

*"Fellow citizens, we cannot escape history."*  
- Abraham Lincoln

# WHO'OKELE

"Navigator"

PEARL HARBOR - HICKAM NEWS

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## Boots on the Ground: Navy League honors IAs

Story and photos by  
MC2 Nardel Gervacio

Navy Region Hawaii Public  
Affairs

HONOLULU – Ninety-one Hawaii-based Sailors and Marines from 26 commands were recognized for their service as individual augmentees (IAs) during the fifth annual "Boots on the Ground" IA recognition luncheon held Feb. 28 at the Ala Moana Hotel.

Hosted by the Honolulu Council of the Navy League and presented by Partners in Patriotism, the luncheon acknowledged the commitment of service members who left their assigned commands to fill individual billet requirements for various combatant commanders around the world.

"This morning we are honoring these Sailors and Marines who volunteered to go IA without a troop, company or battalion. They went on their own. Nobody said goodbye or greeted them back except their family, and so we think this is a great opportunity to let them know how much we appreciated them and their service," said David C. Livingston, president of Honolulu Council Navy League.

The event started with the parade of colors as well as the Star-Spangled Banner along with an invocation by Capt. Salvador Aguilera, Navy Region Hawaii chaplain.

While lunch was being served, the attendees were treated to music by Henry Kapono, who sang three songs including "I'm Coming Home," a ballad written with military families in mind.

"I hope we never have to do this kind of event. We hope we never have to send another Soldier, Sailor or Marine overseas again, but as long as we keep doing it we want to keep supporting them because the IAs are the backbone of what's going on there. They're the specialists that make the team successful," said Livingston.

IAs are active duty and Reserve Sailors and Marines who serve in diverse capacities



Adm. Cecil D. Haney, commander of U.S. Pacific Fleet, presents a "boots on the ground" military challenge coin to an individual augmentee (IA) who was one of those honored at Thursday's IA recognition luncheon.

and usually in hostile conditions, making significant impacts in places such as Iraq, Afghanistan, the Horn of Africa and the Republic of the Philippines. They provide commanders with mission-tailored, globally-distributed forces.

Adm. Cecil D. Haney, commander of U.S. Pacific Command, thanked the Navy League and sponsors for their continued support and personally thanked all the IAs and their families for their service and sacrifice.

"Each of you are a part of a special class of Sailors and Marines who can say that you have served our nation as an individual augmentee. You have volunteered to do this and you have done well," said Haney. Haney presented each of the IAs with a special "boots on the ground" military challenge coin.

Sailors who serve as IAs not only fill critical joint jobs throughout the world but also serve as ambassadors for the Navy and gain invaluable joint,

coalition and interagency experience.

"These individuals, whether they're Marines or Navy, volunteer for the most part, and they are taken away from their normal duties to support the war on terrorism, to go out by themselves (without their ships, subs or detachments)," said Diane Thompson, individual augmentee coordinator, Military and Family Support Center.

"It's the extra jobs that they do that should be recognized. I know most Sailors would say we're just doing our job but this is above and beyond."

The event also served as an opportunity to thank the families of IAs for standing behind their Sailors or Marines and supporting them when they volunteer for assignments, knowing it will take them away from their families.

"To the family members who stayed behind, I can say that they are just as brave as service

**See IAs HONORED, A-3**

## 'Olympic-sized' Damage Control



U.S. Navy photos by Mass Communication Specialist 2nd Class Steven Khor  
Sailors from the Virginia-class submarine USS Texas (SSN 775) Fire Control Technician Seaman David Lloyd (right) Machinist's Mate 3rd Class Trent Tykila, and Machinist's Mate 2nd Class Colby Kraght patch a pipe at a damage control Olympics between Texas and the Los Angeles-class submarine USS City of Corpus Christi (SSN 705) on Feb. 21. (Below) Sailors from the Virginia-class submarine USS Texas (SSN 775) put on their flame retardant suits to battle a simulated fire at a Damage Control Olympics between USS Texas and the Los Angeles-class submarine USS City of Corpus Christi (SSN 705).



## Cable television cuts will begin today

There will be major cuts to cable television service at Joint Base Pearl Harbor-Hickam beginning today.

"Due to funding constraints, we are authorized to fund mission-only areas like operation centers," said David Anderson, information technology services management.

Areas scheduled to lose cable TV service include common areas at

Morale, Welfare and Recreation facilities, gyms, galleys, bachelor enlisted quarters and bachelor officer quarters. Individual rooms at the Navy Lodge and the bachelor enlisted and bachelor officer quarters will not be affected.

Cable TV service will remain available at command and control, emergency operation centers and public affairs areas.

## Hawaii Five-0 films aboard Hickam C-17

U.S. Marine Corps Staff Sgt. John Phillips, a parachute rigger with Special Operations Command, Pacific, helps "Hawaii Five-0" actors Alex O'Loughlin (right) and Alan Ritchson (center) adjust their parachute straps while aboard a C-17 Globemaster at Joint Base Pearl Harbor-Hickam on Feb. 21. The crew and cast were on scene to shoot a portion of an upcoming episode.

U.S. Air Force photo by Tech. Sgt. Jerome S. Tayborn



## Community meetings set for March 11, 13, 18

Military housing residents can meet with Navy leadership and Forest City representatives at upcoming community meetings scheduled for 6 p.m. March 11 at Moanalua Community Center, March 13 at Ford Island Community Center and March 18 at NCTAMS in the conference center (the old chapel).

Residents are encouraged to take this opportunity to ask questions and address concerns. For more information, contact your Forest City community manager's office.



Dreams come true for 11-year-old boy at Joint Base Pearl Harbor-Hickam **See page A-2**



Honoring women's history with Grace **See pages A-4**



Navy Seabees and Air Force compete in annual Seabee Olympics **See page B-1**



JPAC conducts analysis of remains of USS Monitor Sailors **See page A-2**



New wayside exhibits honor history of submarine service **See page A-7**



March 9 concert to feature opera, Broadway songs **See page B-6**

## Navy-Marine Corps Relief Society fund drive to begin March 4

Jim Murray

Naval Supply Systems Fleet  
Logistics Center, Pearl  
Harbor

The 2013 Navy-Marine Corps Relief Society (NMCRS) Fund Drive will kick off on March 4 and run through April 5. The theme of this year's drive is "Make a Difference. Donate Today." NAVSUP Fleet Logistics Center Pearl Harbor is coordinating the Navy's regional effort.

NMCRS has been serving the needs of Marines

and Sailors since 1903 when President Theodore Roosevelt donated one-third of the gate receipts of the Army-Navy game to create this organization. Since that day, NMCRS has donated nearly a billion dollars to thousands of active duty and retired Sailors and Marines as well as their dependents and their survivors.

