

# PROFILE

Life in the Armed Forces

November 2003

## Marine Canine Units **P.16**

*A Look @ The Navy's  
Elbow Grease **P.6***

*Diving For A Difference:  
A Coastie Uses His Hobby  
To Help Make The World  
A Better Place **P.12***

*PROFILES:  
**ARMY**  
Photojournalist  
**P.10***

*Power  
Of  
Pride:  
Air  
Force  
Crew  
Chiefs  
**P.22***



# FROM THE TOP >>>

## How can we serve you better?

On behalf of the staff of Profile: Life in the Armed Forces, I would like to welcome you back to school. I hope you had a fun and exciting summer break. We are excited about the new publishing year and are working hard to bring you news and information you want about America's military.

Profile magazine's mission is to inform readers about the careers, benefits, opportunities, privileges and programs available through service in the military. In the past, we have primarily done this through feature news articles about young men and women who serve in America's military. While we will continue to bring you top-quality feature news and information about the armed forces, we want to make our magazine better. To do this, we need your help.

We want to hear your thoughts, criticisms and suggestions on Profile and how you think we can better accomplish our mission. How would you improve Profile? What do you like and dislike? What about the magazine is helpful and what is not? Is our website, [www.spear.navy.mil/profile](http://www.spear.navy.mil/profile), useful? How would you improve it? You might see your suggestions in print or on the web.

You can reach me through phone, fax or e-mail. Join me in making Profile magazine better.

Maj. Ted Wadsworth  
Executive Editor

9420 Third Ave. Suite 100  
Norfolk, VA 23511-2129  
FAX: (757) 445-2085  
[twadsworth@fhtnc.spear.navy.mil](mailto:twadsworth@fhtnc.spear.navy.mil)

# CHECK US OUT >>>

[www.spear.navy.mil/profile](http://www.spear.navy.mil/profile)  
www.spear.navy.mil/profile

top ded c -6798.

## THE FEW, THE PROUD THE MARINES

Join the U.S. Marine Corps, and be a part of tradition, honor and pride. Defend our nation on foreign shores, in the air, and on the high-sea.

**(800) MARINES**

## Goarmy.com

Cash bonuses, money for college and health benefits only make up the gravy. The feast is the job satisfaction, pride in country, camaraderie and more.

**Become an Army of One  
(800) USA-ARMY**

## WE WANT YOU

GOT COMMENTS?  
QUESTIONS?

WANT TO BE HEARD?  
WANT TO BE SEEN?

IF YOU WANT A CHANCE  
TO STAND OUT, GET  
HEARD, AND GET  
RESULTS, HERE'S THE  
PLACE TO START.

DoD HS NEWS SERVICE  
9420 THIRD AVE STE 100  
NORFOLK, VA 23511-2129

(757) 444-4199 ext. 308  
[twadsworth@fhtnc.spear.navy.mil](mailto:twadsworth@fhtnc.spear.navy.mil)

## ACCELERATE YOUR LIFE

The world's largest Navy is looking for men and women to help in the fight against terrorism. Whether it's land, air, or sea, the U.S. Navy is everywhere.

**(800) USA-NAVY**

## NO ONE COMES CLOSE

We offer the best training and education benefits available. See foreign lands and cultures. Guaranteed 30 days paid vacation a year. Retire after 20 years of service. Call the Air Force today!

**FOR MORE INFORMATION  
(800) 423-USAF**

## PROTECT AMERICA

Perform daring rescues at sea. Work on America's frontlines in the war against terrorism. Help eliminate illegal narcotics from entering the country. Enforce America's borders.

**JOIN THE COAST GUARD TODAY  
(800) NOW-USCG**

## THE ZINE >>>

**The Acting Secretary of the Navy**  
The Honorable Hansford T. Johnson

**Chief of Information**  
Rear Adm. T.L. McCreary, USN

**Direct of DoD HS News Service**  
Lt. Cmdr. Denise Shorey, USN

**Executive Editor**

Maj. Ted Wadsworth, USA

**Managing/Production Editor**

Sgt. Aaron Thacker, USA

**Staff Writers**

Cpl. Jake Boerhave, USMC

Seaman Bretta Heath, USN

**Photographer**

Airman Carly Cranston, USN

**Profile** is published monthly November through April by the DoD High School News Service to inform high school and college students and career guidance counselors about the careers, benefits, opportunities, privileges and programs available through service in the military.

The Secretary of the Navy has determined that publication of this periodical is necessary in the transaction of the public business required by law of this department.

Funds for this publication were approved by the Defense Publications and Printing Policy Committee.

Third class circulation paid at Norfolk, Va., and at an additional mailing office in St. Louis, Mo.

Reproduction of articles and photographs is authorized provided credit is given to **Profile** and the author.

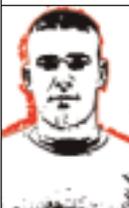
Send questions or concerns to **Profile** at:

DoD High School News Service  
9420 Third Ave., Suite 100  
Norfolk, VA 23511-2129

**Tele:** (757) 444-1442 Ext 308  
**E-Mail:** twadsworth@fhtnc.spear.navy.mil

Contents of **Profile** are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of Defense, or the U.S. Navy.

## ON THE COVER >>>



A graphic illustration of Cpl. Donald Paldino and his dog Santo, a Marine canine team based at Quantico, Va.

Photo by Navy Airman Carly Cranston.

Graphic illustration by Army Sgt. Aaron Thacker.

## 6 BLOOD, SWEAT & STEEL

A look at the unsung heroes of the U.S. Naval Fleet.



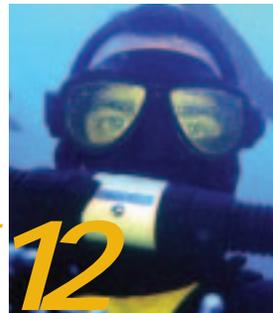
## FEATURES >>>

### 10 PROFILES: ARMY PHOTOJOURNALISTS

The pen is mightier than the sword, but these soldiers have both.

