FLIGHT JACKET

Vol. 7, No. 36 | Marine Corps Air Station Miramar, Calif. | Sept. 23 , 2005

Bob Hope Theater gets 'seal' of approval

Story by Cpl. Paul Leicht

MCAS Miramar Combat Correspondent

The newly remodeled Bob Hope Theater at Marine Corps Air Station Miramar is getting a final "seal" of approval from the Marines.

San Diego-area artists Kimberleigh and Paul Gavin recently painted a massive Marine Corps seal on the formerly blank west wall on the back of the theater.

"This seal is 40 feet in diameter," said Paul Gavin of the full-color, circular mural. "We aren't 100 percent sure, but this may very well be the largest painted Marine Corps seal in the world."

Originally envisioned by Rick Soule, director, Marine Corps Community Services, MCAS Miramar, the massive seal will represent a vivid landmark unique to Miramar.

"This job is one of our most challenging tasks," said Paul Gavin of painting the large Marine Corps seal. "With multiple exact concentric circles and curved lettering centered 35 feet from the ground, this project requires more exacting procedures than the usual mural grid system. Another challenge was how to actually work on the wall. The old theater wall and roof prevented us from using both set and hanging scaffolding."

To successfully complete the technical solutions for the job, the Gavins recruited close friend and fellow artist Phil Tessier. Tessier, a former Marine Corps Base Camp Pendleton Marine during the 1960s, helped draw the mural. He is also an accomplished painter and the owner of "Creations Unlimited" based out of San Clemente, Calif. Tessier and his crew, Patty Prather and Jim Carlisle, have created many local San Diego-area signs.

"Phil is a very talented artist and a skilled drawer," said Paul Gavin. "Together we reviewed the design and theater wall, and laid out the technical details to help make this a success. Patty created the full-size cartoons that use the old master fresco method in order to draw the design on the wall. Because scaffolding was not possible in this case, we're using a 60-foot boom. Then we developed a plan to layout and paint in the least possible passes from a single bucket."

With the aid of a 60-foot boom, San Diego-area artists Paul and Kimberleigh Gavin and Phil Tessier completed painting a giant Marine Corps seal Sept. 22 on the west wall of Marine Corps Air Station Miramar's Bob Hope Theater. Measuring 40 feet in diameter, the 130-plus hour project required several technical solutions to successfully plan, draw and paint the seal with concentric circles and curved lettering. ***Photo by Cpl. Paul Leicht***

Since 1979, Paul Gavin has been painting pictures and air show posters for the military across the country, with work at several Air Force bases, Marine Corps air stations and Naval facilities. In addition, he began the Miramar Air Show poster tradition in 1994, created the Miramar station logo in 1997 and the San Diego Fleet Week event art.

Painting high above his company's vintage 1951 Ford pick-up truck, Paul Gavin said the completed project took more than 130 hours to draw and paint before making final touch-ups forp completion Sept. 22.

"It was defintely a challenge, and I hope that it endures as a source of pride and inspiration for the Marines," said Paul Gavin.

Drop-in childcare comes to Miramar Youth Center

Story by Cpl. T.D. Smith

MCAS Miramar Combat Correspondent

Drop-in childcare started Sept. 19 at Marine Corps Air Station Miramar's Youth Center. This service provides Marines, Sailors and their spouses added support for childcare needs.

The program resumed after a summer- long hiatus.

"During the summer months and camps, we gear the facility to provide service to kindergarten through fifth-grade youth. However, when we don't have that, we found we can accommodate families with additional childcare needs," said Monica Romero, recreation specialist, Miramar Youth Center.

This service allows military members or their spouses to go grocery shopping, go to the gym or run routine errands, while ensuring care for their children. It may also provide the opportunity for activities with friends and a little rest and relaxation. These activities can often be more difficult to accomplish when spouses deploy, so the added care may fill in for some of that need.

Drop-in care isn't limited to Miramar personnel. Military members from other installations may also find the service valuable.

The spouse of a drill instructor stationed at Marine Corps

See **CHILDCARE**, page 2

Inside

Weekend forecast from Miramar's weather station

74°/57°	74°/58°	74°/57°
Today	Saturday	Sunday

Helicopter crew chiefs assist pilots
Page 6

Marines use night vision gear
Page 8

Check your child safety seat

Story by Cpl. T.D. Smith

MCAS Miramar Combat Correspondent

Marine Corps Air Station Miramar's Safety Office will conduct a child safety seat check across from the Bob Hope Theater Sept. 26 from 11 a.m. to 1 p.m. The safety office provides monthly child safety seat checks that not only inspect the child's safety device, but will also provide crucial knowledge that drivers need to keep their children safe.

When it comes to car seats, safety may seem like child's play. However, the additional knowledge, like the information provided by the safety office, may make driving for the whole family even safer.

"What people need to know is that they want to install a seat properly, because that is the way they are tested (by the manufacturer)," said Cpl. Janet Moore, motorcycle training instructor assistant, MCAS Miramar. "That is the way they are going to be (most effective)."

Other important child seat information regards which seat and position is safest for your child's age, height and weight. Infants under 20 pounds should be in an infant seat, facing the rear and at a 45-degree recline. This is due to their underdeveloped neck muscles being unable to support the weight of their head. Children 40 pounds or more should be in a forward facing seat with a harness.

Even when a child graduates from car seats, they still may need a booster seat. Children as old as 8 years of age may not fit in the seat and seat belt designed for adults. For these kids, a booster seat is a safety feature that will protect them.

Another factor that will keep children in vehicles safe is the structure of the seat. The safety office inspects child seats for external damage. They also check and make sure the seat hasn't been subject to a manufacturer's recall.

