

FLIGHT JACKET

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Marine Corps Air Station Miramar, Calif.

October 8, 2004

Sergeants major reunion bridges gap between old, new Corps

Story by Lance Cpl. Skye Jones

MCAS Miramar Combat Correspondent

“Old breed? New breed? There’s not a damn bit of difference so long as it’s the Marine breed,” stated former Lt. Gen. Lewis B. “Chesty” Puller.

More than 100 sergeants major, active and retired, had the opportunity to meet and mingle with one another at the 11th Annual West Coast Sergeants Major Reunion hosted here.

“The reunion gives the sergeants major who have served in the past a chance to find out how their Corps is doing,” said Sergeant Major of the Marine Corps John L. Estrada. “The saying, ‘once a Marine, always a Marine,’ holds true here.”

The festivities started Oct. 1 with a golf tournament at the Miramar Memorial Golf Course. The sergeants major divided up into teams of three or four and competed for various prizes given out at the end of the tournament.

Later that evening, the sergeants major were invited to attend the “Jazz on the Green” dinner hosted at Miramar’s Sandtrap Restaurant. There, the sergeants major and their families had an opportunity to meet new faces and greet old ones.

“The reunions give us a chance to share our sea stories with one another,” explained retired Sgt. Maj. Bill E. Paxton.

Paxton joined the Marine Corps in 1953 and has attended every reunion since his retirement in 1983.

“I love the reunions because it gives me an opportunity to see the Marines I’ve served (with) in combat and in peacetime. They are also a good way to meet the new Marines serving in the Corps,” Paxton said.

The sergeants major attended the biggest event the following afternoon—a picnic hosted in their honor at Mills Park. The sergeants major and their guests relaxed to the sounds of the Marine Corps Recruit Depot Band, while they ate lunch.

“Meeting other sergeants major who have retired out of the Marine Corps has been a great experience,” said Sgt. Maj. Duane Witt, sergeant major, Marine Wing Support Squadron 473, Marine Aircraft Group 46, 4th Marine Aircraft Wing. “This week-

end has enhanced the camaraderie and esprit de corps that the Marine Corps is known for.”

Estrada enhanced everyone’s spirits when he gave a speech to the sergeants major at the picnic. Estrada gave the retired sergeants major an overview of today’s Corps, informing them of the Marine Corps’ accomplishments in the past years.

“I wanted to tell the sergeants major how their Marines are doing today,” said Estrada. “There are sergeants major here who have set the standards that we strive to meet today. I have enjoyed seeing my mentors at the reunion who have led me. There are a lot of heroes out here.”

After the speech, the sergeants major continued to chat and take photos of their friends, new and old.

“The reunion brought the new and old Corps together,” mentioned Witt, a Flagstaff, Ariz., native. “The retired sergeants major did not talk about how tough they used to have it in the Corps, because, old or new, we are all Marines.”



ABOVE: Sergeant Major of the Marine Corps John L. Estrada meets and greets active and retired sergeants major at the 11th Annual West Coast Sergeants Major Reunion picnic Oct. 2. BELOW: The 11th Annual West Coast Sergeants Major Reunion picnic, held here Oct. 2, gave sergeants major, both past and present, an opportunity to meet and greet more than 100 of the few Marines who have earned the right to wear the “three up, four down and a star in the middle.” Photos by Lance Cpl. Skye Jones



Military Police K-9 demo informs public at local adventure park

Story by Lance Cpl. Skye Jones

MCAS Miramar Combat Correspondent

SAN DIEGO, Calif.-Visitors from all over the world come to Sea World to see whales, dolphins and other creatures of the sea. Guests were in for a special treat Oct. 3 when they caught a glimpse of an animal that is not normally featured at the park.

Miramar’s Provost Marshal’s Office K-9 unit gave Sea World visitors a peek into their daily jobs as they performed demonstrations

with their dogs inside the main entrance of the park.

For some guests, like Juliana Caniz, the demonstrations gave them a better understanding of what military working dog handlers do when they train for a potential real-life situation.

“I was excited to see the Marines and their dogs perform here,” Caniz said. “I didn’t expect to see something like that here. I learned a lot, and I was surprised to see what these dogs are really capable of.”

Not only did guests gain more knowledge of military police operations, the military police themselves also benefited from training in different surroundings.

“Sea World is a great place to do our demonstrations because of the environment,” said Lance Cpl. Garry James, military police working dog handler, MCAS Miramar. “There are other animals here that people come to learn about and in addition, they can learn about our dogs.”

To inform and educate guests, the handlers

set up various realistic situations during the demonstration, during which they acted out scenarios that actually happen to them on the job.

“I think people need to see our dogs in action, because a lot of the public views them as house pets,” mentioned James, a Placerville, Calif., native. “I have been out patrolling, and people would come up to my dog without any fear. If we demonstrate what our dogs can do,

See K-9, page 8

Inside

Weekend forecast from Miramar’s weather station

80°/61°
Today

77°/60°
Saturday

70°/57°
Sunday

Marines
employ BRITE
Star in Iraq
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Crew Chief
eases work
day
PAGE 9



Marine For Life:

Program helps transitioning Marines find jobs, opportunities

Story by Maj. Carolyn Dysart

Marine For Life Public Affairs Officer

MARINE CORPS BASE QUANTICO, Va. — Employment assistance is the number one reason Marines use the Marine For Life program and the latest updates to *M4L.usmc.mil* provide enhanced support for job seekers. Transitioning Marines can take advantage of a new Marine Mentor Network, hot jobs listing and online resume builder.

Networking is at the heart of the Marine For Life program, which is based on the concept of Marines helping Marines. Veteran Marines can also volunteer to be mentors for particular industries, companies or communities.

"Not everyone is in a position to offer employment or services, but they can still be a valuable resource because of their experience or connections," said Capt. Kristin McLellan, Marine For Life outreach coordinator. "We have a lot of veterans who want to help. The Mentor Network will

make them more accessible to transitioning Marines."

The hot jobs listing on the Marine For Life home page pulls the ten most recent jobs added to the job board to give transitioning Marines a glimpse of the opportunities that are available. Nearly 1,000 jobs are posted on the Marine For Life job board.

Using the new resume builder, job seekers can post a resume online that can be reviewed by any of the 4,000 employers currently registered with Marine For Life.

"Hot jobs and the resume builder are great additions to the new system," said Maj. Ben Swisher, national network resource coordinator for Marine For Life. "They will benefit both the Marines and the employers who want to hire Marines."

Since the new website was launched in Feb. 2004, more than 11,000 Marines have logged in to use the Marine For Life network.

For more information, visit *www.M4L.usmc.mil*, or contact your nearest Marine For Life representative.



Is this your SAAB?

The above vehicle is marked for impound by the Provost Marshal's Office. To avoid having the vehicle towed, please store it in the Marine Corps Community Services or Traffic Management Office lot. For more information, contact 577-1276 or 577-4150.

