



MARINE AVIATION
CENTENNIAL

Celebrating 100 Years of Marine Aviation

Vol. 69, No. 40

www.cherrypoint.marines.mil

October 6, 2011

Marines bid farewell to fallen brother

CPL. BRIAN ADAM JONES

2ND MAW (Fwd.)

CAMP DWYER, Afghanistan – In the wartime chapel here where 1st Lt. Ryan Iannelli once worshiped, his fellow Marines gathered to remember him in a ceremony Monday.

Iannelli, an AH-1W Super Cobra pilot assigned to Marine Light Attack Helicopter Squadron 269, 2nd Marine Aircraft Wing (Forward), died Sept. 28 supporting combat operations in Helmand province, Afghanistan.

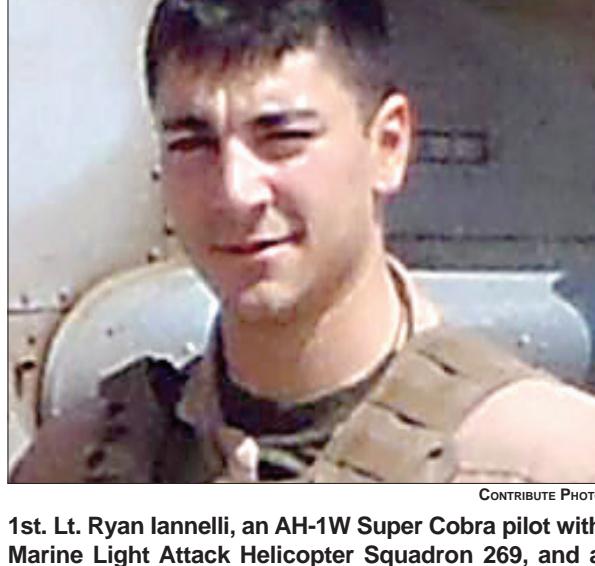
The Marines who served alongside Iannelli described him as a deeply spiritual man who strove to make a difference.

“Whether you knew him for five minutes or five years, he impacted you in a positive way,” said Capt. Scott Neidecker, a Super Cobra pilot with the squadron. “He was the kind of guy who would do anything for anyone.”

Neidecker said he had known Iannelli since they met at Naval Air Station Pensacola, Fla., for flight school.

“We worked in [operations], writing the schedule together,” Neidecker said. “After I checked in with the squadron, he came out here too and we still wrote the schedule together. We were really good friends. He was my best friend here.”

See IANNELLI page A7



CONTRIBUTE PHOTO

1st Lt. Ryan Iannelli, an AH-1W Super Cobra pilot with Marine Light Attack Helicopter Squadron 269, and a native of East Greenwich Township, N.J., died Sept. 28 supporting combat operations in Helmand province, Afghanistan.



LANCE CPL. GLEN E. SANTY

John Woleslage with Visiting Aircraft Line directs a UH-1Y Huey to its designated spot on the Marine Corps Air Station Cherry Point flight line Sept. 28. Three UH-1Y Hueys stopped at Cherry Point on their way to New River marking the beginning of the transition from UH-1N Hueys on the East Coast.

East Coast welcomes ‘Yankees’

New helicopters arrive in eastern N.C., ending UH-1N Huey era

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MCAS CHERRY POINT

The rotors of the aircraft made the once peaceful flight line a whirlwind of chaos. In true military fashion the birds flew in slow and came to a hover over their designated spots. While still hovering, the aircraft turned and proceeded to touch the ground, one at a time. This landing started a new chapter in East Coast rotary wing aviation.

Three UH-1Y helicopters passed through Marine Corps Air Station Cherry Point, N.C., after a three-day flight from Marine Corps Base Camp Pendleton, Calif. The aircraft’s arrival marked the end of the UH-1N Huey era and the beginning of the transition to the UH-1Y Venom, or, as preferred by the Marines, “Super Huey.”

Marine Light Attack Helicopter Squadron 167, MCAS New River, became the first East Coast squadron to

add the UH-1Y to its arsenal, Sept. 29.

The helicopters made the stop at Cherry Point to refuel and for Marines to get a first look at the new aircraft.

“I just wanted to come out and witness the arrival of the aircraft,” said Maj. Gen. Jon M. Davis, commanding general of 2nd Marine Aircraft Wing. “I am very excited and can’t wait to see them integrated here.”

The UH-1Y, also commonly referred to as the “Yankee” for the letter “Y” in its designation, is a step up from the older UH-1N version and features many new components.

“The UH-1Ys are an upgraded model of the UH-1N Huey,” said Staff Sgt. Marty Napier, an aerial observer with HMLA-167, Marine Aircraft Group 39, 3rd MAW.

“This is truly a different aircraft in everything but the frame,” said Capt. Patrick J. Sise, instructor pilot for

MAG-29. “The ‘Yankees’ have significantly more power than the ‘November’ model. That extra power helps us with every mission we (conduct).”

Sise explained the new aircraft have larger engines, a larger fuel capacity, a digital display and, more visually noticeable, a four-blade rotor system. These upgrades give the new aircraft a 125 percent greater payload, nearly 50 percent more range and maximum cruise speed, and increases its versatility compared to the previous model.

“The UH-1N Twin Huey has been around since the Vietnam War and is a tired, old airframe,” said Maj. Jeffrey Coker, the future operations officer with HMLA-469, MAG-39, 3rd MAW.

“Now we’re able to increase the mission capabilities of the utility

See YANKEES page A7

MCCS, Retired Activities Office recognize retirees for their support

LANCE CPL. SCOTT L. TOMASZYCKI

MCAS CHERRY POINT

Marine Corps Community Services and the Retired Activities Office recognized the contributions of retired service members with a luncheon at Miller’s Landing on Marine Corps Air Station Cherry Point Oct. 1.

The luncheon highlighted two aspects of retired life; appreciation for how they continue to support the community and where they can turn for help in retired life.

Retired veterans are here to support the active duty Marines, said retired Capt. Jim Dargan who served from 1950-1974 and represented the Military Officer’s Association of America. Retirees support the Marines when they’re deployed. They’re here to keep the church going and to keep the base going added Dargan. Retired volunteers provide support functions to the Marine Corps just like groups in the Marine Corps support the ground forces.

The veterans provide support by volunteering for programs like teaching classes at the training and education building. Many of the civilian support jobs on station are occupied by retirees as well.

“Most of us may be too old to reach in the cartridge box and kick somebody’s butt for our country,” said retired Maj. Gen. Thomas Braaten, the director of the Craven County Regional Airport and a former commanding general of MCAS Cherry Point.

“But we’re not too old to write letters, we’re not too old to speak out and we’re not too old to lead in the community. Did anyone get

called in to an office when you retired and were told, ‘you don’t have to support and defend the Constitution anymore?’ No, it didn’t happen. We just do it in a different way now and retirees can do that incredibly well.

“So write, speak up, volunteer, be involved in the community and enjoy a great base like Cherry Point and the facilities we have.”

Braaten encouraged the retirees to be leaders and volunteers in their communities. He said when retirees leave active service they take with them all the things they learned while in the service.

Braaten cited discipline, responsibility for action, initiative, a desire to make things better, an understanding of teamwork and more as traits that help retirees improve the communities around them.

While recognizing the services retirees have provided the community was the focus of the event, another subject was the support structures that exist to help the veterans.

Organizations for veterans like Veterans of Foreign Wars, American Legion, Marine for Life and others set up booths so the retirees could learn about what opportunities were available from community support structures.

These and other organizations keep veterans informed of the rights that military retiree status affords them.

Retired Lt. Col. Roy Lawrence and his wife, Sandy, said it’s very important for veterans to take advantage of

See RETIREES page A7



Looking back

A UH-1N Huey flies over Camp Lejeune coastal area during a training mission in 1973. Helicopters were a relatively new sector of Marine aviation during the Vietnam War and began as reconnaissance and medical evacuation aircraft.

Hueys vital during Vietnam War

LANCE CPL. SCOTT L. TOMASZYCKI

MCAS CHERRY POINT

Marine Light Helicopter Squadron 167 was born at Marble Mountain Air Facility in the Republic of South Vietnam, April 1, 1968, in the midst of a foreign civil war.

Armed with ever-changing helicopter technology, the squadron saw the UH designation Huey grow in power, transforming into the modern war machine it is today.

Helicopters were a new sector of Marine aviation that had only begun in the 1950s as reconnaissance and medical evacuation aircraft. Helicopters with weapon kits had been experimented with, but the Marine Corps made no commitment to the concept of a gunship. The idea of assault transports wasn’t thoroughly tested until the Vietnam

War. The requirements for helicopter assault missions weren’t entirely known at the outset of the war, but technology developed when light helicopter doctrine met reality.

“The Marine Corps recognized the need to escort the assault helicopters in and out of enemy territory, but that job was handed to fixed wing aircraft,” said Benjamin H. Kristy, a curator at the National Museum of the Marine Corps. “However, experience in Vietnam quickly showed that fixed-wing aircraft were in fact ill-suited for such work and the armed escort helicopter was born.”

An armament kit was developed for the Huey, which would take on both roles as

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Military working dogs train for war



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Chaplain's Corner : The Golfing Preacher

LT. CMDR. PERRY HAAGEN

2ND MAW DEPUTY CHAPLAIN

There was this preacher who was an avid golfer. Every chance he could get, he could be found on the golf course swinging away. It was an obsession.

One Sunday was a picture perfect day for golfing. The sun was shining, no clouds in the sky, and the temperature was just right. The preacher was in a quandary as to what to do ... play golf or give the Sunday service. Shortly, the urge to play golf overcame him. He called an assistant, told him he was sick and asked the assistant to take care of the Sunday church service for him. He packed the car up and drove three hours to a golf course where no one would recognize him. Happily, he began to play the course.