To stay informed about manufacturer-identified defects, all owners of child safety seats should register their seat. All new seats come with a mail-in form to register their model. In the event of a problem with the model type, the manufacturer will notify the purchaser and correct the problem with either a replacement or a fix. If someone has lost their registration card, they can still register their seat. They can go to the manufacturer's Web site and register online, according to Moore.

Safety doesn't stop with the seat.

"We recommend parents not give their children loose toys. They can become dangerous projectiles (during travel). If an item cannot be strapped down or secured within the passenger area of the vehicle, then it should be placed in the trunk," said Moore.

The safety office can schedule appointments to help new parents with proper seat installation.

"No one has ever told me how to put in a car seat. I'm so scared of being in an accident down here in San Diego, so I wanted to make sure my daughter was safe," said Seaman Kelly Magdaleno, avionics electronic technician, Marine Fighter Attack Training Squadron 101, Marine Aircraft Group 11, 3rd Marine Aircraft Wing.

For more information or to schedule an appointment, contact the safety office at 577-1358.

Is this your Suzuki?

The above vehicle has been 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 lots.

Abandoned vehicles at Marine Corps Air Station Miramar present security risks as well as environmental and safety concerns. PMO attempts to identify and contact vehicle owners of illegally parked, abandoned vehicles prior to tagging the vehicle with a Department of Defense notice. Vehicles are then scheduled for towing three days following the notice.

For more information, please call 577-1276 or 577-4150.

MCCS: Help evaluate education centers

Story compiled by CPAO

MCB Quantico

MARINE CORPS BASE QUANTICO, Va. — Headquarters Marine Corps will be conducting an online Marine Corps Community Services Education Center Program Assessment from Oct. 3 to 17, to gather feedback and perceptions from Marines and their families.

Responses are extremely valuable and will enable the MCCS Education Center staff at installations to better understand and address your educational needs. Responses will be kept confidential and all answers will be reported in the aggregate. The study consists of multiple-choice questions which take about 10 minutes to complete.

For more information, contact the Miramar Education Center at 577-1801.

MIRAMARKS

"What do you think of the Family Service Center?"

Lance Cpl. Matthew Spurrier
Hydraulics Mechanic
MALS-11

"The Family Service Center does a lot of good things for a lot of families that would otherwise cost a lot of money."

Sgt. Jessica Gonzales
Career Retention Specialist
HMH-466

"It is a great opportunity that we have these resources available in the Marine Corps. All of them add to the benefits that we get that a lot of people don't realize."

CHILDCARE

continued from page 1

Recruit Depot San Diego uses Miramar's drop-in service for some simple reasons.

"They are good with kids, and I didn't have anyone to watch my little girl during the morning. However, I was able to drop her off at the Youth Center in the morning and have a friend pick her up and watch her until I got home in the evening," said Bernice Valenzuela, wife of Sgt. Jorge Valenzuela, drill instructor, Company A, 1st Battalion, Recruit Training Regiment, MCRD San Diego.

The service requires annual registration to complete emergency records and proof of shots. Additionally, parents need to provide a blanket, comfort toy, necessary diapers and formula. Snacks and lunch should also be supplied if needed.

Hours of operation are Monday through Wednesday and Friday from 7:30 a.m. to 2 p.m., and Thursday 7:30 a.m. to 11:30 a.m. The cost is $4 per hour or $1 per 15 minute time period. Services are tentatively set for Oct. 29, Nov. 19 and Dec. 17 from 4:30 p.m. to 11:30 p.m. The cost for these dates is $10 per evening.

Reservations are encouraged and can be made up to two weeks in advance. Restrictions include a time limit of 24 hours per child per week.

For more information, call (858) 577-4136.

FLIGHT JACKET

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Hispanic heritage honored

Story compiled by CPAO

MCAS Miramar

September is National Hispanic Heritage Month and an opportunity for all Marines, Sailors and civilians to celebrate the contributions and remember the sacrifices Hispanic-Americans have made and continue to make to help keep our country and our Corps strong.

Hispanic-American Marines, Sailors and civilians have a long and valued history of honor, courage and commitment. Hispanic-American brothers and sisters in arms have contributed greatly to the Corps and its illustrious history.

In a recent letter, Maj. Gen. Richard F. Natonski, commanding general, 1st Marine Division, said the Marine Corps' cultural diversity is a force multiplier on the field of battle, and Hispanic-Americans have proven themselves time and again on the battlefield. From the battle fields of the American Revolution to the deserts of Iraq and Afghanistan, Hispanic-Americans have shown great courage and selfless dedication to our nation and its freedoms.

One such patriot was Loretta Janet Velasquez, a Cuban-born woman who enlisted in the Confederate Army in 1860. Masquerading as a man, she fought at Bull Run and Ball's Bluff. Shortly after, she was unmasked and subsequently discharged. She enlisted again disguised as a man and fought at Shiloh.

During World War I, Nicholas Lucero, a Hispanic-American, received the French Croix de Guerre for destroying two German machine-gun nests and maintaining constant fire for three hours.

The first Hispanic-American Medal of Honor recipient of World War II was Army Pvt. Jose P. Martinez who was honored for actions during the 1943 American invasion of the Aleutian Islands. Private first class Harold Gonsalves also was awarded the Medal of Honor for his courage and selfless actions while serving with 4th Battalion, 15th Marine Regiment, 6th Marine Division, during actions against enemy Japanese forces on Okinawa, Japan, in the Ryukyu Chain, April 15, 1945.

These are just a few of the courageous and devoted Hispanic-Americans who have answered our country's call to arms throughout our history.

To date, 41 Hispanic-Americans have been awarded the Medal of Honor. Today, Hispanic-Americans, as well as numerous Hispanics who are not yet citizens, are fighting for our freedoms and the freedoms of others in Iraq, Afghanistan and around the globe.

As Hispanic-Americans serve in the armed forces of the United States they do so disproportionately across the services.