NMCRS provides financial counseling, no-interest loans, grants, support services and referrals to other community-based resources. Typically, most of the financial assistance provided by NMCRS is to cover basic living expenses—food, shelter and utilities—or to pay for emergency transportation, such as airline tickets to the mainland due to the death or illness of an immediate family member.



Financial assistance is also provided to cover bills resulting from emergency vehicle repairs, medical and dental expenses, funerals or other emergencies. There are no fees for assistance.

NMCRS does not provide income to those Sailors or Marines lack sufficient discipline to live within their means; however, it will provide them with budget counseling. The society's trained caseworkers are familiar with the special challenges and conditions of service life, and they have a realistic under-

standing of the potential hardships facing service members and their families.

Most people don't realize it, but NMCRS receives no government funding. It is a private, non-profit organization that derives most of its money from private donations. In other words, its funding comes from people just like you.

"Military members from all ranks and ratings have benefited from NMCRS," said Lt. Cmdr. Bran Sherman, the regional fund drive coordinator.

"Someone may need a student loan to assist in earning a college degree, a plane ticket home for the holidays, or a grant to repair unexpected vehicle repairs. The Pearl Harbor NMCRS office provided \$711,000 in local grants and loans in 2012. These are folks that we all know and work with," Sherman explained.

Between now and April 5, there will be opportunities to help fund the organization by having your car washed, buying brownies at a bake sale, etc.

## Joint POW/MIA Accounting Command conducts analysis of remains of USS Monitor Sailors

MC2 Jon Dasbach

Navy Public Affairs Support  
Element West Detachment  
Hawaii

Joint POW/MIA Accounting Command (JPAC), Joint Base Pearl Harbor-Hickam, recently conducted forensic analysis on remains of two Sailors found in the gun turret of the Civil War-era ironclad ship, USS Monitor. The Sailors' remains will be interred March 8 at Arlington National Cemetery.

Sixteen Sailors were lost when the Monitor sank Dec. 31, 1862 off Cape Hatteras, N.C. during a storm.

During an attempt to recover the USS Monitor's gun turret in 2002, the remains of the two Sailors were discovered and sent to JPAC for possible identification.

Once the remains arrived at JPAC, the mission to identify the two Sailors, who lost their lives more than 150 years ago, began. Forensic anthropologist Robert Mann, director of the Forensic Science Academy for JPAC, was assigned to do the skeletal analysis of the two Sailors.

"The Monitor Sailors were really very unusual for us. Water recoveries first of all are not that common for us," said Mann. "To recover remains from the bottom of the ocean that sat there for 150 years is really phenomenal."

"What I would like people to know is that we're here and committed to the ideal of bringing home our fallen," said Army Sgt. Maj. Danang McKay, JPAC command senior enlisted leader. "It doesn't matter if that happened during World War II or it happens in future conflicts, we will always be here. We'll bring you



USS Monitor crewmen cooking.

U.S. Nvy historical photo

home."

Other JPAC staff members who took part in the identification process included a dentist who analyzed the teeth from the remains, with the intent to cross reference them with any dental records that they might be able to find.

"Our mission is to send out teams," said McKay. "It's a multi-phase mission where we do investigations, recovery and identification of fallen warriors from our nation's past conflicts."

"There are a lot of challenges when you are trying to identify someone, especially when you're just dealing with skeletal remains. If you think about how you recognize somebody, and how we identify people, they identify them by visual examinations," said Mann.

"Look at the face or finger prints, well we don't have finger prints after 150 years. We don't

have faces. We have bones and teeth," he explained.

One of the challenges faced was the limited amount of available records from the Civil War-era and when the Monitor sank in 1862.

"We're talking 150 years and from the Civil War. The records are not that good and we don't have the dental x-rays. We don't have DNA samples from everybody missing and family members missing. We don't have all 16 individuals who are missing. This really is a difficult job," said Mann.

Due to the conditions and elements the remains were exposed to during the last 150 years, Mann and other JPAC staff members were faced with more challenges in their attempts to identify the two Sailors.

The first major step in identifying the Sailors remains was a desalination process, which

removed the salt from the bones. The remains were also covered in rust, coal and sediments from the ocean, all of which have to be removed before the identification process can begin. This process alone lasted several months.

Once the bones were cleaned, Mann was able to examine the remains and establish biological profiles of the two Sailors.

"From the bones and teeth, we examine them visually. I can tell the individuals' age of death, their race, their sex, how tall they were, any kind of injuries they may have had during their life time, their oral health and any kind of distinguishing features they may have," said Mann. "Those are the things that can help us identify them."

The biological profiles concluded that the Sailors were both white males, one was 17 to 24 years old, the other was in his 30s. Both Sailors stood about 5 foot 7 inches tall.

With the biological profiles established, Mann was able to create a short list of possible identities based off the age, race and height of the Sailor's remains and narrow down the identities among the 14 other Sailors.

"We narrowed down the 16 individuals that were missing from the Monitor, down to about six," explained Mann.

Due to the limited number of records and lack of dental x-rays from the Monitor, the next step in attempting to identify the fallen Sailors is through DNA testing. Genealogists have been able to determine possible descendants for 10 families of the 16 missing Sailors.

"What we're going to hope for is we may still find ancestors of the other missing Sailors," said Mann. "If that happens, we can

get DNA samples from them. Then we may be able to exclude the other 15 Sailors. We may end up with a match. We may end up with one or both of these Sailors' [identities]."

Secretary of the Navy Ray Mabus announced Feb. 12 that the remains recovered from the Monitor will be interred in Arlington National Cemetery on March 8. The date was chosen to honor Monitor's role in the Battle of Hampton Roads 151 years ago.

"The importance of recovering a fallen warrior is to let the nation know that the United States has made a commitment that once we've put someone in harm's way, and they are either missing or killed in action, that we have a resolve to go back and return them back to their families," said McKay.

Although the interment ceremony for the two recovered Sailors will be held in March, the search for their identity will continue.

"We will never give up trying to identify these Sailors," said Mann.

McKay also expressed the importance of JPAC's role to future service members and their families and to those who are currently serving today.

"It gives the family closure, and I think it gives the war fighter a sense of comfort to know that no matter what happens, the nation has not forgotten them and will return them back home with honor," said McKay.

The Navy will honor the remains of the two unknown Monitor Sailors with a graveside interment ceremony at Arlington National Cemetery. All 16 Monitor Sailors will be memorialized on a group marker in section 46 of the cemetery, which is between the amphitheater and the USS Main Mast memorial.

