

FLIGHT JACKET

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NEVER FORGOTTEN



Miramar raises flag in memory of 9/11

Marine Corps Air Station Miramar holds morning colors ceremony in remembrance of those lost during 9/11 attacks.

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Heavy Haulers perfect field aircraft carrier landings

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Commanding General
3rd Marine Aircraft Wing



Col. John P. Farnam
Commanding Officer
MCAS Miramar

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Miramar raises flag in memory of 9/11

Remembrance of past by those present

Story and photos by Lance Cpl. Christopher Johns

"I remember being at home, watching television and happened to be on the right station at the right time," said Joe Jackson, one of the original Montford Point Marines and a Birmingham, Ala., native. "I worked around explosions when I was serving in the Marine Corps; I'm used to them, so when I saw that plane hit the tower over and over as they replayed the footage it hit me that this wasn't a hoax."

Jackson attended a flag-raising ceremony aboard Marine Corps Air Station Miramar, Calif., Sept. 11, in memory of those who lost their lives in both the Sept. 11, 2001 attacks and operations afterward to ensure it does not happen again.

The guest of honor for the ceremony, Lt. Gen. Robert E. Schmidle, Jr., deputy commandant of aviation for the Marine Corps, spoke about honoring those who lost their lives not with mourning, but celebrating.

"When we honor the folks who have given their lives, what I suggest is that we celebrate that they ran to the aid of those who needed it," said Schmidle. "We need to celebrate that uniquely American quality of coming together during a time of need. We, as Marines, live every

day of our lives dedicated to something greater than ourselves, like our Corps and nation. To us this is the way we do business, like the police and the fire departments."

Brig. Gen. Steven Busby, commanding general of the 3rd Marine Aircraft Wing and an Akron, Ohio, native, who was in Washington, D.C., on 9/11 looks at those who joined the Corps after that somber day and feels a sense of pride.

"For 11 years we have had young men and women know and understand the meaning of selfless service, sacrifice and that freedom isn't free," said Busby. "Every time I get the chance to talk to a young Marine or sailor that [thought] is all that comes to mind. The ceremony here was right on target, the 3rd MAW Band was, as usual, superb and the Marines in formation represented those on station exactly as we would want."

By serving the Marine Corps and his nation every day with dedication and determination, he will be paying homage to those before him and those who lost their lives, explained Busby.



Lt. Gen. Robert E. Schmidle, Jr., deputy commandant for aviation for the Marine Corps, speaks as the guest of honor during a morning colors ceremony aboard Marine Corps Air Station Miramar, Calif., Sept. 11. Schmidle commented on the unique American quality of coming together during a time of need, comparing that action to the Marine Corps lifestyle and what Marines do for each other on a regular basis.



Lance Cpl. Roberto Valenzuela, left, an administrative clerk and a Tucson, Ariz., native, Lance Cpl. Jabari Beard, center, an administrative clerk and a Cedartown, Ga., native, and Cpl. Alexander Tatum, right, a cyber network specialist and a Sterling, Colo., native, all with Marine Wing Headquarters Squadron 3, salute during a morning colors ceremony aboard Marine Corps Air Station Miramar, Calif., Sept. 11.

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ON THE COVER:

Graphic image depicting tragic events that took place Sept. 11, 2001. Marine Corps Air Station Miramar held morning colors ceremony Sept. 11, in memory of those who lost their lives during 9/11 attacks.

After the attack, a Marine stationed in Fort George G. Meade, Md., got to go to the World Trade Center site. "The devastation and lives lost brought a lot of emotion to me, but to see the country and its military coming together to take care of this one problem was very motivating," said Gunnery Sgt. Francisco Reclosado, the squadron gunnery sergeant for Marine Wing Headquarters Squadron 3 and an El Centro, Calif., native. "This kind of remembrance is definitely beautiful to see. The one thing I like as far as 9/11 is concerned is that the country never forgets that one moment in time."



Above: 3rd MAW Band performs during a colors ceremony aboard Marine Corps Air Station Miramar, Calif., Sept. 11. Right: Joe Jackson, one of the original Montford Point Marines and a Birmingham, Ala., native, converses with a Marine after the morning colors ceremony aboard Marine Corps Air Station Miramar, Calif., Sept. 11. Jackson was in his San Diego home when he saw footage of the first plane hitting the World Trade Center.



3rd Annual 1,000 Springs Ranch Golf Scramble hosted aboard MCAS Miramar

Story and photos by Lance Cpl. Michelle Piehl

Marine Corps Air Station Miramar hosted the 3rd Annual 1,000 Springs Ranch Golf Scramble, organized by the Marine Corps Aviation Association in support of the Injured Marine Semper Fi Fund, Sept. 14.

Approximately 150 players and nearly 30 volunteers participated in the event. Active duty and retired military members, as well as supporters from the local community, joined together to raise awareness and funding for the Injured Marine Semper Fi Fund.

"It's a great event," said Capt. Tracy Rients, the MCAA coordinator and the commanding officer of Supply Company, 1st Supply Battalion, aboard Marine Corps Base Camp Pendleton, Calif. "All three years have been hosted [here]."

The Semper Fi Fund has numerous charity events around the nation in addition to this one, Rients explained.

"When we started three years ago, one of the very first supporters was from Chicago," said Rients. "Today, we have several supporters who flew out from northern California, the East Coast [and] all around the nation."

The main purpose of the Semper Fi Fund is to support Marines, families and other services directly involved with the Corps in times of need, explained Rients.

"The last two years, we've raised [a total of] \$42,000 for the Injured Marine Semper Fi Fund," said Rients. "We're hoping to do a great job again this year."

Peter Stent, a Woodside, Calif., native, and annual supporter of the event aboard MCAS Miramar, made significant contributions to the event with his brother to honor their father, Ferdie Stent.

Stent said he felt a strong desire to raise awareness for the foundation and the progress made for injured Marines and families. Sacrifices made by military members should not be forgotten, he explained. It is the love of country that inspires their commitment, he continued.

A luncheon followed the ceremony to award the 1st, 2nd, 3rd and last place golfers, and to hold a raffle and silent auction for the charity.

"It's also a great opportunity at the luncheon to thank all of our supporters, all of our sponsors and all of our players who truly come out and make this the event that it is," said Rients. "You can see that everyone has had a great day and fun on the course. Their caring, their big hearts and open arms, have really embraced this tournament and made this event a great venue for the Injured Marine Semper Fi Fund."

The event raised \$37,000.

Video created by Flight Jacket Staff



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Left: Beau Bianchi, of Los Angeles, prepares to place his final putt during the 3rd Annual 1,000 Springs Ranch Golf Scramble aboard Marine Corps Air Station Miramar, Calif., Sept. 14.

Right: 1st Lt. Bryan Miller, with Marine Medium Tiltrotor Squadron 163 and a Chico, Calif., native, lines up his shot during the 3rd Annual 1,000 Springs Ranch Golf Scramble aboard Marine Corps Air Station Miramar, Calif., Sept. 14.



Video created by Flight Jacket Staff



[CLICK to watch Video](#)



Left: Participants of the 3rd Annual 1,000 Springs Ranch Golf Scramble stand in line and take part in a silent auction aboard Marine Corps Air Station Miramar, Calif., Sept. 14.

Blank gun shots, **fake blood** all part of PMO exercise



Story and photos by Pfc. Raquel Barraza

“Oh my, he’s got a gun!” screams Kristin Kirgan, investigator with Marine Corps Community Services and Fairfield, Calif., native, as she hears gun shots and hides under desk - but the gun is not real and neither is the shooter behind the trigger.