An angel up above was watching the preacher and was quite perturbed. He went to God and said, "Look at the preacher. He should be punished for what he is doing." God nodded in agreement.

The preacher teed up on the first hole. He swung at the ball and hit a perfect drive, straight as an arrow, four-hundred yards right to the green, where it gently rolled into the cup (as they say in basketball, "nothing but net").

A picture perfect hole-in-one. He was amazed and excited.

The angel was a little shocked. He turned to God and said, "Begging your pardon, but I thought you were going to punish him."

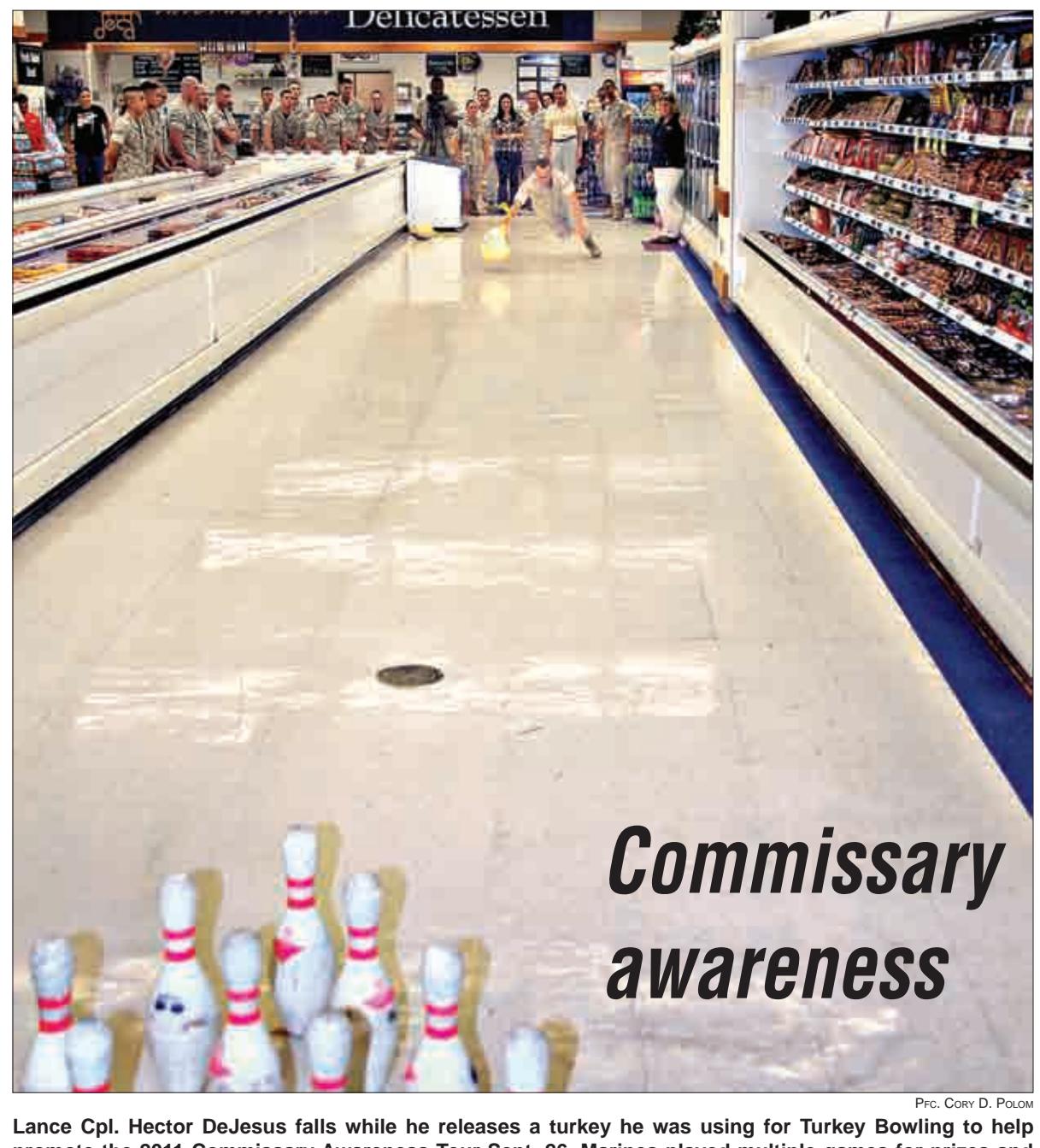
God smiled.

"I did. Think about it, who can he tell?"

This little story illustrates the importance of living consistent lives. Too often we see people around us and in the news whose lives aren't consistent; who say one thing, but do another.

It becomes really irritating because often they seem to get away with it – no one calls them out and they seem to get off scot-free. The optimum word though is "seem." The reality is that it will eventually catch up with them.

See CHAPLAIN page A4



Commissary awareness

PFC. CORY D. POLOM

Lance Cpl. Hector DeJesus falls while he releases a turkey he was using for Turkey Bowling to help promote the 2011 Commissary Awareness Tour Sept. 26. Marines played multiple games for prizes and there was a drawing for door prizes that ranged from iPods to grills. The event informed Marines and Sailors aboard the air station about benefits available at the commissary.

Celebrating 100 years of Marine Corps aviation



OFFICIAL USMC PHOTO

Marine Helicopter Squadron 1 poses for a picture with Igor Sikorsky, the inventor of the first practical helicopter design, in 1947. HMX-1 is famous for being the president's personal helicopter squadron. Since its formation, HMX-1 also tests and evaluates Marine Corps helicopter systems and develops tactics and doctrine for their use.



LANCE CPL. TAYLOR M. DIAZ

Job Title: Personnel Clerk

Unit: Installation Personnel Administration Center

Hometown: Las Vegas, Nev.

Date Joined: Oct. 19, 2009

Lance Cpl. Taylor M. Diaz spends his day helping his fellow Marines with the considerable amount of paperwork necessary for them to change units and/or stations.

Diaz, a native of Las Vegas, Nev., is a personnel clerk with the outbounds section of Installation Personnel Administration Center.

Working in the outbounds section of IPAC keeps Diaz busy. He assists Marines that are either departing Marine Corps Air Station Cherry Point or changing units within the same command.

"I make sure that permanent changes of station go by fast and that everything is taken care of," Diaz said.

Cherry Point Marines rely on the outbounds section and Diaz to assist them with administrative issues before they go out to conduct field training or deploy.

"We support 2nd Marine Air Wing by providing Marines with the assistance that they need. We try to get it done as soon as we can," said Diaz.

Highlight Your Superstar

Have a Marine, Sailor or civilian you would like to highlight? Let the Windsock know. Email us at cherry.point.windsock@gmail.com or call 466-3542.

The Windsock

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Animal Instincts

Cherry Point K-9 handlers keep dogs ready for war

Photography by Lance Cpl. Glen E. Santy



Above: Bruno, a Marine Corps Air Station Cherry Point Provost Marshal Office search dog, charges Sgt. Isaias Lerma, a K-9 handler and trainer in an attack and pursuit drill July 19.

Near Right: Bruno chews on his favorite toy as a reward for completing his mission.

Far Right: Bruno clings after attacking Lerma. During daily training with the K-9s, games of fetch turn into a vicious game of bite the sleeve, while hide-and-seek involves illegal narcotic-scented cans hidden throughout a warehouse that the dogs sniff out.



Bruno charges Lerma, a K-9 handler and trainer, in an attack and pursuit drill. The typical game of fetch or hide-and-seek is an effective cardio workout for Bruno.

CHAPLAIN from page A2

As someone once said, you can fool some of the people some of the time, but you can't fool all the people all the time.

The problems, of course, only begin when they get caught. Everything they have built up to that point, as far as their reputation goes, is shot. No one believes or trusts them, and people certainly will think twice before listening to them again.

And I am not just talking about politicians, although, sadly, it doesn't take long before one comes to mind. But then again, so do many preachers, lawyers, movie stars, family members, friends. Nearly everyone knows someone who has gotten caught talking out of both sides of their mouth, so to speak, and had to pay the cost of their lack of integrity and consistency, sometimes with their careers, with their marriages or with their family.

Recently in an article in Navy Times a command master chief petty officer, the Navy equivalent of sergeant major, was found to have falsified his record and was wearing medals which he had not been awarded.

Of course he was caught. And he was even caught trying to cover up his tracks. The truly sad part of this is that this was a sailor with over 29 years of honorable service.

Now, instead of being remembered for his service many will only remember his having been caught lying.

When we put this on a personal level we realize that it is imperative that we make sure that our lives are consistent – in our families, with our children and in our professional careers.

If we do what we say and say what we do, then we will have less problems in this life and when we hit that hole in one, we will be able to tell everyone all about it.



PFC. SEAN DENNISON

Capt. Aaron Frey, a Marine Attack Squadron 513 pilot and Evergreen, Colo., native, prepares to launch an AV-8B Harrier at Kandahar Airfield, Afghanistan. The oxygen apparatus he is wearing is courtesy of VMA-513's aviation life support systems, which provide the pilots with the gear and equipment necessary for survival in flight.

Life support at 10,000 feet: Marines on ground keep pilots breathing

PFC. SEAN DENNISON

2nd MAW (FWD)

KANDAHAR AIRFIELD, Afghanistan — Flying more than 10,000 feet above Afghanistan, Marine Corps AV-8B Harrier attack jets operate at levels outside the range of virtually any weapon in insurgent hands.

At those altitudes, however, pilots face a different set of challenges: freezing temperatures and air too thin to breathe.

A handful of Marines on the ground ensure pilots are able to safely and confidently command aircraft in the sky.

