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MWSS-273 Change of Command

SWEATHOGS

MWSS 273

story and pictures on page 4

Photo by Cpl. Brady Wood

Lt. Col. William Kohmuench, the outbound commanding officer of Marine Wing Support Squadron 273, receives the colors from Sgt. Maj. Lee Wunder, the MWSS-273 sergeant major, during the transfer of the colors portion of the change of command ceremony, June 21.

health fair

sweeps through Parris Island

Story by Cpl. Rubin J. Tan
 Staff Writer

Marine Corps Community Service's Semper Fit Health Promotion Program held a Health and Wellness Fair at the All Weather Training Facility aboard Marine Corps Recruit Depot Parris Island, June 19 and 20.

The fair provided Marines with the opportunity to be informed about health information regarding common preventable diseases, injury prevention, nutrition and more.

Mandatory annual briefs were also held at the fair such as alcohol awareness, drug prevention and suicide prevention to help Marines meet annual requirements.

SEE HEALTH PAGE 5

Photo by Cpl. Rubin J. Tan

Sgt. Rachid Alcala, a 3rd Battalion India Company drill instructor, navigates through an alcohol impairment simulation during the Health and Wellness Fair aboard Marine Corps Recruit Depot Parris Island, June 19.

Air Station participates in 'Bold Quest' 2013

Story by Drew C. Wilson
 Havelock News

CHERRY POINT — Air, land and sea assets from the United States and 10 other coalition nations wrapped up more than two weeks of joint operations as part of Bold Quest 13-1 last Friday.

Members from all of the United States armed services as well as elements from Denmark, Finland, France, Germany, Italy, Japan, Norway, Sweden, Turkey and the United Kingdom participated.

"We know Cherry Point is good because we've been here before and have sampled this hospitality and fortunately they were great," said John Miller, Joint Staff Bold Quest Operational Manager. "It was the littoral environment, the operating areas and the basing support. Testing is not what they do, which makes it even more amazing."

SEE BOLD PAGE 5

Centcom Undertakes Massive Logistical Drawdown in Afghanistan

Story by Donna Miles
 American Forces Press Service

TAMPA, Fla., – Two years ago, as commander of U.S. Forces-Iraq, Army Gen. Lloyd J. Austin III was marching against a strict Dec. 31, 2011 deadline to complete the largest logistical drawdown since World War II.

Army Sgt. Andrew Markley, materiel redistribution yard non-commissioned officer for Forward Operating Base Sharana, helps move containers at his facility. U.S. Army photo by 1st Lt. Henry Chan

It was a mammoth undertaking, involving troop redeployments and equipment retrogrades that had peaked at the height of coalition operations in 2007 and 2008. At that time, the United States had 165,000 service members and 505 bases in Iraq – all packed to the gills with everything from weapons systems and computers networks to bunking and dining facilities.

Austin had to reduce the force to zero, collaborating with U.S. Central

SEE CENTCOM PAGE 6

Race Across America comes to an end

page 10



MESS HALL MENU

Monday - Friday
Breakfast: 6 - 7:30 a.m.
Lunch: 11 a.m. - 12:45 p.m.
Dinner: 4 - 6 p.m.

Saturday, Sunday and holidays
Brunch: 8:30 - 11 a.m.
Dinner: 4 - 6 p.m.

MIDRATS

Sunday - Thursday
11:30 p.m. - 1 a.m.

Takeout Window Hours:

Breakfast - Mon. - Fri. 7:30 a.m. - 11 a.m.
Lunch - Mon. - Fri. 12:45 p.m. - 4 p.m.
Dinner - Mon. - Fri. 6 p.m. - 8 p.m.

Saturday

Lunch

Pork loin and mixed vegetables

Dinner

Grilled steak and asparagus

Sunday

Lunch

Roasted chicken and vegetable blend

Dinner

Fried fish and tator tots

Monday - Friday Breakfast

Hot farina, hot hominy grits and oven fried bacon

Monday

Lunch

Steak sandwich and squash

Dinner

Spaghetti and fresh broccoli

Tuesday

Lunch

Fried catfish and roasted zucchini

Dinner

Pot roast and sweet sour greens

Wednesday

Lunch

Pork loin and broccoli

Dinner

Beef brisket and vegetable stir fry

Thursday

Lunch

Jerk chicken and roasted vegetables

Dinner

Pork scaloppini and mixed vegetables

Friday

Lunch

Glazed salmon and cauliflower

Dinner

Pork roast and fresh broccoli

CHAPEL SERVICES

Roman Catholic

- 9:00 a.m. - Sunday Mass
- Confession takes place before Mass

Protestant

- 9:45 a.m. - Protestant Church School (Sunday School)
- 11 a.m. - Protestant Sunday Worship Service (Children's church is also available at this time)
- 5 p.m. Wednesday - Protestant Bible Study

Lutheran

- 8:30 a.m. - Sunday Holy Communion Service in the Small Base Chapel

Other Faith Groups

- For Jewish, Mormon and Islamic support, contact the Chaplain's Office at 228-7775

Other Programs

- Monday, Wednesday, Friday Alcoholics Anonymous - 11:15 a.m. - 12:15 p.m.

Mission Assurance

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Hotlines

MCAS Beaufort Station Inspector	228-7789
Sexual Assault Response Coordinator	228-6904
Force Protection information and concerns	228-6924
PMO Dispatch	228-6710
Severe Weather and Force Protection	1-800-343-0639

Sexual Assault

The contact number for a Uniformed Victim Advocate is 592-0646. This number can get you in contact with a UVA 24 hours a day.

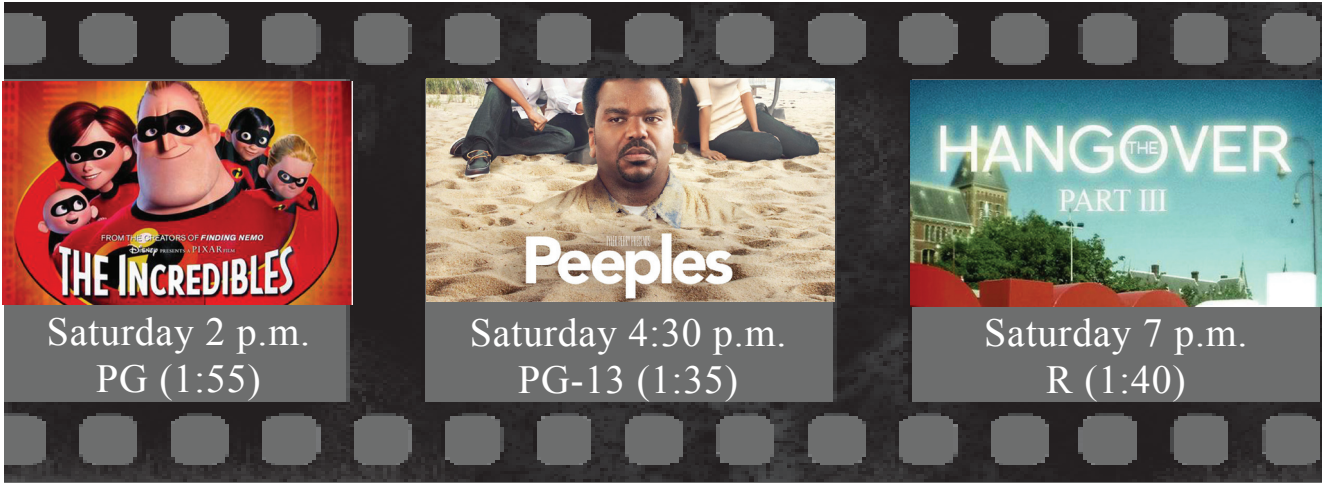
Fraud,Waste and Abuse

If you know of or suspect any fraud, waste or abuse aboard MCAS Beaufort, call 228-7777.