Kirgan was taking part in the active-shooter exercise conducted by the Marine Corps Air Station Miramar Provost Marshal’s Office at the MCCS building aboard MCAS Miramar, Sept. 11.

“I can’t believe how loud and realistic the gun sounded. It makes it seem almost real,” said Kirgan. “It makes me feel good to know PMO takes it to this scale for their training.”

Marines and police officers with PMO conduct this training specifically in preparation for the upcoming air show.

“We practice how to respond, how to communicate and how to conquer our fear when handling a situation like this,” said Officer Armando Bautista, a police officer with PMO and Kaneohe, Hawaii, native.

Volunteer Marines wore various fake wounds to simulate casualties to make the scene as realistic as possible.

During the exercise, Marines could not stress enough how important this training is should the real scenario occur.

Training like this is extremely important because in a real situation lives will be at stake and it is PMO’s duty to get in, eliminate the threat and help any victims, added Bautista.

Police officers and military police make sure to train together regularly to ensure they are ready for any emergency scenarios.

“We do this exercise annually, but [we] also do monthly training to keep ourselves prepared for anything that could occur,” said Bautista.

By the end of the exercise, PMO aided and evacuated victims as they cleared the building. PMO plans to continue training for emergencies that might arise.

Police officers with the Marine Corps Air Station Miramar Provost Marshal’s Office run through the hallways during an active-shooter exercise at the Marine Corps Community Services building conducted by PMO aboard MCAS Miramar, Calif., Sept. 11. The exercise tested the officers on disarming a shooter, clearing a building and helping victims in an active-shooter scenario.



Left: Marines and police officers with Marine Corps Air Station Miramar Provost Marshal’s Office line up as they clear a hallway during an active-shooter exercise conducted by the PMO aboard MCAS Miramar, Calif., Sept. 11.



Lance Cpl. Dillon Graves, an air traffic controller with Headquarters and Headquarters Squadron and Tucson, Ariz., native, plays dead during an active-shooter exercise conducted by the Marine Corps Air Station Miramar Provost Marshal’s Office aboard MCAS Miramar, Calif., Sept. 11.



From victim to leader: Marine shares new strength

Story and photos by Lance Cpl. Christopher Johns

It seemed like any other night as Cpl. Aaron Gardner walked through the streets of downtown San Diego in late 2009. Little did he know the events that transpired that night would change his life.

“I used to fight amateur and professional Mixed Martial Arts before I was attacked downtown by some gang members,” he said. “The palate in the roof of my mouth and both eye sockets were crushed, my teeth were knocked out and my septum was completely destroyed with a baseball bat.”

An attack of that magnitude might leave other people scarred mentally as well as physically – not Gardner. He refused to be victimized, and turned his energy and challenge-seeking ways into a gift for others.

Once he recovered from the accident, Gardner’s gunnery sergeant, now 1st Sgt. Christian Bull, company first sergeant with Kilo Company, 3rd Battalion, 6th Marine Regiment, introduced him to a CrossFit program called “Fight Gone Bad.”

“When Gunnery Sgt. Bull put me through Fight Gone Bad, I thought that was the hardest thing I had ever done in my life, and I thought I had found something [that would challenge me],” said Gardner.

His passion for CrossFit grew over time, until he eventually became a licensed instructor at Boombox Fitness.

However, Gardner didn’t stop there, but now helps instruct Marines in the Body Conditioning Program aboard Marine Corps Air Station Miramar, Calif., not because he seeks glory, but because he cares.

Marines who are not required to attend the program, like Pfc. Dustin Newell, an ordnance technician with Station Ordnance, show up on a daily basis.

“I’ve been working with Cpl. Gardner for a little more than a month and a half,” said Newell, a Checotah, Okla., native.

“He pretty much drags me to work out every day. Every day I don’t want to come but he says, ‘No, come and we’ll make it fun.’ I end up coming every single day and it’s a great time. I love coming here and working out with him as my coach.”

From being the victim of a violent crime to the leader he is today, Gardner has let nothing stand in the way of serving his country and his friends at work and in the gym.

Continued on page 4

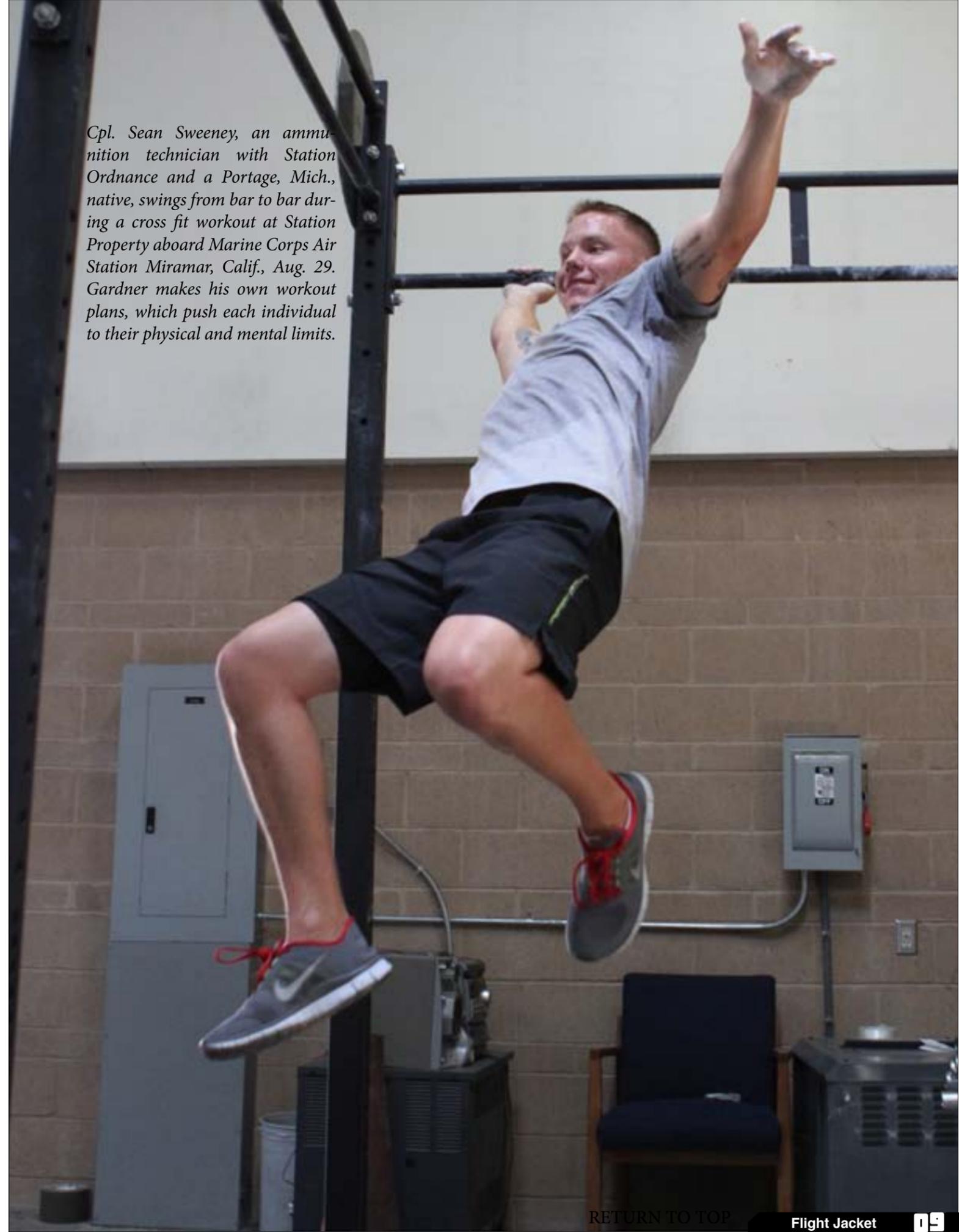


“I like to see that people want to make themselves better, I value that in people,” said Gardner. “Like my starting with Newell, I convinced him to come for just one day and now he’s a regular. I like to make people hungry for improvement the way I am, that’s what motivates me and keeps me coaching.”



