

# The 5er

December 11, 2013

**NAVAL HISTORY:  
THE USS ARIZONA  
AND THE DAY OF INFAMY**

**RONALD REAGAN:  
AIR TRAFFIC  
CONTROLLER  
STRIKE OF 1981**

**AC2 STEARNS  
BUILDS THE NEXT  
GENERATION OF  
SAILORS**



Greetings, Teammates,  
As we prepared our final issue of 2013, I couldn't help but look back through "The 76er" archives. Its pages tell the stories of REAGAN warriors as they reach out through the lifelines and affect change throughout the crew and the community.

We have Crossfit champions, powerlifting champions, surf aficionados, damage control masters, flight deck directors, and training gurus, just to name a few.

It is truly a spectacular array of folks who have graced our covers. Each individual breathes new life and a sense of warrior ethos into our magazine. Most importantly, each warrior helps to support the Chief of Naval Operations' Guiding Tenets:

1. WARFIGHTING FIRST . . .
2. OPERATE FORWARD . . .
3. BE READY . . .

The RONALD REAGAN Combat Team has proven time and time again that we are 100% on watch. We are reliable, flexible, and ready to respond worldwide on, above, or below the sea. We are also prepared to carry on a 238-year warfighting heritage of defending freedom and projecting and protecting U.S. interests around the globe.

As we roll into the stand down period, your brothers and sisters in the MEDIA DEPT wish you a safe and happy holiday season, an incredible New Year, and more hooyah than you can shake a stick at!

Remember, what you do is important; YOU ARE IMPORTANT!  
V/R,  
**YOUR** Public Affairs Team



(Brought to you by the last USNA class to have a REAL plebe summer: 2001)



## USS RONALD REAGAN

**Commanding Officer**  
CAPT Chris Bolt  
**Executive Officer**  
CAPT Michael McKenna  
**Command Master Chief**  
CMDCM David Lynch

### 76ER PRODUCTION TEAM

**Managing Editor**  
MC3 Dave Frederick  
**Assistant Editor**  
MC3 Andrew Ulm  
**Staff**  
MC2 Richard Gourley  
MC2 Kimberly Romanowski  
MC2 Timothy Black  
MC3 Charles Gaddis  
MC3 Timothy Schumaker  
MC3 Jacob Estes

### MEDIA DEPARTMENT

MC1 Dustin Kelling (LPO)  
MC2 Chelsea Kennedy  
MC2 Nicholas Groesch  
MC2 Omar Powell  
MC2 Terry Godette  
MC2 Mikesa Ponder  
MC3 Ruben Reed  
MC3 Travis Nickell  
MC3 Kevin Hastings  
MC3 Joshua Warne  
MC3 Kristina Walton  
MC3 Torrian Neeman  
MCSN Timmothy Erdt

**Public Affairs Officer**  
LCDR Frank Magallon  
**Media DIVO**  
ENS Joe Pfaff  
**Media DLCPO**  
MCC Terry Feeney  
**Media LCPOs**  
MCC Mike Miller

## TABLE OF CONTENTS

**Featuring:**  
AC2 Stearns



### 4 Warfighting Takeoff

AC2 Stearns builds his team from the ground, up.

### 8 World Champion

MM2 Gray breaks all records, power lifts her way to the top.

### 9 Through the Lens

Did you miss the Christmas Party? See who was there.

### 11 Reagan: ATC Strike of 1981

How Ronald Reagan took a stand against a Union strike.

### 13 Naval History: USS Arizona

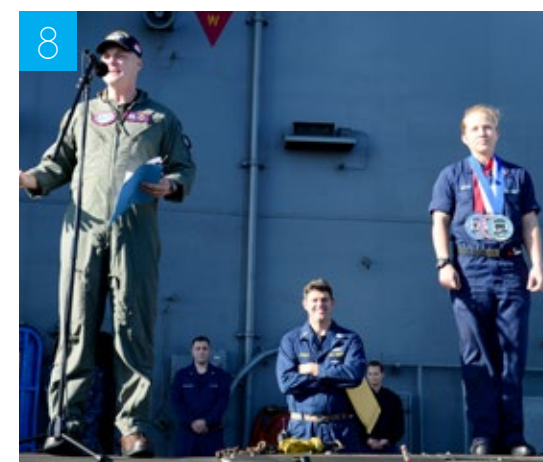
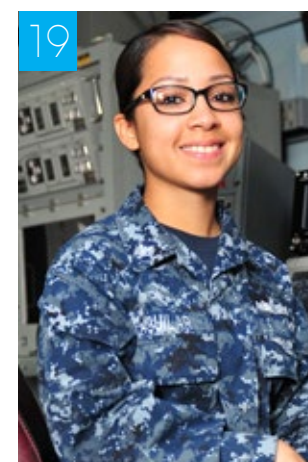
"A day that will live in infamy".

### 19 Q&A: OS3 Aguilar

What team is OS3 rooting for on the football field?

**ATTENTION:** Inside this magazine is a chance to win \$25 for anything MWR has to offer! The first person to find the  logo within our magazine and report down to the media shop wins the prize!

Color may vary. Only one prize per issue. Prizes must be claimed in person at Graphics Media, 3-180-0-Q.





# FROM TAKE OFF TO TOUCHDOWN

## BUILDING A WAR FIGHTING TEAM

STORY BY MC2 TIMOTHY BLACK



The ability of the Navy to be an effective warfighting force comes down not to ships and aircraft, but to individual leaders staking their claim on the responsibility of training and managing their Sailors on day-to-day and long-term tasks. By harnessing the teamwork, talent and imagination of the Navy's diverse force to be ready to fight, effective leaders can transform even the most inexperienced Sailors into a honed, operational team. For Air Traffic Controller 2nd Class Vincent Stearns, harnessing that talent is forged by leading from the front and sharing that experience with his team.

Growing up in New Haven, Ky., as a son of two working parents, Stearns learned to be a leader and mentor at a very young age. He's the oldest of seven siblings, and spent much of his youth helping his parents raise his brothers and sisters.

"From the moment I woke up in the morning to the time I put my siblings to bed, I was responsible for taking care of them, as well as making sure they were taking care of each other," said Stearns.

The responsibility of being a supervisor to many at such a young age set the stage for success in leadership at his first command at Naval Auxiliary Landing Field, San Clemente Island. There, Stearns earned the qualification of facility supervisor as a 3rd Class Petty Officer, a position normally held by seasoned 1st Class Petty Officers.

"I was qualified to manage the air field and all of its air traffic," said Stearns. "I had an enormous responsibility to manage both junior and senior enlisted, and any aircraft in the vicinity. During my time there we managed about 40,000 aircraft operations annually."

