Perform intervals one to two nonconsecutive days a week.

Although a hunter-gatherer never would have lifted a stone with the specific intention of building muscle, his laundry list of daily tasks did improve his strength. Vary your routine with a mix of machine-based exercise, free weights and body-weight movements for at least 30 minutes at a time, two to three days per week.

Hunter-gatherers didn't abandon the hunt after they got their prey; they transported it back to camp. They did the same with building materials, even when they traveled long distances to find them. The wide array of tasks performed in our ancestors' lives ensured comprehensive fitness. For optimal results, make sure you change up the type of resistance training or intervals you perform each week.

Perhaps the most important lesson we can learn from hunter-gatherers is the need for recovery. After long, tumultuous days hunting, they often followed with a rest day. Oftentimes, on those days, they participated in low-intensity activities like dancing or walking. Make sure to incorporate rest days into your plan that include 30 minutes of low-intensity walking.

To explore more research, find workouts that fit your fitness level or browse healthy recipes, visit ACEfit.org. ■

GETTING IT TO THE SAILOR

NRH Public Site Provides Improved Support

Written by Angela Schlein, CTR, CNRFC N6



Spring is coming and the Navy Reserve Homeport (NRH) is celebrating with a fresh new public site! The NRH public web site is designed to provide key information to Reservists without the need to log on to the private site with a Common Access Card (CAC). Recent improvements to the public site offer enhanced support to better serve you and your family.

Take a moment to visit the new public site at www.navyreserve.navy.mil and check out the changes:

Quick links to social media and other communication feeds.

Click the Follow Us icons to link up with the Navy Reserve on GovDelivery, Facebook, Twitter, Flickr, and YouTube and get the latest information on Reserve news and events.

An updated, modern look.

The new public site features a sleek design with eye-catching graphics and reorganized content. A bright blue banner differentiates the new public site from the private site and revolving displays present the photos and stories that matter to you.

Improved search functionality. Search errors encountered in the previous version of the public site have been corrected. You can now confidently query the site for specific information using key words entered into the search field.

Quicker access to the information you need.

The new public site streamlines the links and menus of the old site to make it easier to locate information. Dropdown menus along the top provide targeted information and tools for you and your family.

Crisis support, career building tools and other reference guides are featured along the left and right panes.

A SharePoint 2010 platform. Like the NRH 2.0 private site, the new NRH public site is built on the SharePoint 2010 platform. This upgrade improves speed and performance for a richer user experience.

Have questions or suggestions?

Contact the Customer Service Center (Help Desk) at 866-830-6466 or navyreservecsc@navy.mil.

Motorcycle Safety Month

Motorcycle riding season is ready to hit full swing. Are your motorcycle traffic safety training requirements current? The Chief of Naval Operations Adm. Jonathan Greenert continues to place motorcycle traffic safety at the forefront of the Navy's safety priorities. Requirements are that all military personnel must meet all applicable licensing, registration, insurance and training requirements before motorcycle street riding. Most Reserve Sailors are complying with the training requirements, but the Reserve force still has to close the gap with its newest Sailors and a few non-believers. Of the 35 Department of Navy private motor vehicle two wheel (PMV-2) fatalities in 2012, 60 percent had not completed required training.

In 2012, 20 Sailors and 15 Marines lost their lives in PMV-2 fatalities, compared to 16 Sailors and 16 Marines in 2011. These numbers are down from a high of 33 Sailors and 25 Marines in 2008. The trend also indicates a 27 percent increase in Sailor and 4 percent decrease in Marine PMV-2 fatalities. Motorcycle operators and their supervisors must focus their efforts to ensure the positive trends gained over the past few years do not recede. The decrease in DON PMV-2 fatalities from 2008 to 2011 were attributable to an increase in training; riders taking responsibility for themselves; mentoring inexperienced riders; leaders encouraging training on command time; and the proper use of personal protective equipment. The challenge now is to provide Navy

riders with the tools and training needed to sustain the competence achieved with a goal to eliminate PMV-2 fatalities. Commander, Navy Reserve Forces Command Safety fields correspondence regularly from Reservists regarding motorcycle operator training requirements. OPNAVINST 5100.12J directs all Sailors who plan to purchase or operate a motorcycle (regardless of their intent to ride the motorcycle on or off base) to complete Level I training prior to operating these vehicles. Follow-on training, now referred to as Level II, must then be completed within 60 days of completion of Level I training and when changing the type of motorcycle ridden (cruiser/sport bike). Level II training includes the Experienced Rider course, Motorcycle Sport Bike Rider course and Advanced Rider course. Refresher training (Level II and Level III) should be completed by all motorcycle operators every three years thereafter. Department of Navy civilian motorcycle operators are not required to complete the training. A complete and current listing of all Safety Center approved Level I, II and III courses is available at www.safetycenter.navy.mil

Navy Reservists outside a viable driving distance of a DoD installation can seek training from commercial or state approved Motorcycle Safety Foundation course vendors. Tuition for commercially available courses is available from CNRFC Training (N7). Regardless of where a course is held Reservists should apply for

additional duty training orders and allow at least 30 days for CNRFC N7 to process the orders. CNRFC Motorcycle Safety Training Policy GENADMIN messages DTG 191602Z OCT 12 and DTG 231445Z APR 12 provide amplifying information with regards to training alternatives. When seeking training from commercial vendors, personnel must first ensure the course provided is approved by COMNAVSAFCEM; contact your chain of command Motorcycle Safety Representatives (MSRs) for additional information.

For riders who completed their initial motorcycle traffic safety training when the requirements were first unveiled, now is the time to familiarize yourselves with the changes to OPNAVINST 5100.12J. It is important that riders who may now be due for refresher training confirm their status and schedule a 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.navymotorcyclerrider.com. If training is not available at a Navy installation, commands should contact the nearest DoD installation which offers motorcycle training. ■

SUBMARINE FORCE RESERVE

Please let me introduce the first of a series of TNR issues focused on our various warfare communities, and as the Vice Commander of the Submarine Force and the leader of the Submarine Force Reserve Component, I am proud to speak up for the Silent Service!

On April 11, 1900 when the Navy purchased the USS Holland (SS-1) ushering in the birth of the Submarine Force, I

doubt anyone could have imagined how widespread submarines would be 113 years later. Today nearly 50 countries from allies like the United Kingdom to potentially hostile nations such as Iran operate submarines of all

sizes and with various capabilities, and the undersea threat to maritime security continues to grow as more nations invest in these complex weapons systems. You might be surprised to learn that North Korea has the capacity to put to sea almost the same number of submarines that we do albeit the technology, capabilities and expertise would not match up with the U.S.

Our Nation relies on the Submarine Force for the most survivable leg of the nuclear strategic deterrence

triad – the 14 ballistic missile submarines. We are heavily invested in strike warfare, anti-ship and anti-submarine warfare and special operations forces insertion and extraction with our fast attack and guided missile submarine fleet. These same platforms also stalk the future undersea battlefields conducting covert intelligence, surveillance and reconnaissance

preparing for tomorrow's uncertain future.

It is clear that the skills of our undersea warriors will continue to be in high demand as the threats evolve and the need for stealth and persistent presence increases. The Submarine Force Reserve

Component provides the operational surge support and strategic depth that our Navy and Submarine Force need to meet the CNO's "warfighting first" strategic aim.

Our mission in the Submarine Force Reserve Component is to be "Responsive and Ready – Anytime and Anywhere!" But what does that mean to someone outside the Submarine Force? We occasionally go to sea – on aircraft carriers for Submarine Advisory Team support, and onboard commercial



RESERVE COMPONENT

vessels of opportunity for submarine rescue operations. There are no reserve force submarines or hardware units in the SFRC. We are uniquely organized under one umbrella directly associated with the active component

Submarine Force and the following article by Lt. Haney Hong, a fellow undersea warrior, tells our story about what we do and how we are structured to meet our missions.