Hispanic men and women tend to choose to enlist and receive commissions in the Marine Corps at a higher rate compared to other services. In 1990, Hispanics made up 6.8 percent of the Marine Corps. As of September 2000, Hispanics made up 12.6 percent of the Corps. This is the largest increase in all the services. Currently, it is estimated that Hispanic-Americans make up 9 percent of the U.S. military and 14 percent of our Corps.

It is projected that over the next 10 years, the representation of Hispanics in the armed forces will likely double.

Online Defense Travel System takes flight

Story by Cpl. T.D. Smith

MCAS Miramar Combat Correspondent

On Sept. 14 Marine Corps Air Station Miramar adopted the Department of Defense's plan to reengineer the way servicemembers administrate temporary additional duty orders. Miramar Marines, Sailors and civilians will now use the Defense Travel System.

DTS is an online secure system that generates a paperless and fully automated travel reservation, authorization and voucher. This process allows a traveler to request commercial transportation, lodging and rental car arrangements. The system also allows for government transportation, meal coverage and travel.

Not only can the traveler make their own travel request, but they can track it themselves. Through the electronic system, Marines, Sailors and civilians can have updates e-mailed to them or go online to track the status of their requests.

"You can view the tracking process at any time. It isn't as if the paper winds up on someone's desk under several awards before it gets reviewed," said Gunnery Sgt. Richard Chalk, lead defense travel administrator, 3rd Marine Aircraft Wing.

The system also prepares authorization reviews and vouchers. Each part of the process, including travel document creation, transfer, approval, computation, accounting, disbursement and retention is done electronically. This also means the information is stored electronically and can be changed if needed.

"There is no duplication of effort. After the original submission is made, all the traveler has to do is go back and alter the individual items that changed," said Chalk.

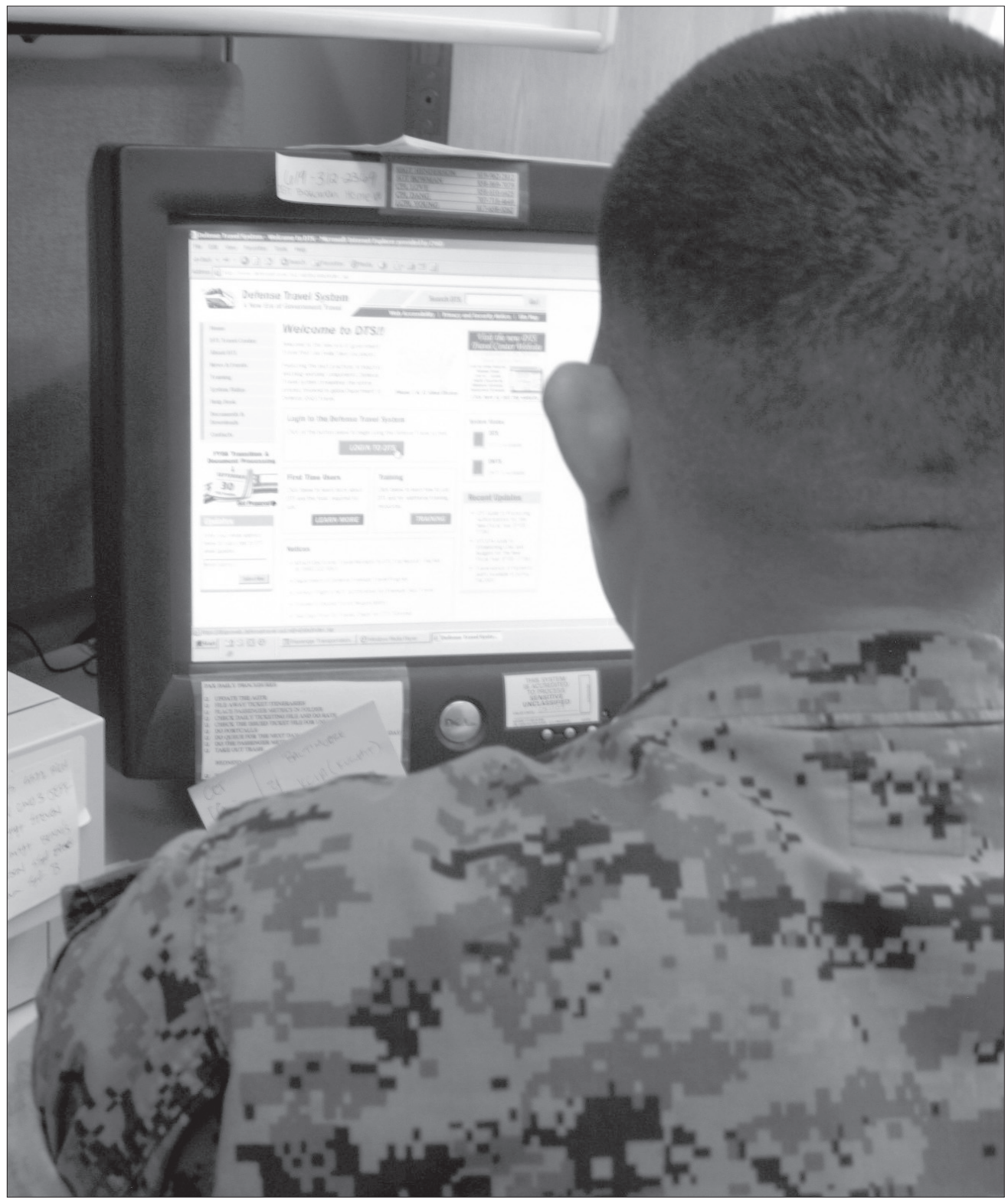
DTS also provides travel entitlements automatically during the initial process. It also initiates disbursements to wherever the traveler indicates through their profile. This eliminates the expense of processing check payments and gets the traveler their money faster.