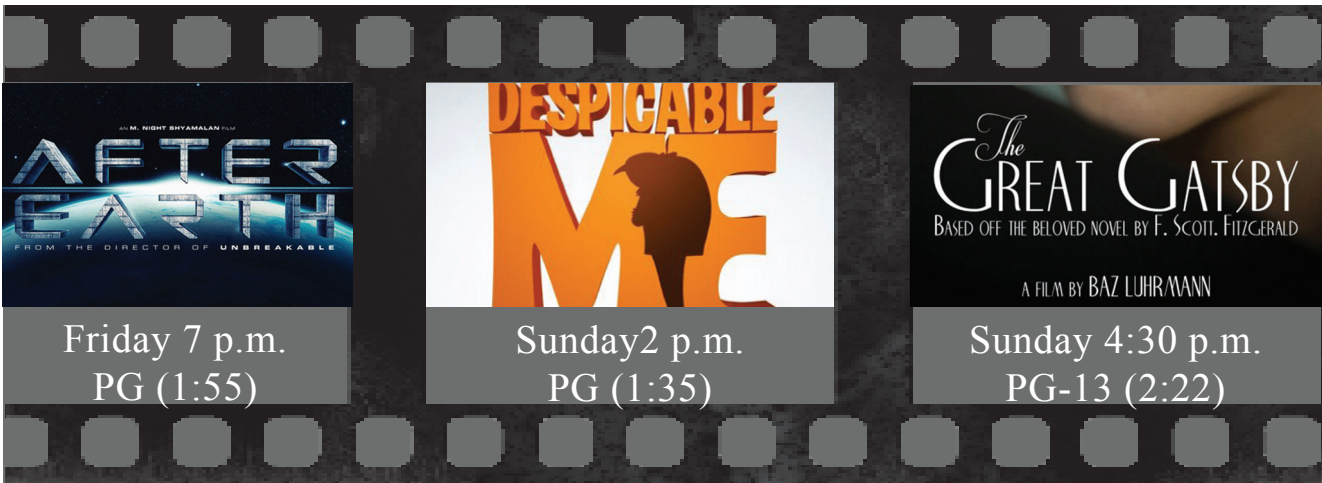
If you know of or suspect any fraud, waste or abuse within MAG-31, call (252) 466-5038.

The automated answering service on these lines are available 24 hours a day.

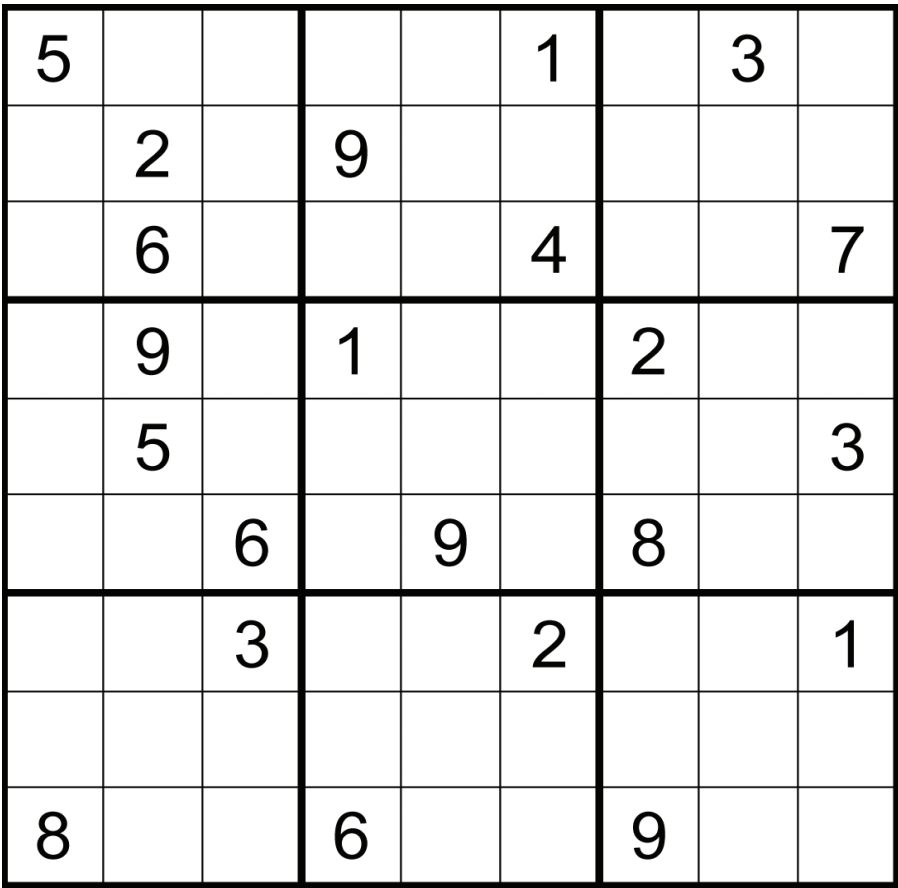
MCAS Beaufort Movie Schedule



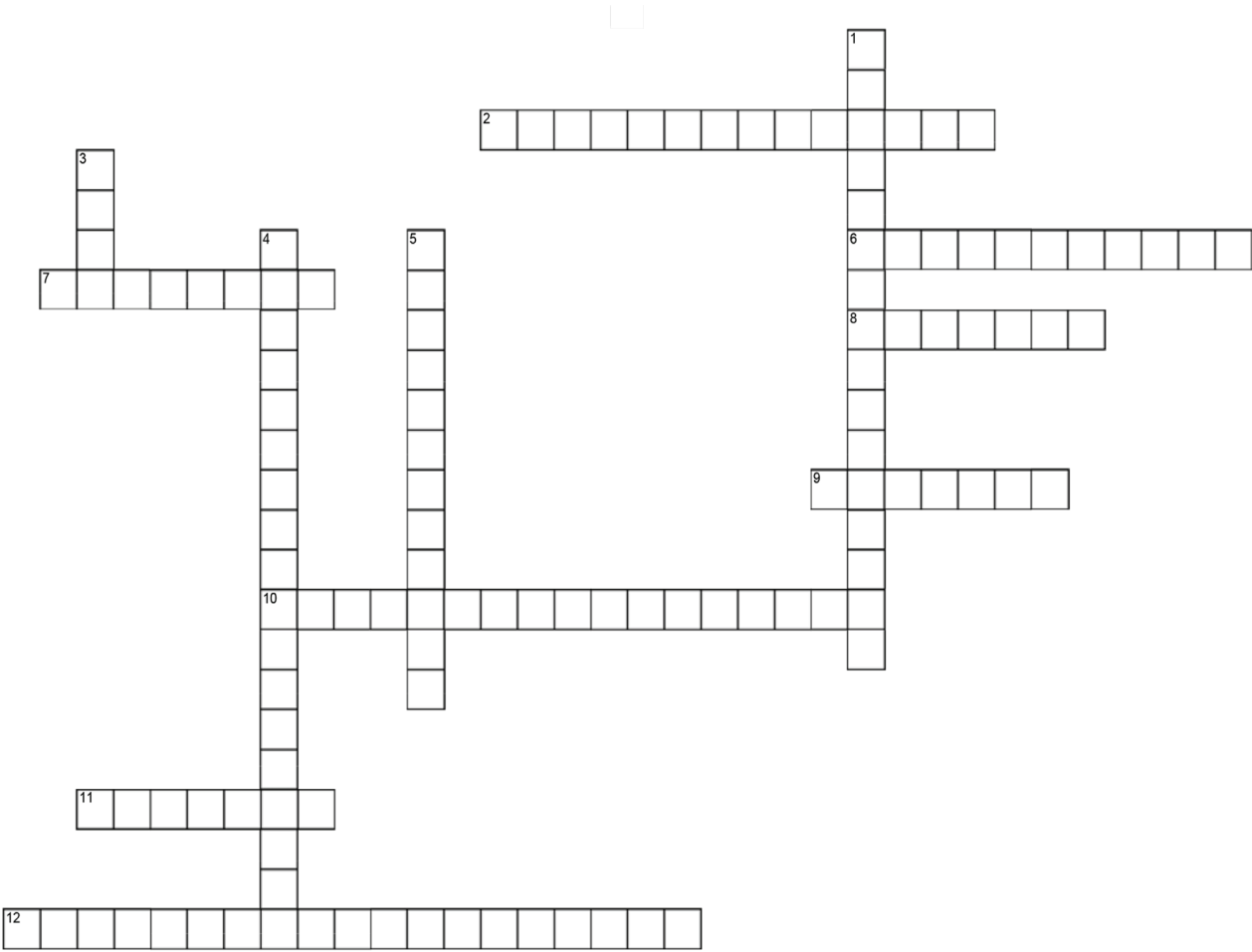
MCRD Parris Island Movie Schedule



Sudoku



Answer key will be available on facebook.com/MCASBeaufort, July 3.