## Dreams come true at joint base for 11-year-old Make-a-Wish boy

Staff Sgt. Terri Barriere

15th Wing Public Affairs

Disneyland isn't the only place dreams come true. Service members in Hawaii helped make sure one child's ultimate dream became a reality.

When 11-year-old Carl Hess was chosen by the Make-a-Wish (MAW) Foundation to have his wish granted, he let his passion for history and desire to have a once-in-a-lifetime experience drive his request: he wanted to become a downed World War II pilot.

"There's a lot to learn about WWII, and I wanted to do something unique that no one had ever chosen," he said of his distinctive wish.

Carl, whose wish was granted after he was diagnosed and entered into treatment for acute lymphoblastic leukemia (ALL) in June 2011, was accompanied to Hawaii by his mother, father and sister for the adventure.

"When he first made the wish, my first thought was, 'How are they going to pull that off?'" said his mother, Heidi Sullivan.

James Sullivan, Carl's dad, wondered if the wish fulfillment would resemble a Survivor episode or if Carl would simply be "dropped in the woods."

Carl was greeted at Honolulu International Airport by a group of U.S. Marines and members of the Make-A-Wish team. He was then conveyed in an original World War II jeep from the airport to the



U.S. Air Force photo by Tech. Sgt. Jerome S. Tayborn

Pearl Harbor attacks survivor, Navy ret. Alfred Benjamin Kame'eiamoku Rodrigues (right), explains the Dec. 7, 1941 attacks on Pearl Harbor to Carl Hess, Make-A-Wish recipient (center), Carl's sister Kayelynn Hess, his parents James and Heidi Sullivan, and bystanders (far left) at the USS Arizona Memorial, near Ford Island, Feb. 19. (See page A-5 for more photos).

Battleship Missouri Memorial, his home for the night.

On the next day, his wish was granted. While on an air tour of the bombing route of Pearl Harbor, his plane conducted a simulated emergency landing, forcing Carl and his team to have to "evade" and "survive" until help arrived the

next morning. It was Carl's dream come true.

Also as part of Carl's wish, he donned a custom-made period uniform, received Air Force survival training and took a VIP tour of Pearl Harbor.

"On a scale of one to 10, I'd say this was a 10," said Carl. "I can't wait to tell my friends that I flew a plane,

and they'll never be as cool as I am."

Carl was undecided on whether the best part of the experience was flying the plane or conveying to the Missouri, but for his parents, the effort put into fulfilling Carl's wish left them impressed.

"One thing just kept topping another, it was amaz-

ing ... outrageous," James said. "Just the walk through the airport, the ride in a real World War II vehicle, and getting to stay on the Missouri. I'm amazed at all the different pieces and how well thought-out they were. The passion and love everyone had for what they were doing was pretty awe-

some."

In addition to unforgettable memories, Heidi said Carl was excited about the keepsakes he was given to memorialize the occasion.

"They gave him quite a few things to take home with him, and he's looking forward to sharing that with a lot of people," she said. "He's got quite a few people waiting for the reports [of his trip] on the other side. This will go on for quite some time."

Heidi said that besides getting through the first year of Carl's expected three years of chemotherapy treatments, seeing the joy on his face was the best part for her.

"Carl says he's fighting acute lymphoblastic leukemia. He doesn't say he has ALL. He says he's fighting it," she said.

"The day he found out he was diagnosed he said he knew that he was already healed and he has God in his heart, and even though he knew he'd have to get through treatment, he'd be okay. So it was nice for us to have this vacation and be able to realize, alongside of him, that he's going to be okay," Heidi said.

After recovering from his wish experience over the weekend, Carl and his family were treated to a tour of the USS Arizona with a Pearl Harbor survivor, a tour of the Pacific Aviation Museum and a tour of the Hickam side of Joint Base Pearl Harbor-Hickam. The overall experience left a positive impression on Carl, who said he looks forward to joining the Air Force.

# War on the Waters – How the Navy saved the nation

Bill Doughty

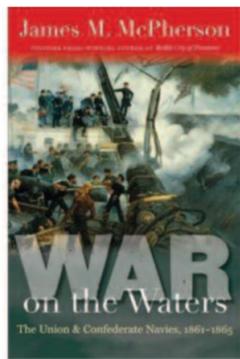
Navy Region Hawaii  
Public Affairs

When the USS Monitor was lost in a storm Dec. 31, 1862, 150 years ago, the future of the nation hung in the balance.

In his insightful new book, "War on the Waters," James M. McPherson shows how Union naval leaders, technology and strategies combined to overcome setbacks and losses to the Confederacy – and eventually win the war.

"To say that the Union Navy won the Civil War would state the case much too strongly. But it is accurate to say that the war could not have been won without the contributions of the navy," concludes McPherson.

The Pulitzer Prize-winning author writes about the wisdom of Secretary of the Navy Gideon



Welles, the courage of Rear Adm. David Glasgow Farragut and the power of working jointly. General Ulysses S. Grant worked hand-in-hand with Rear Adm. David D. Porter, the son and namesake of the War of 1812 hero.

We also meet Cmdr. John Rodgers (another son and namesake of a War of 1812 captain) and Cmdr. George H. Preble (grandson of one of the Navy's greatest leaders, Capt. Edward Preble). The ties to the War of 1812 – in people, foreign alliances and brown-water naval tactics – are enlightening.

President Lincoln ordered the Army to provide its fleet of vessels to the Navy but promoted the idea of one-two punches by the Navy

and Army from river ports to river forts. McPherson describes the fearless leadership of 19-year-old ship driver, Col. Charles Rivers Ellet.

Quoting letters, diary entries, first-person reports and dispatches, the author presents a broad history of naval warfare on both sides of the Civil War. He describes "asymmetrical war on the waters" in blockades and blockade running, riverbank guerrilla warfare, subterfuge at sea and night attacks, and he follows the development of ironclad ships, submersible vessels and mines (torpedoes).

The Civil War saw the watershed shift from wooden ships of previous centuries that would lead to the development of battleships by the end of the century. Innovation would continue. Less than 50 years after end of the Civil War, the era of naval aviation would begin.

Well-worn strategies of blockading commerce and targeting blockade runners would be expanded into the next centu-

ry. A naval embargo against Imperial Japan in 1941 led to the beginning of the War in the Pacific.

Against the Confederacy in the 1860s, blockades were important in preventing the exporting of cotton and importing of salt. The role of salt in the southern economy and the targeting of salt production in the south by the Union Navy are fascinating side notes showing the importance of a healthy economy to a strong military.

