

ARMED FORCES DISPATCH



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SIXTY-THIRD YEAR NO. 29
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U.S. MILITARY GROUNDS ENTIRE FLEET OF OSPREY AIRCRAFT FOLLOWING DEADLY CRASH OFF COAST OF JAPAN

STARS AND STRIPES - The military announced Dec. 6 it was grounding all of its Osprey V-22 helicopters, one week after eight Air Force Special Operations Command service members died in a crash off the coast of Japan.

The Air Force, Navy and Marine Corps took the extraordinary step of grounding hundreds of aircraft after a preliminary investigation of last week's crash indicated that a materiel failure — that something went wrong with the aircraft — and not a mistake by the crew led to the deaths.

The crash raised new questions about the safety of the Osprey, which has been involved in multiple fatal accidents over its relatively short time in service. Japan grounded its fleet of 14 Ospreys after the crash.

Lt. Gen. Tony Bauernfeind, head of Air Force Special Operations Command, directed the stand-down "to mitigate risk while the investigation continues," the command said in a statement. "Preliminary investigation information indicates a potential materiel failure caused the mishap, but the underlying cause of the failure is unknown at this time."

In a separate notice, Naval Air Systems Command said it was grounding all Ospreys. The command is responsible for the Marine Corps and Navy variants of the aircraft.

The Air Force said it was unknown how long the aircraft would be grounded. It said the stand-down was expected to remain in place until the investigation determined the cause of the Japan crash and made recommendations to allow the fleet to return to operations.

In Japan, where U.S. military Ospreys had a non-fatal crash once and a number of incidents, the latest accident has rekindled



A U.S. military CV-22 Osprey takes off from Iwakuni base, Yamaguchi prefecture, western Japan, on July 4, 2018. Courtesy photo

safety concerns just as the Japanese government builds a new base for its fleet of Ospreys.

Chief Cabinet Secretary Hirokazu Matsuno told reporters in Tokyo the government has already formally requested that the U.S. military ensure the safety of Ospreys before their flights, but that Tokyo will seek further information from the U.S. side because it also affects the safety of Japan's own Osprey fleet.

"Needless to say, ensuring flight safety is the top priority of aircraft operation," Matsuno said. "Japanese Self-Defense Force also operate Ospreys, and in order to ensure their flight safety, we will continue to ask the U.S. side to share information with us."

Refer to <https://www.military.com/daily-news/2023/12/06/us-military-grounds-entire-fleet-of-osprey-aircraft-following-deadly-crash-off-coast-of-japan.html>.

Sailor awarded Medal of Honor for Pearl Harbor heroism identified by DNA

TASK AND PURPOSE - One of 16 sailors awarded the Medal of Honor for their actions during the attack on Pearl Harbor will be interred in Arlington National Cemetery this month, nearly 82 years after he died saving his fellow sailors. Navy Seaman 1st Class James R. Ward was killed on Dec. 7, 1941, when he stayed aboard the sinking USS Oklahoma to help fellow crewmen escape. He was posthumously awarded the Medal of Honor in 1942, one of 16 awarded for actions during the attack that drew the U.S. into World War II. Ward's remains were only identified by DNA analysis in 2021.

Indian MARCOS, U.S. Navy SEALs conduct joint training exchange

CAVELOSSIM, India - A U.S. Navy SEAL Team recently conducted a joint training exchange with the Indian Marine Commando Force (MARCOS). The combined tactical training, which built upon the partner nation's collective maritime capabilities and long-standing partnership, included a focus on maritime interdiction operations, close quarters combat training, tactical combat casualty care and casualty evacuation procedures. "Working with our partners in the Indian MARCOS was an enlightening experience," said a U.S. Naval Special warfare operator. "Strengthening partnerships and being able to connect operator to operator is always our focus, and we were able to do just that throughout this exercise."

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Veterans News

'Every bit of what I remembered': Iraq War veteran with terminal cancer fires tank for last time.

See page 6

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Show Dates & Times

Friday, December 29:	10am – 9pm
Saturday, December 30:	10am – 9pm
Sunday, December 31:	10am – 6pm
Monday, January 1:	10am – 6pm

Location

San Diego Convention Center
111 W Harbor Drive

Tickets

All tickets must be purchased online at SDautoshow.com.



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Santa and Mrs. Claus disembark from a C-17 Globemaster III towards an awaiting UH-60 Black Hawk helicopter in support of Operation Santa Claus at Bethel, Alaska, Nov. 15, 2023. U.S. Army National Guard photo by Sgt. Marc Marmeto.

San Diego Auto Show roars into San Diego Dec 29-Jan 1

The San Diego International Auto Show, one of the most anticipated events for both new car buyers and enthusiasts, and – Where the Cars are the Stars – roars back into the San Diego Convention Center Dec. 29, 2023 - Jan. 1, 2024.

“After the great success of last year’s show, the first since the pandemic, we can’t wait to open the doors to the 2024 edition,” said Scott Webb, Director of Marketing & Operations, SDIAS. “Our show is truly a celebration of car culture in San Diego County, and once again we’ve been working closely with vehicle manufacturers and a variety of other exhibitors to create an event that will inspire, educate and entertain.”

The automotive industry is experiencing unprecedented change, including the rapid transition to electric vehicles, and there’s no better place to experience this evolution than at the San Diego Auto Show – California’s second-largest auto show.

Webb said show-goers should look forward to getting up close and personal with hundreds of new cars, trucks, SUVs, crossovers, EVs, hybrids and other vehicles in a convenient, non-

selling environment. Among the vehicles on display will be a wide variety of all-new models not yet in showrooms, as well as a record number of electric vehicles. Both behind-the-wheel test drives and an all-new indoor EV Test Track experience will enable show-goers to experience the actual handling and performance of the hottest new vehicles.

“Test drives provide a unique opportunity for car-buyers to experience a variety of vehicles and have become one of the most popular features at the SDIAS,” Webb said. “Our all-new EV Test Track will be a thrilling addition to this year’s show, as consumers will experience the amazing acceleration and handling of EVs on a special course created inside the convention center.”

Other special displays and exhibits expected to return to the show include Electric Avenue, the Mobility Zone, Classic Cars and more. Electric Avenue will again be a focal point of this year’s show given the rapid growth of EV purchases in San Diego, which is now third in the nation for EV adoption. A variety of EVs from automakers will be on display in one central location, and experts will be available to guide consumers as they personally consider

if the time is right to “go electric.”

Auto show tickets will be on sale in early December and tickets will only be available online at www.sdautoshow.com. Purchased tickets may be printed at home or shown and scanned on the smart phones of show patrons at the convention center.

For the 9th year, San Diego County Nissan Dealers will sponsor a military appreciation program that provides free tickets to the 2024 San Diego International Auto Show for local active and retired military personnel beginning in mid December (while supplies last).

Ticket prices

Adult (ages 13-61): \$18
Military (active duty w/ID): \$15 (one ticket per ID)
Senior (ages 62+): \$15
Child (ages 7-12): \$12
Child (6 and under): Free
Child (12 and under): Free on Family Day, Dec. 31 (when accompanied by a paid adult)

Show hours

Friday, Dec. 29: 10 a.m.-9 p.m. (Media Preview Day: 5-10 a.m.)
Saturday, Dec. 30: 10 a.m.-9 p.m.
Sunday, Dec. 31: 10 a.m.-9 p.m.
Monday, Jan. 1: 10 a.m.-6 p.m.

NSA focuses on talent as pace of technology quickens

by Joseph Clark
DOD News

The National Security Agency's ability to recruit and retain top talent is key to meeting the demands of the future, agency Director Army Gen. Paul M. Nakasone, said Dec. 8.