### DIVING FOR A DIFFERENCE

How a Coastie uses his underwater hobby to help make the world a better place.



### 22 POWER OF PRIDE

How one person controls the destiny of a multi-million dollar aircraft.

# 16



### THEY'RE NOT HOUNDS FROM HELL

They're Devil Dogs. Marine handlers and their canines.



U.S. Army Photo

## Marines, soldiers battle fuel shortages for Iraqis

AN NAJAF, Iraq — Long lines of cars and trucks wrap around An Najaf, Iraq frustrating motorists and overwhelming local police, forcing U.S. troops to keep the peace instead of fighting terrorism.

A platoon of soldiers from the 870th Military Police Company, an Army National Guard unit based in Pittsburgh, Calif., has drawn the unenviable task of keeping the peace at fuel points around this province of nearly 1 million people.

Spotty fuel deliveries and problems with generators that run the fuel pumps at the gas stations are the main cause

of longer gas lines.

This problem is fairly new to Najaf. Shortly after major combat operations ended in Iraq, coalition forces contracted with engineering and construction firms to deliver fuel into the provinces of Iraq.

Pressures on the fuel system stem partially from the extra demand that Muslim pilgrims bring when visiting this

holy Shiite city, according to Marine Maj. Mark P. DeVito, a fuel analyst with the 3rd Civil Affairs Group, a Reserve unit based at Camp Pendleton, Calif., and assigned to the First Marine Division in Iraq.

He explains that the other provinces make sure they have fuel before they distribute it to the others.

To counter this problem, the Marines from the battalion have found some creative, if temporary, solutions.

One of the ways they have tried to relieve the fuel crisis is by contracting with private companies to pick up gas and diesel from fuel depots and provide armed escorts to safeguard the convoys back to Najaf, according to Marine Maj. Kyle B. Ellison, the operations officer for 1st Battalion, 7th Marine Regiment, based out of Twentynine Palms, Calif.

Marines target black market fuel operators who tap into pipelines outside the city and try to sell gas from the backs of donkey carts and pickup trucks.

"We aggressively go after them," Ellison said. "All the fuel we recover goes right back into the system."

Even with creative supply programs, the division's battle staff finds itself sending Marines and soldiers to protect fuel coming into Najaf and keeping peace instead of focusing all their energy on the region's security.

In the meantime, the military police spend their day keeping the gas lines moving and cooling down the tempers of impatient customers.

-Army Sgt. Mike Sweet  
*Marine Expeditionary Force*

## Naval Air Systems Command designs, builds more potent Hellfire warhead

CHINA LAKE, Calif. — Marine assault units in Operation Iraqi Freedom are packing Hellfire missiles equipped with a new metal-augmented-charge warhead designed, developed and built at Naval Air Systems Command China Lake.

Hellfire is used by the Army, Navy and Marines. The current Hellfire version — AGM-114 Hellfire II — has expanded its original anti-armor target set to include close-air support, urban assault and anti-ship missions.



PETTY OFFICER 3RD CLASS ROBERT M. SCHALK

Unlike conventional warheads, which have a sharp pressure spike that decays rapidly, the Hellfire II has a sustained pressure wave. That pressure propagates throughout a structure to extend the lethal effects of the warhead detonation.

Inside the 27.5-pound warhead, a fluorinated aluminum powder is layered between the warhead casing and the explosive fill. When the fill detonates, the aluminum mixture is dispersed and rapidly burns. This high pressure is extremely effective against enemy personnel and structures.

-NAVAIR China Lake Public Affairs



### Development of future combat system 'key' to Army transformation

WASHINGTON — Development and eventual fielding of the Army Future Combat System by 2010 is a key step in transforming the Army.

Developing the system in seven years that will transform the current heavy force to

a force that can deploy in a matter of hours, will be challenging, said Dennis Muilenburg, the vice president and program manager for Future Combat Systems at the Boeing Corporation.

The Army's transformation started with the Stryker vehicle, currently fielded by 3rd Brigade, 2nd Infantry Division at Fort Lewis, Wash. As envisioned by retired Army Chief of Staff Gen. Eric Shinseki, the Stryker is the first step in bridging the gap from heavy to lighter forces.

Currently eight different manned vehicles like the howitzer and infantry carrier vehicles have been designated for development, Muilenburg said. Unmanned ground and aerial vehicles have also been designated too, he said. Those unmanned vehicles will perform reconnaissance, surveillance and cargo-carrying roles, he said.

There is a requirement for one of the ground vehicles to be an "armed robotic vehicle," Muilenburg said. But there isn't a requirement for any of the aerial vehicles to be armed similar to today's Predator UAV, but that could change, Muilenburg said.

As the world becomes more urbanized in the 21st century, military planners predict that battles will be fought in those very unpredictable environments where unconventional forces will be intermixed with civilians.

"When there's unpredictability in the threat, that's where the network really has an advantage," he said.

These vehicles will be more survivable in conventional and unconventional battles than today's vehicles, even though they'll be one-third the weight of an Abrams tank, Muilenburg said.

-Bill Putnam  
*Army News Service*

### US allies help Iraqis repair their health care system

WASHINGTON — Members of Iraq's medical community — with U.S. and allied help — are determined to restore their nation's health care system after decades of abuse and neglect by Saddam Hussein's regime, DoD's top medical official said.

Dr. William Winkenwerder Jr., assistant secretary of defense for health affairs, noted that Iraq has "an energized and educated medical community that's ready and capable of reestablishing" the country's position as one of the health care leaders in the Middle East.

Hussein used Iraq's health care system to punish his enemies, Winkenwerder observed, intimating that those citizens out of favor with the regime were denied adequate care.