ACROSS

DOWN

2 Two offensive techniques used with a knife

6 First amphibious assault after WWII took place where

7 Safe distance from a depleted uranium hazard

8 Name one type of liberty

9 3rd Marine Aircraft Wing is located where

10 Marine who said "Retreat hell! We just got here!"

11 What is the second type of liberty

1 What is the official mission of the Marine Corps

3 Year the USMC motto changed Semper Fidelis








4 who adopted the EGA

5 The Marine Corps Mascot is named after what man

Answer key will be available on facebook.com/MCASBeaufort, July 3.

Tri-Command Weather

7 Day Forecast

			High / Low (°F)	Precip. %
Fri Jun 28		Scattered T-Storms	92°/78°	50 %
Sat Jun 29		Scattered T-Storms	86°/76°	40 %
Sun Jun 30		Scattered T-Storms	85°/76°	60 %
Mon Jul 01		Scattered T-Storms	85°/76°	60 %
Tue Jul 02		Scattered T-Storms	84°/75°	60 %
Wed Jul 03		Scattered T-Storms	84°/76°	40 %
Thu Jul 04		Scattered T-Storms	85°/76°	60 %

Forecast according to weather.com

Happenings

- The Exceptional Family Member Program is slated to hold modified swim lessons at the Laurel Bay pool from 9 - 10:30 a.m., July 3. For more information, contact Yucel Henderson at 228-3849/2041 or by email at yucel.t.henderson@usmc-mccs.com
- Elliott Elementary School is slated to host the Seamless Summer Feeding Program Monday through Friday at the school’s cafeteria July 1 – 26 from noon – 1 p.m. The program will be closed July 4-5. For more information call 846-6982.
- Marine Corps Community Services is scheduled to hold a Coping with Work and Family Stress class from 8 - 9:30 a.m. at Bldg 807 room 24 aboard the Air Station, July 2. For more information or to register, call 228-1582 or email Jesse Gavigan at gaviganjwj@usmc-mccs.org
- Marine Corps Family Team Building is slated to hold a Hearts Apart Support Group at the MCFTB House located at 487 Laurel Bay Blvd. from 10 a.m. - noon every friday morning. For more information, call 228-7311.
- Marine Corps Community Services is slated to hold a Spouses Bunco night from 6 - 9 p.m. at Afterburners, July 5. To register, contact Ashley McCartney at 228-7311 or Nicole Shea at 228-6793. Free childcare is provided.
- The photocopying of U.S. Government identification cards is a violation of Title 18, U.S. Code Part I, Chapter 33, Section 701 and punishable by fine and imprisonment.

Brain Teaser

What seven-letter word has hundreds of letters in it?

Answer for this week’s brain teaser will be on facebook.com/MCASBeaufort, July 3.

Lost and Found

Cmdr. Dean L. Hoelz
Command Chaplain

Last year, while I was stationed in Iwakuni Japan, I had to travel to the Naval Hospital in Yokosuka for a series of medical test. It was my first time in Yokosuka. Since there was not any room available on base, I stayed at the Central Hotel in town. I arrived late Sunday afternoon and decided to walk to the Navy Base for some leisurely exercise. As I walked I made mental notes along the way of all the important landmarks because I planned to walk back later that evening. Well, evening came and I stared my walk back to the Central Hotel.

As always, everything looks different at night. The landmarks which I thought I could easily identify were in fact, hard to spot. After about an hour, I saw what I though was the same tunnel I had walked through on my way to the base; this brought me momentary relief, until a short distance later I saw two other tunnels, going in different directions. It was now 9:30pm, shops were closed and the streets were nearly rolled up. The upside to all this was I was getting some exercise the downside was, I was lost, completely lost. I should mention my Japanese language skills are even worse than my navigational skills.

After much hesitation, I con-jured up the courage to stop at a 7/11 store and made a paltry attempt to ask for directions in Japanese to the Central Hotel. I think the lady at the counter asked if I was taking a taxi or a bus, I’m still not sure. I explained by

means of hand gestures and a few Japanese phrases that I was walking. The look on her face told me one of two things; either she didn’t understand me or she couldn’t believe I was walking that far. After she made a few inaudible grunts she drew a map for me. We both walked outside to the front of the store. She oriented the map in her hand and began to explain with hand signals where I needed to go.

“Trust in the Lord with all your heart, and lean not on your own understanding; in all your ways acknowledge Him and He shall direct your paths.”

Proverbs 3:5-6

As I politely listened there was an annoying voice in my head saying, “I’m wasting my time.” I tried to ignore it as she spoke. In the middle of her monologue, a gentleman and his daughter were standing nearby on the curb next to their van watching us. I could tell they were half way listening to our conversation and slowly they walked over. They spoke with the store clerk and at the end of their conversation, bows and smiles were exchanged, and the father and daughter motioned with their hands inviting me into their van. I felt a sigh of relief as I got into the van. The daughter used the van’s GPS to locate the Central Hotel and in about fifteen minutes we arrived safely at my destination. All I could say was “Arigato Gozaimas,” thank you repeatedly; I wish I could have said more.

I like to think that I have a good sense of direction, but I don’t. I like to believe that I know where I am going and that I can always find my way, but I cannot. As I’ve gotten older, I’ve learned to stop when I am lost, confused or uncertain and ask for help. When I was younger asking for help seemed impossible, but with age and the mis-steps that come from life’s experience, asking for help comes much easier today. I’ve had to develop some degree of courage and humility and both take allot of practice. Getting lost is easy; stopping to ask for help is hard.

During my life’s journey, I’ve learned I need the right people in my life to sometimes literally take me by the hand and lead me. I’ve learned sometimes that my ways and my paths don’t always get me where I need to go. In fact, some of my best ideas and best made plans have gotten me completely lost in a world of self-made frustration, bitterness, resentment, fearfulness, anxiety etc. Life is a daily journey and I continue to be reminded that when I am willing to pause even if it is only to step inside a 7/11, God always seems to send the right person into my life, take me by the hand and set me on the right path.

So the bottom line is this; if you find yourself on an unfamiliar path, if you cannot interpret the signpost along the way, if you have gotten lost on life’s journey, then pause and ask the One who directs all things for help. You may be surprised who God places in your life, to lead, guide and bring you safely home. Amen.

High Shooter

Gunnery Sgt. J.O. Hunt
H&HS

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Weather Advisory

Effective June 1 MCAS Beaufort will be in Tropical Cyclone Condition V for Hurricane season until Nov. 30. There are currently no threats. This year will be an extremely active season. Colorado State University is predicting 18 named storms and National Weather Service is predicting 18-20 named storms.



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Sweathogs say farewell to CO

Cpl. Brady Wood
Staff Writer

Marines and sailors with Marine Wing Support Squadron 273, gathered for a change of command ceremony at the MWSS-273 parade deck, June 21.

During the ceremony, Lt. Col. William Kohmuench relinquished command of MWSS-273 to Lt. Col. James Stone.

"Events like this don't get put together in a week," said Kohmuench. "It takes a significant effort from the Marines that are marching in front of you, to the Sweathogs that are running behind the scenes and to the band that demonstrates routine excellence during the summer change of command polluted season."

During his remarks, Kohmuench informed the audience just how pleasurable it has been to serve with MWSS-273, also known as "Sweathogs."

According to Kohmuench, during their last deployment the Sweathogs received a 98 percent in two aircraft recovery assessments and within 36 hours of receiving a call of a MV-22B Osprey had gone down, a contingent of MWSS-273 Marines were already heading out for the job.

"For three days our Marines worked under the Osprey even though it was spewing hydraulic fuel," said Kohmuench. "In the end, we were able to fly the Osprey out

of the zone in which it landed."