Nakasone said the rapid evolution of technology continues to reshape the national security landscape and how his agency responds to new threats, but people remain central to the NSA's mission.

"A lot of times we think about the incredible technological capabilities and the high-speed computers that are there, but, at the end of the day, what makes us the agency that we are is our talent," he said during a discussion in Washington hosted by the Intelligence and National Security Alliance, a trade organization focused on public-private national security partnerships.

Earlier this year, the National Security Agency launched its largest hiring surge in three decades with a goal of hiring more than 3,000 new employees by the end of 2023.

Nakasone said the NSA is "moving very quickly" to meet that goal, but said numbers are only part of the overall objective.

He said the agency has also focused on improvements to its

recruiting and retention practices to ensure it attracts a "future-ready workforce."

"How do we think about a population that is over 50 percent today millennials and [Generation Z]?" he said. "Ten years ago, 70 percent of our workforce was baby boomers. Five years ago, Gen Z and millennials overtook baby boomers. Five years from now, 70 percent will be Gen Z and millennials."

"This is the workforce that is coming into our agency, so this is an agency that is looking much differently in how we retain our workforce," he said.

That approach includes a focus on adapting to work-life balance demands and easing career mobility between the government and private sector.

That workforce will be on the frontlines of significant change as the agency adapts to technologies — such as artificial intelligence and quantum computing — that Nakasone said will have a significant impact on the national security landscape.

The NSA has been forward-leaning in its approach to game these game changers.

Earlier this year, Nakasone, who also commands U.S. Cyber Command and serves as the chief of the Central Security Service, announced the creation a new entity to oversee the development and

integration of artificial intelligence capabilities within U.S. national security systems.

The AI Security Center will become the focal point for developing best practices, evaluation methodology and risk frameworks with the aim of promoting the secure adoption of new AI capabilities across the national security enterprise and the defense industrial base.

The new entity will consolidate the agency's various artificial intelligence, security-related activities.

Nakasone said on Friday that the AI Security Center has begun bringing together a series of partners to tackle the issues linking AI to national security.

Recently, he said, the group released a report on AI security infrastructure in partnership with the Cybersecurity and Infrastructure Security Agency, the United Kingdom's Government Communications Headquarters and other organizations.

"Artificial intelligence is probably the most transformative things that we're going to experience in our lifetime," he said. "We have to ensure that the information, the infrastructure, [and] the ability for AI to operate within this nation [is] secure."

"That's where the National Security Agency comes in," he said.

Collaboration: Restoring an F-35A Lightning II

by Todd Cromar

75th Air Base Wing Public Affairs
HILL AIR FORCE BASE,
Utah - F-35 Lightning II maintenance experts at Hill Air Force Base are taking on a seemingly impossible task — stitching two mishap damaged aircraft together into a restored, fully operational F-35.

Led by the F-35 Joint Program Office, the project requires a "dream team" of uniquely qualified individuals from the JPO, the 388th Fighter Wing, the Ogden Air Logistics Complex and Lockheed Martin.

"This is a first for the F-35 program and a very exciting project," said Dan Santos, F-35 JPO heavy maintenance manager.

After researching the feasibility, the F-35 JPO, working with the 388th Fighter Wing, opted to reconstruct AF-211, an aircraft that encountered a nose landing-gear separation in June 2020.

The nose section of this aircraft is being replaced with the undamaged nose from AF-27, an F-35 that experienced a severe engine fire at Eglin AFB, Florida, in 2014, and is now serving as an Air Force Air Battle Damage and Repair trainer at Hill AFB.

Over the past several years, the F-35 JPO has sought out new opportunities to repurpose useable parts and systems from damaged F-35 aircraft, for continued use and benefit to F-35 maintenance and operations.

Building on experience gained from several recent salvage aircraft re-purpose projects — including the stand-up of the first F-35 maintainer training facility using salvaged aircraft sections, as well as the partial restoration of a salvaged F-35 airframe for use as an ABDR trainer — the F-35 JPO is now taking the effort a step further.

The F-35 JPO leveraged this newly established network of skilled professionals, resources and facilities, all of which are located at Hill AFB, to undertake the "Franken-bird" project.

The Ogden Air Logistics Complex has played a significant role by providing hangar space and heavy equipment for the project, Santos said.

"It takes a team to make these types of endeavors successful," Santos said. "I am very impressed with the collaborative efforts from the various agencies across Hill AFB, working

together to make this happen.

Along with Lockheed Martin, the F-35 JPO, and the 388th FW, several units in the Ogden Air Logistics Complex, including the 570th Aircraft Maintenance Squadron, 576th AMS, 809th Maintenance Support Squadron and 309th Expeditionary Depot Maintenance Flight, are among the multiple units providing direct support.

Keith White, 388th FW contracting officer, said while the jet is owned by 388th FW, it's still part of an F-35 JPO contract, and Lockheed is the contractor responsible for the work.

"Work began on the feasibility of this project in January 2020, when the F-35 JPO reached out to us because we had already accomplished the really big damage restoration projects for the F-22," said Scott Taylor, Lockheed Martin lead mechanical engineer.

However, unlike previous projects, Taylor said this initiative stands out due to its meticulous documentation, which will be used to establish standardized F-35 procedures that can be seamlessly integrated into routine

see F-35A, page 4

Armed Forces Dispatch

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US forces have killed or captured dozens of ISIS fighters in Mideast in recent weeks, military says

by Doug G. Ware, Stars and Stripes

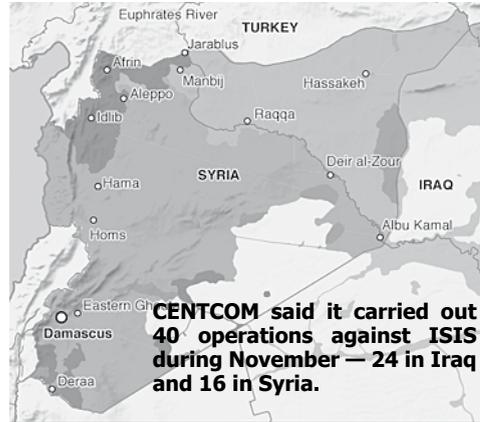
WASHINGTON — American forces have killed or captured dozens of Islamic State fighters in Iraq and Syria in the past month, amid an uptick in attacks against U.S. bases in those countries, military officials said Dec. 7.

During November, U.S. and coalition forces in Iraq and Syria killed at least four ISIS militants and detained 33 others, according to U.S. Central Command, the Defense Department's operational command for the Middle East.

"Even in the midst of complex challenges within the region, CENTCOM remains steadfast to the region and the enduring defeat of ISIS," said Army Gen. Michael Erik Kurilla, CENTCOM commander.

Those challenges include the conflict between Israel and Hamas following the militant group's Oct. 7 attack, and the ongoing attacks against various U.S. bases in Syria and Iraq. Since mid-October, there have been at least 78 attacks on American installations in those countries that have caused more than 60 minor injuries to U.S. personnel, the Pentagon has said.

Since the start of the Israel-Hamas war, the United States has moved military assets into the region to protect U.S. service members there and deter other groups or countries from escalating the fighting. Those assets include aircraft carrier strike groups and squadrons of fighter jets.



CENTCOM said it carried out 40 operations against ISIS during November — 24 in Iraq and 16 in Syria. Three of the militants were killed in Iraq and the other died in Syria, officials said.

