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USS Michael Murphy departs on maiden deployment

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Navy Region Hawaii
 and Naval Surface
 Group Middle Pacific
 Public Affairs

The guided-missile destroyer USS Michael Murphy (DDG 112) departed Joint Base Pearl Harbor-Hickam on Oct. 20 for its maiden deployment to the western Pacific Ocean.

The ship and crew of more than 300 Sailors, assigned to Destroyer Squadron 31 (DESRON 31), are scheduled to conduct good will activities with partner nations along with various presence operations such as Oceania Maritime Security Initiative (OMSI) during the ship's first operational forward deployment.

"USS Michael Murphy's deployment to the western Pacific is another example of our important role in the rebalance to Asia-Pacific and our commitment to the nation's maritime strategy anywhere in the world," said Rear Adm. Rick Williams, commander of Navy Region Hawaii and Naval Surface Group Middle Pacific.



(Above) Sailors and U.S. Coast Guardsmen man the rails aboard the guided-missile destroyer USS Michael Murphy (DDG 112) as the ship departs Joint Base Pearl Harbor-Hickam for an independent deployment to the western Pacific Ocean. (Right) A Sailor embraces family and friends prior to the ship's departure.

"I am confident in the capabilities and commitment of the men and women aboard USS Michael Murphy. They are ready to operate forward and lead the way."

Cmdr. Todd Hutchison, commanding officer of USS Michael Murphy, expressed confidence in his crew and his

ship as the destroyer sailed.

"Team Murphy has been looking forward to this deployment for a long time," said Hutchison. "We've worked hard and while everyone dreads the separation from family and friends, we're anxious to face the challenges of our maiden deployment, answering our nation's

call. Every day, we'll work hard to honor the memories of Lt. Murphy and the 18 other men that lost their lives during Operation Red Wings."

USS Michael Murphy crew was also joined by a law enforcement detachment from U.S. Coast Guard District 14, who embarked on

the ship to participate in OMSI and is scheduled to conduct maritime law enforcement operations from the ship to administer U.S. and Pacific Island nations fisheries laws and suppress illicit activities.

OMSI is a joint Department of Defense (Navy), Department of Homeland

Security (USCG) and Department of Commerce (NOAA) program.

"This is my first deployment and I am upset leaving my family behind," said Fire Controlman 2nd Class Eric Welch, stationed aboard USS Michael Murphy.

"But I am looking forward to seeing all of the things overseas and supporting our mission in the Navy. I am also looking forward to coming home, making a trip to Disney's with the kids, and gaining back all the time that my family and I lost to the sea."

Welch's wife Ashley and kids were at pierside to say their farewells and give goodbye hugs to their husband and father.

"Even though he will be gone for seven months and it will seem like forever, I know that he will be back in no time," said Ashley.

"The kids are looking forward to when daddy gets home. We will take a family trip, so it's something to look forward to. We can't wait to have him back."



Missile Defense Agency, USS John Paul Jones conduct successful missile test at PMRF

Missile Defense Agency

The Missile Defense Agency, U.S. Pacific Command, and U.S. Navy Sailors aboard the USS John Paul Jones (DDG-53) successfully conducted a flight test involving the launch of a medium-range ballistic missile target from the Pacific Missile Range Facility located on Kauai, Hawaii.

At approximately 9:08 p.m. (Hawaii Standard Time) Oct. 16, a medium-range ballistic missile target was launched from the Pacific Missile Range Facility (PMRF) on Kauai. The USS John Paul Jones, positioned west of Hawaii, detected and tracked the missile with its onboard AN/SPY-1 radar using the Aegis Baseline 9.C1 (BMD 5.0 capability upgrade) Weapon System. Several fire control, discrimination and engagement

functions were exercised. No SM-3 guided missiles were launched during this event.

Program officials will evaluate system performance based upon telemetry and other data obtained during the test.

Other test participants included the Sea-Based X-band Radar, space tracking and surveillance system demonstrators, discrimination sensor technology, command and control, battle management, and communications (C2BMC) enterprise sensors lab, C2BMC experimentation lab, and the Aegis Ashore Missile Defense Test Complex located at PMRF.