Safety, professionalism and Marine Corps ethos

Essay by Col. Raymond Adamiec

MCABWA Logistics Assistant Chief of Staff

Editor's Note: This article was the 2003 Chase Prize Essay Contest Honorable Mention. The Marine Corps Gazette retains the copyright to this piece, and it is reprinted on their courtesy.

Safety is not paramount! Too often, prior to a major event and many minor events, someone will inevitably make the statement that safety is paramount. The truth is it isn't, and it's time leaders throughout the Marine Corps level with Marines. A common truism in the Corps is that "you can't snow the snuffys," and Marines know that safety is not paramount. Time spent developing slogans that focus on safety is counterproductive. No matter how many senior officer forums, meetings, or workshops the Marine Corps conducts with a focus on safety, our culture and ethos simply do not put safety first. The infamous use of the operational risk management (ORM) process to justify actions is reminiscent of the use of total quality leadership as a philosophy for decisionmaking. By identifying some criteria to mitigate unsafe aspects using ORM, the Marine Corps can say safety is paramount, then do something that is dangerous or more troublesome, diluting the required training. The emphasis on mitigate, not eliminate, shows that safety is not paramount. It is a consideration, but it is not paramount. A simple example to illustrate this point is running the obstacle course. If safety was paramount, it wouldn't be done. You can't get hurt if you don't run the course. But by making the ground softer, having a corpsman standing by, and conducting a demonstration we can then perform this activity because we have applied ORM.

The Marine Corps should, however, avoid using ORM as a cover for the fact that what Marines do is risky. It is

no coincidence that in a recent study by the Center for Naval Analyses (CNA), the Marine Corps was found to have the highest rate of accidents when compared to other Services. It is interesting that the Marine Corps Executive Safety Board meeting held in January required that the Safety Division "develop standardized mishap and lost workday metrics that account for the small size of the Marine Corps relative to other Services." The answer to minimizing mishaps is not to change metrics. This was tried with Marine aircraft mishap rates. But no matter which metric was used to be more in line with other Services, the fact remained that at the end of the day there was one less aircraft on the flight line. No standardized metric will resurrect a Marine and place him back on our roles.

CNA's findings in other areas concluded that Marines living on base and Marines with enlistment waivers and certain military occupational specialties (MOSs) have higher accident rates. Do we also need to change these metrics to give the appearance of being in line with the other Services? An emphasis on professionalism will have more impact on reducing unnecessary injuries than recitation of operational risk management procedures or metrics. Marines are different. Our ethos is different. Consequently, our accident rates are also different. The Marine Corps attracts risk takers and those seeking a challenge. These individuals will statistically have a higher accident rate. Perhaps Eli T. Chavez, Safety Manager, Department of Safety and Standardization, Marine Corps Air Station Yuma, explains it best by saying, "Marines are trained as warriors. We are taught to be aggressive and brave, and many times Marines don't know how to turn that psychological switch off." Furthermore, the Marine Corps actively seeks individuals with a tendency to keep that switch on. One only

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MIRAMARKS

"Is ORM an effective tool in preventing mishaps?"



CPL. MATTHEW BERZINS
Powerlines Technician
VMFA-314

"It's effective if it's applied and people take it seriously. It's human nature to do what we want, but ORM is not the only method to keep safe."

SGT. URIAN GRUBER
Administration Clerk
MACG-38

"ORM is needed during training and everyday life, but it's only as effective as the person applying it wants it to be."



CPL. MARCO FIALLO
Powerplants Technician
MALS-11

"It's effective if it's implemented from the top of the chain to the bottom. Senior enlisted advisors should emphasize the importance of safe measures on and off duty. The information should come from the individual, not a book."



MAJ. GEN. KEITH J. STALDER
Commanding General
3rd Marine Aircraft Wing



BRIG. GEN. CARL B. JENSEN
Commander MCABWA
Commanding General
MCAS Miramar

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3/3 braves cold, altitude

Story by Pfc. Rich Mattingly

MCB Hawaii Combat Correspondent

MARINE CORPS MOUNTAIN WARFARE TRAINING CENTER, Calif. — Ascending to a lung-straining elevation of more than 10,000 feet to Landing Zone Penguin, 3rd Battalion, 3rd Marine Regiment set up camp, and set in defense as part of a field training exercise recently.

With the entirety of 3/3 setting up for business in a single scenario, none of the Marines seemed to mind the extra breaths the thin air required.

“I’m pretty amped to be out here,” said Pfc. Justin Bennett, 81mm mortarman, Weapons Company, 3/3. “It’s cool to be able to put what we’ve been doing into practice,” said the dark-haired Panama City Beach, Fla. native, never taking eyes off his field of fire.

In this particular scenario, the Marines were watching five mountain trails that led into an area representing the Pakistan-Afghani border. Intelligence reports had suggested anti-coalition forces might be smuggling weapons across the border to set up caches where hostile forces might later retrieve them.

But it wasn’t only the ever-watchful Marines on patrol who got to put some new skills to the test.

“I’m out here monitoring the water supply and making sure my Marines are okay,” said Petty Officer 3rd Class Daniel Bookwalter, hospital corpsman, 3/3, as he hopped from rock to rock over a frigid mountain stream. “It’s helping keep me busy, and I can keep good track of everyone in the cold weather if I keep moving.”

In the early morning light on the second day of the exercise, a page directly from the Small Wars Manual, a sixty-year-old Marine Corps Publication that retains a fierce devotion for its timeless insights into military operations other than war, was brought to life.

The Marines braved the frosted morning to load a team of four mules with enough meals ready to eat and water to re-supply an entire infantry rifle company.



Lance Cpl. Armando Perlaza, wireman, Headquarters and Service Company, 3rd Battalion, 3rd Marine Regiment, keeps a steadfast watch from behind his M249 Squad Automatic Weapon while manning a defensive position during field operations at the Marine Corps Mountain Warfare Training Center in Bridgeport, Calif. Marines from 3/3 braved frigid temperatures and the thin air of high altitudes at Landing Zone Penguin during realistic and necessary training. Photo by Pfc. Rich Mattingly

“We’re actually using a lot of pack animals over in Afghanistan right now,” said Staff Sgt. Gil Sandoval, head wrangler, Marine Corps Mountain Warfare Training Center, Bridgeport, Calif. The former sniper explained Marines will have to learn how to purchase and handle local animals once they arrive in country.

“Part of learning about animal packing is learning how to improvise,” said Sandoval. “You never know exactly what you might run into—you might have to pack a camel or other animal you weren’t expecting to use.”

The mules, amenable enough to being loaded with up to one-third of their body weight (often upward of 300 pounds per load), didn’t always go just where they were supposed to, making maneuvering difficult for the Marines.