Marine Attack Squadron 513's aviation life support systems division has two different sets of Marines – those who ready the pilot's flight equipment and those who ready the Harrier itself, should a pilot need to eject.

"In the division as a whole we guarantee that the pilot has proper equipment to fly and get in the jet. We also provide safe means of ejecting if needed," explained Sgt. Steven Vladiff, a Marine Attack Squadron 513 aviation safety equipment mechanic and Monroeville, Ohio, native.

The role of the aviation life support systems Marines is almost exclusively preventive. Because these Marines do their jobs, the jet's cockpit is at a comfortable temperature, the pilot has fresh oxygen to breathe, and he knows his safety equipment will work.

"We allow the pilot to operate at altitudes above 10,000 feet and keep him in a comfortable position," said Staff Sgt. Christopher Del Valle, the Marine Attack Squadron 513 ejection seat shop staff non-commissioned officer in charge and Kenton, N.J., native. "If he's too cold to

think, he's not going to be able to support the troops on the ground."

The Marine Corps relies on the short take-off, vertical landing AV-8B Harrier to provide close-air support for coalition troops in Afghanistan's Helmand and Nimruz provinces. Using guided bomb systems and other precision weapons, Harrier pilots are able to effectively quell insurgent fighting positions, vehicles and hideouts.

In addition to ensuring pilots are physically able to fight, the aviation life support systems Marines also support the Harrier squadron by providing instruments for survival.

The squadron's flight equipment technicians provide pilots tools to save their own lives if need be. The palette of survival tools includes flares, knives, parachutes, water and a radio.

The radio allows the pilot to talk to a search and rescue team, explained Cpl. Ryan Ledbetter, flight equipment technician with the squadron and LaPlace, Ill., native. The gear is designed to allow a pilot to survive until help arrives.

"We deal with keeping pilots alive," said Gunnery Sgt. Christopher Gendron, the Harrier squadron's aviation life support systems division chief, a native of Cherry Hill, N.J. "There is no backup system for us. Our stuff has to work the first time, every time."

"Especially in a combat zone, you have to make sure everything is on key," added Cpl. Riley Peel, a Marine Attack Squadron 513 flight equipment technician and Pelham, Ga., native. "It's a different mindset out here, but with us, it's always about saving lives."

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Current owner of record orders over \$6,000,000 worth of furniture, mattresses and all other inventory assets released and sacrificed to the public market. This Saturday, October 8, 2011 at 9 am SHARP. This major North Carolina furniture company will re-open their doors and at that time an inventory value exceeding 6 million dollars will be released directly to the public market. This public notice sale is for 12 hours only and ending at 9 pm on Saturday. All purchases must be removed within 24 hours, no exceptions. All name brands included, over 15,000 pieces in all. Sale is being conducted on the property of Furniture Liquidators beside Big Lots in New Bern and on the property of Furniture Liquidators on Hwy. 70 in Havelock.

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Ever vigilant

PFC. ANDREA CLEOPATRA DICKERSON

Marines in the control tower observe everything taking place inside and outside of the tower. It is important air traffic controllers stay alert while on the job, everything they do can affect mission accomplishment, said Lance Cpl. Justin T. Perez, air traffic controllers at MCAS Cherry Point.

Air traffic controllers keep the sky safe

PFC. ANDREA CLEOPATRA DICKERSON

MCAS CHERRY POINT

At any given time, day or night, one may hear the sounds of aircraft taking off from Cherry Point runways. But what if the air traffic controllers weren't there to do their jobs? Pilots would then have to rely on their own eyes and communication with others to safely navigate the flight line, runways and local skies – which would make flying much riskier in Cherry Point's busy and congested airspace.

"Our unit's mission is the safe, orderly, and expeditious flight of aircraft," said air traffic controller Staff Sgt. Casey S. Chandler. "We want to move them as fast as we can, as safe as we can. But we want to also prevent collisions between the aircraft. We organize and expedite the flow of traffic."

The control tower is manned by Marines and contracted civilians 24 hours a day, with the exception of holidays. If those Marines are late for work or do not show up for work, they are potentially risking people's lives.

On the ground side of their operations, the tower is responsible for guiding aircraft down the runway until takeoff. The control tower also has a radar room that watches over 5,300 square miles of airspace surrounding the air station that goes up to an altitude of approximately 17,999 ft, said ATC tower chief Gunnery Sgt. Christopher N. Hearn. The tower also provides air traffic control services to aircraft going into Coastal Carolina Regional Airport in New Bern, N.C., and Michael J. Smith Field in Beaufort, N.C.

"Everybody plays an important part here. We have multiple manned positions. There is specific training and qualifications for each position. Every Marine is an asset because they are trained to work multiple positions," said Staff Sgt. Chandler. The main positions up in the tower are flight data, ground control, local control and tower supervisor.

"We are important because people's lives are in our hands," said air traffic controller Lance Cpl. Justin T. Perez. "Pilots rely on us, especially when they can only see 100 feet in front of them due to bad weather, and they have to land on the runway because they are running out of fuel."

Gunnery Sgt. Hearn explains how air traffic controllers are pilots' eyes in the skies, explained Hearn. It is their job to

ensure that aircraft don't collide. They use separate aircraft to operate in a National Airspace System and provide safety alerts to the pilots as well. During periods of low visibility and inclement weather, the tower guides pilots to safety. Hearn said he feels that it is their duty as air traffic controllers to always be at work, and to be there on time, because anything could happen at any given time. They are responsible for ensuring safety.

Every Marine that works at the tower knows the importance of being reliable. When it comes to showing up at work, there is no room for error.

"We deal with aircraft that carry troops and supplies over to Afghanistan," said Perez. "If we weren't here for work, they wouldn't be able to get there."

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CPL. BRIAN ADAM JONES

Sgt. James L. Hayes III is an administrative specialist and aerial observer with Marine Heavy Helicopter Squadron 464, currently deployed to Camp Bastion, Afghanistan. "The hardest part of this [deployment] is not being with my kids as much as I want, but I know what I'm doing is making it easier for them to sleep at night," Hayes said. "On bad days I'll look at the pictures of my kids or at the drawings they've sent me. I'll just remember everything is normal."

Marine sergeant serves many roles in Afghanistan

CPL. BRIAN ADAM JONES

2nd MAW (FWD)

CAMP BASTION, Afghanistan — The CH-53E Super Stallion is the largest helicopter in the U.S. armed forces. Sgt. James L. Hayes III still has to duck when he enters it.

"I constantly hit my head walking into the aircraft," said Hayes, a 6-foot-7-inch native of Yucaipa, Calif.

Hayes serves as an aerial observer and administrative specialist with Marine Heavy Helicopter Squadron 464. The Marine and his squadron are currently deployed to Camp Bastion, Afghanistan.

"I like to challenge myself," said Hayes. "It is important and rewarding to ensure Marines are properly paid and receive the awards they deserve, but there's nothing like the feeling you get when you drop a pallet of water or food to a group of Marines in a forward operating base."

As an aerial observer, Hayes' responsibilities include operating the weapons systems on board the aircraft, communicating with pilots on what is going on in the rear

of the aircraft, and assisting with loading and unloading.

When Hayes checked into Marine Heavy Helicopter Squadron 462 at Marine Corps Air Station Miramar, Calif., in January as an administrative specialist, he immediately volunteered to become part of the aircrew.

Seeking even greater challenges, he then volunteered to join Marine Heavy Helicopter Squadron 464 and deploy to Afghanistan.

After graduating Yucaipa High School in 2003, Hayes passed up scholarship offers. He wanted to be a United States Marine.

"I always wanted to be in the military," said Hayes. "I wanted more discipline and to serve my country."

Hayes entered with plans of becoming a parachute rigger, but a shoulder injury at the Army Airborne School in Fort Benning, Ga., forced him to switch to the administrative field.

After a tour as an administrative clerk at Marine Corps Base Camp Pendleton, Calif., Hayes returned to Fort Benning as an administrative specialist.

Hayes now proudly wears a set of gold jump wings, a glistening reminder of a challenge overcome.

To earn jump wings, a service member must complete 10 static-line jumps. To earn the Navy and Marine Corps parachutist insignia, or gold jump wings, a Marine or Sailor must complete five more. Hayes left Fort Benning having executed 63 static-line jumps.

"It was an honor to experience the rich history of the Army jump school," Hayes said. "I got paid by the Marine Corps to get an adrenaline rush and jump out of airplanes."

Hayes said he is honored to be in Afghanistan and serve with what he described as a great group of Marines, but he misses his children — Natalie, 6, and Garrett, 4.

"The hardest part of this [deployment] is not being with my kids as much as I want, but I know what I'm doing is making it easier for them to sleep at night," Hayes said. "On bad days I'll look at the pictures of my kids or at the drawings they've sent me. I'll just remember everything is normal."

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IANNELLI from page A1

At the ceremony, Neidecker read Bible verse Matthew 34:40:

"Then the King will say to those on his right, 'Come, you who are blessed by my Father, take your inheritance, the kingdom prepared for you since the creation of the world. For I was hungry and you gave me something to eat, I was thirsty and you gave me something to drink, I was a stranger and you invited me in, I needed clothes and you clothed me, I was sick and you looked after me, I was in prison and you came to visit me.'

"Then the righteous will answer him, 'Lord, when did we see you hungry and feed you, or thirsty and give you something to drink? When did we see you a stranger and invite you in, or needing clothes and clothe you? When did we see you sick or in prison and go to visit you?'

"The King will reply, 'Truly I tell you, whatever you did for one of the least of these brothers and sisters of mine, you did for me.'"

Days before Iannelli's death, Col. Ben Hancock, the assistant wing commander for 2nd Marine Aircraft Wing (Forward), traveled to Camp Dwyer to fly with Marine Light Attack Helicopter Squadron 269 where he met the young captain.