The objective of the discrimination sensor technology associated operation was to demonstrate that the Aegis weapon system can launch an SM-3, engage and destroy a ballistic missile solely on tracks from

remote airborne sensors. For this test, an unmanned aircraft systems (UAS) with multi-spectral targeting system (MTS-B) was used. The engagement was simulated in real-time using a mainland test bed laboratory.

This test is designated Flight Test Other (FTX)-20. The MDA will use test results to improve and enhance the ballistic missile defense system and support the advancement of phase 2 of the phased adaptive approach for missile defense in Europe to provide protection of U.S. deployed forces, our European allies and partners.

Aegis BMD is the naval component of the MDA's ballistic missile defense system. The MDA and the U.S. Navy cooperatively manage the Aegis BMD program.

Makahiki games



U.S. Navy photo

Two contestants compete in the traditional haka moa game during a previous makahiki festival. Haka moa is an ancient form of Hawaiian wrestling where two people try to push each other out of the ring or to the ground while standing on one leg. The annual makahiki festival will be held beginning at 9 a.m. Nov. 8 at Hickam Harbor Beach in front of Sam Choy's Seafood Grille. Competition is open for those who attend.



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Early detection key to combating breast cancer
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'Know Load' tips can help residents conserve energy

Todd Thom

Navy Region Hawaii Housing Liaison



The Navy Resident Energy Conservation Program (RECP) is reaching its fourth year at the Navy/Forest City public private venture (PPV) housing in Hawaii.

By now, residents should be familiar with RECP and the fact that the cost of Hawaii electricity is the highest in the nation. Navy Region Hawaii and Forest City Residential Management also recognize this and have been conducting "Know Load" assessments to help Forest City residents conserve electricity and lower their monthly consumption.

The "Know Load" program helps residents learn about the electricity load their home is carrying each month as well as how simple behavior modifications in the household can achieve energy savings. The assessment is first conducted over the phone where the resident provides answers to basic questions such as "how often is the air conditioning used in the home, how often is the filter changed, or at what temperature is the thermostat set?"

Many residents have been able to reduce their monthly electric consumption from these phone assessments. However, other residents have benefited from "Know Load" experts actually visiting

their homes to have face-to-face interactions, view the "plug load" (number of household items using electricity), and check the operational efficiency of the air conditioning system, water heater, etc.

Residents desiring a "Know Load" assessment can contact their respective Forest City Resident Service Office to make an appointment. The Navy housing office also conducts outreach assessments for residents who have high electricity bill payments.

Dr. Sabita Mullins of Radford housing shared the results from working with the "Know Load" program. "We received our energy bill today, and let me just say what a huge relief it was to see the amount due: \$21.51. What a difference from the previous bills of \$300-400. I just wanted to say thank you for taking the time to come by and do an assessment of our usage," Mullins said.

Earlier this year (reference article in Feb. 28, 2014 edition of Ho'okele), we shared some find-

ings from our assessments and believe it is valuable to share them again. It's important for residents to change their filters monthly and ensure that the air conditioning drain is removing the condensation. A clogged air conditioning filter reduces air flow and increases the electrical load.

Residents should be mindful of the air conditioner's operation by checking it weekly to ensure the area around the air conditioning unit remains dry. Many air conditioning thermostats are set at 72 degrees—which is actually a very costly setting. Remember that 78 degrees is the national standard because it takes into consideration safety, comfort and conservation.

Another very important and potentially costly appliance to operate is the water heater. Residents can check the space around the water heater frequently to ensure it is dry and free of leaks. They should also check to make sure the water heater timer reflects the correct time of the day, and the timer pins are set for periods when the sun is available.

The "Know Loads" team found timers were incorrectly set due to a power interruption, resulting in the home using electrical power instead of the sun for heating water. Maximizing the sunlight to power the water heater can reduce electrical costs by as much as 20 percent.

Many items plugged in and not in use continue to draw electricity. An LED/LCD television entertainment system with a cable box in stand-by mode can cost more than \$400 per year to operate. These items should be unplugged or turned off through the use of a power strip when not actually being used.

Fish tanks can cost \$700 per year to operate, and there are fans that can cost \$360 per year to operate. A refrigerator or deep freezer in a garage space or on a lanai will cost more to operate than if it is installed inside the home because of the additional heat normally experienced in these locations. It is recommended that those appliances are brought indoors. Residents can become a "Know Load" through knowledge of their home's plug load. After all, the money they save could be their own.

