

AutoMatters & More



Should every Formula 1 race start on a wet track?

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SIXTY-FIRST YEAR NO. 15
THURSDAY, AUGUST 5, 2021

USS CARL VINSON STRIKE GROUP DEPLOYS LEFT SAN DIEGO AUG. 2; FIRST UP IS LARGE SCALE EXERCISE '21

SAN DIEGO-The *Carl Vinson* Carrier Strike Group (CVCSG), led by Carrier Strike Group (CSG) 1, deployed from San Diego, Aug. 2, in support of global maritime security operations.

CVCSG will begin their deployment by taking part in Large Scale Exercise 2021. LSE 2021 is a live, virtual, and constructive, globally-integrated exercise that spans multiple fleets, designed to refine synchronized maritime operations based on a progression of scenarios that will assess modern warfare concepts in support of the joint force.

The deployment also marks the first time that a carrier strike group is deploying with the advanced capabilities of the F-35C Lightning II and Navy CMV-22B Osprey.

Less than a year ago, the strike group's flagship, *Carl Vinson* (CVN 70), completed a 17-month maintenance period and retrofit, during which the ship underwent a complete restoration and system retrofit to accommodate F-35C Lightning II mission capabilities.

"*Vinson* is the first carrier to accommodate a mix of 4th- and 5th- generation strike fighters, providing unprecedented



Sailors assigned to USS *Carl Vinson* aircraft carrier prepare to man the rails on the flight deck prior to deployment. Navy photo by MC2 Jonteil L. Johnson

lethality and survivability and ensuring the Navy team can operate and win in contested battlespace now and well into the future," said Capt. Tommy Locke, commander, Carrier Air Wing (CVW) 2. "Integrating the new aircraft has truly been a team effort and using these new tools and technology-new sets

of multispectral sensors and the information they provide-will increase lethality and survivability of the air wing and strike group. We plan on leveraging recently established tactics, techniques and procedures and developing innovative ways to use the new technologies to enhance our

combined warfighting efforts."

The strike group is a multi-platform team of ships, aircraft and more than 7,000 Sailors, capable of carrying out a wide variety of missions around the globe. Deploying ships and aircraft of the strike group are:

• *Carl Vinson*

- Nine squadrons of CVW-2
- Staffs of CSG 1 DESRON
- USS *Lake Champlain*
- USS *Chafee*
- USS *Dewey*
- USS *Higgins*
- USS *Michael Murphy*
- USS *O'Kane*
- USS *Stockdale*

CVW-2 consists of

- VFA 147
- VFA-2
- VFA-113
- VFA-192
- VAQ 136
- VAW 113
- VRM 30
- HSC 4
- HSM 78

"Our crews and staffs have demonstrated tactical and technical expertise through teamwork; there is no doubt in my mind that the men and women of the *Carl Vinson* CSG are ready to fight and win decisively from the sea as we deploy in support of sustained presence and power projection," said Rear Adm. Dan Martin, the commander of CSG 1. "One of the hallmarks of aircraft carrier strike groups is their agility-specifically their ability to quickly and effectively respond to the entire spectrum of military operations. From combat missions to humanitarian assistance/disaster relief missions, we can do it all."

Task Force Koa Moana 21 deploys to strengthen relationships in Indo-Pacific

CAMP PENDLETON - Task Force Koa Moana 21, comprised of U.S. Marines and Sailors from I Marine Expeditionary Force, partnered with the U.S. Coast Guard, deployed to the Indo-Pacific to conduct theater security cooperation activities in the Republic of Palau from July to December 2021.

Task Force Koa Moana 21 is comprised of approximately 200 Marines and Sailors from 1st Marine Division, 1st Marine Logistics Group, 3rd Marine Aircraft Wing, and I MEF Information Group, and Coast Guardsmen from Coast Guard District 14, who will task-organize into multiple detachments with expertise in providing engineering, medical, maritime law enforcement, and EOD capabilities.

Task Force Koa Moana 21 provides a unique opportunity to enhance relationships with the Republic of Palau. TFKM 21 will conduct engineering projects on the island of Peleliu and the capital island, Babeldaob, to reaffirm the U.S. commitment to the Compacts of Free Association and to enhance interoperability when responding to potential humanitarian assistance and disaster relief operations.

Purple Heart is the oldest military award still presented to American service members

Each year, August 7 is dedicated to honoring service members who have made the ultimate sacrifice of giving their lives on the front lines. It also honors military personnel who have suffered a life-altering injury due to combat.

The list of Purple Heart recipients is impressive—ranging from a chief nurse who lost her right eye during a WWI hospital bombing to a Marine who refused to leave his Vietnam unit until all his men were evacuated.

It's unknown how many recipients there are as the National Purple Heart Hall of Honor database is constantly being updated.

Often referred to as the military's oldest medal, the Purple Heart Medal is awarded to U.S. service members who have been wounded or killed in war.

It's a combat-related medal.

As one of the most recognizable combat badges — its bright purple ribbon is hard to miss — this badge isn't one service members hope to receive. Additionally, this medal is bestowed upon those who are injured, wounded or died while a prisoner of war (POW). Civilians can no longer receive the medal.

The original honor was established in 1782 by General George

Washington. Back then it was called the Badge of Military Merit.