A Marine applies chalk to his hand before performing a bar workout aboard Marine Corps Air Station Miramar, Calif., Aug. 29.

Cpl. Sean Sweeney, an ammunition technician with Station Ordnance and a Portage, Mich., native, swings from bar to bar during a cross fit workout at Station Property aboard Marine Corps Air Station Miramar, Calif., Aug. 29. Gardner makes his own workout plans, which push each individual to their physical and mental limits.



Above: Cpl. Aaron Gardner, rear of photo, a CrossFit instructor with Boombox Fitness and a San Diego native, leads Marines in a “Superman plank” during a workout aboard Marine Corps Air Station Miramar, Calif., Aug. 28. Gardner teaches Marines basic CrossFit so they may pass their knowledge on to others. Below: Cpl. Aaron Gardner, sitting, a CrossFit instructor with Boombox Fitness and a San Diego native, watches as Marines perform timed sit-ups during a workout session aboard Marine Corps Air Station Miramar, Calif., Aug. 28.



Train for future flights: Heavy Haulers perfect field aircraft carrier landings



Cpl. Michael C. Diegel, a crew chief with Marine Heavy Helicopter Squadron 462 and a Detroit native, looks out a CH-53E Super Stallion as it prepares to land while conducting field carrier landing drills on a Landing Helicopter Dock pad aboard Marine Corps Air Station Miramar, Calif., Sept. 6. HMH-462 conducts these drills every quarter to keep pilots, co-pilots and crew chiefs trained on how to land aboard an aircraft carrier.



A CH-53E Super Stallion with Marine Heavy Helicopter Squadron 462 prepares to take off while conducting field carrier landing drills on a Landing Helicopter Dock pad aboard Marine Corps Air Station Miramar, Calif., Sept. 6. These drills focus on aircraft carrier landing fundamentals and are conducted every quarter.



Story and photos by Pfc. Raquel Barraza

Marine Heavy Helicopter Squadron 462, the “Heavy Haulers,” conducted field aircraft carrier landing practice on the Landing Helicopter Dock pad aboard Marine Corps Air Station Miramar, Calif., Sept. 6.

The drills taught pilots of HMH-462 the basics of landing aboard a simulated aircraft carrier deck as a part of their initial boat operations training.

Capt. Jerry Peacock, the assistant maintenance officer and pilot with HMH-462 and a Springfield, Va., native, knows how important this training is from personal experience.

“I used this training every day for a year when I was on the 11th Marine Expeditionary Unit,” said Peacock.

Peacock was the lead pilot and instructor during the drill and helped teach other aviators the basics for successful landings on an aircraft carrier.

“We show them the general communication flow that takes place, the approach patterns and different considerations you have to think about when landing on a ship,” added Peacock.

While this drill only dealt with simulated flight decks, air crews practiced the most important thing to remember: landing fundamentals, explained Peacock.

Heavy Haulers air crews conduct this training every quarter to make sure they are ready with the most up-to-date training to maintain mission readiness at all times.

“The CH-53E [Super Stallion] is the heavy lift back bone of the Marine Corps,” said Cpl. Michael C. Diegel, a crew chief with HMH-462 and Detroit native. “We can carry vehicles and more troops than any other helicopter, and we can land where larger aircraft can’t.”

“When there are humanitarian missions, like the tsunami in Japan, this training comes in very handy when delivering supplies and support from aboard an aircraft carrier,” said Diegel.

The Heavy Haulers plan to continue these drills in the upcoming days before landing on an actual aircraft carrier.

“Next time we head out, we plan to add in the factors of the tower, multiple aircraft, the deck crew of the carrier,” said Diegel.

With these drills, HMH-462 keeps training and flying so Marines stay combat ready for any mission.

Spouses suit up for Jane Wayne Day

Story and photos by Lance Cpl. Christopher Johns

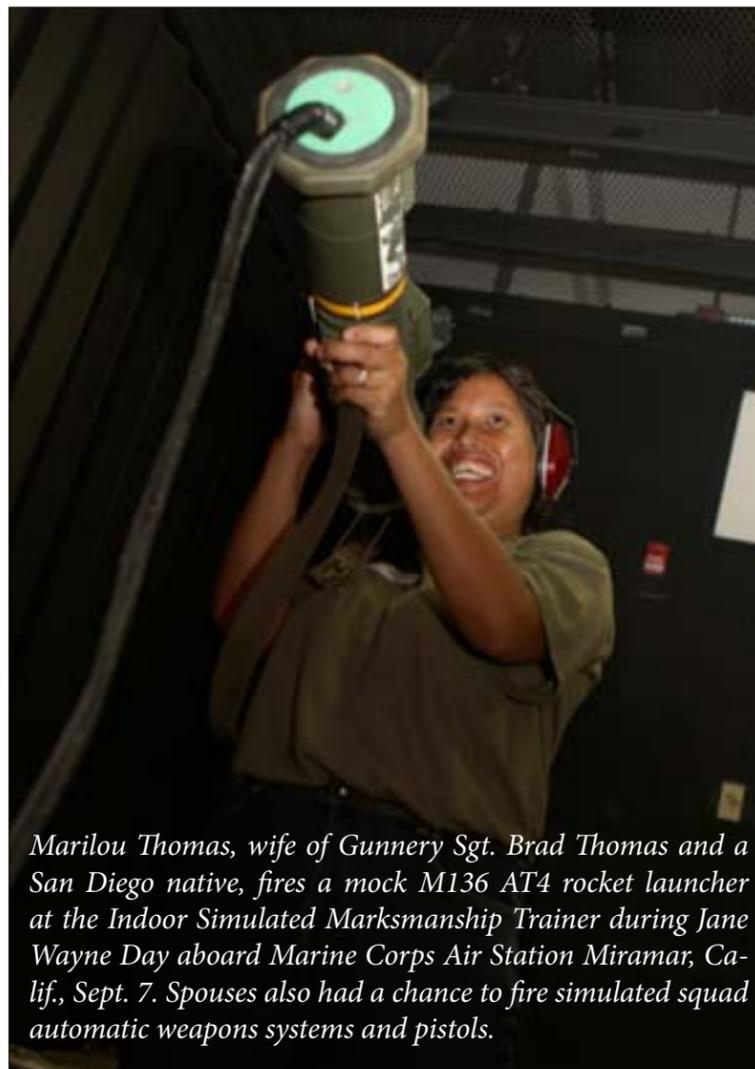
Marine Corps wives stand at the position of attention, waiting to see what happens next as five former drill instructors start toward them.

“Get on the yellow foot prints! Okay, scream ‘Aye, aye, Sir,’” shouted Staff Sergeant Jonathan Ferguson, squadron gunnery sergeant for Headquarters and Headquarters Squadron and a Dayton, Ohio native, aboard Marine Corps Air Station Miramar, Calif., Sept. 7. “Sound off!” Jane Wayne Day had begun.

“The program [Jane Wayne Day] is to help spouses really understand what is going on and what their Marines do on a daily basis,” said Maria Lengerke, the H&HS family readiness officer. “We want them to have some empathy to what these men and women go through.”