"These operations highlight [our] enduring commitment to the lasting defeat of ISIS and the continued need for targeted military efforts to prevent ISIS members from conducting further attacks," CENTCOM said.

Officials said U.S. and coalition forces disrupted several militant cells in the country during the month, including one that planned attacks on prisons in Syria to free ISIS captives and another that produced explosive belts for suicide attackers.

"We have a very important mission there, focused on the defeat of ISIS. It's the only reason our forces are there," Air Force Brig. Gen. Pat Ryder, the Pentagon's top spokesman, told reporters this week. "They will stay focused on that and we're going to stay focused on protecting them."

The Pentagon has not indicated which militant groups are attacking the U.S. positions in Iraq and Syria, but defense officials said they're all acting with support from Iran and are "proxy groups." For decades, Iran and aligned militant groups have said one of their top goals is to eradicate Israel and force U.S. troops out of the region. The attacks have all involved rockets and one-way drones, but the Pentagon said none have caused serious injuries or major structural or property damage.

"The United States, along with many countries in the region, have provided a presence there to ensure international security and stabil-



Personnel at Hill Air Force Base reposition a salvaged nose section from an F-35 airframe using a new Mobil Maintenance System in October 2023. The MMS was created to de-mate and re-mate aircraft sections during a total reconstruction project of a wrecked F-35A Lightning II by the F-35 Joint Program Office. The project aims to restore the aircraft to full operational flying status. U.S. Air Force courtesy photo

F-35A

continued from page 3
tine operations in the future.

"All of the aircraft sections can be de-mated and re-mated theoretically, but it's just never been done before," Taylor said. "This is the first F-35 'Franken-bird' to date. This is history."

To complete the work on site at Hill AFB, entirely new, unique specialized tooling, fixtures and equipment have been designed and built, specifically adapted for mobility. These have potential future uses abroad.

"We've designed versatile tooling that fits neatly into a conex box, making it transportable to various locations, including forward operation areas," Taylor said.

These new mobile fixtures achieve the same results as

large, stationary automated manufacturing jigs at the F-35 plant in Fort Worth, Texas, but with a new approach. The additional capability will benefit the entire F-35 program.

"The F-35 program is still young compared to all legacy airframes," said Dave Myers, F-35 JPO Lightning Support Team lead engineer. "We are doing this for the first time, and organizationally for the future, we are creating a process we can move forward with."

This project is currently several months ahead of schedule and showing a completion date of March 2025.

Not only will this project return a combat asset back to the warfighter, but it opens the door for repairing future mishap aircraft using tooling, equipment, techniques, and knowledge that has been developed," Santos said.

ity. We will continue to play an important role in that effort," Ryder said.

On Dec. 7, the Senate defeated a resolution that would have forced President Joe Biden to remove all 900 U.S. troops from Syria. It was sponsored by

Sen. Rand Paul, R-Ky., and 13 senators voted for the measure — five Republicans, seven Democrats and Independent Sen. Bernie Sanders of Vermont. Eighty-three senators voted against the resolution and three didn't vote.

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Chiefs discuss military recruiting challenges at committee hearing

by Jim Garamone
DOD News

The military's recruiting chiefs said they are making progress in meeting recruiting goals for fiscal 2024 even in the face of what one called "one of the toughest recruiting landscapes I've seen in over 33 years of service."

Maj. Gen. Johnny K. Davis, commanding general of the Army Recruiting Command made the comment before the Senate Armed Services Committee Dec. 6.

Davis testified alongside Rear Adm. Alexis T. Walker, commander of the Navy Recruiting Command; Maj. Gen. William J. Bowers, commanding general of the Marine Corps Recruiting Command; and Brig. Gen. Christopher R. Amrhein, commander of the Air Force Recruiting Service.

The Army, Navy and Air Force failed to meet recruiting goals in the fiscal year that ended in September. The Marine Corps and the Space Force made their goals, but the recruiting environment remains tough.

"This recruiting crisis certainly did not appear overnight and cannot be repaired overnight," Davis said.

All four men cited problems common to recruiting efforts across the services. They noted the percentage of American youths who qualify for military service has dropped, the COVID-19 pandemic limited the ability of recruiters to interact with potential recruits, the U.S. economy is booming with low unemployment, and the number of adult "influencers" with experience in the military continues to drop.

The numbers are daunting. The Army, the largest service, has a goal of recruiting 55,000 active-duty soldiers during fiscal 2024 and roughly 60,000 for the reserve components. The other services have smaller numbers, but similar challenges.

"The Army is an organization

that teaches valuable skills and provides exceptional benefits," Davis said. "I want our nation's youth to know the Army is a career accelerator, and I need them to lead us into the future."

The Army Recruiting Command seeks to attract talent and reintroduce the Army to the American public. "We will not lower standards, we will not sacrifice quality for the sake of quantity," Davis said. "Our main initiatives over the past year have shown real promise, such as the Future Soldier Prep Course." The course has had 14,000 graduates, with 95 percent going on to finish basic training and become soldiers.

"We're still in the first quarter of the fiscal year, and [it's] too early to estimate where we will finish it, finish in 10 months, but I will say we're seeing momentum, and we'll continue to build upon it," he said.

The Air Force failed to make its recruiting goals for the first time in 24 years, Amrhein said during his testimony. The Air Force recruiting chief specifically mentioned the declining propensity for young Americans to serve. "We've seen a steady decline in the military even being an option for our youth as they contemplate the future, with propensity dropping from 13 percent four years ago to 10 percent."

Amrhein also noted that only 12 percent of American youths have a parent who served in the military, compared to 40 percent in 1995. DOD's Joint Advertising and Marketing Research Service characterizes the youth market as "having transitioned from being disconnected with the military to mostly disinterested with it," the general said. "Reconnecting with our youth and breaking down unnecessary barriers to serve in our Air Force and Space Force is our priority over the next several years."

The Air Force Recruiting Service put in place changes, and Amrhein said he is cautiously optimistic about fiscal 2024. "We started with 32 percent of

our active duty goal already identified and in the bank, compared to just 16 percent last year," he said.

The Marine Corps made its recruiting numbers. "Your Marine Corps exists to fight and win our nation's battles," Bowers told the senators. "Our performance in recruiting speaks for us. Our combat heritage is embedded within Marine Corps Recruiting Command's DNA; we share the same fierce competitive spirit to win, no matter the challenge."

Over the years, Bowers said, the corps has invested in the Recruiting Command, with service as a Marine recruiter seen as a plus for career advancement. "This has been and will continue to be our greatest source of strength, as we face what some have called the most challenging recruiting environment since the inception of the all-volunteer force," he said.

"Marine recruiters will continue to meet the expectations of our nation by holding true to our warrior ethos and our core values of honor, courage, and commitment. We compete for the best



Air Force recruits tour a KC-135 Stratotanker at MacDill Air Force Base, Fla., June 14, 2023. Recruits from across Florida toured MacDill to gain a better understanding of the Air Force mission and the different roles associated with military aviation. U.S. Air Force photo by Senior Airman Lauren Cobin

people in every zip code in our nation, and our Marine recruiters actively attract and inspire those young men and women of character to take up the challenge of earning the title Marine."

The Navy is in the midst of changes to recruiting and is adjusting in real time. "While the Navy did not meet its recruitment goal for fiscal '23, we continuously adapted our processes

to reduce an initially forecasted gap by 50 percent," Walker said. "As we begin fiscal '24, we are again faced with a challenging environment and continue to scrub our processes to remove inefficiency, add recruiters, and expand the pool of qualified and interested candidates."