Despite the fact that General Washington wanted the honor to be a permanent one, it was mostly forgotten about after the Revolutionary War up until the 20th century.

Timeline as established by the National Purple Heart Hall of Honor:

1932: General Douglas MacArthur signed off on what is now known as the modern day Purple Heart.

1942: President Roosevelt signs an executive order that authorizes posthumous awards (dated back to Dec. 6, 1941) and includes all

branches of service.

1952: Another executive order pushes the posthumous Purple Heart awards to date back to 1917 for Navy, Marine Corps, and Coast Guard members. Air Force and Army members received formal inclusion 10 years later.

1962: Civilian Purple Hearts are authorized for those under military authority.

1984: Death by acts of terror are recognized alongside wounds or death due to military personnel taking part of peacekeeping forces outside of the U.S.

1993: "Friendly fire" wounds

or deaths may also be eligible for Purple Hearts.

1996: The honor is expanded to POWs wounded during capture or captivity prior to 1962.

1998: Civilian awards no longer exist.

2008: POWs who died in captivity after December 1941 are awarded Purple Hearts.

2011: The DoD sets a specific standard of evaluating wounded individuals resulting

from a "non-penetrating wound."

2015: The DoD shares it will extend eligibility to service members wounded or killed by certain domestic terrorist activities.



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Philippine president restores visiting forces agreement with U.S.

by Jim Garamone,
DOD News

After meeting with Secretary of Defense Lloyd J. Austin III last night, Philippine President Rodrigo Duterte retracted the letter terminating the country's Visiting Forces Agreement with the United States.

Delfin Lorenzana, Philippine national defense secretary, made the announcement following a bilateral defense meeting with Austin today.

"After the meeting between Secretary Austin and the president, the president decided to recall or retract a termination letter for the VFA," Lorenzana said. "So, the VFA is in full force again; there is no termination letter pending, and we are back on track with your secretary to plan for future exercises under the VFA."

The bilateral meeting is a platform for the United States and the Philippines — treaty allies — to discuss the situation in the region and plan for the future, Lorenzana said. "It underscored the significance of the bilateral defense relations between the Philippines and the United States in light of new and emerging



Secretary of Defense Lloyd J. Austin III and Philippine Secretary of National Defense Delfin Lorenzana speak to reporters in Manila July 30. Photo by Chad McNeeley

challenges that confront our nations," he said.

Austin said he was pleased to make his first visit to the Philippines as defense secretary. "I'm glad to have the opportunity in person to reaffirm our shared commitment to the U.S.-Philippine alliance," he said. "Let me thank President Duterte for his decision to fully restore the Visiting Forces Agreement. Our countries face a range of challenges from the climate crisis to the pandemic. And as we do, a strong, resilient, U.S.-Philippine alliance will remain vital

to the security, stability and prosperity of the Indo-Pacific. A fully restored VFA will help us achieve that goal."

Thanks to the Visiting Forces Agreement, the Defense Department conducts more than 300 bilateral engagements a year with the armed forces of the Philippines. These range from expert exchanges to ship visits to component exercises and major joint/combined training exercises.

The two defense leaders discussed ways to deepen and

reinvigorate the security alliance. They discussed maritime cooperation and U.S. support to the Philippines to modernize the armed forces of the Philippines. They also discussed investments that will help the Philippines navigate the region's complex security environment.

The United States and the Philippines have a robust coun-

terterrorism program. The United States has counterinsurgency efforts in Mindanao, the country's largest island, since 2000.

Like in the rest of Southeast Asia, the United States wants the sovereign right of nations to be respected. During the meeting with Lorenzana, Austin reaffirmed America's commit-

ment to supporting a sovereign and secure Philippines.

"We also talked about how we can work toward a free and open Indo-Pacific rooted in a rules based international order, a region in which countries work together to realize their highest aspirations and to safeguard the rights of all other citizens," he said.

More than 370 National Guard troops fighting wildfires in western states

by Rose L. Thayer, Stars and Stripes

Oregon National Guard Soldiers and Airmen trained in June for the 2021 wildfire season. Troops are now deployed in the state, which is one of about 14 dealing with fires throughout the West.

More than 370 National Guard troops from seven states are fighting wildfires in the western portion of the United States as multiple large-scale blazes have destroyed homes and forced thousands of residents to evacuate.

More than a dozen states are now battling wildfires, which ignited earlier this month as the region faces a historic drought and record high temperatures. More than 36,500 fires have burned a total of 2.8 million acres, roughly the size of Delaware and Rhode Island combined, according to the National Guard Bureau, the Washington headquarters that is monitoring Guard support.

"We're continually evaluating and evolving our readiness," said Brig. Gen. Nick Ducich, vice director of operations for the National Guard Bu-

reau. "Understanding the weather trends affecting wildfires, we've been preparing since March."

Oregon, Montana, Washington, Idaho, Nevada, California and Wyoming have contributed Soldiers and Airmen to help combat fires across the West. The latter three states have contributed a total of four C-130 transport planes outfitted with firefighting equipment.

As of July 28, the crews had made 253 drops and flown 264 missions, the Guard said. Additional troops and aircraft are on standby as officials expect military support to peak in mid-August.

Ducich said they remain in close coordination with state and federal agencies to keep up with the need to scale troop and equipment levels up or down as needed. More than 2,100 hand crews from nine states are also available to construct fire lines on the ground, the Guard said.