DTS also allows the traveler or their leadership to make choices in their travel arrangements. For example, a traveler may choose the cheapest flight available. However, if the approving official desires, they may require a contracted city pair flight, which allows for same day flight change or cancellation without penalty.

This new process does not affect taking leave in conjunction with temporary additional duty.

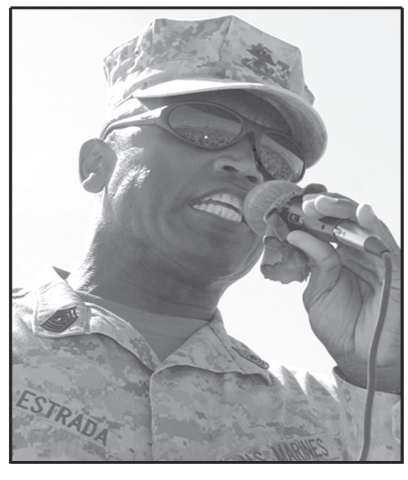
The system has specific sections that are user friendly and will allow the traveler and their leadership to customize the process.

For more information on the new DTS, visit *www.dtstravelcenter.dod.mil*.



The new Defense Travel System is faster and cheaper. This online process will give Marines direct access to their travel orders and make paperwork obsolete. ***Photo by Cpl. T.D. Smith***

SHARE YOUR EXPERIENCES!



MCAS Miramar needs servicemembers from all ranks, occupations, experiences, backgrounds and upbringings to participate in the Guest Speaker Program. If you are interested, call the Community Relations Department at (858) 577-4333.

An appreciative audience awaits

Tactical vehicle training benefits Marines

Story by Pfc. Robert W. Beaver

MCAS Miramar Combat Correspondent

An endless line of vehicles passes through a hostile area to deliver vital supplies to Marines advancing on an objective. Suddenly, a loud explosion from a hidden Improvised Explosive Device brings the convoy to a halt, but the abundance of training drivers received in preparation for situations like this prevented any harm coming to them or their Marines.

A Marine who knows the basic operating procedures for tactical vehicles can be a major contribution to their unit when deployed, as it will give him the skill to accomplish the mission and ability to look out for his Marines.

"The training builds the Marines' confidence for a field operation or when they get deployed," said Sgt. Nagazaki Lung, licensing instructor, Marine Wing Support Squadron 373, Marine Wing Support Group 37, 3rd Marine Aircraft Wing. "They can just jump in a vehicle and do what they're trained to do."

When a unit deploys, it will have its own trained drivers so assistance from motor transport to accomplish a mission will not always be needed.

"When these Marines get deployed, some will be needed to be drivers during a convoy," said Sgt. Albert R. Carrasco, licensing instructor, MWSS-373. "We give them all the training necessary to be successful. It ultimately benefits a unit's readiness."

The Marine driving the vehicle is responsible for taking care of the passengers in the vehicle, giving him the responsibility of looking out for those Marines' welfare.

"The driver is responsible for all passengers who are in the vehicle," said Lung, a 31-year-old native of El Centro, Calif. "If something goes wrong, it's on the driver."

Students training for their tactical vehicle licenses participate in a class on the nomenclature of the Humvee engine Sept. 8 at Marine Corps Air Station Miramar. Students learned operating procedures for tactical vehicles that will benefit their units during deployment. ***Photo by Pfc. Robert W. Beaver***

The driver is responsible for maintaining a trip ticket, which is used to document everything the vehicle does during travel.

Student drivers also learn how to drive in combat environments and safeguard their Marines.

"This training is mainly to familiarize Marines with how to operate tactical vehicles, but the knowledge they learn here will help the students in combat," said Lung.

The training the students receive from this course will help them survive in many different situations, such as ambushes or night operations.

"They learn how proper use of the tactical vehicles can help them get out of an ambush or other situations," Lung said.

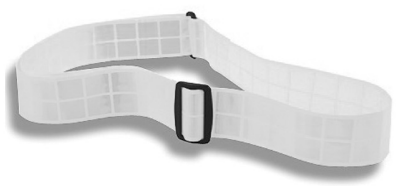
The student drivers learned to stay away from the sides of main supply routes. If they drive too close to the sides of the road, they can be ambushed or hit by IEDs.

Night-driving training, such as light discipline, is also important, because it prepares students for operations.

"It's important for students to train during the night because the Marine Corps does most combat operations at night," said Carrasco, a 30-year-old El Paso, Texas, native.

Marines who receive their tactical vehicle licenses are a force multiplier and ultimately can help save lives.

Get Noticed by Motorists...



NOT BY PMO

MARINE CORPS ORDER 5100.19E STATES:
"During periods of reduced visibility, and before morning colors and after evening colors, personnel shall wear retro-reflective clothing, vest or belt when conducting physical training or exercising on or near roadways."

It's not just a good idea
IT'S THE LAW

Crew chiefs: Eyes in the sky

Story by Lance Cpl. James B. Hoke

MCAS Miramar Combat Correspondent

Before a flight, during a flight and well after a flight, there is one Marine who takes on the responsibilities of maintaining the aircraft, observing its safety and providing in-flight maintenance - the crew chief.

Crew chiefs for the CH-53E Super Stallions are responsible for the well-being of the aircraft throughout their flights, as well as observing the environment for the pilots on board.

"Crew chiefs are the enlisted maintainers and flyers for the helicopter squadrons," said Capt. Eric C. Palmer, NATOPS officer, Marine Heavy Helicopter Squadron 361, Marine Aircraft Group 16, 3rd Marine Aircraft Wing. "They take care of all the duties the pilots don't have, which is about everything in the back of the aircraft."

Crew chiefs observe obstructions in a pilot's path, as the pilot cannot see more than 180 degrees in either direction from the nose of the aircraft.

