

THE PARRIS ISLAND BOOT

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WOUNDED WARRIOR

STILL IN THE FIGHT



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Photo by Cpl. Erin Tansey

Sgt. Ballard Hall, an infantryman at the Wounded Warrior Regiment (East), yells at a Kilo Company recruit for losing a piece of gear. Hall explained that on deployments, something as small as a misplaced piece of gear could be all it takes for enemy insurgents to get an upperhand.

Chaplains and the power of faith



Photo by Lance Cpl. David Bessey

Navy Lt. Jeremy Blythe, 35, 2nd Recruit Training Battalion chaplain, holds a contemporary Christian service at the Recruit Chapel on May 13.

Lance Cpl. David Bessey
Staff Writer

The power of faith is a bizarre and unexplainable presence. It has the ability to inspire generations and give people unparalleled strength and determination.

The chaplains of Parris Island are faith's conduits. Their mission is to spread spirituality and guidance of all forms to any recruit who seeks it.

Chaplains perform many duties on the depot, said Navy Lt. Jeremy Blythe, 35, 2nd Recruit Training Battalion chaplain and contemporary Christian chaplain.

First, chaplains provide spiritual-needs guidance for recruits of their faith background. However, they also give the same assistance to those of different religious backgrounds.

Every recruit is able to receive counseling regardless of his spiritual denomination.

Recruits are given opportunities to talk with a chaplain for guidance without having to explain to the drill instructors why they need to talk to the chaplains.

Chaplains also advise their commands. They keep their battalions informed of positive and

negative trends that are occurring without actually releasing what was discussed.

Every Sunday, religious services are held at Parris Island. Recruits have the freedom to choose which service they wish to attend, which include Protestant, Catholic, Judaism, Buddhist, Islamic and more.

"I want to help recruits see the relevance of their faith," Blythe said.

Recruit training can be a strenuous and mentally challenging time for many, and it forces recruits out their old shel-

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Ribaut Monument celebrates 450th year



Courtesy photo

Officials from South Carolina, French ambassadors, and Marines pose for a photograph during the unveiling of the Charlesfort monument in 1926, where Charlesfort was established in 1562 by Jean Ribaut.

Lance Cpl. Javarre Glanton
Staff Writer

Long before Marine Corps recruits were trained on Parris Island, the French Huguenots set up a military stronghold in hopes of setting up a strategic place in the New World.

On May 25, depot personnel and visi-

tors from across the country will get a chance to celebrate the 450th anniversary of Jean Ribaut's landing in the Port Royal Sound.

From 1:30 - 3 p.m., distinguished guests will speak about the history of the area, and unveil the Marine Corps'

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NEWS BRIEF

Notice to boaters

Marine Corps Recruit Depot Parris Island is scheduled to conduct extended live-fire training Monday from 6 a.m. to 11 p.m. The marsh and waterways, to include Archers Creek, Ribbon Creek and Edding Creek, will be closed to boater traffic.

For questions regarding firing times and waterway closures, please contact the Weapons and Field Training Battalion Range Control at 843-228-3170

Asian-Pacific American Heritage Month Celebration

In celebration of the Asian-Pacific American Heritage Month, there will be a dinner and performance held at the Parris Island Lyceum at 6 p.m. Children 5 years of age and younger get in free, tickets for children 6 to 12-years-old cost \$7.50 and tickets for everyone else cost \$15. To purchase a ticket contact Ms. Cynthia Golson at 843-228-2647.

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tered lives to face reality, Blythe said.

“We do our best to make ourselves known to the recruits,” said Navy Seaman Tyce Moore, 22, 2nd Recruit Training Battalion religious program specialist. “We boost morale when recruits see

the chaplain is around them.”

Chaplains are more involved in the lives of recruits than just religious services. Whenever they can, chaplains train with the recruits during long runs, hikes and some field events.

“Chaplains wear a green [glowstick] cross during the march from the

Crucible,” Blythe said. “I’ve had recruits come up to me after the march and thank me for just being there and tell me that [the] cross helped them push through the Crucible. Just a glint of an appearance was enough for them as if it were the presence of God.”

A chaplain’s job is never finished. They continuously seek to inspire and strengthen those who seek their guidance.

“It makes me feel well when someone who didn’t have any faith leaves here even with just a presence of faith,” he added.



Photos by Lance Cpl. David Bessey

A chaplain places his hand on the Bible during a contemporary Christian service at the Recruit Chapel on May 13.