Hancock flew a mission that Iannelli had been slated to go on.

"Here comes this old colonel, taking his flight time," Hancock said. "A lot of guys would have been upset, but he was very gracious, very sharp, very motivated and very helpful."

Hancock said Iannelli loaned him his helmet, his flight vest, his supply of cold water and even his rifle.

"It was quite tragic to hear about his loss, but it was even more personally tragic to know, 'That's the kid who hosted me down there,'" Hancock said. "By all accounts, he was extremely well respected and liked – an extremely unique individual who was not just a great aviator, but a great person as well. I got the impression Ryan Iannelli was the kind of guy everyone wanted to hang out with."

Iannelli, 27, was a native of East Greenwich Township, N.J.

He graduated from Kingsway High School in 2002, where he excelled as an athlete.

After high school, he attended Oral Roberts University in Tulsa, Okla., playing baseball for the university for four years.

His awards and decorations include the National Defense Service Medal and Global War on Terrorism Service Medal.

"We all know that this is a part of our profession, we all understand there's an element of potential risk and sacrifice," said Hancock. "We're all hopeful that we will grow old and be alive and well, but we all know there are a lot of very great young Marines and exceptional people who die in the line of duty."

Sgt. Maj. William E. Sweeney, the sergeant major for Marine Light Attack Helicopter Squadron 269, said the Marines of HMLA-269 will remember Iannelli's character, and that will help them as they complete their mission of providing close-air support for coalition forces eradicating terror and violence in Southwestern Afghanistan.

"It hurts to lose a Marine," Hancock said. "But knowing the risk, we have to move on; we have to pick it back up. The infantry expects and deserves our support."

Sweeney said, "I think ultimately, this will bring us tighter and closer together."

RETIREES from page A1

services such organizations can offer them. Roy's retirement officially began ten hours before the luncheon and the couple moving from 31 years of active duty to something entirely new is a change of course into uncharted waters. While there are preparation classes to help, it's still something they have never experienced before.

"A question we asked today was a prime example," Roy said. "I had a doctor's appointment that was a referral from active duty, but now I'm retired, so am I still good with that appointment? Or are we going to have to pay a co-pay? We found out that I'm still good. Knowing eases the stress of the transition."

YANKEES from page A1

platform. In the past they had to choose what mission each aircraft was going to carry out," added Coker. "No longer do we have to worry about what mission we're going to do. Be it ground support or the insertion or extraction of troops the (UH-1Y Super Hueys) can do almost all of those things simultaneously."

As a utility helicopter, the UH-1 series conducts a wide range of missions. They can conduct offensive air support, intelligence and surveillance, command and control as well as tactical insertion of troops.

"In the 'November' model, we would have to make sacrifices," said Sise. "You would have to either bring troops or rockets, but not both."

"With such an increase in payload, we can bring everything we could possibly need."

UH-1Y Super Hueys are already in use today in Afghanistan explained Coker. The aircraft are armed with anything from 2.75-inch rockets, also known as the MK-4 "Mighty Mouse," the GAU-17 minigun and .50-caliber machine gun. The weaponry available on the Super Hueys allow the aircraft to support Marines on the ground.

"With the older aircraft, you had to constantly be worried about how much weight you're carrying," said Sise. "With the 'Yankee,' you actually run out of room before you reach the maximum weight."

"We've already completed the transition from the UH-1N to the 'Yankee' on the West Coast and now we're starting on the East Coast," said Coker.

HISTORY from page A1

the escort "gunships" and light transport "slicks" until the Marine Corps adopted the Cobra. Cobras began Marine integration into the fleet in 1969, but would not be fully phased in for several years. In the mean time, technology would create the cooperative gunship and slick team still in use to this day.

Capt. Christopher Wright, the assistant historical officer for HMLA-167 said gunships and slicks would search for the enemy in teams. Slicks would either have a "firefly" or "sniffer" kit; meaning either a very powerful spotlight or ammonia-detecting sensors, to find enemy troops. Accompanying gunships would make the kill once the enemy was discovered.

"Techniques, tactics and procedures of the modern HMLA requires both aircraft," said Wright. "They complement each other in ways that make the overall squadron much more lethal."

HMLA-167 was the last operating light helicopter squadron in Vietnam in 1971 when it was transferred to MCAS New River, 2nd Marine Aircraft Wing, where it continued to be on the cutting edge of technology.

The UH-1N model Huey made its first appearance in the fleet flown by the squadron in 1972. The major improvement was the twin engine which all previous models lacked.

Possessing two engines made the Huey much more capable, said retired Maj. Gen. Thomas Braaten, who saw Hueys in action as a CH-46 Sea Knight pilot in Vietnam. Hueys and Cobras would clear landing zones for incoming Sea Knights to drop off troops. In those days, the single-engine helicopter was under powered and had to work hard just to get off the ground. With upgrades, the Huey became more powerful and possessed more utility. After the engine upgrades, only major change to the Hueys capabilities was the introduction of night vision and infrared technology to aid night operations.

In 1995, both Hueys and Cobras were scheduled for an upgrade. Lt. Gen. Harold W. Blot, then Assistant Deputy Chief of Staff for Aviation, found the planned midlife upgrade wouldn't meet operational needs. Further, the program to upgrade the Cobra to a four rotor system with improved engines and transmission didn't have funding. Also, the amphibious ships were running out of room to hold the aircraft and all their parts. This was unacceptable.

Blot spoke with his Navy counterparts and suggested cancelling the midlife upgrade and using the money to put the Cobra's planned power system in the Huey. In the process, the Cobra would receive the upgrade as well. This plan would save money, reduce room needed on amphibious ships because fewer spare parts were needed and vastly improve the speed and lift capacity of both aircraft. The head of Naval Aviation agreed, and the UH-1Y and AH-1Z programs were born.

The UH-1Y reached the fleet recently and three new "Yankees" were issued to HMLA-167 Sept. 28.

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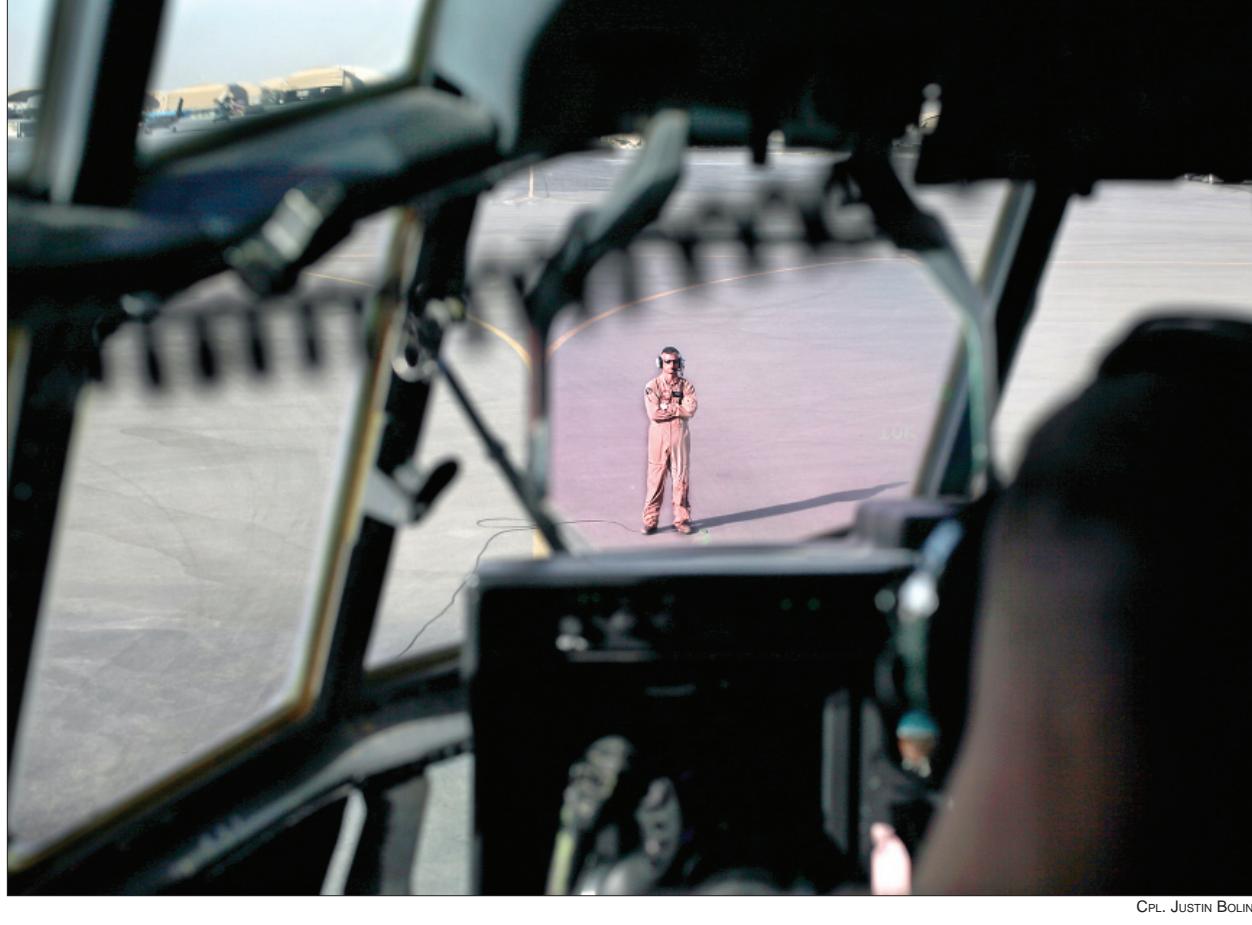
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Corps' largest aircraft depends on small team of Marines in Afghanistan



Staff Sgt. Frederick Wiseman, a KC-130J Hercules crewmaster with Marine Aerial Refueler Transport Squadron 152, helps the KC-130J taxi off the runway at Kandahar Airfield, Sept. 19.