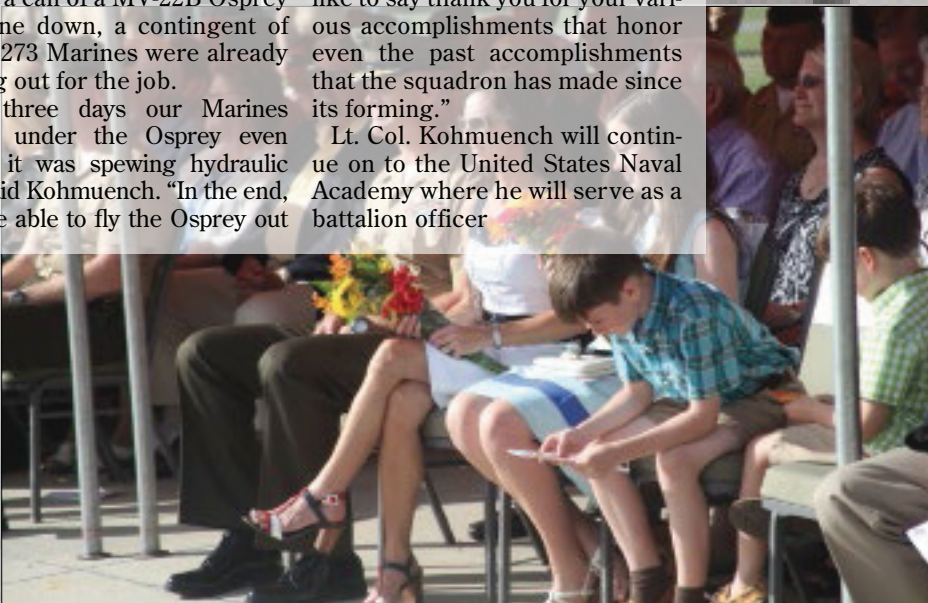
Over the course of their last deployment, MWSS-273 provided uninterrupted aviation ground support and planned, staffed, and executed critical projects on tight timelines in unforgiving environments to 3rd Marine Aircraft Wing (Forward) at seven different locations. The squadron executed two aircraft recoveries, numerous combat logistics patrols and constructed an air-site at Combat Outpost Shukvani, Afghanistan.

Marine Wing Support Squadron 273's assigned mission is to provide all essential aviation ground support to a designated fixed-wing component of a Marine Aviation Combat Element and all supporting or attached elements of the Marine Air Control Group.

The new commanding officer of MWSS-273, Lt. Col. Jeff Stone, addressed the audience at the change of command ceremony.

"I would like to thank the Marines of MWSS-273 for their continuous good work," said Stone, a native of Wytheville, Va. "I would like to say thank you for your various accomplishments that honor even the past accomplishments that the squadron has made since its forming."

Lt. Col. Kohmuench will continue on to the United States Naval Academy where he will serve as a battalion officer



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HEALTH

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“Having a Health and Wellness Fair keeps your Marines informed on the latest information and should encourage them to live healthy lifestyles while allowing them to ask questions relating to health education,” said Kathy Williams, MCCS health promotions coordinator. Representatives from Beaufort Memorial Hospital and the Beaufort County Alcohol and Drug Abuse Department also attended the fair to educate Marines. One station at the fair included a tricycle course for participants to navigate through while wearing goggles to simulate the effects a person would experience after consuming alcohol. “While under the effects of alcohol you don’t notice how impaired you are which is why it can lead to Ma-

rines making bad decisions,” said Sgt. Rachid Alcala, a 3rd Battalion India Company drill instructor and native of Brownsville, Texas. “The goggles allow Marines to experience the effects of alcohol, which can ultimately help them make the right decisions in the future.” Each year the Semper Fit Health Promotion Program holds a Health and Wellness Fair for Marines and sailors in the Tri-Command area. “It’s important to do something different each year at the fair because Marines are always changing and adapting, which makes our goal to continue to present to them something new and interesting,” said Williams, a native of Princeton, W.VA. For more information about the Health and Wellness Fair contact Kathy Williams at 228-7616 or visit a fitness center aboard Fighertown or Parris Island to speak to a trainer.



BOLD

continued from page 1

ing how they adapted to incorporate this with their training mission here and everything else that goes on.” The air station hosted more than 600 of the 1,300 participants in the operation, which involved the entire East Coast and other bases as far west as Oklahoma. Up to 1,500 personnel from Cherry Point participated in addition to that including EA-6B Prowlers, AV-8B Harriers, AH-1 Cobras, UH-1 Hueys and F/A-18s from the 2nd Marine Aircraft Wing. “We began our process looking at what are the core assessment objectives which drives you to where the best environment, the best venue, to achieve your objectives, and obviously. We needed a littoral environment. We look at where the forces are,” Miller said. Cherry Point happens to be located near the home port of two Navy ships participating in the operation, which made it less costly to steam the vessels into position off the North Carolina coast to participate, Miller said. “We go through a process of asking the Marine Corps if we can have access to these venues and it starts at the very top and before long we’re in touch with the guys down here and they’re just doing everything we could ask them for,” Miller said. One of those guys was facilitating the venue was Capt. Douglas Pugh, operations officer for Marine Wing Support Squadron 271, who dealt with a lot of

the aviation ground support and logistics at Bogue Field. “We provided things like power generation, air conditioning services, fuel services for both ground equipment as well as aviation equipment, tents and then some facilities support,” Pugh said. “We didn’t have too many problems working with coalition forces. Many of us have worked with coalition forces and armies before and have somewhat of an institutional knowledge on dealing with this.” Capt. L.M. Larson, with HMLA-467, flew an AH-1Y Cobra up to the Air Force Bomb range in Dare County and worked with Italian controllers on the ground shooting 20 mm cannon and rockets. “It was good to work through some of the procedures and language barriers over the radio. Language has not been a great hurdle. The first attack probably took five times longer than the last attack so there’s a margin of improvement in our communication over the radio,” Larson said. One of the larger purposes of the exercise was fine tuning the friend or foe identification system between U.S. and other coalition forces in order to avoid the possibility of fratricide, or friendly fire casualties. Capt. Nicholas Cruz, from Marine Air Control Squadron 2, said air and ground assets use radar to communicate and identify each other. “It’s a way for me to interrogate his aircraft with my radar and then his aircraft sends a response back that says I’m a good guy,” Cruz said. Cruz said that joint and coalition forces in the exer-

cise spent time testing new and old systems to make sure they were communicating properly. F-15s and F-16s from Shaw AFB, F/A-18s from MCAS Beaufort and Navy F/A-18 from NAS Pax River as well as Cherry Point Prowlers and Harriers were in the air communicating by radar with Italian Air Force Tornado jets and German transport aircraft. Our job was to defend the east coast and we did a pretty good job. Most of the bad guys got killed,” Cruz said. “We did alright.” With so many planes in the air, it can be tough to sort them out, especially in a fast moving battle situation. “You’ve got good aircraft and bad aircraft playing a role and once they get mixed up, the Mode 5 will help us identify who of those are friendly and who of those are enemy as they separate. At the end of the day, it cuts down on fratricide,” said Major David Wilkerson, operations officer for MCAS Cherry Point. Capt. David R. Thomas, of MWSS-271, who is airfield operations company commander and site commander at Bogue Field, said that during Bold Quest there were 30 to 40 additional aircraft operations daily that are not typically part of standard operations there. “There’s always a level of nervousness going to work with a group of strangers that you’ve never worked with before so getting to see them ahead of time and learn how they are and what’s normal for them and what they’re customs are definitely greases the skids for us so when we do work together in the future we kind of lose that apprehension and nervousness of not knowing,” Thomas said.

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CENTCOM

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Command to determine whether equipment should return to the United States or be transferred to the Iraqis or sent to Afghanistan to support the war effort there.

Centcom, in lockstep with U.S. Transportation Command and its service components, redeployed the 60,000 troops who remained in Iraq at the time and more than 1 million pieces of equipment ahead of their deadline.

Then-Defense Secretary Leon E. Panetta, commemorating the end of America's military mission in Iraq at a mid-December 2011 ceremony in Baghdad, praised Austin for conducting "one of the most complex logistical undertakings in U.S. military history."

"Your effort to make this day a reality is nothing short of miraculous," Panetta told Austin.

Today, as the Centcom commander, Austin is facing an even more-daunting challenge as he carries out a larger, more complex drawdown operation, in Afghanistan.

Afghanistan's geography, weather and security situation and its limited transportation infrastructure present bigger obstacles than planners ever faced in Iraq, Scott Anderson, Centcom's deputy director for logistics and engineering, said during an interview at the command headquarters at MacDill Air Force Base here.

