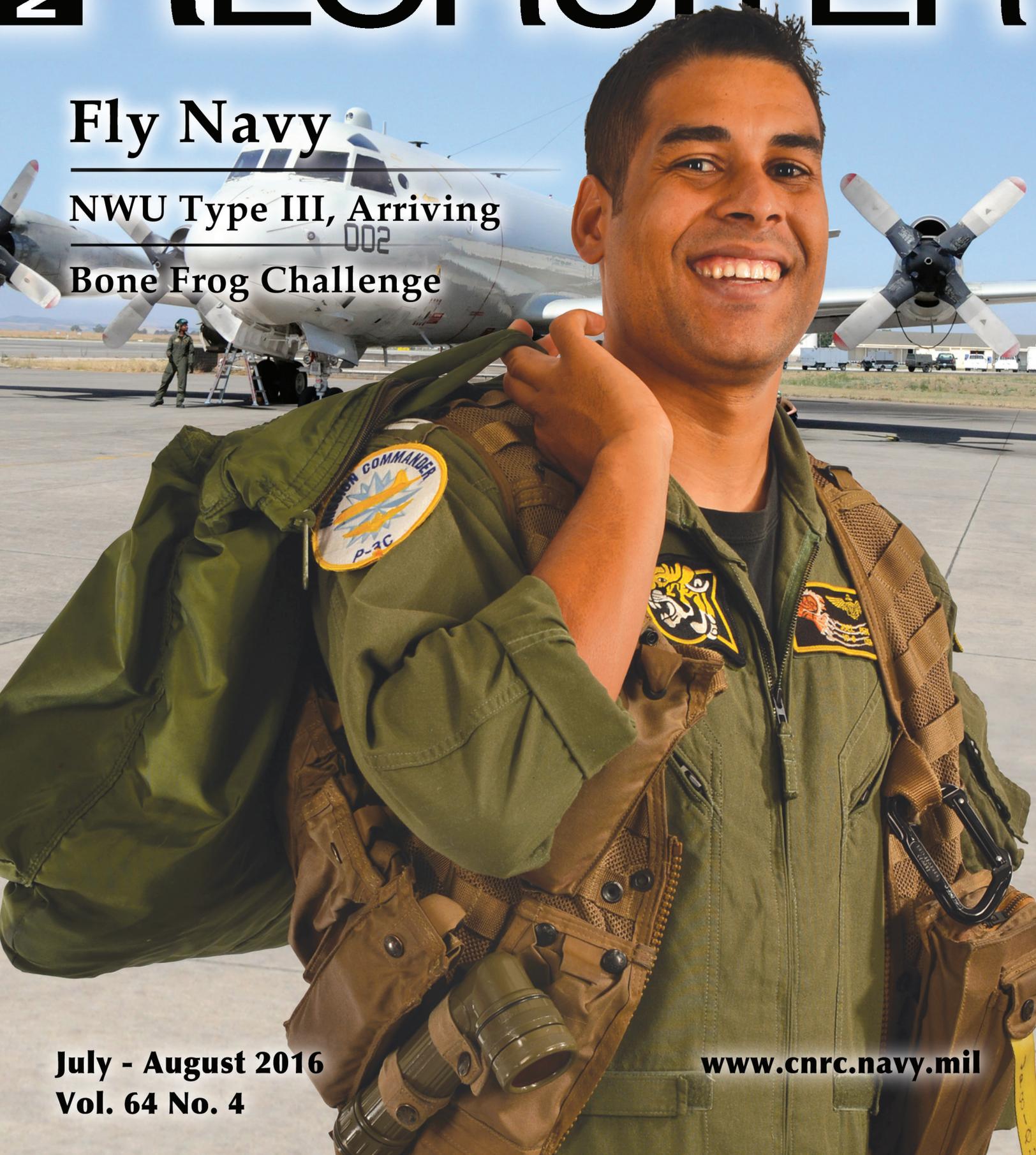


NAVY **Future of the Fleet** **RECRUITER**

Fly Navy

**NWU Type III, Arriving
Bone Frog Challenge**



July - August 2016
Vol. 64 No. 4

www.cnrc.navy.mil

From the Admiral

Navy Recruiting Warriors,

As I write these remarks, I have a very good sense for how we will close out FY2016—in a word, AWESOME. We continue our tremendous performance in meeting the Big 5 mission areas, achieving an unprecedented 112 consecutive months of meeting or exceeding goals, which supports both near term shipping requirements and the longer term strength of our DEP posture for both the active and reserve missions. Equally impressive is that not only are we meeting the numbers, but also achieving superb quality as our recruiting FIT remains at an impressive 95%. Additionally, our performance in officer recruiting was extremely strong. We met our goals and enhanced our quality in areas where we are typically strong, and made tangible and lasting improvements in areas that are traditionally a challenge.

So how do we sustain this level of performance given the volatility, uncertainty, complexity and ambiguity affecting the recruiting environment in the near future? For those of you with whom I have had a chance to talk to in the field over the past year, you know my assessment of the future operating environment, characterized as “headwinds that are on the horizon.” Resources will continue to diminish with a declining Navy-wide budget, requirements continue to grow to support the Fleet’s demand for even higher quality applicants, and the market will most likely be less favorable than in the recent past. I would categorize Navy Recruiting today as successful, but not sustainable, especially with these three prominent forces affecting our efforts. Given these realities, I believe that this phenomenal team operating from a strong mission position has an unprecedented opportunity to transform Navy Recruiting. Having recently completed our annual leadership offsite with all of the COs, CRs and CMCs, I am committed now more than ever to setting the conditions for our successful future by pursuing the Recruiting Force 2025 (RF2025) strategy centered on culture change and process improvements to lead turn and overcome the various challenges in our ever-changing environment.

In order to move out with a viable transformation effort, we need a North Star to guide our efforts. As such, we revised our Vision statement to highlight the importance of a people-centered culture. Committing our focus to better serve each other within the organization will permeate outward and become the competitive edge that will differentiate us from our competitors—the other Services and those in the private sector. This is who we aspire to be as viewed by us and by others

Vision
A people-first team that is THE undisputed talent acquisition leader in the Department of Defense.

We also updated our Mission statement to better define why we exist and what we do.

Mission
To leverage an inspirational culture to inform, attract, influence and hire the highest quality candidates from America’s diverse talent pool to allow America’s Navy to assure mission success and establish the foundation for Sailors to thrive in a life-changing experience.

I’m convinced that Navy Recruiting has the finest recruiters among any comparable organization, armed with experiences that allow us to thrive in our noble pursuits. Two shining examples of recruiters making a difference are highlighted in this edition—teammates such as AM2 Kate Hoover, who redefines leadership (see story on pg. 18), and Lt. Joel Peña, who is extending the reach and yield of our superb diversity department (see story on pg. 14).

**Maintaining
Navy Recruiting Superiority
Recruiting Force (RF) 2025 Strategy**

September 2016

So here is our vector—we will enhance our culture and improve our processes. Ask yourself —what do you want our culture to be and how do we achieve it. I see five critical areas:

- 1) **How we lead.** We are all leaders, and it is vital that we trust in and empower those in our charge as well as our peers. Authority and accountability will continue to be driven lower in the organization, and we will promote standards not rules. We will exhibit a passion for service and for serving others, particularly our subordinates.
- 2) **Commitment to each other.** We will make customer service inside and outside of the organization a mission imperative. How we do things is as important as what we do. We will value and be ever mindful of each other’s time.
- 3) **Maintaining focus on the recruiter as our center of gravity.** The center of gravity is our core strength—that which is indispensable to our mission (and our being). We will be responsive to people not the bureaucracy. Everything we do should support the recruiter.
- 4) **Controlling our destiny.** We will be in the business of eliminating barriers, promoting transparency and emphasizing listening. If we don’t change ourselves we will be forced to change by others. We are all on the same NRC team, and our collaboration and collegiality are vital to our collective success now and in the future.
- 5) **Overhauling our approach to learning.** I need all of you to exercise initiative to improve our processes and find creative and novel ways to address challenges. This includes a commitment to greatly enhanced learning command-wide—how we teach, how we train, and how we continuously seek to get smarter and more adept. Challenge yourself and your teams.

These critical areas must become core attributes of our organizational DNA.

It is also vital that our processes reflect our culture—people centric (why we do it), focused on the customer (how we do it) and instituted with a sense of urgency. We need to simplify our processes where we can. Take calculated risk and create space for us to effectively transform.

Deputy Peterson and I recently signed a completely revamped RF2025 strategy that these ideas in a clear and concise document. It will guide our transformation efforts and allow us to effectively shape our culture. RF2025 is posted on the Navy Recruiting Command website under NRC Links, Quarterdeck.

Think BIG and believe. We need your commitment to enable our bright future, and it starts with our collective journey to enhance our Navy Recruiting culture. Heed this call to action!

Rear Admiral Jeff Hughes



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Recruiter Saves Retail Employee's Life



Story by MC1 Latrice Jackson,
Navy Recruiting District St. Louis Public Affairs

Cardiopulmonary resuscitation (CPR) training is a requirement for all recruiters as they are responsible for the well-being of their Future Sailors and potential officer candidates.