Saddam's neglect of public health also adversely affected the nation's life-expectancy rate. Today, Iraq's women live to an average age of just over 60, he pointed out, while most Iraqi men die at age 59. In the United States, the comparable figures are 80 for women and 74 for men.

Such negative public health statistics are not surprising, Winkenwerder noted, because in 2002 the Hussein regime spent just \$20 million on health care for a nation with 25 million people.

That works out to be less than a dollar spent per person per year, he pointed out.

The United States and its allies plan to spend the time and money to restore Iraq's health care system to its former eminence using its previous structure, Winkenwerder noted, not to create "something new and altogether different."

The Ministry of Health is now working on a national health care assessment. An important near-term goal is to provide 90 percent of Iraq's children with necessary childhood immunizations before the end of 2004, he said.

Iraq's medical professionals have "never lost hope," the doctor said, "and are ready to go forward to reestablish their country's health care infrastructure.

"And they will, with our help and the help of other countries and interested parties around the world," he said.

-Gerry J. Gilmore  
*American Forces Press Service*



Air Force Senior Airman Rachel Bush

OPERATION ENDURING FREEDOM -- Tech. Sgt. Henry Reyes (left) and Lt. Col. Ron Poole check the temperature of the food being cooked at a forward-deployed location's dining facility as part of a public health routine kitchen inspection.

# BLOOD, SWEAT & STEEL

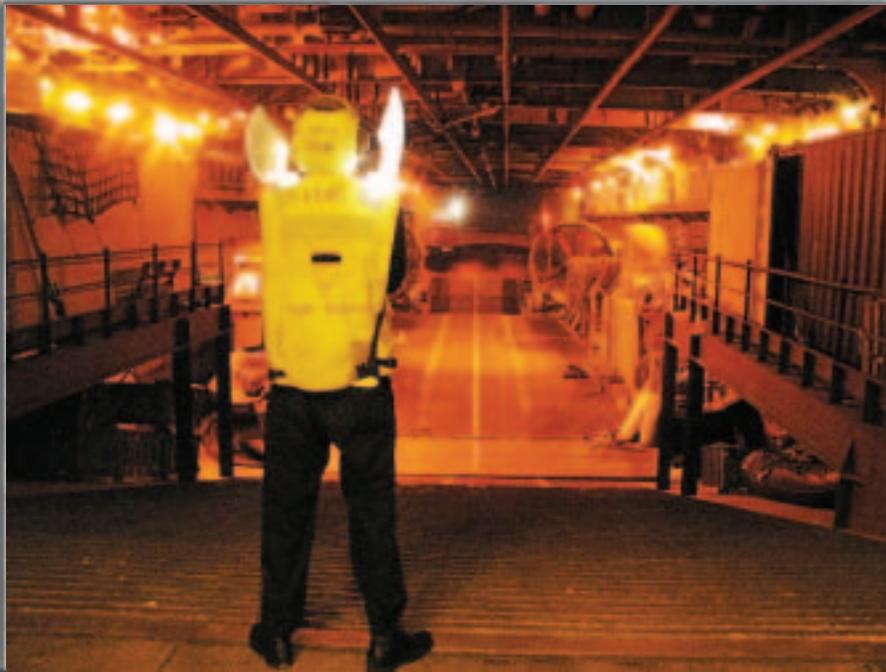
UNSUNG HEROES OF THE U.S. NAVAL FLEET  
STORY AND PHOTO ILLUSTRATIONS BY MARINE CPL. JAKE BOERHAVE

It's a massive machine. One part metal, one part flesh. It's immense: a floating fortress with a calm façade and a bevy of brutal fortifications. Its fuel is not only chemical, but physical.

The human engine that powers the ships of the U.S. Navy is a fine-tuned mechanism in itself. It's more the men and women than the machines on board who keep ships like USS Iwo Jima afloat. Fifteen hundred moving parts with a common drive, the crew is essentially the living, beating heart of the steel beast. Every day, sailors and

Marines on board carry out a multitude of tasks to ensure the smooth operation of their ironclad vessel.

Throughout the 844-foot structure are some of the hardest-working individuals in the Navy. From cooks, to engineers, to flight deck crew, the ship's personnel work as a team to prove that 40,000 tons of steel can float on water. Among the many people working on board are the boatswain's mates, damage controlmen and the sailors of deck department.



<<< At sea aboard USS Bataan, Boatswain's Mate 2nd Class Michael Gladney from St. Louis, Mo., directs a Landing Craft Air Cushion hovercraft into the ship's well deck.

Navy Chief Petty Officer Johnny Bivera



Navy Airman Jennifer Nichols

^ Seaman Magdalena Castillotorres, assigned to  
^ deck department aboard the aircraft carrier

USS Abraham Lincoln, practices pipe patching damage control techniques during a safety stand-down training event held aboard ship. The responsibility of fighting fires, controlling ships flooding, and basic material repair is the duty and responsibility of all members of deck department.

>>> USS Kitty Hawk's deck department runs tests on a Rigid Hull Inflatable Boat in the waters of the Persian Gulf.



Navy Petty Officer 3rd Class William H. Ramsey

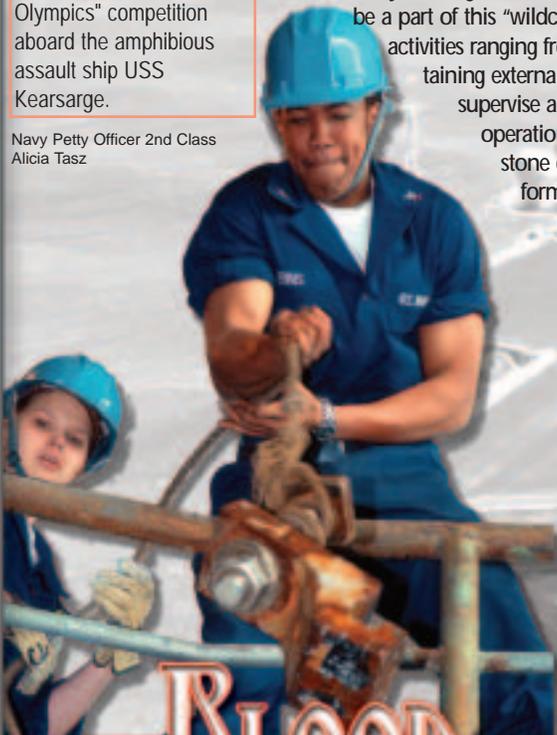


Navy Chief Petty Officer Johnny Bivera

<<< At sea aboard USS Vella Gulf, Quartermaster 1st Class William Pomeroy (right) plots the ship's course as Boatswain's Mate 2nd Class Derek Robinson (left) stands by to assist. Both members of the navigation team are wearing "flash gear" and gas masks during a general quarters "Battle Stations" drill.