Also, there's no other combat operation to transfer the mountain of logistics to. Everything has to be transferred to the Afghans, sold to a partner nation, destroyed so it doesn't fall into the wrong hands, or returned to the United States, Anderson noted.

First and foremost among the challenges is Afghanistan's landlocked location. There's no ready access to a seaport, and no Kuwait next door, providing an initial staging point for retrograde operations as it did during the Iraq drawdown.

"Kuwait was our 'catcher's mitt,'" Anderson said. "If you were to ask me how long it takes to retrograde out of Iraq, I would say as long as it takes to get across the border to Kuwait."

In contrast, there's no similar "catcher's mitt" for Afghanistan, he said. "Leaving Afghanistan, you can't just go next door to Pakistan or up into Uzbekistan and park. Once the movement begins, you have to keep moving, and the velocity continues until [the shipment]

gets home to the U.S."

Outgoing shipments – about 1,000 pieces of rolling stock and more than 2,000 cargo containers per month – are moving primarily by air or through ground routes across Pakistan, Eastern Europe and Western Asia known as the Northern Distribution Network, Anderson reported.

When flying equipment out from Afghanistan, "multimodal transport" is the most-favored option. It involves an initial movement to one country, usually by air, then a transfer to another conveyance such as a ship for the rest of the trip.

The shortest and least-expensive ground routes out of Afghanistan pass through Pakistan to its port in Karachi. Centcom and Transcom used the "Pakistan ground lines of communication" for about 70 percent of Afghanistan-bound shipments until the Pakistan government abruptly closed them in November 2011 for seven months over a political dispute, Anderson said.

That forced the United States to make greater use of the Northern Distribution Network, an elaborate network of rail, sealift and trucking lines established in 2009, to sustain forces in Afghanistan, he said. It continues to provide about 80 percent of all sustainment operations.

With agreements in place to channel an ever-increasing amount of retrograde cargo through Pakistan, Anderson said Centcom is satisfied that it has ample capacity to support the drawdown.

But recognizing lessons learned, he said the United States wants to keep every possible exit route open to ensure no single "point of failure" can disrupt the effort. "If you lose a route, you lose capacity," he said. "So you keep your options open. That's why we look to maintain redundant routes and we want to keep those routes 'warm' by using them."

Yet for now, only about 4 percent of retrograde equipment is flowing through the Northern Distribution Network.

One reason, Anderson explained, is that the vast majority of U.S. forces now are operating in eastern Afghanistan, which is closer to Pakistan than the NDN. "The majority of our cargo simply isn't leaving the northern part of Afghanistan," he said.

To get it across Afghanistan to the NDN involves crossing the towering Hindu Kush mountain range – a logistical challenge that becomes monumental during the winter months.

But there are other complications to making greater use of the Northern

Distribution Network, particularly for many of the shipments that initially entered Afghanistan via Pakistan or by air, Anderson explained.

Some of the physical infrastructure simply can't accommodate the heavy equipment being moved. Many of the countries involved have strict rules about what kinds of equipment can and can't transit through their territory – with particular objection to weapons systems and combat vehicles. In some cases, nations will allow these shipments to cross into their borders – but only if the contents are covered.

"For retrograde, we have had to renegotiate agreements with all the Central Asian nations" that make up the Northern Distribution Network, Anderson said. "It may not be as viable as route as we would like, but the bottom line is, we need it."

Anderson said he's optimistic that the retrograde is on schedule to meet President Obama's directive that the current force – about 60,000 – reduce to 34,000 by February.

"Between now and February, we are going to have a substantial amount of cargo move," he said. Calling the February deadline "achievable," he called it an important milestone toward the Dec. 31 deadline.

Meanwhile, Centcom leaders recognize the operational requirements that continue in Afghanistan, including upcoming elections next spring.

"Some of the equipment that we would otherwise be retrograding must remain because there is an operational imperative there," Anderson said. "So in everything we do, we are working to maintain this balance between operations going on in Afghanistan – folks who need their vehicles and equipment – and our ability to retrograde."

Emphasizing that Centcom will continue to sustain forces on the ground throughout drawdown operations, An-

derson said signs of the transition underway will become increasingly evident over time.

U.S. bases, which once numbered more than 600, are down to about 100, some closed but most now transferred to the Afghan National Security Forces. Much of the equipment is being shared as well, although strict U.S. laws dictate what kinds of equipment can be transferred to the Afghans or any other partners, Anderson noted.

There's another consideration to weigh: leaving equipment the Afghans can't maintain over the long haul does them no good. "If we know there will be challenges in maintaining what we give them, then giving them more equipment is not going to help," Anderson said.

Meanwhile, Centcom will strive to maintain the highest quality of life for U.S. forces on the ground throughout the drawdown, he said.

One seemingly small change, however, is sending a big signal of what's ahead. Rather than three hot meals each day, U.S. forces in Afghanistan are now getting Meals, Ready to Eat for their mid-day rations.

The idea, Anderson explained, is to use up what's already available in the theater, particularly when shipping it home costs more than it's worth.

"Every day, [Marine] Gen. [Joseph F.] Dunford [Jr., commander of U.S. and International Security Assistance Force troops in Afghanistan], sits down at lunch like everyone else and eats his MRE," Anderson said. "It sets a tremendous example." In a small way, he said, it sets the tone for the entire drawdown process.

"We are doing the drawdown in a balanced way, and with concern about the taxpayers' money," Anderson said. "We want to do this in the most economical, most efficient way possible, without causing excess or waste."



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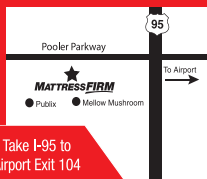
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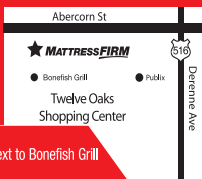
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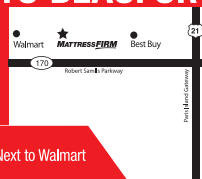
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Parris Island Marine band headlines 4th of July celebration

Cpl. Sarah Cherry
Staff Writer

The Parris Island Marine Band is scheduled to perform at the Port Royal Independence Day Celebration at Sands Beach on July 4. The band will begin at 7:30 p.m. before the fireworks kick off at 9 p.m.

Staff Sgt. Christopher Boice, a musician with the Parris Island Marine Band, sees performing as a chance to put the Marine Corps' best foot forward.

"We get to go out and show the world what the Marine Corps represents all the time," said Boice.

The band is also set to demonstrate their abilities at the 58th Annual Beaufort Water Festival in the Henry C. Chambers Waterfront Park on July 19 at 7 p.m. and 8:30 p.m.

Some junior members of the band look forward to finally showing off the results of hours of grueling practice at both events.

"I'm very excited to do my first gig," said Lance Cpl. Kevaghn Burney, a musician with Parris Island Marine Band.

Burney said that though the hours and difficulty of the Parris Island Marine Band are much more strenuous than the school bands he was in prior to the Marine Corps, the results make the practice worthwhile.

"I enjoy performing because I like music," said Burney. "It makes the job more fun."

For more information on the Parris Island Marine Band, visit their website at <http://www.mcrdpi.usmc.mil/band>.



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Tough Riders cycle into the Storm

Lance Cpl. Brendan Roethel
StaffWriter

ULYSSES, Kan. - An eerie whistle filled everyone's ears as the skies opened up, sending heavy winds and rain to the hollow Kansas village.

After four days of cycling, covering 1,350 miles between the eight cyclists on Team Walter Reed Bethesda, their goals were jeopardized when they learned a tornado warning was in effect and could threaten their transcontinental journey, during the 32nd Annual Race Across America, June 23.

The race started in Oceanside Calif., June 15, and goes across the country to the finish line in Annapolis, Md. Service members from Marine Corps Air Station Beaufort are working to support Team Walter Reed Bethesda, as the team competes in the worlds most challenging bicycle race. The team consists of all combat wounded veterans that were treated at Walter Reed Hospital in Bethesda, Md.

As the storm first started ravaging the quiet Kansas village, locals began to seek refuge in their homes. Stores closed as winds swept the community at 50 miles per hour and rain began flooding the roads. The team's military characteristics of never giving up and determination were revealed as they decided to continue on with the race.