"The CH-53 doesn't have the best view around it, so we have to rely on the crew chief's eyes and ears during a flight," said Palmer, an Endwell, N.Y., native. "Being able to see things that the pilot can't is really one of the biggest aids of a crew chief."

According to Lance Cpl. D. L. Chewey, crew chief, HMH-361, they are required to know a little of everything on board the aircraft.

"Crew chiefs are required to touch on all aspects of the aircraft," said the Stilwell, Okla., native. "We have to know its limitations. We have to know our limitations. We are there to back up the pilots.

"When we fly, we all have a mission at hand," Chewey added. "Our mission is a mission as a team. You have your pilot and co-pilot. One will fly, and the other will navigate. Then you have a crew chief who will watch and listen to the helicopter itself. We are part of an aircrew, and we play an irreplaceable role."

"Crew chiefs are absolutely necessary ... they have an impeccable systems knowledge of the aircraft and are an indespensable, invaluable part of the CH-53 aircrew."

Capt. Eric C. Palmer
NATOPS officer, HMH-361

However, the job of a crew chief, like any job, changes a little bit when they are deployed.

"While deployed, we are on standby all the time," said Cpl. Fidel R. Florez, crew chief, HMH-361. "As far as personal differences between being in garrison or in Iraq, over there we have our armor, weapons and side arms on, and it can be a little more stressful, as well.

"Here, we have about four to five hours to prepare for a flight," the Anthony, N.M., native, added. "Over there, we have a little more than an hour to get ready for a flight that could come up at any moment."

According to Palmer, crew chiefs will also take on extra responsibilities along with their original tasks while deployed.

"Most of their duties of safely helping the pilot operate the aircraft will be the same thing while deployed," said Palmer. "They'll have additional duties, such as keeping eyes out for enemies. They operate the .50-caliber machine guns as well."

The overall importance of a crew chief isn't always noticed, said Palmer.

"Crew chiefs are absolutely necessary," Palmer concluded. "They do a lot of things in the back of the aircraft that pilots just take for granted. They have an impeccable systems knowledge of the aircraft and are an indispensable, invaluable part of the CH-53 aircrew."

Corporal John D. Henderson, crew chief, Marine Heavy Helicopter Squadron 465, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, cleans off the rear rotor head of a CH-53E Super Stallion Sept. 15 at Marine Corps Air Station Miramar. ***Photo by Lance Cpl. James B. Hoke***

Corporal Michael J. Wolf, crew chief, Marine Heavy Helicopter Squadron 465, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, steadies an engine of a CH-53E Super Stallion at Marine Corps Air Station Miramar Sept. 15, as another Marine disconnects it from the aircraft while a nearby crane supports the weight. Crew chiefs are responsible for the maintenance and cleanliness of the aircraft that is assigned to them. ***Photo by Lance Cpl. James B. Hoke***

Dynamic mechanics live up to name

Story by Cpl. Skye Jones

MCAS Miramar Combat Correspondent

There's a lot riding on Sgt. Jeffrey Ferschweiler's final stamp of approval.

Without it, Marines' lives could be in jeopardy.

When the 36-year-old collateral duty inspector from the Marine Aviation Logistics Squadron 16's dynamic component mechanic shop authorizes a repaired aircraft part, he double-checks the piece and sends it directly to the appropriate squadron.

"Everything has to be perfect when we put our names on that piece of paper," said Ferschweiler, a Salem, Ore., native. "If the part is faulty because we didn't catch something, it could cost a pilot his life."

Unlike their counterparts in the engine shops, who also play an important role in aircraft maintenance, the power plants mechanics work on a variety of helicopter parts at one time.

"We work on 500 to 1,000 total pieces of gear here," said Ferschweiler. "It's never repetitive, because there are so many different things we work on everyday. It's a very diverse job."

Ferschweiler and the rest of the "blade shop" maintain and fix all of the components, like main and tail rotor blades, gearboxes and flight controls for the CH-53E Super Stallions and CH-46E Sea Knights from Marine Corps Air Station Miramar's eight helicopter squadrons.

"When we put our stamp on things, we make sure, from top to bottom, that aircraft part is fixed. Pilots depend on it."

Sgt. Jeffrey Ferschweiler
collateral duty inspector, MALS-16

Each mechanic is also trained to work on the UH-1N Huey and AH-1W Super Cobra as well, which comes in handy during deployments, when they work on all four types of aircraft.

"The process is basically the same when we deploy," said Lance Cpl. Hyland Alamogordo, dynamic component mechanic, MALS-16, Marine Aircraft Group 16, 3rd Marine Aircraft Wing. "We do the same job we do over here, but with Hueys and Cobras as well. We have to work faster though, because there's no time to waste when a helo's down over there. There's also more pressure."

Whether in the desert or back at home, the mechanics stick with the same procedure. The shop will receive a broken part, for example a rotor blade with a cracked hole or a gearbox reaching its "high time," and will either repair or order new parts to fix the damage.

"Once any part comes in, we'll either look over the discrepancy and prep it while waiting for the other pieces or repair it right away if we have everything," said Sgt. Eriberto Galvez, collateral duty inspector, MALS-16. "When a part has reached high time, we'll get rid of it and order new parts and build it back up."

According to Galvez, depending on the severity of the problem and the time it takes to get in new parts, repairs can take one day to two weeks, but the shop has a day and night crew working around the clock to ensure the squadrons and pilots are taken care of.

"Pilots can't fly anywhere without blades or the other things we fix," said Ferschweiler. "When we put our stamp on things, we make sure, from top to bottom, that aircraft part is fixed. Pilots depend on it."