McPherson describes the overall sociological effect of naval strategies on people in the north and south, too.

"Modern historical scholarship has shown how the Union army became a powerful force in the liberation of slaves and how the 180,000 liberated black Union soldiers (most of them liberated slaves) in turn helped the Union army win the war. Less well known is the role of the Navy in freeing slaves and the vital contribution of black sailors to the Navy's campaigns.

In 1861-1862, the Navy penetrated earlier and more deeply than the Army into tidewater regions of the South Atlantic coast and into the valleys of the lower Mississippi River and its tributaries..."

"War on the Waters: The Union & Confederate Navies, 1861-1865" starts as a dry treatise but picks up steam. With nearly two dozen photos and illustrations and 19 easy-to-read maps, this book is filled with information, details and insights. It deserves a place on every military historian's book shelf.

McPherson proves his conclusion: The Navy played a key role in winning the Civil War and saving the United States – a mere 150 years ago.

*(Editor's note: Bill Doughty writes a Navy Reads blog at <http://navyreads.blogspot.com>. In today's issue of Ho'okele, also see the related story about the role that JPAC at JBPHH played in identifying the remains of USS Monitor crew members who were recently discovered. The story is on page A-2.)*

## Hawaii IAs honored

Continued from A-1

members that served because they had to be there and continue with the family. It makes it really tough to run the family when they're gone," said Livingston.

"The event was very touching, and it feels good that people care because when you're out there no one knows what you're doing. But when you come home, you're coming home to something good where you have that support and the care that you don't see when you're out there by yourself," said Yeoman 1st Class (SW/EXW) Loribelle C. Valdez of San Diego, Calif., assigned to Patrol Squadron Four (VP4) at Marine Corps Base Hawaii.

"The event was successful. I think the Sailors and Marines that are being honored today is just wonderful. With this event, you're being recognized for something that you did and it's an honor," Valdez said.

Since 2001, there have been 110,00 IAs. The Bronze Star has been awarded to 1,416 service members. IAs have been the recipients of one Silver Star and 48 Purple Hearts.

## Free financial readiness forums to be held March 11, 12

Free financial readiness forums will be held from 8 to 11 a.m. March 11 and 12 at the Hickam Memorial Theater, Joint Base Pearl Harbor-Hickam.

The forums are open to allarmed services, including reserves, National Guard, retirees, Department of Defense/Department of Homeland Security civilian employees

and their spouses.

Discussion will include strategies for smart saving and investing, considerations for transition, how to avoid scams and more.

The event is presented by the Financial Industry Regulatory Authority (FINRA) Investor Education Foundation, in partnership with the

U.S. Securities and Exchange Commission.

There is no charge for the program or refreshments. This is an educational program, and no sales presentations will be permitted.

For more information and to RSVP, contact the Military and Family Support Center at 474-1999.



*Hopper receives presidential congratulations*

Photographed by Pete Souza / Official U.S. Navy photograph

Commodore Grace M. Hopper, USNR, receives congratulations from President Ronald Reagan following her promotion from the rank of captain to commodore in ceremonies at the White House on Dec. 15, 1983. Hopper reached the rank of rear admiral before retirement and she also co-invented the COBOL computer language. The USS Hopper (DDG-70), homeported at Joint Base Pearl Harbor-Hickam, is named in the late rear admiral's honor. The month of March celebrates Women's History Month.



### Diverse Views

**"What historical place and time period would you like to travel back to, and why?"**

**Capt. Jeremy Buxton**  
96th Air Refueling Squadron



"To 1791 to fully understand the founding fathers' intent in proposing the 2nd Amendment. Was it to hunt or was it for the protection of its citizens?"

**Engineman 2nd Class Ronald Kaopuiki**  
Joint Base Pearl Harbor-Hickam



"I would like to travel back to the Old Testament, when King Solomon was king, where he built the temple of God made out of gold and wood from all over the world. That is something I would like to see and experience."

**Staff Sgt. Daniel Wissmann**  
647th Civil Engineers Squadron



"To the 1880s to go back to the pioneer days to experience America before everything was built up and urbanized. When life was simpler and you could always count on your neighbors to give you a helping hand."

**Carol Richards-Boyd**  
Navy-Marine Corps Relief Society  
Joint Base Pearl Harbor-Hickam



"I would like to travel back when they built the pyramids. I want to see how they did it, and to see if all that I see on the History Channel was really true."

**William Bryant**  
Army veteran



"To 1863 to see Abraham Lincoln give the Gettysburg Address."

**Hospital Corpsman Matt Montes**  
Naval Health Clinic Hawaii  
Joint Base Pearl Harbor-Hickam



"The Baroque Period, because I like classical music, and that's when the greatest composers ever lived."

(Provided by David Underwood Jr. and MC2 Nardel Gervacio)

Want to see your command featured in Diverse Views?  
Got opinions to share?  
Drop us a line at [editor@hookelenews.com](mailto:editor@hookelenews.com) or [karen.spangler@navy.mil](mailto:karen.spangler@navy.mil)



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Ho'okele is delivered weekly to Navy & Air Force housing units and Navy installations throughout Oahu. Housing residents may contact the publisher directly at (808) 690-8864 if they wish to discontinue home delivery.

*"You don't manage people, you manage things. You lead people."*  
 - Grace Hopper

# Honoring women's history with Grace

Ensign Kalasi Andrews

Joint Base Pearl Harbor-Hickam

**1st Lt. Kathleen Eisenbrey**  
 15th Medical Group

March marks the 26th anniversary of Women's History Month. Since 1987, Americans have commemorated the pioneering spirit, celebrated centuries of progress, and reaffirmed the equal rights, security and dignity of women during the March 1 to 31 observance.

This year's national theme, "Women Inspiring Innovation Through Imagination: Celebrating Women in Science, Technology, Engineering and Mathematics," has deep roots in Pearl Harbor history as Rear Adm. "amazing" Grace Hopper, (Navy ret.) has been acclaimed as a Congressional honoree.

The Arleigh-Burke class destroyer with her namesake, USS Hopper (DDG-70), is homeported at Pearl Harbor. The second U.S. Navy warship to be named after a woman from the Navy's own ranks, USS Hopper remains true to Rear Adm. Hopper's pioneering spirit as the ship has been foremost in ballistic missile defense advancement(s).

"Today's military women are bold, innovative and action-oriented," said Capt. Jeffrey James, commander of Joint Base Pearl Harbor-Hickam and former commanding officer of USS Hopper. "Whether serving on frontline surface combatants to submarines to flying fighter aircraft, military women epitomize Adm. Hopper's ethos, 'dare and do,'" James said.