This training helped Aviation Structural Mechanic 1st Class Daniel Hunziker, a recruiter assigned to Navy Recruiting Station Columbia, save a man's life July 5.

Early that morning as Hunziker, a Litchfield, Ill., native, was walking toward his office inside the Columbia Mall, he heard a commotion coming from the employee entrance of the Dillard's department store.

"A lady was standing by the rear entrance, she asked me if I knew CPR," said Hunziker. "I told her yes and she informed me that a coworker had collapsed."

Hunziker said he immediately ran into the store and saw a man lying on his back unconscious surrounded by a few bystanders and a mall security guard attempting to conduct CPR.

"I asked if he wanted me to take over, he said 'yes' so I started performing CPR," said Hunziker.

Hunziker said he continued conducting chest compressions and giving rescue breaths for about five minutes until emergency medical services arrived.

Wayne Engle, director of public safety, Columbia Mall, said the employee was transported to the hospital where medical personnel were able to get a pulse.

Engle added that Hunziker and the security guard's quick response to the situation helped save the employee's life.

"Without them he would not be alive," said Engle.

Hunziker said his immediate reaction to the situation was second nature.

"Believe it or not, you already know what to do," Hunziker added. "Above all else don't be a bystander." Hunziker was awarded a Navy and Marine Corps Achievement Medal for his heroic actions.



FRONT COVER:

Lt. Joel Peña was a P-3 Orion pilot before his tour as the diversity operations officer at Navy Recruiting Command. (U.S. Navy photos by MC3 Andrew Haller and MC2 Stacy D. Laseter. U.S. Navy photo illustration by Kim Hyback.)



BACK COVER:

U.S. Marines assigned to combat cargo on board the amphibious assault ship USS America (LHA 6) prepare to offload an armored personnel transport vehicle via a CH-53E Super Stallion cargo helicopter assigned to Heavy Marine Helicopter Squadron (HMH) 463 from the ship's flight deck. (U.S. Navy photo by MC3 Kyle Goldberg)

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Navy Recruiter encourages the submission of "Letters to the Editor" and articles expressing the opinion of individuals in the Navy recruiting community. All submissions must be signed. Send submissions to: Editor, Navy Recruiter Magazine, Navy Recruiting Command, 5722 Integrity Drive, Bldg. 784, Millington, Tenn. 38054-5057 or send an e-mail to scott.bigley@navy.mil.

Humble Beginnings

Story by MC3 Brett Anderson,
USS Boxer (LHD4) Public Affairs

ABH1 Onexi Medina, from Utuado, Puerto Rico, instructs Sailors aboard the amphibious transport dock ship USS Denver (LPD 9) before a firefighting drill. (U.S. Navy photo by MC3 Todd C. Behrman)

Onexi Medina grew up in the countryside municipality of Utuado, a small town in the mountains of Puerto Rico with seven brothers and four sisters. His family, like most there, didn't grow up with a silver spoon; his father worked for Baxter Medical Products and his mother was a stay-at-home mom.

Now an Aviation Boatswain's Mate (Handling) 1st Class, Medina rose through the ranks to be the Air Department leading petty officer aboard amphibious assault ship USS Boxer (LHD 4). He credits his success in the Navy to his upbringing.

"I come from a poor family," said Medina. "We didn't have anything from the time I grew up; we lived like how they did back in the [old] days in a good way. It gives you a positive sense of what life and family is and how to appreciate what you do have."

Joining the Navy out of Puerto Rico, Medina had to overcome the language barrier in order to be competitive in the fleet.

"I didn't speak a single word of English [upon enlisting]," said Medina. "It was a big challenge because I had to use my survival skills to overcome that fear that came with not understanding my surroundings. It took me 3 1/2 years to learn to speak English fluently; now I can communicate without a problem."

Medina joined the Navy to get out of his small mountain town, see the world and take his life beyond what he believed he could achieve in Puerto Rico. Joining the Navy would provide him the opportunity to earn his college degree and travel to places that he never thought he would have been able to afford if he hadn't joined.

"The main reason I joined was to travel," said Medina. "The second reason was to earn my education. I wouldn't be able to achieve this goal as easily back home. The Navy has provided me that opportunity."

As the Air Department leading petty officer, Medina leads 142 Sailors in three ratings across three divisions in all facets of their technical rates and career. His leadership qualities continue to motivate them to push themselves to the limits of their potential every day.

"He inspires me to be the best at everything I do and through every aspect of my life, both on and off work," said Aviation Boatswain's Mate (Handling) 2nd Class Brittany McGhee. "He quickly took me under his wing and showed me the ropes; it didn't matter what he had going on, he would take the time out of his day to pass his leadership skills on to me so that we could team up to take care of our junior Sailors in a productive manner."

Medina's view on the meaning and value of family has been his greatest inspiration during his 12 years in the Navy. When he becomes discouraged he thinks of them

and pushes through challenges and adversity. He is the first person in his family to pursue both a college education and military career.

"My number one motivation is my family," said Medina. "Considering my background, how hard it was, and looking at my family history, I'm the only one that can say I'm successful. I want to make sure I can give my family that push and the opportunities to become successful as well."

Medina achieved the rank of petty officer first class in just seven years. After failing to make rank the first time he was eligible for advancement, he became disinterested in the Navy. But his appetite for success and self-value kept him in the fight.

"I took the [first class] exam after five years and I missed it by less than a point—.34 to be exact," said Medina. "I asked for help to get that extra point and I didn't get it, so I got discouraged and wanted to get out of the Navy, but then I realized I didn't actually have a plan for after I got out of the Navy. My command wanted me to remain with them to complete another deployment, but I was selected for recruiting duty, so it was time for me to leave after 5 1/2 [on sea duty]. I decided to push forward and do a lot of studying, and here I am."

Medina's upbringing is probably one of the biggest factors in shaping his outlook and attitude on life. He

wants to advance his career as far as possible.

"While I'm in the Navy I will earn my master's degree," he said. "After that I'll follow one of two paths—if I remain enlisted, I'll keep going all the way to master chief [petty officer]; if I get selected to be an officer, I'll achieve as much rank as I can until my 30-year career is up."

Medina also challenges himself daily to see others succeed. The valuable lessons he learned while growing up in that small town in the mountains of Puerto Rico guide his steps, inspiring the belief that with hard work anything is possible.

"The biggest challenge to achieving a goal is you," said Medina. "If you tell yourself you want to achieve something, it's obtainable. Everything is achievable in this life; all you need to do is set the goal and move toward it."

Boxer is the flagship for the Boxer Amphibious Ready Group and, with the embarked 13th Marine Expeditionary Unit, is deployed in support of Operation Inherent Resolve, maritime security operations and theater security cooperation efforts in the U.S. 5th Fleet area of operations.

For more information, visit www.navy.mil, www.facebook.com/usnavy, or www.twitter.com/usnavy.

For more news from USS Boxer (LHD 4), visit www.navy.mil/local/lhd4/.



above: AO2 Linwood Wilson, a recruiter assigned to Navy Recruiting District Dallas, signs a baseball for a child during the Grand Prairie Air Hogs military appreciation night. (U.S. Navy photo by MC2 Shane A. Jackson)

Eye on the Field

below: Lt. Alanna Strei (left), assigned to Navy Operational Support Center, San Diego, shares video with Navy Recruiting District Seattle XO Tamara Trank, of the reserve support assisting Seafair prepare banners as a part of the annual Seattle Seafair maritime summer festivities. (U.S. Navy photo by MC1 Shannon Renfro)

Oklahoma, North Texas Educators Get Navy Experience in San Diego

Story and photo by MC2(SW) Shane Jackson, Navy Recruiting District Dallas Public Affairs



Lt. Clay Arthur, assigned to helicopter maritime strike squadron (HSM) 75, leads educators and administrators on a tour of a hangar bay as part of an Educators Orientation Visit sponsored by Navy Recruiting District Dallas. (U.S. Navy photo by MC2 Shane A. Jackson)

Navy Recruiting District (NRD) Dallas hosted educators from the North Texas and Oklahoma area on an Educator Orientation Visit (EOV) in San Diego, Aug. 2-4.

EOV tours are designed to equip educators and administrators of high schools and colleges to offer students better guidance on potential careers in the Navy.

“There are many educators that do not know of the Navy’s educational opportunities that can be earned by young students,” said Raymond Drefus, education specialist for NRD Dallas. “It’s important that we let the educators see the Navy firsthand, so they can accurately and honestly advise their students.”

The three-day trip introduced ten educators to almost all aspects of the Navy, both ashore and afloat. Their first day featured the most variety, including Pacific Beacon Housing, Fleet and Family Support Center and guided-missile destroyer USS Sampson (DDG 102). The latter made the greatest impression among group members thanks in part to the ship’s operations officer, Lt. Sarah Smith.