>>> Sailors from deck department take part in a "Deck Seamanship Olympics" competition aboard the amphibious assault ship USS Kearsarge.

Navy Petty Officer 2nd Class Alicia Tasz



Aside from the shipmates who have one specific job, there is another force at work aboard the ship: deck department. Sailors who join the Navy undesignated, having chosen no specific job field, are likely to be a part of this "wildcard" unit. Deck seamen perform a myriad of activities ranging from the rigging of the ship in port, to maintaining external structures and deck equipment. They supervise all actions relating to the deck and small boat operation. "Deck," as the unit is called, is the cornerstone of the ship's strength; sailors in their purest form.

"You never do the same thing everyday," said Boatswain's Mate 3<sup>rd</sup> Class Latoria C. Stewart, a member of Iwo Jima's deck department. Boatswain's mate is a unique rate, or job, in the Navy dealing mainly with deck department tasks. A boatswain's mate is a true jack-of-all-trades, with a thorough knowledge of seamanship. Many undesignated seaman decide to pursue the boatswain's mate rate as they pick up rank because they already know a majority of the subject matter. Stewart spent a year undesignated before deciding to take the exam for boatswain's mate. "Being undesignated gave me a chance to look around at all the jobs and find out what I really wanted to do," she said. The "Boats," as some

like to be called, are immediately in charge of the undesignated sailors and provide an outstanding knowledge base for the hard-working deck seamen. Their efforts are an integral part of the ship's overall function.

The Iwo Jima is an amphibious assault ship, or amphib, designed to be put in harm's way to provide a stable launching platform during an amphibious assault. It's armed to the teeth with laser-guided missile systems, deck-mounted machine guns, and a devastating piece of equipment known as the Phalanx Close-In Weapons System. The Phalanx is a 20mm machine gun that can detect, track, engage, and fire automatically on nearby threats at a blinding 4,500 rounds-per-minute. It's hard to not feel safe behind a wall of lead like that, but the crew is still prepared for the worst.

The ship's damage control department is similar to a city's fire department. Damage control monitors all the ship's alarm systems from a room known as DC Central. Damage Controlman 2nd Class Luke Warner joined to "get a head start on my firefighting career," he said. According to Warner, in the event of a fire

# BLOOD, SWEAT & STEEL

UNSUNG HEROES OF THE U.S. NAVAL FLEET

>>> A Petty Officer assigned to deck department aboard the amphibious assault ship USS Kearsarge lowers one of the ship's mooring lines while the ship is brought alongside Pier 9 of Naval Station Norfolk.



Navy Chief Petty Officer Thomas Coffelt

on board, he and his team would be the first on the scene. The ship is equipped with fire hoses in almost every general passage-way, just in case. Damage controlmen are thoroughly trained in combating all different types of fires. In the event of an attack on the ship, they would be the ones who respond. Just as firefighters in the civilian world risk their lives in house fires, damage control does the same. The difference with damage control is they are defending their own home.

The chance of being placed in a life-threatening situation is a risk every service member must take. It's what being in the service is all about: defending the country. But being on a ship that the enemy would consider a target raises the risk significantly.

"I'd much rather be out there doing it than any one of my family," Warner said. "And every time I go home with another ribbon on my chest, or another chevron on my shoulder, it makes me feel even better."

Despite the ship's defense systems, history has shown that one can never be completely safe from the unexpected. The crew trains rigorously on emergency procedures, making sure every crewmember knows his role in the event of an attack. In 2002 the crew conducted an anti-terrorism exercise while in port in Mayport, Fla. The crew was given a chance to test itself at preventing and countering the unpredictable. The exercise included a simulated protest and suicide bombing, as well as small boat attacks similar to the tragic Al-Qaeda attack on the USS Cole in October of 2000.

The ship itself cannot perform the task of defending our country. The will to persevere against an unknown enemy comes from the very hearts of those who walk its passageways. From those whose job stands out to those who go unsung. The ship and its crew combine in a

symbiotic relationship, one dependent on the other. The Iwo Jima is more than a big boat named after an island in the South Pacific. It's a machine: half man, half metal.

For more information about the U.S. Navy, contact 1-800-USA-Navy or visit [www.navyjobs.com](http://www.navyjobs.com)



Navy Petty Officer 3rd Class Tyler Clements

>>> A damage controlman aboard USS Abraham Lincoln practices pipe patching techniques during a 'Damage Control Fair' held aboard the aircraft carrier.

# PROFILES:

## ARMY SPECIALIST CHARLES A. SILER

**STAFF WRITER, FORT EUSTIS WHEEL**

**BASIC TRAINING:** Fort Jackson, S.C.  
**ADVANCED INDIVIDUAL TRAINING:**  
Fort Meade, Md.  
**PREVIOUS DUTY STATION:** 2nd  
Infantry Division, Camp Red Cloud,  
South Korea



Army Spc. Zack Shelby

Spc. Charles A. Siler illustrates the prone unsupported position during a training exercise. This position can be as useful for shooting film as it is for shooting an M-16 rifle.

