

Aloha USS Preble & USS John Paul Jones

“Navigator”

HO'OKELE

PEARL HARBOR - HICKAM NEWS

August 15, 2014

www.cnic.navy.mil/hawaii www.hookelenews.com

Volume 5 Issue 32

Hawaii welcomes USS Preble, USS John Paul Jones

Naval Surface Group
Middle Pacific Public
Affairs

Two guided-missile destroyers are arriving at their new homeport of Joint Base Pearl Harbor-Hickam this week — USS Preble (DDG 88) arrived Thursday and the USS John Paul Jones (DDG 53) is scheduled to arrive today.

The John Paul Jones is an exchange for the guided-missile cruiser USS Lake Erie (CG 70), which will depart for an extended docking ship repair in San Diego in the near future. Lake Erie will remain homeported out of San Diego once repairs are complete.

John Paul Jones brings updated advanced Aegis capabilities to the surface group and will replace Lake Erie here as a rotational ballistic missile defense deployer and testing ship. It is part of a long-range U.S. commitment to the security and stability of the Indo-Asia-Pacific region.

The Preble is arriving from San Diego to replace the USS Reuben James (FFG 57), which was decommissioned in July 2013, as a MIDPAC surface combatant. As a Flight 2A destroyer, the Preble can embark helicopters to provide more robust response when it deploys.

Cmdr. Robert T. Bryans Jr., commanding officer of the Preble, said the home-



U.S. Navy file photo by MC3 Paul Kelly

U.S. Navy photo by MC3S Donnie W. Ryan

(Left) The guided-missile destroyer USS John Paul Jones (DDG 53) departs San Diego en route to its new homeport in Pearl Harbor.

(Below) The Arleigh Burke-class guided-missile destroyer USS Preble (DDG 88) underway in the Pacific Ocean on Aug. 9, 2013 on patrol with the George Washington Carrier Strike Group.

port shift will allow his ship to provide increased security and a greater forward presence in the Pacific Ocean.

“I look forward to living and serving with you in Hawaii,” he said Wednesday in a statement to the crew. “I am proud of you. I am impressed by your resilience. I thank you for doing your part in meeting the requirements of our homeport shift, so that Preble can continue to meet the requirements of the Navy and the nation.”

Cmdr. Andrew Thomson, the John Paul Jones commanding officer, said his crew has proven that they are ready to assume the role as the Navy’s integrated air and missile defense test ship. In the

coming years, the ship is expected to test newer and more advanced systems that will be used to defend the nation and allied forces overseas, Thomson said.

Rear Adm. Rick Williams, commander of Navy Region Hawaii and Naval Surface Group Middle Pacific, welcomes both ships to Hawaii.

“It is a privilege to welcome USS John Paul Jones and USS Preble to Hawaii. I know you will bring advanced capabilities in radar and weapon systems,

including Aegis ballistic missile defense and Navy Integrated Fires, and I’m grateful you’re joining our team,” Williams said.

In a commentary in today’s Ho’okele and posted on the Naval History and Heritage Command Blog, Williams noted the significance of both ships’ namesakes as he welcomed them to the Pearl Harbor waterfront.

“You’ll find a supportive family and many friends at DESRON 31 and MIDPAC. You’ll join other ships with

proud namesakes and outstanding records of achievement,” Williams said.

John Paul Jones was commissioned Dec. 18, 1993 and is named after American Revolutionary War naval Capt. John Paul Jones. The ship was built at Bath Iron Works in Bath, Maine.

Commissioned Nov. 9, 2002, Preble is the sixth U.S. Navy ship named after U.S. naval hero Commodore Edward Preble who fought against the Barbary

pirates off the coast of North Africa in the early 1800s. Commodore Preble’s efforts in the region, including leading a naval blockade of Tripoli, Libya, formed the officer corps that would later lead the U.S. Navy in the War of 1812.

Williams said both ships are expected to deploy in the future to provide maritime security and forward presence in the western Pacific.

Both ships support Commander, U.S. Pacific Fleet.

USS Denver decommissions after 46 years of service

Lt j.g. Jonathan K. Peterson

USS Denver Public Affairs (LPD 9)

After 46 years of service, USS Denver (LPD 9) held its decommissioning ceremony Aug. 14 at Joint Base Pearl Harbor-Hickam.

“It is with a great sense of pride that Denver decommissions as the oldest deployable warship in the Navy and as the last and longest serving Austin-class amphibious transport dock,” said Capt. Michael P. Donnelly, commanding officer.

“Her extended service life is a true testament to the men and women of Lockheed Shipbuilding who built her and the generations

of crews who maintained and sailed her through the full spectrum of missions: from disaster relief to Gulf War command ship,” he said.

Jim Hyden of the USS Denver Association presented Donnelly with a proclamation from the mayor of Denver, which was read at the ceremony.

The ship was launched on Jan. 23, 1965 and commissioned on Oct. 26, 1968. She was christened by her sponsor, Ann Love, wife of the governor of Colorado.

Denver is the third U.S. Navy ship to bear the name of American pioneer James William

Denver and the capital of the state of Colorado. Over its history, the ship played a significant role in several operations, most notably Operation Frequent Wind, the evacuation of Saigon, Vietnam in April 1975.

“That she finishes her operational service in our forward-deployed naval forces is fitting to the reputation her crews have earned

her over 46 years of service and is fittingly in sync with our Navy’s current priorities: warfighting first; operate forward; be ready,” said Donnelly. “Denver has been the example of these tenets.”

The guest speaker for the decommissioning was Rear Adm. Hugh D. Wetherald, commander of Expeditionary Strike Group Seven. “You are truly among the best I’ve seen and served with during my Navy career,” said Wetherald. “Fair winds, my friends, and following seas.”