Answering her nation's call for duty during World War II, Hopper entered the Naval Reserves in 1943 after the government declared her occupation as a mathematics professor as crucial. Over her extensive, noteworthy career, Hopper earned acclaim as a trailblazing



computer scientist and inspirational naval leader. After dedicating the majority of her life in service to her country and serving on active orders for an indefinite period of time since August 1967, Hopper involuntarily retired from the Navy at age 80.

In a field virtually devoid of women, Hopper became known as the "grand lady of software," after she became one of the first computer programmers of the Navy's Mark I computer. Referred to as the mechanical miracle of its day, the 51 foot-long, 8-foot-high by 8-foot-wide, glass-encased cumbersome beast had the ability to store 72 words and perform three additions every second.

Hopper's list of contributions and achievements to the computer industry is long, including the development of a system where computers responded to words instead of numbers (known as the common-business-oriented language) and coining the term "bug," after she traced an error in a Mark II computer to a moth trapped in a relay.

Throughout her military career, Hopper stressed the importance of leadership. She remained steadfast in her dedication to investing in the future. At her retirement after 43 years of distinguished service, Hopper stated, "Our young people are our future. We must give them

the positive leadership they are looking for ... You manage things; you lead people."

Hopper's innovations speak true to her leadership ethos of "Be innovative, open-minded and give people the freedom to try new things." When reviewing a tactical technique contained in Naval War College correspondence course in the early 1950s, Hopper developed a synergistic analogy for computers as possessing the ability to anticipate planning in light of "all possible future developments." She described computers as increasing the "depth of the answers and the ability to access [information]," which could be provided in-turn to leadership as criti-

Joint Base Pearl Harbor-Hickam will commemorate Women's History Month throughout the month of March at the following events:

- Women's Military Leadership Panel featuring Col. Christine Gayagas (ret.), Col. Eva Jenkins, Cmdr. Kate Dolloff, Chief Master Sgt. Lisa Jayne and Chief Fire Controlman Natalie Stein from 11 a.m. to 2 p.m. March 13 at the Makai Recreation Center, McChord Street, building 1859.

- Meet Elizabeth Blackwell: Library Event for School-Aged Children from 2 to 3 p.m. March 20 at the Hickam Library, 990 Mills Blvd., building 595.

- "How to Achieve Your Highest Potential and Help Others Reach Theirs" Leadership Development Seminar featuring Congresswoman Tulsi Gabbard, Rear Adm. Raquel Bono and Col. Eva Jenkins from 10 a.m. to 2 p.m. March 29 at Hickam Memorial Theater, Kuntz Avenue, building 1766.

Those who plan to attend should register in advance at <http://bit.ly/YGLvAQ>.

cal factors in decision-making. Such was the wellspring of her progress.

Hopper is one of many Congressional honorees nominated this year. According to the National Women's History Project, all 18 honorees "represent a remarkable range of accomplishments and a wide diversity of specialties including medicine, robotics, computer programming, atmospheric chemistry, architecture and primatology." A complete list of honorees may be viewed at <http://bit.ly/w2flzu>.



*"I have a dream"*

Tech. Sgt. Jonathan Nightingale, 647th Civil Engineers Squadron, portrays the Rev. Dr. Martin Luther King Jr. delivering the "I Have A Dream" speech during the African-American Heritage Luncheon held Feb. 27 at the Hickam Officer's Club, Joint Base Pearl Harbor-Hickam, Hawaii.

U.S. Air Force photo by David D. Underwood Jr.

**GOT SPORTS**

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# Pearl Harbor-Hickam *Highlights*



(Left) Sailors from the Los Angeles-class submarine USS City of Corpus Christi (SSN 705) patch a pipe at a Damage Control Olympics between Corpus Christi and the Virginia-class submarine USS Texas (SSN 775) on Feb. 21. Organized by the Naval Submarine Support Command, the friendly competition between the two submarine crews reinforced the fundamentals of basic damage control, training personnel on how to handle an emergency situation correctly aboard a submarine.

U.S. Navy photo by MC2 Steven Khor

(Right) Sailors from the Los Angeles-class submarine USS City of Corpus Christi (SSN 705) Machinist's Mate 1st Class Eric Leitzke (left) and Sonar Technician 3rd Class Michael Brallier, pull a dummy from a simulated fire during an emergency medical assistance team evacuation at a Damage Control Olympics between Corpus Christi and the Virginia-class submarine USS Texas (SSN 775).

U.S. Navy photo by MC2 Steven Khor



(Above) Pearl Harbor attack survivor, Navy ret. Alfred Benjamin Kame'eiamoku Rodrigues, shows crew ship plaques to Carl Hess, Make-A-Wish recipient, during his visit on the USS Arizona Memorial near Ford Island, Hawaii, Feb. 19, 2013. (See story and additional photos on page A-2.)

U.S. Air Force photo by Tech. Sgt. Jerome S. Tayborn

(Right) Charles Hinman, USS Bowfin education director (left) explains the control panels aboard the USS Bowfin to Carl Hess (right), Make-A-Wish recipient, and his sister Kayelynn Hess (center).

U.S. Air Force photo by Tech. Sgt. Jerome S. Tayborn



(Right) Production crew members from "Hawaii Five-0" load a camera aboard a C-17 Globemaster at Joint Base Pearl Harbor-Hickam on Feb. 21. The crew and cast were on scene to shoot a portion of an upcoming episode.

U.S. Air Force photo by Tech. Sgt. Jerome S. Tayborn



# Federal Fire Department Hawaii honors 'Stentorians'

Tech Sgt. Donald Jones

Battalion Chief of Training,  
Federal Fire Department

The Stentorians were founded in 1954 by African American firefighters of Los Angeles City and County Fire Departments. The overall goal was to band together to work against discrimination and segregation within the fire department.