The Navy has placed more recruiters in the field and established a national recruiting

operations center. The Navy is also launching a marketing campaign to target adult influencers in young people's lives. Finally, the Navy has instituted a Future Sailor Preparatory Course at Recruit Training Command, Illinois, "to broaden the talent pool through physical fitness and academic enhancement ahead of recruit training," the admiral said.

"Today, our advertising remains nearly 100 percent digital, resulting in a 30 percent increase in national leads, in taking the message to where our future sailors are operating, which is online," he said. "Despite the recent and future challenges, our Navy team stands ready to take advantage of the opportunity to share positive military service experiences with future recruits and their influencers."

Walker called on the senators to do their part and asked each member to "consider personally engaging with their constituents and the media in a national call to service. Your public support for military recruiting will make a positive difference."

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'Every bit of what I remembered': Iraq War veteran with terminal cancer fires tank for last time



Jay Tenison was a tanker in the Army and was deployed to Iraq in 2006. Courtesy photo

by Corey Dickstein
Stars and Stripes

FORT MOORE, Ga. — The first blast of the M1A2 Abrams tank's cannon sent a 120mm round exploding into a small, green target in the distance on a remote training range at the Army base.

Inside the tank's turret, the shot sent shockwaves through Jay Tenison's body - something the Iraq War veteran had not felt in nearly two decades. For just a few minutes recently, he said firing that tank transported him back to his youthful Army days and back to a time long before a terminal cancer diagnosis would dominate his life.

"I wasn't prepared for the

first boom when I fired my first round, but that's every bit of what I remembered from before, just as awesome — the thunder of doom," Tenison, 39, said shortly after firing the tank's gun here, the former Fort Benning, where Army officials worked for weeks to grant him his dying wish of shooting a tank one last time. "I was a little bit nervous going into it ... I just wanted to make sure I did a good job engaging those targets and getting weapons fired on the right locations and killing targets.

"It felt wonderful ... knowing I had a large amount of success."

Tenison went nine-for-nine in hitting his targets, calling his return to an Abrams tank gunner

position "like riding a bike."

"Everything is still in the same position it was before," he said. "It's an awesome, very functional and capable machine."

Tenison, who is from Phoenix, served as a tank crewman on active duty from 2004 to 2008, according to the Army. He last shot a tank in 2005, while stationed in Germany with 1st Armored Division's 1st Brigade, hitting all but one target with a tank nicknamed Bulletproof. But, as his unit prepared for a deployment to Iraq, Tenison said his days in a tank were short-lived. In 2006, he deployed, spending months fighting in volatile parts of Iraq including Tal Afar and Ramadi. After returning to Germany, Tenison served his final year on active duty at Fort Irwin, Calif., as part of the National Training Center's opposing force, the 11th Armored Cavalry Regiment.

After leaving active duty in 2008 as a specialist, he spent five years in the Army Reserve as an engineer while earning bachelor's and master's degrees in electrical engineering, he said.

But it was his days in a tank that proved the most significant from his time in the Army. When

he was diagnosed last year with terminal, Stage IV stomach cancer, nearly a year after first experiencing pain after eating, he sat down to consider what he wanted to do with the remaining months of his life.

"I realized I really wanted to do tank gunnery," he said. "I just really wanted to shoot a tank again."

He turned to a popular social media chatroom for soldiers and Army veterans on Reddit — asking the Army page in October 2022 if there was a way that anyone could make his dying wish come true.

"I have 12-18 months left to live, according to my oncologist. My weight is slowly dropping, my hair is slowly falling out, and my strength is leaving me," Tenison wrote. "Before I depart this land of the living, I'd love to feel the thunder of doom inside an Abrams [tank]. Can anybody help this former tanker?"

The response was overwhelming. Hundreds of veterans and current service members chimed in with well wishes and advice on how to make it happen. Despite some solid leads, one year later, Tenison still did not have a date to shoot a tank. He posted again in October, telling the Army webpage that his doctors had given him about three to six months left, and he still wanted to shoot a tank more than anything.

"I'm not looking for sympathy here," Tenison wrote. "I'm looking for help."

Officials at Fort Moore got word of Tenison's request, and they did everything they could to make it happen, said Col. Ryan Kranc, who commands the Army post's 316th Cavalry Brigade, which trains tankers.

Kranc, who watched Tenison shoot the tank Dec. 5, said they operated under orders to "make this happen no matter what,"

though it had never been done previously.

"I think for a lot of us whose lives have been touched by cancer, this really spoke to us," he said. "There was a lot of effort and outreach by a lot of different people. I think it was a fantastic team effort. We often call this the ultimate team sport, and I think what you saw today was a giant touchdown by the entire team."

After getting to know Tenison on Monday, when the veteran arrived at Fort Moore to run through a tank simulator, Kranc said he was not surprised he was able to hit every target during live fire.

"He's a quick learner and there's a bit of muscle memory with it," he said.

After the shoot, Kranc inducted Tenison into the Order of St. George, an honor for high achieving tankers and cavalry scouts. St. George has long been known as the patron saint of mounted warfare, he said.

Tenison said Tuesday would go down as one of his favorite memories. He said the experience helped him remember the things that he loved about being

a tanker — the feel of the trigger and the blast and the smell of a spent round.

"That's a smell I haven't smelled in a long time," he said holding one of the shells from a round that he had fired. "I love that smell."

Tenison planned to include footage of the tank shoot in a video that he is making for his 6- and 8-year-old daughters to watch when they are older. He hopes they will be proud of his military service, he said.

"I'm going to tell them that this was every bit about me being a part of the military even though I left" years ago, he said. "I hope I can explain to them that this, today, was a huge thing, and it shows what can happen when a community supports itself."

With the tank shoot crossed of his list, Tenison said he was down to two other items skydiving and piloting an ultralight airplane.

"This was something that has left me really awestruck and inspired," he said. "I feel like I owe a huge debt of gratitude to everybody that made it happen."

HVAC approves 11 bills

FLEET RESERVE ASSOCIATION - The House Veterans Affairs Committee, or HVAC, approved 11 bills that will improve the Transition Assistance Program, bolster veteran and transitioning servicemember mental health initiatives, improve the delivery of education benefits to student veterans, fix the survivor process for veterans living with ALS and their caregivers, and modernize the overall disability claims process.

HVAC Chairman Mike Bost (IL.) said, "With the influx of new veterans seeking care, benefits, and services following the passage of the PACT Act last year, it's more important than ever to make sure this entire VA

process is as straightforward and efficient as possible from start to finish. Which is why I am happy to see each of these bills marked up before the end of this year and hope to see them considered in the House very soon."

The bills passed out of the committee included H.R. 5938, Veterans Exam Expansion Act; H.R. 5890, Every Veterans Claim Act; H.R. 3722, Improving Servicemember Transition to Reduce Veteran Suicide Act; H.R. 1753, Jax Act; H.R. 522, Deliver for Veterans Act; and H.R. 3738, To establish in the Department of Veterans Affairs the Veterans Economic Opportunity and Transition Administration.

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Navy's fire cleanup pace and price tag at Tustin hangar troubles local California officials

by Gary Warner
Stars and Stripes

Five weeks after a fire destroyed a 17-story World War II-era blimp hangar in Southern California, some local officials are concerned about the Navy's pace of work and responsibility for the cost of the cleanup.

"There were a lot of promises made that we would have that support and it's kind of dwindled as time has gone by," Tustin City Councilwoman Letitia Clark said Dec. 5 during a meeting to call on the Navy to "double" its efforts.