After Wetherald and Donnelly spoke, the decommissioning directive was read aloud. The ceremony concluded with the ship’s company filing ashore, and eight bells were

struck terminating the final watch. The colors, pennants, jack and ensign were hauled down and the USS Denver ceased to be a commissioned U.S. Navy warship.

Also present at the event were three former Vietnamese refugees who escaped the fall of Saigon aboard Denver as well as several former crew members.

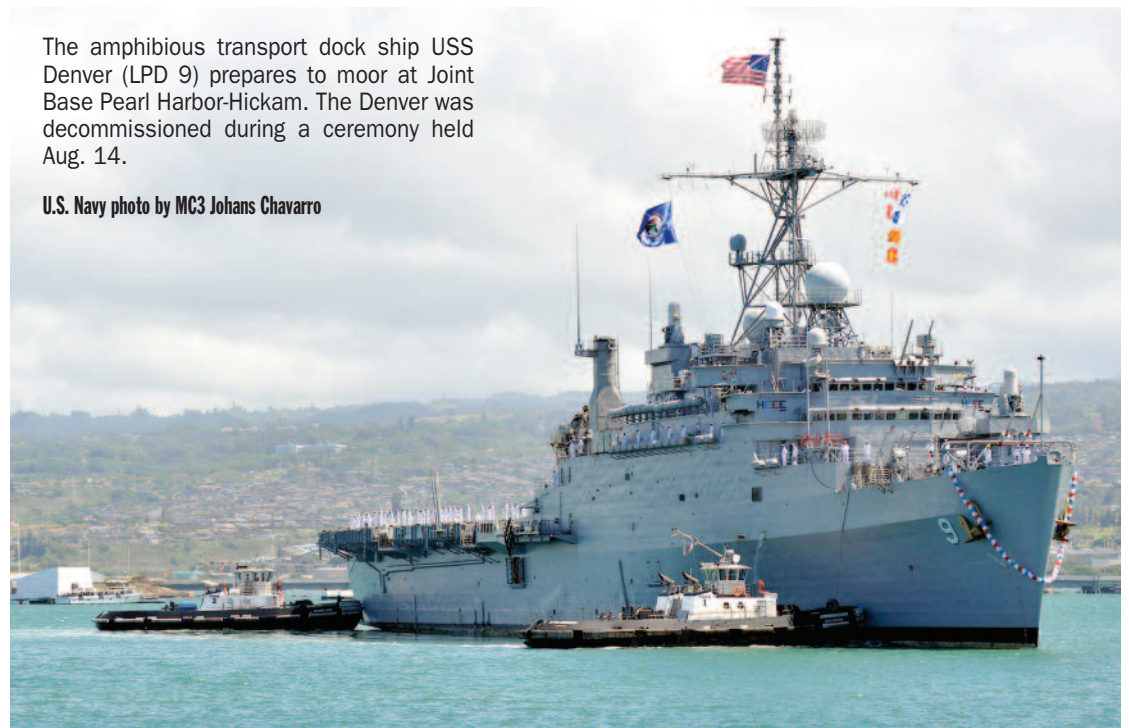
The ship has been part of the forward-deployed Bonhomme Richard Amphibious Ready Group (ARG), which reports to Commander, Amphibious Force U.S. 7th Fleet, headquartered in Okinawa, Japan.

More photos and a story about today’s ceremony are planned for next week’s Ho’okele.



Photo courtesy of USS Denver (LPD 9)

Sailors aboard amphibious transport dock ship USS Denver (LPD 9) wave farewell as the ship departs Fleet Activities Sasebo on July 22, embarking on its final voyage across the Pacific to Joint Base Pearl Harbor-Hickam.

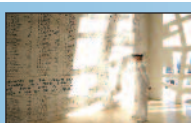


The amphibious transport dock ship USS Denver (LPD 9) prepares to moor at Joint Base Pearl Harbor-Hickam. The Denver was decommissioned during a ceremony held Aug. 14.

U.S. Navy photo by MC3 Johans Chavarro



AF ‘Hurricane Hunters’ help with rescue efforts
See page A-2



USS Arizona Memorial Shrine Room wall replacement to begin in September
See page A-4



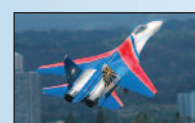
Keiki get hooked on books
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Pampuro replaces Bradley as USS Asheville commanding officer
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Pacific Partnership 2014 photos
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Airshows coming
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AF 'Hurricane Hunters' help with rescue efforts

Master Sgt. Brian Lamar

403rd Wing Public Affairs

As Hawaii recovers from the one-two punch from Hurricanes Iselle and Julio, the 53rd Weather Reconnaissance Squadron (WRS), better known as the Air Force Reserve's Hurricane Hunters, spent close to a week providing hurricane reconnaissance support as well as helping with rescue efforts and data research.

The squadron launched aircraft from the island of Oahu during the storm threats and flew eight missions into Iselle and five into Julio during their stay.

Iselle, which at one point was a Category 4 hurricane, weakened into a tropical storm before it made landfall on the Big Island on Aug. 8 while Hurricane Julio spared the islands, moving north of Hawaii on Aug. 10.

The deployment to Hickam was due to the threat of severe weather to the Hawaiian Islands and was considered a rare event since hurricanes typically don't make their trek intact all the way to the islands, said Maj. Jon Brady, 53rd WRS aerial reconnaissance weather officer.

Hawaii has been hit by three hurricanes since 1952, the last of which was Hurricane Iniki in 1992.

A hurricane-force storm hitting Hawaii is rare due to three factors: water too cold to sustain intensity, shear winds that threaten to topple a storm over and disorganize its wind-field flow, and a desert of dry air that chokes away its power, said Brady.