"We have come too far to take a break because of a little drizzle," said Keola Dietz, a wounded warrior and cyclist for Team Walter Reed Bethesda from Kaneohe, HI. "We have gone through the heat of Arizona, to the rains and winds of this storm. This team can officially say we cycled through hell and high water together. It's surreal."

The racers and crew are always working to be able to fight through the elements while ensuring safety is kept as priority number one, said Staff Sgt. Dexter Williford, a crew member for Team Walter Reed Bethesda and a section leader for Aircraft Rescue and Fire Fighting aboard MCAS Beaufort. Everyone is working toward a common goal and in order to meet it the team must keep in mind that safety is priority number one.

To make sure the race could go on safely, the racers were followed by vehicles to make sure that other vehicles would not run into them, and shorter distances were traveled by each rider.

By the next morning the roads were dry and the sun was shining as if the storm never happened, and the cyclists mounted their two wheeled chassis and road into the break of dawn.



Leaving with more than just a medal

Stories by Lance Cpl. Brendan Roethel
StaffWriter

ANNAPOLIS, MD. - Team Walter Reed Bethesda rolled into Annapolis, Md. as they completed the world's toughest endurance bicycle race, the Race Across America, June 23.

The annual 3,000 mile transcontinental race began in Oceanside, Ca. and covered 3,000 miles, taking roughly six to eight days to complete. The racers completed roughly 375 to 500 miles each day during their journey.

Team Walter Reed Bethesda, which is supported by service members from Marine Corps Air Station Beaufort, is comprised of all combat wounded veterans from Walter Reed Hospital in Bethesda, Md., striving to complete a task that most people would not face. The mission of Team Walter Reed

Bethesda is to take wounded warriors and give them an opportunity to set goals and strive to surpass them. The race also serves to keep their competitive nature and warrior spirits alive.

"I have made so many friends during this trip," said Staff Sgt. Dexter Williford, a crew member for Team Walter Reed Bethesda and a section leader for Aircraft Rescue and Fire Fighting aboard MCAS Beaufort. "Race Across America has brought me closer to not only the cyclists but the military community as a whole. It has opened my eyes to what these veterans go through on a daily basis and what they can accomplish with a little team work."

For the cyclists and crew members, the race provided an opportunity to build lasting

relationships with each other that will last well beyond the finish line. This especially helps the wounded warriors, that after getting medically processed out of the military lose the sense of brotherhood and belonging they had when they served alongside their comrades.

"This race has been a great way for me to get out and meet a new challenge with my fellow wounded brothers at my side," said Justin Gaertner, a racer and wounded warrior with Team Walter Reed Bethesda from Tampa, FL. "I know there have been some rough spots along the way but we beat this thing together. I can't wait to see where we all go from here, and I look forward to staying in tough with and maybe even cycling with my team in the future."



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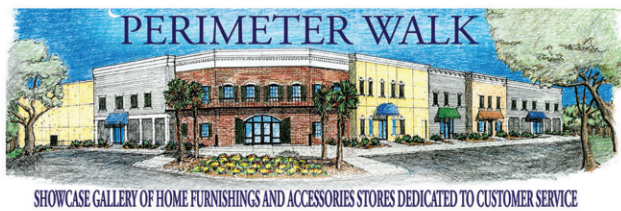
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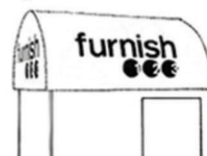
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MAG-24 conducts max launch

MARINECORPSAIRSTATIONKANEOEHE BAY – Marines with Marine Aircraft Group 24 operated a total of 12 mission capable helicopters at once during a “max launch” from Marine Corps Air Station Kaneohe Bay, June 13, 2013.

MarineLightAttackHelicopterSquadron 367 and Marine Heavy Helicopter Squadron 463, from MAG-24, prepared four UH-1Y Hueys, four AH-1W Super Cobras and four CH-53E Super Stallions for liftoff.

The MAG-24 Marines prepared weeks in advance before any aircraft could depart at noon for the max launch. The morning of the max launch, they topped off the fuel and conducted the usual safety checks before flying.

The 12 helicopters took flight at noon from runway 04 and headed out over the ocean. The helicopters flew over Kaneohe Bay, Marine Corps Base Hawaii, Nuupia Ponds and along the coast of the Windward side of Oahu and over to the Hawaiian island of Lanai. During the flight, the pilots practiced flying in formation. Many of the pilots have never flown with such a large number of aircraft.

al to the island of Lanai, the helicopters flew around the island and performed training exercise operations with each type of helicopter while working together as a unit on a large scale.

The mission took nearly two hours, and when the exercise was complete the formation headed back to the flight line.

“We are always pushing ourselves to be more proficient and perfect our aircrew readiness as much as possible,” said Capt. Gregory Watten, 28, the air mission commander for the max launch and native of Pasadena, Calif. “Overall it’s a great chance for us to see what we are good at and where we can improve.”



Marine Prepositioning Force: From ship to shore part 2

TWENTYNINE PALMS, Calif. -- The High Intensity Tactical Training Program arrived at the Combat Center’s West Gym and Fitness Center more than a year ago. Since then, it has helped Marines increase their strength, speed, core stability and flexibility. Now a new workout program at the Combat Center Training Tank aims to do the same in the water.

The Aquatics Maximum Power-Intense Training Program is a new in-water training program offered at the Training Tank for individual and unit training purposes.

AMP-IT, as it is called, was spawned from the Army’s Wounded Warrior Aquatics Exercise Program and is considered the aquatic counterpart of HITT. It challenges the cardiovascular system as much as running on land and allows Marines to take a break from physical training in the desert while still allowing them the fitness workout they desire.

The in-water physical training is a refreshing change in the regular workout regiment. As an added bonus, the program is non-weight bearing, which allows light or limited duty Marines to participate and remain physically active during recovery.

“This course is amazing because it’s that pivotal transition between a Marine coming off light or limited duty and the doctor saying he’s on full duty and that Marine actually being able to keep up with his fellow Marines,” said Gunnery Sgt. Stewart Brown, acting first sergeant, Headquarters Co., 7th Marine Regiment, after trying the program. “There was always a gap between there.”

The program conducts vertical exercises, as Opposed to swimming, and uses the pressure exerted by the water against the body for strength. This same hydrostatic pressure provides resistance against the chest walls, improving the efficiency of Marines in their ability to expand their chest and allow greater volumes of air to be inhaled.



Marine bulk fuel specialists provide crucial support for multinational exercise

Lance Cpl. Tiffany Edwards
4th Marine Aircraft Wing

COLD LAKE, Alberta – Under an overcast sky, amid the growing activity on the flightline, the last aircraft taxied to its allotted place among the fleet of F-15 and F-16 jets from around the world. A team of olive-green fuel trucks crept onto the tarmac, where fuel specialists and technicians quickly refueled the aircraft for the next operation.

These bulk fuel specialists with Marine Wing Support Squadron 471 out of Minneapolis provided flightline support during Exercise Maple Flag 46, May 27 – June 21. Maple Flag is the Canadian Royal Air Force’s multinational air combat training exercise.

According to Chief Warrant Officer 3 Scott Light, the bulk fuels officer in charge for MWSS-471 and a Minnesota native, the Marines’ main effort for Maple Flag was to provide aviation sup-

port, primarily fueling assets for the participating aircraft. With 15 different countries and so many aircraft taking part in the exercise, the participants would need all the support they could get from the Marines.

In addition to their fueling duties, the Marines of MWSS-471 at Maple Flag also worked in supply, administration, communications and aircraft-rescue and firefighting with the Canadian RAF for the duration of the month-long exercise.

Each day of the exercise, the Marine fuel specialists loaded up their dark-green fuel tankers and drove them onto the flightline alongside their bright-yellow Canadian counterparts to receive their assigned sectors of operation on the flightline.

Light said that Marines helped staff the flightline and another fueling point, called Four Wing Cold Lake distribution point, helping the Canadian RAF re-

ceive, process and distribute fuel supplied to the base.

According to Cpl. Krystine Nicol, a Canadian RAF fuel dispatcher, the Marines’ support was crucial to keeping up with Maple Flag’s operational tempo.

“The other countries have been very patient and diligent with us, because with high operational tempo, it can be very hard,” said Nicol. “For the Marines, I’m ecstatic. They have been awesome and have been doing very good work for us.”