One of two historic anti-submarine blimp hangars at former Marine Corps Air Station Tustin constructed in 1942 caught fire and partially collapsed Nov. 7 but continued to burn and smoke until completely extinguished Dec. 1. The Navy had closed the base in 1997.

Three days after the fire began, the Navy and local officials came to an agreement on Nov. 10 that gave local emergency officials wide leeway for any actions needed on the federal property. The Navy also pledged \$1 million to cleanup efforts.

Since then, local officials have said the cost increased to clean up the fire, as well as testing and mitigating harm to neighbor-



Courtesy photo

hoods, businesses and schools that have grown up around the hangars in the 80 years since they were built.

Local officials said the price tag for the cleanup is already into the tens of millions of dollars and the Navy's only publicly announced funding is insufficient.

Christopher Dunne, spokesman for the Naval Facilities Engineering Command in Washington, D.C., said Dec. 8 that the \$1 million was only a down payment on the Navy's help.

"The Navy has always known more than the money we already provided would be needed," he said.

Dunne said no specific dollar

figure has been determined at this point. What local officials might see as foot-dragging by the Navy is an attempt to follow federal rules that emphasize safety, thoroughness and caution.

"Sometimes the wheels of government turn slowly," he said.

The complaints came as local contractors using a chemical adhesive nicknamed "gorilla snot" to hold the panels in place began to bring the heavy metal doors at either end of the 1,000-foot-long hangars slowly to the ground. High winds stalled the effort over the weekend, but plans were to complete the process within about two weeks.

"During this slow and controlled process, all six panels will be lowered to the ground,"

the City of Tustin said on its webpage dedicated to the hangar fire and demolition. "All door materials will remain onsite, and no removal will take place during this time."

At that point, all that will remain of the north hangar will be the concrete frame for the doors, standing like obelisks alone against the sky. The panels will be left on the ground for the Navy to do the final demolition work on the concrete, metal and burned-wood remnants.

The city promised residents that it would monitor the work "until the hangar site has been completely remediated by the U.S. Navy."

Beyond additional money that might go to local governments, the Navy will foot the bill and contract the work to "deconstruct" — essentially a meticulous demolition — the

remaining wreckage and haul away the debris, while ensuring the area left behind is not a danger to local health.

"That's the Navy's responsibility," Dunne said.

Details of a contract for the work are still pending.

Residents and local officials want more information on what the Navy plans to do about the fire's toxic footprint beyond the federal land and whether the service will pay for the cost of inspecting and mitigating contamination on properties hundreds of yards or even miles away from the hangar.

The city has received 1,029 reports of fire debris to its hangar response portal, of which 973 have been inspected and 806 have been mitigated and cleared.

The city reported Monday

that all 29 schools in the Tustin Unified School District have been inspected, mitigated and cleared. Two schools closest to the hangar fire remained closed until a final all-clear is given by local and state environmental experts.

Legacy Park, closest to the hangar, remains the last of 11 city parks to reopen following inspections and clean-up.

The hangars have been a local historic landmark — one of the local schools had its roof line designed to echo the airships' home.

Now that the north hangar is destroyed, there is a desire to see the eyesore beside the busy Interstate 5 removed swiftly.

"That may be the Navy's property, but this here is the city," Tustin Mayor Austin Lumbard told a group of reporters last week.

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Local Photo Gallery



MIDWAY MUSEUM (Dec. 6, 2023) Capt. Joshua Wenker, right, renders a salute and relieves Capt. Daniel Keeler as commanding officer of amphibious transport dock *Anchorage*.

KEELER: "I have had the great fortune to be surrounded by great talent during this tour. From the beginning, it was obvious I was taking over a high-performing team."

WENKER: "I'm excited and honored to serve as *Anchorage's* commanding officer. It's truly a privilege to have an opportunity to lead such fine men and women who sacrifice so much of themselves every day for this great nation. It's hard to put into words that kind of gratitude for what they do."

- U.S. Navy photo by MC1 Tom Tonthat



MARCH ARB (Dec. 9, 2023) This close up of aircraft 5144 was captured during its turn at March ARBs Elephant Walk. U.S. Air Force photo by Tech. Sgt. Carlton Creary



MCAS MIRAMAR (Dec. 4, 2023) Two 920th Rescue Wing Airmen select tools for HH-60G Pave Hawk helicopter maintenance during Exercise Distant Fury Stallion 23. This joint exercise, in conjunction with Exercise Steel Knight 23.2, presented a uniquely suited opportunity in remote, austere conditions to validate the wing's interoperability within the joint. U.S. Air Force photo by Senior Airman Nicole Koreen



PACIFIC OCEAN (Dec. 3, 2023) Chairman of the Joint Chiefs of Staff Air Force Gen. Charles Q. Brown, Jr., speaks with Sailors in the chiefs mess aboard aircraft carrier *USS Theodore Roosevelt*. U.S. Navy photo by MC1 Chris Williamson



SAN DIEGO (Dec. 6, 2023) Vice Adm. Andrew Tionson, Pacific Area commander, U.S. Coast Guard, speaks at a press conference here before the crew of Coast Guard Cutter *Waesche* offloads 18,219 pounds of cocaine, worth more than \$239 million.

'Vipers' and 'Heavy Haulers' return home from Indo-Pacific deployment

by Maj. Natalie Batcheler

MARINE CORPS AIR STATION MIRAMAR - The Marines and Sailors of Marine Light Attack Helicopter Squadron 169 and Marine Heavy Helicopter Squadron 462, 3rd Marine Aircraft Wing, returned from deployments in support of the Unit Deployment Program and 31st Marine Expeditionary Unit to their home stations of Camp Pendleton and MCAS Miramar, respectively, earlier this month.

The HMLA-169 "Vipers" and HMH-462 "Heavy Haulers" demonstrated adaptability and versatility by task-organizing their squadrons into elements for two different deployments each.

The Heavy Haulers also attached the remaining third of their squadron to Marine Medium Tiltrotor Squadron 163, yielding a reinforced assault support squadron, which supported a bilateral exercise and relief efforts in the Philippines this summer.

"The Vipers executed an aggressive campaign that emphasized distributed operations across the Indo-Pacific theater," said Lt. Col. Thomas Duff, commanding officer of HMLA-169.

Steel Knight 23.2: 2nd Bn., 5th Marines reinforces embassy

by Cpl. Earik Barton, 1st Marine Division

Marines with Fox Company, 2nd Battalion, 5th Marine Regiment, 1st Marine Division, demonstrated their proficiency and flexibility during a simulated embassy reinforcement last month as part of Exercise Steel Knight 23.2.

The embassy reinforcement at Camp Pendleton served as the cornerstone event for 5th Marines' mission rehearsal exercise to certify the regiment to deploy as Marine Rotational Force

"The embassy reinforcement for Steel Knight [23.2] is the culmination of a large amount of coordination throughout I Marine Expeditionary Force," said Capt. Austin Dickey, company commander of Fox Co., 2nd Bn., 5th Marines.

Steel Knight 23.2 has components of I MEF deployed across a large geographic space, from Southwest Arizona through most of California, with various locations simulating islands spread across the Pacific. This dispersion causes friction inherent to the tyranny of distance that forces the MEF to adapt and grow as a fighting force.

CNAF holds two-day training symposium for major commanders

by Lt.j.g. Gabriel Wahl, Commander, Naval Air Forces

SAN DIEGO - Commander, Naval Air Forces held its annual Major Commanders Training Symposium, a two-day event for Navy captains currently in key leadership billets across the aviation community.

The symposium aligned priorities to deliver capability and capacity to win in the great power competition, highlighted key aspects of generating future readiness across the force and focused on achieving revolutionary training.