"I've been doing this 14 years, and this is the first time I've had two storms back-to-back on one deployment, where I hit one storm, go into crew rest, and the next day fly into another storm," said Maj. Sean Cross, 53rd WRS pilot. "And they're both major hurricanes at some point."

Due to the rareness of a hurricane hitting Hawaii and the uniqueness of a second hurricane trailing, the Central Pacific Hurricane Center (CPHC) was happy to see the Hunters.

"The data they provided to us was vital," said Tom Birchard, the senior forecaster and hurricane specialist for CPHC.

"It helped immensely. A lot of times we are taking educated guesses with the wind radii and wind field. Satellite data can only give us so much info. The data from the aircraft are ground truth," he said.

That ground-truth data that the CPHC forecasters use provides real-time assistance to emergency managers on the ground and helps them with weather watch and warning decisions.

"Seventy-five percent of that analysis is weighted based on the weather data gathered by the aircraft," said Birchard.

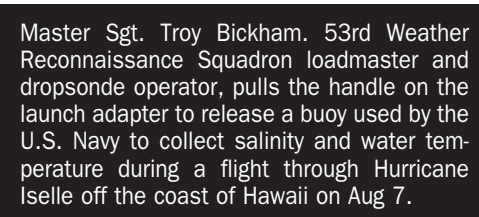
On Aug. 10, the Hurricane Hunters also assisted the U.S. Coast Guard with locating and rescuing three people north of the Hawaiian



Lt. Col. Jon Talbot, 53rd Weather Reconnaissance Squadron aerial reconnaissance weather officer, points to the eye of Hurricane Julio during a hurricane flight off the coast of Hawaii.



Thomas Birchard, senior forecaster and hurricane expert for the Central Pacific Hurricane center, shows Maj. Jon Brady, a aerial reconnaissance weather officer, computer programs used to predict a hurricane model from the weather data collected by the 53rd Weather Reconnaissance Squadron through hurricanes.



U.S. Air Force photos by Master Sgt. Jessica Mendziorek

Navy Cmdr. Elizabeth Sanabia, U.S. Naval Academy researcher, straps down deep water buoys for a flight into Hurricane Iselle off the coast of Hawaii.

Islands in the Pacific Ocean.

A 42-foot sailboat had sent a distress mayday signal Sunday. The captain of the boat radioed that his engine had blown, and he was taking on water. To make matters worse, the captain also relayed his location, which was northeast of Hurricane Julio in an area projected to have 40-to-50-foot swells. With the boat's engine gone, and one sail ripped to shreds, the three people on board needed immediate attention.

"The latitude, longitude coordinates at the time of the mayday call placed the sailboat near the northeast side of the eye wall with approximately 55 knots of wind," said Birchard.

It was in a dangerous place in the core of the wind field, Birchard said.

The Hurricane Hunters, who had just finished collecting data from the eye of Hurricane Julio, turned back toward the storm and began the search.

A stroke of luck had occurred for all parties involved in the rescue mission.

"We had already fueled up the plane for a 10-hour mission, but our second storm fix requirements were cancelled which meant we had extra fuel to search for the plane," said Williams.

As the "Hunters" neared the last known location of the endangered sailboat, they dropped to a low altitude to begin a visual search.

Initially, they were not able to see the boat due to the weather, but once they got closer, they were able to hear the mayday signal and worked their way toward the disabled craft.

"One of the Navy oceanographers spotted the boat," said Williams. "If he hadn't seen that, we might have gone by."

"It was complicated to find the boat," said Tech. Sgt. Jenna Daniels, the loadmaster for the flight. "Once we got down below the cloud level, we spotted it pretty quickly."

"I was working with a superstar crew," said Williams. "I had a lot of useful input from the crew, which helped me make quick and sound decisions. All we could do was stay calm with these guys on the radio. Somehow it all came together. Everyone was working together as a team and handled the situation well. It was a huge morale boost for us to find them."

Once the location was confirmed, the mission was turned over to a U.S. Coast Guard C-130.

"We were very lucky to have a Hurricane Hunter WC-130J nearby that bought us some time and offered a great sense of hope to the sailboat to see the aircraft flying above," said U.S. Coast Guard Lt. Cmdr. Jason Hagen, the command duty officer at the U.S. Coast

Guard Joint Rescue Coordination Center.

The Hurricane Hunters also worked with the Navy's research contingent of the Naval Academy's Training and Research in Oceanic and Atmospheric Processes in Tropical Cyclones, or TROPIC, gathering storm data.

"This deployment provides us with a unique opportunity," said Navy Cmdr. (Dr.) Elizabeth Sanabia, a researcher and associate chair with the Naval Academy's Department of Oceanography.

"We haven't had a (Category 3) hurricane in the Atlantic for quite some time. Also, because Julio is following closely behind Iselle, we can collect data that will tell us how these storms interact," she said.

While the Hurricane Hunters were busy with their normal mission of gathering the real-time storm data for the forecasters at the National Hurricane Center and Central Pacific Hurricane Center, the naval researchers were gathering data for a study to determine how the relationship between the ocean and hurricanes works.

The researchers use specialized buoys, airborne/air expendable bathythermograph or AXBT, that were dropped out of a modified launch tube in the back of the WC-130J. The buoys

send data by a radio signal from the ocean surface while diving down 200 feet under the water, giving naval personnel a column of data to examine.

"This mission was based on a field research program in 2008 where it was shown that if you have information about the ocean, some models can make better forecasts," said Sanabia.

According to Sanabia, the research will help meteorologists develop an understanding of the relationship between salinity and temperature of the ocean and storm strength.

"Most of the forecast models today just draw data from the atmosphere itself, but since hurricanes draw heat from the ocean, newer models, called "coupled models," look at both the ocean and the atmosphere and need the information from the ocean to be accurate," she said.