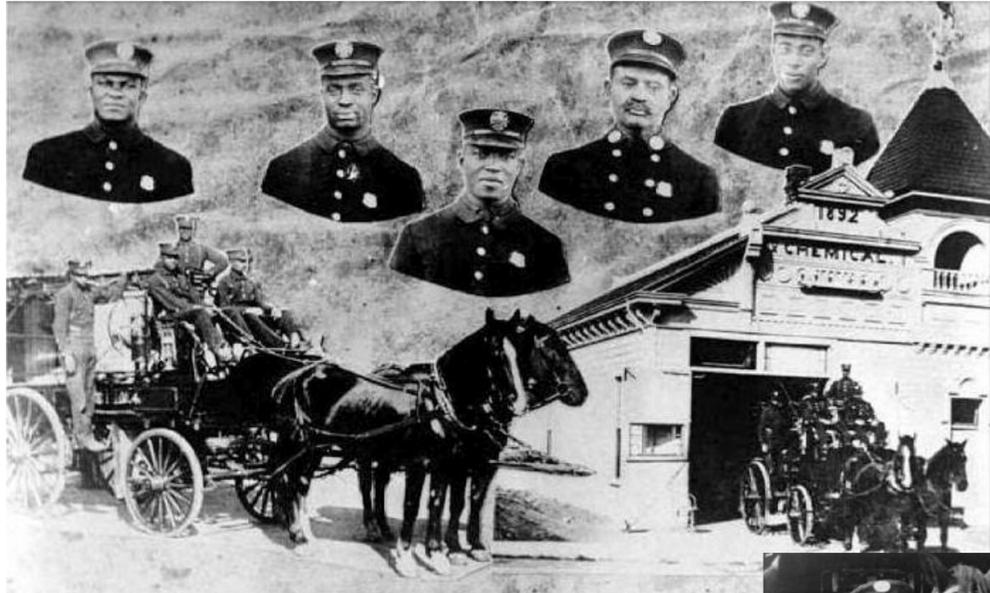
The word Stentorians comes from the Greek word "stenor," meaning "having the voice of 50 men." This means the Stentorians displayed a powerful voice to stand against racism, inequality and bigotry that prevented advancement of African Americans in the fire service.

"The fire service has always been blessed with individuals who were willing to go above and beyond the call of duty to protect the citizens of their communities. Their sacrifices and devotion to duty have always been without regard to race, gender, or age," said Fletcher Dahman, Federal Fire Department regional fire chief.

"When the call comes into the fire station for an injured person, house fire or vehicle accident, we don't ask what color, gender or age; it just doesn't matter. The obstacles and barriers faced by the firefighters in this great article should never have happened, but they did. The fortitude to continue their efforts, education and service to the community made them the role models and shining examples for future generations of firefighters," Dahman said.

Here is a story about Arnett Hartsfield, an original Stentorian, former student at University of California, Los Angeles (UCLA) whose nickname was "the rookie." He was one of the first blacks to join the Los Angeles fire department with a college education in 1940.

Hartsfield explained, "The only way an African American firefighter could advance in rank was to be



Photos courtesy of Federal Fire Department Hawaii

(Right and below) Stentorians during the 1940s in Los Angeles.

promoted to another black man's spot." The highest position allowed was promotion to captain. The black firefighters weren't allowed to advance beyond that rank in the fire service during that time period. The blacks were isolated to two fire stations.

Hartsfield learned a great lesson about his fellow firefighters during his first working fire when he and another firefighter named "Snake" entered a blazing structure. Snake received his nickname because of the way he would crawl across the floor of a burning home with the fire hose.

As they entered the blazing structure, their eyes started to burn and, while gasping for breath, Snake called out, "Get down here rookie; this where the goodness is."

Hartsfield replied, "They didn't teach me this at UCLA." This is how Hartsfield gained his name "the rookie." He carried this name for the rest of his career.

Hartsfield was on duty at station 30 when the attacks at Pearl Harbor occurred on Dec. 7, 1941. Soon after, he was quickly called up for

military service. Because he joined the ROTC in high school, he was commissioned as an Army infantry lieutenant. The Army was segregated as well. He was assigned to a black supply unit and sent to load ships in the Pacific.

After the war, Hartsfield returned to the segregated fire house. The next year, courts ruled that segregation was discriminatory and the city started integrating the fire departments.

Hartsfield and 30 other African Americans firefighters quickly met resistance and encountered harassment. Because of this, they formed the "Stentorians" to help support integration.

The integration period was tough. The African American firefighter had to keep their distance away from their white counterparts and eat at separate tables.

"The Stentorians have made tremendous leaps and bounds to get to where they are today. It's unbelievable how much they had to go through, and yet they are still standing stronger than ever. They truly demonstrated the word stenor, 'having the voice of 50 men,'

to be a true statement," said Angela Sanders, Federal Fire Department fire inspector.

Hartsfield decided to use his G.I. Bill benefits to enroll into law school at the University of Southern California. He continued his career as a firefighter to put food on the table for his family. Despite many obstacles, Hartsfield achieved his law degree in 1955. In early 1961, he quit the fire service to practice law full time.

Today, to expand diversity within the organization, the Stentorians restructured into two chapters which are known as the Los Angeles County Stentorians and the Los Angeles City Stentorians. The membership consists of more than 300 African American men and women firefighters who serve and protect communities throughout Los Angeles, Calif.

The Stentorians belong to the International Association of Black Professional Firefighters which is a national organization promoting equality and diversity for the fire service nationwide. The Stentorians is a non-profit organization that is directly involved in com-

growing problems with gangs and drugs. Stentorians have helped hundreds of individuals become interested in a career in the fire service.

For more information about the Federal Fire Department, contact Fire Inspector Angela Sanders at (808) 471-3303, ext. 617 or [angela.sanders1@navy.mil](mailto:angela.sanders1@navy.mil). For more information about the Stentorians, contact TSgt Donald Jones at (808) 471-3303, ext. 404.

(Note: I chose to write about the Stentorians because the first black firefighters in Los Angeles in the 1940s paved the way for me to be able to join the fire service and learn from



community outreach.

The organization is involved in programs such as mentorship in the community, general community outreach programs, career counseling and labor relations. Members of the Stentorians also serve as big brothers and big sisters for the Gwen Bolden Foundation.

The Stentorian firefighter's involvement in the school system gives youth a viable alternative to the

those who came before me. I want the public to know the great story of true heroes that put their lives on the line every day during a time where diversity was not accepted, and they didn't receive recognition for their efforts. I feel that a true hero is someone who shows great courage, leadership and acts decisively when a fellow American is in need—whether it's during public service or military service.)

## Early-entry deadline for Ford Island Bridge ends March 22

The Ford Island Bridge Run will be held at 7 a.m. April 6 at Joint Base Pearl Harbor-Hickam.

The bridge will be closed from 6:50 to 7:05 a.m.

For the past 15 years, the Ford Island Bridge Run has been one of the largest 10K runs on Oahu. Race walkers, leisure walkers, serious and recreational runners have been able to observe the scenic and historical sights along the run.

The run is sponsored by Joint Base Pearl Harbor-Hickam Morale, Welfare and Recreation. It will start at the entrance to Adm. Bernard "Chick" Clarey Bridge. The race will proceed across the

bridge onto Ford Island. Participants will then circle the island clockwise on a scenic flat perimeter course and run back across the bridge to finish on Richardson Field across from Aloha Stadium.