Suffice it to say, however, that as Reservists, we provide both the people and resources that the Submarine Force needs to provide ready forces for effective employment in the undersea domain. We go overseas on Annual Training to maintain our submarines, and we train to Navy Expeditionary Combat Command standards to protect our submarine forces during port visits and chokepoint surfaced transits. We are the majority of the Navy's Undersea Rescue Command, on call 24 hours a day, throughout the year, to respond to a distressed submarine. And we are the Fleet's theater anti-submarine warfare watch center experts.

When we drill, we construct bunks and tailor curtains for submariners, and maintain our pistol and rifle qualifications for force protection. We train on the tactical use of the ocean to know how best

to advise on employment of submarines and other anti-submarine assets against potential undersea threats. We are "Responsive and Ready – Anytime and Anywhere," and we are guided by the motto of

the Submarine Force to be Semper Procinctum - always prepared for battle.

Today's undersea warrior in the

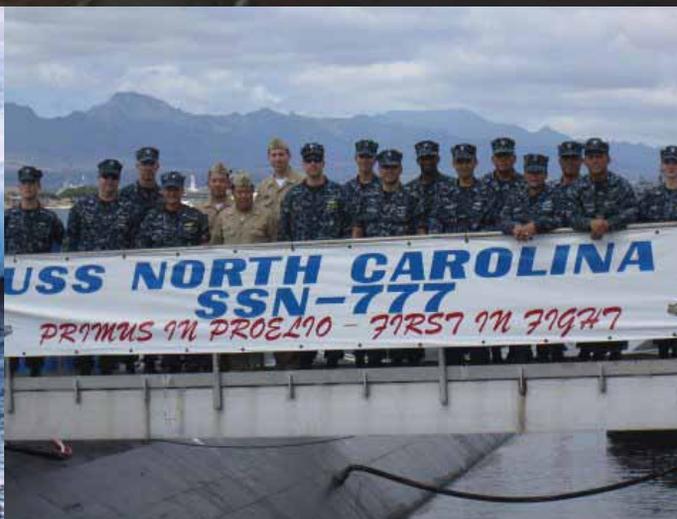
"The Submarine Force Reserve component provides the operational surge support and strategic depth that our Navy and submarine force need to meet the CNO's 'Warfighting First' strategic aim."

Rear Adm. Robert J. Kamensky

Submarine Force Reserve Component exhibits all the characteristics submariners have developed over 113 years. We are tactically creative; we exploit stealth while expecting the submarine to be self-sufficient. We demonstrate technical ingenuity while maintaining the highest standards of watch station integrity. The Submarine Force has developed a reputation as an elite force composed of our Nation's best and brightest, and this reputation applies equally to Reserve Submariners as it does to our active duty brothers and sisters.

I hope that you enjoy Lt. Hong's discussion on who we are, and on a separate note to my colleagues in the Submarine Force Reserve Component, happy birthday! See you in the Fleet!

Warmest regards,
R.J. Kamensky
Rear Adm., USN



Every day, Navy Reserve Sailors report to work around the globe supporting the fleet and ensuring America's Navy is poised and ready to meet any challenge head on. Whether serving in forward areas as part of mobile construction battalion, under the oceans as part of a reserve SEAL team, or taking to the skies in an F/A-18 Hornet, today's Navy Reserve Sailors work alongside their active-duty counterparts to ensure the success of the Navy's global mission.

An integral part of the Navy Reserve's combat support power lies with Commander, Naval Air Force Reserve (CNAFR). Its squadrons provide logistical and tactical support to the active component while ensuring strategic depth to the Navy's global force management initiatives. An important facet of CNAFR is its expeditionary capabilities. Whether it's an electronic attack squadron deployed to Afghanistan, a helicopter anti-submarine squadron providing counter-narcotics support in the Caribbean or a fleet logistics support detachment providing logistical support in the Pacific Command theater, today's CNAFR aviation professionals deliver on the tenets of "warfighting first, operate forward and be ready."

CNAFR Sailors face many unique challenges such as the balancing of competing priorities of civilian careers and family needs with the Navy mission. Typical members contribute more than 100 days of operational support to their units, as well as individual augment assignments and mobilizations. This level of dedication and service is what makes the CNAFR a tight knit community with the flexibility to deliver on-call combat support at home and abroad.

On any particular day throughout the CNAFR community, Sailors take time out from their civilian jobs and families and report to their squadrons. They come from all over the United States, some choosing to live where they drill while others commute and live where civilian jobs and family interests lie. Drill weekends, annual training and temporary active duty opportunities provide these men and women a connection with their squadron-mates, contribute to the fight and provide their families with continued benefits and part-time pay.

At Naval Station Mayport, Fla, Logistics Specialist 1st Class David Burke assisted with a recent deployment of HH-60 Seahawk helicopters to the Caribbean for counter-drug operations aboard Navy ships. Helicopter Anti-Submarine Squadron Light (HSL) 60 provides under-sea warfare, search and rescue, and counter-narcotics support to the fleet.

Burke has been assigned to HSL-60 for the past seven years as a Reservist. Prior to entering the Reserve, he served on active duty aboard USS John F. Kennedy (CV 67) and spent considerable time in the Persian Gulf during Operation Enduring Freedom.

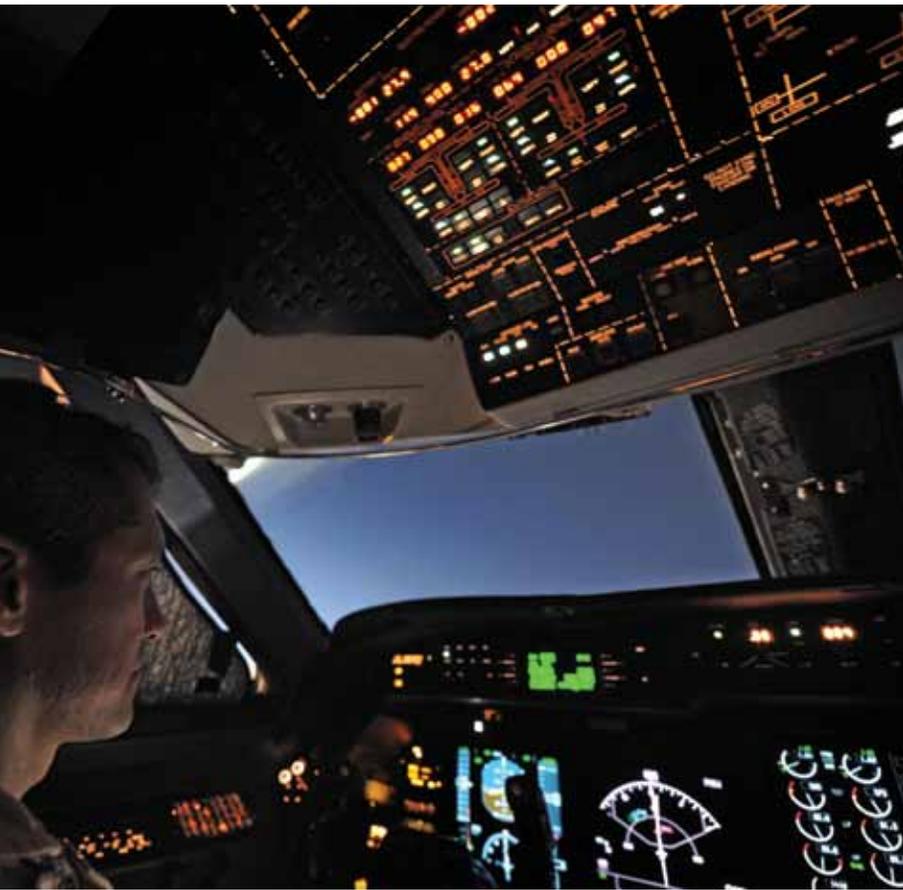
ABOVE: Cmdr. Bruce Valencia, assigned flight from Victoria, Seychelles. U.S. Nav

NBelow: aavn NEED From LT



CNAFR: Who We Are and What We Do

Written by By Commander Naval Air Force Reserve Public



to Fleet Logistics Support Squadron (VR) 51 from Kaneohe Bay, Hawaii, pilots a C-20G Gulfstream during a
y photo by Mass Communication Specialist 2nd Class Justin E. Stumberg.