Adm. Samuel Paparo, commander, U.S. Pacific Fleet, joined MCTS virtually and offered strategic perspectives of leading the U.S. Navy in the Indo-Pacific.

"Naval Aviation will be a major player in any future conflict," said Paparo. "The hard decisions you make, the way you train your warfighters and your investment now is critical moving into the next decade."

Paparo added that Naval Aviation is a critical force enabler in the most mobile and lethal system of joint all-domain capacity on the planet.

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Under pressure at the command holiday party

The Meat & Potatoes of Life



by
Lisa
Smith
Molinari

Four steps into the entrance of the downtown Hyatt, I noticed a small run in my pantyhose. I took a deep breath, which was difficult considering I'd bound my midsection with no less than four layers of figure-enhancing spandex, and tried to channel a festive attitude toward my husband's command holiday party.

Holding onto Francis' arm like an invalid, I limped to the elevators with great difficulty, as the "Comfort Series" pumps I'd bought for the occasion pinched with every step. In the mirrored elevator, I noticed that the concealer I'd applied under my eyes in the minivan was two shades too light, giving me the look of a startled barn owl.

The dress I'd purchased in haste on a T.J. Maxx clearance rack did not look as flattering as it had in the store's dressing room. Furthermore, the uncomfortable layers of underwear, control top pantyhose, Spanx, back-fat-reducing camisole, and underwire bra was only making me feel like an overstuffed bratwurst ready to burst from its gut casing.

As I hobbled out of the elevator toward the ballroom, Francis'

demeanor suddenly changed. Like Clark Kent, he transformed from a man who wears black socks in his recliner while scratching himself and watching "King of Queens" reruns, into "Captain Molinari," ready to leap tall buildings with a single bound. As much as I wished I could turn into Cat Woman and leap out the window, I staggered along as Captain Molinari's pudgy sidekick with bad feet and a cheap dress.

I made a beeline to the bar for a little liquid courage, but Francis delayed my mission to introduce me to various coworkers. "Great to meet you," I'd say, while my mind raced to think of something interesting to say.

In the buffet line, I fought the urge to elbow colleagues out of the way to get my share of the Mediterranean Chicken, only to find that it was rubbery and bland. Of course, I ate it anyway, along with a heaping plate of tiramisu, cream puffs, cheesecake, and marshmallows dipped in chocolate fondue. I could almost hear the creak of my undergarments, stressed to their maximum capacity.

After the plates were cleared, I thought I was holding my own among the muckety-mucks at our table. But then, the Admiral's wife signaled to me to wipe my face. Apparently, there was a large splotch of fondue chocolate dripping down my double chin.

I excused myself to the ladies room, not only to relieve bladder pressure, but to take a breather from social pressure, too. The young female sailor who'd just won the best-dressed competition, entered

the stall right next to me.

There's nothing more equalizing than succumbing to one's bodily functions mere inches away from another human being. We flushed in tandem and met at the sinks to wash our hands. I broke the awkward silence by complimenting her lovely violet gown. She returned the compliment, an obvious obligatory gesture. I let her off the hook by joking, "I'm so packed into this dress, I almost knocked on your stall to ask if you'd help me get my Spanx back up."

By the time I returned to our table, the dance floor was dotted with a few brave souls, gyrating to modern beats. Suddenly, the DJ called "Captain Molinari and his wife" to the dance floor to compete in the Salsa Competition. Francis and I had never learned how to do the Electric Slide, much less Latin Salsa dancing, and I'd felt the pain of my husband's size 11 quadruple E foot during our feeble attempts over the years. But Francis couldn't refuse the DJ's request, so we salsa-ed with about as much Latin authenticity as the fried ice cream at Chi Chi's. Mercifully, we were eliminated before the song was half-over.

Later at home, while undressing in our bedroom, I joked, "Beware of flying hardware!" just before releasing the hooks and latches on my figure-enhancing undergarments. Finally, in my flannel PJs and under the sheets, I was relieved that I'd not only survived the pressure those torturous trusses had put on my internal organs, I'd also made it through another Command Holiday Party and lived to tell the tale.

Happy holidays gift exchanges add to the fun

Every year our San Diego Miata Club holiday party includes a fun and entertaining gift exchange. Participants each bring a wrapped Miata-related or other car-related gift valued at \$25 or more.

I brought a metal wall plaque commemorating the 30th Anniversary of Mazda's Miata. On it were images of four Miatas — one representing each generation (NA, NB, NC and ND). I liked this so much that I ordered a second one for myself.

After dinner, as our names were drawn, we either chose a wrapped gift to open in front of everyone, or we "stole" a previously opened gift from someone else. Each gift was subject to being "stolen" up to two times before it was frozen permanently.

I sat at a dinner table that was quite far from where the gifts were opened and displayed, and the room was quite noisy. I could not see or hear much about what was being revealed so, when my name was called, rather than spending a bunch of time walking around the room checking out the gifts and looking for one to 'steal,' I just picked another wrapped gift from the table. Inside was a 1999 book about the second generation (NB) Mazda MX-5 Miata. No one tried to steal it from me, so it was mine to keep.

The book was co-authored by John Dinkel — co-founder and fellow member of the Motor Press Guild. I am looking forward to reading it because my first two (of four) Miatas were NBs: a 2004 Mazdaspeed MX-5 Miata (turbo) and a rare 2003 Club Sport model, of which only 100 were made: 50 soft-tops and 50 hardtops (with no retracting soft-top). Even though they

were street-legal, they were primarily built for Sports Car Club of America road racing, so they included very few comfort-and-convenience features. After most of those cars were sold to SCCA racers, those that remained

AutoMatters™ & More by Jan Wagner



were offered for sale to the public, which was how I got mine.

Unlike every other Miata made, these 100 cars had no radio and no air conditioning. They were very light, which made them good for my goal of autocrossing mine. I thought that I would be okay without AC. However, I added an aftermarket Pioneer audio system, adjustable Koni shocks and a padded roll bar.

The NB Miata was roomy. It could carry all four of my autocross wheels and sticky competition tires (two in the trunk and two behind the seats), a floor jack, tire-changing tools and more to my autocrosses.

All was well until I drove to Las Vegas to compete in a Mazda-sponsored motorsports event. It was summer, and the weather was brutally hot. Without the benefit of air conditioning, I had two choices: bake in the sun with the soft-top down, or endure stifling heat with the black vinyl soft-top up.

I met someone who was removing non-essential parts from their street Miata, as part of its conversion to a race car. They offered to give me their AC for FREE, so I decided to get it installed back in San Diego. However, my excitement about that did not last for long. I learned that to have that free AC unit installed in a Miata that was not configured for air conditioning would have cost me thousands of dollars. Reluctantly, then, I decided to sell my 2003 Club Sport and replace it with a well-equipped 2004 Mazdaspeed Miata.

The buyer of my Club Sport flew to San Diego from Vancouver, British Columbia, Canada, and then he drove it home. Unfortunately, soon afterwards the car was written off in a traffic accident. Thankfully he was not hurt. I wonder what that rare car would have been worth today?

My fourth (and current) Miata is an orange, 2019, fourth generation (ND), 30th Anniversary Edition soft-top. Unlike the Club Sport, it includes many Miata comfort and convenience options, but it has much less interior space. The opening to the small, odd-shaped trunk is narrow, and the footwell of the passenger compartment is so short that, when occupied, the seat cannot be reclined.