“Her Navy experience was made better by the educational opportunities she had in the Navy and how she explained it to the educators had a tremendous impact on them,” said Raymond Drefus, education specialist for NRD Dallas. “She brought out her fellow officers and junior enlisted and they echoed her thoughts about the Navy and how they’ve taken advantage of the same opportunities.”

Their exposure to Navy life expanded further on the second day as the educators visited Naval Special Warfare Command’s SEAL training facilities and Helicopter Maritime Strike Squadron (HSM 75). The final day they toured the Balboa Naval Medical Hospital, the Undersea Rescue Command and concluded the week with a harbor tour with Assault Craft Unit 1.

For educators such as Katie Hughes, pre-med advisor for the University of Oklahoma, the trip left them better equipped to advise students looking for a career in the Navy after graduation.

“I honestly didn’t know much about the Navy at all other than that my students could get a scholarship if they wanted to be a doctor or a Physicians Assistant,” said Hughes. “It’s a lot bigger with more opportunities than I thought it was.”

Overall feedback from the EOV was positive according to personal conversations Drefus had with the educators and feedback forms he received on the last day of the trip.

“I’ve already had several inquiries for establishing a Navy Junior Reserve Officer’s Training Corps program and information about Seaperch, a Navy-sponsored robotics program,” said Drefus. “I expect more of the same from the other educators and their respective institutions.”

For more information on Navy Recruiting Command and all its districts, visit www.cnrc.navy.



More Than Navy Recruiters: Forging a Team, Impacting a Community

Story and photo by MC1 (SW/AW) Timothy Walter, Navy Recruiting District Nashville Public Affairs

A firefighter, a bomb builder and a man who studies dots on a screen walk into an office just outside of Nashville. They sit down each day and work a very different job—putting people in the U.S. Navy. The paperwork and community interactions are a far cry from the high stakes skill craft that they each display on the seas. Still, they deliver despite the change of pace and the change of work. And they don't stop there.

Whether it's at a retirement ceremony, or during the national anthem at a hockey game, or even the massive stadium of the Tennessee Titans, these three Sailors from Navy Recruiting Station Rivergate are some of the most visible faces of the Navy in a town known more for country music than its naval connections.

As members of Navy Recruiting District (NRD) Nashville's color guard, they regularly spend their off time making an impression on the community. They often receive thanks, which are followed by the common refrain: "What's the Navy doing in Tennessee?"

The truth is that the Navy, in the case of these Sailors, came out of Tennessee.

Damage Controlman 2nd Class Jamie Parker grew up in Memphis. Aviation Ordnanceman 2nd Class Allen Barreto hails from the opposite side of the state in Knoxville. And the leader of the group, Operations Specialist 1st Class James Miller was raised in a little suburb just outside of Music City called La Vergne.

But saying that each is from Tennessee and thus the same is like saying that because each is in the Navy that they all rig sails. The state, like the service, is much more complicated. In fact, the flag of Tennessee has three stars to represent what is known as the three grand divisions of east, middle and west Tennessee. Each division's main city happens to be where these Sailors call home. The different regions represent very disparate areas of culture, demographics and identity. And somehow, through fate or fortune, these three met

in the middle just outside Nashville in Madison, Tenn. And sitting in the office which is tucked in a strip mall, they call themselves a team.

"I've never been so excited to just come into work each day," said Miller. "I literally wake up excited and start compiling a list of what we can get accomplished. They are just as excited to try to get done everything I come up with. They put it into action and make it all work."

As the leading petty officer of Rivergate, Miller is charged with setting the pace and managing the station. He transferred to the office in October 2015 after spending time at another station in the division for several months. It was a move that he was at first unsure about and then grew to love. Things just clicked when he joined up with the Parker and Barreto. The team was recently recognized as the best large station of the quarter within the command. Considering how much they see each other, both as recruiters and color guard members, Miller said he is surprised at how well the chemistry continues to work.

"It would be possible to get sick of each other but not here," he said. "They always put in the extra effort and make mission first."

Jokes fly around the office and laughter often punctuates the normal hum of the community printer and clicking of keyboards. It's an office space without the feel of an office, more like a locker room getting ready for the game. And when Future Sailors walk in, each Sailor has a unique story to tell.

For Parker, that story might be a steam leak. As a Damage Controlman, he is charged with helping to protect a ship from fire and flooding, not to mention chemical, biological and radiological attacks. One time, steam was the enemy he faced. Normally, it powered the catapults that help sling aircraft off the flight deck. On this day, it threatened to rip apart the ship with fire.

"Waking up at 2:00 a.m. to combat that casualty, my heart was pounding. The fire jumped out and surprised us but I was able to find and use a hot water hose in the compartment and put it out. Instead of having all these drills, it was like actually getting in the game."

The pace of being a firefighter is what Parker said he missed most. Yet he has found other ways to keep the tempo going. When he's not marching on a field in his dress uniform with the color guard, he is working on his bachelor's degree in business management or helping to run the audio production for a local artist, not to mention his side job in real estate.

"I am always trying to learn as much as possible," he said with a smile.

In fact, each member of Rivergate is pursuing a degree and Miller is only one class away from completing his in finance.

The motivation for success is shared equally among them. For Barreto it is a link that reminds him of the flight deck where he would assemble and load bombs for the aircraft.

"It's a different tempo but the same camaraderie," Barreto said. "I compare it to being a part of football team. Everyone is working hard out there together. At the end of the day you are tired and sweating but everyone put in good work and got the job done."

When someone asks Miller about his job, he starts talking about radio frequencies and radar screens and dives into the subject with zeal.

"It's a lot of fun," said Miller, who was recently

recognized as Sailor of the Quarter for NRD Nashville. "Always knowing where you are in the ocean and what is going to happen next is a real advantage to the rate."

He has carried that zeal from sea to shore and found a new reason to love the Navy in the process.

"I joined the Navy and didn't know what an operations specialist did," said Miller. "I didn't care about what job I was going to be doing. Ultimately, I just wanted to be in the Navy so I could have the opportunity to go to college. That was eight years ago and now I want to stay in for the leadership opportunities."

The Sailors of Rivergate each impact the community as they visit schools and simply show up in their uniform. When they prepare for their color guard presentations the effect goes both ways.

"It gives you a little bit more of that pride you first had in boot camp because you get to go out and represent something more than yourself," said Barreto.

Miller added that it is a good way to remind himself of the duty he has to show the Navy in the best possible light.

"As soon as you start putting on the color guard accessories, you're a lot more focused on military

bearing and making sure everyone is in step."

The change reveals itself in moment like a call to attention with a spoken word. The smiles turn serious and their bodies straighten up. Their hands tighten and they stare straight ahead. Suddenly, a few normal Sailors become something else, some more as they begin their march holding the flag of their country. It's a melding of mind for brief time and out of many different backgrounds, they become one.

"It's three of us in a city of thousands of people. But when you have a few people on the same page going forward together, you simply don't need as many people to accomplish a goal," Parke said.

NRD Nashville is one of 13 districts which make up Navy Recruiting Region East. More than 100,000 square miles are assigned to NRD Nashville including counties in Tennessee, Arkansas, northern Alabama, northern Georgia, northern Mississippi, southern Kentucky and Southwestern Virginia.

For more information on NRD Nashville, visit us at <http://www.cnrc.navy.mil/nashville/> or on Facebook at <http://www.facebook.com/NRD.Nashville>.

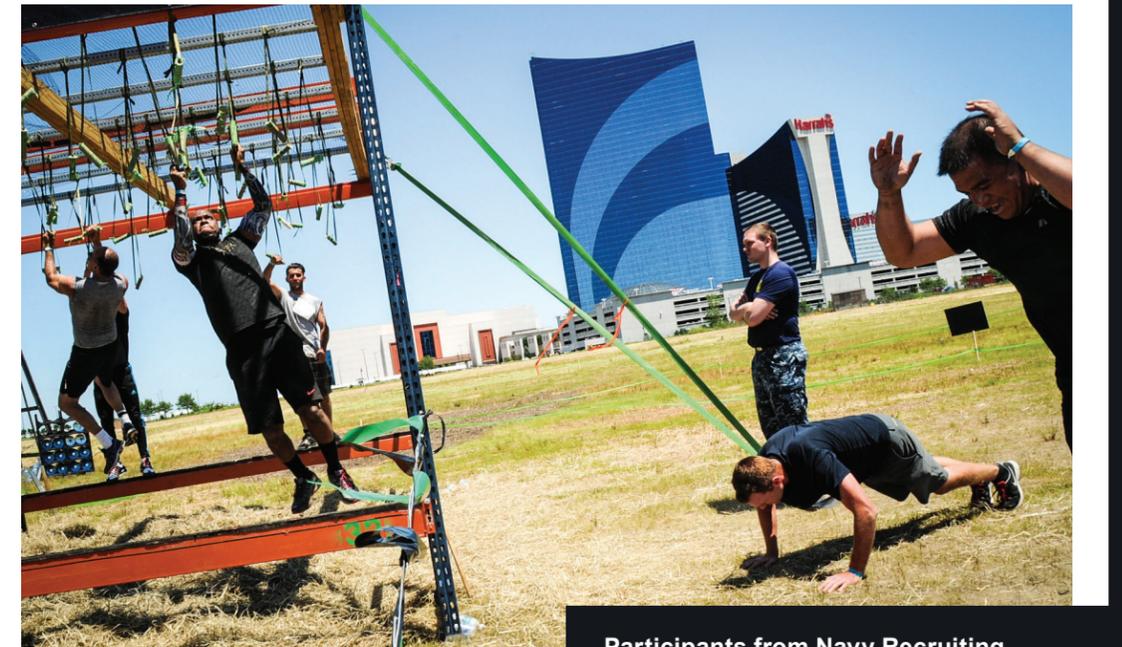


DC2 Jamie Parker prepares to parade the colors during an event in Mt. Juliet, Tenn. (U.S. Navy photo illustration by Kim Hyback)