Corporal Jason McManus, dynamic component mechanic, Marine Aviation Logistics Squadron 16, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, uses a vacuum to seal a patch on a CH-53E Super Stallion rotor blade, while his fellow mechanics watch. The shop of approximately 30 mechanics uses a variety of tools like the vacuum to work on all of Miramar's rotary-wing aircraft. ***Photo by Cpl. Skye Jones***

NVGs help Marines take aim in darkness

Story by Cpl. Skye Jones

MCAS Miramar Combat Correspondent

Before the invention of night vision technology, vehicle drivers, riflemen and pilots relied solely on the naked eye and judgment during nighttime missions.

When the first pair of Night Vision Goggles was invented in the 1980s, military personnel were able to direct more attention to the mission at hand, instead of worrying about missing the designated target or flying into a mountain ridge.

Today, even newer technology has been developed and the Night Imaging and Threat Evaluation Lab aboard Marine Corps Air Station Miramar, also known as the Night Vision Goggle Training Lab, prepares Marines and Sailors with the knowledge and skills necessary to survive and execute missions in dark skies.

"The Marine Corps is always deploying, so it's important that we train pilots and crew chiefs here for any nighttime situations they may encounter," said Navy Lt. Ellis Gayles, aeromedical safety officer and NVG instructor, Marine Aircraft Group 11, 3rd Marine Aircraft Wing. "You can take the goggles with you when you fly, but without training you wouldn't know what to expect in any given situation."

Human eyes work best during daytime, with normal vision at 20/20. At night, average vision drastically decreases to 20/200, the legal definition of blindness. With the goggles, vision improves up to 20/40 during hours of darkness.

The goggles are usually worn on the head, mounted to a helmet. They illuminate the operator's field of vision in green light (studies prove that this color is least fatiguing to the eyes), amplifying existing ambient light through infrared energy not visible to the human eye.

Gayles and other qualified instructors educate pilots and crew chiefs about these battery-operated, electro-optical devices every two weeks, teaching them how the goggles work, situations they are going to encounter while using the eyewear and factors that can negatively affect pilots during the night.

"It's important that everyone knows NVGs do not turn night into day," Gayles, a Denver native, informed his class. "Also, the goggles give you a limited field of view, decreasing your peripheral vision. You always have to scan the area constantly when wearing the goggles."

A slide show photo shows pilots and other military personnel at the Night Imaging and Threat Evaluation Lab on Marine Corps Air Station Miramar what they would see while wearing Night Vision Goggles, which operate by amplifying existing ambient light through infrared energy not visible to the human eye. The lab teaches new and experienced pilots how to use the goggles during nighttime missions. ***Photos courtesy of the Night Imaging and Threat Evaluation Lab***

Though many NVG users would agree that wearing the goggles during hours of darkness is better than nothing, there are still several other factors that contribute to poor night goggle vision like limited view of the horizon, visual illusions and even sand and dust storms in operational environments like Iraq.

Gayles and other instructors prepare their students for these endeavors during the lecture portion of the eight-hour class.

After the slide shows, demonstrations and personal flying stories, students get a hands-on opportunity to experience how the goggles work on the terrain board located in a dark room.

Without the goggles, students see pitch black. Once they put the goggles on, the room is illuminated with green light.

"How many boats do you see?" Petty Officer 2nd Class Joseph Entrekin, aeromedical safety corpsman and NVG instructor, MAG-11, asked a group of students.

The majority of students guessed the wrong number until Entrekin increased the light on the board.

As he increased the light on the model of the moon, a city, mountain range and a single boat that were completely invisible before suddenly lit up.

"The goggles still need a light source to operate at their full potential," explains Entrekin, a Washington Courthouse, Ohio, native. "The more light that is available, the more plateaus, ranges and other objects the goggles will light up."

After completing the course, students began practicing using the goggles right away.

Many MAG-11 pilots like Lt. Col. Jeff Renier, director of safety and standardization, and Maj. Mark Larsen, aviation safety officer, are thankful for the class and the ability to execute nighttime missions more effectively.

"Nighttime missions were more difficult before goggles," said Renier, who was a pilot years before the goggles were introduced to the military. "Then again, we also didn't know about the new technology, and we still accomplished tasks without them. Night vision is a tremendous step up in the ability to execute missions."

"Precise targeting is easier with the goggles," agreed Larsen. "With their capabilities, there's no need for a rest period during night. It's 'game on' 24-7."

Transporter 2: Retirement is not an option

Story by Lance Cpl. James B. Hoke

MCAS Miramar Combat Correspondent

"Transporter 2" brings back professional driver and ex-Special Forces operative Frank Martin (Jason Statham), who, in the beginning of the film, is the unfortunate target of a group of thugs trying to steal his car. Needless to say, Frank teaches the group a hard-learned lesson about car swiping.

Directed by Louis Leterrier, who was the assistant director of the 2002 hit, "The Transporter," and who is also relatively new to directing but has managed to start out in the big chair with two anticipated movies of the year ("Unleashed" and "Transporter 2"), "Transporter 2" is a one-hour and 28-minute impressive, action-packed film that by far surpasses the first.