Two of the largest fires burning now - Bootleg Fire and Dixie Fire - are in California and Oregon.

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Navy christens future USS Hyman G. Rickover

by Lt. Seth Koeni

GROTON, Conn. - The Navy's newest Virginia-class attack submarine, future USS Hyman G. Rickover (SSN 795), was christened during a ceremony at General Dynamics' Electric Boat shipyard facility here July 31.

"This submarine is a fitting tribute to Admiral Rickover, who truly transformed our Navy," said Adm. James Caldwell, director, Naval Nuclear Propulsion Program, during his remarks at the celebration.

Caldwell credited Rickover - who served for 63 years in the Navy and is credited with spurring the service to adopt nuclear propulsion after World War II - with not only technological advances but cultural ones. He lauded Rickover's legendary work ethic, frankness, attention to detail and commitment to

excellence, which he said has since permeated throughout the Navy.

"It's really great to see this ship come together, and to see so many people here to celebrate the christening of the Hyman G. Rickover and honor the Hyman G. Rickover legacy," said Cmdr. Thomas Niebel, commanding officer of the newly christened submarine.

The Honorable James F. Geurts, performing the duties

of Under Secretary of the Navy, told those in attendance that the construction of the future USS Hyman G. Rickover is a



Under Secretary of the Navy James Geurts delivers remarks in front of the pre-commissioning unit (PCU) Hyman G. Rickover (SSN 795). Navy photo by Chief Petty Officer Joshua Karsten

testament to the dedication of America's shipbuilders and sailors.

"We did not close a shipyard,

public or private, for one day during the pandemic," Geurts said. "The sustained commitment to excellence displayed by this workforce shows in the construction of this boat and adheres to the culture of excellence promoted by Hyman G. Rickover.

"It's not just a matter of having the world's best ships," he continued, "you have to have the world's best sailors to maintain the world's best Navy, and we have both."

Darleen Greenert, the submarine's sponsor, a Navy veteran, and wife of former Chief of Naval Operations Jonathan Greenert, highlighted the sacrifice of military families during her remarks, and remembered the late Eleonore Rickover, the namesake admiral's wife.

"She set the bar [for ship sponsors]," Darleen Greenert said of Eleonore Rickover, who was the sponsor for a previous Los Angeles-class submarine to bear the Hyman G. Rickover name, SSN 709. "She loved her crew."

The first Hyman G. Rickover was commissioned at Submarine Base, New London, in Groton, on July 21, 1984. Rickover will eventually join the fleet with a displacement of 7,835 tons, crew of 132, and a weapons payload of 12 vertical launch systems and four torpedo tubes.

Army

- Guard to recoup funding for training, readiness
- Sexual assault prevention starts on day one, Army senior leaders say
- An evolution of care: How one Army hospital adapted to pandemic
- Leaders encourage women to fill STEM roles

Marines

- New Incentives Announced for Recruiting Duty Volunteers
- U.S., Australia, partners conclude exercise Talisman Sabre 2021
- Robotic stretcher could transport wounded Marines off future battlefields



Navy

- Sea Service Leaders Emphasize Integration and Tri-Service Maritime Strategy at SAS 2021
- Mount Whitney Departs Croatia for Large Scale Exercise 2021
- USS America Expeditionary

Strike Group Concludes Participation in Talisman Sabre 21

- VCNO Partners With Florida Commands To Enhance Warfighting Readiness
- Navy Conducts First MQ-4C Triton Test Flight with Multi-Intelligence Upgrade

Where are our ships at sea



These are approximate positions of the Navy's deployed carrier strike groups & amphibious ready groups throughout the world as of Aug 2, 2021, based on Navy and public data. You can access this and other information through the U.S. Naval Institute's portal at <https://news.usni.org/topstories>.

Total Navy Battle Force: 296

Ships underway

Deployed ships underway: 57

Non-deployed ships underway: 25

Total ships underway: 82

Ships deployed by fleet

Fleet Forces: 1 3rd Fleet: 10

4th Fleet: 2 5th Fleet: 21

6th Fleet: 14 7th Fleet: 55

Total: 103

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U.S., Vietnam discuss COVID-19 aid, new program to find war dead

by Jim Garamone,
DOD News

Two important partnership initiatives between the United States and Vietnam will continue as both countries look for ways to help Vietnam combat COVID-19 and as both countries step up the Vietnam War-era personnel accounting program, said Secretary of Defense Lloyd J. Austin III during meetings with Vietnamese officials July 29.

Austin made the first trip to Southeast Asia by a senior Biden administration official. He met with newly elected Vietnamese President Nguyen Xuan Phuc, Prime Minister Pham Minh Chinh and National Defense Minister Phan Van Giang.

At the meetings, the secretary spoke of the challenging times COVID-19 has created. The U.S. has reached out to the nations of Southeast Asia to help them in their fight against the disease. Austin noted that the U.S. has provided vaccines, laboratory and testing equipment and cold storage freezers.