Bone Frog Challenge

Photos by MC1 (SW/AW) Felicito Rustique,
Navy Recruiting District Philadelphia Public Affairs

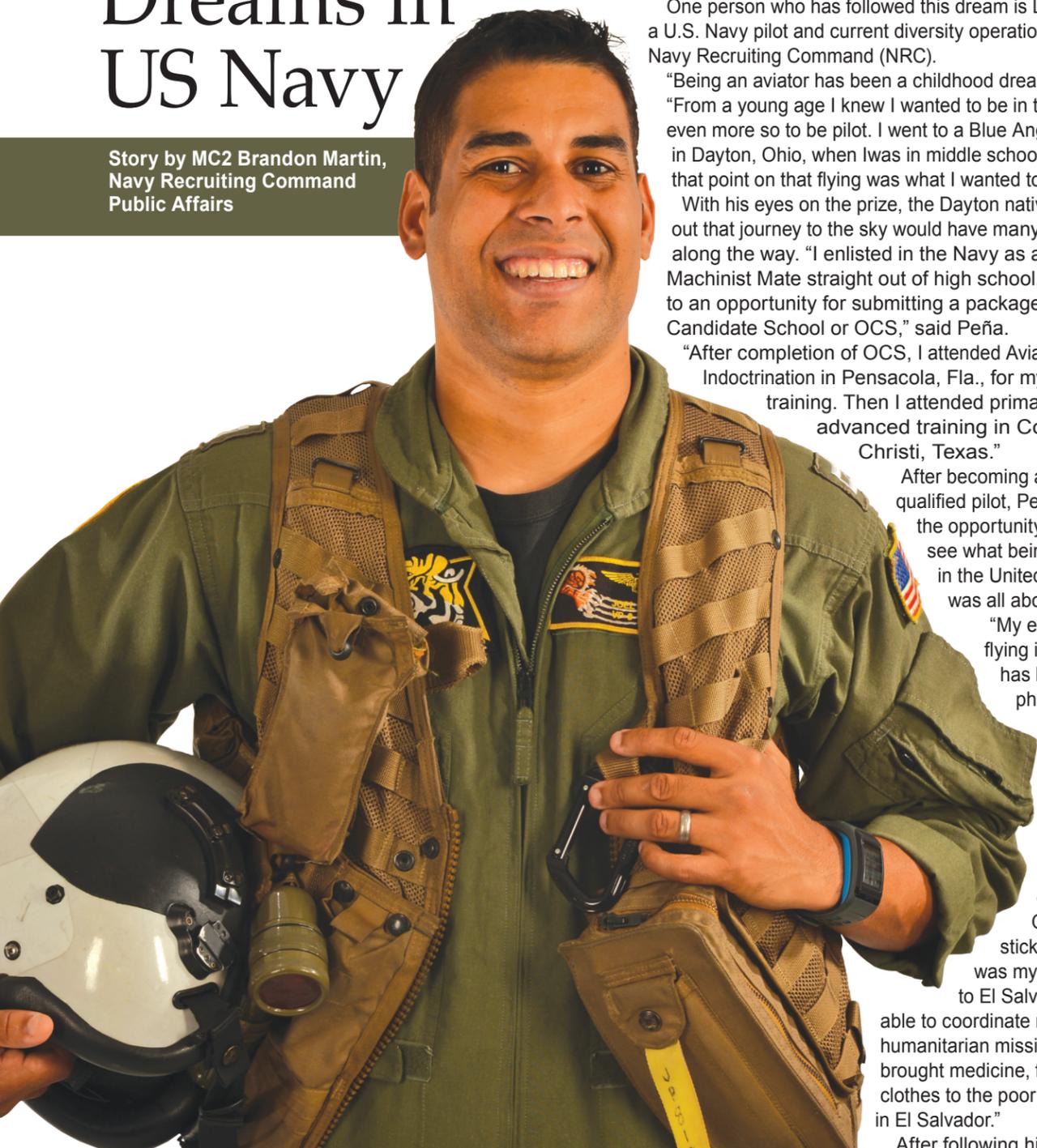


Participants from Navy Recruiting District Philadelphia volunteered at the 2016 HESCO Bone Frog Atlantic City Sprint. The public event, created and owned by former U.S. Navy SEALs, featured a 3.1 mile course with various obstacles that registered participants completed and competed in for best time finishes.



Dayton Native Follows Flight Dreams in US Navy

Story by MC2 Brandon Martin,
Navy Recruiting Command
Public Affairs



Lt. Joel Peña, U.S. Navy aviator and current diversity operations officer at Navy Recruiting Command, accomplished his childhood dream of flying by joining the Navy. (U.S. Navy photo by MC3 Andrew Haller, U.S. Navy photo illustration by Kim Hyback)

For as long as they have walked the Earth, people have dreamt of taking to the skies and gazing upon all the wonders that the world has to offer. In 1891, German engineer Otto Lillenthal capitalized on this dream when he created the first glider that could carry a person across the open skies. His invention spawned a number of other inventors, such as the Wright Brothers, to create ways for dreamers to take to the sky.

One person who has followed this dream is Lt. Joel Peña, a U.S. Navy pilot and current diversity operations officer at Navy Recruiting Command (NRC).

“Being an aviator has been a childhood dream,” said Peña. “From a young age I knew I wanted to be in the Navy and even more so to be pilot. I went to a Blue Angels air show in Dayton, Ohio, when I was in middle school. I knew from that point on that flying was what I wanted to do.”

With his eyes on the prize, the Dayton native soon found out that journey to the sky would have many checkpoints along the way. “I enlisted in the Navy as an Aviation Machinist Mate straight out of high school, which led to an opportunity for submitting a package for Officer Candidate School or OCS,” said Peña.

“After completion of OCS, I attended Aviation Preflight Indoctrination in Pensacola, Fla., for my initial training. Then I attended primary and advanced training in Corpus Christi, Texas.”

After becoming a fully qualified pilot, Peña received the opportunity to finally see what being an aviator in the United States Navy was all about.

“My experience flying in the Navy has been phenomenal,” said Peña.

“I’ve been able to see so many incredible things and really make a difference.

One that really sticks out to me was my deployment to El Salvador. I was able to coordinate multiple humanitarian missions where we brought medicine, food and clothes to the poor communities in El Salvador.”

After following his dreams and becoming a Navy pilot, Peña currently works in NRC’s Diversity Department where he plays a vital role in facilitating that potential

applicants from a variety of minority communities can also follow their dreams.

“My department is an integral part of NRC,” said Peña. “Our main focuses are the strategy of recruiting, outreach and STEM. The best part about what we do here is being able to meet a wide range of diverse students from around the nation.”

As different as his two jobs seem, Peña has found a way to apply lessons from the aviation world to his role at NRC.

“Being an aviator has taught me that I can overcome anything that I put my mind to,” said Peña. “Additionally, I’ve learned that nothing is accomplished without teamwork. These attributes have guided me to succeed in my current position.”

As his time at NRC dwindles down, Peña looks forward

to making his return to the aviation community as he is slated to become a “shooter” at his next duty station. A shooter verifies all the pre-flight checks have been completed and everyone on the flight deck is in position to commence flight operations.

With his dream of becoming a pilot fully accomplished, Peña now looks to follow in the footsteps of Otto Lillenthal and inspire others to take to the open skies.

“I would encourage them to visualize flying as a career and ensure it’s what they want,” said Peña. “Once they can see themselves as a pilot and they know for sure it’s what they want then they can overcome any obstacle along the way. Stay determined because it’s worth it, there is nothing else like it.”