Naval personnel set up and dropped AXBT buoys during each reconnaissance flight into Iselle and Julio, which radio back information about the ocean's temperature, said Maj. Jon Brady, a 53rd WRS aerial reconnaissance weather officer.

"The partnership between the Navy researchers and our squadron is great because it benefits the forecasts with very little extra costs," said Brady. "We are

already flying these missions while they are using the back half of our aircraft to conduct this research.

"The knowledge gained is also helpful. They are helping with future forecasts," he added. "They are able to prove how much ocean cooling occurs as [storms] go by. The Navy's AXBT buoys provide key ocean temperature measurements which are crucial to intensity forecasting for hurricanes."

Warmer ocean temperatures increase storm strength, while colder temperatures will weaken them. Knowing the actual water temperatures ahead of an approaching storm is a very important aspect of intensity forecasting," Brady said.

The partnership between the Navy TROPIC research team and the Hurricane Hunters is in its fourth year and is an ongoing partnership to help the National Hurricane Center increase the accuracy of hurricane forecasts by incorporating ocean data from beneath tropical systems into air-ocean coupled prediction models, which use data from the air and the ocean to obtain ocean temperature data to use in forecasts.

With Julio heading off to die in the colder waters north of Hawaii, the Hunters headed back to Biloxi, Miss., ready for the next storm which is brewing in the Atlantic basin.

Child development centers to host Caring for People Forum

Tech. Sgt. Terri Paden

15th Wing Public Affairs

The Child Development Centers at Joint Base Pearl Harbor-Hickam (JBPHH) will be the focus of the Caring for People Forum to be held Aug. 28 in the Earhart Community Center.

The forum will provide installation leadership valuable and timely information on issues that directly impact the quality of life experienced by Airmen and their families.

"I think the CFP Forum is one of the most effective ways in resolv-

ing community issues because we directly hear from the people, and their issues are communicated in a structured format that ensures that results are accomplished," said Mabelle Terrell, 15th Wing sexual assault response coordinator (SARC) and CFP Forum chair.

"It is an opportunity where the community helping agencies and leadership are able to work together and come up with a focused resolution. It is good because it allows for participation at the unit level where age, rank, status, etc. are not a factor," Terrell said.

The CFP Forum will be a two-

hour guided discussion among CDC leadership and members of the community who currently use the facilities or have used them in the past.

"This forum is different than any other type of customer feedback methods in that attendees will have the opportunity to speak directly with subject matter experts regarding their concerns and get answers on the spot," said 2nd Lt. Molly Morrissey, 15th Wing deputy SARC.

"Also, sometimes comment cards and surveys are kept in-house but with the CFP Forum, if an answer isn't available on the

spot, the issue will be passed up until there is someone who can provide resolution. There will be a tangible resolution to issues brought to the CFP Forum," she said.

Morrissey said she highly recommends participating in the forum because it can directly impact the quality of service and care and help improve programs and processes.

"Even if you don't think something is wrong per se, but you think something could be done differently or more efficiently or if you have a good idea about something, you should bring it to the

forum because it could be incorporated," she said.

Morrissey said the forum will also be a good opportunity for attendees to network.

"The CFP Forum will give people a chance to see if other people have the same concerns that they have but also give attendees a chance to meet and speak directly with the people who are in charge of these programs," she said.

Registration forms for the CFP Forum will be available at all CDC facilities. For more information or to register, contact Morrissey at molly.morrissey.1@us.af.mil.





Pearl Harbor Commissary reset rescheduled

The Pearl Harbor Commissary is currently scheduled to have a commissary reset from Aug. 21 to 23 in an effort to enhance the shopping experience, according to Eyvinne Umemoto, store director of the Pearl Harbor Commissary.

The commissary is scheduled to be open from 9 a.m. to 2 p.m. on Aug. 21 and reopen on Aug. 24 for regular business hours.

However, the dates of the Pearl Harbor Commissary reset are tentative and still subject to change due to weather conditions, according to Umemoto. Previously, the reset had been planned for Aug. 17 through Aug. 19, but it was later rescheduled.

The Hickam Commissary will support commissary patrons during the reset.

The reset is part of the Defense Commissary Agency's (DeCA) ongoing effort to enhance the shopping experience.

The reset is part of an agency-wide program that systematically changes how products are displayed on shelving throughout a commissary system in order to better serve customer shopping patterns.

The goal is to give commissaries worldwide a more customer-friendly product flow and a layout that is as consistent as possible from location to location, according to Tracie Russ, deputy director of sales.

To make changes easier for customers to follow, stores have aisle layout maps available as well as generic item locators on their Web pages. Store Web pages are under the locations link at www.commissaries.com along with store hours, contact information, store news and special customer service features.

For more information, call the Pearl Harbor Commissary at 471-8402, ext. 101 or email eyvinne.umemoto@deca.mil.

Commentary

Welcome USS John Paul Jones and USS Preble

Rear Adm. Rick Williams

Commander, Navy Region Hawaii and Naval Surface Group Middle Pacific

This week historic Pearl Harbor welcomes two new warships to our waterfront: USS John Paul Jones (DDG 53) and USS Preble (DDG 88).

Each ship is named for a founder of the U.S. Navy—leaders who made their mark in the Revolutionary War, especially in the case of Jones, and—in Preble's case—in the war against Barbary pirates.

Two hundred and thirty-eight years ago this month, in August 1776, John Paul Jones was temporarily promoted to captain and assumed command of the sloop Providence.

He sailed from the Delaware with orders to "cruise against the enemy" off the northeast coast of America, where he captured supply ships, preventing them from reaching the British.