Light described the opportunity as a win-win situation for the Marines and the Canadian RAF. Normally, the Canadian RAF brings in their own fuel trucks from across the country for Maple Flag. This year, they used MWSS-471’s fuel trucks to assist their own in exchange for an international training opportunity for the Marine unit.

The Marines were also able to participate in a forward air-refueling point exercise

in conjunction with the RAF. They set up a fueling outpost in a remote area for Canadian helicopters to land and refuel, simulating the fueling points that are used to keep rotary-wing assets fueled and in the air when they travel a long distance from a base.

“As far as joint exercises go, this is by far, in 20 years, the best experience I’ve had,” said Light. “Working with the Canadians is fantastic. They are very polite and very hospitable. Anything we have needed they have accommodated us. I think the Marines have received a good opportunity to work with various nations and to see how things are done internationally. It’s definitely been a good experience.”

The Marines of MWSS-471 also aided the Canadian RAF in supply, communications, administration and aircraft-rescue and firefighting, while building a bond and learning from their Canadian counterparts.

Vehicle maintenance strengthens ties with Jordanians

Cpl. Kyle N. Runnels
26th MUE

AL QUWEIRA, Jordan – Marines assigned to Combat Logistics Battalion 26 and Battalion Landing Team 3/2, 26th Marine Expeditionary Unit, conducted bilateral vehicle maintenance with the Jordanian Armed Forces during Exercise Eager Lion 2013 in Al Quweira, Jordan, June 13.

“We helped the Jordanians fix their M88A1,” said Gunnery Sgt. Jonathan Griffith, ordnance maintenance chief with CLB-26, from Idaho Falls, Idaho. “We helped replace two support rollers and we [worked together to] fix their damaged tracks. They had a damaged track block from an accident that occurred between their [M88A1] and one of their Challengers, but [together] we were able to get it operational [again].”

Initially the broken track block was going to just be replaced with a new one. After closer observations, the Ma-

lines at the site realized that they, alongside their Jordanian counterparts, could just tighten the tracks to increase the mobility of the vehicle.

Fixing this vehicle enhanced the capabilities of the JAF by increasing the abilities of their armored platoons.

“This vehicle can actually move now,” said Griffith. “They can now use it to tow, conduct winching operations, and take it out to support their Challengers.”

The knowledge the gunnery sergeant received years ago proved to be useful during this joint operation. Griffith said that when he was a junior Marine, even though limited, he received experience working on the M88A1. He said although the two vehicles, M88A1 and M88A2, look very similar, their operating system and evacuation system have few similarities.

Cpl. Joshua D. Knese, a St. Louis, native, and M88A2 Hercules operator assigned



to maintenance detachment, Combat Logistics Battalion 26, 26th Marine Expeditionary Unit, said they conducted the bilateral vehicle maintenance because the Jordanians wanted more training and experience on this particular vehicle repair. The knowledge of the two groups of soldiers together provided superior end results.

On top of helping repair their M88A1, the Marines with BLT 3/2, cleaned the V-Packs of the Challengers.

“We used compressed air to clean the V-Packs,” said Lance Cpl. Quinton Spence, M1A1 Abrams main battle tank loader, BLT 3/2. “It keeps dirt and debris out of the engine and prevents

damage to the turbines.”

At the end of the day, Griffith test drove the M88A1 to make sure the tracks worked properly and did not affect the steering of the vehicle. He said his Marines were proud to help and hopes the bilateral maintenance event further progresses the already strong bond between the two countries.

Exercise Eager Lion 2013 is a recurring annual exercise designed to strengthen tactical proficiency in critical mission areas, support long-term relationships, and enhance regional security and stability by responding to modern-day security scenarios.



Corps Shot

Cpl. Jonathan R. Waldman

A Marine from the 26th Marine Expeditionary Unit (MEU) dives during a swim call near the amphibious assault ship USS Kearsarge (LHD 3) upon conclusion of Exercise Eager Lion. Exercise Eager Lion 2013 is an annual, multinational exercise designed to strengthen military-to-military relationships and enhance security and stability in the region by responding to realistic, modern-day security scenarios. Kearsarge is the flagship for the Kearsarge Amphibious Ready Group and, with the embarked 26th Marine Expeditionary Unit, is deployed in support of maritime security operations and theater security cooperation efforts in the U.S. 5th Fleet area of responsibility.

Fightertown deployed:



MALS-31 Stingers
detachments are currently deployed supporting VMFA(AW)-533 and VMFA-122.



VMFA (AW)-533 Hawks
are currently deployed in the Western Pacific as a part of the Unit Deployment Program.



VMFA-115 Silver Eagles
are currently deployed to the Middle East to promote security in the region.



VMFA-122 Werewolves
are currently deployed in the Western Pacific as a part of the Unit Deployment Program.



MALS-31 Stingers
detachment is deployed to Afghanistan and is augmenting MALS-40 in support of Operation Enduring Freedom.

CORPS BITS



Marines provide lifesaving care after traffic accident

CAMP MUJUK, Republic of Korea – Five Marines returning from U.S. Naval Base Chinhae rushed to the aid of a motorist trapped inside a cargo truck after the fully loaded vehicle rolled over and skidded off the road near Chinhae, South Korea, June 7. Marines from the U.S. Marine Corps Forces Korea Aviation Ordnance Detachment cut the seatbelt to free the trapped driver, moved him to safety and performed first aid to treat profuse bleeding and other injuries.

Cpl. Zachariah L. Riley – along with lance corporals Brent D. Nelson, Brandon E. Hodges, Adam C. Donahue, and Detrick L. Milton – were on their way back to Pohang, South Korea, when they witnessed the accident.

“My initial reaction was to help the driver and contain the situation because it was morally the right thing to do,” said Riley, who was driving when he witnessed the accident. “I would have done the same back in the U.S.”

After rushing to the scene to assess the damage and assist, the Marines realized an additional danger existed due to transmission fluid leaking onto the engine.

Once the Marines pulled the injured driver away from the wreckage, they used the first aid kit from their vehicle and proceeded to tend to the driver’s injuries. They remained with the driver, comforting him, until the local first responders arrived.

“The U.S. Marines and ROK Marines are the most cohesive military team in the Western Pacific,” said Maj. Gen. Michael R. Regner, commanding general of U.S. Marine Corps Forces, Korea. “The training they engage in to protect the Korean people from aggression enables them to always be ready. This life-saving action by these Marines is another example of our dedication to the Korean and U.S. alliance.”

China, Singapore, US engineers standardize water purification process

Lance Cpl. Kasey Peacock
U.S. Marine Corps Forces, Pacific

BIANG, Brunei Darussalam – Engineers with China, Singapore and the U.S. demonstrated their water purification capabilities to senior leaders at a disaster site in Biang, Brunei Darussalam, June 19 as part of the Association of Southeast Asian Nations Humanitarian Assistance/Disaster Relief and Military Medicine Exercise (AHMX).

The disaster site is the location of the field training exercise portion of the multilateral exercise that provides a platform for regional partner nations to address shared security challenges, strengthen defense cooperation, enhance interoperability and promote stability in the region.

At the site, engineers, search and rescue teams, and medical professionals from different nations are working together against a simulated post-tropical revolving storm and are conducting typhoon rescue, survey, recovery and disaster relief missions.

“At a disaster site, it is extremely important to have clean water to disperse between patients and personnel,” said U.S. Navy Petty Officer 1st Class Scott

I. Hampton, an engineer with Naval Mobile Construction Battalion 5. “This was a great opportunity for us to learn how other nations operate. Each day we would come out here to the site and work together with the Chinese and Singaporean engineers. We would help set up their equipment, and they would help set up ours. It has been a great experience working together, and I look forward to further interactions in the future.”

U.S. Marine and Navy engineers set up the miniature deployable assistance water purification system that is currently in a testing phase before being implanted into military units, according to Todd A. Jonas, a technology experimentation specialist with U.S. Marine Corps Forces, Pacific’s, Experimentation Center.

“This system is strictly designed for disaster relief missions,” said Jonas. “It is capable of being set up and operational within minutes. It can sustain itself unsupported for up to 72 hours and can also run on various power sources included solar and generated.”

For the demonstration, multinational engineers quickly assembled their water purification systems and allowed senior leaders to observe, learn about the capabilities and sample the purified water.