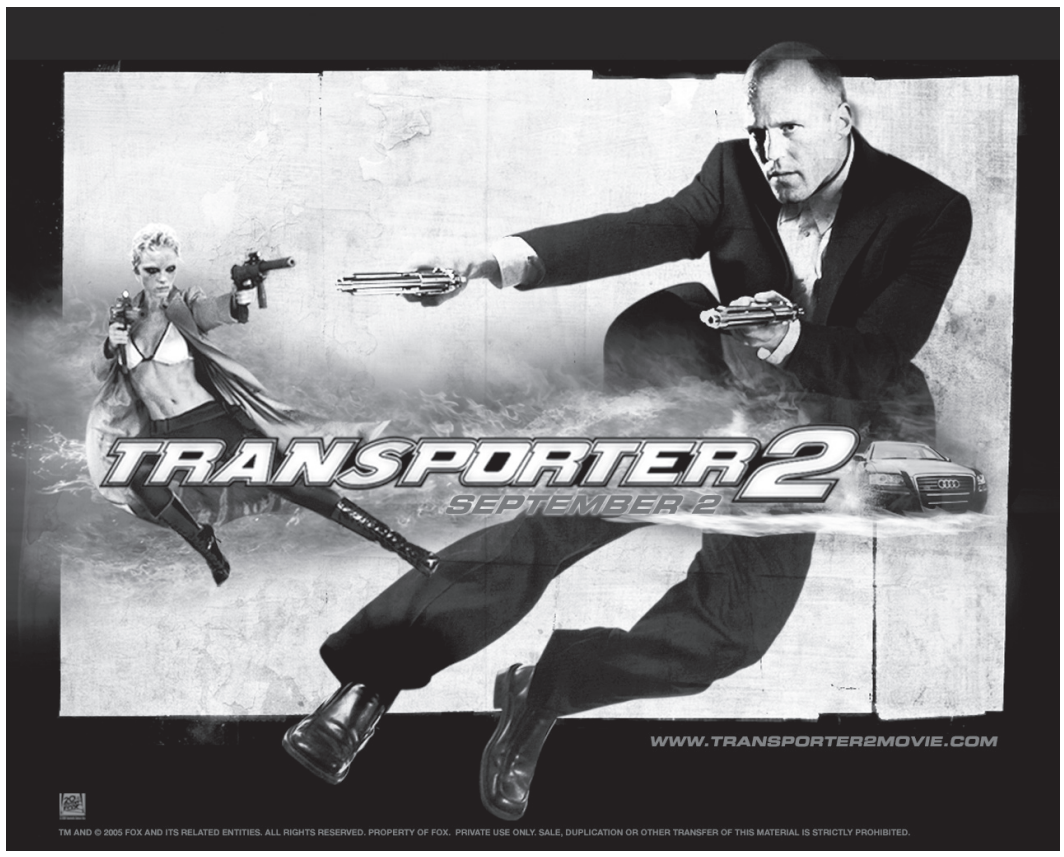
Having moved to Miami to start an early retirement from his former driving job, Martin now drives for the wealthy Billings family, which involves driving their son Jack Billings (child actor Hunter Clary) to and from school. While this task should give the Transporter a rest from what he used to do, it actually thrusts him right back into what he thought he had left behind.

A man named Gianni (Alessandro Gassman), whose entry into the movie is almost as explosive as Martin's, has been hired to create havoc with the U.S. drug enforcement authorities, which he does by kidnapping Mr. Billings' (a U.S. drug czar played by Matthew Modine) son while Martin was taking him to the doctor's office.

Being the primary suspect, Martin slips away from the FBI and takes the fight directly to the man responsible, which requires a lot of investigating and fighting to work his way to the top.

The remaining details of the plot are either ridiculous or a waste of thought, so suffice it to say that the Transporter's primary task is to protect the boy. Now you have the gist of the movie.

Through countless action scenes, with few believable but still amazing to watch, Leterrier really upped the action from the original "Transporter." Unlike "The Matrix," one of the characteristics of "Transporter 2" is that all of its action looks very real, minus a few stunts done with different vehicles.



One of the reasons this was possible is because Statham is a good enough actor to perform almost all of his own stunts, which allowed Leterrier to shoot the action wide, giving a clearer picture of what was happening throughout the fight scenes.

However, this film also produces a small amount of humor with the return of Tarconi (Francois Berleand), the French cop who tracked Martin through the original film. Although unlike its predecessor, "Transporter 2" has the interactions between Martin and Tarconi occur over the phone, as the police manage to capture Tarconi just after Jack was kidnapped.

If you like action movies, this one undoubtedly takes the cake.

The vehicle chases, ranging from jet skis to Lamborghinis, are an absolute phenomenon, as well as the fighting scenes. In Statham's words, this film is like "a working man's James Bond," and it certainly fits that description.

Inspection team hones skills at Miramar

Sergeant David W. Chastain Jr., logistics chief, Marine Aerial Refueler Transport Squadron 352, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, escorts participants of the Chemical Weapons Convention Challenge Inspection Training Exercise as they inspect a KC-130 Sept. 14 at Marine Corps Air Station Miramar. CWC Challenge Inspections are short-notice inspections that address compliance concerns regarding the development, production, acquisition, stockpiling, retention and transfer of chemical weapons. MCAS Miramar hosted and participated in the exercise, sponsored by Headquarters Marine Corps and the Naval Treaty Implementation Program to assist the Navy and Marine Corps in exercising their readiness to respond to inspections under the CWC. The Department of the Navy conducts these training exercises annually as part of an overall readiness program. ***Photo by Lance Cpl. James B. Hoke***

13th MEU(SOC), coalition forces soar over Pyramids

Story by Cpl. Andy Hurt

13th MEU(SOC)

CAIRO — In a show of multinational military relations, fixed-wing assets from the 13th Marine Expeditionary Unit (Special Operations Capable) and three countries planned and executed a Sept. 15 fly-over at the ancient Pyramids of Giza during Exercise Bright Star 2005.

The coalition exercise brought several participating and observing countries and approximately 8,600 U.S. troops into northern Egypt for the duration of the exercise, which spans six weeks, broken down into three phases.

"It was basically a multinational handshake," said Sgt. Justin R. Peterson, a Deerborn, Mich., native. "It shows that we're all willing to use our assets to support our coalition missions."

Peterson, an aerial observer from Marine Medium Helicopter Squadron 163 (Reinforced), 13th MEU(SOC), 1st Marine Expeditionary Force, was one of eight Marines from the MEU to observe the fly-over from a CH-46E Sea Knight helicopter.