Another resident who has experienced the benefit of receiving assistance from the "Know Load" program is Allyson Oller. "I had been doing everything I knew to keep my cost down but, for some unknown reason, I wasn't able to achieve my goal. The Navy 'Know Load' team conducted a review of my household plug load and checked my air conditioning and water heating equipment," Oller said.

"During their visit, they identified things that I was not aware of and helped me initiate changes to

correct what they found and informed me of other behavioral changes I could apply. I followed their suggestions and have had no bills since their visit.

"I continue to use my air conditioning when it is hot and use fans when it's not so hot. We are still comfortable in our home and don't owe any money because of the assistance from the 'Know Load' program," she said.

Other residents who have received assistance from the "Know Load" program offered feedback about the results, such as:

"Thank you for the e-mail. All is well. We had a \$54 electric bill this month, but that's a whole lot better than \$250."

"I had no idea that a freezer in the garage uses more electricity than when it is in the house."

"Thank you so much for talking me through my solar water heater. Knowing what I know now, I'm going to be running on full solar. I feel better knowing where my money is going, and I will start unplugging things that I'm not using."

Housing residents who have questions or need assistance with their energy conservation efforts should contact their Forest City resident service office or the Navy "Know Load" representative at 474-1812.

For more information about energy conservation, visit <http://ow.ly/DfQrY>.

Day in the life of C-17 crew chief includes jack of all trades

Staff Sgt.

Alexander Martinez

15th Wing Public Affairs

When it comes to the maintenance and care of a C-17 Globemaster III, the crew chief is considered the "jack of all trades." The crew chief, an aerospace maintenance technician, ensures maintenance work on an aircraft is accomplished and done correctly.

"As a crew chief, it's my job to perform [aircraft] servicing procedures as well as aircraft inspections and any other

maintenance that needs to be done to keep the aircraft flying," said Staff Sgt. Lee Taylor, 15th Aircraft Maintenance Squadron.

Long hours and hard work would best describe Taylor's day, which starts out receiving instruction for the day's tasks and turnover from the previous shift's crew.

"Each day is a little different," said Taylor. "We know what's coming in and going out and from there we'll know what procedures need to be performed."

From the squadron's build-

ing, he and other specialized maintenance technicians head to the aircraft equipped with a toolkit that he will use to either perform maintenance work or assist others in their job.

With many Airmen invested in the maintenance and repair of an aircraft, Taylor said safety is paramount.

"There are all types of safety precautions in place," he said. "With so many moving parts and so many people with their hands on the aircraft, it's important to track who's doing what."

In the aircraft cockpit, several buttons and switches are marked off with tags, informing others to not turn on or off the component they control, for the safety of others. This is an example of the precise communication all maintenance technicians need to have with each other while working on the aircraft.

"It's important that we communicate with the specialists to make sure all of our maintenance procedures are performed and we get the job done," Taylor said.

Taylor aspires to be a fly-

ing crew chief, which would enable him to fly with the aircraft as part of an aircrew. It would also allow him to travel more, which is what he likes most about his job.

"My favorite part of my job is definitely the travel," he said. "I've been afforded a lot of great travel opportunities because of this job."

After spending a busy day overseeing and helping with various maintenance projects, Taylor said he always has a strong sense of fulfillment knowing the importance of his

role in the mission.

"I have a great sense of pride as a crew chief because I can really see what we do and see the mission happen as a result of what we do," he said.

At the end of the day, he wraps up by finalizing the work done on the aircraft, turns in his toolkit and provides turnover for the next shift. Tomorrow will surely have new challenges for Taylor, but he wouldn't have it any other way.

(See page A-5 for related photo.)

Former region commander to become new CNIC at change of command today

Commander Navy Installations Command

Vice Adm. Dixon R. Smith will relieve Vice Adm. William D. French as commander, Navy Installations Command (CNIC) during a change of command ceremony to be held today at the Washington Navy Yard, Admiral Leutze Park.

Chief of Naval Operations, Adm. Jonathan Greenert, will be the keynote speaker for the event.

French was the fourth commander in the history of the Navy Installations Command inception in 2003.

