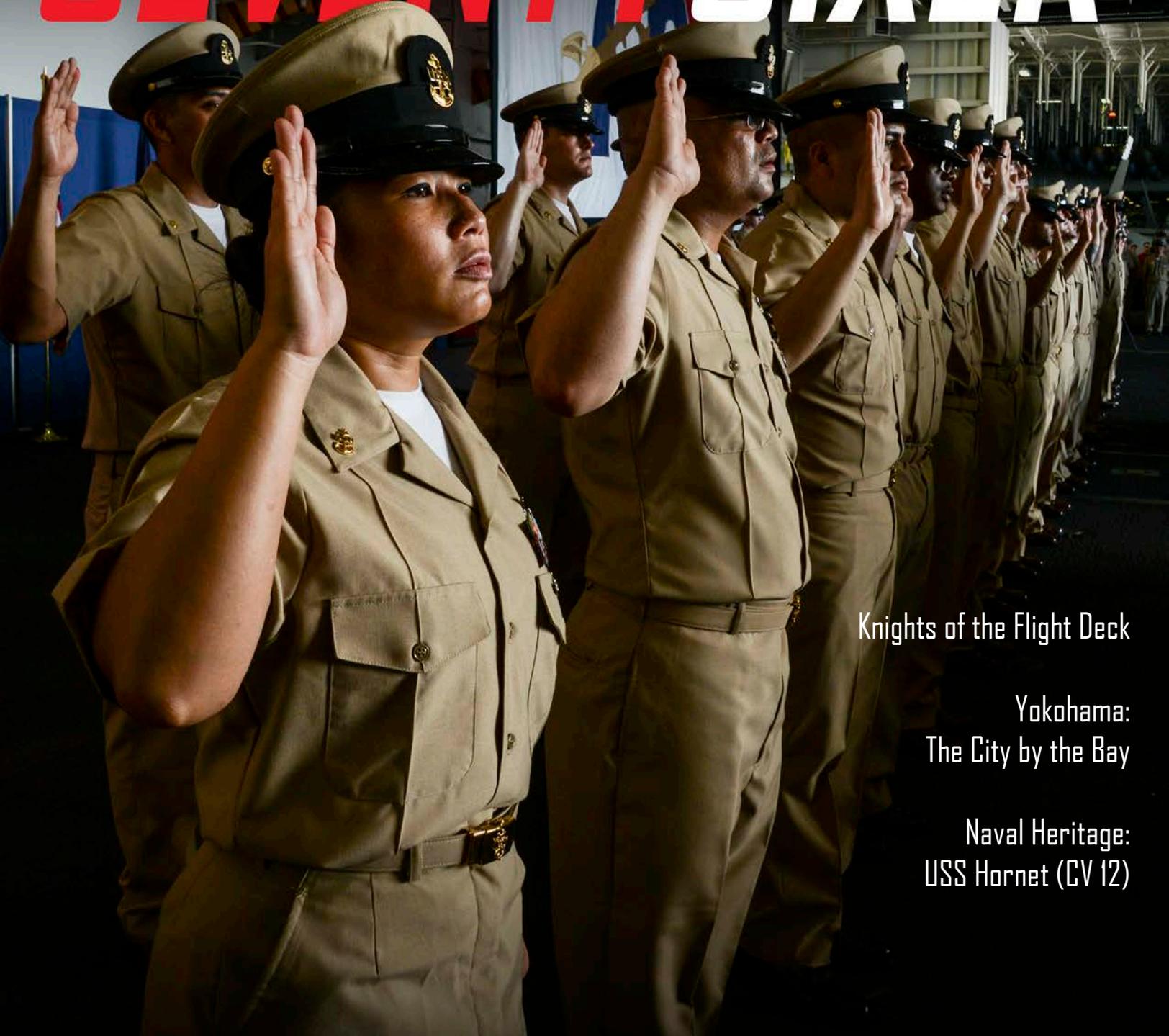


USS RONALD REAGAN

OCTOBER 2016

SEVENTYSIXER



Knights of the Flight Deck

Yokohama:
The City by the Bay

Naval Heritage:
USS Hornet (CV 12)

New Khakis on Deck

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Knights of the Flight Deck

Story and photos by PO3 James Lee

An imaginary scenario plays out as a group of select warriors respond to a howling alarm. They quickly don their shining suits of armor and clamp down their visors to shield themselves from the inferno. They march together toward danger with the battle cry, “Step! Step!” Others rush to the fight on firefighting vehicles, like mechanized cavalry on a crusade to defend the flight deck of USS Ronald Reagan (CVN 76).