Navy Lt. Jeremy Blythe, 35, 2nd Recruit Training Battalion chaplain, leads the recruits of Echo Company, 2nd Recruit Training Battalion, in a worship song during a contemporary Christian service at the Recruit Chapel on May 13.



Navy Lt. Jeremy Blythe, 35, 2nd Recruit Training Battalion chaplain, holds a service for recruits of Echo Company, 2nd Recruit Training Battalion, at the Recruit Chapel on May 13.

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National Historic Landmark poster.

“It’s important for Marines to understand the history of this place and how important Parris Island is to the fabric of the Marine Corps, it’s also equally important to the nation’s history,” said Tim Harrington, national resources and environmental affairs officer. “As stewards of Parris Island, it’s our responsibility to preserve the history of this area.”

Ribaut set off for Spanish Florida in February 1562 and arrived at his destination in April, but headed north to the Port Royal Sound. He left in June of that year with the intentions of returning to the 26 men he left behind to work on the fort.

It was not long before the men built a stronghold, but the supplies left behind were quickly exhausted.

A fire ripped through the storehouse, and even with the assistance of the Orista Indians, the men began to doubt if Ribaut would return.

French settlers lost hope in little over a year and mutinied against the man placed in charge by Ribaut’s orders.

In 1563, the 21 remaining men set sail for France on a ship they built. Four men had died during the year the French occupied the fort, including two drownings and one hanging. One stayed behind.

The trip across the sea was not easy for the Frenchmen, who suffered from low rations and starvation, eventually resorting to cannibalizing one person.

Though the fort was lost, Parris Island would not go uninhabited for long. Three years later, the Spanish built Santa Elena in 1566 after a trip to look for French presence in Spanish Florida.

Colonization at Santa Elena spanned two different time frames. The Spanish left Santa Elena in 1587.

Before Parris Island became a Marine training base, it was U.S. naval barracks complete with a hospital and dry docks starting in the 1890s.

A monument, which was erected in 1926 by Congress, tells a brief story of Jean Ribaut and the Charlesfort settlement but the site itself was not found until 1979 on Parris Island while looking for more information on the Spanish settlement.