Navy Installations Command, also known as the CNIC Enterprise, includes 11 regions, 69 installations, and 123 Naval Operations Support Centers (NOSC). It is also responsible for 31 business lines and 122 critical shore capabilities across three major categories: operations, quality of life, and facilities management. The



command also oversees a \$10 billion budget with more than 52,000 military and civilian personnel.

Prior to Smith's new assignment as Commander, Navy Installations Command he served as Commander, Navy Region Mid-Atlantic in Norfolk, Va. Smith will be promoted to vice admiral shortly before the change of command ceremony.

(Editor's note: Smith was previously the commander of Navy Region Hawaii.)

Sailors assigned to Commander, Navy Region Hawaii and Naval Surface Group Middle Pacific, salute then Rear Adm. Dixon R. Smith during a change of command ceremony Nov. 18, 2011 alongside the Battleship Missouri Memorial. Smith was region and MidPac commander from 2008 to 2011. (Vice Adm. Smith becomes the new CNIC today.)

U.S. Navy file photo

Diverse Views



What is your favorite breed of dog?



IS1 Gabrielle Irwin
PACOM JIOC

"Maybe a bulldog because they're family-friendly and great with kids."

Tech. Sgt. Wesley Engle
15th Wing



"Lhasa-Poo. That is what my dog is, and she is the sweetest little dog I have ever had."



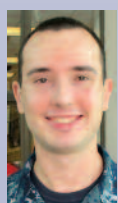
CSCS Daniel Schaeffer
USS Preble (DDG 88)

"I think a golden retriever. I think they have a reputation for being friendly and an all-around good American dog."

Tech. Sgt. Bernadette Ignacio
56th Air Communications Squadron



"Dalmatian. They are very loyal and smart. Not to mention, who does not want a 101 Dalmatian plantation."



Lt. j.g. Paul Gale
USS City of Corpus Christi (SSN 705)

"St. Bernards because they're gigantic, fluffy and lots of fun."

Kenny Trawick
647th Force Support Squadron



"Any small or mid-size mix breeds. Those were the types of dogs I had growing up."



EOCN Richelle Mechol
CBMU 303

"Huskies, because they're cute."

Airman 1st Class Ricky Schutter
647th Civil Engineer Squadron



"Siberian Husky. They are beautiful dogs, extremely loyal and friendly, and most importantly, they are very wolf-like."



Capt. Nicole Ward
15th Medical Group

"Pomeranian. They are so cuddly and cute! They remind me of a little bear."

Joseph Delosreyes
56th Air Communications Squadron



"Lhasa-Poo. My wife has this breed, and it is the best companion that any family would be lucky to own."

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

Commentary Farewell from Vice Adm. French

Vice Adm. William D. French
Commander, Navy Installations Command

Commander, Navy Installations Command

I type this email both excited about your future and bittersweet about leaving a great command with great people.

CNIC accomplishes the impossible on a daily basis while delivering services to the fleet that are second to none—and it happens because of you: the men and women who are the lifeblood of this command.

Thank you for all that you

have done in the last three years—everything you accomplished made the Navy better, made the fleet more ready, and allowed warfighters to focus on what they do best.

I look forward to reading about your many future successes with Adm. Dixon Smith at the helm—please give him the same outstanding support I enjoyed.

Please accept my sincere thanks for your superb efforts and my best wishes for continued success.

Warm regards,
Bill French

Joint base to conduct Giant Voice testing

Joint Base Pearl Harbor-Hickam (JBPHH) will conduct Giant Voice testing on Oct. 27, 28 and 29. Testing will consist of various tones and voice messages. Off-base residents will be able to hear the testing of outdoor units.

From 10 a.m. to 4 p.m. Oct. 27, joint base will test five new Giant Voice outdoor units, including ones at West Loch, Pearl City Peninsula, Hospital Point and two at Ford Island.

From 8 a.m. to noon Oct. 28, joint base will test all indoor and tower Giant Voice units at JBPHH, West Loch, Pearl City Peninsula and Wahiawa.

Testing may continue on Oct. 29 to correct deficiencies.