“I was impressed with everyone capabilities throughout the demonstration,” said People’s Liberation Army Capt. Wang Weijin, a Chinese engineer. “Seeing all the nation’s come together for disaster relief was a great experience.”

For the U.S., Lt. Gen. Terry G. Robling, commanding general of MARFORPAC, observed the various demonstrations going on throughout the disaster site showing his support for the exercise.

The exercise, which was conducted from June 17 to 20, provided an opportunity for participating nations to hone their communication skills and learn from each other’s unique experiences and expertise, better preparing partner nations for a unified approach to future contingencies.

Those participating in the exercise include medical and engineer personnel from the ASEAN-comprised nations of Brunei, Cambodia, Indonesia, Laos, Malaysia, Myanmar (Burma), Philippines, Singapore, Thailand and Vietnam; and other Asia-Pacific nations of Australia, China, India, Japan, New Zealand, Republic of Korea, Russia and the U.S.

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Water Festival Sporting Events

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Sponsored by The Kayak Farm

June 15
Volleyball Tournament
Sponsored by Republic Waste
Youth Soccer Tournament
Sponsored by Grassroots Soccer

June 22 & 23
Men's Golf Tournament
Sponsored by Hargray

June 29
Family Fishing Tournament (in-shore)
Sponsored by Southern Drawl Outfitters, Barrier Island Marine, Port Royal Landing Marina, Beaufort Downtown Marina, West Marine, Town of Port Royal, Bay Street Jewelers, Village at Battery Creek, Beaufort Boat and Dock Supply, and Zaxby's SKA
Off-Shore Fishing Tournament

July 13
Sailing Regatta
Cornhole Tournament
Sponsored by DA Roofing

July 20
Raft Race
Sponsored by Beaufort Memorial Hospital
Badminton Tournament
Sponsored by A.C. Harvey's Screen Printing
DragonBoat Race

July 21
Boat Bingo

July 22-25
Croquet Tournament
Sponsored by Modern Jewelers

July 26
Bed Race
Sponsored by Advanced Mold Technologies





Full festival schedule and all applications available online at www.bftwaterfestival.com

Opening Ceremony July 19
Gates Open at 6 p.m.
Featuring the Parris Island Marine Band and fireworks at dusk

Concert in Park July 20
Gates Open at 7:00 p.m.
Sponsored by New Country Bob 106.9
featuring Chris Cagle
Opening by Chris Jones and The Chuck Courtenay Band

Children's Day (11:00-3:00) July 21
Sponsored by Coca Cola
Teen Dance
Sponsored by John 3:16 Project
Gates Open at 6:00 p.m.
Entertainment by DJ Jeff Taylor

Motown Monday July 22
Gates Open at 7:00 p.m.
Sponsored by Palm & Moon Bagels
Entertainment by Deas Guyz

Tropical Tuesday July 23
Gates Open at 7:00 p.m.
Tuesday is Military Appreciation Night (free for active military with valid military ID)
Sponsored by Marine Federal Credit Union
Entertainment by the A1A Band

Talent Show July 24
Gates Open at 6:00 p.m.
Sponsored by McDonald's
Hosted by the Preceptor Omega Chapter of Beta Sigma Phi Sorority

Lowcountry Supper July 25
Gates Open at 6:00 p.m.
Opening entertainment by Blue Dots
Main show featuring On the Border

River Dance July 26
Gates Open at 7:00 p.m.
Opening entertainment by Bootless
Main show featuring The Dirty Guv'nahs

Commodore's Ball July 27
Gates Open at 7:00 p.m.
Sponsored by Mike's Marine
Entertainment by The Holiday Band

Blessing of the Fleet & Parade of Boats July 28
Noon - 2:00 p.m.

Festival Art & Craft Market
Friday, July 19 from Noon to 7 p.m.
Saturday and Sunday, July 20 - 21 from 9 a.m. to 7 p.m.
Monday thru Friday, July 22 - 26 from 10 a.m. to 7 p.m.
Saturday, July 27 from 9 a.m. to 7 p.m.
Sunday, July 28 from 9 a.m. to 3 p.m.

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Platoon 2049

Pfc. V. Charles, Brooklyn, NY
Senior Drill Instructor: Staff Sgt. E. S. Watkins

Platoon 2050

Pfc. L. R. Diaz, Lawrence, MA
Senior Drill Instructor: Sgt. R. H. Mullings

Platoon 2052

Pfc. R. L. Pack, Baton Rouge, LA
Senior Drill Instructor: Sgt. M. P. Moore

Platoon 2053

Pfc. T. M. Lyon, Louisville, KY
Senior Drill Instructor: Staff Sgt. A. E. Stockman

Platoon 2048

Pfc. Y. Acosta, Pvt. A. S. Alasady, Pvt. S. D. Bailey, Pfc. J. S. Barill, Pfc. T. C. Ben, Pvt. R. M. Brickles, Pfc. A. L. Burch, Pvt. E. N. Clemons, Pfc. J. T. Combs, Pvt. R. T. Cooper, Pfc. G. A. Cuellar, Pvt. C. S. Davis, Pfc. Z. W. Dobbs, Pfc. A. L. Felker, Pfc. D. J. Formbly, Pfc. J. A. Gardner, Pvt. L. M. Green, Pvt. J. R. Gunderman, Pvt. J. Guzmanrodriguez, Pvt. T. S. Hanson, Pvt. J. B. Harris, Pfc. J. T. Hartman, Pvt. D. Isaaccintron, Pvt. A. V. Jones, Pvt. B. K. Jones, Pfc. M. S. Kemp, Pfc. A. M. Kenmore, Pfc. K. M. Latourette, Pvt. A. M. Martinez, Pvt. J. D. McLanahan, Pfc. M. A. Moore Jr, Pvt. J. D. Moore, Pfc. T. R. Murphyedwards, Pfc. D. N. Nam, Pvt. A. C. Oldham, Pvt. R. M. Owens, Pvt. J. H. Parsons, Pvt. M. A. Reed, Pfc. B. S. Sims, Pvt. B. J. Stanley II, Pvt. R. A. Strickland, Pvt. L. C. Taylor, Pfc. S. J. Tomlinson, Pvt. D. S. Turner, Pfc. A. R. Tyus, Pfc. T. D. Watson, Pfc. K. C. Whitaker, Pfc. A. S. Williams, Pfc. D. A. Wisnewski, Pvt. C. A. Woods, Pfc. A. J. Woolverton, Pvt. R. G. Wooten, Pvt. D. M. Zacek, Pfc. G. B. Zungri

Platoon 2049

Pvt M. F. Aguerocastillo, Pvt J. G. Akkari, Pvt T. S. Bailey, Pvt C. A. Barrowman, Pvt E. M. Bellotcadima, Pvt K. S. Bennett, Pvt C. J. Burgess, Pvt G. A. Burton, Pvt L. R. Campoverde, Pvt A. S. Carson, Pvt A. A. Cepeda, Pvt Y. Chang, Pfc. V. Charles, Pvt D. Chavez, Pvt W. A. Chevalier, Pfc. M. N. Davis, Pvt M. Diatta, Pfc. P. J. Dillon, Pfc. N. L. Eby, Pfc. N. B. Eichenlaub, Pvt D. E. Fuentes, Pfc. T. A. Gasque, Pvt C. A. Gillmann, Pfc. J. R. Hilliard, Pfc. R. P. Himes Jr, Pvt S. M. Hopkins, Pvt J. Jarvie, Pvt T. K. Jerome, Pfc. T. D. Johnson, Pfc. J. L. Judkins, Pvt R. D. Knode, Pvt S. D. Langford, Pvt K. A. Large, Pvt C. R. Logoyda, Pfc. C. L. McGee, Pvt T. R. Murray, Pvt J. L. Muyuka, Pfc. E. P. Needham, Pfc. S. B. Price, Pfc. B. J. Pugh, Pfc. D. R. Riego, Pfc. R. J. Rinas, Pfc. B. F. Roberts, Pvt R. A. Robinson, Pfc. H. S. Rogers, Pfc. L. A. Rosas, Pfc. E. Saintilus, Pvt T. P. Simmons, Pvt M. P. Sowders, Pfc. M. J. Swigart, Pfc. J. O. Wooley, Pvt E. A. Yancey, Pvt A. M. Zelms, Pvt D. A. Zunun

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