Air Traffic Controllers (ACs) play a key role in the effective use of naval airpower throughout the world in both operational and training environments. They are responsible for safely and effectively directing aircraft operating from airfields or the decks of aircraft carriers. They control the movement of aircraft and vehicles on airfield taxiways and issue flight instructions to pilots by radio. They are a key conduit for any aircraft carrier's flight operations.

"We are the first to talk to the aircraft, guiding them out of our air space safely, enabling them to complete their primary mission down-range," said Stearns. "We are also the last people they talk to before they land. We are often their eyes and ears, controlling them all the way down to the deck."

In 2008, while at San Clemente Island, Stearns earned his Final Approach qualification. One night, at the end of a slow shift, a helicopter checked in declaring emergency low fuel. The visibility was well below recovery minimums. On any normal conditions, they would send the aircraft to a more suitable location to land, but because of the situation, Stearns and his team had to attempt to land the helicopter there.

**"WE ARE THE FIRST TO TALK TO THE AIRCRAFT, AND WE ARE ALSO THE LAST PEOPLE THEY TALK TO BEFORE THEY LAND."**



**"I COULDN'T SEE MY HAND EXTENDED OUT TWO FEET IN FRONT OF ME - THAT IS HOW BAD THE VISIBILITY WAS THAT NIGHT."**

"I couldn't see my hand extended out two feet in front of me - that is how bad the visibility was that night," said Stearns. "I worked the approach, talking the pilot down. He was several feet over the airfield, and he couldn't see the runway."

He guided the pilot down to land safely and left work shortly after, just as he would any night. That same night he was out enjoying liberty at the base club, when the pilot recognized his voice from the landing.

"He shook my hands, and with teary eyes, told me that he thought he was going to die that night," said Stearns. "The pilot called his wife after he landed and told her that it was because of me that he was able to come home to see his family. That is the moment I fell in love with the Navy and my job."

For any ship, being dry-docked provides limited operational experience. For aircraft carrier ACs, this holds especially true. While Reagan was in her Docking Planned Incremental Availability (DPIA) in Bremerton, Wash., Stearns capitalized on an opportunity to gain coveted operational experience by volunteering for an eight-month deployment aboard the USS John C. Stennis (CVN 70).

"I was temporarily assigned to the fire watch team aboard Reagan, and although we were important to the mission of maintaining the ship, I felt I could make a bigger impact for the Navy, doing the job I was trained to do," said Stearns.

That desire to gain and maintain operational carrier proficiency as an AC drove Stearns to volunteer for the Stennis deployment.

"I love being out at sea and in the heavy operational environment of (U.S.) 5th Fleet," he said. "I was not only given the opportunity to enhance my qualifications, but train crew members aboard Stennis as well."

After receiving fresh training in a real-life operational environment, Stearns was also able to receive a new outlook on his tour aboard the Reagan.



"I had a really good Leading Petty Officer aboard Stennis who helped mentor me to be a better leader than I thought I could be," he said. "The crew was extremely efficient, and I was excited to bring our team aboard Reagan to their level of proficiency."

Going from being a forward-deployed operator aboard Stennis to Reagan preparing to return to an operational posture can be a stressful transition for any Sailor. Stearns openly accepted the challenge of getting Reagan's Carrier Air Traffic Control Center (CATCC) to match their motto of the "Tip of the Spear."

"That was my second deployment in two years and when I came back, the majority of Sailors in my division had never been to sea," said Stearns. "I was able to help the Sailors acclimate not only to the job, but also how to function on an aircraft carrier. My experiences have given me the opportunity to help Sailors deal with the stresses of being at sea."

Leading from the front, Stearns embodies "Operate Forward" ethos by utilizing his qualifications to ensure the success of the Air Operations team. Correct information dissemination throughout the ship is critical to the mission during the high operational tempo of flight operations.

"Stearns is an outstanding teacher and has trained all of my division on the proper methods for standing air operations supervisor, as the Air Operations Branch Chief," said Cmdr. Brandon Hammond, Reagan's Air Operations Officer. "He consistently provides training on a myriad of air traffic control topics and is a savvy controller."

Stearns did not earn such a position over night; it was earned by his willingness to stay proficient in rate even if it meant back-to-back deployments. With a ship full of green Sailors, Stearns took charge by taking on the responsibility of training his team, ultimately ensuring mission readiness. Stearns feels the pressure, at times leading 30 ACs, making sure they are disseminating correct information in a timely manner. Any foul up with information could cause a deadly situation for airborne pilots.



"He knows that we aren't safe because we do safe things," added Hammond. "Our jobs and those of the aircrew are inherently risky. He ensures everyone knows procedures, follows doctrine, and is courageous enough to speak up when something is wrong."

When he is not busy manning watches in CATCC and training his team, Stearns is busy qualifying Sailors in their Aviation and Surface Warfare qualifications. As the Operations Department Enlisted Aviation Warfare Specialist (EAWS) program coordinator, he has had his hands in more than 800 Sailors earning EAWS pins since 2011.

"It instills a great sense of pride to achieve qualifications and become a productive member of the team," said Stearns. "In a battle scenario, Sailors that data dump the knowledge they have obtained can become a threat to the effectiveness of the team."

**"OUR JOBS AND THOSE OF THE AIRCREW ARE INHERENTLY RISKY. HE ENSURES EVERYONE KNOWS PROCEDURES, FOLLOWS DOCTRINE, AND IS COURAGEOUS ENOUGH TO SPEAK UP WHEN SOMETHING IS WRONG."**

Flexibility is another attribute of a fully qualified Sailor according to Stearns. Being able to pull any Sailor into a situation and have him do the job increases the effectiveness of the Navy.

"Stearns was instrumental in me achieving my air operations supervisor

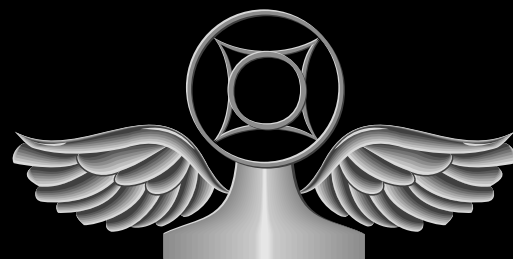
qualification," said Air Traffic Controller 3rd Class Sierra Henry, from Johnson City, Tenn. "With his sink or swim training style, I was able to effectively control aircraft and lead other watch standers as well."

Part of being a well-rounded Sailor is community service and command involvement. Keeping the Navy on good terms with the public plays an essential role to keeping the Navy ready to fight. Stearns has lead community service projects at St. Vincent De Paul, feeding the homeless, and on numerous occasions he volunteered to clean Kitsap County parks with Reagan's "3&2" Association.

"Life wasn't always easy for my family - we had to receive help," said Stearns. "Now that I have the means to help others, while giving me a great sense of pride, I can return the gesture. I love sharing the experience with my shipmates."