The spouses started with a yellow foot-print experience where former drill instructors, like Ferguson, greeted the spouses in the same manner they welcomed new recruits aboard Marine Corps Recruit Depots San Diego and Parris Island.

“We had some [former] drill instructors come and do a little bit of yelling at the spouses to show them what it’s like to enter the Marine Corps as a recruit,” said Lengerke. “From there, we went to the Indoor Simulated Marksmanship Trainer to fire simulated automatic weapon systems.”



Marilou Thomas, wife of Gunnery Sgt. Brad Thomas and a San Diego native, fires a mock M136 AT4 rocket launcher at the Indoor Simulated Marksmanship Trainer during Jane Wayne Day aboard Marine Corps Air Station Miramar, Calif., Sept. 7. Spouses also had a chance to fire simulated squad automatic weapons systems and pistols.

Spouses also received a tour of the Air Traffic Control tower, where they observed how important ATC Marines’ jobs are in preventing aircraft-related mishaps.

“The ATC tower was interesting because we got to see all of the equipment and aircraft,” said Karri Schieb, wife of Lance Cpl. Erik Schieb and a Toledo, Ohio native. “I might not have liked it too much, but the drill instructors’ coming to yell at us was my favorite part of the day. You hear stories about them but it’s completely different when it’s happening to you, it isn’t just words anymore – it’s real life.”

The participants also visited Gonzales Mess Hall for lunch, went to a military working dog demonstration with the Provost Marshal’s Office, an Explosive Ordnance Disposal display and firefighting equipment handling with Aircraft Rescue and Firefighting.

“A lot of times spouses don’t understand why their loved ones have to work strange hours or on the weekends, but with programs like Jane Wayne Days, we help them understand,” said Lengerke. “It helps when, as a Marine, you come home and you have a spouse who is empathetic and takes pride in what you do and herself in her support.”

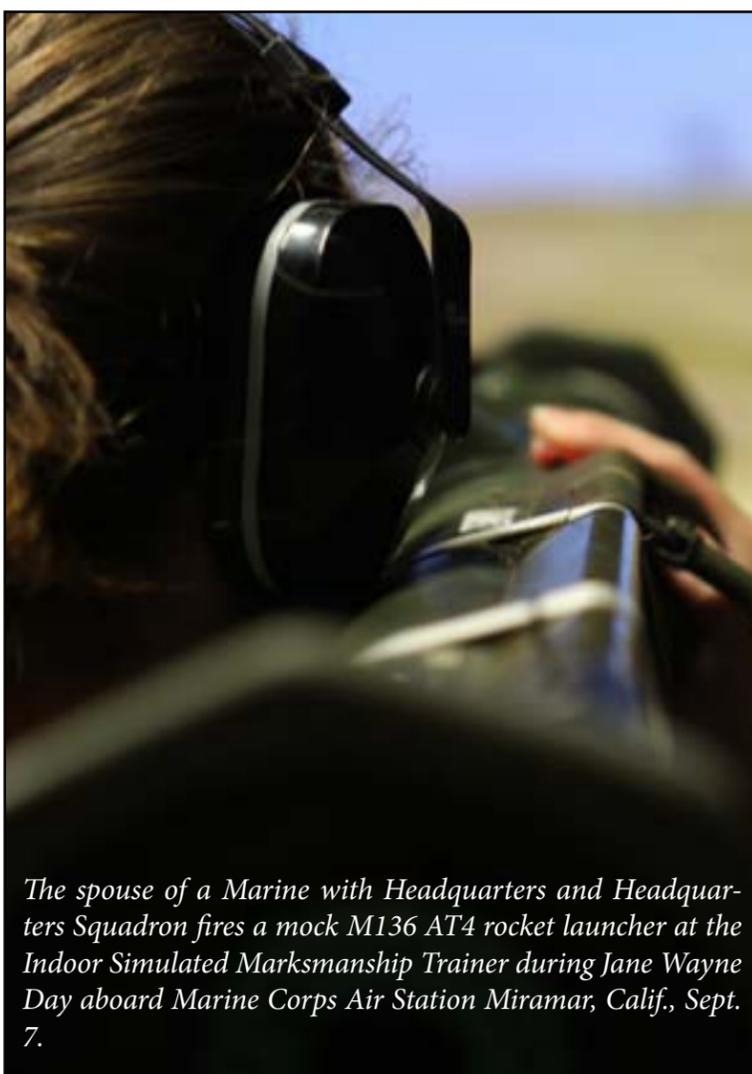


Staff Sgt. Jonathan Ferguson, the squadron gunnery sergeant for Headquarters and Headquarters Squadron and a Dayton, Ohio, native, instructs H&HS Marine spouses to perform push-ups during Jane Wayne Day aboard Marine Corps Air Station Miramar, Calif., Sept. 7. The spouses started with a yellow foot-print experience where former drill instructors, like Ferguson, greeted the spouses in the same manner they welcomed new recruits aboard Marine Corps Recruit Depots San Diego and Parris Island.

Video created by Flight Jacket Staff



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The spouse of a Marine with Headquarters and Headquarters Squadron fires a mock M136 AT4 rocket launcher at the Indoor Simulated Marksmanship Trainer during Jane Wayne Day aboard Marine Corps Air Station Miramar, Calif., Sept. 7.

A new boiler system has been installed in the laundry room of the Consolidated Bachelors Quarters aboard Marine Corps Air Station Miramar, Calif. The new boilers are highly efficient and use solar panels to heat water to cut back on energy used to wash linen.

MCAS Miramar to 'pilot' energy conservation in DoD

Story and photos by Lance Cpl. Melissa Eschenbrenner

New energy conservation efforts aboard Marine Corps Air Station Miramar will help the station reach its goal of energy independence from the San Diego power grid.

Among the three projects in the making, the Bachelor Enlisted Quarters project is slated to show the biggest change and growth. The project replaced outdated boilers in the laundry room of the BEQ with highly efficient boilers. Also, a system was installed to pre-heat water before it enters the boilers to cut back on energy used by the boilers.

"From the 'before' to the 'after' we will see such a change it's unbelievable," said Mick Wasco, the energy conservation manager aboard the air station. "That is why I am most excited about this project and why it's the best single effort project."

The Public Works building will house testing of new energy-efficient products to help lead to energy independence by 2017.

New windows made with electro-chromic glass, another future project, which uses a small electric current to add tint to the window, will help keep heat out of the building to minimize air conditioning use once installed. Also, solar panels located in the parking lot and on the roof of the building will lead to the building running on its own micro-grid.



A building aboard Marine Corps Air Station Miramar, Calif., undergoes construction to help the air station conserve energy. MCAS Miramar plans to be independent of the San Diego power grid by 2017.

"The windows tint during the day and lessen during the night, using an automated system to cut back on heat in the building from the sun," said Wasco. "The tint also takes the place of blinds, leaving the window with a nice, aesthetic look."

In the future, the results of the building may lead to the implementation of the same plan on other buildings on base.

MCAS Miramar plans to take preventative measures of overusing electricity by installing new meters that can show results whenever needed.

"We are used to paying the bill at the end of every month, and if we see we have used too much energy, it's too late to fix it," said Wasco. "But, with these, if we see we are using too much energy, we can see it and correct it right away."

MCAS Miramar is one of the leading installations going green across the country. With the continuous effort to make more places aboard the air station energy efficient, MCAS Miramar may reach its goal of complete independence from the San Diego power grid.