When asked why he chose to stay Navy with CNAFR after leaving active service Burke said, “I decided to transition to the Navy Reserve to continue serving my country and to be a part of something that is much bigger than myself. I enjoy the diversity and the challenge Reserve aviation offers as well as the structure it provides. I love how we have members from all different backgrounds who are united in one mission and one fight.”

Burke is employed as a Jacksonville firefighter-engineer for the Jacksonville Fire and Rescue service. He attributes the successes in his civilian life to the training and experiences he received in the Navy. He is currently finishing his college degree and hopes to finish his career as a chief petty officer.

At Naval Air Station (NAS) Key West, Fla., Cmdr. David “Boats” Bowen pilots an F-5N Tiger II fighter on various adversary support missions. Bowen has been a Reserve aviator for the past seven years and spent most of this time assigned to Fighter Squadron Composite (VFC) 111, the Sun Downers, based in Key West. VFC-111’s mission is to provide adversary support for F/A-18 pilots who are preparing for deployments abroad.

While with the Sun Downers Bowen attended the Navy’s Fighter Weapons School, “Top Gun,” and completed his department head tour alongside his active-duty counterparts.

“Guys don’t realize they can actually continue their Navy careers in a Reserve squadron – on their time and their terms,” Bowen said of his decision to stay Navy after leaving active duty.



“I’m an airline pilot in civilian life, but every month I get to come to Key West, jump in a Navy fighter and play the bad guy. I can’t think of a better part time job than that.”

Bowen recalls showing up to the squadron as a lieutenant fresh off of active duty and thinking that flying F-5s in Key West was about as good as it got.

“I began to realize all of the opportunities that were out there. All of a sudden I had time to complete my master’s degree, attend Top Gun, and participate in joint exercises in Germany, Alaska and Korea. I have been able to do things in a Navy Reserve squadron that would have been much harder to do on active duty.”

After completing his scheduled flights, Bowen travels home to Memphis, Tenn. where he lives with his wife and three children. Like many Reserve-component aviators, he lives away from his drill site. The flexibility allows he and his family to live where civilian jobs take them and still support the Navy mission.

At Naval Air Station Jacksonville, Fla.,

Yeoman 1st Class Sara Williams supervises the administration shop at Fleet Logistics Support Squadron (VR) 58. Squadrons like VR-58 provide on-call world-wide logistical support to the fleet delivering essential personnel and supplies to operational theaters. Williams has been a part of VR-58 for the past four years and a Reservist for more than 13 years.

“As the hub of the command, we provide customer service to every member in some capacity,” Williams said.

The experience she enjoys as the

“I’M AN AIRLINE PILOT IN CIVILIAN LIFE, BUT EVERY MONTH I GET TO COME TO KEY WEST, JUMP IN A NAVY FIGHTER AND PLAY THE BAD GUY. I CAN’T THINK OF A BETTER PART TIME JOB THAN THAT.”

leading petty officer in the Admin shop at VR-58 translates well into her civilian life as a mortgage processor for VyStar Credit Union in Jacksonville. Not only does she provide support to the officers and enlisted of her Navy Reserve squadron, but also to families looking for first time home loans.

“The most rewarding fact of my civilian job is the amazing opportunity to help

families or first home buyers obtain their dream of buying a home. It’s exciting to know that I had a part in someone seeing their dream come to fruition” Williams said.

After answering a Navy recruiting ad in a newspaper, Williams embarked on what she describes as a great adventure of travel and meeting people who have become lifelong friends. While serving in the CNAFR community she has enjoyed the balance of Navy and family life with her husband Todd and hopes to make chief petty officer soon.

Another CNAFR Reservist at NAS Jacksonville is Chief Naval Aircrewman Jason Ford, and acoustic sensor operator with Patrol Squadron (VP) 62. As an aircrewman in a P-3C Orion, Ford detects, classifies and tracks surface and subsurface targets. He also uses imagery equipment for different types of missions. After leaving active duty he became a state trooper with the Florida Highway Patrol.

“I never stopped enjoying my job in the Navy,” Ford said. “This made the decision to affiliate with the Reserve much easier. The Navy, like my civilian job is one that constantly changes with detachments to different parts of the world or working with new people as others transfer to their next command.

“As a chief in the Navy my job, has taken on a new light as I am now responsible for molding junior Sailors and preparing them to one day take my place,” Ford said. “Seeing those Sailors accomplish their goals and knowing I had a hand in that is pretty motivating. Trying not to become complacent and continuing to strive to get to that next level is another thing that keeps me motivated.” ■



▲ An HH-60H Sea Hawk helicopter assigned to the High Rollers of Helicopter Sea Combat Squadron (HSC) 85 prepares to land on a gas and oil platform. HSC-85 was assisting a U.S. Navy SEAL team during maritime operation training. U.S. Navy photo by Mass Communication Specialist 3rd Class Adam Henderson

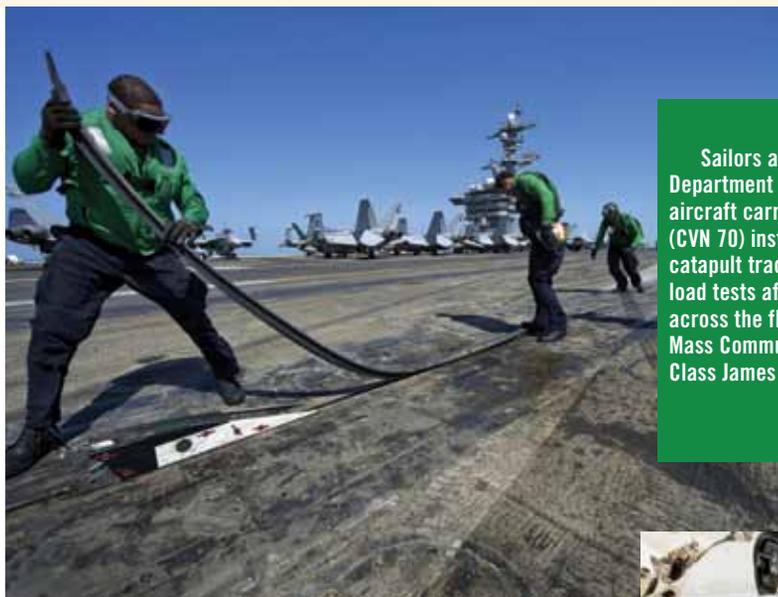
CNAFR BREAKDOWN



BACK TO BASICS

Flight Deck Jersey Color Code

The flight deck of a U.S. Navy aircraft carrier is an extremely busy place. As flight operations commence, an array of Sailors work the entire flight deck, resembling a well-choreographed ballet. Many Sailors wear colored shirts differing from the traditional Navy uniform. These colors represent clearly-defined roles performed during flight deck evolutions. In this month's Back to Basics, we'll look at the color spectrum of these uniforms and the job each Sailor executes.



Sailors assigned to the Air Department aboard the Nimitz-class aircraft carrier USS Carl Vinson (CVN 70) install slot seals on a catapult track after completing no-load tests after a sandstorm swept across the flight deck. Photo by Mass Communication Specialist 2nd Class James R. Evans.