Dreamboat flies nonstop from Hickam to Cairo



Photo courtesy of the Hawaii Department of Transportation

Col. Clarence Irvine and crew flew B-29 Dreamboat from Hickam Field to Cairo, nonstop in 39 hours and 36 minutes. They flew 9,444 miles via the North Pole, from Hawaii to Alaska, Iceland and Cairo in October 1946, 68 years ago this month.

HO'OKELE

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Aircrew members traverse SERE combat survival training challenges

Story and photo by
Staff Sgt.
Christopher Hubenthal

Defense Media Activity-
Hawaii

Placed in the middle of the woods, pursued by an unknown number of adversaries, and facing the day's last light sinking beyond the horizon is exactly the type of setting survival, evasion, resistance and escape (SERE) in which instructors hope to train aircrew members. The setting is the training ground for the SERE combat survival course (CST) at Joint Base Pearl Harbor-Hickam (JBPHH), where aircrew members train on how to survive and evade capture in case it is needed during a real world situation.

Aircrew members are required to attend SERE CST as a refresher every 36 months to ensure that vital skillsets are maintained in case they survive a crash or have to ditch their aircraft, potentially behind enemy lines.

During the training, aircrew members are refamiliarized on land navigation, evasion and escape tactics, recovery procedures and an emphasis on communication.

"What we like to throw at



U.S. Air Force Tech. Sgt. Michael Garcia, 15th Operations Support Squadron survival, evasion, resistance and escape (SERE) instructor, demonstrates survival tactics during a combat survival refresher course Oct. 9, at Joint Base Pearl Harbor-Hickam.

them up front is just that awareness of survival radios," said Tech. Sgt. Michael Garcia, 15th Operations Support Squadron SERE instructor.

"They've changed over the years, and a lot of aircrew just might not be as proficient as what they assumed they were with the

old radios," he said.

Garcia explained what SERE CST is intended to accomplish.

"It's an in-depth training course that could be 14 hours throughout the entire day of academics, field demonstrations to what we call student practices," Garcia said.

"It's a live demo of what it would look like from the initial gathering of equipment to the different stages of evasion. Then they get to go out on their own, we observe them for a little bit, and then we kick them out, and they go through a low light to a last light movement."

In a real world scenario, there is the potential that aircrew members could be pursued by enemy forces and SERE instructors make sure to simulate the threat while Airmen move through the course. After escaping capture, aircrew members navigate through the terrain toward a loca-

tion where they can be recovered while simulated opposing forces aggress and pursue them.

"First and foremost, what we want them to be able to adopt, is a will to survive," Garcia said. "It's the ability to overcome the uncomfortable, to be able to persevere through the environment and the uncomfortable situation that they find themselves in," he said.

SERE instructors at Joint Base Pearl Harbor-Hickam conduct combat survival training once a month, 12 months a year, to ensure aircrew members are qualified and better prepared for a worst case scenario.

Garcia hopes the training provided has positive and life-saving results for the aircrew he trains.

"I hope that if they find themselves in a situation they are able to utilize their equipment, utilize their radios, and be able to communicate," Garcia said.

"They need to know that there are people out there looking for them and know the Department of Defense as a whole, the joint force, has a complete rescue package that's waiting for them to get them picked up, within a matter of minutes if we can."

747th Comm Squadron excels in recent inspection

Tech. Sgt. Terri Paden
15th Wing Public Affairs

"Excellent" was the grade the 747th Communications Squadron (747th CS) received recently during a command cyber readiness inspection.

The one-week Department of Defense level inspection tested the squadron's ability to maintain network security and operations.

According to 1st Lt. Lance

Larsen, 747th CS network operation officer-in-charge, the squadron's inspection score was not only the best score to date for a large installation, but also the second highest score in the Air Force ever.

"A score of excellent means that our network is secure and that we are doing the best job we can," said Larsen. "It's also a good indicator of how vulnerable or at risk our network might be. Our job is not just to provide

network access; it's to provide secure network access."

Though the squadron spent countless man hours over the last year preparing for the inspection, Larsen said the unit's success is in part due to support from the base.

"The users contributed a lot to help us during this inspection," he said. "Traditional security—like not leaving CACs in their machines—is what we rely heavily on users for. We can

control technical things like patches and configurations but we can't control users and their physical security. It's good to know users understand their role and are doing their best to secure our cyber domain."