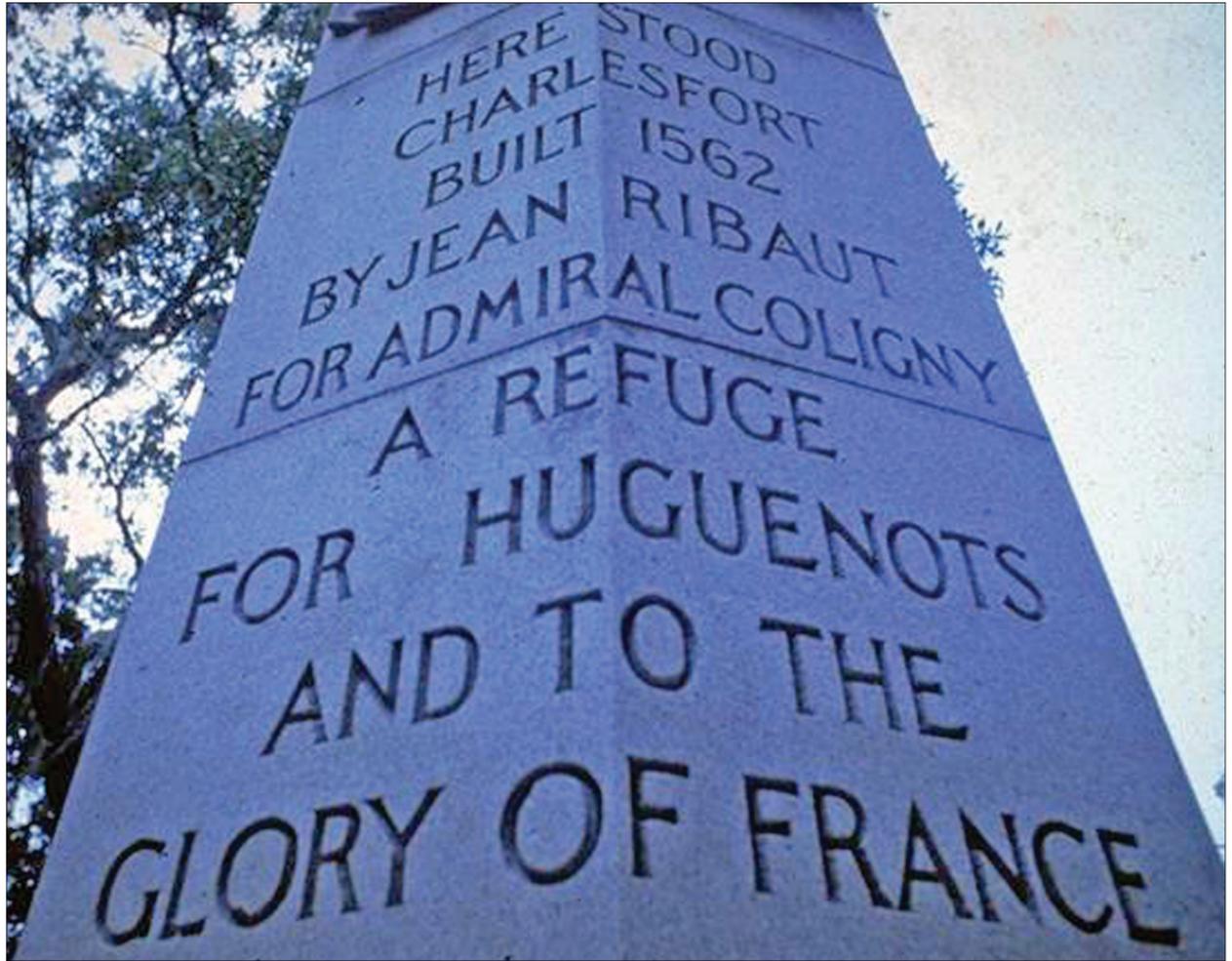


Photo by Lance Cpl. Javarre Glanton

The Charlesfort monument, erected in 1926, will be the site of the ceremony for the 450th anniversary of Jean Ribaut’s landing on Parris Island. The ceremony is scheduled to begin at 1 p.m. on May 25.

“It’s a site that demonstrates Europe’s battle for control of North America,” said Harrington. “There’s some distant kinship with these guys who all got on the ship and just went to ‘go by sea and establish a foothold on land,’ just like what Marines are supposed to do.”

The event is scheduled to take place at the Charlesfort monument at the Legends Golf Course and the reception is scheduled to take place at the Parris Island museum.

In the event of inclement weather, the full ceremony will take place indoors at the gym.



Courtesy photo

Marine Corps, South Carolina, and French officials gather for the unveiling of the Charlesfort monument at the modern golf course in 1926, where Charlesfort was established in 1592.

THE PARRIS ISLAND BOOT

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STILL IN THE FIGHT

WOUNDED WARRIOR SHARES HIS KNOWLEDGE WITH RECRUITS

Photos by Cpl. Erin Tansey

Sgt. Ballard Hall, an infantryman with the Wounded Warrior Regiment (East), explains how a patrol in an open area should be lead at Page Field May 5.

Cpl. Erin Tansey

Press Chief

"I show no fear because I have no fear," the Marine said, looking over at the recruits. "I show no pain, because I feel no pain. You're not invincible, but you have to act like you are."

The infantryman walked along recruits of Kilo Company, 3rd Recruit Training Battalion, but this Marine was not a drill instructor.

Sgt. Ballard Hall, an infantryman, came down to Parris Island to fulfill his dream of being a drill instructor, even for five days.

Hall started his career at Parris Island in November 2004 and moved on to infantry training shortly thereafter. He deployed to Iraq in 2005 with 2nd Battalion, 2nd Marine Division as a part of 81mm Mortar Platoon, Weapons Company.

After returning, he was unable to join a deployment with the 26th Marine Expeditionary Unit due to a noncombat injury to his left leg. In 2008, Hall was assigned to the Wounded Warrior Regiment (East) in Camp Lejeune, N.C., and had his first surgery on his leg, which left him a below-the-knee amputee.

The Biloxi, Miss., native became an above-the-knee amputee in June 2009 after being told he would not be able to walk with the first surgery.

Since then, Hall said he has been

working with two different prosthetic legs, one for running and one for walking.

Though he was not able to come back to Parris Island and officially train recruits, he was given the chance opportunity to work with a squad of soon-to-be Marines.

"I always wanted to be a drill instructor," Hall said. "That's why I originally joined."

This was not his first time instructing people on military tactics. Hall worked as an infantry instructor before going to the Wounded Warrior Regiment, but with recruits, he knew it was different.

These basic things, Hall explained, included patrol formations, holding security and being able to lead fellow Marines soundly. Everything he brought to his lessons came from personal experience in training or in Iraq.

"I can't expect them to understand the advanced stuff, but they at least should understand the basic things," Hall said.

The drill instructors of Kilo Company hoped that Hall would bring a new level of realism about what their life may entail.