Green Shirts:

- Catapult and Arresting gear crews
- Air wing maintenance personnel
- Air wing quality control personnel
- Cargo-handling personnel
- Ground support equipment troubleshooters
- Hook runners
- Mass Communication Specialists
- Helicopter landing signal enlisted personnel

Aviation ordnancemen move ordnance on the flight deck of the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72). Photo by Mass Communication Specialist Seaman Zachary S. Welch.

Red Shirts:

- Ordnancemen
- Crash and salvage crews
- Explosive Ordnance Disposal (EOD)



Aviation Structural Mechanic 3rd Class Tia Squirres performs pre-flight checks on the wing of an E-2C Hawkeye from the Golden Hawks of Airborne Early Warning Squadron (VAW) 112 on the flight deck of the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74). Photo by Mass Communication Specialist 3rd Class Kenneth Abbate.

White Shirts:

- Air wing quality control personnel
- Squadron plane inspectors
- Landing Signal Officer
- Liquid oxygen crews
- Safety observers
- Medical personnel



Aviation Structural Mechanic (Equipment) Airman Andres Molina-Valencia, assigned to Strike Fighter Squadron (VFA) 22, signals to another plane captain while preparing to chock and chain aircraft as they recover on the flight deck aboard the Nimitz-class aircraft carrier USS Carl Vinson (CVN 70). Photo by Mass Communication Specialist 2nd

Brown Shirts:
Air wing plane captains
Air wing line leading petty officers



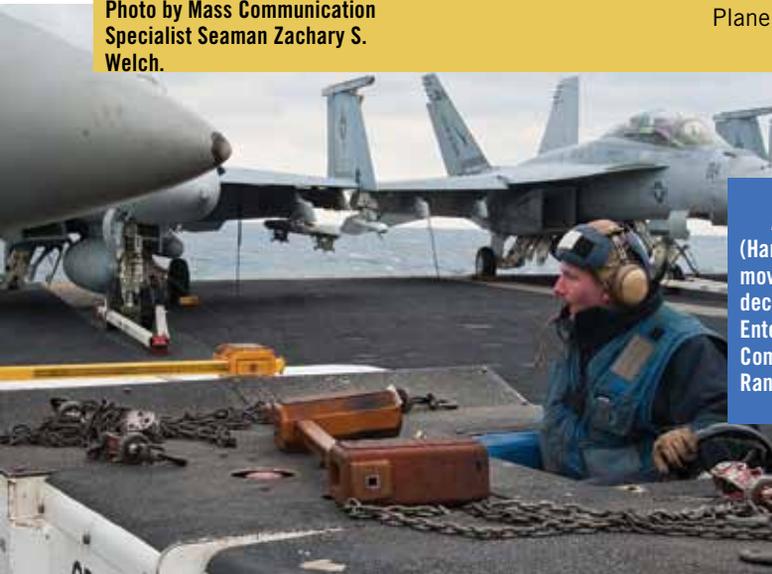
Sailors refuel an MH-60S Sea Hawk helicopter on the flight deck of the amphibious dock landing ship USS Pearl Harbor (LSD 52) during a deck landing qualification. Photo by Mass Communication Specialist 2nd Class Jason Behnke.

Purple Shirts:
Aviation fuel handling



An aviation boatswain's mate guides an F/A-18E Super Hornet assigned to the Kestrels of Strike Fighter Squadron (VFA) 137 into launch position on the flight deck of the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72). Photo by Mass Communication Specialist Seaman Zachary S. Welch.

Yellow Shirts:
Aircraft handling officers
Catapult officers
Arresting gear officers
Plane directors



Aviation Boatswain's Mate (Handling) Airman Mitch Bogrett moves a jet into a spot on the flight deck of the aircraft carrier USS Enterprise (CVN 65). Photo by Mass Communication Specialist Seaman Randy J. Savarese.

Blue Shirts:
Plane handlers
Aircraft elevator operators
Tractor Drivers
Messengers & phone talkers



Rear Admiral Garry J. Bonelli

Seaman to Admiral

There are a finite number of Sailors who began their careers at the bottom of the rank totem pole, navigated their way through the enlisted ranks, earned a commission and rose to the top. One of the select few, who went from being the newest of new guys to earning ruffles and flourishes, walked among the Naval Special Warfare (NSW) ranks — actually leading the community he served for more than four decades.

Former Commander, Naval Special Warfare Command, Rear Adm. Garry J. Bonelli grew up in a predominately Catholic Italian/Irish neighborhood known as Woodlawn and McLean Heights in Bronx, N.Y.

Bonelli's career is full of occupational milestones and historical ones as well. He has served in every major U.S. conflict since Vietnam and has worn a variety of Navy hats over the years. He served as an undesignated Seaman, a Commissaryman, now known as Culinary Specialists, an enlisted SEAL, a public affairs officer and a SEAL officer. As he has watched NSW evolve during the last 45 years, his perspective, goals and outlook on life have changed as well, making him one of NSW's most diverse commanders.

"Ad astra per aspera" is Latin for "To the stars through difficulty." This is the motto of Mount Saint Michael Academy,

an all-boys high school in the Bronx where Bonelli spent his teen years. It serves as a maxim for a Sailor who chose a challenging path and became a Navy SEAL flag officer, although initial signs might have pointed to a life as a man of the cloth.

“The Marist Brothers who taught at the Mount had me seriously thinking about the priesthood; however, I discovered girls by my sophomore year,” Bonelli said.

After high school graduation, Bonelli began college at Pace University in New York, and at the time, had never given the military much thought. He began college and after two semesters he, in his words, “flunked out” as an accounting major in 1968. By that time, the Vietnam War was raging and the U.S. had instituted the draft. Not knowing if he would be drafted or not, Bonelli decided to join the Navy. Years later he discovered that his number would not have been selected in the draft.

“I had two neighborhood buddies, Paddy O’Keefe and Bobby Geary, who enlisted in the Army. Both men made the ultimate sacrifice,” he said. “So to avoid the Army, I decided to join the Navy to see the world.”

After shipping off to boot camp in Great Lakes, Ill., he was there less than 24 hours before a chief showed his boot camp company a grainy 16mm film depicting Navy frogmen scuba diving.

“It never dawned on me that the Navy could teach a Sailor how to dive. I was into the frogman program hook, line, and sinker,” he said. “I took the PT test and became a member of the first ever Underwater Demolition Team (UDT)/SEAL boot camp company. We graduated from boot camp in greens, jump boots, and black berets much to the consternation of our other boot camp company contemporaries who wore service dress blues. We all thought we were Navy SEALs. Little did we know the real and only test was BUD/S (Basic Underwater Demolition school).”

On the very first day of BUD/S, the instructors addressed the entire class and ordered all the members of Bonelli’s former boot camp company to fall out and form up separately. Bonelli and his counterparts proudly strutted away from the rest of the class. Little did they know that the instructor cadre’s only intention was to identify them.

“Being in that first ever UDT/SEAL boot camp company really kind of worked against us,” said Bonelli. “The instructors went down the line and memorized every one of our names. Most of the guys dropped within a few weeks.”

One week after completing “Hell Week,” Bonelli broke his collar bone during an obstacle course mishap and was rolled back

a class. Much to his chagrin, after recovering from his injury and being deemed fit for duty, he was placed at the beginning of the training pipeline and had to survive Hell Week a second time.

“With solid student officer and enlisted leadership, I made it through training and graduated with Class 51. As it turns out, when I started day one again, I was in a lot better physical and mental shape the second time around,” he said.