Stearns is a modern day warrior. He may not wield a sword or rifle, but through his technical expertise and operational experience, he plays an important role in keeping the ship and her crew ready to operate forward.

"All decisions we make, good or bad, affect the mission. We need to do the right thing to ensure we are mission ready," said Stearns. "We train to do our job today, but it is also our job to train others so that the next generation can accomplish the mission tomorrow."



**"WE TRAIN TO DO OUR JOB TODAY, BUT IT IS ALSO OUR JOB TO TRAIN OTHERS SO THAT THE NEXT GENERATION CAN ACCOMPLISH THE MISSION TOMORROW."**





# Coming Together

Story by MC2 Romanowski

## CRMD

## MM2 GRAY

# Lifting to the TOP

Story by MC3 Ulm



USS Ronald Reagan's (CVN 76) Chaplain and Religious Ministries Department (CRMD) is expanding the ship's religious services to include Islamic and Buddhist services.

CRMD currently offers daily Islamic prayer services and the ship's chaplain hopes to be offering a Buddhist meditation service within the next month.

"I knew intuitively the gross percentages of the well-known faith groups in the United States and applied them to the ship," said Lt. Cmdr. Samuel Contreras, Ronald Reagan's chaplain. "I did the math and figured there are at least 20 Muslim faithful on the ship. So I used the old adage of 'build it and they will come.'"

The ship's Religious Programs Specialists set up prayer rugs twice a day facing east toward Mecca and place a Quran on the prayer rugs.

"During prayer times, the chapel is setup to create a contemporary environment and Kiblah directions are updated and provided each time," said Aviation Boatswain's Mate (Handling) Khadijah Abiff. "In port, there is always the option of finding services off base. Now that prayer services can be held right here aboard the ship it creates a much needed and appreciated convenience for us Muslims."

By providing expanded religious opportunities to more faith groups, Ronald Reagan's chaplain's office is also helping to give Sailors peace of mind.

"Being able to practice my beliefs more comfortably while I'm aboard the ship helps me better focus on my job in the Navy," added Abiff. "Now I don't have to be faced with the situation of whether or not my prayers would have to be compromised."



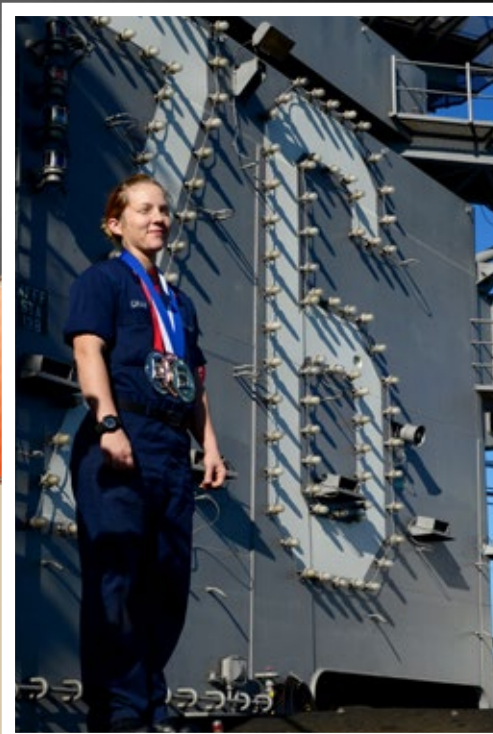
The ship's CRMD hopes that expanding services to more Sailors will create an inclusive support structure for all faiths aboard Ronald Reagan. In addition to Islamic and Buddhist services, Ronald Reagan's chaplains offer Roman Catholic and Protestant/Contemporary worship services throughout each week. CRMD also holds a weekly "About Face" class, which is geared towards getting wayward Sailors back on track. Additionally, the department provides a library and internet café for the crew.

"We want our Sailors to have a great experience worshipping their God or their belief system," said Contreras. "It's not about us, it's about the crew member."

The inclusive efforts of Ronald Reagan's religious ministries team are contributing not only to the spiritual health of the crew, but also the crew's morale.

"I really appreciate the decision that the Reagan made to establish Islamic services aboard the ship," said Abiff. "It shows true meaning of the Navy values of honor, courage, and commitment. It also provides an example for Muslims on other carriers who may be interested in having Islamic Services aboard their ships. I see this as one small step that will lead to many great results."

"Build it,  
and they will come."



When we last left off with Machinist Mate 2nd Class Heather Gray in the July issue of "The 76er," she had earned first place in the Metroflex Classic Power Lifting Championship. But Gray didn't stop there. She continued to reach for the highest prize of all, The World Power Lifting Championships in Las Vegas.

Gray got started in power lifting in 2011 during Ronald Reagan's Docking Planned Incremental Availability period in Bremerton, Wash. Her job also demands a lot from a Sailor.

"Being a mechanic is a physical job," said Gray. "I want to be physically strong enough to never be a liability."

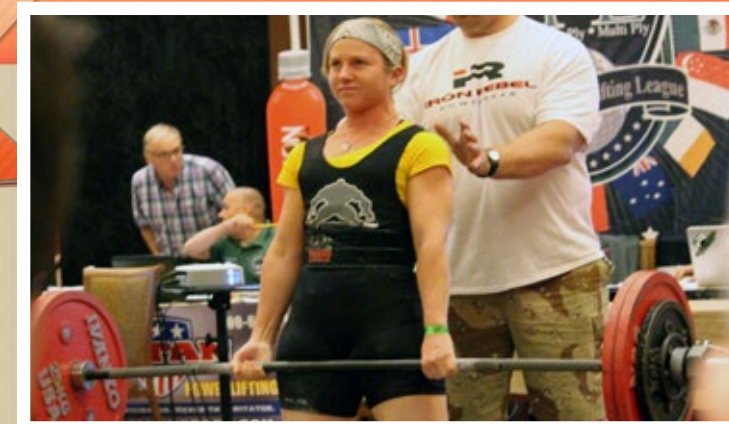
Gray lives up to that motto.

"I didn't realize how strong I was compared to other women my age and size," said Gray. "I had guys telling me, 'Women don't put up this much weight', and I thought they were just trying to be nice to me."

By earning first place at the Metroflex Tournament, Gray qualified for the World Championship competition. She got to work right after that tournament and spent sixteen weeks training five times a week.

The championship was more than just a physical challenge for Gray, who had to balance the heavy workload of a Reactor Department Sailor with the heavy lifting of a champion. Gray spent every Friday and Saturday night in the gym, which hurt her social life but she kept her eye on the records. She wouldn't leave work until well into the evening most nights, and even during the underways Gray pushed on.

"I was standing '5 & 5's' for about a week, which doesn't leave enough time to eat, sleep, lift or go to musters," said Gray. "I had to sacrifice sleep and eating real food (I ate protein bars and jerky), mostly because I didn't have time to wait in line."