"We're also proud to have donated 5 million doses of Moderna vaccines to Vietnam," he said in the prime minister's



Secretary of Defense Lloyd J. Austin III tours Hoa Lo Prison in Hanoi July 28. Used by North Vietnam for U.S. prisoners of war during the Vietnam War, it was known as the "Hanoi Hilton" by those American service members imprisoned there. Photo by Chad J. Mc-Neeley/DOD

office. "I look forward to discussing additional ways that the United States can support Vietnam's response."

Turning to the Vietnam War-era personnel accounting program, a portion of the meeting at the Ministry of National Defense concerned the Vietnam Wartime Accounting Initiative Memorandum of Understanding between the two countries. It enables the Vietnamese people to search millions of records, "to help search for their own miss-

ing, and to recover war dead," a senior Defense official said. At the heart of that memo is the collaboration with Harvard and Texas Tech creating a searchable database containing millions of records.

The importance of this project was clearly evident in the fact that progress was only slowed, not stopped, by the pandemic. U.S. and Vietnamese teams continued to search for those missing even as COVID-19 caused shutdowns.

"The United States and Vietnam have such a complex shared history of sacrifice," Austin said at the National Defense Ministry. "When our two countries resumed normalization, the United States committed itself to respecting Vietnam's political system and your independent and balanced foreign policy."

The United States has a productive and warm relationship with Vietnam, but the U.S. "does not ask Vietnam to choose between partners," Austin said. "In fact, one of our central goals is ensuring that our allies and partners have the freedom and space to chart their own futures."

Normalization of relations between the two nations occurred in 1995. Austin said the growth in cooperation since then "has been striking and inspiring. We have built a foundation of trust and understanding tied to our decades-long cooperation on war legacy issues."

The U.S. will continue its dioxin clean-up efforts in Vietnam and will work to remove unexploded munitions left over from the Vietnam War. The U.S. will also continue to support disabled veterans of war.

The United States and Viet-

nam have grown closer because of their shared interests and belief that peace and prosperity in the region depends on a "free and open Indo-Pacific," Austin said. "We believe the region needs strong and independent Vietnam – a country that can defend its sovereignty and expand the prosperity of its people."

The secretary wanted to get to the region earlier in his time in office, but restrictions prevented that. "For the secretary, this was a very important trip to make," Pentagon Press Secretary John Kirby told reporters travelling with Austin. "This is his first chance to engage in person in Southeast Asia. And as you

know, this is a vital region."

It's a manufacturing heartland and a vital sea line with several choke points in the region. "Obviously, it's a part of the world where China continues to be very aggressive..." Kirby said.

Austin feels that it's important to meet with these partners. "He feels like that the reason for coming is absolutely validated in the discussions that he's having, and the reception that he's getting," said Kirby. "Both in Singapore and in Vietnam, [he received a] very warm welcome, and there is a very genuine interest in having the United States be engaged in this part of the world."

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Interpersonal Edge: Have a complex problem? Try time traveling

by Dr. Daneen Skube,
Tribune Content Agency

Q: My job has become increasingly difficult with complex problems every day. Do you offer clients any tools or processes to fast track problem solving?

A: Yes the best way to get express lane problem solving is start at the end of the problem.

We often start problem solving at the beginning and then get stuck in the middle with the obstacles. The brilliance of starting at the end and working backward is it's far easier to go backward to your present moment than forward from the problem.

Think of this as an episode of, "Back to the Future," in a workplace version of the popular movie. If you use your imagination to time travel into your optimal future you can then look backward at how you arrived.

When problems first present themselves we often focus on all the ways the problem is impossible to solve. As we stare at the obstacles our imagination is sidelined and it becomes difficult to think of solutions.

We can create solutions once we clearly identify the exact outcome we seek. By starting with our desired outcome we avoid analysis paralysis. The more we stare at obstacles the more impossible answers may seem.

When you use your imagination you leap over obstacles and focus on your end goal. You'll see where you want to end up and be able to backtrack to your present moment with the path to an answer.

Even in meetings groups become stuck venting about a problem, obsessing about everything tried and failed, or despairing of ideas. This fog of despondence can obscure the possibilities that sit just out of reach.

The express lane to solutions also allows us to effectively prioritize. While we stare at a problem we see a horizontal line with lots of possible steps but no clear order. When we focus on the desired outcome steps we need to take line up vertically and you will see what to do first.

Consider the problem of needing a new employee. Scanning applicants based on educa-

tion, experience or enthusiasm takes a long time. Instead you could imagine the perfect candidate. What is he or she doing? What makes him or her stand out? How is this new employee making your job easier? Notice how much faster this makes your screening.

My clients sometimes say

they feel like they are "cheating" when they time travel. Our executive coaching sessions are easy once my clients define where they want go. Microsoft has the slogan, "Where do you want to go today?"

My slogan is, "Here's a road map to reach the vision you now know is where you want to go!"

Many of us have good intentions to solve the problems our employers pay us to solve. However, the pace of change and novelty of problems we face can discourage even the best employee. By time traveling to the future you leap frog over staring at the problem and bring all your attention into how you arrive at a moment you have already seen.

Now when you live your way into the answer you may even feel a sense of "deja vu," since you already saw this solution.

Once you start the express lane technique for solutions you'll look at every problem as an opportunity to time travel. Happy trails on your new voyages to solutions!

Website informs civilians about DOD opportunities

by Jim Garamone,
DOD News

Say "Department of Defense" and most Americans automatically envision uniformed soldiers, sailors, Marines, airmen or Space Force guardians.