In the spring of 1969, Seaman Apprentice Bonelli reported to UDT 12 and immediately deployed to Vietnam. Once in country, he began asking questions about the Navy’s promotion process. He remembers asking one of the petty officers how to earn a crow and chevron on his sleeve. The petty officer responded by saying, “Well, you got to make seaman first.” After making the joke, he explained to Bonelli that he would have to pick a rating and test to advance. After looking at the three available rating manuals there, Bonelli picked the thinnest book and began studying to become a commissaryman.

By the end of 1971, Bonelli had completed two deployments in Vietnam and was proud of his service in the war.

“I listened to my leading chief petty officer and platoon commander and felt I had made a difference for my country. Many of my civilian peer group at that time, including some of my boyhood friends who completed college saw the world and the war in Vietnam quite differently,” he said. “It took a lot of years

but most of my enduring childhood friends now have a deep appreciation and respect for the military service of Vietnam vets as well as today’s vets.”

After four years of active duty, Bonelli left the Navy in 1972 as a commissaryman 2nd class and returned to college using his Vietnam-era GI Bill to earn two undergraduate degrees in journalism and marketing. He would later earn a Master of Science degree in mass communications from San Diego State University.

“It never dawned on me before to be a Navy officer because officers had college degrees – something I had failed to achieve,” he said. “Toward the end of my first enlistment that perspective changed. In fact, the responsibilities and decisions given to junior officers didn’t seem much greater than those of senior enlisted – the only difference was the college degree.”

In 1974, Bonelli volunteered for the first Reserve augmenting unit in NSW and began asking how he could get a commission to become an officer.

“I asked many times, to as many Navy people who would listen to me if I could get a direct commission as a Navy SEAL and the answer was always, ‘No!’ At the time, there was no such

“IT NEVER DAWNED ON ME THAT THE NAVY COULD TEACH A SAILOR HOW TO DIVE. I WAS INTO THE FROGMAN PROGRAM HOOK, LINE, AND SINKER. I TOOK THE PT TEST AND BECAME A MEMBER OF THE FIRST EVER UNDERWATER DEMOLITION TEAM (UDT)/SEAL BOOT CAMP COMPANY.”



program; however, I kept asking,” Bonelli said. “Finally, a master chief at the Reserve center took me under his mentorship. The master chief told me that with my educational background and

experience, he could get me a direct commission as a public affairs officer (PAO). I was stupid enough to tell the master chief that I wanted to be a SEAL officer not a PAO. He took me by the scruff of my collar and let me know that once I became a PAO, he could change my designator to a Naval Special Warfare officer. That’s all I needed to hear, and in four months, I went from an E-5 SEAL to O-1 PAO to O-1 NSW officer in the Naval Reserve,” he said.



Bonelli’s aspirations as an ensign were very straightforward – he looked forward to drill weekends so he could dive, jump, shoot, blow things up, and most importantly, hang out with his teammates. Advancement however, was not the highest thing on his priority list.

“My goal was to be promoted to the rank of lieutenant and retire from the Navy Reserve with 20 years of combined active and Reserve service,” he said. “However, the world would change for all of us in 1990. Many of us Reservists were mobilized to join our active duty teammates for the first Persian Gulf War.”

In response to that crisis, Bonelli received a call to return to active duty and returned to SEAL Team 5 after leaving there 18 years earlier as an E-5. This time, as a commander, Bonelli would report as the commanding officer.

“I remember walking across the quarterdeck and then, Master Chief Radiomen (SEAL) Chuck Miller, handed me a big, ladies hat pin. I said ‘What’s this for master chief?’ He said, ‘to poke you in the head if it becomes too inflated,’” said Bonelli.

As a Navy captain, Bonelli was called upon once again. The Global War on Terror was in full swing and he was requested by Rear Adm. Joe Maguire to take the position as Naval Special Warfare Command's (WARCOM) chief of staff. That four-month job morphed into a seven-year tour that saw Bonelli promoted to rear admiral take over as WARCOM's deputy commander, and eventually force commander, and rise to the rank of rear admiral (upper half).

During the course of a 45-year career, Bonelli has much to be proud of, but he is most pleased by the evolution of NSW's Reserve component, which he helped shape into what it is today.

"Since 1990, our Reservists have answered the call time and time again," he said. "They have forgone their jobs and professions to man our ranks at all echelons. Our Reservists are combat proven, seamlessly integrated and value-added. The NSW Reserve is a model every Reserve component seeks to emulate."

As an officer, the time spent in command is often a special one. For Bonelli, it's no different.

"Two active duty command tenures truly stand out - serving with teammates as the commanding officer of SEAL Team 5



during Operations Desert Shield and Desert Storm and having the Special Operations Command Commander, Adm. Eric Olson, fleet-me up from the deputy position to serve as the ninth force commander of NSW for a brief duration in 2008."

With four and a half decades of service before he retired, Bonelli is has no regrets. He has treasured his time spent in the community and the experiences that have shaped him.

"I wouldn't do anything different. Every day in the teams has been special.

Whether hot or cold, wet and sandy, exhausted, just plain miserable or scared out of my whits; it's been a blast," he said. "Few have felt the exuberance derived from a successful mission. Few have felt the depths of sorrow during a memorial service when handing an American flag to a mother who has lost her son in combat. It's been a lifetime of experiences few can truly understand and fewer can live guided by our SEAL Ethos." ■



Reserve P-3 Squadrons Prepare for Historic Deployment

Written by Chief Mass Communication Specialist William Lovelady VP-62 Public Affairs

This summer, the Navy Reserve's two Maritime Patrol Squadrons, the VP-62 Broadarrows and the VP-69 Totems, will head to Japan for the first mobilization of a Reserve P-3 squadron.

Based in Oak Harbor, Wash. and Jacksonville, Fla., these squadrons — made up of full-time-support, active-duty and Reserve Sailors — have been flying the Lockheed P-3 Orion aircraft since the height of the Cold War, preparing for and conducting anti-submarine warfare (ASW) and other maritime patrol missions.

In recent years, the squadrons have gone on detachments to El Salvador where they have flown many counter-narcotics missions in the Caribbean and Gulf of Mexico area.

Now, as the active-duty VP squadrons transition from flying the propeller-driven P-3C to the new jet-powered Boeing P-8 Poseidon, the Reservists will conduct maritime patrol and reconnaissance missions globally while the active-duty squadrons prepare for missions with their new aircraft.

One of the Reservists to deploy is Aviation Machinist's Mate 3rd Class Scott Woodward of Savannah, Ga. Woodward joined the Navy Reserve six years ago after talking to a recruiter during his lunch break.

"I chose to join the Reserve rather than going active duty because I wanted to go to school at the same time," said Woodward, who completed his degree in criminal justice last year. "This will be my first deployment with a squadron. I was deployed to Iraq in 2009, but after six years in the Navy, it's pretty exciting to finally go on the road, working in my rate, with my own unit.

"Other than going to Iraq, this will be the first time I've travelled outside the country," Woodward said. "I've always wanted to go to Japan. I have a friend from Tokyo who showed me some pictures of the city where he's from, and I would like to see some of the museums."

The squadrons are scheduled to deploy in June for six months.

"VP-16 is now transitioning to the P-8. They are the first active squadron to get the new aircraft and that is what creates the demand for VP-62 and VP-69 to deploy," said Cmdr. Gerry

Dearie VP-62 commanding officer. We are taking their place on deployment while they transition. We will deploy again three more times as the rest of the active-duty squadrons transition. As they transition, we fill their place.

"The Navy Reserve will not transition to the P-8 until all active-duty squadrons have made the change," said Dearie. "I believe the eventual transition to P-8 will be easier for the Reserve than the active component since many of the Reserve pilots fly for the airlines and may already fly the 737."

The P-3 has served the Maritime Patrol and Reconnaissance Force (MPRF) for more than 35 years. While mission gear has been updated over the years, the airframe itself is rapidly approaching the end of its service life. The new P-8A, a military variant of the Boeing 737, comes with; improved airframe reliability, high-altitude surveillance and reconnaissance capability, open-architecture mission systems, in-flight refueling capability and many other modern features.