Rear Adm. Rick Williams

In the next three years, he raided off the coast of England, rescued American prisoners of war, and defeated enemy ships in some of the most memorable battles in U.S. Navy history.

More than 150 years ago, James Fennimore Cooper said in a Jones biography:

"There can be no question that Paul Jones was a great man ... all the cruises of the man indicated forethought, intrepidity and resources. Certainly, no sea captain under the American flag,

Preble excepted, has ever yet equaled him, in these particulars."

If John Paul Jones is considered one of the fathers of the Navy, Commodore Edward Preble must be considered another of our founders.

Like Jones, Preble fought with fearless determination.

Two hundred and eleven years ago this month, in August 1803, he sailed the American frigate USS Constitution toward the Mediterranean.

Aboard Constitution and with Marines at his side, Preble led Jefferson's Navy into Tripoli. He sailed with young men who would become captains in the War of 1812—Stephen Decatur, James Lawrence, Isaac Hull and David Porter.

Preble defeated the Barbary pirates and established some of the foundations for the modern Navy and demonstrated our nation's firm commitment to the rescue and return of our prisoners of war.

Between Jones and Preble, there have been 10

United States ships named for these great heroes of our Navy. These namesake ships—most of them destroyers—have fought in the Mexican-American war, Civil War, World Wars I and II, the Cold War, Vietnam and in the Middle East.

It is a privilege to welcome USS John Paul Jones and USS Preble to Hawaii. I know you will bring advanced capabilities in radar and weapon systems, including Aegis ballistic missile defense and Navy Integrated Fires, and I'm grateful you're joining our team.

You'll find a supportive family and many friends at DESRON 31 and MIDPAC. You'll join other ships with proud namesakes and outstanding records of achievement.

Happily, many of the Sailors and families already serving here in Hawaii will be able to join shipmates aboard one of these fine warships arriving this week.

To USS Preble and USS John Paul Jones: Welcome aboard and *aloha!*

Commentary

New PACAF command chief introduces himself

Chief Master Sgt. Harold Hutchison

Pacific Air Forces

Greetings, Airmen of Pacific Air Forces. It's an honor to join this proud and powerful team of dedicated men and women serving here in the Pacific. This is a dynamic region of the world with unique challenges, and I am excited to witness firsthand the amazing work you all are accomplishing. With that in mind, I'll keep this short, so you can get back on line.

My job is simple. I am to help establish effective policy and procedures for PACAF, to clarify our commander's intent and, most importantly, to identify obstacles that prevent you from succeeding at our vital mission.

In short, I am here to serve you—the greatest Airmen in the world. To be clear, when I say Airmen, I am referring to every enlisted, officer, civilian and family member in this command. You all play a role in our mission, and I owe you the best support and guidance I can offer.

My approach to this job is also simple. I want to get out there and communicate face-to-face with each and every one of you. I intend to be more than just "a picture on the wall."

Leadership cannot happen from behind a desk, so over the coming months expect to see me out there



Chief Master Sgt. Harold Hutchison

among your units taking in your Air Force story. I want to hear all about your successes, challenges and frustrations. Be ready with tough questions and great

ideas. I can't wait to hear what you have to say.

I love taking care of Airmen and choose to spend the majority of my time directly engaging with Airmen in order to do just that. Fair warning: I believe taking care of the people you love is not about giving them what they want, but rather providing what they need.

Most people want a break when what they honestly need is someone to hold them accountable. If you really care for someone, you will do what is best for them. Just know that even though it may not always seem like it, my top priority will always be ensuring mission success while caring for your social, emotional, physical and spiritual health.

Diverse Views



If you could go back in time and change something about your own life, what would it be?



CTR1 Molly Carpenter
CID LS Hawaii

"I probably would have stuck out with college more, just to help further my career now."

Tech. Sgt. Richard Norton
18th Aeromedical Evacuation Squadron



"Absolutely nothing. The choices I've made in life have led my family and [me] right where we are and I wouldn't change any part of it."



FC3 William Comer
USS Halsey (DDG-97)

"I probably would have joined the military earlier. It's not that bad of a job, easy money, paid vacation."

Master Sgt. Latasha Warren
HQ PACAF



"I would change my views on suicide. I probably would have taken suicide prevention training a little more serious. If I had a different outlook, my best friend would probably still be alive today."



EM1 Harvey Anderson
Pearl Harbor Naval Shipyard

"I'm happy with my life. I don't think I would change anything. Maybe I would go back and do better in school. I don't regret anything."

Staff Sgt. Cesar Paz Barrios
792nd Intelligence Support Squadron



"I wouldn't change much other than maybe finish school first and then join the Air Force as an officer. I do like the fact that I joined the Air Force, so 'that' I would not change."



Lt. Vince Mejia
USS Asheville (SSN-758)

"I would study a lot harder in college because you never know where you're going to go. There's a lot more avenues you can go to. You're not stuck to one spot."

Provided by Lt. j.g. Eric Galassi and David D. Underwood Jr.

Want to see your command featured in Diverse Views? Got opinions to share?

Drop us a line at editor@hookelenews.com or karen.spangler@navy.mil

Warren became Hickam's first CO



Photo courtesy of Hawaii State Department of Transportation, aviation division

First Lt. Robert Warren moved from Luke Field with four aircraft and 12 men and became Hickam Field's first commanding officer on Aug. 27, 1937, 77 years ago this month. They were attached to Fort Kamehameha for rations, quarters and medical. However, medical and quartermaster units were later moved into this tent city at Hickam.

HO'OKELE

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Ho'okele is a free unofficial paper published every Friday by The Honolulu Star Advertiser 500 Ala Moana Boulevard Suite 7-500 Honolulu Hawaii 96813, a private firm in no way connected with DoD, the U.S. Navy, Air Force or Marine Corps, under exclusive contract with Commander, Navy Region Hawaii.