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NAS North Island inaugurates new aircraft hangar

by Katie Cadiao
NAVFAC Southwest

Naval Base Coronado, Naval Air Station North Island held a ribbon cutting ceremony Dec. 8 to celebrate Naval Facilities Engineering Systems Command (NAVFAC) Southwest's completion of a new aircraft hangar.

The V-22 aircraft maintenance hangar was built by Harper Construction, who were awarded a contract for the work on June 25, 2019. Construction cost \$72 million and took 4.5 years to complete.

The new facility contains a high-bay space, shops and maintenance areas, operation, training, and administrative spaces, and supporting site infrastructure improvements.

The hangar also houses maintenance and operations for the CMV-22B, the Navy's replacement long-range resupply aircraft. The additional space

the new hangar provides is essential to ensuring full operational capability of this new model airframe.

In addition to the enhanced capabilities inside the building, construction also improved the surrounding pavement, which will facilitate ingress and egress to the hangar.

"Our construction partner, Harper Construction, really listened to the requirements the Navy outlined for this new hangar and got the job done," said Capt. Laurie Scott, Commanding Officer for NAVFAC Southwest. "Harper delivered a facility that will allow our warfighters to work more efficiently and safely, ensuring fleet readiness for many years to come."

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Schedules subject to change. Check for updates on line at: <https://sandiego.navylifefsw.com/> select movies from dropdown menu on left <https://miramar.usmc-mccs.org/dining-entertainment/movies> <https://pendleton.usmc-mccs.org/dining-entertainment/theater>

Naval Base Theater - NBSD,
619-556-5568, Bldg. 71
3465 Senn Rd.

Lowry Theater - NASNI,
619-545-8479
Bldg. 650

Saturday, December 16

1pm Trolls Band Together pg

3:20pm The Marvels pg13

6pm Hunger Games: Songbirds/Snakes pg13

Sunday, December 17

1pm Hunger Games: Songbirds/Snakes pg13

4:20pm The Holdovers r

Wednesday, December 20

6pm Hunger Games: Songbirds/Snakes pg13

Thursday, December 21

6pm Trolls Band Together pg

8pm The Marvels pg13

Friday, December 22

4:10pm Trolls Band Together pg

6:30pm Wish pg

Saturday, December 23

12:50pm Wish pg

3:20pm The Marvels pg13

5:50pm Napoleon r

Sunday, December 24

1pm Wish pg 92 min

Wednesday, December 27

6pm Napoleon r

Thursday, December 28

5:50pm Wish pg

8:10pm The Marvels pg13

For updates check <https://sandiego.navylifefsw.com/movies/>



Outside food and beverage are NOT permitted. Debit/credit cards only.

Saturday, December 16

1pm Trolls Band Together pg

3pm The Marvels pg13

6pm Hunger Games: Songbirds/Snakes pg13

Sunday, December 17

1pm Trolls Band Together pg

3pm Hunger Games: Songbirds/Snakes pg13

Friday, December 22

6pm Napoleon r

Saturday, December 23

12:50pm Wish pg

6pm Napoleon r

Saturday, December 23

12:50pm Wish pg

3pm Hunger Games: Songbirds & Snakes

6pm Napoleon r

Sunday, December 24

1pm Wish pg

3pm Hunger Games: Songbirds & Snakes

Updates: navylifefsw.com

Bob Hope Theater 577-4143

MCAS Miramar Bldg 2242

Saturday, December 16

12pm FREE Showing: How the Grinch Stole Christmas -2000 (PG)

3pm Trolls Band Together (PG)

6:30pm Hunger Games: Songbirds and Snakes (PG-13)

Sunday, December 17

12pm Trolls Band Together (PG)

3pm The Marvels (PG-13)

SOCIAL SECURITY MATTERS

I'm returning to work; What should I do about Social Security?

Dear Rusty: I started collecting Social Security at age 62 earlier this year. I had an opportunity to partner in a new business this year that will allow me to earn about \$200,000 in 2024. Because this is significantly above the allowed earnings when collecting early benefits, I need advice on how I handle this with the Social Security Administration. Am I supposed to call them and advise them of my change in income for 2024? If so, am I going to be penalized in any way? I expect they will stop all payments in 2024 once I alert them to the change. Will I be eligible for Social Security payments when I retire again? This is planned to take place before I reach full retirement age of 67. For information, my 2023 income will not exceed the 2023 allowable income limit.

Signed: Un-retiring Temporarily

Dear Un-retiring: You have a couple of options, considering that you recently claimed early Social Security benefits but are returning to work with income significantly more than the 2024 earnings limit of \$22,320.

The first is to simply contact Social Security and tell them you are returning to the work force and tell them your anticipated 2024 income. They will suspend your SS benefits for all of 2024 (to avoid overpaying you and making you return those 2024 payments later). If you plan to continue in your new business beyond 2024, you can advise them of that as well and they will continue the suspension of your benefits, until such time as you either discontinue working or reach your full retirement age (the earnings test no longer applies after you reach your FRA). At that time, SS will resume your monthly Social Security payments and, at your FRA, will give you time credit for all months your benefits were suspended, providing you with a higher monthly payment after your full retirement age is attained (with an adjustment for benefits already paid).

Your other option is to contact Social Security soon and request that your recent application for Social Security benefits submitted earlier this year be withdrawn. You have 12 months from the date of your application to do this, but you will need to repay Social Security all money which they paid to you or on your behalf (including your monthly payments, any income tax you had withheld from those payments, and any dependent benefits which might have been paid based on your record). That will effectively "wipe the slate clean" with Social Security and will be as though you had never claimed, allowing you to simply wait until you stop working, or until your FRA, or even beyond your FRA, to re-apply for Social Security at a higher monthly amount. The advantage of this option is that when your benefit restarts there will be no adjustment (reduction) for past benefits paid.

What I suggest you not do is simply wait to see what happens. That would result in Social Security catching up after the IRS informs them of your 2024 earnings, resulting in you receiving an Overpayment Notice from the SSA demanding repayment of 2024 benefits paid. In that case, you would need to quickly repay Social Security in a large lump-sum or have your SS benefits withheld until the debt for exceeding the earnings limit was repaid. In a nutshell, I suggest you call Social Security and tell them you are returning to work, what your earnings are expected to be, and for how long.

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- Across**
- 1 Playground game
 - 4 Theatrical backdrops
 - 10 Academic pds.
 - 14 4-Down may be added to it
 - 15 Tour
 - 16 Prose-fixing job
 - 17 Expert
 - 18 Settlement for prisoners
 - 20 Iberian river
 - 22 Countless years
 - 23 One with cinco dedos
 - 24 Place to display tchotchkes
 - 29 Die down, as a storm
 - 30 Type
 - 31 "What was ___ think?"
 - 32 High-level H.S. classes
 - 34 Prefix with cycle
 - 35 Linseed oil source
 - 36 She voices Elsa in "Frozen" films
 - 39 PC connections
 - 41 Little rascal
 - 42 "MASH" milieu: Abbr.
 - 43 Slippery swimmer
 - 44 Pre-1868 Tokyo
 - 45 Like Stout's Nero Wolfe
 - 49 Approximately 247 acres
 - 54 Govt. agency with an Informed Delivery service
 - 55 Cry from a crib
 - 56 Distant relative of the emu
 - 57 Pocket money ... and what's in the puzzle's circles?
 - 61 Supergirl's symbol
 - 62 Wheel cover
 - 63 "That's unnecessary" colonel
 - 64 GPS indication
 - 65 Soap since 1965, familiarly
 - 66 Like plans yet to be finalized
 - 67 Grass in a roll
- Down**
- 1 Capital east of Denver
 - 2 Site with many home pages?
 - 3 Name spelled out in a Van Morrison song
 - 4 "The Racer's Edge"
 - 5 Golf course hazard
 - 6 Used as fuel
 - 7 Donald Jr.'s mom
 - 8 Many-voiced Blanc
 - 9 Capital WNW of Denver
 - 10 Psalm instruction
 - 11 Three-time "Modern Family" Emmy nominee
 - 12 Company that merged with Konica
 - 13 Oinker's digs
 - 19 Siberian city
 - 21 Eightosomes
 - 25 French military cap
 - 26 French film
 - 27 "Hogan's Heroes" colonel
 - 28 Sly critter
 - 33 Derogatory
 - 34 Decision maker at home
 - 35 "Show Boat" author
 - 36 Apparent
 - 37 Wild way to run
 - 38 New way for many to meet
 - 39 ___ Moines
 - 40 Giant redwood
 - 44 Scots Gaelic
 - 46 Old anesthetics
 - 47 Makes sure of
 - 48 Took off the board
 - 50 Altar areas
 - 51 Start of a demand
 - 52 Bowling sites
 - 53 "Well, shucks!"
 - 57 Bygone Ford
 - 58 Current events TV channel
 - 59 "Woo-__!"
 - 60 Savannah summer hrs.