"MPRF's transition to the new P-8 basically involves six-month fleet introduction training (FIT) plus a one-year inter-deployment readiness cycle (IDRC)," said Lt. Cmdr. Daniel Johnson of VP-69. "IDRC is always there, it's the 6-month FIT that causes the gap in deployment coverage. It's these gaps we're mobilizing to cover."

VP-69 and VP-62 begin formal workups in May for their deployment to support combatant commanders. Three aircrews, three aircraft, and a maintenance and administration contingent will head overseas for this deployment.

"Maintaining crew readiness and completing all the requirements for deployment has its own challenges for a Reserve squadron," said VP-62 Command Master Chief (AW/SW) Mike Heisler. "A combat aircrew cannot be qualified individually. Each member of the team must be present for each evolution. When they launch a weapon or fly a mission every member of the team, from the pilots and flight engineers to the tactical officer and the sensor operators, must be on the plane and performing their roles flawlessly or the crew qualification isn't earned or maintained.

“In an active-duty squadron, every member of the crew is available every day to train together. In a Reserve squadron, we have one or two weekends a month,” Heisler said. “If someone gets sick and misses a drill weekend that could delay qualification as a crew, which of course impacts the training plan for the following month. To deal with this, we’ve gone to two drill weekends and everyone is giving their all to make sure everything goes right. VP-62 is one team, one fight. Our Reservists and our full-time-support members are willing to give up two weekends a month with their families to make sure we are 100 percent ready to do our jobs on our upcoming deployment or any mission we may be tasked with. That is the spirit and execution of active-Reserve integration.”

The two squadrons have varied milestones during the next few months.

“The squadrons will complete the advanced readiness program, an operational readiness evaluation, a naval air training and operating procedures standardization evaluation, conventional weapons refresher training, a conventional weapons technical proficiency inspection and then begin the first iteration of VP Reserve mobilization and deployment cycles,” said Lt. Cmdr. Edward Hoak the program manager for Reserve VP squadrons.

With these requirements, the preparations for this mobilization started last year. Both squadrons participated in the 23rd biennial Rim of the Pacific (RIMPAC) exercise where they flew 100 hours and achieved more than 30 advanced readiness qualifications, including a live-fire exercise where they launched an AGM-65 Maverick missile at a target ship.

“We successfully fired a live Maverick missile against a decommissioned target ship as part of a large, joint, live-fire exercise,” said Cmdr. Kris Moorhead, one of VP-62’s mission commanders at RIMPAC. “It is a very rare opportunity for us to get live ordnance in a training environment, so this was a fantastic training exercise for the aircrew and maintenance personnel.

“We also dropped a torpedo on an undersea target sled,” Moorhead continued. “Most of our events were focused on ASW and it was great training. We coordinated our ASW efforts with P-3s from several countries, ASW helicopters, and the newest ASW patrol aircraft, the P-8 Poseidon.” ■



▲ Staff Sgt. David Garland from Task Force Marshall, Charlie Company, gives final instruction to students going through convoy training while attending NIACT. IA Sailors attend this training prior to deploying overseas in support of OIF. U.S. Navy Photo by Chief Mass Communication Specialist (AW) Gino N. Carr.



DIVING DEEP TO REACH A GOAL

Written by Mass Communication Specialist 1st Class Richard M. Wolff

Every Sailor has goals during his or her career in the Navy. Some strive to attain a college degree, attain higher rank or just improve upon their physical readiness. Sailors are, and always will be, striving to be their best. They know the road will be a difficult one, but the challenge is what drives them. To be the first in anything is an even greater achievement.

Master Chief Navy Diver (MDV) Michael Bross realized his goal of becoming a Navy Master Diver after many years of hard work and dedication. What makes his story different from other Master Divers is that he is the first Navy Reservist to become a Master Diver.

“I tried and didn’t make it a few years ago, but that just made me want it even more. I think that helped me understand how important this was to me. So I made every effort to achieve my goal. To be the first Reserve Master Diver makes it that much more special to me and shows that just because you are in the reserves, it doesn’t mean you can’t achieve your Navy career goals, you just have to keep trying,” said Bross.

The training is scenario-driven with students being placed in extremely difficult situations where lives are on the line and making the right decision is essential. You can’t fail, or someone doesn’t make it home.

“It was by far the most difficult evolution I have ever faced in the Navy over the years. You can’t begin to understand how mentally stressful the whole challenge is until you actually go through it, but I am glad I did,” said Bross, assigned to Navy Reserve Undersea Rescue Command Headquarters.

Bross, at 21 years in the Navy, has seen a lot. He’s been involved in the Space Shuttle Challenger debris recovery, the USS Monitor expedition, and traveled around the world putting his skills to use as a Navy diver.

“It’s been an extremely rewarding job, one that you have to be ready for at a moment’s notice to go and help where you are needed,” said Bross. “I never wanted to do anything else except be a Navy diver ever since I joined.”

The Navy Master Diver course, held at the Naval Diving and Salvage Training Center in Panama City, FL., is open to qualified E-7 and above Sailors who are First Class Divers. The training focuses on underwater breathing



equipment, safety and support systems and recompression techniques. Students are responsible for knowing proper first aid and safety measures. Master Divers are responsible for requalification and training of divers at a command, supervising diving missions and providing their technical knowledge to commanding officers.

“What I say is never give up,” said Bross, a Senior Enlisted Academy graduate. “When you’re a diver, you always look at becoming a Master Diver someday. I never gave up, never took no for an answer, and I just kept pushing to achieve this goal.”

Bross’ love of diving started at a young age.

“I’ve been diving with my family since I was young, before I joined the Navy, and my brother was a Navy Diver before I joined the Reserve.”



“Sailors lives depend on the decisions we make as Navy Divers, it’s not a job that is taken lightly,” said Bross. “The scenarios in the Master Diver course stress the importance of every mission we do and how it will affect the fleet. That is what we were evaluated on, if we could make the right call.” ■



▲ Master Chief Michael Bross (MDV) discussed the intense training to acquire his Master Diver designation. Bross, a 21-year veteran, is the first Navy Reserve Master Diver. Photo by U.S. Navy Mass Communication Specialist 1st Class Richard M. Wolff.





Master-at-Arms 2nd Class Natiya Kazemi has been in the Navy for a little more than five years and recently began her first mobilization. Originally from Maui, Hawaii she relocated to Las Vegas in 2002. She is a member of Reserve unit Commander, Fleet Activities Yokosuka and drills at Navy Operational Support Center, Las Vegas.

SAILING IN THE SAND

CHAPTER 4: FULL SPEED AHEAD

Now that the 593d Sustainment Brigade is preparing to leave I'm starting to think about all the changes that are about to take place. Will the new Sustainment Brigade move me to another base? Will they move me to another section? All of the Soldiers, Sailors and Airmen I have met are leaving and I'll have to start all over again. I spent four months understanding and focusing on my job, meeting new friends and building strong working relationships. What now?

Explaining the mission and what we've done for the past four months seemed hard, but Lt. Col Joe D. Gann, Deputy Commander of 593rd Central Command Materiel Recovery Element (CMRE) was able to put it in words. The mission of CMRE is to facilitate Afghanistan theater retrograde objectives. The 4,400 member multi-component, joint-sourced and contractor-supported organization was a hastily built in response to lessons learned in the final days of the Iraqi drawdown. The CMRE arrived in Afghanistan without a defined mission, doctrinal template, or pre-deployment training and process validation. During the course of its initial nine-month deployment, the CMRE developed and executed an operational concept that ensured mission success in Afghanistan and provided a viable blueprint for future theater retrograde operations.