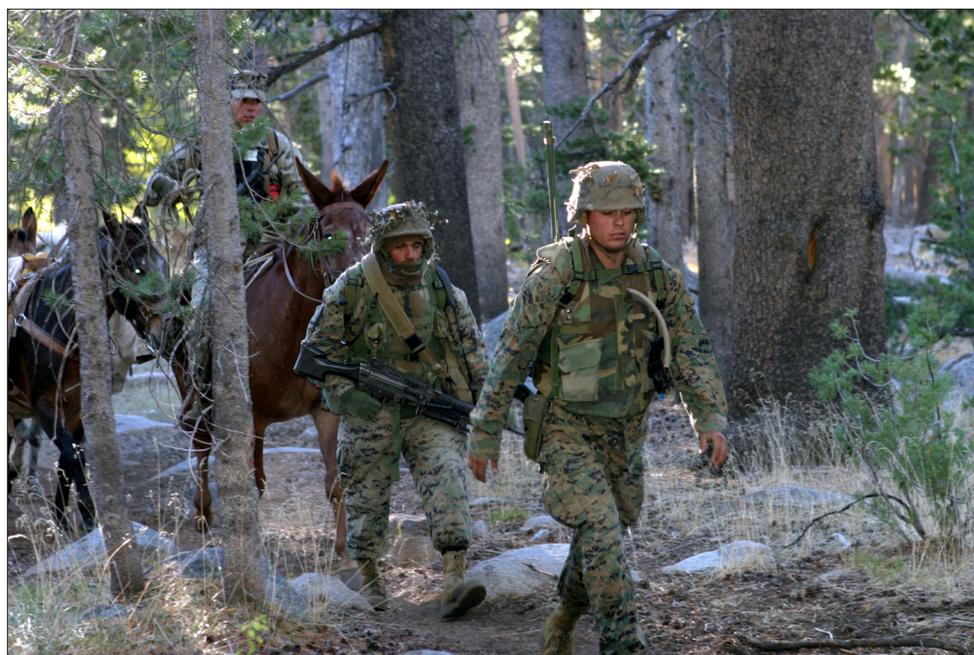
Commenting on the mules’ tenacity, Gunnery Sgt. O. Russell Lucas, motor-

transport chief, 3/3, compared his equine charges with some of his two-legged workers.

“It’s just like working with Marines. They’re difficult and stubborn, but they

get the job done every time,” said Lucas.

The battalion plans to end its pre-deployment package with a battalion-level movement, simulating another real-world scenario.



Pfc. Matthew Cole, administration clerk, and Lance Cpl. Armando Perlaza, wireman, both from Headquarters and Service Company, 3rd Battalion, 3rd Marines, lead the way for a team of pack mules used to re-supply the battalion’s companies during a field exercise recently at the Marine Corps Mountain Warfare Training Center in Bridgeport, Calif. Photo by Pfc. Rich Mattingly

MACS-1 transfers to Iraqi air control tower



Gunnery Sgt. O.J. Ray, air traffic controller, Detachment C, Marine Air Control Squadron 1, Marine Air Control Group 38, 3rd Marine Aircraft Wing, and a 36-year-old Ypsilanti, Mich., native, keeps radio contact with an incoming aircraft atop the new location for the Air Traffic Control tower aboard Al Asad, Iraq, Sept. 30. Using an expeditionary tower for seven months, the decision was finally made to move into the existing Iraqi ATC tower on base. Photo by Cpl. Joel Chaverri

Story by Cpl. Joel A. Chaverri

3rd MAW Combat Correspondent

AL ASAD, Iraq — Around the clock, military aircraft of all types are landing and taking off from the air base, execut-

ing missions in support of Operation Iraqi Freedom.

With the volume of air traffic here, it is important that Marines on the ground manage the ebb and flow of flights to prevent the skies from becoming over-

crowded.

In a ceremonial “manning of the rails,” Detachment C, Marine Air Control Squadron 1, Marine Air Control Group 38, 3rd Marine Aircraft Wing, transferred its operations from a temporary tower to an Iraqi air traffic control tower Sept. 30.

Standing 150 feet tall, the Iraqi tower is more than twice the size of the expeditionary tower, which the unit has been operating in since arriving in March.

According to Capt. Jeff Meeker, detachment commander, MACS-1, the permanent Iraqi tower has numerous advantages over the more austere expeditionary tower.

“Our visibility has increased drastically,” he said, “and as a result we can control the (aircraft) traffic a whole lot better.”

“We were using the (mobile) ATC tower,” said Meeker, a 34-year-old Oceanside, Calif., native. “Now that we’ve moved, we’re not going to abandon that tower; it will still be used for backup operations.”

One of the largest air bases in Iraq, Al Asad’s facilities proved suitable to support aviation operations when MACS-1 took over the airfield earlier this year.

“When the commanding officer of MACS-1, Lieutenant Colonel T.J. Pierson, first came to Al Asad in March, he immediately decided he wanted to move into the Iraqi tower,” said Odessa, Texas, native, Maj. Javier T. Ramos, executive officer, MACS-1. “Utilizing the existing infrastructure of the air base, we are able to provide Marines with every ATC capability that we would have in the states.”

Because the Iraqi tower had not been

utilized or maintained for an extended period of time, it wasn’t easy for MACS-1 to get it ready for use.

“Three months went into preparing the tower,” said Ramos, an activated reservist who managed a home improvement warehouse in Allen, Texas, before deploying here. “The (Iraqi tower) had been abandoned for so long, it took a lot of work to clean it all up.”

“This task has required a lot of teamwork and cooperation,” remarked the 35-year-old. “(Those are) things that relate directly to my management job back at home.”

Before transitioning into the Iraqi tower, the Marines of MACS-1 first had to overcome the complications that arose while attempting to get their aviation gear to adapt to its new surroundings.

“All the equipment we used was from a remote landing site tower,” said 23-year-old Phoenix native, Lance Cpl. James P. Candelaria, air traffic control communications technician, MACS-1. “None of it was originally intended for use in an actual tower, much less an Iraqi one.”

Nevertheless, once renovations on the building began, the Marines had the tower up and running within 10 days.

“We wanted to have the official opening on (Sept. 30) because it’s actually a special day,” said Ramos. “Today we passed 100,000 flights since (March) without any serious incidents.”

Having achieved such a significant record of success in their former control tower, the Marines of MACS-1 definitely have a high level of accomplishment to live up to during the remainder of their deployment.

New buildings to simplify mission for support squadrons

Story by Sgt. Cecilia Sequeira

MCAS Miramar Combat Correspondent

Congress approved and funded a \$7.1 million contract to R.A. Burch Construction Inc. for a Miramar construction project that will improve training and mission accomplishment for two squadrons.

Marine Wing Support Squadron 373, Marine Wing Support Group 37, 3rd Marine Aircraft Wing, will claim Building 6028, a refueling vehicle maintenance shop, and MWSS-473, Marine Aircraft Group 46, 4th MAW, will take possession of their new equipment shop, Building 6026, when construction is completed Nov. 4.

The squadrons requested these two buildings more than five years ago. “It is such a long period of time between

when we submit a request and when it gets approved, and by the time that day comes everyone has kind of forgotten about it. It’s a whole new set of people working with the project by the time it comes through,” said Donn M. Detmers, engineering section leader, Public Works Division. Even though it is still sorely needed, very few Marines in MWSS-373 even know they will have a new refueling maintenance shop in November.