When she saw the record books she thought to herself "I can break that." And she did, in Las Vegas, on November 6th, 2013.

Gray earned World Junior Class Champion in the Full Power International Power Lifting Competition, and 3rd place in the Open Class Championship. Gray set two new California state records in deadlift and squat lifting 325 pounds and 270 respectively. She also set two world records in junior deadlift and junior open deadlift classes. Her total raw score of 733 was just eleven pounds short of a Junior World Record.

Winning the World Championship has not gone unnoticed by Capt. Chris Bolt, who recognized Gray during an all hands call.

"The ship isn't made from the metal on the deck, or the catapults, or the arresting gear, rather, the ship's soul comes from these 3,000 people," said Bolt. "These are some of the accomplishments of just one of us."

With the World Championships behind her, Gray still trains in the gym five times a week, to continue her pursuit of fitness and to be ready for any mental or physical challenge her job can throw at her.

"I couldn't have done this without the support of my friends and family and the backing of my entire chain of command," Gray added.

"I was looking at the records and thought, 'I can break that.'"



# *Through The Lens 2013 Command Christmas Party*





# A Game of Federal Chicken:

## Ronald Reagan and a Union Strike

Story by MCC Mike Miller



### "They were in violation of the law."

Domestic air travel in the U.S. grows regularly at a staggering rate. With more flights becoming more available to more people each year – the demand will continue to grow. The Bureau of Transportation Statistics estimates there are between 25,000 and 30,000 domestic flights in the U.S. every day. The growing hunger for travel throughout the years has meant not only an increase in passengers and aircraft – but a stark growth in air traffic as well.

In 1968, the Professional Air Traffic Controllers Organization (PATCO) was founded by attorney and pilot F. Lee Bailey. The organization's roots were planted around the concept of defending air traffic controllers' rights and helping to keep domestic flight, via traffic management, as safe as possible. Later designated a "trade union" by the U.S. Civil Service Commission, PATCO would go on to fight vigorously for the rights of air traffic controllers nation-wide.

In 1980, PATCO refused to back President Jimmy Carter in his bid for re-election and instead chose to endorse Republican presidential candidate Ronald Reagan. PATCO's mood on Carter soured from bad relations with the Federal Aviation Administration (FAA), who employed PATCO members. The organization's support of Reagan also coincided with his endorsement of their union and their struggle for better working conditions.

By 1981, the continual growth of American flight was placing greater and greater pressure on air traffic controllers. Many felt overworked and underpaid. In February of that year, new contract negotiations would open between PATCO and the FAA, which employs the air-traffic controllers. Citing safety concerns, PATCO called for a reduced 32-hour work week, a \$10,000 pay increase for all air-traffic controllers and a better benefits package for retirement. Contract negotiations with the FAA would stall.

After months of no progress, PATCO members were fed up. On August 3, 1981, about 13,000 members went on strike after unsuccessful contract negotiations. In doing so, the union technically violated a 1955 law (5 U.S.C. (Supp. III 1956) 188p.) that banned strikes by any government union. At the time, many considered the law archaic, and as such would never be enforced. While sympathetic to their pursuance of better working conditions, Reagan defied them breaking the law to meet that end.

"They are in violation of the law," President Ronald Reagan said of the striking PATCO members in a press conference the same day. "If they do not report for work within 48 hours, they have forfeited their jobs and will be terminated."

"If they do not report for work within 48 hours, they have forfeited their jobs and will be terminated."

-Ronald Reagan

About 1,300 members heeded the warning and returned to work. At the same time, Transportation Secretary Drew Lewis began organizing for replacements and planned contingencies for the loss in manpower. He began prioritizing and cutting flights severely. About 7,000 flights were cancelled.

On August 5, Reagan fired the remaining 11,345 striking air traffic controllers who ignored the order and banned them from federal service for life. This action sent a very strong message to unions and federal workers alike nationwide.

"The President invoked the law that striking government employees forfeit their jobs, an action that unsettled those who cynically believed no President would ever uphold the law," said Federal Reserve Chairman Alan Greenspan, speaking on the legacy of Reagan. "His action gave weight to the legal right of private employers, previously not fully exercised, to use their own discretion to both hire and discharge workers."

The FAA began filling the lost positions as quickly and as safely as they could. Initially, they used nonparticipating controllers, supervisors, staff personnel and even military air traffic controllers until replacements could be made. The FAA initially claimed that staffing levels would be restored within two years; however, it would take closer to ten years before the overall staffing levels returned to normal.

"When the President said no, American business leaders were given a lesson in managerial leadership that they could not and did not ignore," said Donald J. Devine, Reagan's director of the U.S. Office of Personnel Management. "Many private sector executives have told me that they were able to cut the fat from their organizations and adopt more competitive work practices because of what the government did in those days."

By October of that year, PATCO was decertified as a trade union by the Federal Labor Relations Authority and was eventually disbanded. Later, new-hire air traffic controllers would establish a new union to represent them – the National Air Traffic Controllers Association, which still exists to this day.

In August of 1993, President Bill Clinton ended the prohibition on rehiring any air traffic controllers who went on strike in 1981. Of the more than 11,000 who were fired by Reagan, about 850 returned to work when the ban was lifted.





December 7, 1941

# DAY OF INFAMY

## THE STORY OF USS ARIZONA

Story by MC3 Dave Frederick

On December 7, 1941, the Japanese Imperial Navy executed their meticulously orchestrated plan-of-attack on U.S. naval forces in Pearl Harbor, Hawaii. By the end of the raid, the majority of the U.S. Pacific Fleet was either sunk or damaged beyond repair. Amongst the sunken vessels was USS Arizona (BB 39), who took to her grave the lives of 1,177 of her crew.

Arizona was the second, and last, class of Pennsylvania "super-dreadnought" battleships built in the mid 1910s. Displacing more than 29,000 long tons, she had an overall length of 608 feet, a beam of 97 feet and a draft of more than 29 feet. At the time of her commissioning in 1916, she was the largest battleship ever built.

At the heart of Arizona were four direct-drive steam turbine engines fed by twelve massive Babcock & Wilcox water-tube boilers. This combination of machinery produced 34,000 shaft horsepower, which propelled the ship to a speed of more than 21 knots.

Arizona was built to pack a punch with four triple gun turrets that housed 14-inch, 45-caliber, main guns. She also carried with her roughly 100 shells for each gun on deck and in addition was also equipped with twelve 25-caliber, 5-inch anti-aircraft guns.

Throughout the 1920s, Arizona conducted routine training exercises such as torpedo-defense rehearsal, gunnery exercises and strategic battle scenarios. The culmination of these exercises would eventually be tested yearly at "Fleet Problem", an annual simulated large-scale maritime drill.

In 1941, amid rising tensions and concerns, Arizona along with several other ships, was moved to Pearl Harbor to deter the Japanese.