Above: Pfc. Julio Munoz, left, a New York, N.Y., native and Cpl. Jacobi Brumfield, right, a Hammond, La., native, both airframe mechanics with Marine Heavy Helicopter Squadron 466 'Wolf Pack,' repair a cowling for a CH-53E Super Stallion aboard Marine Corps Air Station Miramar, Calif., Sept. 6. Cowlings are used to keep debris from getting into the engine and engine fires from setting the rest of the aircraft ablaze. Below: A Marine ties safety wire to the hardware attached to a rod that fits into a CH-53E Super Stallion aboard Marine Corps Air Station Miramar, Calif., Sept. 6.



Above: Cpl. Ryan Mae, an airframe mechanic with Marine Heavy Helicopter Squadron 466 'Wolf Pack' and a North Smithfield, R. I., native, lubricates parts of a CH-53E Super Stallion aboard Marine Corps Air Station Miramar, Calif., Sept. 6. After a washing, Marines like Mae must lubricate any part of the aircraft that moves or water will sit on the hinges and joints, causing corrosion – an expensive but preventable problem.

Airframe Marines ensure fine flights for Wolf Pack

Story and photos by Lance Cpl. Christopher Johns

The CH-53E Super Stallion flies missions all over the world and can carry more than 26,000 pounds. The helicopter is compact enough to deploy on amphibious assault ships, and has the fire power, speed and agility to do more than heavy lifting.

One of the major reasons this war machine can stay aloft is the Marine airframe mechanics who provide necessary maintenance and upkeep.

"Airframe mechanics fix anything hydraulically or structurally necessary for the aircraft to fly," said Sgt. Bradley Trogdon, a Super Stallion quality assurance representative with Marine Heavy Helicopter Squadron 466 'Wolf Pack' and a Winston Salem, N.C., native. "Anything that moves on the aircraft we fix and maintain."

Marines training to become airframes technicians attend initial schooling in Pensacola, Fla., which lasts three months, then to continued training for the specific aircraft they will maintain – in this case, rotary wing aircraft.

"Once we get to the fleet we kind of hit the ground running," said Cpl. Dane Steward, an airframe mechanic with the Wolf Pack and a Plains, Mont., native. "After we get accustomed to the fast pace of the shop, we start working on extra training to earn qualifications."

There are up to 23 different qualifications, from changing a tire without supervision, to fixing the cowling so the aircraft can fly safely. Each qualification requires performing the task supervised until the Marine is

tested on what he needs to do, according to Trogdon.

Even after completing qualifications for the aircrafts' many different components, Marines must still have their work checked over by more experienced mechanics.

"Sometimes a Marine might not catch a mistake or may miss something on the aircraft, so it helps to have a more experienced pair of eyes to look at their work – that's where I come in," said Trogdon. "I [as a quality assurance representative] check everything they do to ensure the aircraft can fly. I'm the last line of defense before the aircraft flies to ensure it is good to go."

These mechanics face a variety of risks in their daily environment.

"It can be dangerous out there if you aren't thinking," said Steward. "The flight line here isn't like Afghanistan or Iraq, but it's still dangerous. There are a lot of moving parts on the aircraft, like the swash plates that oscillate up and down. If you have a Marine in there cleaning, he could easily be crushed because someone in the cockpit doesn't know they are up there and the ground crew isn't watching. These cases are things we try to keep from happening."

An airframe mechanic's job is not one to be overlooked or forgotten – airframe Marines could save lives.

"People's lives depend on my job," said Steward. "Pilots, crew chiefs and personnel inside the aircraft trust you to correctly perform it"

Video created by Flight Jacket Staff

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Marines, sailors return from Afghanistan

Photos by Lance Cpl. Melissa Eschenbrenner



Maj. Phil Kendro, operations officer with 3rd Marine Aircraft Wing, and a San Diego, native, holds his children after returning from Afghanistan aboard Marine Corps Air Station Miramar, Calif., Sept. 1. Kendro left for deployment when his daughter was three weeks old and saw her and his son again after a six-month deployment.



Above: Marines and sailors with Marine Wing Headquarters Squadron 3 and Marine Air Control Squadron 1 collect gear aboard Marine Corps Air Station Miramar, Calif., after returning from deployment, Sept. 1.

Right: Cpl. Casey Rogers, a communications specialist with Marine Wing Headquarter Squadron 3 and a Fruita, Colo., native, hugs his girlfriend aboard Marine Corps Air Station Miramar, Calif., upon return from deployment, Sept. 1. Marines and sailors with different units from 3rd Marine Aircraft Wing returned home after a six-month deployment to Afghanistan.



Above: Maj. Jason Edholm, a future operations officer with 3rd Marine Aircraft Wing and a San Diego native, is greeted by his wife and children after returning from Afghanistan aboard Marine Corps Air Station Miramar, Calif., Sept. 1. Edholm was one of approximately 100 Marines and sailors who returned from deployment.



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Marine Fighter Attack Squadron 323

Honors:

Hanson Award in 1975, 1976, 1980, and 1986.

History

Marine Fighting Squadron 323 was commissioned Aug. 1, 1943 at Marine Corps Air Station Cherry Point, N.C. Soon after, three hard-charging fighter pilots killed a 6 foot rattlesnake, and hung its diamond-backed skin in the squadron ready room, giving rise to the 50 year-old unit the nickname of "Death Rattlers." VMF-323 immediately began training for combat in the Pacific theater with their Chance-Vought F4U Corsairs. Often hailed as the best all-around fighter of World War II, the "bent-wing bird" was armed with six .50-caliber machine guns and a lethal warload of bombs, rockets, and napalm. In preparation for deployment overseas, VMF-323 moved west in January 1944, flying training missions from fields at El Centro and Camp Pendleton, Calif. In July 1944 the Death Rattlers departed for the Pacific aboard the escort carrier USS Long Island. For the next nine months, VMF-323 flew training missions from secure island bases in the South Pacific, perfecting their tactics in aerial combat, dive bombing, rocketry, and close air support.

On April 9, 1945 the Death Rattlers flew from an escort carrier into Kadena airfield to fly missions in support of Operation Iceberg, the campaign for Okinawa. Combat operations commenced the following day. Between April and the surrender of Japanese forces in August, the Death Rattlers shot down 124 Japanese planes in aerial combat without a single loss to an enemy pilot. Twelve VMF-323 fighter pilots became Aces - three of them in a single day. The deadly, effective close air support (CAS) the Death Rattlers gave the Leathernecks on the ground was just as important as the squadron's tremendous accomplishments in air combat. To the Marine riflemen engaged in the bloodi-

est close-quarter fighting of the war, Marine Corsairs became the "Sweethearts of Okinawa."

March 1946 found the Death Rattlers based at MCAS El Toro, Calif., and engaged in a rigorous peacetime training program. Operating from land and sea, VMF-323 participated in exercises throughout the western U.S., Alaska, and Hawaii. The squadron also provided Hollywood, Calif., with Marine airpower for the 1949 classic, Sands of Iwo Jima.

On June 25, 1950, North Korean troops invaded South Korea. Within a month, VMF-323 began combat operations from the escort carrier USS Badoeng Strait, in support of ground forces in the Pusan perimeter. Again proving the effectiveness of Marine close air support during heavy fighting at Pusan, the Inchon landing, the breakout of the 1st Marine Division from the Chosin Reservoir, and every major campaign of the war, the Death Rattlers further built on the combat reputation of the Marine Air-Ground Team. Flying alternately from Navy carriers and austere airfields ashore, VMF-323 flew primarily air-to-ground missions such as CAS, interdiction, and armed reconnaissance. Reflecting this change in its primary mission, the squadron was re-designated Marine Attack Squadron 323 (VMA-323) in June 1952. The Death Rattlers departed Korea in July 1953 after accumulating 48,000 hours of flight time, once again serving with distinction in combat.