There will be limited free parking at Rainbow Bay Marina. Additional parking is available at the Aloha Stadium overflow parking lot.

The entry fee is \$20 for military or their family members, \$25 for non-military. The entry deadline is March 22. Any entries postmarked after March 22 will be \$30. Late entries will be accepted until April 5. Mail-in entries will not be

accepted if postmarked after April 1. No entries will be accepted on race day. T-shirts for late entries will be based on availability.

Runners, walkers and persons with strollers are eligible to participate in the race. Strollers will be lined up at the back of the pack. No pets are allowed.

Packet pickup will be from 8 a.m. to 4 p.m. at Richardson Pool building one, located across from Rainbow Bay Marina. All pre-registered entrants will receive a pre-race postcard. No packets will be issued without ID or postcard. The race packet will include a

race number and T-shirt.

Prizes will be awarded to first, second and third overall, male and female, military and non-military finishers.

First, second and third place prizes will be awarded in each age category.

For information call 473-0784, 473-2494 or 473-2473.

Pick up registration forms at all M W R

Fitness Centers, on the Great Life Hawaii Facebook Page or register here:

<http://www.active.com/running/honolulu-hi/16th-annual-ford-island-bridge-run-10k-2013>.

**STORY IDEAS?**

Contact the Ho'okele editor for guidelines and story/photo submission requirements

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**HO'OKOLE**

## New wayside exhibits honor history of submarine service

Story and photo by  
Brandon Bosworth

Staff Writer

Eleven wayside exhibits are currently being installed near the submarine piers, highlighting the submarine force's history at Pearl Harbor.

According to Jim Neuman, Navy Region Hawaii historian, the first submarines arrived in Pearl Harbor in 1915. They were moored at Kuahua Peninsula, which was an island at the time.

Construction began on the current submarine base in 1918. On July 17, 1920, Cmdr. Chester W. Nimitz became the commanding officer of the Pearl Harbor Submarine Base.

"It was Cmdr. Nimitz who was tasked with the responsibility of transforming the base from a temporary facility to a more permanent status," said Neumann. "In that sense, Nimitz could arguably be called the 'father of the submarine base.'"



(Above) UT2 (SCW) Jeremy Orndoff, Naval Facilities Engineering Command (NAVFAC) Hawaii Self-Help Seabees, prepares a wayside exhibit about early submarines at Submarine Memorial Park, JBPHH. (Right) UT2 (SCW) Jeremy Orndoff and BU2 Reynaldo Castro, Naval Facilities Engineering Command (NAVFAC) Hawaii Self-Help Seabees, lay the foundation for a wayside exhibit about WWII submarines at Submarine Memorial Park, JBPHH.

The wayside exhibits explore the submarine's development from the old "R boats", which were the first subs in Pearl through World War II, and into the nuclear age. The exhibits are placed around the base near historic buildings such as Lockwood Hall, Paquet Hall, Sharkey Theater and the chapel.

Nearly half will be located in the Memorial Park to provide a context for the Submarine Memorial, built in 1960.

The 11 wayside exhibits are similar to the existing exhibits already installed around JBPHH. Wayside exhibits are designed with visuals and text to provide a more stimulating and

descriptive experience for the employees and visitors to the submarine piers.

Seabees from Naval Facilities Engineering Command (NAVFAC) Hawaii Self-Help installed the exhibits. It was a different sort of task for them, but one they embraced.

"I've never done this



kind of thing before," said Builder 2nd Class Reynaldo Castro, looking at one of the new exhibits. "It's pretty cool. I like it." Neumann hopes the new wayside exhibits will help people to appreciate the rich history of the piers and the subma-

rine service.

"The exhibits add faces and historic photographs to the many names that are listed on the memorial and hopefully reinforce the legacy of the submariners whose lives are memorialized in the park," said Neuman.

## Shipyard, PSU collaborate on latest new maintenance technology

David Tomiyama

Code 1160 Public Affairs, Pearl Harbor Naval Shipyard

Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility (PHNSY & IMF) and the Applied Research Laboratory (ARL) of the Pennsylvania State University (PSU) scientists and engineers recently performed non-skid removal trials on USS Texas (SSN 775) as part of a cost avoidance project that could potentially be implemented by late summer 2013.

PSU's ARL is host to the Institute for Manufacturing and Sustainment Technologies (iMAST) Center of Excellence (COE). It is one of seven COEs under the Navy Manufacturing Technology program.

According to their website, iMAST's primary objective is to address challenges related to Navy and Marine Corps weapon system platforms in these areas: mechanical drive transmission, materials and laser processing, advanced composites, manufacturing systems, repair and sustainment, and complex systems monitoring.

The trials proved that the shipyard and ARL are on the right path toward removing non-skid from the surface of submarines in a speedy and safe manner. Non-skid is a slip-resistance substance painted on Virginia- and Seawolf-class submarines to enable Sailors to walk topside without slipping. While in depot maintenance, all non-skid must be thoroughly removed in order to lay a new, uniform coat across the boat.

"The non-skid removal process

on Virginia-class submarines is a challenge. It is difficult to efficiently remove multiple layers of non-skid without damaging the underlying mold-in-place (MIP) layer," said Eric Tadaki, code 250 engineering technician.

"Texas is the shipyard's first Virginia-class here for depot maintenance. What we're encountering with this non-skid removal is unlike anything we've had to work with before," he said.

The shipyard and ARL tested an ultra-high pressure blast machine using a water jet stream to remove several layers of the non-skid material. The machine uses two small, rotating heads mounted on opposite sides of a circular plate which rotates within a larger, motor-driven wheeled cart.

The cart is guided across the hull of the boat with water blasting away at the non-skid material. During trials, the engineering team tested various water pressure, flow rates, distances and head rotation speeds to find the ideal removal condition for the machine.

"Through a series of controlled experiments, we were able to come up with a set of operating parameters for the removal device while leaving the MIP intact," said Eric Petran, code 220 naval new technology program manager. "The trials showed this machine has that capability."

The traditional non-skid removal process is time consuming and has potential to damage the MIP on submarines which lies underneath the non-skid coating. Traditionally, shipyard workers use abrasive blasting to remove the material—a slow process with



U.S. Navy photo courtesy of Pearl Harbor Naval Shipyard

Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility workers begin maintenance on USS Texas (SSN 775) shortly after its arrival at the shipyard on May 31, 2012.

an average removal rate of 70 to 100 square feet an hour. The work is tedious and can lead to accidents involving damage to the MIP.