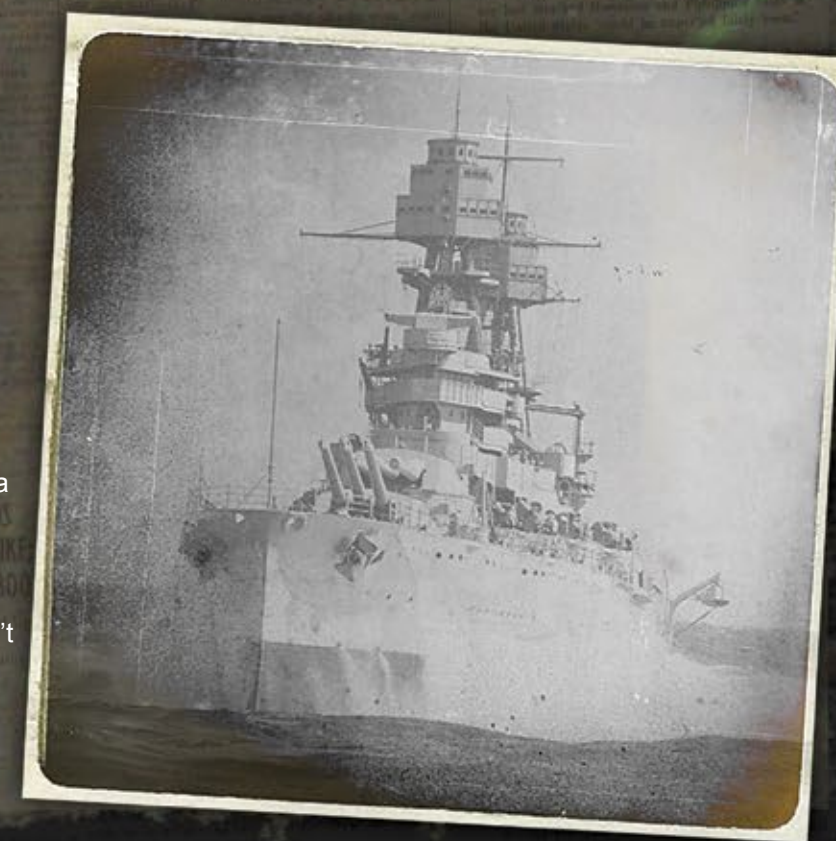
"It was very impressive," said Donald Stratton, Arizona crewmember and survivor. "Almost the whole crew was topside as we came in. The place was lush and green, and with memories of the Dust Bowl still pretty vivid, I remember thinking that the folks back home just wouldn't believe this."

December 7, 1941, was much like any other day in Hawaii. The sun was shining and the air was warm with a slight breeze. Arizona's crew was below deck enjoying breakfast and conversation when the ship's air raid alarm began to sound off at 0755.

"We always got up early because we were always short of hot water. So we got up early, showered and went up to turret II near the foc'sle," said Edward Wentzlaff, Arizona crewmember and survivor. "There were about a dozen of us waiting for church to start. Beautiful day...just gorgeous."

Shortly after 0800, General Quarters was set as Arizona was attacked by 10 Nakajima B5N "Kate" bombers. The Japanese planes managed to score four hits and three near misses while the Arizona was still moored to her berth.

"I had never seen so many planes coming overhead," said Arizona survivor James Daniel Lancaster. "When I saw those rising suns under the wings, I knew what was coming."



Air Base Group  
Informed By AP





"I look up and...I see an airplane making a U-turn," added Wentzlaff. "It had a big red ball on the side. I didn't know what it was. But the rotten bastard came along side, strafing us with machine guns."

At 0806, the last and final Japanese 797-kilogram armor-piercing bomb fell from the sky and penetrated Arizona's deck somewhere near turret II. Seconds later the bomb exploded in the forward ammunition magazines causing a cataclysmic explosion that destroyed the forward structures.

"It was big! It shook the ship like an earthquake," said Stratton. "Then all at once there was a big explosion, which just raised the ship pretty near out of the water and then back down. There was a ball of flame that went about 500 to 600 feet in the air, and it just engulfed the whole foremast".

"As far back as we were from the explosion, it knocked us down," added crewmember James Lenox Lawson. "The lights went out, and the emergency light came on in about ten seconds."

The explosion caused the conning tower and forward turrets to collapse downward into the ship and the foremast and funnel to collapse forward onto the main deck.

"Then...boom...the ship went up. They were yelling, abandon ship! Abandon ship! I'm standing there like an idiot," said Wentzlaff. "This guy grabbed me by the arm and said, 'Let's Go!'"

Fire and thick black smoke engulfed the ship, making it difficult for survivors trying to escape the doomed vessel.

"Seconds after the explosion, the lights went out and it was pitch black. Almost immediately a thick acrid smoke filled the magazine locker and the metal walls began to get hot. In the dark and not being able to breath, we made our way to the door hatch," recalled George D. Phraner, Arizona survivor. "I was nauseated by the smell of burning flesh, which turned out to be my own as I climbed up the hot ladder."

The repair ship USS Vestal (AR 4), which was moored beside Arizona, quickly began to assist in retrieving the badly burned crew from the water.

"Vestal was tied up alongside and we got this Sailor's attention. He threw us a heaving line and then attached another heavier line to it so we could pull ourselves across to safety," said Stratton. "You're 40 feet in the air and the water below you is on fire."

"Men were screaming all around me...a sound I will never forget," said Lancaster. "I kept pulling them in, thinking if I got them ashore then they would live. I wanted to go out again, but they wouldn't let me. I was out of my mind by then and not thinking straight. I had oil all over me and my hair was gone."

"All they had on was the bands from their skivvies and the tops of their shoes...no hair, nothing," added Wentzlaff.

As the fires spread, the remaining crew who made it topside began to throw the life rafts overboard. All damage control efforts were aborted as the ship took on heavy water and started to sink. Once the water reached the wet-cell batteries it started to produce chlorine gas, which drifted slow and lazy over the rising seawater.



"The fumes were so bad I was sitting there in the pointers chair with a t-shirt over my nose, saying, 'What do we do next?'" added Lawson.

The fires, which were fed by oil, burned for two days straight. With the exception of her guns from turrets III and IV, a catapult and some searchlights, the Arizona was declared a total loss.

In the months following the attack, Arizona was placed "in ordinary," declared to be temporarily out of service. Salvage crews stripped what they could from her. The aft main turrets were removed and used as shore batteries at Kahe Point and Kaneohe Bay. Both forward turrets were badly damaged and therefore left in place, although the guns from turret II were recycled and later installed on USS Nevada (BB 36).