The refueling vehicle maintenance shop is being built to accommodate MWSS-373’s new aviation refueling-capable trucks.

“The old refueling trucks had a separate tractor and tank trailer. When maintenance was required on the tank trailer, it could be separated from the tractor and moved to a special blast-resistant facility with an explosive hazard (clearing)

zone to perform the maintenance. The tractor could be moved separately to an ordinary maintenance shop to perform engine repairs that required the use of lifts and bridge cranes,” said the Encinitas, Calif., native.

On the new trucks however, both tractor and tank are mounted on a single, non-separable frame, forcing engine maintenance to be performed in the same blast-resistant facility with the safety space required for tank maintenance.

The new refueling vehicle maintenance shop solves the problem by incorporating the safety features of a refueling tank trailer repair shop with the bridge crane and heavy truck lift required for complete engine overhauls and components’ replacement.

See **BUILDING**, page 10

3rd MAW employs preventative medicine in Iraq

Story by Cpl. Paul Leicht

3rd MAW Combat Correspondent

AL ASAD, Iraq — While Marines in Iraq are fighting a battle for freedom, they wage another battle with the environment every minute of every day.

Field insects and pests, such as mosquitoes, biting flies, fleas and ticks, can often carry diseases that are very dangerous to humans. For Marines, prevention techniques used before an insect bite are part of safe operations in the field.

In a foreign environment such as Iraq, treatment for clothing is taking on a new role in prevention techniques.

“We are spraying (camouflage utilities) with permethrin spray as part of our preventative medicine program,” said Lt. j. g. Johnfritz E. Antoine, environmental health officer, Marine Wing Headquarters Squadron 3, 3rd Marine Aircraft Wing. “Permethrin clothing applications were developed in cooperation with government agencies and for use by the military.

“The spray is designed to protect humans from insect-borne diseases spread by bug bites,” he explained.

Permethrin, an odorless repellent, was originally developed from natural-occurring pyrethrin in flowers, said Antoine, a native of New York, who, before joining the Navy worked as a health inspector for New York City’s Office of Environmental Health.

“In southern Iraq, we are concerned with mosquitoes and malaria and sand flies carrying leishmaniasis,” said Cmdr. Cynthia L. Heins, 3rd MAW surgeon.

Aboard the air base, Heins said she is particularly concerned with the sand flies because two percent of them carry the disease. It takes about four months after a bite—long after you have forgotten about it—for any symptoms to appear.

“Some symptoms people should look out for include nausea, bloated stomach, skin lesions or blistering sores,” she mentioned. “Leishmaniasis is a disease of concern for (3rd MAW personnel) because it has the potential to spread,

and then we would have a real health problem on our hands that would adversely affect our operations.”

In addition to treating clothing and gear, trucks spray every night to help kill the sand flies carrying leishmaniasis, Heins added.

With the permethrin spray, the threat posed by insects is greatly reduced, with no effect to clothing.

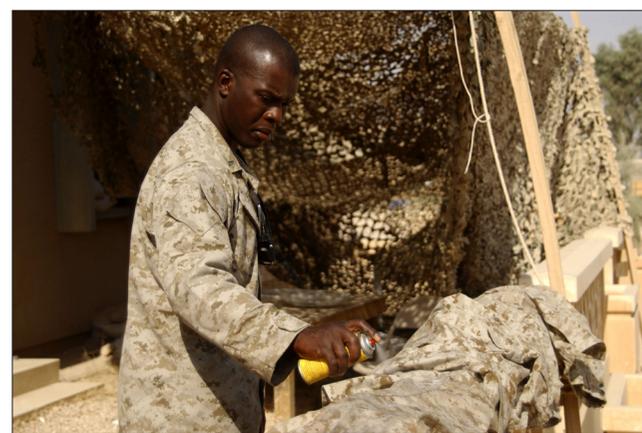
“The sprays are specially formulated to not stain or damage clothing or gear,” said Antoine. “After a few hours of drying time, one application lasts about six weeks or so because the permethrin chemically bonds with the fabric fibers as part of the drying process. It keeps working to protect you even after the clothes have been washed.”

After spraying all exterior clothing surfaces and gear, and a few hours of drying time, the application is complete.

In addition to permethrin spray, Antoine said there are other measures one can take to help protect against these insects and their diseases.

“A combination of permethrin spray and wearing uniforms with long sleeves gives you the best total protection,” explained Antoine. “We are also conducting other measures to combat the spread of disease out here, like making sure we reduce the amount of standing water even out here in the desert.”

Antoine summed up the reasoning behind these clothing treatments very simply, “When troops get sick, combat readiness suffers and goes down, so we have to do whatever we can to make sure Marines and Sailors stay in the fight.”



Lt. j.g. Johnfritz E. Antoine, environmental health officer, Marine Wing Headquarters Squadron 3, 3rd Marine Aircraft Wing, applies permethrin spray onto camouflage utilities at Al Asad, Iraq, Sept. 25, to help prevent the spread of diseases transmitted by insects and pests. Photo by Cpl. Paul Leicht

Experienced Marines speak about wartime experiences

Story by Sgt. Cecilia Sequeira

MCAS Miramar Combat Correspondent

With the war on terrorism on the long-term horizon, many more Marines can expect to visit Iraq or Afghanistan, and some, more than once.

While some Marines remain permanently in the rear for support, others deploy to combat zones quite frequently. Many of those combat veterans have learned a lot from their first-time experiences.

Cpl. Jonathan C. Campbell, aviation technician, Marine Heavy Helicopter Squadron 462, has been deployed to a war zone three times and is scheduled for another stay in a couple of months. He says each time is different for him because he is constantly learning from his mistakes. “(You’re) always watching your back, never knowing completely what’s going on,” said the Killeen, Texas, native.

Although his experience will never put him at ease in the desert, there are a few practical things he’s learned along the way. “No one told me that baby wipes would play a part in morale. Also, you can get the Soldiers and Sailors Act pushed on your credit

cards, loans and other things,” he said.

Like many junior Marines, there are some things he had to learn the hard way. “Take what’s on the gear list provided - it’s there for a reason. The people who made that list have been there and done that, and some

items you think are stupid might actually be great to have,” said Campbell.

Overall, his combat experiences, good and bad, have changed him, he said.

Campbell has increased his “general knowledge, responsibility and a feeling of belonging to something bigger and better,” he said.

Gunnery Sgt. Vincent L. Woolfolk, flight line chief, HMH-462, has spent plenty of time in the desert. After 17 years in the Corps, Woolfolk has gathered enough time in the sandbox to know what to expect for his upcoming return.

Woolfolk participated in Operation Desert Storm, Operation Desert Shield, and operations Iraqi and Enduring Freedom. Woolfolk has had many positive experiences in combat environments. One of his fondest memories he said “was getting promoted to

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Marine Corps Ball season operational risk management

As units start preparing for the Marine Corps Ball, remember to individually prepare by having a designated driver. Drinking and driving is not worth your rank. More importantly, it is not worth your life, or the lives of your fellow Marines or loved ones.