The CMRE was exempt from Boots on Ground (BOG) force manning level restrictions. Though the BOG exemption allowed the CMRE to maintain its force structure as deployed personnel

numbers declined, the condition of exemption constrained the CMRE role to solely supporting the reduction of United States force manning levels. Support to Afghanistan military partnerships, combat missions and coalition forces were outside the CMRE scope.

The CMRE enables base closures and transfers, and provides recovery, redistribution, retrograde and disposal of non-mission essential equipment and materiel.

Base closures and transfers necessitate accountability of property transactions, removal of all military equipment and base deconstruction. Redistribution includes reallocating items for better use within theater. A retrograde operation means transporting items from Afghanistan to the United States or Kuwait. A disposal operation requires demilitarizing and disposing scrap and unserviceable equipment.

The mission directly supports six regional commands throughout the Combined Joint Operational Area – Afghanistan. Mission success necessitates simultaneous synchronization with six separate regional commands' schemes of maneuver. CNRE must integrate with logistics and engineer theater enablers throughout the theater.

In the Navy we have a change of command; in the Army they have Relief in Place/Transfer of Authority (RIP TOA). The RIP TOA was around the corner but for now we were working on what the Army called a ROC drill/Sand Table (rehearsal of concept). This



is a step by step, small scale, visual plan of the operation taking place. The scale model was large in size and took numerous rehearsals to complete. Luckily, I was assigned to be a part of a team which focused on creating the model. I have to say it was exciting to be a part of a primary process of Army requirements. The event was an overall success and a quick realization of the upcoming redeployment being right around the corner. Once the week of the ROC drill was completed it was a homeward bound path for the 593d SB.

Immediately after the ROC drill was completed, the Soldiers were moved out of the Conex Relocatable Living Buildings, or RLBs, and into the Reception Staging Onward Movement and Integration Building. At that point they had two weeks left here in Kandahar and the time was flying.

The 43d Sustainment Brigade had arrived and a proper turnover of mission requirements was priority. The 593d was ready and willing to review the processes of base closure and transfer, recovery, redistribution, retrograde and disposal for the drawdown of Afghanistan.

Everything seemed to be moving full-speed ahead and with all the craziness around me, each day seemed to blend together. I couldn't remember what day or time of the day it was. Luckily at that time my college course was just about to finish and my Enlisted Information Dominance Warfare Specialist (EIDWS) test was about to take place. So as you can imagine when I got an "A" for my class and passed my EIDWS test I was ecstatic. The

mission was always the number one priority. So, any Soldier, Sailor, Airman or Marine taking on volunteer work, education or special duties had to be willing to dedicate their personal time, which was minimal.

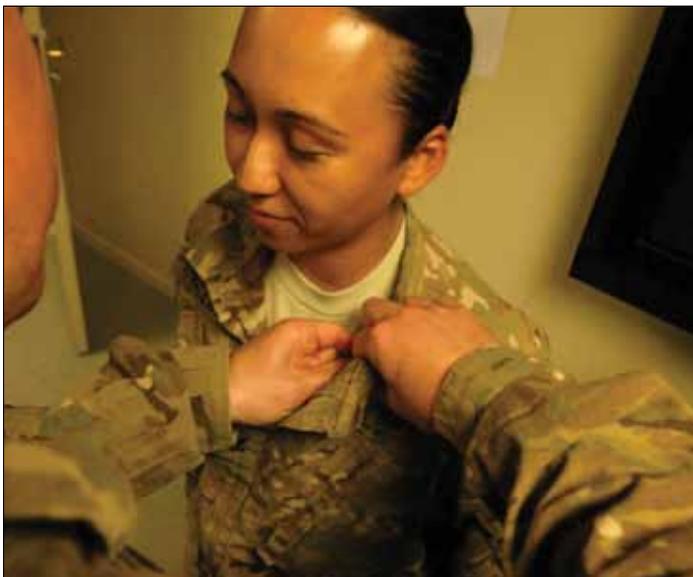
Anticipation was the feeling in the air for the 593d team. Everyone was tired, homesick and wanted to redeploy. I couldn't help but feel sorry for the Soldiers that were completely drained. The physical and emotional toll took the energy out of everyone. After going to a few of the redeployment briefings I realized that returning home to loved ones and friends can also be a very overwhelming experience.

A study explained that 80 percent of Soldiers returning home were excited, ready and responsive, while 20 percent may have high anxiety, feel emotionally strained and scared of the reintegration. I was around redeploying Soldiers and I was starting to question my responsibilities back in the states. When I first got to

Afghanistan I called family and friends weekly, but after I got comfortable with the mission I was in a different mindset. The mission at hand became the main focus.

Working in this joint atmosphere under the direction of the Army and side by side with the Air Force and Marine Corps has so far been an amazing experience. We all have so much to bring to the table from experience, view points, operational understanding and leadership styles. The camaraderie between each branch has evolved from an individual aspect to a true joint effort. ■

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▲ Master-at Arms 2nd class NatyaK azemi receives her Enlisted Dominance Warfare Pin. U.S Navy Photo

Acronyms

AA - Authorized Absence	CONUS - Inside the Continental United States
AAFES - Army and Air Force Exchange Service	COCOM - Combatant Commander
ABSC - Active Billet Sequence Code	CSG - Carrier Strike Group
AC - Active Component	
ADSW - Active Duty for Special Work	DECA - Defense Commissary Agency
ADT - Active Duty Training	DCO - Direct Commission Officer
AO - Area of Operations	DDS - Direct Deposit System
AOC - Aviation Officer Candidate	DFAC - Dining Facility
AOI - Area of Influence	DEERS - Defense Eligibility Enrollment Reporting System
AOR - Area of Responsibility	DEMOB - Demobilization
APG - Advanced Pay Grade	DFAS - Defense Finance and Accounting System
AT - Annual Training	DOD - Department of Defense
ATP - Additional Training Period	DONTFS - Department of the Navy Total Force System
BUDS - Basic Underwater Demolition School	ECRC - Expeditionary Combat Readiness Center
BUMED - Bureau of Medicine and Surgery	EOS - Expiration Of Service
	ESG - Expeditionary Strike Group
CACO - Casualty Assistance Calls Officer	ESGR - Employer Support of the Guard & Reserve
CAI - Cross-Assigned In	ET - Equivalent Training
CAO - Cross-Assigned Out	ETA - Estimated Time of Arrival
CEC - Civil Engineering Corps	ETD - Estimated Time of Departure
CFC-A - Coalition Forces Command - Afghanistan	
CFL - Command Fitness Leader	FOB - Forward Operating Base
CHC - Chaplain Corps	FOUO - For Official Use Only
CITF - Criminal Investigative Task Force	FTS - Full Time Support
CJSOTF - Combined Joint Special Operations Task Force	
CJTF - Combined Joint Task Force	IA - Individual Augmentee
COB - Close of Business	IADT - Initial Active Duty Training
COLA - Cost of Living Allowance	IAG - Information Assurance Group
CMS/ID - Career Management System Interactive Detailing	IAP - In Assignment Processing
CNAFR - Commander, Naval Air Force Reserve	IDT - Inactive Duty Training
CNIC - Commander Navy Installations Command	IDTT - Inactive Duty Training Travel
CNR - Chief of Navy Reserve	IED - Improvised Explosive Device
CNRC - Commander Navy Recruiting Command	IG - Inspector General
CNRF - Commander, Navy Reserve Forces Command	IMAPMIS - Inactive Manpower and Personnel Management Information System
COMRATS - Commuted Rations	IRR - Individual Ready Reserve