CPL. JUSTIN BOLING

2ND MAW (FWD)

KANDAHAR AIRFIELD, Afghanistan — The "K" in KC-130J Hercules signifies the Marine Corps aircraft's ability to refuel other planes in midair. Refueling attack jets like the AV-8B Harrier while flying increases tactical flexibility for commanders on the ground.

"In the case of the Harrier we can provide them with the ability to stay in the air for nearly twice as long," explained Staff Sgt. Frederick Wiseman, a KC-130J Hercules crewmaster, and native of Erlanger, Ky. "That means twice as much time to provide reconnaissance or close-air support for ground forces operating in the Helmand River Valley."

Aerial refueling takes places thousands of feet above the battlefields of Afghanistan with aircraft traveling hundreds of miles per hour.

On the KC-130J, pilots work communications and monitor changing of weather patterns, while the enlisted crewmasters control fuel distribution and keep eye contact with the connected aircraft.

"We like to call the KC-130J a crew-served weapon because it takes a team to operate it, between maintainers, crewmasters and pilots," said Sgt. Jon Lofthouse, a crewmaster with Marine Aerial Refueler Transport Squadron 252. "We have to know what every switch, knob and button does, and be able to troubleshoot and fix them if they are not functioning properly."

Maj. Walter Butler, a KC-130J pilot deployed to Afghanistan with Marine Aerial Refueler Transport Squadron 252, said the enlisted crewmasters on each Hercules

aircraft make aerial refueling possible.

"The primary function that we perform is serving as the eyes for the pilots during aerial refueling and being ready to act in case an emergency arises," said Wiseman, the staff noncommissioned officer in charge of crewmaster operations for KC-130J Hercules Marines deployed to Afghanistan.

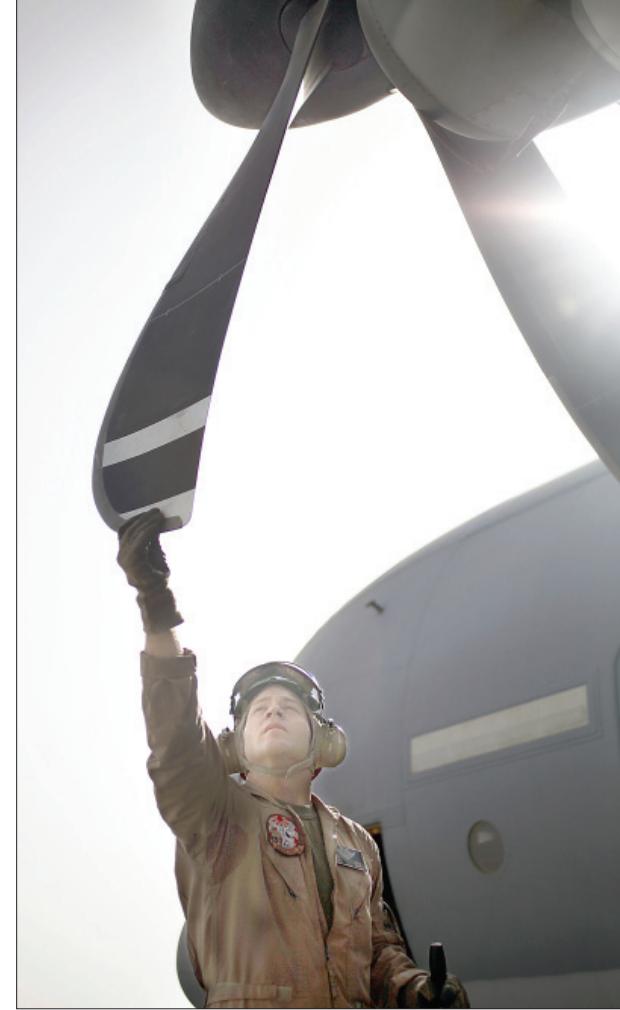
"We rely on their judgment if something were to go wrong," added Butler, who also serves as the detachment officer in charge of KC-130J Hercules Marines deployed to Afghanistan.

KC-130J support in Afghanistan comes from a combined unit of three Marine aerial refueler transport squadron's detachments deployed from Miramar, Calif., Okinawa, Japan, and Cherry Point, N.C.

Marine Aerial Refueler Transport Squadron 252, out of Cherry Point, currently serves as the command element for the deployed detachment. The Cherry Point troops work daily with Marine Aerial Refueler Transport Squadron 152 Marines, deployed from Okinawa.

Marine Aerial Refueler Transport Squadron 352, deployed from Miramar, operates the specially equipped Harvest HAWK KC-130J, which, in addition to typical Hercules duties, is also capable of providing close-air support with its advanced targeting system and air-to-ground missiles.

"The fact that we have united Marines from all three different squadrons brings us a group of talented and skilled Marine crewmasters," said Maj. John Bowes, a KC-130J Hercules pilot deployed with Marine Aerial Refueler Transport Squadron 152. "Our work directly affects



CPL. JUSTIN BOLING

Cpl. Cody Deck, a crewmaster with Marine Aerial Refueler Transport Squadron 252, a native of Lawton, Okla., inspects one of the KC-130J's propellers at Kandahar Airfield, Sept. 18. Crewmasters are tasked with loading and unloading cargo and passengers, and being the eyes and ears of the pilots conducting aerial resupply and refuel.

the tide of operations and these Marines rise to that task every day."

The responsibilities of crewmasters aren't limited to aerial refueling. 2nd Marine Aircraft Wing (Forward) uses the KC-130J Hercules in a variety of other roles, including aerial resupply, battlefield illumination, and troop and cargo transport in Southwestern Afghanistan.

"We are responsible for hundreds of people and their packs as well as thousands of pounds of gear every day," said Lance Cpl. Dustin Jirovsky, a crewmaster with Marine Aerial Refueler Transport Squadron 352, and a native of Wahoo, Neb. "With the changing needs of passengers and cargo, each day is like a game of Tetris."

The KC-130J Hercules is the largest aircraft in the Marine Corps arsenal. The propeller-driven, fixed-wing behemoth is the latest iteration of an airframe the U.S. military has relied on for more than 50 years.

"I love this job, I cannot imagine doing anything else," said Lance Cpl. Doug Burnett, a crewmaster with Marine Aerial Refueler Transport Squadron 252, a native of Mineola, Texas. "I love getting to fly around and see different parts of Afghanistan while contributing to the efforts of troops in country."

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Friday, October 7
5:00pm - Spy Kids: All the Time in the World PG
7:30pm - Columbian PG 13

Saturday, October 8
3:00pm - Spy Kids: All the Time in the World PG
5:30pm - Columbian PG 13

8:00pm - Fright Night R

Sunday, October 9
2:00pm - Columbian PG 13

Tuesday, October 11
6:00pm - Lilo and Stitch G

MOVIE SYNOPSIS

Fright Night - Starring: Anton Yelchin, Colin Farrell, Toni Collette, David Tennant, Imogen Poots. Senior Charlie Brewster finally has it all -- he's running with the popular crowd and dating the hottest girl in high school. But trouble arrives when an intriguing stranger Jerry moves in next door. He seems like a great guy at first, but there's something not quite right -- and everyone doesn't notice. After witnessing some very unusual activity, Charlie comes to an unmistakable conclusion: Jerry is a vampire preying on his neighborhood. Unable to convince anyone that he's telling the truth, Charlie has to find a way to get rid of the monster himself.

Spy Kids: All the Time in the World - Starring: Alexa Vega, Jessica Alba, Daryl Sabara, Joel McHale, Alexa Vega. On the surface, Marissa Cortez Wilson has it all...married to a famous spy hunting television reporter, a new baby and intelligent twin step kids. But in reality, trying to mother Rebecca and Cecil, who clearly don't want her around, is her toughest challenge yet. Also, her husband, Wilbur, wouldn't know a spy if he lived with one which is exactly the case -- Marissa's a retired secret agent.

Columbian - Starring: Zoe Saldana, Jordi Molla, Lennie James, Amanda Stenberg. Cataleya is a young woman who has grown up to be an assassin after witnessing the murder of her parents as a child. Turning herself into a professional killer and working for her uncle, she remains focused on her ultimate goal: to hunt down and get revenge on the mobster responsible for her parents' deaths.

Lilo and Stitch - Animation - Starring the voices of: Daveigh Chase, Christopher Sanders, Tia Carrere, David Ogden Stiers, Kevin McDonald. The tale of a young girl's encounter with the galaxy's most wanted extraterrestrial. Lilo is a lonely Hawaiian girl who adopts a small ugly 'dog', whom she names Stitch. Stitch would be the perfect pet if he wasn't a genetic experiment that escaped from an alien planet and crash-landed on earth. Through her faith and unwavering belief in "ohana" (the Hawaiian concept of family), Lilo helps unlock Stitch's heart and gives him the one thing he wasn't designed to have--the ability to love.

Movies are subject to change without notice

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Section B

October 6, 2011



PFC. CORY D. POLOM

Marines representing Cherry Point's Aircraft Rescue Firefighting team saws through a barrel during a saw cutting race at the East Coast ARFF Rodeo aboard Cherry Point Saturday. Cherry Point finished third overall. MCAS New River, the reigning champions, won for the third year in a row.

Step up to the fire



PFC. CORY D. POLOM
A Cherry Point Aircraft Rescue Firefighting Marine sprints to the finish during the "Bunker Gear" race at the East Coast ARFF Rodeo aboard Cherry Point Saturday.