All editorial content is prepared, edited, provided and approved by the staff of the Commander, Navy Region Hawaii Public Affairs Office: 850 Ticonderoga, Suite 110, Pearl Harbor, Hawaii, 96860-4884. Telephone: (808) 473-2888; fax (808) 473-2876; e-mail address: editor@hookelenews.com World Wide Web address: <https://www.cnrc.navy.mil/Hawaii/> or www.hookelenews.com.

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Pampuro replaces Bradley as USS Asheville commanding officer

Story and photo by
MC1 Steven Khor

Submarine Force Pacific
Fleet Public Affairs

The command of the Los Angeles-class, fast attack submarine USS Asheville (SSN 758) was passed on Aug. 12 as Cmdr. Paul Pampuro relieved Cmdr. Douglas Bradley as commanding officer. The change of command ceremony was held on the historic battleship USS Missouri, the "Mighty Mo."

Bradley expressed how proud he is that he had the opportunity to be in command of the submarine and work with some outstanding Sailors.

"Team Asheville, it has been an honor to lead you, take you to the front lines, and bring you home," said Bradley.

"Crew, you did beyond my wildest expectations. You never cease to amaze me and as a result, Asheville was ready when called. You had my complete confidence to do anything and made the most of every opportunity," he said.

In command for more than two years, Bradley led his submarine to complete a deployment certification, a six-month western Pacific deployment, a homeport shift from San Diego to Pearl



Cmdr. Douglas Bradley is piped ashore after being relieved by Cmdr. Paul Pampuro as commanding officer of the Los Angeles-class, fast attack submarine USS Asheville (SSN 758) at a change of command ceremony Aug. 12.

Harbor, and commenced a two-year shipyard maintenance period.

The ceremony's guest speaker, Rear Adm. Phil Sawyer, commander of Sub-

marine Force, U.S. Pacific Fleet, praised Bradley for an amazing job in command.

"Doug, you and your team have had across-the-board success, successes for

the submarine force, the U.S. Navy and for our nation," Sawyer said. "You can be justifiably proud of what you've accomplished. Congratulations on a highly

successful tour."

During the ceremony, Bradley was awarded the Meritorious Service Medal for his successes in command of Asheville from March

2012 to Aug. 2014.

As Pampuro assumed command of Asheville, he thanked Bradley for turning over a very capable ship and a highly loyal crew.

"Commander Bradley, sir, you have done something special with Asheville," said Pampuro. "I am well aware of the legacy I am inheriting, the pattern of success that you have carried on."

Pampuro addressed the crew and told them of the adventures that await them in the near future, following the current shipyard maintenance period.

"Together we will breathe life back into her and the 'Ghost of the Coast' will return to the ocean depths where she belongs, to do great things for our nation. There is no higher honor. I am most humbled and extremely proud to be an Asheville shipmate."

Asheville is the fourth ship of the U.S. Navy to be named for Asheville, N.C. She is a Los Angeles-class submarine, ideally suited for covert surveillance, intelligence gathering and special forces missions. This stealth, when combined with the submarine's Tomahawk cruise missiles, mines and torpedoes, provides the operational commander with an unseen force multiplier.

USS Arizona Memorial Shrine Room wall replacement to begin in September

Sarah Safranski

Pacific Historic Parks

HONOLULU—Pacific Historic Parks announced Aug. 11 that construction on the USS Arizona Memorial Shrine Room wall is scheduled to begin in September. The project starts the second phase of a three-part restoration that began in 2012.

Weather exposure and saltwater spray have taken a toll on the Shrine Room wall, which lists the names of the men who died aboard the USS Arizona. The original wall was replaced in 1984 but has since become stained and partially eroded in areas.

"Viewing the Shrine Room wall is one of the most impactful experiences in Pearl Harbor. It is the collective headstone to the USS Arizona crew who sacrificed their lives for their country. Keeping the wall in good condition is elemental to what we must do as stewards of the memorial," said Paul DePrey, superintendent, WWII Valor in the Pacific National Monument, National Park Service.

Pacific Historic Parks, a non-profit cooperating association of



U.S. Navy file photo

Chief Journalist Tim Paynter scans the names of 1,177 Sailors and Marines who lost their lives during the Dec. 7, 1941 attack on Pearl Harbor, in the shrine room of the USS Arizona Memorial.

the National Park Service at WWII Valor in the Pacific National Monument, has been leading the effort to restore the USS Arizona Memorial, working with public and private entities to collect the approximately \$750,000 needed to complete the repairs.

AMVETS has pledged to raise the necessary funds to replace the Shrine Room wall. Since the late 1950s, the veterans service organization has raised more than

\$450,000 to replace the inscribed marble panels and refurbish the memorial.

"We are honored to once again help restore and preserve the memorial," said John Mitchell Jr., national commander of AMVETS.

"It is our duty and solemn vow as keepers of the wall to never forget those who fought and died. The current mission to raise funds was an opportunity to take on our largest-ever National Comman-

der's Project—USS Arizona Forever Fund. Our members really came through and we achieved our goal of \$343,000," Mitchell said.

The Shrine Room wall will be replaced with 138 Olympian white marble panels mined from a quarry in Vermont. Construction is expected to last for two months. The wall will be rededicated on Veterans Day 2014. Boat tours to the USS Arizona Memorial will continue throughout the project.

"We are proud to work with the National Park Service, AMVETS and Hawk Contracting Group to ensure that the USS Arizona Memorial is protected and preserved for future generations. The engravers are currently inscribing the marble and we are excited to see the results," said Gene Calliway, president and CEO, Pacific Historic Parks.