For more information about the U.S. Army, call  
1-800-USA-ARMY or visit [www.goarmy.com](http://www.goarmy.com)

Photo by Navy Airman Carly Cranston  
Graphic Illustration by Army Sgt. Aaron Thacker

# Photojournalist

## WHY DID YOU JOIN THE ARMY?

I wasn't doing so well in college, and I felt I needed a change. After talking to a recruiter I realized the Army was the place where I could find it. I felt like the Army could help me to refine myself. I also knew the Army would give me hands-on training, and let me travel all over the world -- all while getting paid.

## WHAT ARE SOME OF THE MORE EVENTFUL EXPERIENCES YOU HAVE HAD SINCE JOINING THE ARMY?

To date, my most memorable experience was spending July 4, 2002, in Vladivostok, Russia. I was walking around in my Class A (dress) uniform, talking with the Russians. They were amazing people to spend time with, especially while celebrating our Independence Day.

Another time, I helped with security for the inauguration of George W. Bush.



Navy Airman Carly Cranston

Siler conducts an interview for a story for the installation's newspaper. Writing is an additional duty for these journalists.



Army Spc. Heather Hilton

Siler (middle) and a couple of his fellow soldiers mingle with a local prior to the United States vs. South Korea 2002 World Cup soccer game in Teagu, South Korea.

It was an interesting point of view from which to see the ceremony.

I've also met a few celebrities, mainly because of my job. I have spent time with Coolio, Chef Paul Prudhomme, and Dwayne O'Brien, founding member of the country group 'Little Texas.' But, by far the most interesting experience I've had was when I spent a whole day with Ozzy Osbourne. After a day with him at the Demilitarized Zone I was given a backstage pass where I got to interview the band members and Ozzy about their visit with the soldiers.

## WHAT DO YOU LIKE MOST ABOUT THE ARMY?

I love the priceless experiences. As a journalist, I am able to experience all aspects of the Army. While in Korea, I would spend days to weeks with the different units in the division while they were out on field exercises. I have air assaulted an objective at night; slept on the winter ground with nothing but a

'woobie,' or poncho liner; and waded through ice-covered, knee-deep water to pound pickets into the middle of a river. Also, I've been a Bradley gunner on the front line with a Scout Troop, and I've shot a modified M-60 out the door of a Black Hawk helicopter. Many people will say that life in the Army is nothing like the commercials. As a journalist in the Army, life is like all of the commercials.

## WHAT HAS THE ARMY GIVEN YOU?

The Army has helped me realize the importance of initiative. Before I joined the Army, I used to let life come to me; I would go with the flow. Living like that doesn't really get you anywhere. Now that I have started to take control of my life, I see myself moving in directions I want to go. The Army paid for me to go to photojournalism school. Then they gave me the opportunity to do my job and exercise my creative abilities. It is awesome knowing I came into the Army with so little, and I'll leave with so much.

# Divining D To Make A Difference

Story by Petty Officer 1st Class Megan Casey

Previously published in Coast Guard Magazine



Petty Officer Hockensmith poses with a Hammerhead shark behind him while diving in the Galapagos islands.

PETTY OFFICER 1ST CLASS WILLIAM HOCKENSMITH



PETTY OFFICER 1ST CLASS WILLIAM HOCKENSMITH

On Hockensmith's trip, he encountered many types of marine life, including this giant sea turtle.

Did you ever bite your tongue when a friend dropped an empty potato chip bag on the ground, thinking to yourself "it doesn't matter. There's no way one person can make a difference anyhow." Or, perhaps you've watched a television show about people dedicated to saving the rainforest thinking you'd like to do something too, but those people have years of scientific experience and you don't.

One Coast Guardsman is an example of how a single person can help to make a difference, in both his work and off-duty activities.

"I think we're all custodians of the Earth, trying to preserve what we have," said Petty Officer 1st Class William Hockensmith, a marine safety technician at Coast Guard

Marine Safety Field Office New Castle, N.H. who performs vessel inspections and responds to pollution incidents.

Although Hockensmith doesn't scuba dive as part of his job, this scuba veteran, who took his first dive the age of 16, has taken his hobby to greater depths than most.

While stationed in the U.S. Virgin Islands he passed the certification for master diver and more recently picked up his rebreather certification, which set him up for his greatest contribution thus far as a diver.

The research collected on one of Hockensmith's recent dives resulted in the United Nations placing the whale shark on its international protected-species list.



PETTY OFFICER 1ST CLASS MEGAN CASEY

Hockensmith poses for a snapshot while showcasing his rebreather at Coast Guard Marine Safety Field Office New Castle, N.H.

Hockensmith was attending a dive show in Boston in March 2002 when he learned of an opportunity to participate in a research dive in the Galapagos Islands.

"The Galapagos (Islands) are one of the top 10 places to dive, and you could contribute something as well," said Hockensmith, explaining his decision to take the trip.

The challenge: getting qualified to use a rebreather, a diving apparatus designed to increase "bottom time," the amount of time a diver can spend underwater.

"I found out about the trip in March and one month later, I was on my way to get certified" Hockensmith said.

A rebreather is a large rectangle-shaped, self-contained breathing apparatus. It contains a filter that uses soda lime to scrub the carbon dioxide from exhaled air, allowing divers to stay underwater up to three hours. This allows divers to descend to greater depths than if they were using traditional "open circuit" scuba gear. Another advantage of a rebreather is that it produces no bubbles, which allows the diver to get closer to marine life.

"To get qualified, I spent 500 minutes, nearly eight hours, on the bottom," said Hockensmith. "It's the latest technology and only about 800 divers use this equipment."

The latest technology doesn't come cheap: a rebreather costs

Rebreathers allow divers to stay on the bottom longer than traditional open circuit scuba gear. There are only around 800 certified rebreather divers in the world.

\$6,000. Hockensmith also had to pay for the trip to Turks and Caicos, the certification course, and the trip to the Galapagos. However, he doesn't seem to mind.