AM3 Joel Peña launches an F/A-18 Super Hornet assigned to the “Jolly Rogers” of Strike Fighter Squadron One Zero Three (VFA-103), off the flight deck aboard the Nimitz-class aircraft carrier USS Dwight D. Eisenhower (CVN 69). (U.S. Navy photo by PH3 Jason Johnston)



above: AM2 Devin McKenna, left, and AM3 William Mittag replace the canopy pressure seal of an F/A-18F Super Hornet assigned to the Fighting Swordsmen of Strike Fighter Squadron (VFA) 32 on the flight deck of the aircraft carrier USS Dwight D. Eisenhower (CVN 69) (Ike). (U.S. Navy photo by MCSN Dartez C. Williams)

Eye on the Fleet

below: AW2 Morgan Reeves explains the landing gears of the C-12 Huron aircraft to a group of Japanese children that toured Misawa Airbase. (U.S. Navy Photo by MC2 Samuel Weldin)



above: Capt. Mike Ruth, commanding officer of USS Boxer (LHD 4), Capt. Patrick Foege, Commander, Amphibious Squadron One, and Marine Col. Anthony Henderson, commanding officer of the 13th Marine Expeditionary Unit (MEU) answer questions from members of the local press during a media tour aboard amphibious assault ship USS Boxer (LHD 4). (U.S. Navy photo by MC3 Jesse Monford)

below: U.S. Navy Flight Demonstration Squadron, the Blue Angels, Lead Solo Lt. Ryan Chamberlain, flies alongside Team Oracle air show pilot Sean Tucker while practicing for the Boeing Seafair Air Show. (U.S. Navy photo by MC1 Andrea Perez)



A Different Navy: Seeing The World Without A Ship

Story and photo by MC1 (SW/AW) Timothy Walter, Navy Recruiting District Nashville Public Affairs

At an airfield in Thailand, the locals were surprised. They just watched as the lead mechanic gathered up the team to quickly replace the failing tire on the plane's landing gear. They marveled not at the task but at the managing Sailor.

"The locals were amazed that a female was in charge," said Aviation Structural Mechanic 2nd Class Kate Hoover with a big smile. "They couldn't believe it. That was neat to see."

Hoover just tucked away the memory and moved on to the next experience, which in her case was riding elephants the next day. Then it was photographing tigers and finally capping it off with getting her nails done on a beach.

It was all a far cry from Ashburn, Va., where she was raised. She left her hometown for the unknown of the U.S. Navy, and now nearly 11 years later, she has seen the world. Each experience in different lands has shaped her and reminded her of how much she wants to give others the same opportunity. It is why she can now be found in the second desk from the window at Navy Recruiting Station Huntsville, Ala.

"I always wanted to be a recruiter," she said.

As soon as she was eligible, she applied for the special duty.

Another factor that motivated her career choice was the experience she had with her recruiter. After reading her start guide, she asked her recruiter if she needed to bring a bathing suit to boot camp like the one in the book. His answer: "I don't know." So she erred on the side of caution and found the exact suit, ordered it online and then arrived at boot camp.

"They put it in a box and shipped it all home," she said laughing.

First impressions are important to Hoover and she didn't want to see another female Sailor have a bad opinion of the Navy for something that could be avoided.

"I want my Sailors to go to boot camp prepared and be able to come to back to me later. I want to be more than a recruiter to them. I want to be a mentor. I get letters from boot camp, and I get letters after they leave. That is what I love about being a recruiter. It's been hard but it is rewarding," she said.

As the only female in the station, she happily answers questions from any prospective women who want to know more about the Navy. But there is one question that she has trouble answering: What is it like on a Navy ship?

Her squadron flew the P-3 Orion and later P-8 Poseidon, both of which are far too large for a ship. So while she worked out of El Salvador, Italy, Malta, France, Portugal, Japan, Peru, the Philippines, and of course, Thailand, she never saw the ocean from the side of ship.

"I did take a tour of a ship once," she said with a smile. "I tell people that we fly overseas on a plane, that I stay in hotels and I get extra money to live there."

She leaves the explanation of haze gray and underway to the rest of her fellow recruiters. And they turn to her for every question about naval aviation.

"In my station they didn't know about aviation. So anytime it comes up, I can use my experience. It's been good and I think it's paid off," she said.

Just a few feet from her desk, pictures of Future Sailors are affixed to a corkboard. At the very top in the highest filled position is a woman who will soon become an Aviation Structural Mechanic, just like her.

"It made me excited to be able to talk to another female joining the same rate," she said. "I am always real with them. I tell them that it's not always going to be easy. But being the female and at the same time doing the unexpected is a good thing. Sometimes it's nice to stick out."

When Hoover was in Japan, she found another way to do the unexpected—this time by getting into the water. It was 4:45 a.m. and the sun hadn't appeared. The temperature was frigid and she wondered aloud why she had volunteered. After a quick exercise routine, the leader of the group told everyone to get in. It was a boat, powered by people and their paddles.

She was confused but willing. Over the next few tryouts, she advanced all the way to the final cut and made the dragon boat team, which consisted of 30 female paddlers.

"When it came race day, ten people from my squadron showed up to support me. Our race came up and we won overall. All the guys in my shop picked me up on their shoulders to celebrate," she said.

She is quick to show photos of her victory and tell stories about the time she was in a boat, even if it wasn't a commissioned Navy vessel.

However, her passion remains aircrafts, as one can tell by the scale models of the P-3 Orion and P-8 Poseidon sitting on her desk. She had them personalized in the Philippines. Yet she is still a little surprised by the fact that she works in naval aviation.

"If I was sitting in the applicant's seat and they gave me

the option of being an air framer back then, I would have never taken it. I was not mechanically inclined coming into the Navy. But I'm so glad the way things panned out that way," she said. "I've learned everything I needed to inside the military."

When she was in boot camp, she was asked to switch from undesignated seaman to undesignated airman. She agreed and that decision changed the course of a career.

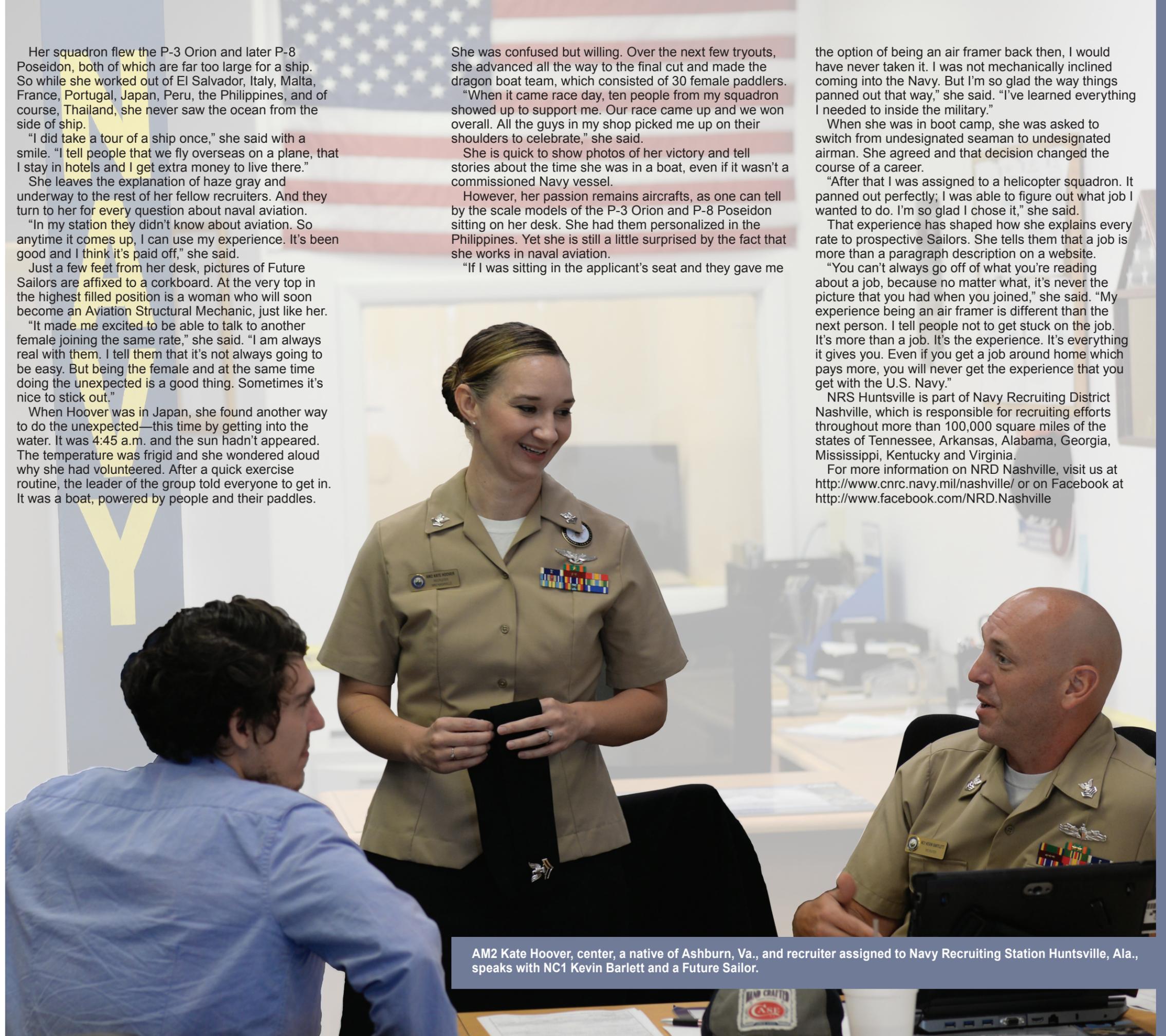
"After that I was assigned to a helicopter squadron. It panned out perfectly; I was able to figure out what job I wanted to do. I'm so glad I chose it," she said.