According to Lt. Col. Jeff Guimarin, 747th CS commander, the squadron's grade on the inspection is a big win for the unit and for Team Hickam.

"I'm very proud of what our 747th Communications

Squadron cyber experts did to seek out and mitigate security vulnerabilities on such a diverse and complex network," he said.

"They've set the bar high for the next inspection, but most importantly they greatly enhanced network security for mission critical Air Force systems and that is what this was all about."

Now that the bi-annual inspection has passed, Larsen said the squadron will focus its efforts on maintaining the

network's excellent state.

"We should be at a steady state now," he said. "We shouldn't let our guard down because there are no inspectors walking around."

"The point isn't to get ready for an inspection, pass it, and then let the network become vulnerable. It's to maintain a secure network at all times. We have to continue to be good stewards of the network and safeguard our FOUO and classified information," Larsen said.

Pearl Harbor-Hickam *Highlights*



(Left) Gen. Hawk Carlisle, outgoing Pacific Air Forces commander, relinquishes the PACAF flag to Air Force Chief of Staff Gen. Mark A. Welsh III during the PACAF change of command ceremony at Joint Base Pearl Harbor-Hickam Oct. 16. Gen. Lori Robinson, new PACAF commander is at far right. (A full story of the change of command appeared on page A-1 of the Oct. 17, 2014 issue of Ho'okele.)

U.S. Air Force photo by Tech. Sgt. James Stewart

(Below) Sailors aboard the guided-missile destroyer USS Michael Murphy (DDG 112) watch as the ship departs Joint Base Pearl Harbor-Hickam for an independent deployment to the western Pacific Ocean.

U.S. Navy photo by MC2 Tierra Fulgham



(Above) Adm. Samuel J. Locklear III, commander of U.S. Pacific Command, observes as Gen. Lori Robinson, Pacific Air Forces commander, returns her first salute from Airmen during the PACAF change of command ceremony at Joint Base Pearl Harbor-Hickam Oct. 16.

U.S. Air Force photo by Capt. Raymond Geoffroy

(Right) Staff Sgt. Lee Taylor (right), 15th Aircraft Maintenance Squadron C-17 Globemaster III crew chief, adjusts a C-17 jack leg while a maintenance technician observes at Joint Base Pearl Harbor-Hickam.

Staff Sgt. Alexander Martinez



The guided-missile destroyer USS Chung-Hoon (DDG 93) maneuvers off the coast of Oahu.

U.S. Navy photo by MC2 Laurie Dexter

NAVFAC Hawaii completes urgent Marine aid station repairs

Naval Facilities Engineering Command Pacific

MARINE CORPS BASE HAWAII – Naval Facilities Engineering Command (NAVFAC) Hawaii personnel recently led a joint engineering team that completed urgent interim repairs to a Marine aid station at Marine Corps Base Hawaii, Kaneohe.

The 3rd Marine Regimental Aid Station repair project started Sept. 11 and passed re-certification inspection Oct. 6, which will allow the clinic to resume operations.

"Thanks to the remarkable teamwork of NAVFAC Hawaii's personnel, Airmen with the

647th Civil Engineer Squadron and Navy Seabees, this medical facility will be operational again," said Rear Adm. Bret Muilenburg, NAVFAC Pacific commander.

"This clinic is crucial to the community since it provides support to our Navy and Marine Corps personnel stationed on MCBH," he said.

The joint team completed the construction of full height walls to 11 treatment rooms, modified the 10-ton air conditioning system, and added hot and cold running water to each treatment area, bringing the facility to meet facility standards.

"I enjoy working with joint services, and I've done so before when I was prior service mili-

tary," said Tom Ackerman, NAVFAC Hawaii lead project supervisor.

"My team is one of the best I've ever worked with, and it's thanks to them for their hard work and dedication. With the facility repairs completed, the Marine Corps can resume service to approximately 500 people per week on average," he said.

The repair work also included painting of walls, installing dry walls, sink fixtures and light fixtures.

U.S. Navy photo by Christine Rosalin
Tom Ackerman, Naval Facilities Engineering Command (NAVFAC) Hawaii lead project supervisor, oversees repairs to a 10-ton air conditioning system.