In the state of California, an average Driving Under the Influence misdemeanor costs \$390 in fines, \$663 in penalties, \$150 in towing fees, \$375 to attend alcohol education classes, \$29 for a work release, a minimum estimated cost of \$1,800 for insurance increases, \$100 to the restitution fund, \$100 license reissue fee and an estimated \$2,500 in attorney/legal fees.

For more information on how you can stay safe during the ball season, contact your unit's Arrive Alive coordinator or SACO. Photo by Cpl. Jeff Zaccaro



Don't drink and drive!

Iraq-deployed helos employ 'BRITE Star'

Story by Cpl. Paul Leicht

3rd MAW Combat Correspondent

AL ASAD, Iraq — Marines here with Marine Light Attack Helicopter Squadron 169, Marine Aircraft Group 16, Marine Aircraft Wing, are flying some of their Vietnam-era aircraft with state-of-the-art technology.

Designed to be mounted on a variety of aircraft, the high-performance BRITE Star thermal imaging and laser designator system is giving the 'Vipers' another weapon for their arsenal.

A next-generation airborne laser targeting system, the BRITE Star platform, was designed by its creators to surpass the abilities of its predecessor, the Star small-arms fire system.

"The BRITE Star is basically an upgraded Star SAFIRE (Forward Looking Infrared) system with laser designating and rangefinder capability," said Chief Warrant Officer 2 Michael W. Reed, maintenance officer, HMLA-169. "It has a larger field of view and is remotely operated from inside the cockpit."

Unlike the UH-1N Huey's weapons mounted to the sides of the helicopter, the BRITE Star's turret FLIR unit sits more inconspicuously under the nose of the Huey.

Reed, a Marine of 19 years from

Murrietta, Calif., said unlike the Star SAFIRE, BRITE Star has a regular camera screen image and a main bore sight module that automatically aligns the thermal imager and TV sensors to the laser, whether in flight or on the ground.

"The laser designator and rangefinder is fully compatible with different codes and will designate for a variety of (aircraft)," said Reed. "In rangefinder mode the eye-safe laser is capable of providing accurate range-to-target information."

Since arriving in Iraq in August, the 'Vipers' have fitted four UH-1Ns with BRITE Star.

Technicians with FLIR Systems, Inc., makers of Star SAFIRE and BRITE Star, helped HMLA-169 with the installation of the units and have worked in coordination with the Marines to resolve any maintenance issues.

Relatively new to the Iraq area of operations, BRITE Star's true potential has yet to be achieved, though it has provided the Marines with added resources.

"The biggest advantage of the BRITE Star is its capability to laser designate for Hellfire missiles which greatly helps us accomplish our mission," said Reed.



Mounted just under the nose of one of Marine Light Attack Helicopter Squadron 169's UH-1N Huey helicopters at Al Asad, Iraq, the BRITE Star thermal imaging and laser designation system allows the UH-1N to support a variety of imaging and targeting missions. Photo by Cpl. Paul Leicht

Marines give helping hands to fire victims

Story by Lance Cpl. Skye Jones

MCAS Miramar Combat Correspondent

"I lost everything in the fires last year. All of my personal belongings were destroyed, as well as my living space," explained Genevieve Pulido, a San Pasqual American Indian Reservation resident. "I never had a real home before."

Marines from Marine Aircraft Group 11, 3rd Marine Aircraft Wing, in conjunction with the San Diego Habitat for Humanity Inc., volunteered their time to build houses for San Pasqual residents like Pulido, at the San Pasqual American Indian Reservation Sept. 28.

San Diego Habitat for Humanity Inc. started building houses for the local fire victims in June. They are expecting to have 20 houses completed by December of 2005.

The Morongo and San Manuel Band of Mission Indians both donated \$1 million to aid in the effort.

"We would be spending more of the money on labor if we didn't have volunteers," said Kenneth Kosman, project manager, San Diego Habitat for Humanity Inc. "Constructing these houses is possible because of the volunteers who devote their time and energy."

The servicemembers were more than eager to lend a hand to their community.

"I cannot wait to get out there and help. It should be a humbling experience," said Lance Cpl. Tiffany Burchfield, intelligence analyst, MAG-11, before she arrived at the site. "I am hoping that we get a chance to meet the families that we are building the houses for."

When Burchfield and the other volunteers arrived, everyone went to work right away. The group was divided into two teams and each team worked on one house.

The volunteers helped construct the floors for the two homes. They stayed out in the scorching sun without any complaints for over six hours while they cut and measured wood, hammered nails and performed a variety of other tasks.

"While I was working, I thought about the people who were



Volunteers from Marine Aircraft Group 11, 3rd Marine Aircraft Wing, pose with Genevieve Pulido (center), a San Pasqual American Indian Reservation resident Sept. 28, after working on her new home at the Reservation. Photo by Lance Cpl. Skye Jones

going to be living in the house that we helped to build," mentioned Staff Sgt. Marcel Candelariorivera, communication and navigation technician, MAG-11. "I wanted to work hard to build a house that they can enjoy and not have to worry about fixing up down the road."

After all of their hard work, the volunteers took a break to meet one of the future homeowners. The experience was a reward in itself for Burchfield and the rest of the group.

"I can hardly wait to have my own home," Pulido told the volunteers. "Thank you for helping. I think it's wonderful."

After a long day of work, the volunteers headed back to Miramar with a new sense of accomplishment for their efforts.

"This was a very heart-warming and gratifying experience," said Sgt. Debbie Brown, career planner, MAG-11. "Don't volunteer because you have to — do it because you want to."

Brown and some of the other volunteers plan to take some additional time from their schedules to go back to return to the site to conduct more work,



Staff Sgt. Marcel Candelariorivera, communication and navigation technician, Marine Fighter Attack Squadron 314, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, uses a saw to cut pieces of wood for the floor he and 11 volunteers helped to build at the San Pasqual American Indian Reservation Sept. 28. Photo by Lance Cpl. Skye Jones

Officers' Wives Club makes Ball going easier for spouses

Story by Sgt. Cecilia Sequeira

MCAS Miramar Combat Correspondent

It felt a lot like Christmas Oct. 1 and 2 at the Lifestyle Insights, Networking, Knowledge and Skills Building, where women were picking out their own presents courtesy of the Officers' Wives Club.

Stacked up in the hundreds was a rainbow of ball gowns, in sizes ranging from one through 20, for any and all military wives. In addition to the dresses, there were purses, shoes, jewelry, belts, and shawls complimenting the free gowns.

Why all the free gifts? Each year, military wives pick out and pay for new gowns for the Marine Corps Ball, which can become exhausting and financially draining. For two years in a row, the Officers' Wives Club has come up with a solution to that problem: a Marine Corps Ball gown giveaway, open to all military wives.

"Last year we held it in the Food Locker. It's not a dressing room. (It's more like a warehouse). This year we had chairs, dressing rooms, mirrors, and racks that were donated and lent to us," said Leslie L. Henger, president of the Officers' Wives Club.