That experience has shaped how she explains every rate to prospective Sailors. She tells them that a job is more than a paragraph description on a website.

"You can't always go off of what you're reading about a job, because no matter what, it's never the picture that you had when you joined," she said. "My experience being an air framer is different than the next person. I tell people not to get stuck on the job. It's more than a job. It's the experience. It's everything it gives you. Even if you get a job around home which pays more, you will never get the experience that you get with the U.S. Navy."

NRS Huntsville is part of Navy Recruiting District Nashville, which is responsible for recruiting efforts throughout more than 100,000 square miles of the states of Tennessee, Arkansas, Alabama, Georgia, Mississippi, Kentucky and Virginia.

For more information on NRD Nashville, visit us at <http://www.cnrc.navy.mil/nashville/> or on Facebook at <http://www.facebook.com/NRD.Nashville>



AM2 Kate Hoover, center, a native of Ashburn, Va., and recruiter assigned to Navy Recruiting Station Huntsville, Ala., speaks with NC1 Kevin Barlett and a Future Sailor.

Helicopter Demonstrations Peak Interests of Long Island Students

Story and photo by MCC Travis Simmons, Navy Recruiting District New York Public Affairs



Hundreds of high school and middle school students from the local area gathered along the Westbury High School football field in Long Island to witness the first aerial demonstration of Fleet Week New York this May.

Navy Band Northeast warmed up the crowd with contemporary, chart-topping music and the Blue Angels' formation even flew over the school during their rehearsal for the weekend's air show. Cellphones were raised in preparation as the reverberations of helicopter propellers began echoing off the school's brick walls. The two MH-60S Seahawks from Helicopter Sea Combat Squadron 2 and one MH-53E Sea Dragon from Helicopter Mine Countermeasures Squadron 14 buzzed the tree line to scout out their landing zone.

While one Seahawk helicopter simulated providing cover support, Explosive Ordnance Disposal (EOD) service members from Navy Expeditionary Combat Command fast-roped from the other helicopter to kick off the demonstration. After the Sea Dragon landed, the crews shut down the helicopters and prepared for tours.

The children lined the field, edging each other for prime position. When they got word from the Sailors that they could head out, the race began to check out the naval aviation equipment and talk with the Sailors who operate them.

"I can't begin to tell you how exciting it is for the Navy to come to the great city and state of New York and bring a little of what we do to the citizens and taxpayers, but predominately to see the looks on the kids' faces when they get a chance to see," said Rear Adm. Jeffrey Hughes, commander of Navy Recruiting Command. "It's really an opportunity for them to meet the Sailors and the Marines and the Coast Guardsmen who are part of the sea services that are contributing and participating in Fleet Week 2016."

Fleet Week New York is an unparalleled opportunity for the citizens of New York and the surrounding tri-

state area to meet members of the sea services and witness firsthand their latest capabilities. Naval aerial demonstrations reached more than half a million people during Fleet Week.

"It's really exciting for us to get the opportunity to talk about what we do, and answer any questions they may have," said Hughes. "In some cases we hopefully help them on a journey to give them or provide them some opportunities that might make them live up to their fullest potential."

Recruiters who had visited the school before mentioned how much more excited the students were with the ability to take selfies with EOD members and other Sailors in front of naval helicopters.

"The aerial demonstration was extremely well executed and definitely had a positive and intriguing effect on the kids," said Chief Navy Counselor Daniel Butler, Marketing and Advertising Officer for Navy Recruiting District New York. "The kids all really seemed to be awestruck and very curious in the Sailors and helicopters."

"A lot of the kids who I spoke with were shocked that the members of the team were actually in the Navy and asked how they could get their job," said Butler.

After a few hours, the students stepped back to the edge of the fields as the naval crews started up the helicopters and prepared to head out to New Jersey to demonstrate their capabilities to another high school. The kids waved bye to the Sailors and many broke out their cellphones for a few more selfies with the departing helicopters.

"We may not see an immediate spike of enlistments the day of, but that memory of seeing a helo or Navy band will remain and will influence them later, or the way they speak about the Navy to others," said Butler. "All in all there is nothing but positive results from these types of demonstrations."



Crowd members at the Eisenhower Park Navy aerial demonstration watching two MH-60S helicopters prepare for a fast-roping demonstration. Fleet Week New York, now in its 28th year, is the city's time-honored celebration of the sea services. It is an unparalleled opportunity for the citizens of New York and the surrounding tri-state area to meet Sailors, Marines and Coast Guardsmen, as well as witness firsthand the latest capabilities of today's maritime services.

Future Sailor Chases Flight Dreams In The Navy

Story and photo by Norm Corriveau,
Navy Recruiting District Portland
Public Affairs



The closest Naval base to the tiny, Southeast Asian island of Palau is in Guam, 745 miles northeast. Future aviation electronics technician Ellen Benedict's homeland is even farther from her current residence in Hillsboro, Oregon—6,437 miles.

Benedict left the island after studying environmental marine science at Palau Community College, the only college in the country. She always knew, though, that her future was in aviation and that led her to Arizona State University and the United States.

"I wanted to be a pilot in high school but I wasn't sure how to get started," she said. "I looked through this book with colleges in it and saw Arizona State offered a program in aviation. I bought a ticket and left two days later."

Initially, things did not go so well for Benedict. Her bus commute to campus was two hours each way and she was working full time as a server at a retirement home. After one semester at Arizona State, she withdrew and moved in with her sister in Beaverton, Ore.

It took two years, but Benedict found another aviation program at Portland Community College and enrolled. The PCC program is run at Hillsboro airport, a small facility on the outskirts of Beaverton. In August of 2013, she began working at the airport in line services, washing, moving and cleaning the aircraft and the hangars. While she says that it was a lot of fun, the best part of it all may be the commute from home to school.

"I live 4.2 miles away now and have a 10 minute drive," she said, smiling.

During high school, a Navy recruiter came to her school in Palau and administered the ASVAB. At the time, Benedict put some thought into the Navy but decided to attend college to accomplish her goals. Eight years later, she finally reached out to the Navy. After accumulating debt from student loans to pay for her education, she looks to the Navy to begin her professional career instead of working her way up in the civilian sector, where the starting salary is approximately \$23,000 a year.

"The cost of my education is a lot cheaper than being a doctor or lawyer, and it's more fun," Benedict said. "As a flight instructor and taking the career path toward a regional airline, you don't make that much."

For some, making the transition from civilian to Sailor can be difficult. Benedict, however, is using the Delayed Entry Program meetings to better prepare herself.

Benedict started her current journey more than a year and a half ago, when she first walked into Navy Recruiting Station Beaverton, Ore., to inquire about enlisting. She leaves for boot camp this fall. For a woman who has traveled almost halfway around the globe to follow her dream of a career in aviation, Benedict said that she is ready for this next journey.

South Texas Native Trains To Become A U.S. Navy Pilot

Story by MC3 Jamal McNeill,
Navy Office of Community Outreach

A 2008 Smithson Valley High School High School graduate and Bulverde, Texas native, is playing a key role in the lengthy and rigorous training process that transforms new U.S. Navy Officers into Naval Aviators.

Ensign Adam Tucker is a student pilot with the “Boomers” Training Squadron (VT-27), based in Corpus, Christi, Texas, that operates the T-6B Texan II aircraft. As a student pilot, Tucker is responsible for learning and studying the rules and regulations of military aviation.

“Being a pilot is living out a life dream,” said Tucker. “My father was in Naval Aviation and the caliber of pilots in the Navy is unmatched.”

The T-6B Texan is a training aircraft that is powered by a 1,100 shaft horsepower, free-turbine, turboprop single-engine, four-bladed propeller, with a cruising speed of 310 mph.

VT-27’s primary mission is to train future naval aviators to fly as well as instill leadership and officer values, Navy officials explained. Students must complete four phases of flight training in order to graduate, including aviation pre-flight indoctrination, primary flight training and advanced flight training. After successfully completing the rigorous program, naval aviators earn their coveted “Wings of Gold.”

After graduation, pilots continue their training to learn how to fly a specific aircraft, such as the Navy’s F/A-18 Hornet strike fighter jet, the P-8 Poseidon maritime patrol aircraft or the SH-60 Seahawk helicopter. They are later assigned to a ship or land-based squadron.

Many of these pilots will fly aircraft which take off from and land aboard aircraft carriers and other aviation and air-capable ships, a unique capability which allows Naval Air Forces to operate integrally with surface forces anywhere on the world’s oceans. Recently, Navy strike aircraft operating from aircraft carriers sailing in the Eastern Mediterranean Sea and from Middle East waters have launched hundreds of missions against terrorist targets in Iraq and Syria.