These Sailors of merit belong to the order of “Crash and Salvage,” a chapter of Reagan’s Air Department. As they put away their firefighting equipment and park their vehicles at the end of a mass-casualty drill, they talk among each other about that fateful day when their training will be tested.

“Crash and salvage, when it boils down to it, as our air boatswain likes to say, is the repair locker of the flight deck,” said Petty Officer 2nd Class Albert Mendes, line crew supervisor, from San Francisco. “We are the first responders to any fire or casualty on the flight deck.”

“I speak for all flight-deck personnel when I say the entire flight deck is a danger zone,” said Mendes. “We’re held to a higher standard because we have one shot to do our job. When there is an aircraft mishap, we don’t have the luxury of a redo or reset.”

According to Mendes, crash and salvage is not only responsible for responding to mishaps on the landing area, but also the internal fuel stations

located just below the flight deck.

“The primary job of crash and salvage is to save lives,” said Mendes. “We fight fires and rescue casualties. It doesn’t just stop at a pilot. If there’s a casualty in the fuel station, we are responsible for getting that casualty out.”

Mendes explained crash and salvage crews are essential to Reagan’s mission because the ship cannot conduct flight operations without a crash and salvage crew on watch.

The crash crew is recognizable by their red jerseys and proximity suits, or “hot suits,” which protect them from fire.

“Our suit’s inner lining is cotton-polyester and the outside is aluminum. It’s the really thick and hard piece of

“People look at us and think, ‘damn ... that’s Crash’”
- SN Naeem Hatchett





cotton that protects us from the heat whenever we have to respond,” said Mendes. “We keep our equipment in good working order and do maintenance checks regularly because they are lifesaving equipment.”

Petty Officer 2nd Class Alex Marcano, line crewman and P-25 firefighting vehicle driver, from Miami, said she joined crash and salvage because of the unique challenges it presented.

“I don’t like anybody telling me I can’t do something that someone else can do,” said Marcano. “I’m not the type of person that enjoys sitting behind a desk. I like to get my hands dirty, and I was also ready to challenge traditional gender roles.”

Marcano said the dangers of the job bring the crew together and create a family environment based on trust.

“The camaraderie is real tight knit back here. You have to trust the person next to you and believe they’ll have your back,” said Marcano. “Having that bond, you know you can trust anyone in here to get in hot suits with you and fight the

worst fire there can possibly be.”

Marcano explained that intensive training and rugged conditions make the job a real challenge.

“We sweat so much on the flight deck. Not only are we wearing the hot suit, we’re wearing the flight-deck gear that everyone else is wearing,” said Marcano.

As a seasoned line crewman, Marcano’s duties include creating a positive, developmental environment for her junior Sailors, like Seaman Naeem Hatchett, from Newark, New Jersey, who is diligently working on his crash and salvage qualifications.

“Nobody does anything by themselves here, there’s always a helping hand,” said Hatchett. “We always work as a team. With the daily grind that we go through, we have no choice but to be close.”

The team works out of a small compartment on the flight deck level, filled with an array of firefighting equipment and red-shirt Sailors serving side by side.

“It all starts here in the crash shack.

When we study, we study together. When we work out, we work out together,” said Hatchett. “We don’t keep knowledge to ourselves, we spread it. Anything someone knows, we all should know. Everyone will be just as knowledgeable as the person next to him.”

According to Hatchett, the crash crew may be a small one, but that has its advantages.

“We don’t have a lot of people back here. We’re more of a closed, small group. The bond is much tighter here because we don’t have a lot of supervisors.”

Hatchett said even though the job is difficult, it is rewarding.