After returning to the United States, VMA-323 flew the Grumman F9F-2 Panther and later the F9F-8 Cougar, a swept-wing version of the combat-proven Panther. From late 1953 through August 1956 the Death Rattlers flew in numerous training exercises

"Come to Fight - Come to Win"

from both land bases and aircraft carriers. In September 1956 VMA-323 transitioned to yet another aircraft, the supersonic, single-engine North American FJ-4 Fury and shortly thereafter was re-designated VMF-323 once again. As the first Marine squadron to operate the Fury, VMF-323 deployed to the Western Pacific in 1957. In August, the Death Rattlers flew armed patrol missions over Quemoy and Matsu Islands in support of the resupply of Chinese Nationalist forces during the Taiwan Straits crisis.

On their return to MCAS El Toro, Calif., in 1959 the squadron received the Vought F8U-1 Crusader. Assigned to Carrier Air Group 14 aboard the USS Lexington in 1961, VMF-323 was the first Marine F-8 squadron to go on cruise with the Crusader. When VMF-323 returned from the Western Pacific they were outfitted with the improved F8U-2 version of the Crusader. In July 1963 the unit was re-designated VMF(AW)-323 to reflect the enhanced "all-weather" capabilities of the new fighters. While deployed to NAS Atsugi, Japan in 1963, the "Snakes" twice supported operations in the Philippines, Okinawa, and Taiwan from the decks of Navy carriers.

In 1964 the squadron returned to Cherry Point, where they received the present designation of Marine Fighter Attack Squadron 323 (VMFA-323) and began the transition to flying the F-4B Phantom II. While deployed to Roosevelt Roads, Puerto Rico in March 1965, the Dominican Crisis erupted. VMFA-323 provided air cover during the evacuation of American citizens, and flew armed reconnaissance missions with their dual-role Phantoms.

As the U.S. commitment to South Vietnam esca-

lated, VMFA-323 deployed to Da Nang Air Base and commenced combat operations the day after their arrival in Vietnam. This marked the Death Rattlers' third combat tour of duty in the Pacific, spanning two decades and three wars. VMFA-323 served in Vietnam almost continuously from December 1965 until March 1969, flying over 17,000 combat sorties from Da Nang and Chu Lai in support of I Corps ground operations and against targets north of the demilitarized zone.

Upon return to MCAS El Toro, Calif., the Phantom drivers began a demanding and rigorous training schedule, setting the standard for other F-4 units. From 1969 until their transition to the F/A-18 Hornet, VMFA-323 participated in a long list of exercises and deployments on land and sea. One notable deployment was aboard the USS Coral Sea, when VMFA-323 and its F-4N's stood ready for combat in the Gulf of Oman during the Iranian hostage crisis of 1980.

On Sept. 14, 1982, VMFA-323 turned in its last F-4 Phantom and officially began the transition to the world's foremost strike fighter, the McDonnell Douglas F/A-18A Hornet. Death Rattler fighter pilots employed their new jets in an intense series of air-to-air and air-to-ground training exercises, as well as several live missile firings. In October 1985 VMFA-323 deployed again aboard the Coral Sea, this time to the Mediterranean Sea. The squadron distinguished itself in the winter and spring of 1986 during Freedom of Navigation exercises held in international waters and airspace off the coast of Libya. April 15, 1986 the Snakes provided SAM suppression and fighter Combat Air Patrol (CAP) sorties during the overland strikes on Libyan targets in support of the national policy to deter terrorism.

As a result of this effective protection, no U.S. Navy or Marine Corps aircraft were lost.

From October 1988 through April 1989, VMFA-323 deployed to MCAS Iwakuni, Japan, participating in the six-month USMC Unit Deployment Program (UDP) for the first time. Following a short year in MCAS El Toro, Calif., the Death Rattlers again found themselves in Iwakuni on UDP. Due to Operations Desert Shield and Desert Storm, this trip was extended to almost 11 months away from home and family as the Snakes remained forward-deployed in Japan so other Marine squadrons could deploy to the Persian Gulf and help force Iraq out of Kuwait.

In April 1993 the Snakes took delivery of their first LOT XV F/A-18C aircraft, the newest model of the combat-tested Hornet that VMFA-323 would twice deploy with aboard the USS Constellation. During two six-month cruises (fall 1994 - spring 1995, and summer 1997) the Snakes flew missions from Connie's flight deck in support of Operation Southern Watch. In the brutal summer heat of the Persian Gulf, the Marines kept the Snake Hornets perfectly maintained and fully armed for enforcing the United Nations sanctions against Iraq and patrolling the No-Fly Zone south of Baghdad.

The Marine Corps has recognized the Death Rattlers as the outstanding Marine fighter squadron by presenting VMFA-323 the coveted Hanson Award in 1975, 1976, 1980, and 1986. The tactical call sign "Snake" has become synonymous with professionalism, sound tactics, and aggressive maintenance Marines. Death Rattler ground crews have consistently provided the pilots with superbly maintained aircraft.



(Courtesy photo provided by U.S. Navy, June 2012)

The Boeing F/A-18 Hornet is a multi-purpose fighter jet capable of speeds up to Mach 1.8. The Hornet is designed for all weather conditions and offers pilots the ability to land aboard aircraft carriers. The Hornet can carry many different types of bombs and missile systems. It can be equipped with external fuel tanks as well.



COMMANDING OFFICER: LT. COL. JASON WOODWORTH
EXECUTIVE OFFICER: MAJ. JOSHUA A. RIGGS
SERGEANT MAJOR: SGT. MAJ. JASON E. PATRICK



Devil Dogs ride hogs

Story and photos by Lance Cpl. Christopher Johns

SAN DIEGO – Engines roared as Marines with Headquarters and Headquarters Squadron, Marine Corps Air Station Miramar, Calif., gathered to inspect their motorcycles before a ride through San Diego to Marine Corps Recruit Depot San Diego, Aug. 31.

The club started their second official ride aboard MCAS Miramar, riding through La Jolla and then to MCRD San Diego, where they watched the graduation of Bravo Company, 1st Recruit Training Battalion.

“Today’s ride was to build camaraderie ... and to pass on our experience to the younger, less experienced riders,” said Master Sgt. Steven Southall, the president of the H&HS motorcycle club and a Richmond, Va., native. “We took a nice scenic route to the depot to gauge how the riders were riding, so they could build on their fundamentals, like traveling in groups.”

More experienced riders mixed themselves in with the less experienced, allowing them to watch and mimic the more senior riding styles while coming closer together as Marines and fellow motorcycle enthusiasts.

“The newer riders were able to study the older riders’ styles,” said Southall. “They could watch how a senior took turns on the roads and learn from that experience to make their own riding style safer.”

Lt. Col. Joseph Murphy, the executive officer of H&HS and a Bellevue, Wash., native, spoke to the motorcycle club about his own love for motorcycles and the MCAS Miramar policy about motorcycle safety, which, according to Murphy, dictates that all riders need road experience.

“[In] the policy letter we talked about things that would help [Marines] survive a mishap,” said Murphy. “One of those things mentioned specifically is experience. For younger riders, there is nothing that can be substituted for experience – experience on winding roads, unfamiliar roads and dealing with distracted or careless drivers.”

The ride to the depot was a longer ride than some Marines make on a daily basis. For some, it was the longest trip they have ever made on a motorcycle.