Cherry Point hosts 25th annual aircraft rescue firefighting rodeo

PFC. CORY D. POLOM

MCAS CHERRY POINT

East Coast Aircraft Rescue Firefighting Marines demonstrated their skills while competing in the 25th Annual East Coast ARFF Rodeo aboard Marine Corps Air Station Cherry Point Saturday.

"This event brings the crash crews from the East Coast together to compete against one another to see who has the best team," said Cpl. Gary E. Meadows, a crew chief with Cherry Point's Aircraft Rescue Firefighting. "The events in today's competition demonstrate things we do in our job every day."

The teams competed in several races, which included: a bunker gear drill, fireman's carry, saw cutting and multiple other gear carries.

Each event tested the Marines physically, said Meadows.

"No pilot weighs 120 pounds," said Meadows. "Being physically fit helps us in our everyday life. Being fit helps us to maintain the endurance to do be in our suits for hours."

The Cherry Point team started its training in August and worked on its skills daily to be more competitive for the competition, said Staff Sgt. Christopher M. Smith, the event organizer for the rodeo and the administration chief for ARFF.

"Training for this competition is no different than training for everyday situations," said Smith. "The Marines push themselves and do their very best."

After the competition was over, the reigning champions from MCAS New River stood tall and took home the coveted "Gold Nozzle," as they've done the past two years.

Cherry Point finished the day in third place behind MCAS Beaufort. Marine Corps Air Facility Quantico and Marine Corps Auxiliary Landing Field Bogue rounded out the rest with Bogue finishing last.

"We competed well in many events, but we dominated in the hose drill race," said Staff Sgt. Benjamin A. Parmele, the coach for the Cherry Point team and section leader for ARFF. "By us winning that event, it helped us stay in contention for first. You can practice all day for a competition but on game day anything goes. You can't go in expecting to beat your best time."

At the end of the day, the Marines of Cherry Point's ARFF team competed strongly and did well, said Smith.

"This event overall helps us as firefighters and Marines," said Meadows. "We have grown closer through this competition. We know each other's strengths and weaknesses. The camaraderie we built up here will carry over to our everyday lives."



PFC. CORY D. POLOM
Members of the Cherry Point Aircraft Rescue Firefighting team, seated inside a P-19 firetruck, wait for the signal before executing their tasks for the P-19 re-equip race Saturday.



PFC. CORY D. POLOM
An aircraft rescue firefighting face shield and fire suit, officially called proximity gear, is pre-staged in front of the Cherry Point team tent Saturday for the 25th annual East Coast ARFF Rodeo. The gear enables the Marines to get to the source of a fire.



Operation Medicine Drop: Turn in unused medications for safe disposal

MICHELLE AMBER

NAVAL HEALTH CLINIC CHERRY POINT DIETICIAN

Operation Medicine Drop will join the Drug Enforcement Agency for the annual National Take Back Day Oct. 29. Last year 186 events collected 1.4 million dosages in 67 counties. 139 streams in 30 states have been proven to be contaminated with various drugs and chemicals.

By providing safe and secure ways for people to get rid of unwanted drugs, Operation Medicine Drop helps prevent accidental poisonings and drug abuse while protecting our waters.

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Outdated drugs are dangerous and they can be delivered to the sites below.

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- Realo Pharmacy, 2117 S. Glenburnie Rd., New Bern
- Food Lion, 1402 East Main St., Havelock

2nd MAW takes electronic warfare community center stage



OFFICIAL USMC PHOTO

Military, civilian and Department of Defense strategists from the electronic warfare community meet at MCAS Cherry Point for the 2011 Marine Air-Ground Task Force EW Industry Symposium Sept. 27.

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MCAS CHERRY POINT

Military, civilian and Department of Defense strategists from a nationwide community of electronic warfare leaders converged on Cherry Point Sept. 27-28 to present ideas and formulate a plan to ensure a unified effort in the Marine Corps' electronic warfare capability development.

Electronic Warfare is at a critical transformation point, according to comments by many senior officials present at the 2011 Marine Air-Ground Task Force EW Industry Symposium. The symposium focused on how 21st Century electronic warfare tactics,

techniques, and procedures will blur the accepted roles and responsibilities of war fighters who use the electromagnetic spectrum. Collaboration will be the critical in maintaining control spectrum on the battlefield, according to the release.

Regardless of the source; friendly, adversary, or commercial, without real time effective collaboration, like a round fired from a chamber, electro-magnetic interference does not discriminate once released into the environment. The challenge presented to the Marine Corps is integrating the efforts of all spectrum communities of interest, the release said.

Fire escape planning

Safety Tips

- MAKE a home escape plan. Draw a map of your home showing all doors and windows.
- KNOW at least two ways out of every room, if possible. Make sure all doors and windows leading outside open easily.
- HAVE an outside meeting place (like a tree, light pole or mailbox) a safe distance from the home where everyone should meet.
- PRACTICE using different ways out, crawling low to the floor.
- TEACH children how to escape on their own in case you can't help them.
- CLOSE doors behind you as you leave.

If the Alarm Sounds....

- GET OUT AND STAY OUT! NEVER go back inside for people, pets or belongings.
- If you have to escape through smoke, GET LOW AND GO under the smoke to your outside meeting place.
- CALL 9-1-1 from outside your home.



SMOKING

- If you smoke, smoke outside.
- Use deep, wide ashtrays on a sturdy table.
- Before you throw out butts and ashes, make sure they are out.
- To prevent a deadly cigarette fire,

you have to be alert. You will not be if you are drowsy from lack of sleep, have been drinking, or have taken medicine or other drugs.

- Keep matches and lighters up high and concealed, out of children's sight and reach.

Plan Ahead!

If a fire breaks out in your home, you may have only a few minutes to get out safely once the smoke alarm sounds. Everyone needs to know what to do and where to go if there is a fire.

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"THE DEBT" (R)

"The Debt" is a political drama and spy thriller played out in two separate decades.

The story begins in 1997 as news surfaces that the mission taken at great risk and considerable personal cost by a team of three former Israeli Mossad agents in 1965 did not achieve the desired result.

Helen Mirren ("The Queen," "Red," "State of Play") stars as Rachel Singer, a retired Mossad secret agent whose post World War II exploits come back to haunt her.

Tom Wilkinson ("Duplicity," "The Green Hornet") stars as Stephan Gold, Rachel's ex-husband and co-agent.

Ciarán Hinds (The Harry Potter Series) co-stars as David Peretz, their former colleague, also a former Mossad agent.

Now, 35 years later, the three retired agents, who are hailed as heroes and famous for the 1965 death of a Nazi war criminal, learn the news that a local paper in a small town in the Ukraine published an article about Dieter Vogel, played by Jesper Christensen ("The Young Victoria"), the Nazi war criminal who was known as "The Surgeon of Birkenau," is believed to be still alive and willing to attest to his crimes.

The former secret agents realize that the real story would come to light and discredit their reputation. So the three decide to complete the earlier mission by finding and killing Vogel.

Rachel Singer is now a beloved Israeli writer who became famous with her book about the capture of Vogel. She is now picked for the task of finding Vogel and, should he still be alive, to tie up loose ends and kill him.

Jessica Chastain ("The Help") plays the young Rachel, working undercover in 1960s East Berlin, who apparently shot the Nazi war criminal during an escape attempt.

Sam Worthington ("Avatar," "Clash of the Titans") plays the young David; and Marton Csokas ("Alice in Wonderland") is the young Stephan, the leader of the team.

Romi Aboulafia ("Breaking and Entering") appears as Sarah Gold, daughter of Rachel and Stephan, who has just written a book about her parents' heroic careers.

John Madden ("Proof," "Shakespeare in Love," "Captain Corelli's Mandolin") directed this intelligent political thriller from a smartly written screenplay by Matthew Vaughn, Jane Goldman and Peter Straughan.

Madden also selected a superb cast for this edgy remake of the 2007 Israeli film of the same name by Assaf Bernstein.

"The Debt" is a dark and gritty, suspenseful and intriguing espionage thriller that crosses two different time periods with startling action and surprising revelations.

"MONEYBALL" (PG-13)

"Moneyball" is a sports film and a real-life account about the Oakland Athletics baseball team and its general manager.

The focus of this film is the team's modernized, analytical, sabermetric approach to assembling a competitive baseball team that plays out in the early 2000s.

Brad Pitt ("Inglourious Basterds," "Fight Club") stars as Billy Beane, the general manager of a Major League Baseball team, the Oakland A's, and the man who revolutionized the way professional baseball players are evaluated and the way major-league baseball is played.

Beane, a one-time failed baseball rookie who turned mortified general manager of the dismal Oakland A's, found a way to make the team a winner by using more advanced techniques to find the right players at the right price.

He built up a winning team despite a decreased budget by using statistical data to calculate the best and cheapest players.

Jonah Hill ("Forgetting Sarah Marshall," "Superbad") co-stars as Peter Brand, Beane's soft-spoken statistical guru, a young and brainy Yale-educated economist, who learns how to play the game.

Together they take on conventional wisdom with a willingness to reexamine everything and armed with computer driven statistical analysis long ignored by the baseball establishment.

Ultimately this experiment will lead not only to a change in the way the game is played, but to an outcome that would leave Beane with a new understanding that transcends the game and delivers him to a new place.

Also starring is Phillip Seymour Hoffman ("Doubt," "Pirate Radio") as Art Howe, the A's team's field manager, who does not approve of Beane's new methods; and Robin Wright ("The Conspirator," "State of Play") as Sharon, Beane's ex-wife.

Among the players are Chris Pratt ("Bride Wars") as Scott Hatteberg; and Stephen Bishop ("Friday Night Lights") as David Justice.