"It was such a great opportunity, it was worth it," he said.

In October, Hockensmith left the chilly New Hampshire coast and traveled to the Galapagos Islands, a remote island chain located off the coast of Ecuador. There, he met up with 23 other divers who would be his companions for the next six days.

"It was neat to meet these people from all over the world who came together for this one purpose," Hockensmith said.

The purpose of the dive was to help collect research on the migratory patterns of whale sharks for the Shark Research Institute, a non-profit research organization that promotes the conservation of sharks.

"We observed their migratory patterns and tagged them. We also took pictures and video of them," said Hockensmith of the whale sharks, a plankton-eating species that can grow to be 60 feet long (about the size of a tractor trailer truck). "It made you feel really small."

Hockensmith and the other divers lived onboard a boat and began their dives early in the morning.

"It was amazing. All around you were turtles, hammerheads (sharks). It was one thing after another," he said, likening it to being at Seaworld.

Known as "gentle giants," the whale sharks didn't exhibit any of the behavior that many movie-goers associate with sharks after seeing "Jaws."

"They were more curious than anything else. There was enough food that they don't need to eat the divers," said Hockensmith with a laugh, noting the whale sharks feed on microscopic sea plants.

After the end of the trip, Hockensmith returned to New Hampshire. Several weeks later, a co-worker gave him a news article, complete with a picture of a whale shark with a cartoon bubble, saying "Thank you, Bill!" The article detailed how the United Nations Convention on International Trade in Endangered Species had adopted a plan to regulate the fishing of the whale shark.

One of the lead researchers on Hockensmith's trip was Dr. Alex Antoniou of the Shark Research Institute, who testified at the conference. Antoniou used the research gathered on the dive in his testimony.

"This is the first step of our goal, which is to have a total ban on fishing for whale sharks," said Antoniou.

Hockensmith plans on going on another trip as soon as he can. Until then, he will be busy protecting the ocean through his duties in the Coast Guard.

"A lot of what we do here is pollution response and inspections (of commercial vessels). When we do our inspections and the boat passes, it should mean (the boat) will be less harmful to the life I see on my off time," said Hockensmith with conviction.

For more information about the U.S. Coast Guard, contact 1-800-NOW-USCG or visit [www.gccoastguard.com](http://www.gccoastguard.com)



PETTY OFFICER 1ST CLASS WILLIAM HOCKENSMITH

A whale shark glides through the ocean near the Galapagos Islands. Whale sharks are hunted for their fins, which are considered a delicacy in some cultures.

**"It was  
amazing,  
all around you were  
Turtles,  
Hammerheads;  
It was one thing after another."**

- Petty Officer 1st Class **William Hockensmith**



PETTY OFFICER 1ST CLASS WILLIAM HOCKENSMITH

A sea turtle gets up close and personal with the camera on a dive near the Galapagos Islands.

They're not hounds from hell, They're devil dogs:

# Marine handlers a



Story by Seaman Bretta Heath

Photos By Airman Carly Cranston

Photo Illustrations by  
Sgt. Aaron Thacker



# and their canines



"You can take a good handler and a fairly green (new) dog and end up with a good team that learns together," Cpl. James Campion said.



Cpl. Donald Paldino stands with his partner, Santo, outside the Security Battalion. Santo is the largest dog in the unit, weighing in at 104 pounds. The unit has six to eight of these canine teams at any one time to assist with force protection of Marine Corps Headquarters, Quantico, Va.

W

alking close  
to the **building**  
one can hear  
animal-like  
**sounds** coming  
from inside. **A**  
**ruckus**

explodes when Cpl. Jon  
Stanley enters the **room**.

**Jock**, a **German** shep-  
herd, does a two-legged  
dance as he **eagerly awaits**  
to be released from his  
chain-link abode. **Across** the  
way, Fido, a 5-year-old  
**Belgian Malinois**, excitedly  
leaps in the **air** in anticipa-  
tion of the day's events.

**This** **passion** for work is  
not **limited** to these  
canines. **It** is ingrained in all  
Marines -- a.k.a **Devil Dogs**.



Cpl. Walter Perkins fends off Jock during a session of sleeve training. The purpose of this training is to practice the dog's apprehension skills. All of the dogs are trained to apprehend people, but they also have a specialty. Jock's skill is detecting explosives.

The kennels lie at the end of a winding road lined with trees on Marine Corps Base Quantico, Va. The canine teams of Security Battalion are given lots of room here to train so they can effectively protect the base.

Training is an important element of the unit's readiness. Regularly, the handlers take the dogs through the obstacle course, work with training sleeves – an aid that protects the trainer's arm when dogs attack -- and refresh on the basics. The continuous training is not only good for the dogs, but it keeps the handler aware of any changes in the dog's ability to do his job.

"To the dogs training is play time, but there's an element of control," said Staff Sgt. Greg Ashby, former kennel master. "It's great when people ask me what I do. I tell them I play with dogs all day because that's pretty much how it feels. It's a lot of fun working with the dogs."

The unit may have fun while training but when they're on the job it's nothing but business.

"Our primary mission is the protection of this base," Ashby said.

Elements of their daily routine involve patrolling the base, vehicle inspection and providing security for official dignitaries. Whether they're searching out narcotics, looking for a bomb or taking down a suspect, the dogs are a



Lance Cpl. Michael Harris runs his partner Phil through the obstacle course. Phil is a narcotics dog.



**‘We’ve never had anyone outrun one of the dogs,’**

**--Staff Sgt. Greg Ashby**

force to be reckoned with.

"All of our male dogs are Alpha (dominant) males," Ashby said, which explains each dog's take-charge attitude. Averaging 90 pounds, the dogs can take down an average-sized man in seconds and can run faster than most people.

"We've never had anyone outrun one of the dogs," Ashby said.

When leaving Basic Military Police training, these Marines are given the opportunity to go to the Military Working Dog Handlers School at Lackland Air Force Base, Texas.