"It was all over for us in 15 or 20 minutes. A bomb hit the center of our ship and exploded the Arizona's ammunition magazine. In minutes the ship was covered in smoke and flames"

- Vernon Olsen

"After a couple more of those thumps, I looked out the porthole just in time to see the airplane drop a torpedo into the battleship ahead of us. I think it was the California. I could see the red meatballs on the wings"

- James Lawson







# REAGAN'S MWR PROVIDES A YEAR OF RECREATION AND FITNESS

STORY BY MC2 TIMOTHY BLACK

Every Sailor needs an escape from the daily routine operations of arduous sea duty. From outdoor recreational activities and sporting events to concerts and social outings, Reagan's Morale, Welfare and Recreation (MWR) division has given USS Ronald Reagan Sailors a year of fun both in Bremerton, Wash., and San Diego.

Towards the end of Reagan's adventure in the shipyards, the MWR team provided numerous outdoor activities, from ski trips at Crystal Mountain, to a ski resort in Idaho, at a discounted rate.

"Trips such as these build teamwork and give Sailors a chance to get away from base," said Machinist's Mate 2nd Class Frank Chavez. "We were able to enjoy the beautiful outdoors while having fun."

Upon the ship's return to sunny San Diego, MWR continued to support the crew while in port and at sea.

"We did a variety of events, from sporting events, concerts and large command events such as the command picnic and holiday party," said Emily Randell, the ship's Fun Boss. "We had the opportunity to do more underway programs such as bingo, sumo wrestling, karaoke night, and eating contests."

MWR does not challenge Reagan Sailors in just recreation and games, but in fitness as well. The MWR team provided a combination of at-sea and in-port fitness programs and competitions.

"It provides Sailors a means to improve their fitness, which is not just important for their Navy careers, but also for their life style in general," said Josh Hockett, Reagan's Fit Boss. "It is a way to relieve stress and become your best possible self."

Among MWR's fitness programs is the newly formed "ReaganFit" class, based on the popular CrossFit workout program.

"Reagan Fit has been the most popular so far," said Hockett. "It is a high demanding workout, with a really short workout but high intensity. With busy workloads, Sailors don't always have a full hour to dedicate to a workout, where as Reagan Fit is 20 minutes, they can come in, get a killer workout and be done with it for the day."

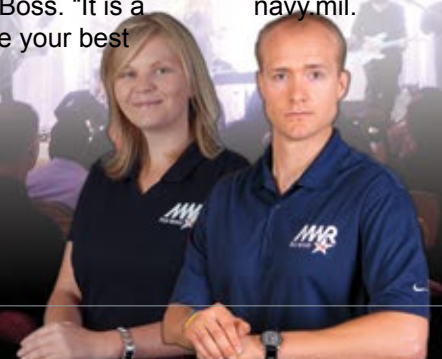
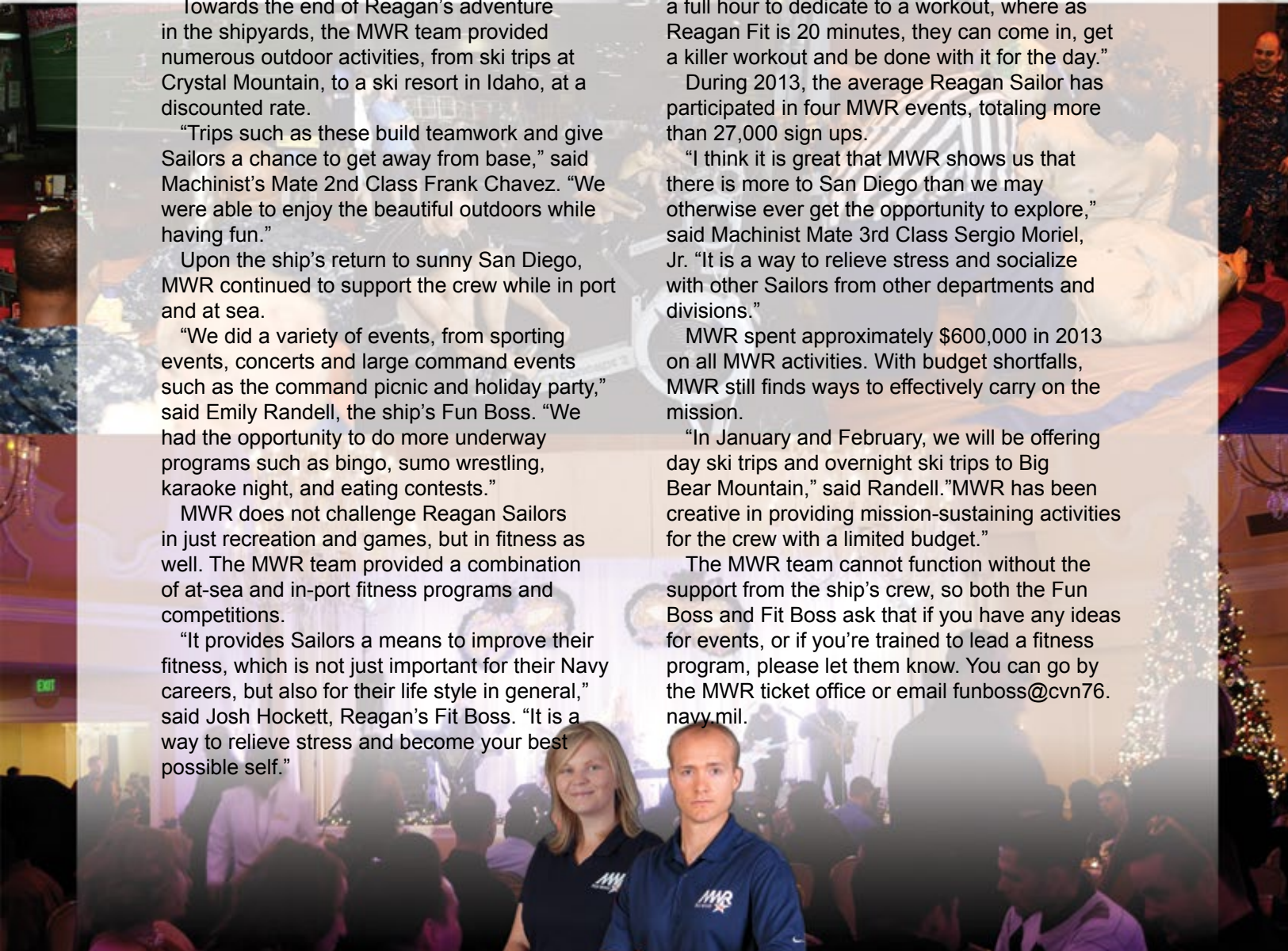
During 2013, the average Reagan Sailor has participated in four MWR events, totaling more than 27,000 sign ups.

"I think it is great that MWR shows us that there is more to San Diego than we may otherwise ever get the opportunity to explore," said Machinist Mate 3rd Class Sergio Moriel, Jr. "It is a way to relieve stress and socialize with other Sailors from other departments and divisions."