“There’s days back here when we’re all angry and tired of it all, but we’ve made the commitment. We’re willing to make sacrifices, so we push through it. At the end of the day, it shows how strong we are, because people look at us and think, ‘damn ... that’s crash.’” 📌



Crash Sailors wear a proximity suit with an aluminum outer lining that protects them from temperatures of up to 500 degrees.





SN

Reena N.
Cruz

Perfect day	Visiting family back in Texas, then stuffing my face with Whataburger.
Proudest moment	Having the guts to leave home and join the Navy.
Someone who inspires you	My mom and dad. They've taught me so much.
Favorite Place in Japan	Harajuku
Can't live without	My family.
Favorite food	Italian and Mexican food.
Dream job	Being a neonatal nurse, because babies are life.
Year-long goal	Enroll in college and earn more qualifications on the ship.

15 OCT
1430-1500
Aft Mess Decks

EMBRACING
ENRICHING AND
ENABLING

America

HISPANIC
HERITAGE
MONTH

2016
15 Sept - 15 Oct



New Khakis on Deck

Story by SN Jamaal Liddell
Photos by PO3 Ryan McFarlane



Walking through the hangar bay at night in mid-September, the first thing you might notice is the heat or air-wing Sailors under the orange hangar bay lights performing maintenance on helicopters and F/A-18 Super Hornets. Suddenly, you recognize the sound of 42 Sailors singing “Anchors Aweigh” in formation near hangar bay one. These Sailors are in training, but it isn’t the type they teach the newcomers. This group will become our newest chief petty officers (CPO).

September is a big month for chief selects. They go through a grueling selection process followed by an intense training regimen called CPO 365 phase II, designed to mold them into leaders and mentors for the junior Sailors. The finish line is the pinning ceremony, where new chiefs have their anchors pinned on by their mentors and peers, and they receive their combination covers, symbolizing the finished transformation.

For some, the journey to becoming a chief can start as early as the day enlisted service members join the Navy, but whether they know from the point they step off the bus at boot camp or they decide later in their career, making chief is often a big goal and a long road.

“I joined the Navy because I had nothing better planned after high school,” Chief (select) Garret Chadek said during phase II. “I didn’t have any goals or aspirations for chief.”

Some Sailors don’t begin working toward the goal of earning their anchors until much of the way through their careers.

“I wasn’t trying hard to excel or advance,” Garret said. I never studied for the advancement exam, but after so long as an E-5 and after I matured a little bit, I realized what my end goal was: to retire in the Navy.

“I made goals and started to focus to better my career and to make the best of my time in the

Navy,” Chadek said. “To do that was to make chief, so later on as an E-5, I started focusing more on how to make E-6. As an E-6, I focused more on leading Sailors and getting out and being a part of the command, hitting all the checks in the boxes to make chief. It paid off.”

After passing the advancement test and boards, first class petty officers must wait until August for the results to be released before they find out if they made chief.

“I was down in the Security Department sitting in the security administration office when the commanding officer came over the IMC and announced the names,” Chadek said. “I was excited, ecstatic, surprised, happy and stressed out — a combination of everything.”

He also said that waiting for the chief results to be released is different from waiting for results for E-4 through E-6, because it’s that much bigger of a step to be selected for chief.

“If you don’t get selected, you have

to wait a year before you get another opportunity, so it was quite a relief hearing the results and finding out I was selected,” he said.

As soon as a Sailor advances to E-6, they go through a process called CPO 365 phase one, which teaches what it means to be a chief.

“Phase one is for the first classes,” said Chadek. “After you make E-6, it’s mandatory. Its purpose is to get you together as a group with chiefs, senior chiefs and master chiefs and teach you bits and pieces of things you need to know to be a chief throughout the year.”

After the selection process, the new chief selects go through the second phase of CPO 365.

“Phase two is an introduction into the chiefs’ mess,” Chadek said. “I can’t give a whole lot away. There’s a lot that goes on that are tools that you will use throughout your career as a chief, and although you may not know it through the process of phase two, once you do finally get pinned, you will have instances and scenarios you will come across; you will revert back to your phase-two process and remember doing something that taught you how to handle situations like this.”

Throughout phase two, the selectees experience a range of emotions and stress together.