PHP awarded a contract to Hawk Contracting Group to replace the wall in March 2014. The company, which is currently overseeing the engraving of the marble, previously completed work on the USS Arizona Memorial during phase one of the restoration, which concluded in November 2012.

Phase one projects included replacing the skylights, railings and doors; repainting the interior and exterior of the monument; installing LED light fixtures; and repairing concrete irregularities.

During phase three, the memorial's terrazzo flooring will be replaced.

For more information about the restoration of the USS Arizona Memorial and to donate, visit www.pacifichistoricparks.org.

Pearl Harbor-Hickam *Highlights*

Cmdr. Douglas Bradley, commanding officer of the Los Angeles-class, fast attack submarine USS Asheville (SSN 758), addresses the audience prior to passing on command of the submarine to Cmdr. Paul Pampuro at a change of command ceremony Aug. 12.

U.S. Navy photo by MC1 Steven Khor



Sailors pier-side secure mooring lines during the amphibious transport dock ship USS Denver's (LPD 9) arrival at Joint Base Pearl Harbor-Hickam (JBPHH).

U.S. Navy photo by MC3 Johans Chavarro

(Below) Chief (select) Logistics Specialist Joel Williams, assigned to Defense Logistics Agency Troop Support Pacific, leads Navy Region Hawaii chief selectees in singing "Anchors Aweigh" during the amphibious transport dock ship USS Denver's (LPD 9) arrival at Joint Base Pearl Harbor-Hickam (JBPHH).

U.S. Navy photo by MC3 Johans Chavarro



Capt. Michael Singleton salutes Capt. Edward Galvin, new commanding officer of Navy Munitions Command East Asia Division (NMC EAD), during a change of command ceremony Aug. 14 aboard the Battleship Missouri Memorial, Joint Base Pearl Harbor-Hickam (JBPHH). Galvin relieved Singleton as commanding officer during the ceremony.

U.S. Navy photo by MC2 Diana Quinlan

SAPR orientation provides cohesion across Air Force

Staff Sgt. Torri Ingalsbe

Air Force Public Affairs Agency

WASHINGTON (AFNS) — The Sexual Assault Prevention and Response coordinators from each Air Force major command recently attended the first three-day orientation and training here to discuss issues and innovations with Air Force SAPR top leaders and subject matter experts.

“The purpose of this training was to bring all MAJCOM (program managers) together to expound on their roles and responsibilities to their commanders and installation SARC,” said Debbie Allen, the Headquarters Air Force chief of SAPR operations.

“This level of leadership is essential to program management and case consultation. In addition, this relationship provides opportunity to monitor program compliance and recommendations to leadership regarding improving climate to help eliminate sexual assault,” he said.

The training consisted of several group discussions, education and training workshops and focus on different tools and resources available. An off-site visit to a Department of Defense community partner, Rape, Abuse and Incest National Network, was conducted to provide additional information about resources available to survivors.

On the final day of training, Secretary of the Air Force Deborah Lee James spoke with the major command SARC to discuss her priorities and get input from the coordinators.

“You guys are extremely important to this overall effort,” James said. “The best



U.S. Air Force photo by Jim Verhegyi

Secretary of the Air Force Deborah Lee James met with various sexual assault prevention and response coordinators from each Air Force major command on Aug. 1 to discuss her priorities in the Pentagon, Washington, D.C.

ideas frequently come from the front line, so please bring new ideas forward.”

She spoke to the SARC about the importance of collaboration and partnerships with various agencies including Air Force Office of Special Investigations, legal and equal employment offices.

“The SARCS were very positive about this opportunity to interact and learn with each other, HAF SAPR, Secretary James and Maj. Gen. (Gina) Grosso,” Allen said.

“Not only were they able to increase their knowledge on the subject matter, but they were able to share their concerns, needs and provided valuable input from the field to better inform the continued development of

the Air Force SAPR program.”

The discussions from the training have driven the idea to develop a semi-monthly newsletter from the headquarters to the MAJCOM level which will share the latest information and way ahead from partner agencies as well as the development of a SARC office operations manual.

“My assessment after (my) first seven months is that we’re making good progress, but it doesn’t mean we’re done,” James said. “Don’t ever feel that you’re in this by yourselves. The ultimate goal is that we want to get rid of sexual assault completely from our Air Force. Thank you for being on the front lines of this war.”

Beetle eradication continues



Contract workers began tree removal operations on the grounds of Mamala Bay Golf Course at Joint Base Pearl Harbor-Hickam (JBPHH) this week in efforts to eradicate the coconut rhinoceros beetle. Navy Region Hawaii and JBPHH are teamed up with the Hawaii Department of Agriculture (HDOA) and the USDA to trap and eliminate the invasive species. USDA and HDOA select the trees that are damaged or found to be nesting material for the CRB. There are presently between 500 and 600 trees on Mamala Bay Golf Course. While the number of trees being removed is significant, it is necessary to protect the remaining trees from the CRB infestation. JBPHH intends to plant trees to replace those being cut down, but the first priority is to remove the existing threat. There is also a proposed Eagle Scout project to contribute to the replanting effort at JBPHH.

U.S. Navy photos by Lt. j.g. Eric Galassi

Pacific Partnership 2014



U.S. Navy photo by MCI Stephen Oleksiak

U.S. Navy Lt. Sharon Enujioko, a pediatrician assigned to Naval Hospital Camp Pendleton, performs a wellness exam on an infant during a medical information exchange at the RSUD Kota Kupang City Hospital in Indonesia in support of Pacific Partnership 2014.



(Above) The U.S. Pacific Fleet Band performs for local residents in downtown Da Nang, Vietnam as part of Pacific Partnership 2014.

U.S. Navy photo by MCC Greg Badger



(Left) Philippine Army Corps of Engineers and U. S. Navy Seabees lift a form in place during a Pacific Partnership engineering project at San Fernando Elementary School, Tacloban, Philippines.