They don't think of the sinews holding all this together: DOD civilians.

"One of the things that I find so fascinating is that the Department of Defense civilian workforce ... is close to 950,000, and still people don't seem to know about it," said Michelle LoweSolis, the director of Defense Civilian Personnel Advisory Service. "We're really and truly one of the biggest civilian employers in the country."

Your average citizen doesn't realize that you can come into the Defense Department and not

wear a uniform, she said.

Pentagon officials have built a website — www.dodciviliancareers.com — to correct this misperception. The website project's team lead said the site is primarily a recruitment tool; the website's purposes were to educate folks about civilian employment and help them explore where they might find their fit within the organization.

The idea began about two years ago, said Desiree Seifert, associate director for employment integration and strategic recruitment, at the service. "We knew we needed to be more active in social media," she said. "We knew we needed to have more of a way of communicating. We really wanted to look at our website as kind of the central

hub of that messaging."

The organization had a website before, but it wasn't dynamic, Seifert said. "It didn't let people know who we are or the variety of positions that we have," she said. "It didn't specifically target certain groups to say, 'Hey, come on in and learn about us; here's why it would be interesting to you.'"

The site is designed to give those working with it different paths to explore. If someone knows they want to work for the Army, for example, the site will give them a pathway there. If they want to work in South Korea, it will show them opportunities there.

"If the person is not sure, we have avenues where they can look at our different careers," said the website project's team

lead. There's also a job exploration tool that allows people to answer a few basic questions about their interests and background and get some tips on where they might start looking. "The site can show them opportunities already aligned with their backgrounds."

There are more than 600 civilian occupations in the DOD. There are all kinds of careers from scientists and engineers to artists to human resource personnel to intelligence analysts to medical professionals. "If you want to fix aircraft, you can do it," Seifert said. "If you want to build ships, have at it. If you know talented individuals who want to make a powerful impact as DOD civilians, then www.dodciviliancareers.com is an excellent place to begin."

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USS Independence decommissions: 'Sailors made her prosperous'

SAN DIEGO – The crew of USS Independence (LCS 2), the lead ship of the Independence-variant littoral combat ship, recognized more than a decade of naval service during a decommissioning ceremony July 29.

Vice Adm. Roy Kitchener, commander, Naval Surface Force, U.S. Pacific Fleet, wished the crew of Independence fair

winds and following seas as they said farewell to their ship.

“The Independence crew shouldered a heavy responsibility. Since the ship’s introduction into the fleet we asked her to serve for a specific purpose; to test emerging equipment and concepts,” said Kitchener. “The crew accomplished that and so much more. Without their ef-

forts and experiences, the ship class would not be where it is today with six ships deployed throughout the world. Those improvements, made largely in part due to this crew’s experience and input, will continue to carry the LCS class into the future.”

The commissioning skipper of USS Independence gold crew,

Capt. Michael Riley, said it was the Sailors who rose to the occasion that made Independence prosperous.

“What made Independence successful wasn’t the program managers, industry professionals or even her two captains. It was the officers, chiefs and Sailors of the blue and gold

crews that made it operational. They shouldered the burden of shifting programmatic guidance, incomplete documentation or one-of-a-kind systems, and got it to sea,” said Riley. “They were honest in pointing out when system performances or operational processes failed to live up to their expectations. At the same time, they discovered hidden capabilities in the ship,

repurposing equipment and systems to suit the situation.”

Independence maintained a crew of nine officers and 41 enlisted Sailors. The ship was built in Mobile, Alabama by Austal USA and commissioned Jan. 16, 2010.

Independence is the sixth ship see **LCS 2, page 8**

This week's snapshots



MARINE CORPS RECRUIT DEPOT, SAN DIEGO
July 30, 2021

A new Marine of Charlie Company, 1st Recruit Training Battalion, is welcomed by a loved one following a graduation ceremony. As recruits, their only means of contact were through letters during their 13-week training cycle. Photo by Lance Cpl. Grace J. Kindred



SAN CLEMENTE ISLAND
July 28, 2021

Seabees assigned to Naval Mobile Construction Battalion 3 stand security watch from an observation point as the battalion begins construction and support of Expeditionary Advanced Base and Advanced Naval Base Operations as part of Exercise Turning Point. The combat operations readiness generation exercise supports and enable fleet maneuver and logistics. Navy photo by MC1 Michael Lopez



CAMP PENDLETON
July 30, 2021

Brig. Gen. Phillip N. Frieze, commanding general of 1st Marine Logistics Group, I Marine Expeditionary Force, signs Cpl. Jesse Terruso's reenlistment package. The best and most qualified Marines in FY 2022 cohorts can reenlist as part of the FY22 Command Retention Mission. The mission is an ongoing campaign to retain the best and most qualified Marines in order to sustain our Marine Corps. Marine Corps photo by Cpl. Thomas Spencer

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AG Bonta highlights scams, predatory practices targeting service members

SAN DIEGO - California Attorney General Rob Bonta met with members of Naval Base San Diego July 30 to discuss scams and other issues affecting Navy Sailors in the San Diego area.

San Diego is home to the nation's largest concentration of military personnel, creating a unique environment for financial products, scams, and predatory practices. In honor of Military Consumer Month, Bonta discussed a range of consumer-related challenges facing our service members.