“The indoctrination process was the whole spectrum of emotions, from the moment you find out you got selected and you’re on cloud nine to being stressed, to being tired — extremely tired,” Chadek said. “That’s one of the biggest stressors, is the lack of sleep. You’re with this group of Sailors, and you’re all going through it together. Everyone’s stressing, and everyone’s tired and missing their families. At some point it can become emotional, but it’s all a learning and bonding process. It’s teaching us to be a family.”

The process also helps eliminate





"It feels amazing. It's the greatest day of my life."

- CPO Garret Chadek



bad behaviors and instills in each selectee the history lessons and traditions of the Navy.

"The indoctrination is important, because it's a learning process to polish or remove some behaviors you had as a first class and teach you some things you need to know as a chief to make you, your department, division, the entire command and every Sailor successful," said Chadek. "It teaches you a lot of heritage and gives you a sense of meaning, pride and honor of being a chief. It's not like making first class. It's more than that."

According to Chadek, the history and tradition a chief needs to understand will go deep down inside to make a better chief and a better leader. The chief should then be able to pass that wisdom, history and tradition down to the junior Sailors to give them something to be motivated about and something to strive towards instead of just coming to work everyday.

"It gives them a reason why we are

where we are and why we do what we do," he said.

All of the hard work and stress coupled with the entire chief-selection process eventually come to a close: the pinning ceremony – the culmination of each selectee's hard work and determination wrapped in a few final minutes.

The selectees become chiefs.

"It feels amazing," said Chief Garret Chadek. "It's the greatest day of my life."

Some newly-pinned chiefs had some words of wisdom for current first class petty officers on how to succeed in their goals of making chief.

"Advice that I would give to current first classes that want to make chief is to set a goal and figure out what you need to do to achieve that goal," Chadek said. "You're on a ship with all these different departments and different rates. If you're not warfare qualified, reach out to your peers and get the help you need to get those qualifications."

For Chadek, one of the easiest ways to accomplish goals on the ship and in a Sailor's career is by remembering the Navy works as a team.

"Networking is huge; it's tough and sometimes impossible to do everything yourself as much as you may want to," he said. "You have to reach out and learn to ask for help, and as important as that is as a first class, it's multiple times more important to be able to do that as a chief. That's what makes the chiefs' mess successful, the amount of knowledge that's there at your disposal. If you don't use it, then what's the point?"

"We're not just out here flying around," Chadek said. "There's a bigger purpose and picture with us being out here, so it's very humbling that I'm a part of that process, however small. We all play a part in this big picture of defending freedom, being America's Flagship and supporting our allies in this area of the world." 🇺🇸



USS Hornet (CV 12)

Provided by USS Hornet Sea, Air & Space Museum

The might of an aircraft carrier exists in its ability to move at will about the world's oceans, projecting power at sea whenever and wherever it is needed. At the heart of a carrier's strength is its aircraft, without which it would be ineffective. During her service, USS Hornet (CV 12) boasted all of these attributes. Her effectiveness and success was dependent on the capabilities of her highly trained pilots and aircrews and the specialized aircraft which operated from her veteran flight deck.

In World War II, her air groups consisted of a fighter squadron, a bombing squadron and a torpedo squadron. During the 1950s, as the technology of naval warfare evolved, so too did the complexity and specialty of carrier-based aircraft. Joining the classic fighter and attack aircraft on Hornet's flight deck were electronic/early-warning, photo-reconnaissance, and anti-submarine warfare aircraft. Dual-role aircraft also provided aerial tanking, and limited cargo capabilities and helicopters proved essential to carrier operations, which included search and rescue missions.

USS Hornet (CV12) is one of the 24 legendary Essex-class aircraft carriers built during and after World War II. Built at Newport News, Virginia, and the eighth ship to be named "Hornet," she is one of the most decorated ships of the Navy.

For 16 continuous months Hornet was in action in the forward areas of the Pacific combat zone, sometimes within 40 miles of the Japanese home islands.