"They look at him with a kind of awe like, 'Wow, he's been there,'" said Sgt. Rafael Moran, a drill instructor Hall worked with during the Crucible. "I hope that it gets through to them more than we can."



Sgt. Ballard Hall, an infantryman with the Wounded Warrior Regiment (East), explains the importance of holding security during a patrol to Kilo Company recruits May 5 at Page Field. Hall was able to work with drill instructors during the Crucible.



Marines train to rescue downed pilots



Photo by Cpl. John Robbart III

Lance Cpl. Joseph Ferguson, Tactical Recovery of Aircraft and Personnel Platoon, 15th Marine Expeditionary Unit, provides security for Cpl. Brittany Jones, who was brought back to the helicopter during training in Warner Springs, Calif., on May 9. Jones played the role of a downed pilot during a TRAP mission. The training was conducted as a part of the ground portion of Realistic Urban Training, an exercise designed to prepare the 15th MEU for their upcoming deployment scheduled for this fall.

Cpl. John Robbart III
15th Marine Expeditionary Unit

WARNER SPRINGS, Calif. - In the unfortunate event that an aircraft goes down, pilots with the 15th Marine Expeditionary Unit can rest assured knowing a trained 24-man platoon will come to get them.

The Tactical Recovery of Aircraft and Personnel Platoon underwent specialized training supervised by 1st Marine Expeditionary Force's Special Operations Training Group. The Marines and sailors honed their skills by performing a simulated recovery here on May 10.

"We are doing every-

thing to make the training for these Marines and sailors as realistic as possible," said Maj. Scott Huesing, assistant operations officer, 15th MEU. "This scenario involves the TRAP Platoon recovering a downed pilot."

With a UH-1Y Super Huey and an AH-1Z twin-engine attack helicopter

in the air providing escorts, the platoon landed in a CH-53E Super Stallion in a nearby location and immediately set up a security perimeter.

As the helicopter took off and joined the escorts in the air, the platoon began patrolling in search of the Marine, using a homing beacon to

find her location.

Other role players were staged in the training area, simulating a hostile force, who were firing at the Marines during their rescue efforts. The rest of the platoon provided security while Sgt. Scott Ghilcrist, TRAP Platoon's recovery team leader, climbed up a tree and

lowered the simulated pilot to safety.

"They had two safeties and created a pulley system to help ease me down," said Cpl. Brittany Jones, one of the simulated pilots. "They got me to the helicopter pretty quickly, and they did an excellent job. I'm sure if they were called upon to execute this mission in real life, it would go as well as it did today."

The TRAP Platoon carried the Marine back to their helicopter on a stretcher and returned to base.

"In real life, the pilot could be incapacitated," said Maj. Ruben Gutierrez, officer in charge of amphibious raids training for Special Operations Training Group, 1st MEF. "We build these scenarios off of missions that have really happened."

The platoon will go through a number of similar scenarios before deployment.

"The 15th MEU is the middleweight force that can handle missions big or small," said Huesing. "The TRAP Platoon is one of the many tools the MEU commander can use to leverage a situation."



Future Osprey crews receive training



Photo by Sgt. Alicia R. Leaders

Marines with Marine Medium Tiltrotor Training Squadron 204, stationed out of Marine Corps Air Station New River, N.C., land an MV-22B Osprey during flight training May 3. The squadron is responsible for training all Marine MV-22B Osprey pilots and crew chiefs. During this flight, instructors guided students through multiple scenarios, ranging from aerial maneuvers and confined area landings.

Lance Cpl. Martin Egnash

Marine Corps Air Station New River

MARINE CORPS AIR STATION NEW RIVER, N.C. - The Marine Corps has been training with the MV-22B Osprey for more than 10 years and currently is transitioning from the CH-46D Sea Knight to the Osprey.

All Marines who fly or work on the Osprey began at Marine Medium Tiltrotor Training Squadron 204.

"It all starts here," said Maj. Jason Myers, operations officer for the squadron. "Anyone who flies an MV-22B Osprey in the Marine Corps has come through our doors."

The squadron trains both pilots and crew chiefs to operate the Osprey.

Myers estimates 120 pilots are trained by the squadron each year.

"It is paramount to provide the Marine Corps with well-trained Osprey pilots," said Myers. "That's why we train all the time."

Myers said the dedicated squadron instructors routinely train students on weekends and holidays to ensure mission success.

The squadron furthered the training of two pilots and two crew chiefs during a routine flight May 3.

"We're doing multiple scenarios during this flight," said Capt. Matthew Dwyer, squadron pilot instructor. "We will also be calling out emergency procedures along the way for the students and crew to react to."