"Today, I had the pleasure of meeting with a diverse group of Navy personnel, program directors, and staff to discuss the many issues that our Navy Sailors face in day-to-day life. I want our service members to know that just as you have our backs, the California

Department of Justice has yours," said Bonta.

"It's imperative that our Sailors and their families understand that there are a number of scams and predatory practices out there targeting them specifically due to their service to our nation," said Naval Base San Diego Commanding Officer Capt. Ted Carlson. "The AG's team worked closely with the Navy to end a major tax scam that defrauded thousands of Sailors of millions of dollars. We're excited to have this opportunity to partner with AG Bonta and his team and discuss how to better protect our military families."

COMMON SCAMS AND PREDATORY PRACTICES. Affinity scams target members of identifiable groups, including the military. The perpetrators are

- or pretend to be - members of the targeted group, and rely on sales pitches that rely on group trust and loyalty.

Debt Collection and Illegal Threats. Debt collectors may try to illegally trick or scare service members into making payments on debts. Remember, debt collectors can't revoke your security clearance; contact your command in order to collect a debt (unless they have your consent, given after the debt came due, to do so); or discipline or demote you, to name a few.

Sweetheart Scams: Scammers post fake profiles on dating and

social media websites to attract service members. Using these fake profiles, scammers will make advances to make you feel loved and appreciated. Sweetheart scammers will profess love quickly and ask for money - usually by wire transfer or prepaid debit card - so they can come visit, pay for a car repair, or even for a medical emergency. Never send money or gifts to someone you haven't met in person, and be skeptical of those who profess love quickly. If you suspect a romance scam, cut off contact right away and notify the dating or social media site.

Refer to <https://oag.ca.gov/media/news>.

Unsealed NCIS warrant casts light on Bonhomme Richard suspect

According to local news reports, a Naval Criminal Investigative Services search warrant unsealed Aug. 3 revealed details about the Sailor accused of starting the fire aboard USS Bonhomme Richard in last July, and the evidence that led to his arrest.

The warrant identifies the suspect only as a Seaman Apprentice Sailor E2 with the last name Mays. NCIS documents also included a picture of the Sailor taken from one of his social media accounts.

According to the warrant, Mays was identified by Command Master Chief (CMC) Jose Hernandez as a Sailor who showed disdain towards authority and the Navy.

Mays enlisted in the Navy in 2019 and later tried out for Basic Underwater Demolition/SEAL (BUDS) training, according to the warrant. Five days in, Mays exercised his option to drop out of the grueling, high-intensity training course and was assigned to Bonhomme Richard as an undesignated seaman.

The warrant notes that, according to Navy leadership, Sailors who drop out of BUDS and find themselves serving in more traditional roles aboard ships often have morale and behavior issues.

USS Charleston Blue Crew holds change of leadership ceremony

by Petty Officer 1st Class Nathaniel Yarber

SAN DIEGO - Cmdr. Clayton Beas relieved Cmdr. James Hoey as commanding officer of littoral combat ship *Charleston* Blue Crew during a pierside change of command July 30.

Hoey served as the executive officer aboard USS *Charleston* Blue Crew before assuming command of *Charleston* Blue Crew in December 2019.

"I've been awed by the unequalled tactical acumen of Sailors aboard *Charleston*," said Hoey. "Blue Crew's warfighting capabilities and operational readiness is due to all of your leadership, toughness, and integrity. We have brought lethality and operational employment to

the littoral waters. To leave a crew of the greatest Sailors on the waterfront is a daunting day. As I stand here today to relinquish command, I'm certain that Cmdr. Beas is more than ready to lead *Charleston* Blue Crew over the horizon."

Beas, who most recently served as executive officer aboard USS *Cincinnati* (LCS 20), said he was honored to assume command of such an accomplished crew.

"I'm humbled by the crew's ability to continue to drive mine warfare into the next era," said Hoey, "and further the operational flexibility of littoral combat ships. I look forward to showing the fleet what we are capable of."

LCS 2

continued from page 7

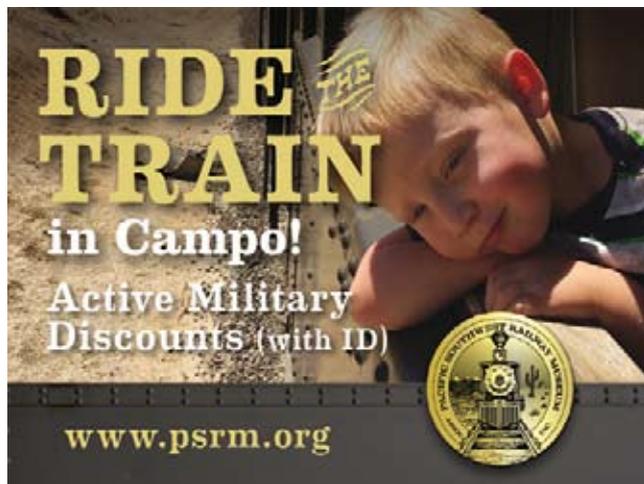
to carry the name, recognizing the cornerstone of our nation's foundation for which so many Americans have fought and died. The first Independence was a 10-gun sloop that served during the American Revolution. The second Independence, the first ship of the line in the Navy, was launched in 1814 as a 74-gun ship, but later refitted to a 54-gun frigate. The third Independence served with the Naval Overseas Transportation Service (NOTS) following the end of World War I. The fourth Independence (CVL22), a small aircraft carrier commissioned in 1943, earned eight battle stars during World War II. The fifth Independence (CV 62) was an aircraft carrier

commissioned in 1959 and decommissioned in 1998.