Battling with their peers, the handler hopefuls compete for the few spots available in the Corps, and the ones with the highest scores make the grade, Sgt. Edward Sliwinski said.

Following graduation, new Marine handlers report to their new duty station where they're assigned their first dog. The kennel master takes on the responsibility of assigning the dog to their handlers.

"You need to consider each one's personality when putting the teams together," Ashby said.

When Cpl. Donald Paldino reported in June of 2002, he had just left the care of a

veteran canine. With consideration for how well they would get along Ashby decided to assign him Santo, the largest dog in the kennel.

"My dog in Okinawa taught me the job, but now I'm teaching the dog," Paldino said.

"You can take a good handler and a fairly green (new) dog and end up with a good team that learns together," Cpl. James Champion said.

Like the career of a good sports star, the dogs' time in service greatly depends on their ability to do the work placed before them. The future of the dog is taken into consideration and the possibility of adoption is discussed when performance suffers because of old age or injury.

Until 2000, all military working dogs were put down when their career was over, but in November of that year President Bill Clinton signed a bill authorizing the adoption of retired working dogs. When Cpl. Walter Perkins was told his dog was going to be retired he began the paperwork for adoption.

"It's hard leaving a dog you know is being put down," Paldino said of his first dog. "I knew Benno was being put down a

month after I left Okinawa, so I had time to say my goodbyes. With the adoption process it's a lot easier because you know if their career is over their life isn't."

Even now when Paldino speaks of Benno the sentiment is evident on his face, "V (Victor)-1-0-7 ... I'll never forget that number," referring to Benno's identification number tattooed in his ear.

Whether they are being sentimental or just enjoying a good day of training, the relationship formed by the teams is apparent.

Scratching Jock behind the ear, Stanley slides his collar off with ease. The corporal clips it to the gate of his partner's kennel and closes the door on the day. Stanley walks toward the office as Jock does a quick turn-about in his kennel and readies himself for bed.

Champion sums up the benefit of being a handler simply: "You've got nine handler personalities and seven dog personalities and it ends up being a bunch of fun."

For more information about the United States Marine Corps, contact 1-800-MARINES or visit [www.marines.com](http://www.marines.com)



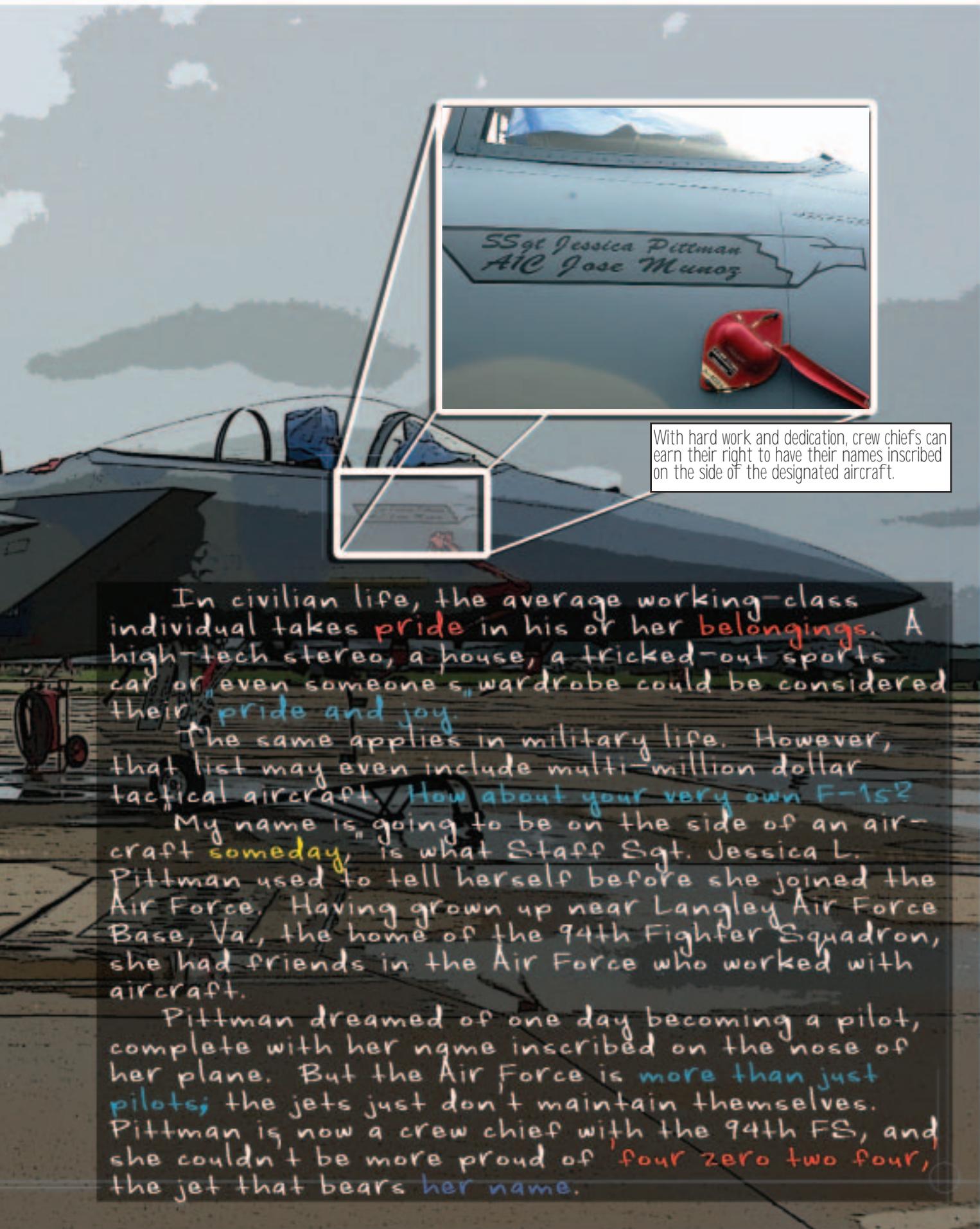
PR



DE

IN  
FORCE

*Story By: Marine Cpl. Jake Boerhove  
Photos By: Airman Carly Cranston*



With hard work and dedication, crew chiefs can earn their right to have their names inscribed on the side of the designated aircraft.