MWR spent approximately \$600,000 in 2013 on all MWR activities. With budget shortfalls, MWR still finds ways to effectively carry on the mission.

"In January and February, we will be offering day ski trips and overnight ski trips to Big Bear Mountain," said Randell. "MWR has been creative in providing mission-sustaining activities for the crew with a limited budget."

The MWR team cannot function without the support from the ship's crew, so both the Fun Boss and Fit Boss ask that if you have any ideas for events, or if you're trained to lead a fitness program, please let them know. You can go by the MWR ticket office or email funboss@cvn76.navy.mil.



facebook.com/ussronaldreagan

# FLU SEASON 2013

## WHAT YOU NEED TO KNOW

### Why get vaccinated?

Influenza ("flu") is a **contagious disease**, caused by the influenza virus, spread by coughing, sneezing or nasal secretions.

**Anyone can get the flu**, but the highest rates of illness are among children and elderly. Symptoms last only a few days which include:

- Fever/Chills**    **Sore throat**    **Muscle aches**
- Stuffy nose**    **Cough**    **Headache**

By getting the flu vaccine you can protect yourself from the flu and may also avoid spreading it to others.

### Vaccination

There are two types of flu vaccines, **Inactivated** (killed) given by injection with a needle, and **Live** (weakened) sprayed into the nostrils.

Influenza viruses are always changing, so annual vaccination is recommended. The vaccine will not prevent disease from other viruses.

It **takes up to 2 weeks** for protection to develop after the shot. Protection **lasts about a year**.

### How to stay healthy

**Wash your hands frequently.** Wash your hands with soap and warm water, or alcohol-based hand rinse for 20 seconds. Also, regularly disinfect your sinks, trash cans, faucets, and the tub. Your hands are only as clean as what you wash them in.

**Avoid touching your eyes, nose, or mouth.** Viruses are often spread after a person touches something that is contaminated with the virus and then touches his or her eyes, nose or mouth.

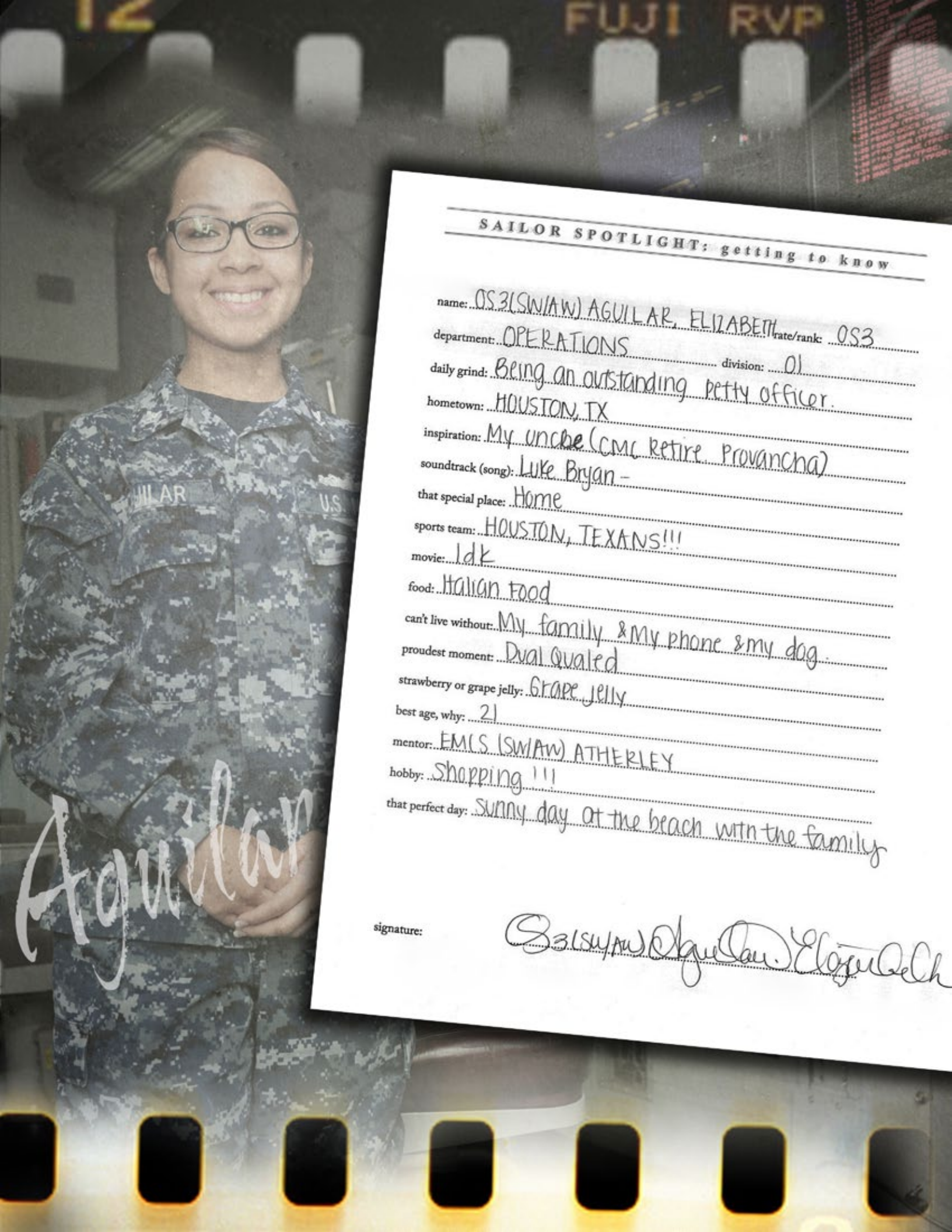
**Cover your mouth or tuck it into your elbow when coughing or sneezing.** Encourage others to do so as well. Make sure to wash your hands afterwards.

**Avoid contact with people who are sick.** If your coworker is ill, steer clear of his or her sneezes and coughs. When possible, avoid shaking hands with someone who is ill with a respiratory infection.

**Stay home if you have a respiratory infection, if possible.** A rough guideline is to stay home 24 hours after fever resolves off medications like ibuprofen or acetaminophen.