There were many positive sides to going to the LINKS building instead of a mall. At the giveaway, all the dresses were centrally located instead of spread throughout dozens of stores, and once a customer found a few potential dresses, she could take them all into a changing area without having to wait for an attendant.

"Usually we're walking around looking all over the place. This is much easier," said grateful husband Gunnery Sgt. Lonnie L. Shaw of Marine Medium Helicopter Squadron 165, Marine Aircraft Group 16, 3rd Marine Aircraft Wing.

The biggest benefit, however, had nothing to do with the search effort and had everything to do with the payment. Once a patron settled on the perfect dress, she needed not glance at the price tag or pull out a form of payment; only a military identification card was required to walk out the door.

"I can either eat this month, or I can buy this dress," joked Officers' Wives Club advisor Caroline A. Arnold about the choices some women face when shopping for a new gown.

"I've gone to about

eight (Marine Corps) Balls. Ball gowns are so expensive, and you only want to wear it one time. So, it's nice to get a new one. I do pictures every year, so it's nice to have a picture in a different dress," added Stephanie Pruitt, military wife.

For some, tight budgets made the giveaway even more important. "I think it's awesome. My husband's a corporal, so I don't have the money to buy a new dress every year," said Diana M. Eggert, military wife.

Many donated gowns were new from department and bridal stores. Others were personally donated. In addition to dresses, LINKS donated their space for the giveaway, and the Marine Corps Exchange lent store racks to the Officers' Wives Club for the event.

"I donated a dress. I handed it to one of the volunteers and she handed it over to someone who wanted it. It wasn't even here for ten minutes! I bought it for the ball but ended up wearing the same dress I'd worn for the last four years," said Jennifer A. Lee, military wife, as she walked out smiling with a shiny green dress.

"One lady has a son in Iraq and donated five dresses that belonged to her daughter. (Her daughter) did beauty pageants and was killed by a drunk driver in July," said Henger, an Albuquerque, N.M., native. "Everyone's contributions make this possible."

Henger's 10-year-old daughter, Stefanie, volunteered to escort people to the dressing rooms. "I think it's kind of cool. They're helping people by giving them a new ball gown, so they don't have to wear the same gown over and over," she said.

No matter how big or small the effort, each volunteer's

help improves the giveaway for the community. Ball gowns are eligible for donation if they are in good condition and dry-cleaned.

In addition to donations, the Officers' Wives Club is looking for ball gown storage space a few weeks prior to next year's giveaway.

Finding storage space for the gowns is very difficult, so they are not kept for the following year's give away. After the gowns are made available to each nearby base for its respective giveaways, they will go to military thrift stores.

To donate storage, dress racks, gowns or accessories; contact the Officers' Club at (858) 577-4808.

Navy celebrates 229 years of service

Letter by Gen. Michael W. Hagee

Commandant of the Marine Corps

On behalf of all Marines, it is my honor to congratulate the Sailors of the United States Navy as you mark your anniversary on the thirteenth of October.

Two hundred and twenty nine years ago, the Continental Congress authorized the funding of two armed, swift sailing vessels for the Continental Navy to defend our young nation's freedom. Since 1775, Marines and Sailors have fought side by side from the decks of the Bonhomme Richard, to the sands of Iwo Jima, and to the current battles and campaigns of the Global War on Terror. We have forged a strong bond of brotherhood and a commitment to warfighting excellence that has achieved unrivaled command of the seas. In far-flung places around the globe, the Navy-Marine Corps team has boldly gone in harm's way in defense of country's security.

On this anniversary, know that Marines everywhere share in your pride for your many lasting achievements and honor your rich heritage. For well over two centuries, Sailors of the United States Navy have distinguished themselves in peace and war with professionalism, dedication, and selfless service. We are proud of our long and close association and look forward to witnessing the addition of new and inspiring chapters to your illustrious legacy in the future.

Happy Birthday and Semper Fidelis.
General Michael W. Hagee
Commandant of the Marine Corps



Lance Cpl. Philip P. Dunseath helps his wife Brenda L. Dunseath look for their first Marine Corps Ball gown during the Officers' Wives Club sponsored Ball gown giveaway. Photo by Sgt. Cecilia Sequeira

K-9 continued from page 1

we can change people's views and raise their awareness."

The K-9 unit showed guests the three phases of training that the handlers and their dogs conduct, which include aggression, obedience and detection training.

In one situation, a military dog handler, disguised as a suspect, came up to one of the dogs and exclaimed, "what are you going to do to me, huh?" Then he hit the dog.

The handler then released the dog as he attacked the suspect.

"We wear bite suits that weigh about 30 pounds and bite sleeves so that the dogs will not harm us," explained Cpl. Pierre Richard, military police working dog handler, MCAS Miramar, and one of the decoys during the demonstration. "When people witness the intensity of the attacks, they get a better picture of how dangerous our dogs can be."

According to Richard, the dogs think of attacking somebody as a game, and they have fun when they do it. However, the bites they leave are extremely painful.

"We have all been bitten before. It's the nature of the job," said Richard, an Auburn, Wash., native. "We brought our two hardest hitting dogs out today to show everyone what they are capable of. They could take anyone out here to the ground."

The handlers also demonstrated the dogs' loyalty to their masters. In one scenario, a handler released his dog to escort the suspect. The crowd cheered as the dog walked alongside the decoy, keeping an eye on him the entire time.

The audience also enjoyed watching one of the handlers give his dog the command to cease attacking, as his dog refrained from biting the decoy mid-action.

"I am really impressed by what I saw out here. The dogs are so well behaved and trained," said Caniz. "I feel safer knowing that there are dogs out there who can help better our society."



Lance Cpl. Garry James, military police working dog handler, Marine Corps Air Station Miramar, plays a decoy while he is attacked during a K-9 demonstration at Sea World Oct. 3. Photo by Lance Cpl. Skye Jones

Crew chief's personality eases long flight line workdays

Story by Sgt. Cecilia Sequeira

MCAS Miramar Combat Correspondent

All Marines should display traits that distinguish them from civilians. In addition to those traits, every unit needs a Marine with special qualities to make everyday not only successful, but enjoyable.

At 6:45 every morning, Sgt. Ryan C. Zierman, crew chief, Marine Heavy Helicopter Squadron 466, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, arrives at Hangar Four and awakens his senses to a strong cup of coffee and the unmistakable smell of JP-5 aircraft fuel. After the Marine of HMH-466 conduct a squadron-wide foreign object debris walk, Zierman joins his crew for a morning meeting to discuss the plan of the day.

Although his morning routine is the same, each day varies depending on flight schedules and maintenance tasks. Many days start at dawn and end after dusk. Other days offer limited flights and very little maintenance or tests to run, leaving Zierman with plenty of time to educate his subordinates.

"He doesn't need to be told to train his junior Marines," said Gunnery Sgt. Jeffrey D. Canter, flight line chief, HMH-466.