ROY'S SUDOKU

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89	90	91	92	93	94	95	96	97	98	99	100	101



takes to recover from an injury. Examples of injury risk factors include –

Prior injury, medical conditions and medications

• Musculoskeletal injuries such as ankle sprains, runner’s knee or back strains, may predispose you to future similar injuries,

or to another body region that has compensated for the injury (for example, when an altered gait puts more strain on your non-injured leg). Some musculoskeletal injuries may also lead to long-term or permanent effects, such as chronic knee or back conditions.

• Prior heat- or cold weather-related injuries can also increase susceptibility to future heat or cold injuries.

• Illness and medications, such as those for colds, upper respiratory infections or allergies, can increase the risk of heat injuries and may affect thinking and reactions. Only take medications when absolutely necessary and ensure plenty of rest and adequate hydration.

Higher-risk physical characteristics and behaviors

Gender. Some injuries, such as stress fractures, are more common among women. Some injuries have been associated with the female athlete triad syndrome – a combination of very low weight due to inadequate nutrients and calorie intake for an extended time, missed or irregular menstrual cycles and diagnosis of low bone density. It’s observed in some women who participate in high-intensity physical training and strive for leanness or low body weight. Proper nutrition has been suggested to minimize risk.

Excessive weight or poor fitness. Service members with high body mass index and/or low aerobic fitness have increased risk of musculoskeletal and heat injury.

Smoking and use of nicotine-containing products can inhibit the body’s ability to repair itself after injury. Evidence has tied these products to higher rates of new injuries.

Ignoring safety guidelines and/or not using recommended equipment

Stairs and flooring, vehicles, machinery and weapons. Though often referred to as “accidents,” injuries that occur from slips, trips and falls, motor vehicle and motorcycle crashes and mishaps with machinery, guns or knives can often be avoided. Awareness of the hazards and following recommended safety precautions could reduce risk of these injuries.

Sports. Many sports “accidents” can also be avoided with proper protective equipment such as mouthguards to prevent broken teeth, helmets and wrist guards for skiing

and snowboarding and military-recommended hearing and eye protection.

Not allowing gradual adaptation to new environments and activities

Though it is important to get in shape, it is critical to gradually increase duration, distance, frequency and intensity of physical activity. Too much too soon will only increase the risk of injury. Physical stress that is too much, too fast and/or too frequent can result in overuse injuries. Cross-training is recommended for full body conditioning that may also reduce injuries. This means fewer long runs and marches and, instead, more speed, agility, strength and balance-building activities.

Environmental factors including extreme temperatures (hot or cold), humidity, high altitudes and rough terrain also increase risk of injury. Adequate hydration and proper nutrition can decrease weather-related injury risk. Allowing your body to slowly adapt to new environmental conditions can reduce injury risk.

When you assess your injury history and risk factors, you can make changes to reduce your injury risk and improve your physical performance.

Are you injury prone?

by V. Hauschild
Defense Centers for Public Health

Do you know how many injuries you have had? Are there actions you can take to reduce your injury risk?

Injuries include many kinds of damage to body tissue caused by an external energy. Some injuries are easily recognized, like broken bones, cuts, bruises and concussions – but did you know that pain, pulled muscles, stress fractures, sunburn, animal bites, poisonings and electric shocks are all also injuries? The restriction of air or heat can also cause an injury, such as suffocation or frostbite.

Injuries are usually preventable in some way – they are rarely completely unavoidable accidents.

“Understanding the wide variety of causes and factors associated with injury can help you assess your injury risk, whether it be for acute or chronic injury-related conditions,” says Dr. Michelle Chervak, chief of the Injury Prevention Branch of the Defense Centers for Public Health-Aberdeen and co-chair of the Department of Defense Military Injuries Working Group. “For the same reason, we routinely summarize population-level military injury data in aggregated categories to help prioritize prevention efforts.”

Dr. Anna Renner, a safety engineer in the IPB who oversees the annual DCPH-A injury surveillance reports, describes the primary categories of injuries used in military injury reporting:

• Acute traumatic injuries occur when a single force causes damage to the body. Examples include fractured bones, strained or torn muscles, sprained joints, open wounds, animal bites, lacerations and broken teeth.

• Cumulative micro-traumatic injuries, often called overuse injuries, result from small but repeated stress on the same body part without adequate rest during exercising or other repetitive activities like work tasks. The damage to tissues may be repeated over hours, days or weeks before the injury is recognized. The majority of these injuries are to musculoskeletal tissues and include back pain, joint pain, tendonitis, bursitis, stress fractures and runner’s knee.

• Environmental injuries are those caused by an energy source in the natural environment. Heat stroke, heat exhaustion, sunburn, frostbite, hypothermia, altitude sickness and lightning strikes are examples.

• Poisonings can occur from ingestion, injection, contact with or inhalation of a foreign substance (drugs, toxins, chemicals) that causes chemical and biological damage to the body.

• Non-environmental injuries are

caused by man-made thermal burns (fire, grease), radiation sickness and electrocution.

• Other injuries include asphyxiation and drownings, surgical complications and mishaps, abuse resulting in intentional injury and unspecified injuries.

“Injuries are the leading reason for active-duty military medical visits among all Services,” says Chervak. “They can often have a significant impact on readiness through lost duty time, reduced performance and medical and disability costs.”

The military medical data continues to show that most injuries experienced by service members are musculoskeletal injuries resulting from cumulative microtrauma or overuse injuries.

“The nature of the physically demanding military training and occupational duties required of service members increases their risk for these of injuries,” says Renner. “For example, repeated running and ruck marching, especially combined, are associated with many lower extremity and back injuries.”

Chervak emphasizes that medical record data only reflect those injuries seen by a medical provider, so the data don’t include self-treated injuries, or those which personnel or trainees just “tough it out.” Though these untreated injuries don’t incur medical costs, they can detract from an individual Service member’s performance, which in turn impacts unit performance.

Assess yourself

Think about your own injury history –

• How many injuries have you had? What caused them?

• Which injuries required a medical visit?

• Which injuries required time off work or restricted your physical abilities?

• Have you avoided medical care for an injury to avoid getting a profile or work restriction? If so, did the untreated injury prevent you from performing at your best? Did it result in a more severe injury later?

Now consider your unique risk factors that can predispose you to a new injury or increase the time it





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