As a member of one of the U.S. Navy’s squadrons with the newest aircraft platforms, Tucker said he and

other VT-27 Sailors are proud to be part of a war-fighting team that readily defends America at all times.

“I enjoy the command structure here,” said Tucker. “The senior officers and instructors set an environment that is conducive to learning and camaraderie.”

Jobs are highly varied at VT-27, according to Navy officials. Approximately 60 officers and 15 civilian employees make up and keep all parts of the squadron running smoothly—this includes everything from training the new aviators, maintaining airframes and engines, processing paperwork, along with handling and flying the aircraft.

“What the men and women of this squadron accomplish every day is nothing short of miraculous,” explained Cmdr. Corbett Dixon, commanding officer of VT-27. “The students are in the process of moving from just another college graduate in society, to someone who sacrifices their own time and effort for society. That’s what it means to serve in the Navy. That’s what they’re learning as they learn to fly. And the staff here, the instructor pilots and civilians, put in an amazing amount of effort day in and day out, to ensure that we send the best young men and women forward to serve our nation, with all the skills, dedication and integrity necessary to serve successfully.”

Serving in the Navy, Tucker is learning about being a more responsible leader, Sailor and person through handling numerous responsibilities.

“The Navy has made me more focused, driven and motivated,” said Tucker. “It has taught me how to align the small tasks with the bigger goals.”



Adam Tucker receives some “flight time” in a T-6 trainer after being enlisted in the U.S. Navy to attend Officer Candidate School (OCS). After OCS, Tucker attended Naval Flight Training at NAS Pensacola. (U.S. Navy photo by Burrell Parmer)



above: Members of the 58th Cardinal Division take the oath of enlistment during a pre-game ceremony at Busch Stadium. (U.S. Navy photo by MC1 Latrice Jackson)

Eye on the Field

below: EMC (Nuclear) Jeremy Smith congratulates a resident after an outdoor game at the Azalea Trace Assisted Living facility. (U.S. Navy photo by MC1 Timothy Walter)



Navy Announces Elimination Of NWU Type I

Story by Chief of Naval Personnel Public Affairs

Today, the Navy announced in NAVADMIN 174/16 that it will transition from the Navy Working Uniform (NWU) Type I to the NWU Type III as the service's primary shore working uniform beginning Oct. 1, 2016.

Over the next three years, Sailors may wear either the NWU Type I or III, but effective Oct. 1, 2019, all Sailors will be expected to wear the NWU Type III as their primary Working Uniform when ashore or in port.

While the Navy is developing an incremental regional fielding plan for the NWU Type III, this transition period will give Sailors time to prepare for the change and allow them to get maximum wear out of recently purchased NWU Type I uniforms.

"As the CNO and I travel to see Sailors deployed around the world, one of the issues they consistently want to talk about are uniforms," said Secretary of the Navy Ray Mabus. "They want uniforms that are comfortable, lightweight, breathable ... and they want fewer of them. We have heard the feedback and we are acting on it. As a direct result of Sailors' input, effective Oct. 1, we will transition from the NWU Type I to the NWU Type III as our primary shore working uniform."

This change is the first step in a multi-phased process that will streamline and consolidate the Navy's uniform requirements, and ultimately improve uniformity across the force. The Navy has listened to Sailors' feedback and is incorporating their desires to have a working uniform that is better fitting, more breathable and lighter weight.

NWU Type III will be issued to new accessions and recruits beginning Oct. 1, 2017.

Until further policy guidance is promulgated, black boots will be the standard boot worn in the United States and its territories with the NWU Type III. However, expeditionary forces in the United States or any forward deployed forces may wear the desert tan or coyote brown boots at the discretion of the unit commanding officer with the NWU Type III. Additionally, Sailors may wear the

NWU Type I black fleece liner.

Sailors will be able to buy NWU Type III components for personal wear through Navy Exchange uniform stores and call centers once there is sufficient inventory on hand.

U.S. Fleet Forces Command (FFC) continues its multi-phase wear test of improved flame resistant variant (IFRV) working uniform components, for shipboard wear. FFC most recently conducted in-depth focus groups with fleet Sailors aimed at refining the design of the IFRV coverall. Additional feedback from the focus groups, subsequently validated by a senior level working group, resulted in the preliminary design of a more professional looking two-piece utility shipboard uniform that can be worn both at sea and operational support jobs ashore. Wear



Navy Sweat Suits now have a new logo design that matches the Navy Physical Fitness Uniform. (U.S. Navy photo illustration by MC1 Julia A. Casper)

tests of the prototype two-piece variants are expected to occur in 2017.

Also announced in NAVADMIN 174/16:

* The Navy will transition to the black Cold Weather Parka (CWP) starting Oct. 1, 2018, as outerwear with the Service and Service Dress Uniform. Navy All Weather Coat, Pea Coat and Reefer coat will become optional items. Mandatory wear date for the parka is Oct. 1, 2020.

* Women, E7 and above, are now authorized to wear men's uniform khaki pants without the belt and buckle with the khaki over blouse. Gig-line issues prevent wear of the male slacks with the tuck-in shirt.

* The rollout date of the male Service Dress Blue uniform at Recruit Training Command has been moved to Oct. 1, 2017, due to manufacturing delays. This change also aligns the uniform release with the introduction of the new E1-E6 Service Dress Whites.

* Navy sweat shirt and pants logo has been replaced with silver reflective lettering "NAVY," which is similar to the logo on the Navy Physical Training Uniform shirt and shorts. The sweatshirt and pants are now available for purchase at Navy Exchange uniform centers.

* Commands may now authorize the wear of a "Don't Tread on Me" and Reverse U.S. Flag patches on NWU Type II and Type III.

* Approval for the replacement of the Special Warfare Combatant-craft Crewman (SWCC) insignia. Going forward, there will be three separate insignias to denote a Sailor's specific qualification level, which are SWCC basic, SWCC senior and SWCC master. The implementation date is Aug. 19, 2016, with a mandatory wear date of Oct. 1, 2016.

* The Navy Uniform Matters Office is in the process of redesigning their website to enhance the dissemination and information regarding recent uniform changes. We expect the site to be running in the coming months.

The Navy continues to conduct a wear test of new women's khaki pants and is developing options to improve the sizing of women's khaki pants for E7 and above. We expect that the new women's khaki pants will be available for purchase in late 2017 or early 2018.

Enlisted clothing replacement allowance will be adjusted to cover costs of these uniform changes and requirements. However, by law, commissioned officers are currently entitled to a one-time uniform stipend (\$400), paid at the beginning of their careers. An additional stipend cannot be granted without a change in law.

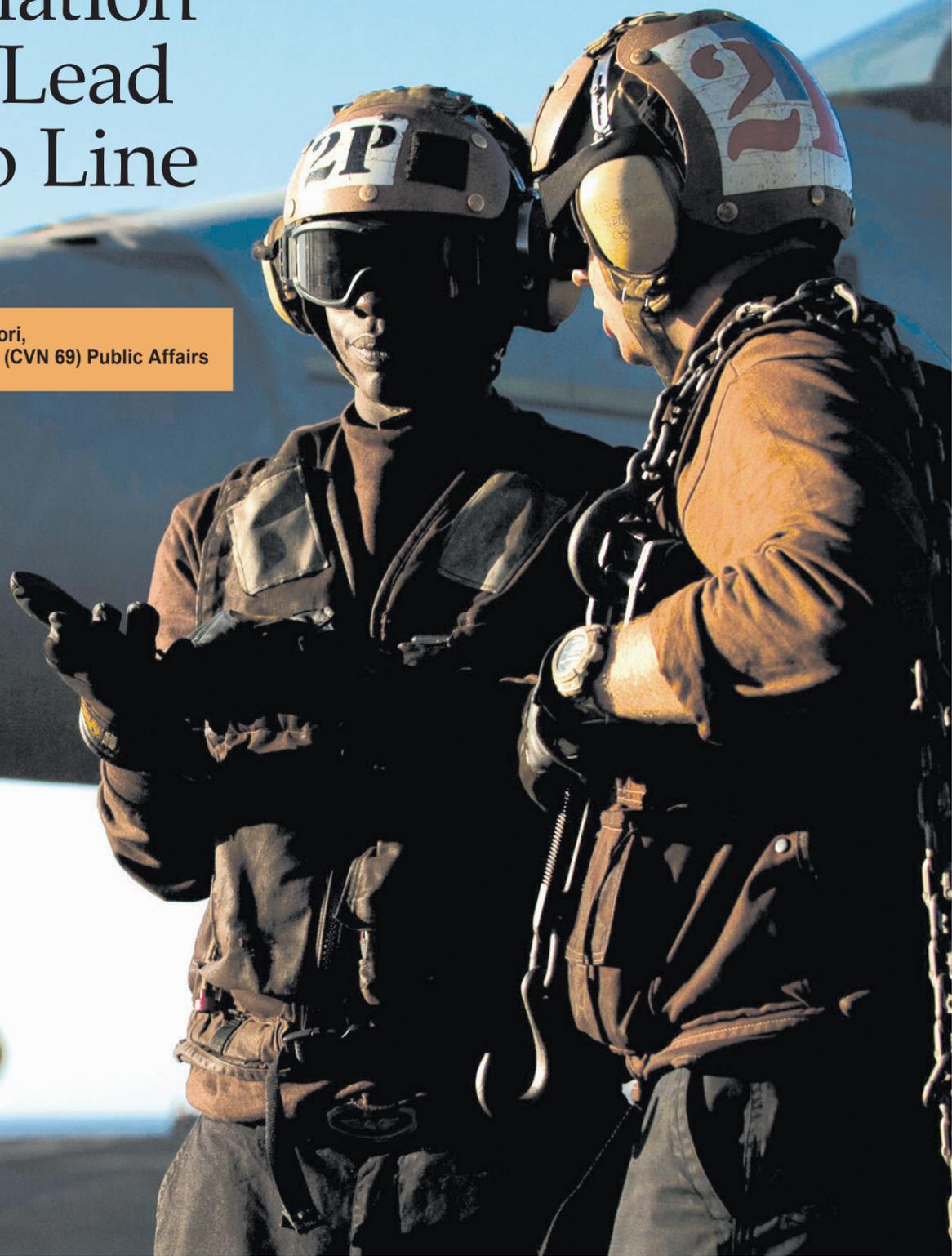
NAVADMIN 174/16 contains more detail on the uniform changes and can be found at www.npc.navy.mil.