Aircrew members go behind-the-scenes of 735th AMS

Tech. Sgt. Terri Paden

15th Wing Public Affairs

The first operation aircrew orientation took place Oct. 9 at Joint Base Pearl Harbor-Hickam.

The 735th Air Mobility Squadron (AMS) hosted the half-day information exchange, which gave members of the 535th Airlift Squadron (AS) a look at the squadron's day-to-day operations.

"This is an opportunity for locally-stationed aircrew members to be educated on how aerial port and maintenance functions in the 'en route' environment," said Maj. Lloyd Richardson, 735th AMS director of operations.

Richardson said the orientation was especially important, considering the unique relationship the squadrons share. Though the 735th AMS often provides service for the aircraft and aircrews from the 535th AS, the two squadrons belong to separate major commands and parent units.

During the tour, aircrew members from the 535th AS were educated on the inner workings of an air mobility squadron, including passenger services, air freight, the air terminal operations center and the air mobility



Ron Abernathy, 735th Air Mobility Squadron Passenger and Fleet Service Flight chief, explains how the x-ray scanners at the passenger terminal work during Operation Aircrew Orientation at Joint Base Pearl Harbor-Hickam.

command control center.

Richardson said the purpose of the event was to build relationships and strengthen partnerships, increase cross-organizational job awareness, and reduce mission delays through education.

"We wanted to paint a picture of what the 735th AMS does,"

Richardson said.

"We work so closely together every day and we live in the same spot, but I think right now there's only a loose understanding of the difficulties and successes we share. We are a multifaceted squadron, but a lot of people have trouble under-

standing the moving parts."

Richardson said the interactive walking tour was also a chance for the group to put names with faces.

"You have an easier time relating to someone you know. If you don't know what someone's job is, your expectations of what they should be doing are made up, but

if you understand their role and what they do, you can manage your expectations."

Richardson, a seasoned C-17 Globemaster III pilot, said the idea for the aircrew orientation began to form when he moved from the 535th AS to the 735th AMS and realized just how little he understood about the organization.

"When I moved into this job from the 535th, I didn't know what I didn't know," he said.

"I realized I didn't have a firm grasp on the lingo or the challenges the squadron faced or even what all of the functions did."

"The aerial port and maintenance was always something I took for granted, so the info we wanted to pass on today hopefully equipped the aircrew with the tools they need to better understand how we operate or why certain decisions are made," he said.

For Staff Sgt. Daniel Thompson, 535th AS loadmaster, the orientation proved to be just what he needed to see the bigger picture.

"I actually learned a lot today. It's good to see the way each part of the puzzle fits together," he said.

Riggers at shipyard create unique multi-trade trainer

Story and photo by
David Tomiyama

Pearl Harbor Naval
Shipyards Public Affairs

Employees from Pearl Harbor Naval Shipyards code 740 lifting and handling department are refurbishing a former advanced SEAL delivery system (ASDS) and turning it into a multi-trade, mockup trainer that the entire waterfront can use. It is the first of its kind, corporately, of any shipyard.

"The confined space of the mini-sub simulates the experience on a boat," said Jerry Mershon, code 700 continuous training and development (CTD) program analyst.

"This trainer provides deckplate workers with the opportunity to put into practice their knowledge, skills and abilities outside of a classroom environment," Mershon said.

The former ASDS boat now rests on keel blocks in the open air of building 1671. Code 740 and shop 99 personnel have already performed hands-on training using the multi-trade mockup.

"There are so many different ideas for use of this trainer moving forward that it doesn't have an end state," said Kamuela Unga, code 740 CTD leader. "The multi-trade trainer mockup's interface has the potential to be flexible with any and all training."

Once fully equipped, the multi-trade mockup will train shipyard workers in Los Angeles-class (LACL) and Virginia-class (VACL) maintenance operations. The boat has two inner chambers. One side will have mockups for LACL work, and VACL mockups will be in the other chamber.

Electronic equipment, including a closed circuit TV system with 42-inch monitors, will be installed in a nearby converted field office connex box to enable subject matter experts (SMEs) and trainees to watch the training being performed live via cameras installed onboard the vessel. The SMEs can provide advice and answer questions via hand radios.