Independence has been a test and training ship and was key in developing the operational concepts foundational to the current configuration and deployment of LCS today. The decommissioning of LCS 2 supports department-wide business process reform initiatives to free up time, resources, and manpower in support of increased lethality. The LCS remains a fast, agile, and networked surface combatant, designed to operate in near-shore environments, while capable of open-ocean tasking and winning against 21st-century coastal threats.

The LCS class consists of two variants, the Freedom variant and the Independence variant, designed and built by two industry teams. The Freedom variant team is led by Lockheed Martin and is a steel monohull design constructed in the Fincantieri Marinette Marine Corporation's shipyard in Marinette, Wisconsin.

The Independence variant is an aluminum trimaran design originally built by an industry team led by General Dynamics Bath Iron Works for LCS 2 and LCS 4. Currently, Independence variant LCS are constructed by Austal USA in the company's Mobile, Alabama shipyard.



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The Meat & Potatoes of Life



by
Lisa
Smith
Molinari

Recently, I plopped onto my well-worn spot on the sofa with a can of Pringles to binge-watch a backlog of recordings of the 2020 Tokyo Summer Olympic Games. The prospect of old standbys like swimming, gymnastics, and track and field had me mildly motivated to tune in. But frankly, I was really itching to check out sports making their Olympic debut: Skateboarding, Surfing, Rock Climbing, and Karate.

While fast-forwarding to find the new events, but got distracted. I learned that Equestrian “Dressage” is the proper term for that horse jumpy-skippy-dancing thing set to fancy music. But why doesn’t the horse win the medals since it’s the one with all the moves?

On first glance, Sabre Fencing appeared to be quite violent, with lots of shouting, lunging, flapping crotch straps, and space-age helmets blinking colored lights for no apparent reason. One might expect brutality from an ancient combat sport with medieval roots; however, when I learned that the object of a fencing “attack” is to merely “touch” rather than stab one’s opponent with the foil, I felt robbed.

Badminton, on the other hand, didn’t disappoint. I sat, riveted, as men in a dog-eat-dog singles match tried to annihilate each other by

What I learned while binge-watching the Tokyo Olympics

“flicking” fly swatters— er, I mean three-ounce racquets— against shuttlecocks made of goose-feathers and cork. Talk about brutal! And with no protective gear? Not only was I entertained, I plan to employ the “hairpin net shot” at my next church picnic.

I was pleasantly surprised to learn that Olympic Trampoline is not the summer equivalent of Curling, which everyone knows is something beer-swilling guys named Bubba and Uncle Dwayne do on weekends. To the contrary, Trampoline competitors are trained gymnasts who actually wear shirts. The equipment is located in indoor gyms — not beside the neighbor’s above-ground pool. Furthermore, the event requires gymnasts to perform moves such as the “Poliarush,” the “quadriff,” the “randolph,” and the “Barani.” And no one ever does a cannonball off the porch roof. Who knew?

As a child of the Eighties, I thought I’d be familiar with the new Olympic sport of Karate, having seen “Kung Foo” and “Karate Kid” multiple times. But I was disappointed to learn that non one actually says “Wax on, wax off” and the coaches aren’t big, sleeveless meanies like Cobra Kai. Like Grasshopper, I’m learning.

As for Olympic Rock Climbing, I’m convinced that the athletes are cheating. For criminy’s sake, they hang like bats from the underside of rocks during “Bouldering” and scramble up sheer walls faster than the babysitter’s boyfriend when the car pulls up in “Speed Climbing.”

Don’t be fooled. They’re either using hidden magnets, or they have very, very long toenails.

When commentators announced that Olympic Surfing was being moved up to take advantage of tropical storm waves, I knew I was in for a treat. The Surfers, who incidentally wore more clothing than the Beach Volleyball players, jumped right into the gargantuan, foaming surf as if someone had just called “last swim” at the community pool. It looked like insanity to me, but according to the commentators, surfboards were “chattering,” and competitors were “vertical snapping,” “kicking the tailpad,” “downward slashing,” “beating the lip” and “scrapping hard through white water.” Gnarly, dude.

During the Skateboarding competition, I should’ve hired a translator to help me decipher terminology, and tattoos. In the “street” event, a 13-year-old girl with braces executed a “clean roundhouse cutback followed by a serious layback hack,” while a 35-year-old man with green hair did a “kick flip backside lipside down the handrail and a feeble grind down the twelve.” I don’t know about you, but all this talk of lips, cuts, and handrails makes me wanting to stock up on Band Aids and hand sanitizer.

Lazing around watching hours of the Olympic Games can sometimes feel like an exercise in futility. But on Sunday, when the last medal is awarded and the torch is snuffed out, I will surely have gained a plethora of new knowledge about sports ... along with ten extra pounds.