“I’ve ridden my bike before, but never this far,” said Lance Cpl. Edward Mahon, a hand line Marine with H&HS Aircraft Rescue and Firefighting and an East Haven, Conn., native. “I got to practice maneuvering and staggering myself with another bike. I have about two months worth of practice on my bike, so this kind of get-together gives me the extra practice to help me be safer on the road.”

The idea of keeping the individual Marine prepared and safe is one which is all too clear to Southall, even if it might not be too clear to the riders themselves.

“We want to protect our most valuable resource, which is the individual Marine,” said Southall. “You have vehicles, aircraft, weapons and all kinds of other equipment that is important, but the most vital resource the Marine Corps has is its Marines. If they hurt themselves on their motorcycles getting to and from work, or out on a ride on the weekend, we lose an invaluable part of the Corps. So we do what we can here, with the club, to encourage riders to follow the rules of the road, wear proper protective equipment and to be mindful of other drivers.”

Marines compete in the Last Chance Workout to earn points

Photos by Lance Cpl. Rebecca Eller



Above: Marines do bicycle crunches during the Last Chance Workout at the Miramar Sports Complex track aboard Marine Corps Air Station Miramar, Calif., Aug. 30. Marine Corps Community Services hosted the circuit course as the last event to earn points for the 101 Days of Summer competition. Left: Marines run a lap on the Miramar Sports Complex track between workout stations during the Last Chance Workout aboard Marine Corps Air Station Miramar, Calif., Aug. 30. Below: Marines execute pushups during the Last Chance Workout at the Miramar Sports Complex track aboard Marine Corps Air Station Miramar, Calif., Aug. 30.



Marines start the Last Chance Workout by running a lap on the track at the Miramar Sports Complex aboard Marine Corps Air Station Miramar, Calif., Aug. 30.

Sailor crushes hard work to earn Hammer award



Story and photos by Lance Cpl. Melissa Eschenbrenner



Petty Officer 2nd Class Eric Nevels, a plane captain with Marine Fighter Attack Training Squadron 101 and Greensboro, N.C., native, stands with the Hammer award aboard Marine Corps Air Station Miramar, Calif., Sept. 11. Although the origin of the hammer is unknown, it is given to a new maintainer every week to recognize hard workers.

"I love my job because so many people trust me," said Petty Officer 2nd Class Eric Nevels, a plane captain with Marine Fighter Attack Training Squadron 101 and a Greensboro, N.C., native. "I can tell a pilot that he's good to go fly and he will return home to his family at the end of the day because I know I did a thorough inspection."

Nevels takes his job very seriously.

Plane captains are responsible for preparing pilots to launch using hand and arm signals to tell them where to steer and when to take off. Also, they give the final inspection on the aircraft before the plane each flight.

"The series of hand and arm signals that pass between the pilot and plane captain are basically sign language and everyone uses the same signals," said Capt. William Backlund, a pilot with VMFAT-101 and a Hamburg, Mich., native. "However, some plane captains' hand and arm signals stand out more than others. Petty Officer 2nd class Nevels' signals are among the best I have ever seen in ten years of flying F/A-18 Hornets."

Nevels recently earned the squadron's "Hammer" award – an honorary hammer given to the most impressive squadron maintenance member of the week.

"The award shows me someone is paying attention to how I really do care about my job," said Nevels. "I take a lot of pride in my job."

The Greensboro native is often the sailor to make others laugh, but he also knows when it is time to work. Nevels, who recently reenlisted for six more years, has worked as a plane captain for his entire career and knows the seriousness of the job.

"Every time I do the inspection, I make sure it's done well," said Nevels. "If it's going to take me longer to inspect a certain jet because I know it has a history of problems then so be it. I wouldn't be able to live with myself if someone got hurt and I knew I was the one who inspected the plane."

Nevels is known to keep everyone around him motivated. He makes an effort to make others' days better as he works.

"If I see someone having a bad day, I will make you laugh. That is my goal," said Nevels. "Some people have a bad day and just want to go about their bad day, but you can't have one around me because I'll go and mess your whole bad day up."

Without his co-workers, he would be unable to complete his work and to have a positive attitude every day, explained Nevels.

Though many maintainers work hard, Nevels' positive outlook and thorough work allowed him to inscribe his name on the hammer that is laden with names of the hardest workers of VMFAT-101, securing his place in the squadron's history.

FM 94.9 gives Marines free concert tickets

Photos by Pfc. Raquel Barraza



Marines enter to win tickets to the Independent Jam: Coastal Invasion concert during a radio station FM 94.9 promotion at the Marine Corps Exchange Marine Mart aboard Marine Corps Air Station Miramar, Calif., Sept. 4.



Joshua Jensma, right, a promotion assistant for radio station FM 94.9, gives a free ticket for the Independent Jam: Coastal Invasion concert to Cpl. Jonathan Saft, left, a field wireman with Marine Wing Communication Squadron 38 and a Harrisburg, Pa., native, during a radio station FM 94.9 promotion at the Marine Corps Exchange Marine Mart aboard Marine Corps Air Station Miramar, Calif., Sept. 4. Along with tickets, the radio station gave away free shirts, stickers and Red Bulletin magazines.

Joshua Jensma, a promotion assistant for radio station FM 94.9, shows Marines other events the radio station offers the community during an Independent Jam: Coastal Invasion concert promotion at the Marine Corps Exchange Marine Mart aboard Marine Corps Air Station Miramar, Calif., Sept. 4.



2012 Marine Corps Air Station Miramar Air Show Commercial



[CLICK to watch video](#)

Marines in Flight: Celebrating 50 Years of Space Exploration

Falcons, Beast face off

Story and photos by Pfc. Raquel Barraza

With sweat and dirt on their faces, Marines take their stance as they prepare to charge. They have no weapons just helmets and pads their enemy is not on the battle field but the gridiron.

The Falcons keep their expectations high for the season after a close two-point loss to the 1st Marine Logistics Group Beast at the Paige Fieldhouse football field aboard Marine Corps Base Camp Pendleton, Calif., Sept. 10.

“They [the team] motivate me, and I try to motivate them, even in the last minutes of the game,” said Sgt. Bryan Mack, a defensive captain and Tacoma, Wa., native.

The Miramar team was down by ten points when they scored a touchdown and two-point conversion in the final two minutes of the game, the Beast still took the game with a final score of Beast 16, Falcons 14.

Despite the close loss, the Falcons remain focused. With many games to come this season, the team is focused on staying together and winning as many games as possible, explained Mack.

“It’s one team, one fight, one heartbeat,” said Mack.

Falcons players intend to keep up their hard work for the rest of the season and capitalized on the positives of this game.

“We played hard, we had fun and no injuries, so it still looks good for us,” said Master Sgt. Ross G. Blain, head coach for the Falcons.

In a huddle of both teams after the game, Blain addressed the importance of teamwork on the field to the players.

“We are service members first, and this is about fun and being a team to get the mission accomplished,” said Blain.

After the game, players from both teams shook hands and Falcons players said they hope to see the Beast again closer to the championship.

“I have faith that we can still take it and we’re going to be ready to bring it next game,” said Mack.

The Falcons will continue to practice to prepare for their next game on Sept. 18.

Cpl. Piceno Guillermo, an offensive lineman with the Marine Corps Air Station Miramar Falcons, watches his teammates from the sidelines during their game against the 1st Marine Logistics Group Beast at the Paige Fieldhouse Football Field aboard Marine Corps Base Camp Pendleton, Sept. 10. The Falcons scored their last touchdown in the final two minutes of the game.



Left: Sgt. Herman Dillard Jr., a quarterback with the Marine Corps Air Station Miramar Falcons and St. Louis, Miss., native, catches the football during their game against the 1st Marine Logistics Group Beast at the Paige Fieldhouse Football Field aboard Marine Corps Base Camp Pendleton, Sept. 10.