While en route to land in a confined area landing scenario, they reacted to a simulated external load suspension systems failure to train students to make sound decisions under stress.

"We ask our crew chiefs and pilots to make decisions in various situations on every flight," said Dwyer. "After a month or so of daily emergency procedures, the students cover a wide variety of topics."

While Dwyer trained the future Osprey pilots, the crew chiefs trained in the back of the aircraft.

The student crew chief familiarized themselves with preflight inspections, in-flight procedures and postflight checklists. Crew chiefs also make use of night vision goggles and other equipment essential to working in the back of an Osprey.

"The crew chiefs go through a lot of training," said Sgt. Charles R. Bishop, squadron instructor. "After almost two months of ground training, we take them up on flight after flight to get them used to different missions."

Bishop said by the time most students graduate, getting their aircrew wings is one of the highlights of their careers.

"We're extremely proud of them," said Bishop. "They go off to fly around the world and do great things, and we know that we helped make that happen."



Photo by Lance Cpl. Martin Egnash

Both pilots and crew chiefs with Marine Medium Tiltrotor Training Squadron 204 conducted flight training May 3. The squadron is responsible for training all Marine MV-22B Osprey pilots and crew chiefs. During this flight, the instructors guided the students through multiple scenarios including aerial maneuvers and confined area landings.

Marine Air Ground Task Force works together to bring forces home



Photos by Cpl. John Robbart III

Sgt. Andrew Campbell, a signals intelligence Marine with the Tactical Recovery of Aircraft and Personnel Platoon, 15th Marine Expeditionary Unit, waits for the rest of the recovery element to return to the rally point before leaving the Chocolate Mountain Aerial Gunnery Range in South East California, on May 11. The training scenario involved the platoon recovering personnel from a tactical air control party, after they reported contact from a notional local enemy attack force.

Cpl. John Robbart III
15th Marine Expeditionary Unit

CHOCOLATE MOUNTAINS, Calif. - A small team of Marines sat atop a mountain during the ground portion of Realistic Urban Training May 11. When they started receiving simulated enemy fire, they had only one option, which was to call in for support.

The 15th Marine Expeditionary Unit has trained a force to recover personnel in similar situations. The Tactical Recovery of Aircraft and Personnel Platoon has received training through Special Operations Training Group, 1st Marine Expeditionary Force.

In addition to building muscle memory and competency in specialized areas, the training also gave the tactical air control party a chance to increase their proficiency.

"This exercise gives Marines an opportunity to use fixed- and rotary-wing close air support as well as

the TRAP force," said Capt. Jonathan Elliott, assistant air officer, 15th Marine Expeditionary Unit. "It demonstrates interoperability throughout the unit."

The Marines with the Air Naval Gunfire Liaison Company Detachment practiced generating and transmitting "nine-lines," a format of information pilots receive to provide close air support.

"This training gave us the opportunity to practice what we do as an air and naval gunfire liaison detachment," said Sgt. Nathan Moser, joint terminal attack controller, 1st ANGLICO Detachment, 15th MEU. "When we are finished, the TRAP Platoon will be able to practice a recovery mission by rescuing us."

The TRAP Platoon was broken into recovery, support and security teams, and landed three CH-46 Sea Knight helicopters to begin the training mission.

"Operations like these are tough," said Sgt. An-

drew Campbell, signals intelligence Marine, TRAP Platoon. "Being a noninfantry Marine, I had to quickly learn to adapt to their standard operating procedures to help them successfully perform their mission."

Campbell, who assists with recovery when he is not performing as an intelligence Marine, and the rest of the platoon were briefed prior to their departure that there would be at least one casualty who needed medical assistance. The security element ended up being the first to find the simulated casualty.

"This went really well," said Campbell. "It really helped to practice getting out of the helicopters, running through different scenarios of what could happen and ensuring Marines knew their responsibilities."

The platoon gathered all of their personnel, including those being rescued, and returned to Naval Air Facility El Centro, Calif.



Marines with the Tactical Recovery of Aircraft and Personnel Platoon, 15th Marine Expeditionary Unit, provide suppressive fire in the Chocolate Mountains on May 11. The training scenario involved the platoon recovering other Marines from a tactical air control party after they reported contact from a notional local enemy attack force.



A CH-46 Sea Knight leaves the Chocolate Mountains after the Tactical Recovery of Aircraft and Personnel Platoon successfully completed a recovery mission of Marines with a tactical air control party in the Chocolate Mountains on May 11.