AutoMatters™ & More



by Jan Wagner

Some race series artificially manufacture competition during races, to make things more interesting for race fans. For example, fields may be bunched up and cars returned to the lead lap, after falling behind. In contrast, Formula 1 strives for pure racing, with very strict adherence to the rules.

After processional, uncompetitive Formula 1 races in recent years, due to the dominance of Mercedes, this season several teams have been in well-deserved contention for race wins.

The 2021 Hungarian Grand Prix was arguably the most exciting Formula 1 race that we’ve seen yet, in a race season that has already provided plenty of exciting racing action.

The track had been dry throughout practice and qualifying, but it looked like the race would start in the rain — the great equalizer, perhaps providing mid-pack teams and even back-markers with opportunities to shine.

As the result of a close qualifying session, Lewis Hamilton had earned pole position, to be joined on the front row of the grid by his Mercedes teammate, Valtteri Bottas. This was critical for Bottas, at a time in his career when he was fighting to continue driving for Mercedes. Rising star George Russell was waiting in the wings.

Max Verstappen had qualified on the second row of the grid. He was still the series points leader, despite

Should every Formula 1 race start on a wet track?

getting crashed out of the previous race by Hamilton.

Sure enough, just before the start of the race it started to rain, but not yet enough to wash away the buildup of rubber from practice and qualifying. That made the track especially slippery.

All of the teams began the race on rain tires. At the start, Bottas spun his tires on the slippery track, dropping him back in the order. Hamilton and Verstappen both had good starts, with Lewis leading Max down the long straight, approaching the first turn. Behind them, other drivers took advantage of Bottas’ poor start, fanning out and passing him.

Bottas, in an effort to retake some of his lost ground, delayed his braking as he headed towards the first turn. Fast charging Lando Norris (McLaren) was on the inside, with Sergio Perez (Red Bull) on his left.

Bottas had misjudged his braking point on the slippery track and plowed into the back of Lando’s McLaren, punting him into Verstappen, who was slowing for the turn. Bottas, now completely out of control with a broken left front suspension, veered hard into Perez driving the other Red Bull.

Behind all of this, the melee continued. Some of the cars from the back of the grid had driven through unscathed, gaining positions nearer to the front, with Esteban Ocon (Alpine) advancing from eighth to first.

Crashed cars and debris were all over the track, bringing out a red flag that would stop the race for 15 minutes. Some cars were repaired as best they could be in the short time available, but the entire complexion

of the race had changed.

Hamilton, still in the lead, remained on track with his rain tires for the standing restart, but the rest of the field — seeing that the track was drying, all drove into the pits before the restart to change to racing slicks. Perez’ day was done, as was that of Charles Leclerc (Ferrari) and Lance Stroll (Aston Martin). Verstappen’s car had significant damage, barely drivable.

Hamilton had no choice but to pit for slicks shortly after the restart. Then he raced all the way from the very back of the field to finish third (elevated to second, following Sebastian Vettel’s post-race disqualification, due to a fuel-related rules violation).

In the closing laps of the race, Fernando Alonso — Ocon’s Alpine teammate — in one of his best drives ever, masterfully kept Hamilton (on fresher tires) from passing him for several laps. That probably kept Hamilton from his 100th career win.

Ocon ran a flawless race and won — for the first time in his F1 career. That was also the first victory for the new Alpine Renault race team. Hamilton leads the Championship again.

I cannot foresee a day when Formula 1 would artificially spice up the show by wetting down a race track, but wouldn’t it be fun if they did?

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			6				7
8		2		9		4	
	5			3		6	
			2	5	9		
		3		4			1
	8			7		1	
9				1			
	4					9	8



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Protect yourself from Lyme disease

It's peak tick weather! Ticks get more active when it's warm outside. Some carry diseases that can be passed on to you through their bite.

The most common disease ticks carry is called Lyme disease. It's a bacterial infection that can cause serious health problems.

Each year, an estimated 300,000 people in the U.S. get Lyme disease. The number of cases has risen dramatically over the last 10 years. Symptoms of Lyme disease can include fever, headache, muscle or joint pain, and extreme fatigue.

People with Lyme disease usually get an expanding red rash that can resemble a bull's-eye. If left untreated, the infection can spread and cause rashes in other parts of the body. Some people may develop nerve pain, arthritis, or heart problems. Most people fully recover when treated with antibiotics, especially when Lyme disease is diagnosed early.

The deer ticks that carry Lyme disease can be as small as a poppy seed. You might not even know you've been bitten. Preventing tick bites is the best defense against Lyme disease. You can protect yourself and your family by using insect repellent when going places where ticks are likely to live.

After coming indoors, check your clothing and gear for ticks. Shower within two hours of coming indoors. Then conduct a full body check. Don't forget to check your hair, where ticks may be harder to spot.

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5:50pm Black Widow (PG-13)

Saturday, Aug 7

2pm F9: The Fast Saga (PG-13)

5:50pm Black Widow (PG-13)

Sunday, Aug 8

1pm Boss Baby: Family Business

3:40pm Black Widow (PG-13)

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Saturday, Aug 7

3pm F9: The Fast Saga (PG-13)

6pm Black Widow (PG-13)

Sunday, Aug 8

1pm Boss Baby: Family Business (PG)

Bob Hope Theater 577-4143 MCAS Miramar Bldg 2242 ★

Friday, Aug 6

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