"We can record the training to allow the trainees to view a playback of their performance," Mershon said. "We will have the opportunity, with further analysis, to learn from the positive and negative points of each training session, and capture best work practices for other workers to see 'how it's done best.'"

Presently, the only access is through an opening on the bottom of the boat. A permanent steel tower platform, which will feature swing gates and a 1.5 ton air hoist on a trolley system to assist with lifting and handling needs, is currently being constructed by code 920 personnel. The tower platform will afford

topside access of the ASDS and elevated training exercises.

The outside of the trainer will be used for familiarization training for temporary services, containments and staging. The future state includes coolant discharge joint fit ups and hull valve work in addition to the training which will be conducted on the inside of the boat.

The former ASDS vehicle 1 caught fire Nov. 9, 2008 and was damaged beyond repair. It was stored at Pearl City Peninsula until late spring of last year when it was moved to shop 31 while a plan for utilizing it was developed.

Last October, Unga noticed the dormant ASDS wasting away behind shop 31. Needing a hands-on facility for code 740 that falls in line with the Naval Sea Systems Command CTD program initiative, he pitched turning the mini-sub into a training platform. Unga and code 740 Superintendent Q. Peralto proposed keeping the mini-sub intact to shipyard leadership so that all codes and shops could benefit from a single, realistic training platform that the entire waterfront workforce could use.

Once approved, the Lifting and Handling and transportation services led the charge to turn the ASDS into the multi-trade, mockup trainer.

"The idea is for everybody

on the waterfront — apprentices, ship's force, all the codes and shops — to perform hands-on training here on this multi-trade mockup trainer," said Unga.

"We always hear 'why are we practicing on the boat,' which for several reasons is a bad way to do business. With this mockup trainer, we can get peo-

ple out of the classroom and away from their books and have hands-on practice in a confined space that mimics submarine conditions."



Employees from Pearl Harbor Naval Shipyards, code 740 lifting and handling department, refurbished a former advanced SEAL (sea, air, land) delivery system into a hands-on trainer for all waterfront workers.

Historic aircraft on O'Malley Boulevard to undergo restoration

Story and photo by Staff Sgt. Alexander Martinez

15th Wing Public Affairs

In an effort to preserve a part of Hickam's history and legacy, the four static aircraft displays on O'Malley Boulevard are undergoing an extensive, on-the-spot restoration.

With the 15th Wing tasked as the caretaker of the aircraft, the 15th Maintenance Squadron's (15th MXS) structural maintenance section is the unit assigned to ensure the aircraft are maintained structurally and aesthetically, a job that can be quite the challenge in Hawaii's tropical environment.

"This is a highly corrosive environment, so in order for us to keep the aircraft on display and safe for public viewing it's important to maintain the aircraft," said Master Sgt. Jose Hidalgo, 15th MXS structural maintenance section chief.

"Just how it's important for us to take care of our current and operational aircraft, it's just as important for us to take care of these historical aircraft."

Hickam personnel driving on O'Malley will notice a blocked-off work area around the aircraft during their

restoration, but the restorations will not impact traffic. John Puu, 15th MXS sheet metal mechanic supervisor, said the aircraft will be restored on-site in order to avoid any additional issues.

"One of the reasons we're doing the restorations on-the-spot is to avoid impacting traffic by moving the aircraft," Puu said. "Also, with the age of the aircraft, moving them to a different location could pose additional structural issues."

The process of restoring the aircraft involves many specialists who will do their respective parts of the job.

"It's a large logistical effort," Puu said. "It's not the [restoration] part that is difficult, but the challenge of logistics and coordinating everyone's role."

Even with logistical challenges, Hidalgo said everyone involved is excited to be part of such a project.

"Our guys are excited to do this," Hidalgo said. "It's restoring history, and they will take pride in what they do here. I think it will show when they're done."

The project will be in four stages with one aircraft restored at a time, beginning with the F-4 Phantom II.

The first stage of the restoration on the F-4 is scheduled to be completed in February 2015. The completion date of



restoring all aircraft is to be determined. Visitors of the area are cautioned to stay out of the cordoned-off restoration area for their safety.

Historic aircraft static displays provide a look into Hickam's past at Heritage Park on O'Malley Boulevard on Oct. 17 at Joint Base Pearl Harbor-Hickam. All four aircraft began major restoration Oct. 20.