Air Wings

- Aircraft burned 5,644,800 gallons of aviation gasoline
- Aircraft fired 4,878,748 rounds of machine gun bullets
- Aircraft delivered 17,793 bombs, 5,842 rockets, and 116 torpedoes
- Aircraft flew 18,569 combat sorties
- Aircraft logged over 23,000 arrested landings

Combat Record Statistics

- 668 Japanese planes shot down
- 742 Japanese planes destroyed on the ground
- 1,269,710 tons of enemy ships sunk or heavily damaged: 73 ships sunk, 37 probable, 413 damaged
- Ship's engines burned 28,437,630 gallons of fuel oil
- Ship's evaporators distilled 41,231,453 gallons of fresh water
- Ship steamed 155,000 miles (equal to six trips around world)



General Statistics

- Under air attack 59 times, she was never seriously damaged.
- Her aircraft destroyed 1,410 Japanese aircraft, only Essex exceeded this record.
- Her air groups destroyed or damaged 1,269,710 tons of enemy shipping.
- 72 enemy aircraft shot down in one day during the famous "Great Marianas Turkey Shoot."
- 10 Hornet pilots attained "Ace in a Day" status.
- 255 aircraft shot down in a month.
- 30 of 42 VF-2 Hellcat pilots were aces.
- Supported nearly every Pacific amphibious landing after March 1944.
- Scored the critical first hits in sinking the super battleship Yamato.
- Launched the first carrier aircraft strikes in support of the liberation of the Philippine Islands.
- In 1945, launched the first strikes against Tokyo since the 1942 Doolittle Raid.
- 1 carrier sunk, 1 cruiser sunk, 10 destroyers sunk, 42 cargo ships sunk, and assisted in the sinking of the super battleship Yamato.

Yokohama

Welcome to Yokohama! For those looking for a city experience beyond the hectic streets and business affair of Tokyo, this may be the place for you. Between the clean streets and easy-going vibe of the city by the bay, Yokohama showcases why it is one of Japan's most popular cities.

Yokohama is about a 40-minute train ride when taking the Keikyu line from Yokosuka Chuo. While there are attractions, such as a theater and large shopping district, located near Yokohama Station, the focus of this travel piece will be on two other train stops in Yokohama: Minato Mirai and Motomachi Chukagi.

Layout by PO3 McFarlane
Photos by PO2 Powers, PO3 McFarlane,
SN Liddell and SN John

Minato Mirai

Identifiable by its bayside skyline with skyscrapers and a Ferris wheel, Minato Mirai finds a way to stand apart from other cities in Japan and be a unique experience for both tourists and locals alike. Queen's Square Mall, located on top of the subway station used to get to Minato Mirai, is a multiple story, multiple building shopping experience with a mix of different stores, from high-end fashion outlets, like A.P.C, to the Shonen Jump anime store, where you can find merchandise from TV shows like Dragon Ball Z. You can also find one of Japan's few Pokémon centers in the mix.



Located just outside of Queen's Square Mall are a number of small restaurants and of course, the Hard Rock Cafe.

Past the Hard Rock cafe, there are even more attractions along the wide-open streets of Yokohama. One of these is the Cup Noodle Museum, where guests can learn about the history of cup noodles and have the chance to make their own combination of flavors, Yokohama is also home to a small theme park/arcade called "Cosmo World" and more shopping plazas such, as World Porters, which has go karting on the roof and numerous shops, restaurants and attractions.

Yokohama Chinatown

Welcome to the largest Chinatown in Japan. Yokohama Chinatown was established in 1859 when Chinese immigrants traveled to Yokohama using ferry services from Shanghai and Hong Kong. Since its conception Yokohama Chukagai has become a key attraction to the tourism in visiting Yokohama boasting more than 250 small shops in a 300 square meter area.

Main attractions in Yokohama Chinatown include various restaurants, frequent street parades in the tight quarters of the area and even a Sega arcade located at the district's main entrance.

Yokohama Chinatown is only a few stops away from Minato Mirai on the same line (Motomachi Chukagai) and makes for a perfect way to either start, or end your trip to the city by the bay, Yokohama.





SEVENTYSIXER
USS RONALD REAGAN

Seaman Katelynn Morgan, from Elsmere, Kentucky, fires an M2HB .50-caliber machine gun during a live-fire exercise. (Photo by PO3 Nathan Burke)