The gifted Bennett Miller ("Capote") directed this authentic and intelligent sports flick with Pitt giving one of his best and engaging performances, expertly playing Billy Beane.

Aaron Sorkin ("The Social Network") co-scripted this adaption of the 2003 non-fiction book by Michael Lewis, "Moneyball: The Art of Winning an Unfair Game," with Steven Zaillian ("Schindler's List").

"Moneyball" is a true and hilarious story of mind over matter, a bittersweet and rousing account of a once would be baseball superstar who turned his fiercely competitive nature to management. This is a surprisingly smart and entertaining movie about baseball statistics, our national game, and a movie not just for sports or baseball fans.



THE LOCAL BUZZ

Announcements

► Indicates new announcement

► 2nd Avenue Construction

Work on 2nd Avenue will begin tomorrow at 12 p.m., turning 2nd Avenue into a one way road from A Street to C Street. Construction will continue until 7 a.m. Oct. 11.

► Autocross Driving Skills Contest

The Sports Car Club of America will host an autocross driving skills contest at the Foxtrot taxiway on Cherry Point Saturday and Sunday.

Saturday will be a novice school 8:30 a.m. – 3 p.m., participants can get their cars inspected and can learn how to drive through the course. Sunday will be the autocross competition 7:30 a.m. – 5:30 p.m. with same-day registration.

Interested participants can pre-register online at <http://www.myautoevents.com> or at the event. The entry fee is \$25 for active duty and SCCA members and all others pay \$35. Cash only will be accepted the day of the event. Priority will be given to active duty military, their family members and Department of Defense employees. Only cars are allowed and all must pass a safety inspection.

Spectators are welcomed and encouraged. For more information, call 466-3027.

New Bern Mumfest

The 31st annual Mumfest will be held in New Bern, N.C., Saturday and Sunday. Stage entertainment this year features Susannah and Uncle John, Conch Stew and New Diamond Jubilee. There will be an amusement park with rides for kids of all ages, magicians, fire eaters, face painters, and clowns.

For more information on Mumfest visit <http://www.mumfest.com>.

PME Series Event

The Camp Lejeune/Cherry Point Chapter of the National Naval Officers Association invites all officers to attend the first session of its annual professional military education and career development series.

The topic of discussion is the officer promotion process, presented by Col. G. C. Lewis. Questions regarding promotion and career designation are encouraged.

The presentation begins at 5 p.m. Oct. 13 in the Lejeune room of the MCB Camp Lejeune Officer's Club.

Havelock Chili Festival

Monthly and Weekly Events

Courage to Change

Cherry Point and Havelock Courage to Change is a support group for friends and families of people who suffer from alcoholism.

Meetings are held at St. Paul's Lutheran Church in Havelock, Tuesdays at 8 p.m.

For more information, call 241-6155 or 670-6236.

AA Beginners Meeting

There are two weekly Alcoholics Anonymous meetings aboard the air station. The meetings are held Wednesdays and Thursdays at 8 p.m.

The meetings take place in Room 208 of Building 229, in the same building as the tax center, next to the Cherry Tree House.

For more information, call 447-2109.

Al-Anon Family Group Meeting

There are Al-Anon family group meetings Tuesdays at 8 p.m. for family members and friends of individuals who may have alcohol problems.

The meetings are held at Havelock First Baptist Church.

For more information, call 447-8063 or 447-2109.

Together For Life

The "Together for Life" one-day premarital seminar is held for active duty personnel age 26 and under, within 90 days of marriage.

Please call the chapel at 466-4000 for more information.

Domestic Violence Victims

A support group for victims of domestic violence is provided by the

Carteret County Domestic Violence Program

The group meetings are held every Wednesday at 6 p.m.

For more information, call 728-3788.

Marine Corps League Meetings

The Cherry Point Detachment of the Marine Corps League meets the third Tuesday of each month at Miller's Landing at 7 p.m.

For more information, call 515-1175.

Disabled Veterans

Chapter 26 of the Disabled American Veterans meets on the third Tuesday of each month at the Senior Center in Havelock at 7 p.m.

For information, contact Cris Young at 259-3427.

Hotlines

2nd MAW Command Inspector General

466-5038

Station Inspector

466-3449

Fraud, Waste and Abuse

If you know of or suspect any fraud, waste or abuse aboard MCAS Cherry Point, call 466-2016.

This line's automated answering service is available 24/7.

Sexual Assault

This procedure is not to replace calling 911 if you are in immediate danger. Immediately call 665-4713, which is monitored 24/7. The person answering the call will help you decide the next steps to take. You may remain anonymous.

Severe Weather and Force Protection Information

Cherry Point personnel call 466-3093. FRC East personnel call 464-8333. DDCN personnel call 466-4083.

This week in Marine Corps History

From the USMC History Division

Oct. 5, 1775

The Second Continental Congress used the word "Marines" on one of the earliest known occasions during a meeting in Philadelphia, when it directed Gen. George Washington to secure two vessels on "Continental risque and pay," and to give orders for the "proper encouragement to the Marines and seamen" to serve on the two armed ships.

Oct. 6, 1945

Commanding general, Maj. Gen. Keller E. Rockey, III Amphibious Corps, accepted the surrender of 50,000 Japanese troops in North China on behalf of the Chinese Nationalist government.

Oct. 1, 1997

The first African-American female colonel in the Marine Corps was promoted to that rank during a ceremony at MCAS Cherry Point, N.C. Col. Gilda A. Jackson, a native of Columbus, Ohio, was serving as a special projects officer for 2nd Marine Aircraft Wing at the time of her promotion.

Marine and Family Programs

Marine, Family Programs Office Numbers

The Family Member Employment Program, Transition Assistance Management Program, Relocation Assistance Program and accredited financial counselors can be reached at 466-4201.

- Child Development Resource and Referral – 466-3595.

- Exceptional Family Member Program – 466-7547.

- Family Advocacy Program – 466-3264.

- Library – 466-3552.

- LifeLong Learning – 466-3500.

- Military Family Life Consultant – 876-8016.

- New Parent Support Program – 466-3651.

- Retired Activities – 466-5548.

- Sexual Assault Prevention and Response Program – 466-5490.

- Substance Abuse Counseling – 466-7568.

- 24/7 Victim Advocate for Confidential Services relating to Sexual Assault or Domestic Violence – 665-4713.

Budget for Baby

The Navy-Marine Corps Relief Society offers Budget for Baby classes.

To register call 466-2031.

Breastfeeding Class

The Navy-Marine Corps Relief Society offers free breastfeeding classes to expectant mothers. The purpose of the class is to help prepare the mother to be ready and confident to breastfeed once the baby arrives.

To register call 466-2031.

Veterans' Assistance

A representative from the Veterans Affairs Office visits Cherry Point each Thursday in building 4335. Call 466-4201 for assistance.

OFF Limits

MCAS CHERRY POINT AREA

98 CENT ONLY STORE

(BIG DADDY) WESLEY'S GROCERY

COASTAL SMOKE SHOP

EXPRESSIONS

FRIDAY'S NIGHT CLUB (AKA CLUB INSOMNIA, CLUB CLASSICS, INFINITY LOUNGE)

H&D EXPRESS AKA CITGO

NADINE'S FOOD MART

SUPER EXPRESSWAY

TOBACCO SHOP (NEWPORT AND NEW BERN)

TOBACCO SHOP & GIFTS

TOBACCO TOWN

TWIN RIVERS (NOT THE MALL)

WHITE SANDS CONVENIENCE STORE

MCB CAMP LEJEUNE AREA

BELFAST QUICK MART

BELL AUTO SALVAGE II

BOTTA BOOMS

CJ's QUICK MART

COASTAL SMOKE SHOP

DASH-IN

DISCOUNT TOBACCO

D's DRIVE THRU

D's QUICK MART

DOLL HOUSE

EASY MONEY CATALOG SALES

EXPRESS WAY

FANTASIES

HIP HOP AND HOOKAHS

ILLUSIONS

JACKSONVILLE SPEEDWAY AUTO PARTS

KINGS DRIVE THRU

KWIK STOP MART

LAIRDS AUTO & TRUCK CENTER

MILITARY CIRCUIT OF JACKSONVILLE

MOE'S MART

NASH MARKET

ONE STOP SHOP

PAR TECH

PLAYHOUSE

PLEASURE PALACE

PRIVATE PLEASURES (AKA CARRIAGE HOUSE)

RACEWAY AUTO PARTS

REFLECTION PHOTO

REID'S MART

SMOKERS POST

SOUTHERN COMFORT

SPEED MART

TALK OF THE TOWN II

TENDER TOUCH (AKA BABY DOLLS)

TOBACCO ALLEY

TOBACCO AND MORE

TOBACCO CLUB

TOBACCO FOR LESS

TOBACCO HOUSE CIGARETTE CENTER

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| Publication Day | Deadline |
|-----------------|---------------|
| Sunday | 1pm Friday |
| Monday | 2pm Friday |
| Tuesday | 1pm Monday |
| Wednesday | 1pm Tuesday |
| Thursday | 1pm Wednesday |
| Friday | 1pm Thursday |
| Saturday | Noon Friday |



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005 Services Directory

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**2111 Fort Macon Road #154 ~ \$259,000**

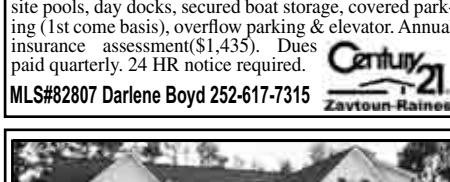
Gated oceanfront condo overlooks pool. Furnished & all appliances. 3BR/2.5 BA interior. Amenities include 4 on-site pools, day docks, secured boat storage, covered parking (1st come basis), overflow parking & elevator. Annual insurance assessment (\$1,435). Dues paid quarterly. 24 HR notice required.