In addition to training, and his crew chief and mechanic responsibilities, Zierman assists the quality assurance section in their inspections. "He chose to become a collateral duty inspector. He's always willing to give someone a helping hand," said Staff Sgt. Reggie W. Fernandez, flight line staff noncommis-

sioned officer-in-charge, HMH-466.

Fernandez added, "He earned a well deserved Navy Achievement Medal for his professionalism and training of junior Marines in Iraq."

His fellow Marines agree his rewards are earned. "There are people who don't really rate the awards they receive, but he does. He works hard and deserves everything he gets," said Cpl. Steven J. Thomas, flight line mechanic, HMH-466.

A crew chief's job can be demanding. "When we are testing an aircraft we need to be there until (the pilots) are done. It can take from sun up to sun down. During the summers, we'll test until 8:30 (p.m.) and then do the aircraft's daily (inspection) when we're done. We might not go home until 9 or 10(p.m.)," said Zierman.

"There are times when it gets boring doing the same thing. He's always there to make a joke and get people going," said Cpl. Leo D. Schroeder, flight line mechanic, HMH-466.

"If I didn't have someone like him, the morale would go down fast because of the long hours. If I can get him to stay in, I will," added Canter. "He's one of those



Sgt. Ryan C. Zierman, crew chief, Marine Heavy Helicopter Squadron 466, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, blocks the sun from a vibration analyzer in order to check the morning's CH-53E Super Stallion Helicopter test results and make adjustments. Photo by Sgt. Cecilia Sequeira

Marines you want to keep around."

According to Zierman, some aircraft tests require a crew chief to stand in the sun for a few hours, but there are ways to take it in stride. "You'll see me playing jump rope with the internal communication system, while pilots run through the checklist," said the Santa Maria, Calif., native.

"He has a good personality. He's a

comedian, team player, and an excellent worker. He likes to teach. He's easy to work with and learn from," remarked Thomas.

Zierman believes in the team. "There is no I, or me. We back each other up. My life is in their hands and other crew chiefs' lives are in mine," he said.

"He is the trademark of a true Marine," said Thomas.

ETHOS

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needs to watch the Marine Corps recruiting ads to observe that they clearly appeal to risk takers. The ads focus on jumping through hoops of fire and climbing mountains without a stitch of safety gear. Neither of those events would pass the first step of ORM. But how effective would the ads be if a squad of Marines in firefighting suits with extinguishers was on each side of the hoop and the "slayer of dragons" was wearing a full fire protection suit as he walked through the flames? Similarly, adding a helmet to the mountain climber would reduce the effect of that ad. If the Marine Corps advertises for risk takers, it should not be surprised when Marines participate in riskier activities, both on and off duty. Nor should we try to develop metrics to hide this fact. I am not suggesting that the Marine Corps should shrug its shoulders and accept injuries and loss of life, nor should we change the ads to appeal to a different segment of the population.

Greater risks yield greater rewards. Being a Marine is inherently a risky profession and requires that we have a corps of Marines who are not only willing but actively seek these challenges. This is our ethos, and it should never change. Once we recruit individuals to whom these ads appeal, we cannot expect to give them an ORM checklist and admonish the chain of command every time someone is hurt in training or on leave. Risk taking results in injury. It is risky for a 54-year-old colonel to participate in martial arts tan belt training with 20-year-olds. The risk of injury is high. But if that colonel avoids the training because of ORM or because he might get hurt, he doesn't rate the title of Marine. The dilemma then is how do we, as an institution that prides itself on "taking care of our own," reduce injuries and still appeal to those who seek challenges that push them to the edge. We must not foster a climate that rewards lambs instead of

lions. If that happens, more commanders will be relieved of duties during combat operations for failure to seize the initiative.

The Marine Corps must reverse this trend by attacking this issue with a frontal assault. Admit-in fact focus on the fact-that we are a breed of warriors that seeks challenges and risk. Use ORM as originally intended-as a tool not as a solution. State emphatically and repeatedly that safety is not paramount. But if safety is not paramount, what is? Professionalism is paramount. The successful military organizations throughout history were composed of consummate professionals with a warrior ethos. Marines epitomize professional warriors, and as our hymn proclaims, "we are proud to claim the title of United States Marine." The Marine Corps can and should use this professional warrior ethos, coupled with the pride of being called "Marine," to accomplish the Commandant's goal of reducing needless injuries and death. Marines care about Marines; we truly take care of our own. A close examination of mishaps, on or off duty, reveals one common denominator, and that is a lack of professionalism.

When a unit, or the Corps as a whole, suffers a string of mishaps, it is not uncommon to hold a safety standdown. But do units really talk about safety? In aviation units, aircrews review and quiz each other on Naval Air Training and Operating Procedures Standardization. The maintenance department holds classes on quality assurance and proper maintenance procedures. These topics are professional topics not safety topics. Safety is nothing more than a byproduct of professionalism. The Marine Corps is currently focusing its efforts to reduce death and injuries by treating the symptom-unsafe actions-rather than the disease-unprofessional behavior. The "switch" that needs to stay on is professionalism.

One of the keys to success in carrying out any mission is to clearly understand "commander's intent." The Commandant's guidance on stopping the loss of lives and preventing injuries is

clear and not meant to inhibit training in our profession of arms but to prevent needless losses. Marines are unique, and what works for other Services and businesses in loss prevention does not necessarily work for Marines. The Marine Corps must therefore change its focus from "safety is paramount" to "professionalism is paramount." Driving drunk or without a seat belt, scuba diving in near typhoon conditions, and many other recent mishaps are examples of unprofessional behavior. Focusing on professionalism will have the benefit of improved safety as one of its byproducts.

Some may criticize this approach as nothing more than an exercise in semantics. Maybe that's true, but words have a strong impact on Marines. I have spent enough time with aviators on the job and at happy hour to know that the young ones view many of the admonitions of the old that something isn't safe as nothing more than the fact that the older aviators have lost some of their edge. The young ones listen politely and "know" they can handle the risks that their seniors warn them not to take. Yet, the impact of calling someone unprofessional in the cockpit cuts to his or her soul regardless of age. I am sure that the pride of being a Marine is the same, regardless of MOS, and every Marine would be deeply hurt if called unprofessional. When a Marine sees another Marine acting unprofessionally, he should remind him that "Marines don't do that." Not wearing a seat belt . . . Marines don't do that. Driving drunk . . . Marines don't do that. This focus on our ethos of being a professional Marine will not only result in improved safety, but other positive byproducts will include improvements in reducing hazing, racial and sexual discrimination, drug abuse, and a myriad of other unprofessional acts. Get Marines' attention by focusing on what means the most to them-being professional Marines.

Marines must continue to train hard and play hard but always remember- professionalism is paramount.

CFC efforts recognized



Staff Sgt. Charles Ellis, Combined Federal Campaign donator and a quality assurance representative with Marine Aviation Logistics Squadron 16, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, receives his Eagle Award from San Diego CFC Director Jim Guerin for being one of Miramar's first 2004 Eagle Donors, meaning he donated \$600 or more to the CFC. The 2004 CFC Campaign is running until Dec. 15. See your unit representative to donate or to find out more.