**Stay Healthy, Shipmates!**





**SAILOR SPOTLIGHT: getting to know**

name: OS3(SW/AW) AGUILAR, ELIZABETH rate/rank: OS3  
 department: OPERATIONS division: 01  
 daily grind: Being an outstanding petty officer.  
 hometown: HOUSTON, TX  
 inspiration: My uncle (CMC retire Provancha)  
 soundtrack (song): Luke Bryan -  
 that special place: Home  
 sports team: HOUSTON, TEXANS!!!  
 movie: Idk  
 food: Italian food  
 can't live without: My family & my phone & my dog  
 proudest moment: Dual Qualed  
 strawberry or grape jelly: Grape jelly  
 best age, why: 21  
 mentor: EMCS (SW/AW) ATHERLEY  
 hobby: Shopping!!!  
 that perfect day: sunny day at the beach with the family

signature: OS3(SW/AW) Aguilar, Elizabeth

# HOLIDAY TRAVEL

TIPS FOR SURVIVING THIS YEAR'S RUSH

## FLYING

## DRIVING

1. Get gas the night before you drive to the airport. Don't make yourself late.
  2. Don't wrap gifts. Gifts will be unwrapped for bag inspections.
  3. Leave for the airport early to account for all possible delays you may encounter.
  4. Print out your boarding pass at home, or use self check-in kiosk.
  5. Remember your pets! Book them a kennel before you leave.
1. Ensure your vehicle is properly maintained before any long drive.
  2. Map your route in advance and be prepared for busy roads and jams.
  3. Keep anything of value in the trunk or covered storage area.
  4. Have roadside assistance contact information on hand, like AAA.
  5. Keep a cell phone and charger with you at all times.

# Happy Holidays



# SAFETY PROFESSOR'S TIPS OF THE MONTH

'Twas the night before Christmas, when all through the house, not a creature was stirring, not even a mouse. When down through the chimney all covered with soot came the "Spirit of Fire", an ugly galoot.

His eyes glowed like embers, his feature were stern, as he looked all around him, for something to burn. What he saw made him grumble, his anger grew higher, for there wasn't a single thing that would start a good fire.

No door had been blocked by the big Christmas tree, it stood in the corner, leaving passageways free. The lights that glow brightly for Betty and Tim, had been hung with precaution, so none touched a limb.

All wiring was new, not a break could be seen, and wet sand at it's base kept the tree nice and green. The tree had been trimmed by a mother insistent, that ornaments used should be fire resistant.

The mother had known the things to avoid, like cotton and paper and plain celluloid. Rock wool, metal icicles and trinkets of glass, gave life to the tree - it really had class.

And would you believe it, right next to the tree was a suitable box, for holding debris. A place to hold wrapping of paper and string, from all the gifts, Santa might bring.

The ugly galoot was so mad he could bust, as he climbed up the chimney in utter disgust. For the folks in this home had paid close attention to all the good rules of fire prevention.

*Happy Holidays from the Safety Department!*



## Did You Know?

The first real tinsel originated from Germany in the early 1600s. The tinsel was made from real silver cut into thin strips. Machines were used to cut the sheets of silver, and the resulting strips were hung on the tree.

The original artificial Christmas trees used to be made from metal wires and dyed goose or other bird feathers. It wasn't until the 1950's that artificial trees were manufactured to look more realistic.

Most of us have seen snowmen in your neighborhoods, but you might be surprised to learn "Frosty the Snowman" can trace his origins all the way back to the first snowman "Arktos" from ancient greek legend.

Before electric Christmas lights, families would use candles to light up their tree. This practice was often dangerous and led to many house fires. But many of the early Christmas lights burned so hot that they were about as dangerous as the candles that they were advertised to replace. During their early history, they were so expensive that they were more commonly rented than sold. An electrically lighted tree was a status symbol in the early 1900s.

The largest cut Christmas tree was a 221-foot Douglas fir at the Northgate Shopping Center, Seattle, Washington in December 1950. It holds an entry in the Guinness Book of World Records.



*Happy Holidays*



## Anchorman 2: The Legend Continues

With the 70s behind him, San Diego's top rated newsman, Ron Burgundy, returns to take New York's first 24-hour news channel by storm.

### The Buzz:

The most quoted movie of the last decade gets its long-awaited sequel just in time for Christmas. Even though they've become major comedy stars in the years since, Will Ferrell, Paul Rudd and Steve Carell are all back to reprise their roles as idiotic, misogynistic, but oddly endearing newsmen. Comedy sequels are notoriously disappointing (I'm looking at you, The Hangover Part II (2011)), and there's almost no chance it lives up to the original movie's legacy. Milk may have been a bad decision, but I'm optimistic that Anchorman 2 isn't.

**Director:** Peter Berg  
**Stars:** Mark Wahlberg, Ben Foster, Eric Bana, Josh Berry  
**Genre:** Action, Drama, Thriller, War  
**Release:** December 27

## Lone Survivor

Based on the failed June 28, 2005 mission "Operation Red Wings". Four members of SEAL Team 10 were tasked with the mission to capture or kill notorious Taliban leader Ahmad Shahd.

### The Buzz:

One of two Oscar hopefuls for Universal Pictures (the other being Rush (2013)) Peter Berg's contemporary wartime picture is apparently one tough sit, with a small team of Navy SEALs ultimately facing down 200-strong Al Qaeda soldiers. Audiences definitely accept Mark Wahlberg in serious-action mode, and this platform release should find momentum throughout the month of January.



**Director:** Carl Rinsch  
**Stars:** Keanu Reeves, Hiroyuki Sanada, KŪ Shibasaki, Tadanobu Asano  
**Genre:** Action, Adventure, Fantasy  
**Release:** December 27



## 47 Ronin

A band of samurai set out to avenge the death and dishonor of their master at the hands of a ruthless shogun.

### The Buzz:

Keanu Reeves playing a samurai is the kind of casting that put us in a curious mood, but there's a larger story to focus on here: Carl Rinsch's first outing as director has sparked rumors and reports of a swollen production budget (somewhere around the \$200 million mark) and an unhappy studio (Universal) who pulled an executive takeover in the editing suite. Add in an ever-shifting release date (originally planned for November 2012) and it's easy to see why this project has the biggest question mark hovering over it.

**Director:** Ben Stiller  
**Stars:** Ben Stiller, Kristen Wiig, Adam Scott, Patton Oswalt  
**Genre:** Adventure, Comedy, Drama  
**Length:** 114m  
**Release:** December 27

## The Secret Life of Walter Mitty

A day-dreamer escapes his anonymous life by disappearing into a world of fantasies filled with heroism, romance and action. When his job along with that of his co-worker are threatened, he takes action in the real world embarking on a global journey that turns into an adventure more extraordinary than anything he could have ever imagined.

### The Buzz:

The nicest thing we can say about this remake is: it's the first time we've been curious about a Ben Stiller project since ... Greenberg (2010). And something special had to attract Kristen Wiig to make her first major-release appearance since Bridesmaids (2011), right?





# WARRIOR ESTHOS



PEACE THROUGH STRENGTH  
CVN 76

“People sleep peaceably  
in their beds at night  
only because rough men  
stand ready to do violence  
on their behalf.”

GEORGE ORWELL  
AUTHOR



USS RONALD REAGAN  
SAILORS HELPING SAILORS. ONE TEAM. ONE FIGHT.