ISAF - International Security Assistance Force

JCS - Joint Chiefs of Staff

JRB - Joint Reserve Base

JSAG-I - Joint Services Action Group - Iraq

JSOC - Joint Special Operations Command

JSOTF - Joint Special Operations Task Force

JTF GTMO - Joint Task Force Guantanamo Bay

JTF HOA - Joint Task Force Horn of Africa

MCAG - Maritime Civil Affairs Group

MESF - Maritime Expeditionary Security Force

MILPERSMAN - Military Personnel Manual

MIUW - Mobile Inshore Undersea Warfare

MNFI - Multi-National Forces Iraq

MNSTC-I - Multi-National Security and Training Command - Iraq

MOB - Mobilization

MRE - Meals Ready to Eat

MTT - Military Transition Teams

NAF - Naval Air Facility

NAS - Naval Air Station

NAT - New Accession Training

NAVELSG - Navy Expeditionary Logistics Support Group

NAVSTA - Naval Station

NAVET - Navy Veteran

NCO - Non-Commissioned Officer

NCS - National Call to Service

NEC - Navy Enlisted Classification (or Code)

NECC - Navy Expeditionary Combat Command

NEX - Navy Exchange Service

NMPS - Navy Mobilization Processing Site

NOBC - Navy Officer Billet Classification (or Code)

NOE - Notice Of Eligibility

NOSC - Navy Operational Support Center

NPQ - Not Physically Qualified

NR - Navy Reserve

NRIP - Navy Reserve Intelligence Program

NROTC - Naval Reserve Officer Training Corps

NROWS - Navy Reserve Order Writing System

NRWS - Navy Reserve Web Site

NSA - Naval Support Activity

NSIPS - Navy Standard Integrated Personnel System

NSPS - National Security Personnel System

OCNR - Office of the Chief Navy Reserve

OCONUS - Outside Continental United States

OCS - Officer Candidate School

OIC - Officer In Charge

OJT - On the Job Training

OLA - Office of Legislative Affairs

OPNAV - Office of Chief of Naval Operations

OPSEC - Operational Security

OPTEMPO - Operational Tempo

ORM - Operational Risk Management

OSC-A - Office of Security Cooperation - Afghanistan

OSO - Operational Support Officer

PAYPERSMAN - Navy Pay and Personnel Procedures Manual

PCS - Permanent Change of Station

PDFRC - Pre-Deployment Family Readiness Conference

PFA - Physical Readiness Assessment

POC - Point of Contact

POV - Privately Owned Vehicle

PRC - Presidential Reserve Callup

PRD - Projected Rotation Date

PRIMUS - Physician Reservists in Medical Universities and Schools

PRT - Physical Readiness Test or Provincial Reconstruction Team

PSD - Personnel Support Detachment

RBSC - Reserve Billet Sequence Code

RC - Reserve Component

RCC - Reserve Component Command

RCCPDCS - Reserve Component Common Personnel Data System

RCHB - Reserve Cargo Handling Battalion

RESFORON - Reserve Force Squadron

RHS - Reserve Headquarters System

RIAC - Reserve Intelligence Area Commander

RIPO - Reserve Intelligence Program Officer

RTB - Reserve Transition Benefits

RTSS - Reserve Training Support System

RUAD - Reserve Unit Assignment Document

RUIC - Reserve Unit Identification Code

RWW - Returning Warrior Workshop

SAU - Squadron Augment Unit

SELRES - Selected Reservist

SNCO - Staff Non-Commissioned Officer

SOP - Standard Operating Procedure

TOC - Tactical Operations Center

TRUIC - Training Reserve Unit Identification Code

TSC - Combatant Commanders Theater Security Cooperations

UA - Unauthorized Absence

UCMJ - Uniform Code of Military Justice

UMA - Uniform Maintenance Allowance

USC - United States Code

VPU - Volunteer Participation Unit

VTU - Volunteer Training Unit

YRPS - Yellow Ribbon Program Specialists

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011-39-081-568-4634

US Naval Forces Alaska
(907) 463-2248

US Naval Forces Central
Command
011-973-724-383

US Naval Forces Europe
011-39-081-568-4634

US Naval Forces Japan
011-81-46-816-1110

US Naval Forces Korea
011-822-7913-5795

US Naval Forces Marianas
(671) 339-7133

US Naval Forces Southern
Command
(904) 270-7354 x4304

US Naval Special Warfare
Command
(619) 522-2825

US Northern Command
(719) 554-5920

US Pacific Command
(808) 477-9138

US Pacific Fleet
(808) 474-8415

US Second Fleet
(757)443-9850

US Seventh Fleet
011-81-6160-43-7440 x0900

US Sixth Fleet
011-39-081-568-4634

US Southern Command
(305) 437-1261

US Strategic Command
(402) 294-0246

US Third Fleet
(619) 767-4296

US Transportation Command
(618) 229-8269

Naval Reserve Intelligence
Command

Reserve Intelligence Command
Hdqtrs.
Fort Worth, Texas
(817) 782-7107

Naval Intelligence Reserve
Region Northwest
(360) 315-6001

Naval Intelligence Reserve
Region Southeast Det New
Orleans
(504) 678-3411

Naval Intelligence Reserve
Region Southeast Det Ft. Worth
(817) 782-6464

Naval Intelligence Reserve
Region Southeast -
Jacksonville
(877) 882-7396

Naval Intelligence Reserve
Region Southwest San Diego
(800) 873-4139

Naval Intelligence Reserve
Region Southwest Det Denver
(720) 847-6240

Naval Intelligence Reserve
Region Midwest
(847) 688-6273

Naval Intelligence Reserve
Region Midwest Det
Minneapolis
(847) 688-6273

Naval Intelligence Reserve
Region Southeast Det Atlanta
(678) 655-6380

Naval Intelligence Reserve
Region Mid-Atlantic
(757) 444-1352

Naval Intelligence Reserve
Region Washington
(240) 857-7878

Naval Intelligence Reserve
Region Midwest Det Millington
(847) 688-6273

Naval Intelligence Reserve
Region Midwest Det Detroit
(847) 688-6273

Navy Expeditionary Combat
Command
(757) 462-4316

Explosive Ordnance Disposal
Group One
(619) 437-3700

Explosive Ordnance Disposal
Group Two
(757) 462-8453

First Naval Construction
Division
(757) 462-3658

Naval Construction Forces
Command
(757) 462-3658

Maritime Expeditionary
Security Force

Maritime Expeditionary
Security Group One
(619) 437-9808

Maritime Expeditionary
Security Group Two
(757) 396-0513

Chief of Naval Air Training

CAOSO
(361) 961-3386

CNRF CNATRA/FRS PM
(757) 322-6751

SUBMISSION GUIDELINES

PHOTO SUBMISSIONS

Due 5th of the month. High-resolution 300 dpi photos. Set camera on the highest setting (TIFF, FINE and/or HQ). Shoot photos of action supporting the story. Posed shots or “grip-n-grins” are the least desirable. If the story is about people receiving awards, show us what they do that garnered said award. Send us the original image. Do NOT tinker with it in Photoshop™ or other image-editing software. We will edit it to fit into our page layout requirements. Include outline information identifying the subjects and what they’re doing in the photo. Also credit the photographer.

STORY SUBMISSIONS

Due 5th of the month. Monthly columns: at least 500 words. More is okay, we’ll edit it. Feature stories: at least 600-700 words and need supporting photos. Feature-based stories will compel the reader to read the entire story. We do not want a straight-news story written in inverted pyramid newspaper style.

QUESTIONS AND SUGGESTIONS

Please contact the editor at james.vorndran@navy.mil or call (757) 322-5624

In real life, there is no Reset Button.

Riding a motorcycle is fun, but it isn't a game. Motorcycle riding demands your full attention. Even one drink can impair your coordination and sense of balance. Studies show that nearly half of all motorcyclists who died in solo crashes were under the influence of alcohol. They simply lost control of their bikes. Game over, forever.