Below left: Master Sgt. Ross G. Blain, head coach of the Marine Corps Air Station Miramar Falcons and a Miami Fla., native, pumps up his team during a half-time huddle during the Falcons and the 1st Marine Logistics Group Beast game at the Paige Fieldhouse Football Field aboard Marine Corps Base Camp Pendleton, Sept. 10.



Below: Players from both the Marine Corps Air Station Miramar Falcons and 1st Marine Logistics Group Beast line up on the line of scrimmage during their game at the Paige Field House Football Field aboard Marine Corps Base Camp Pendleton, Sept. 10.



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“Heroes and Healthy Families” Conference visits Miramar

Story and photos by Lance Cpl. Christopher Johns



Lance Cpl. Jessica Olachea, an administrative clerk with Headquarters and Headquarters Squadron and a Miami native, shakes hands with Mark Graham, a retired Army major general, during the Heroes and Healthy Families Leadership Awareness Conference at the Bob Hope Theatre aboard Marine Corps Air Station Miramar, Calif., Sept. 12. Graham and his wife offered their support and kind words to any Marine who needed them during the conference.



Mark Graham, a retired Army major general, speaks about suicide as a photo of his sons is shown during the Heroes and Healthy Families Leadership Awareness Conference at the Bob Hope Theatre aboard Marine Corps Air Station Miramar, Calif., Sept. 12. Jeff, a 2nd lieutenant, left, who died when an improvised explosive device detonated while he tried to warn his platoon of the device in 2004. Kevin, right, a senior Army Reserve Officers' Training Corps cadet took his own life in June 2003 while studying to become an Army doctor at the University of Kentucky.

“Suicide, just the word makes you uncomfortable,” said Mark Graham a retired Army major general and motivational speaker. “We thought we had one of those Walt Disney families, where everything was just great all the time and things were good. Life was just fun and great. Our three kids went to the University of Kentucky together and even lived together in the same apartment. Kevin stopped taking his depression medication because he didn’t want the Army to know of his illness.”

Shortly after he stopped taking the medication, Kevin took his own life. Graham’s losses did not stop there. “After Kevin’s death, my wife and I dedicated ourselves to raising awareness about suicide and setting up suicide prevention programs across college campuses, while our daughter Melanie tried desperately to continue her studies at the university,” said Graham. “Our son, Jeffery, who recently graduated as an engineer at the University of Kentucky, was preparing for combat at the United States Army Base Fort Riley, Kan., as a 2nd Lt. to deploy with the Army’s 1st Infantry Division.”

Jeffery Graham was killed just eight months after his brother took his own life, leaving the Graham’s grieving for their lost sons. Despite thier grief the couple decided to do something positive and tell their sons’ stories to raise suicide awareness.

Marines from Marine Corps Air Station Miramar, Calif., attended a conference where speakers, like the Grahams, gave real-life stories instead of Power Point presentations.

During the Heroes and Healthy Families Leadership Awareness Conference, Marines learned about various topics: family violence, combat operational stress, suicide and sexual assault to substance abuse, adrenaline rushes and healthy relationships.

“After the first deployment [to Afghanistan] returned, we started noticing a very marked rise in the number of Marines coming into the court systems for a variety of things,” said the Honorable Pamela Iles, a retired Superior Court judge in Orange County, Calif. “We wanted Marines who come back from deployment, who may potentially have post-traumatic stress disorder, to have help dealing with those issues and know how to understand them without getting into legal trouble.”

With the help of the commanding general of Marine Corps Base Camp Pendleton, Iles offered to provide leadership awareness training aimed at keeping young Marines out of the judicial system. The general welcomed the idea, and together with the Marine and Family Services professionals at Camp Pendleton, the Heroes and Healthy Families program was born.

“We didn’t want their careers, families or possibly their lives lost because the Marines with PTSD weren’t educated on how to get better and avoid certain situations,” said Iles.

Within the program, now a conference that travels to different military installations, Marines are taught to walk away when they feel themselves assessing someone as a potential threat, to go running or to the gym or seek professional help instead of risking their lives or the life of the person who upset them.

Other speakers were the victims of substance abuse and sexual assault who spoke about how to get help, while other therapists instructed Marines and sailors on their own areas of expertise.

The final speaker at the conference was Master Sgt. Brad Colbert, the inspiration for the HBO special “Generation Kill.” He spoke about being an adrenaline junkie and finding less risky ways to combat those urges to do dangerous activities, like working out or getting enough sleep.

The message the speakers offered to the Marines seemed to sink in for Lance Cpl. John Stancil, a warehouse clerk with Marine Wing Headquarters Squadron 3 and a Belmont, Calif., native.

“I really liked Maj. Gen. Graham and his wife Carol’s speaking,” said Stancil. “A lot of what they had to say just hit home for me. Marines face so many things that can impact them [negatively] and I’ve heard so many stories of how Marines hurt themselves and it’s important to know the signs and what to look for in people so you can help them. I feel like I can see a lot more, now that I’ve had this training, and I may be able to save someone’s life.”

Marines work with civilian emergency department

Video created by Lance Cpl. Kevin Crist



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To submit a photo to The Flight Jacket, upload it to our Facebook page [HERE](#) or e-mail it [HERE](#).



For information on Marine Corps Community Services, events and announcements click the MCCS logo for their weekly newsletter.

For the Base Guide, click [HERE](#)

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1710
 MCCS
 05 SEP 2012

From: Commanding Officer
 To: Semper Fit Patrons

Subj: SEMPER FIT PROGRAM CHANGES/BUDGET CUTS

1. The Marine Corps will be experiencing significant fiscal changes in the coming months. The recent DoD budget report and guidance requires reduced overhead, limited travel, better inventory management, and reduced operational expenses and personnel costs through Fiscal Year 2017. As the Commanding Officer of Marine Corps Air Station (MCAS) Miramar, I must ensure that Marine Corps Community Services (MCCS) programs are in compliance with Department of Defense (DoD) policy and are operated in an economical, efficient, and businesslike manner.

3. The Commandant has set forth a reprioritization of funding to support behavioral health and transition readiness initiatives for active duty Marines. As such, each base will implement changes locally to institute the Commandant's priorities and live within some budget constraints. I believe that we have established the most effective means to manage changes to our Semper Fit program.

4. Commencing 1 October 2012 you will see changes in facility hours and fees established for group fitness, Mills Park rentals for private parties, recreational swim and lap swim. There will be no charge for active duty personnel or command sponsored events. We will offer new options such as personal training, nutrition workshops/clinics, and items for purchase at the fitness centers.

5. I will continue to evaluate programs, fees and revenue sources with the hope that further reductions or changes will not be necessary. Though these changes may create some hardships, every detail was given my full consideration. I am confident that our fees and hours of operation remain competitive with similar programs and services in the local community. I am well aware that changes such as these are difficult and I appreciate your continued patronage as we forge ahead.

J. P. Farnam
 J. P. FARNAM

NEW HOURS for Fitness Facilities

EFFECTIVE 10/1/2012

MIRAMAR SPORTS COMPLEX (MAIN GYM)

Monday - Friday 0430-2200
 Saturday/Sunday 0800-1700
 Holidays 0800-1700

SEMPER FIT CENTER

Monday - Thursday 0500-1900
 Friday 0500-1500
 Saturday 0800-1200
 Sunday/Holidays CLOSED

BARN FITNESS CENTER

Monday - Friday 0500-1400
 Saturday/Sunday CLOSED