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MLS#82807 Darlene Boyd 252-617-7315

Century 21
Zaytoun-Raines
**217 Pecan Grove Court ~ \$199,000**

This Lovely 4BR/2BA home features a vinyl siding ext. w/attached 2 car garage. Covered front entrance. Open floor plan, roomy living room w/vaulted ceiling & fireplace, Kitchen w/granite counter tops, Dining room combo, Laundry room, Big Master BR w/ Trey ceiling & WIC off master bath.

MLS#82006 Pam Baumgardner 252-626-3721

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MLS#83035 Darlene Boyd 252-617-7315

Century 21
Zaytoun-Raines
**217 Pecan Grove Court ~ \$199,000**

This Lovely 4BR/2BA home features a vinyl siding ext. w/attached 2 car garage. Covered front entrance. Open floor plan, roomy living room w/vaulted ceiling & fireplace, Kitchen w/granite counter tops, Dining room combo, Laundry room, Big Master BR w/ Trey ceiling & WIC off master bath.

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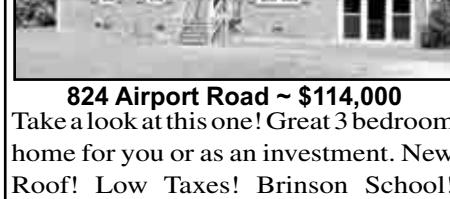
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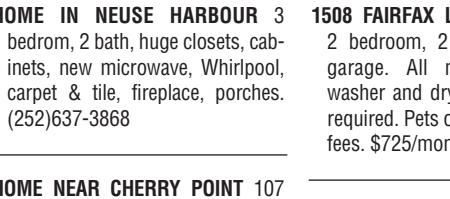
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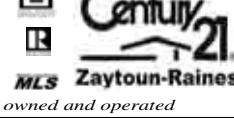
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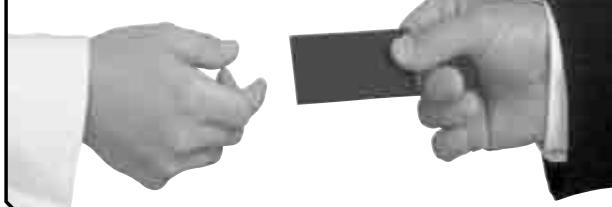
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NEXT UP...**SPRINT CUP**

Race: Hollywood Casino 400
Where: Kansas Speedway
When: Sunday, 2 p.m. (ET)
TV: ESPN
2010 winner: Greg Biffle (right)

**NATIONWIDE SERIES**

Race: Kansas Lottery 300
Where: Kansas Speedway
When: Saturday, 3:30 p.m. (ET)
TV: ESPN2
2010 winner: Joey Logano

CAMPING WORLD TRUCKS

Race: Smith's 350
Where: Las Vegas Motor Speedway
When: October 15, 3:30 p.m. (ET)
TV: SPEED
2010 winner: Austin Dillon

NASCAR INSIDER

By RICK MINTER / The Atlanta Journal-Constitution



Ron Hornaday Jr., driver of the No. 2 Chevrolet, celebrates winning his 50th race after the NASCAR Camping World Truck Series Kentucky 225 on Saturday at Kentucky Speedway in Sparta, Ky. (NASCAR photo)

Hornaday extends record; Says Dillon: 'Old man whipped my tail'

While most NASCAR eyes were on Dover International Speedway and the third race of the Chase last weekend, over at Kentucky Speedway Ron Hornaday Jr. scored a Camping World Truck Series victory that likely will be remembered long after folks forget what happened at Dover.

Hornaday, at age 53, beat 21-year-old Austin Dillon to score his record-extending 50th career truck victory. He also extended his series records for most top-five (143) and top-10 (205) finishes, and pushed his record for truck wins past age 50 to 15.

Hornaday got his first truck victory at Tucson Raceway Park back on April 8, 1995, in his second start in the then-new series. At that time Dillon, now the series points leader, was just five years old.

On Saturday, Dillon was Hornaday's chief rival and was closing on him as the laps wound down.

"It will mean a lot when I sit on the front porch in the rocking chair with my grandkids and I can tell them that I won 50 races," Hornaday said. "Austin is an up-and-coming star, and at age 53, I beat him."

Dillon said Hornaday, who will be looking for a new ride at the end of this season as his Kevin Harvick Inc. team is shutting down, still has some gas in his driving tank.

"The old man whipped my tail," Dillon said. "I gave it everything I had on those last laps."

Hornaday's been hanging in there with young drivers since the truck series started. He won the pole for the circuit's first race, at Phoenix at age 37, and went on to win six races that year. The next season he won four



Ron Hornaday, driver of the No. 2 Chevrolet, crosses the finish line to win Saturday's Kentucky 225 at Kentucky Speedway. (NASCAR photo)

times and took the first of his four series championships.

He ran trucks through the 1999 season, winning 26 races and two titles, before his team owner Dale Earnhardt moved him to the series now known as Nationwide. He won twice and finished fifth in points in 2000. He won two races driving for Richard Childress, one each in 2003 and 2004, but he was 46 years old, and many thought his career was coming to a close.

Then along came fellow Californian Kevin Harvick, who hired Hornaday to drive for his then-fledgling truck team.

Hornaday showed that he was far from over the hill as he went on to win two more championships and 24 victories and counting.

But Hornaday said in a recent interview with reporters from SPEED TV that his career isn't the only thing that Harvick saved for him. Back in 2008, Hornaday's health was declining and it was Harvick who stayed after him to get appropriate medical care, something many race drivers tend to avoid like a spinning race car in front of them on the track.

"He's definitely helped my career out by not only giving me good equipment but it goes back to my thyroid deal," Hornaday said. "I went to every doctor I've ever known and finally got up there with Kevin and he called his doctor up and got [friend and fellow Harvick employee] Rick Carelli to take me down there and they found Graves' disease."

"We're going to put [treatment] off until the end of the season. The doc says, 'You can't put it off more than a month because you won't be here,' so I owe my life to Kevin and DeLana [Harvick] and Rick Carelli."

"Everything has been good ever since with my health, and I owe that to them, too. A lot of people don't know that."

Kevin Harvick recently told reporters that his driver has done things in the truck series that have earned him a spot among NASCAR's all-time great drivers.

"Ron has been the heart and soul of the Truck series," he said. "Fifty wins is just one more incredible achievement in a career that I'm sure will one day land him in the NASCAR Hall of Fame."

NOTEBOOK**Johnson-Knaus team still works**

Among the bigger stories as the Sprint Cup Series moved to Dover International Speedway last week were whether Jimmie Johnson and his crew chief, Chad Knaus, had hit a rockier than usual spot in their relationship and whether the five-time champions were out of the running for a sixth-straight title.

Johnson and Knaus put those questions to rest with a strong second-place run at Dover, one that saw the two as courteous as could be on the radio during the race, something they didn't do the week before at New Hampshire.

Johnson, in his regular press conference on Friday before the AAA 400 at Dover, said the terse words between him and Knaus were nothing new. Johnson told Knaus at New Hampshire that Knaus' comments that were meant to be motivational were annoying him instead.

"When you work with someone as long as we have, for over 10 years now, there are hot spots and buttons that can be pushed that send someone over the edge," he said. "We know what took place last weekend, and [Knaus] knows at times I can be frustrated with his cheerleading. That is what I said on the radio. So, it's nothing new to us ...

"It wasn't our finest moment [at New Hampshire], but, it is what we deal with. It's been part of what we've been dealing with for 10 years."



Chad Knaus (NASCAR photo)

Stenhouse in 'champion mode'

Ricky Stenhouse Jr., the Nationwide Series driver who made more headlines for wrecking in 2010 than for anything else, now is poised to take the Nationwide Series championship over two drivers with extensive Sprint Cup experience.

Stenhouse, who finished fifth at Dover, heads into this weekend's race at Kansas Speedway with a 22-point lead over Elliott Sadler and a 49-point edge over Reed Sorenson.

Stenhouse's team owner Jack Roush said his young driver is in championship mode, which means he's taking fewer chances on the race track with just five races left to run.

"Ricky is not doing what he wants to do," Roush said. "He wants to rub fenders and try to win these races right now, and if he made that effort every time he would be wrecked one time in four and, of course, that would be the end of his championship run."

"But he's doing a great job ... He's doing what he needs to be doing. It's not much fun for him right now, but he's maturing by leaps and bounds."

Nationwide team may shutter

With his primary sponsor, 5-Hour Energy, apparently headed to Michael Waltrip Racing and driver Clint Bowyer, Rusty Wallace could shut down his Nationwide Series race team until the sport's sponsorship situation improves. Wallace told FoxSports that his main concern at present is finding a ride for his 24-year-old son Steven, who now drives for his father's team.



Ricky Stenhouse Jr., driver of the No. 17 Chevrolet, pictured during the 2010 Preseason Thunder in Daytona Beach, Fla.

The date for the 2011 event, the mid-winter, three-day Sprint Cup test session at Daytona International Speedway, has been set for Jan. 12-14. Included in the schedule will be Fan Fest sessions where fans can meet participating drivers. (NASCAR photo)

NUMERICALLY SPEAKING

284 Laps led by Jimmie Johnson in the last 7 Cup races at Kansas, top among drivers

3 Laps led by Ryan Newman in the last 7 Cup races at Kansas, the fewest of any Chase driver

1,687 Laps run among the top 15 in the last 7 Cup races at Kansas by Greg Biffle, the most of any driver

5 Poles won by Austin Dillon this season, the most of any driver in the Camping World Truck Series