BUILDING

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MWSS-473's need for a new equipment shop is no less mission-critical. "Right now, we have a basic maintenance facility—it's just a little better than a maintenance tent in the field," said Gunnery Sgt. James G. Batty, maintenance staff noncommissioned officer-in-charge, MWSS-473.

Walking into the shop brings to mind an old, over-stuffed, dusty warehouse. There are storage bins stacked upon storage bins, which rest upon yet another set of storage bins. The lack of space is remarkable, and although the Marines clean it regularly, they fight daily piles of dust from the open area. "We have a really bad mouse problem here, too," said Sgt. Christian M. Marinello, engineer operator, MWSS-473.

Discomfort aside, there are several problems with the area that effect unit readiness.

As a reserve squadron, MWSS-473 is required to conduct job training for reserve drills.

The only classroom the shop has for this kind of instruction is a five-by-ten-foot open space in front of a white board mounted to storage bins. The squadron borrows another squadron's washing station and vehicle lift capabilities, and uses an unpaved lot to store their vehicles. "You'd be surprised how much dirt and dust causes a vehicle to corrode," said Batty.

The new building will have a classroom "with a state-of-the-art built-in projector, seating for 35 Marines, a "smart board," and video capabilities. We could be in our classroom teaching, and our instruction can be broadcast to another location," said Batty.

"The most important things are the classroom, wash rack, paved lot, and vehicle lift capabilities. All the extra offices are great, but they're just icing on the cake compared to the rest," said the Redmond, Ore., native.

VETERANS

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sergeant in the Gulf War in Kuwait."

He says no matter what happened, his spirits were improved by the flow of operations. "Fixing an aircraft that was down in order to get supplies to Marines in a forward area, and knowing we made a difference made it worth it," he said.

Woolfolk learned to make peace with the native wildlife. "We were chased by spiders, scorpions, bats, and wild dogs. It was interesting," he said.

Woolfolk reminds Marines that hydration and exercise is vital in the field. "There are many forms of exercise you can do without running around a minefield. You can do push-ups or sit-ups. We created makeshift pull-up bars; and there are secured areas around the aircraft you can run around," he said.

Marine Aircraft Group 16 logistics officer Capt. Brian Fanning has been to the desert three times and will soon return for a fourth stay in the sandbox.

His most notable discovery was the im-

proved infrastructure and supply capabilities. He advises first time fighters to bring what is on their gear list, but not to over-pack. "I usually bring too much stuff. The Internet, mail, and supply are pretty good out there now. If you forget something, or need something like a mat to sleep on, you can buy it over the Internet, and have it mailed to you," said Fanning.

He reminds overzealous Marines that the war on terrorism is a long term one, and most who want to go will get their chance, but that it isn't always exactly what is expected. "Most air wingers may not even see many Iraqis, because our bases are so isolated. We don't get to interact with the people like the ground troops do," the Virginia Beach, Va. native said.

Fanning also has a message for those who aren't enthusiastic about going. "It is financially rewarding, and a good way to get those ribbons and medals Marines cherish."

Campbell reminds Marines of the old rule, "You get out what you put in." He says bad spirits are contagious and make things worse, and "If you make it fun, it will fly by, and the next thing you will know, you are on the big bird home," he said.

Miramar Movies

The Station Auditorium is located in building 2242, and will be featuring the following movies free of charge. Outside food and drinks are not permitted. For more information, contact 577-4143 or log on to www.mccsmiramar.com.

Today:

4:30 p.m. Open Water (R)
6:30 p.m. Suspect Zero (R)
8:30 p.m. Exorcist: The Beginning (R)

Saturday:

6:30 p.m. Superbabies: Baby Geniuses 2 (PG)
8:30 p.m. Princess Diaries 2 (G)

Sunday:

1 p.m. Princess Diaries 2 (G)
6:30 p.m. Alien vs. Predator (PG-13)

Wednesday:

6:30 p.m. Vanity Fair (PG-13)

Thursday:

2 p.m. Superbabies: Baby Geniuses 2 (PG)
6:30 p.m. Without a Paddle (PG-13)

Presentations and time subject to change.

Star search

The Tyra Banks Show is looking for an overwhelmed spouse who is having a difficult time taking care of children while their husband or wife is deployed to Iraq.

The selected mother or "Mr. Mom" will be rewarded with an all-expense paid visit to Los Angeles, food, wardrobe, maid service, makeover and more.

For more information, contact Valerie Mikita at (818) 972-8032.

Religious Services

The Chaplain's Office is located in building 5632 and coordinates regularly-scheduled worship services. For the location and meeting schedules of religious activities, contact the Chaplain's Office at 577-1333.

Sunday:

9:30 a.m. Protestant worship service
11 a.m. Roman Catholic Eucharist

Wednesday:

7 p.m. Baptist service

Monday-Friday:

11:30 a.m. Roman Catholic daily mass

Jewish:

7 p.m. First Friday of the month MCRD
7:30 p.m. Last Friday at Edson Range Chapel

3rd MAW OIF book

Marine Corps Association bookstores are carrying an exclusive new title detailing the exploits of 3rd Marine Aircraft Wing during Operation Iraqi Freedom.

"Third Marine Aircraft Wing: Operation Iraqi Freedom" follows the journey of 3rd MAW in support of I Marine Expeditionary Force and coalition forces in liberating Iraq and toppling Saddam Hussein during OIF. The book is a testament to the Marines' well-proven, colorful battle history.

The cost of the book is \$34 for members and \$36 for non-members.

Marines can visit the MCA Bookstore located at Camp Pendleton's Main

Exchange, Building T1100 on Vandegrift Ave., or call 888-237-7683 to order a copy.

Change of command

Lt. Col. Jon Doering, commanding officer, Marine Medium Helicopter Squadron 165, will relinquish command to Lt. Col. Eric Steidl, HMM-165 executive officer, in a change of command ceremony at 10 a.m., Oct. 29, at Hangar 6.

MAC Flight

A Military Airlift Command flight will be available to Quantico, Va., Oct. 31 for the Marine Corps Marathon. For more information, call 577-7700.

Impounded Vehicles

The following vehicles have been impounded and need to be claimed by the owners. Towing fees average \$113, storage fees \$28 daily. For more information contact the Provost Marshal's Office at 577-1461.

Vehicle:	License:	Vehicle:	License:
Green 1995 Dodge Neon	CA/3KGZ374	Blue Mazda 626	CA/1STD385
Blue 1989 Subaru GL	CA/1REE135	Blue Ford Escort	CA/3EKK843
Red Honda Prelude	NONE	Red Honda DX	CA/2YBS381
Red Sea King Boat	NONE	Blue Ford Mustang	CA/2TAX992
White Hydra Sports Boat	FL/CZ639M	White Dodge Dart	CA/SUPX39
Black VW Jetta	NONE	Green Chevy Blazer	CA/TECROW