MIP damage is costly and requires a massive, time consuming repair job. The removal machine is expected to cut down

the work from an effort measured in weeks to a few days while leaving MIP intact. It also has a vacuum that immediately collects the non-skid material after removal, ensuring it does not impact the environment.

The non-skid removal machine is awaiting final approval from Naval Sea Systems Command (NAVSEA). If approved, the machine will be transitioned to PHNSY & IMF as well as Puget Sound Naval Shipyard & IMF, Wash. for their work on Seawolf-class submarines.

Shipyarders are excited about the possibility of using the non-skid removal machine as part of submarine maintenance, especially since the shipyard is on track to becoming the Virginia-class center of excellence.

"The potential in time and cost savings are huge," said Tadaki. "One of PSU ARL's long term goals is to save so much time that ships can not only have their non-skid removed and reapplied during depot maintenance, but they'll also be able to have it done during shorter availabilities at intermediate level maintenance."

The shipyard and ARL have collaborated on numerous cost saving and avoidance projects since 2004. Some of the more recent successes include: the vertical launch system repair, ship alignment using laser trackers and ultra-high pressure cleaning of tanks and voids.

All of the iMAST/NAVSEA approved projects and processes for surface ships and submarines are shared among the four shipyards in order to ensure the best practices are being used to keep the U.S. Navy's fleet "fit to fight."

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## Air Force climate survey shows satisfaction with jobs, leaders

Debbie Gildea

Air Force Personnel  
Center Public Affairs

JOINT BASE SAN ANTONIO-RANDOLPH, Texas (AFNS) -- More than 163,000 Airmen voiced their opinions in the online Air Force Climate Survey conducted May 11-June 22 2012, with results indicating Airmen are satisfied with unit performance and trust their leaders, Air Force Personnel Center officials said Feb. 19.

Conducted every two years, the climate survey is designed to measure attitudes toward the work environment, with questions organized within factors such as satisfaction, trust, unit performance and resources. Participants include active duty, Air Force Reserve and Air National Guard members, and appropriated and non-appropriated fund civilian employees.

"This survey is one of the most valuable tools we have as leaders. Airmen cannot focus on mission-critical tasks in an unhealthy environment, so we use survey results to identify areas that need attention," said Secretary of the Air Force Michael Donley.

"Thanks to the many Airmen who took the time to communicate with us on these issues, so we may better focus our efforts where they will do the most good," Donley said.

Leaders at every level use the survey results to 'tap the pulse' of the organization, said Nicole Gamez, AFPC manpower directorate. At the total force level, this year's results held steady, with small increases or



U.S. Air Force photo by Angel Herrero de Frutos

decreases in different areas. More than 80 percent of survey respondents say they are satisfied with their jobs and 95 percent believe their unit is successfully accomplishing its mission.

"Overall satisfaction numbers are similar to last year, which is good news. On the down side, our Airmen indicate they're working hard, but resources continue to be an issue," Gamez said. Along with resources, recognition continues to be one of the lowest rated areas across the total force.

"Morale is affected by the ongoing struggle for limited resources. It is my challenge—every Air Force leader's challenge—to find innovative ways to accomplish the mission, in spite of resource challenges, without overburdening our people," Donley said.

"Morale is also affected by recognition, or lack of it, and that is an area where every Airman can have a positive impact," he said.

A confidential outlet where Airmen can express their concerns, the survey provides leaders with information specific to their area of responsibility.

"Leaders who don't know about problems

can't fix them. The survey results include candid feedback from members about what needs improvement within the unit as well as a guide to help leaders act on the information," said Col. Kent White, AFPC director of manpower. "Analysts here in the manpower directorate provide reports to each squadron, group and wing with 10 or more participants, so leaders get information pertinent to their units."

When leaders act to improve the climate, they simultaneously send a message to their people that their feedback is critical and Airmen come first. In addition to improving working conditions, that positively affects morale and helps increase participation in future climate surveys, White said.

This year, 28 percent of the total force participated, but that number doesn't tell the whole story.

"That participation rate is actually strong at the aggregate Air Force level considering external factors, like operations tempo and workload," Gamez explained.

"Still, the primary purpose of this survey is to provide actionable feedback at the unit level.

The more people who respond, the more results we can provide, so we're already thinking about the 2014 survey and how to get more Airmen involved," Gamez said.

Once leaders have their unit reports, they'll have time to review and digest the information, but are expected to brief the results to their units within 30 days.

"One way we support Airmen is by communicating openly with them about problems and solutions. Results from previous surveys indicate members whose commanders used the previous survey results positively had substantially higher levels of agreement across the board," said White.

Commanders' calls and unit briefings offer leaders the perfect opportunity to open the floor for suggestions to overcome challenges and improve recognition.

"You have the smartest Airmen in our history working for you right now," Donley said. "Take advantage of their experience, creativity and innovative spirit."

Survey results from the 2012 CSAF Climate survey, as well as the 2008 and 2010 results, are available on the Air Force Portal web page. To view them, log into the portal at <https://www.my.af.mil> and enter "Air Force Survey Office" in the search window.

Once at the survey office page, mouse over the AF Climate Survey link on the left side of the page and select the 2012 survey.

For more information about other personnel issues, visit the myPers website at <https://mypers.af.mil>.



Photo by Cassandra Fochtman

USS Lake Erie Sailors volunteer their time to work on the aviary exhibit at Honolulu Zoo.

## Lake Erie Sailors volunteer time at Honolulu Zoo exhibit

Ensign  
Victoria Einbinder

USS Lake Erie (CG 70)

along with a few civilian guests, deconstructed an old mesh-wire roof and began constructing the new roof.

The staff at the zoo were appreciative of the Sailors' hard work and invited them all back for a tour and a chance to feed the giraffes.

Eight Sailors from USS Lake Erie (CG 70) recently had an opportunity to give back to the community and volunteer at Honolulu Zoo. The Sailors dedicated their time and talents toward refurbishing an aviary exhibit at the zoo.

The exhibit has been closed for maintenance but, largely thanks to the Lake Erie team, it is well on its way to completion.

"My girlfriend is a zoology major, so any chance we get to work with animals, I sign myself up," said Fire Controlman 2nd Class Jonathan Salter about the project.

The Lake Erie Sailors,

Possibly the best aspect of this and similar volunteer projects is the chance they offer for Sailors to bond with their shipmates outside of work.

Fire Controlman 1st Class Thomas Bender, Lake Erie's Senior Sailor of the Quarter and frequent volunteer, agreed that the chance to help out at the zoo was well worth it. He noted that the project provided "a great camaraderie-building opportunity between Sailors from every department on the ship."