Careful planning from French, Egyptian and U.S. forces, including the U.S. Air Force, Army and Marines, hurdled language barriers, airspace restrictions and flight protocol to carry a French Mirage 2000, Egyptian F-16, an F/A-18 and Marine AV-8B Harrier through the low-altitude flight at a speed of 300 knots.

"To be political about it, this was a public display and execution of a peaceful mission by coalition forces," explained 1st Lt. Christoper E. Bourbeau of HMM-163. "The end result is a cool fly-over of the pyramids, but a lot of planning went into this. It just showed how well these countries worked together."

Bourbeau also stressed the idea that the sight of friendly forces flying in formation was a time-tested morale booster.

"I have a lot of friends who are infantry officers, and they all say the same thing: There is always something exhilarating about seeing friendly aircraft fly by," he said.

Although the exercise has faced the typical difficulties of bringing so many countries together, the Egyptian government opened its arms to the idea of the goodwill flight.

"It's one thing for us to fly over," he said. "But to do circles for two hours (as an observer) is really amazing. We weren't able to take pictures (in certain areas), but somehow they let us fly by their most famous possession."

Bourbeau was just one servicemember in attendance who was in awe of the mysterious beauty of the ancient treasures.

Flying at a speed of 300 knots, (from left to right) a U.S. Marine AV-8B Harrier, an Egyptian F-16, an F/A-18 and a French Mirage 2000 fighter attack jet scream over the Pyramids of Giza Sept. 15 as part of a coalition fly-over during Exercise Bright Star 2005. The 13th Marine Expeditionary Unit (Special Operations Capable) is one of several elements participating in the 11-country exercise. ***Photo by Cpl. Chad H. Leddy***

"I mean, the Sphinx was there!" said Bourbeau, looking into his gesturing hands.

Lance Cpl. Andy Kitfield, crew chief, HMM-163 (REIN), shared his own thoughts of the event.

"My wife would be so stoked," said the Sulphur, La., native. "Every time I talk with her, she says she's so jealous about what we get to do. But this also shows that we're not just at war with other countries, and it's important to build relationships and learn from each other."

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Lance Cpl. Andy Kitfield
crew chief, HMM-163 (Rein)

Other Marines, like Cpl. Chris Willis of HMM-163 (REIN), offered his perspective on how tourists at the Pyramids may have perceived the coalition fly-over.

"There are some people out there today who got to see (coalition) military assets, and it probably made their day," said the Mellow Valley, Ala., native. "I know it made mine."

A formation of coalition fighter jets soars past the ancient Pyramids of Giza Sept. 15 during Exercise Bright Star 2005. ***Photo by Cpl. Chad Leddy***

The opportunity to see, in detail, how coalition forces are coming together every day in support of one another was a rare opportunity and one he will remember forever.

"To come to another country and find out how they work is really educational," explained Willis. "I mean, who comes to see the pyramids at 300 knots?"

Miramar Movies

The Bob Hope Theater is located in Building 2242, and will be featuring the following movies. Outside food and drinks are not permitted. For more information, call 577-4143 or log on to *www.mccsmiramar.com*.

Friday:
6:30 p.m. Deuce Bigelow: European Gigolo (R)
9:00 p.m. The Great Raid (R)

Saturday:
6:30 p.m. The Dukes of Hazzard (PG-13)
9:00 p.m. Must Love Dogs (PG-13)

Sunday:
1:00 p.m. *Stealth (PG-13)
6:30 p.m. *Hustle and Flow (R)

Wednesday:
6:30 p.m. The Skeleton Key (PG-13)

Thursday:
2:00 p.m. Valiant (G)
6:30 p.m. *The Great Raid (R)

* Indicates the last showing for that film

Drop In Childcare

The Marine Corps Air Station Miramar Youth Center now offers weekday drop-in childcare for infants and children. The cost is $4 per hour or $1 per 15-minute time period. There is a limit of 24 hours maximum per child per week. Parents must also supply comfort items and diapers. Reservations two weeks in advance may be necessary and can be made by calling the Youth Center at 577-4136.

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

Senior Officer Course

The Naval Justice School will conduct a senior officer course in military justice Sept. 26 through 30 at Marine Corps Base Camp Pendleton to increase awareness of current legal issues and promote efficiency in handling legal matters.

Fifty additional spaces have been allocated for senior enlisted, grade E-7 and above, to attend.

The course will be held at MCB Pendleton's Bldg. 2399 from 7:30 a.m. to 4 p.m. daily.

Attendees must report no later than 7:15 a.m. to allow for sign-in and administration matters.

For more information, call (619) 556-8379.

Combined Federal Campaign

The 2005 Combined Federal Campaign is in effect through Dec. 19. CFC is one more way servicemembers can help defend and take care of fellow Marines and Sailors. There are many organizations that can help with everything from life threatening diseases or wounded veterans to tackling the plethora of challenges presented by Hurricane Katrina. The goal of this years CFC is 100 percent contact with all the Marines, Sailors and civilians of the Miramar area.

For more information, call 577-6631.

Fleet Week Golf Tournament

Teams are now forming for the Oct. 3 Fleet Week Golf Tournament at Admiral Baker Golf Course from 10:30 a.m. to 6:30 p.m. For more information, call 577-8898.

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:
1996 Kia Sephia	WV/DENIECE	1994 Pontiac Grand Am	CA/3STS043
1994 Nissan Maxima	TX/X26MFL	1973 Chevy Nova	TX/447CVJ
2000 Mitsubishi Galant	CA/3TQY718	1987 Toyota Celica	CA/2GUH953
1984 Chevy Corvette	CO/754JZW	1973 Datsun 240Z	CA/4RGC082
1990 Chrysler New Yorker	WI/402CPD	2001 Ford Focus	CA/5NYB483
1997 Ford Mustang	CA/3WAL501	1987 Dodge Colt	CA/2PTS599

FLIGHT JACKET CLASSIFIEDS