U.S. Navy photo by MCC Greg Badger



(Left) Australian Lt. Craig Blackburn, Pacific Partnership member, guides Cambodian medical personnel at Ream Naval Base in Cambodia on the proper placement of electrocardiogram sensors.

U.S. Navy photo by MCC Greg Badger

(Right) Service members from Australia, New Zealand, Timor-Leste and the United States participate in a cleaning event on the beaches of Dili, Timor-Leste in support of Pacific Partnership 2014.

U.S. Navy photo by MCI Stephen Oleksiak



New demonstration electric hybrid bucket truck operates in Hawaii

Story and photo by
Denise Emsley

Naval Facilities
Engineering Command
Hawaii Public Affairs

Naval Facilities Engineering Command (NAVFAC) Hawaii Utilities Maintenance Division personnel recently took their new hybrid bucket truck into the field for the first time at Joint Base Pearl Harbor-Hickam (JBPHH).

The heavy hybrid electric bucket truck is part of a one-year demonstration project with NAVFAC Engineering and Expeditionary Warfare Center (EXWC), Port Hueneme, Calif.

The hybrid truck will be dispatched on routine field service calls, and its electric plug-in system is expected to increase fuel economy over and above the non-plug-in bucket truck to which it will be compared.

"NAVFAC's directed energy program is sponsoring the project on behalf of the organization's base support vehicle and equipment (BSVE) product line," said David Cook, NAVFAC EXWC alternative fuel vehicle team lead.

"This program conducts field validation testing for emerging energy efficient technologies. If the results are favorable, NAVFAC BSVE will integrate plug-



Naval Facilities Engineering Command (NAVFAC) Hawaii utilities personnel use the new hybrid bucket truck in the field for the first time. Power lines between multiple poles on the command's main compound were replaced at Joint Base Pearl Harbor-Hickam.

in heavy hybrid utility trucks into their long-term vehicle buy plan. The non-plug-in technology has already accomplished performance objectives in a program completed in 2012," Cook said.

Electric plug-in heavy hybrid trucks have been found to be more efficient and produce lower tail pipe emissions than conventional diesel trucks. Hybrid trucks also permit clean and quiet work oper-

ations that would otherwise require continuous idling of the vehicle.

The electric plug-in hybrid bucket truck will demonstrate alongside a comparable diesel powered bucket truck at

JBPHH. Both trucks will operate on similar duty cycles. Fuel economy is the critical performance parameter, considered successful if achieving a 40 percent increase in miles per gallon over the baseline truck.

Additionally, the project will evaluate noise, brake wear, unscheduled maintenance, reliability and drivability relative to the conventional truck.

"The NAVFAC project team ordered the hybrid bucket truck with special instrumentation for hands-free monitoring," said Cook.

"The automated system will collect data on the truck's usage in both the driving mode and the engine-off working mode (use in the aerial lift and hydraulic tools). The system will also monitor the truck condition and diagnostic codes.

"The on-board telematics system will transmit data to a website several times per day, so the latest data will be available for the team's review and analysis. The data will help compare efficiency of the hybrid with the baseline truck in both operating modes, and any other operating factors that may affect fuel efficiency," Cook said.

Heavy duty plug-in hybrid electric trucks are in an early commercial pro-

duction phase and have not previously been validated by the Department of Defense.

"We are pleased to be part of this pilot project and working on the next possible evolution of electric hybrid truck equipment," said Michael Lyman, line crew work leader.

"The training we have received on the new vehicle has been very important to make sure everything operates correctly prior to taking it into the field. And of course we really appreciate receiving new equipment that we get to retain after the pilot is completed. It's a win-win situation for both commands and our customers here in Hawaii," he said.

NAVFAC EXWC completed testing on a non-plug-in utility truck in 2012. The unpublished results indicated fuel economy benefits in excess of 25 percent. The non-plug-in hybrid conserves fuel by operating in a battery-only mode for aerial lift operations, though limited to short durations.

The plug-in hybrid trucks have capability for direct grid recharging operations as well as up to 15 times the capacity for the electric-only work mode. The larger battery pack also enables enhanced efficiency gains for driving operations.

Navy Exchange revises policy to allow food purchases by civilians

Navy Exchange Command
Public Affairs

NEXCOM has revised its current internal policy to allow Department of Defense (DoD) civilians, contractors and authorized base visitors to purchase consumable food items at all NEX locations. This aligns with the overarching DoD policy as well as the policies of the other military exchanges. The policy

change will be effective Sept. 1. The Armed Services Exchange Regulations (ASER) authorizes civilian workers and visitors to military installations to purchase "all food and beverages at any exchange food activity, if consumed on base."

Traditionally, NEXCOM has limited purchases by these individuals to NEX food courts, restaurants and other locations where food sales were the pri-

mary focus. Current guidance, however, supports a more expanded application, including any NEX facility that sells food items as a meal or snack item and also non-alcoholic beverages which can be consumed on base.

The food and beverages authorized for sale include non-alcoholic carbonated/noncarbonated beverages and all food items that will be consumed on the installation (such as snacks, sin-

gle-serve items, microwavable items, etc.). Applicable product sizes must be considered with the focus on single serve or packaging contents that may be reasonably consumed while on the base. This policy specifically excludes the sale of alcohol, tobacco and all other items.

Army Air Force Exchange and Marine Corps Exchanges already allow civilians to purchase food and beverages from

all their exchange locations.

In locations outside of the contiguous U.S., access and sales are subject to the limitations imposed by the host government.

Seventy percent of NEX profits are returned to Sailors and their families in the form of dividends to support MWR quality of life programs. Since 1946, NEX has contributed more than \$2.3 billion to MWR.