The Dept. of the Navy announced that it will transition from the Navy Working Uniform (NWU) Type I to the NWU Type III as its primary shore working uniform. (U.S. Navy photo illustration by MC1 Julia A. Casper)

All Aviation Roads Lead Back to Line Shack

Story by MCSN Liam Antinori,
USS Dwight D. Eisenhower (CVN 69) Public Affairs



above: AO3 Akeen Malone, left, and another Sailor assigned to the line shack of Strike Fighter Squadron (VFA) 81 wait to chain down aircraft on the flight deck aboard the Nimitz-class aircraft carrier USS Carl Vinson (CVN 70). (U.S. Navy photo by MC2 James R. Evans)

right: AD3 Kyle Hargis secures an F/A-18F Super Hornet assigned to the Fighting Swordsmen of Strike Fighter Squadron (VFA) 32 to the flight deck of the aircraft carrier USS Dwight D. Eisenhower (CVN 69) (Ike). (U.S. Navy photo by MCSN Dartez C. Williams)

A squadron's line shack consists primarily of airmen new to the squadron who begin with little or no on-the-job training. Also known as plane captains, the line shack plays a key role in a squadron's operational effectiveness, as they wear several hats throughout the launch and recovery process.

These Sailors are given a chance to interact with the aircraft at a basic level and learn its essential overall workings. By the time airmen join or choose a rating within the squadron, they ideally have a more comprehensive understanding of their aircraft.

"We get all the Sailors either new to the Navy or straight out of "A" school," said Aviation Ordnanceman 1st Class Joshua Malone, Helicopter Maritime Strike Squadron (HSM) 74 line shack leading petty officer. "When they first get to the squadron, they go straight to line shack. Here is where new Sailors gain a knowledge base to start off with. By the time they leave the shop, they should have a general idea of how the aircraft works and how all the individual components work together. From there they can go on to specialize in certain areas of their rating or, if they are an undesignated airman, they can determine what area they are proficient in and follow that career path."

Line shack Sailors run chocks and chains on the flight deck, perform daily checks (commonly called "dailies") on aircraft and perform maintenance, all while working on essential qualifications.

"One of our main jobs is to preform dailies on the aircraft, usually near the end of the day," Aviation Structural Mechanic Airman Victor Rosario said. "When the pilots come back, we essentially do a full inspection of the aircraft to check for any discrepancies."

Line shack rotations are typically 12-18 months. Most of that time is spent trying to obtain plane captain qualifications and the last six months working as a plane captain.

"I've been with line shack for about a year and I'm advancing towards my plane captain qualification while really getting a feel for the aircraft," Rosario said. "I also look forward to getting some in-rate qualifications as well. I've learned a lot about the different components in the aircraft and how all the ratings work together to make them fly."

This entry-level heavy lifting is no doubt hard work, but plays a principal role in a carrier's mission and the preparation of junior Sailors.

"These are probably the hardest-working, dirtiest guys in the squadron," Malone said. "I'm proud to work with them, and am glad to see their skillsets improve every day."

For more information, visit <http://www.navy.mil>, <http://www.facebook.com/usnavy>, or <http://www.twitter.com/usnavy>.

For more news from USS Dwight D. Eisenhower (CVN 69), visit <http://www.navy.mil/local/cvn69/>.



Navy Recruiters Participate in High School Aviation Day Seminar



The Chicago Recruiting District participated in an all day Aviation Day seminar at York Community High School, Elmhurst, Illinois recently. The purpose of the event was to give emphasis to the aviation course taught at the high school.

Mr. Larry Krengel, teacher and project coordinator, stated that 58 participants representing 36 organizations were on hand to assist in the promotion of aviation as a vocation as well as a career. The participating spectrum covered general aviation, commercial air lines, colleges and universities offering pilot training and the military.

This aviation program at York is now in its second year and has 115 students enrolled in the course. Many of the students are in pilot training, two are now fully qualified pilots.

This year, the school acquired a flight simulator. Their next goal, will be orientation flights offered at the local airport. Mr. Krengel said "Our 'pie-in-the-sky' idea is to someday have our own flight training program, our own flight training program, our own air frame and power plant mechanics program, and offer an allied aviation ground program."

In an effort to make participation in the event worth while as well as competitive with the various airlines invited, NAS Glenview set up an impressive exhibit and aviation rated personnel were on hand to answer questions and demonstrate the gear exhibited.

The student reaction to the Navy exhibit was very interesting because until the seminar they were not aware of the vast opportunities the Navy Aviation Program had to offer.

Admiral's Five-Star Recruiters

June 2016

NRD Atlanta - BM2 Courtney Austin
NRD Chicago - GSM1(SW) Cory Crump
NRD Denver - ET2 Zackary Sparhawk
NRD Jacksonville - EN1 Edward Burgess
NRD Los Angeles - HT1 Jarrett Zubiata
NRD Michigan - OS1 Clayton Hanson
NRD New England - NC1 Mark Dufresne

NRD New York - MM2(SW/AW) Koffi Yegbe
NRD Phoenix - MR1(SW) Benjamin Craney
NRD Pittsburgh - OS2 Renee Buckley
NRD Portland - MM2(SS) Phillip Fuller
NRD Raleigh - OS1 Nathaniel Hugger
NRD Seattle - HT1(SW/AW) Lovell Cooper
Region West - ABF2(AW/SW) Rolando Salazar

July 2016

NRD Atlanta - AE2 Christopher Vickery
NRD Chicago - ABE2(AW) Jason Krawczynski
NRD Denver - ET2 Joseph Esposito
NRD Jacksonville - DC1 Aaron Laughlin
NRD Los Angeles - ET2 Jericho Espinosa
NRD Miami - LS2(AW) Nelson Guerra
NRD Michigan - MM1(SW/AW) Lewis Jones
NRD Nashville - NC1(SS) Willie Gibson

NRD New England - FCC Beau Sundin
NRD New York - EM1(SS) Allen King
NRD Phoenix - ET2(SW) Oscar Magdaleno
NRD Pittsburgh - AO1 Jeremiah Carmine
NRD Portland - LS1 Jose Soriano
NRD Raleigh - IC1(SW/AW) Marcus Sneed
NRD Seattle - MA2 Jessica Wilton
Region West - EM2(SW/AW) Lorelyn Buenaventura

The District's Top Stations

June 2016

NRD Atlanta - NRS Eastwood
NRD Chicago - NRS Janesville
NRD Denver - NRS Littleton
NRD Jacksonville - NRS Kissimmee
NRD Los Angeles - NRS West Bakersfield
NRD Michigan - NRS Westland
NRD New England - NRS Portland

NRD New York - NRS Plainfield
NRD Phoenix - NRS Mission Park
NRD Pittsburgh - NRS Beaver Valley
NRD Portland - NRS Boise
NRD Raleigh - NRS Raleigh
NRD Seattle - NRS Tri Cities
Region West - NRS Modesto

July 2016

NRD Atlanta - NRS Marietta
NRD Chicago - East Dundee
NRD Denver - NRS Ft. Collins
NRD Jacksonville - NRS Orange Park
NRD Los Angeles - NRS Inglewood
NRD Miami - NRS North Miami Beach
NRD Michigan - NRS South Bend
NRD Nashville - NRS Knoxville

NRD New England - NRS Worcester
NRD New York - NRS Bayshore
NRD Phoenix - NRS El Paso North
NRD Pittsburgh - NRS Henrietta
NRD Portland - NRS Boise
NRD Raleigh - NRS Jacksonville
NRD Seattle - NRS Jackson
Region West - NRS Modesto



www.cnrc.navy.mil/recruiter-mag-home.html

Future of the Fleet
NAVY RECRUITER