In civilian life, the average working-class individual takes pride in his or her belongings. A high-tech stereo, a house, a tricked-out sports car or even someone's wardrobe could be considered their pride and joy. The same applies in military life. However, that list may even include multi-million dollar tactical aircraft. How about your very own F-15? My name is going to be on the side of an aircraft someday, is what Staff Sgt. Jessica L. Pittman used to tell herself before she joined the Air Force. Having grown up near Langley Air Force Base, Va., the home of the 94th Fighter Squadron, she had friends in the Air Force who worked with aircraft. Pittman dreamed of one day becoming a pilot, complete with her name inscribed on the nose of her plane. But the Air Force is more than just pilots; the jets just don't maintain themselves. Pittman is now a crew chief with the 94th FS, and she couldn't be more proud of four zero two four, the jet that bears her name.



Airman 1st Class Jose Munoz' passion for detailing cars as a civilian reflects the way he now does his job in the Air Force. He used to work at his father's garage, Garage Sendito, while living in Puerto Rico.

Tactical Aircraft Maintenance Specialists, or TAMS, are responsible for the upkeep and inspection of the Air Force's pride and joy. Everyday they make sure planes get into the air, and complete their mission, by ensuring they are primed to the fullest extent. When the plane leaves the ground, the crew chiefs are ultimately responsible for the inner workings of the craft. Their work on the ground keeps pilots alive in the air. And that's something to be proud of.

"Making airplanes fly," Pittman will tell you, is the best part of her job. Among the tasks involved in maintaining a safe and well-tuned aircraft are

rigorous inspections. Before and after every flight, crew chiefs subject their plane to precise technical inspections.

"We make sure it's going to start and get in the air," Pittman says about the pre-flight inspection. "And after it's flown you do a through-flight inspection if it's going to fly again that day."

Pittman's dedication to her aircraft is eclipsed only by her drive to do her job better. Since joining the Air Forces in 1999, she has acquired her FAA general airframe and power plant license from Embry Riddle Aeronautics University. This authorizes her to work on any civilian airframe. She is currently working on her degree in management of technical operations. All this by the age of 23, and her experience as a crew chief has only helped her along the way.

"Our training provides several credit hours towards our degree," Pittman said, referring to her TAMS training. According to her, the hands-on portion of her degree requirement was taken care of with her Air Force experience.

**"We make sure it's** going to start and **get in the air."**

After basic training, future aircraft maintenance specialists head to Sheppard Air Force Base, Texas, for training. According to Pittman, this is where you learn the basics.

"Changing tires, changing fuel tanks and the basics of turning wrenches," are among the curriculum, Pittman said. "Out here in the 'real' Air Force as we call it, you learn a lot more."

The military rarely requires prior experience. This job is no exception. You can go out and be the best purely based on your willingness to learn the trade. But that's not to say your experiences in the civilian sector can't have a dramatic effect on your performance in the military. Take Airman 1st Class Jose Munoz for example. Munoz is the second half of the team in charge of jet number 4024, and his background has yielded much success for the two.

Munoz worked at his father's auto repair shop in Isabela, Puerto Rico before joining the Air Force in 2001. "Back home it was like a routine. I was getting nowhere," Munoz said.



Staff Sgt. Jessica L. Pittman performs a pre-flight inspection on her F-15. Outstanding crew chiefs can earn the opportunity to actually ride in their aircraft with the Incentive Flight Program. According to Pittman, the rides involve 'much more than just taking off and landing.'

"Pride in ownership is what being a dedicated crew chief is all about."



Staff Sgt. Jessica L. Pittman and Airman Chief's 1st Class Jose Munoz inspect the landing gear of their F-15. Crew chiefs inspect aircraft before and after each flight, and are ultimately responsible for their condition.

Photo Illustrations By Cpl. Jake Boerhave

"Every day I'd wake up and do the same thing over and over. It was time for a change."

In contrast to working on cars, Munoz will tell you jets are much more precise. But some things about maintenance don't change much between the two worlds. Pittman and Munoz were recently honored with the coveted Proud Phoenix award, a competition between other local maintenance units. Their plane was chosen from 27 others to represent the unit in the highly competitive event. They pitted their plane's appearance and flight statistics against representative planes from two other units on 48-hours notice and took home the award.

When asked what set their jet apart from the competition, Pittman was quick

to point to Munoz and say, "This guy." According to Pittman, Munoz worked tirelessly to make sure everything on the plane looked like new...despite the fact it rolled off the assembly line more than 20 years ago.

"He's just very meticulous and very particular about what he does," Pittman says. "I did some of the greasy work, but after that ... he's the one who made it shine."

With a reflective pause, Munoz revealed what fuels his passion for painstakingly detailing his jet. "When I was 14 years old, my father gave me a 1969 mustang. I was about to throw it away," he said, as if reliving the moment as he spoke. "I spent two years fixing that car, and I got it to a point where it

was ... almost flawless. I keep a picture of it in my toolbox,"

Munoz' inherent respect for hard work and taking great pride in it is exactly what Senior Master Sgt. Walter Franks, assistant non-commissioned officer in charge of the 94th Aircraft Maintenance Unit, is looking for.

"They represent the best of what we are," Franks said, gesturing towards Pittman and Munoz. "Pride in ownership is what being a dedicated crew chief is all about."

For more information about the U.S. Air Force, call 1-800-423-USAF or visit [www.airforce.com](http://www.airforce.com)

# AROUND THE SERVICES >>>

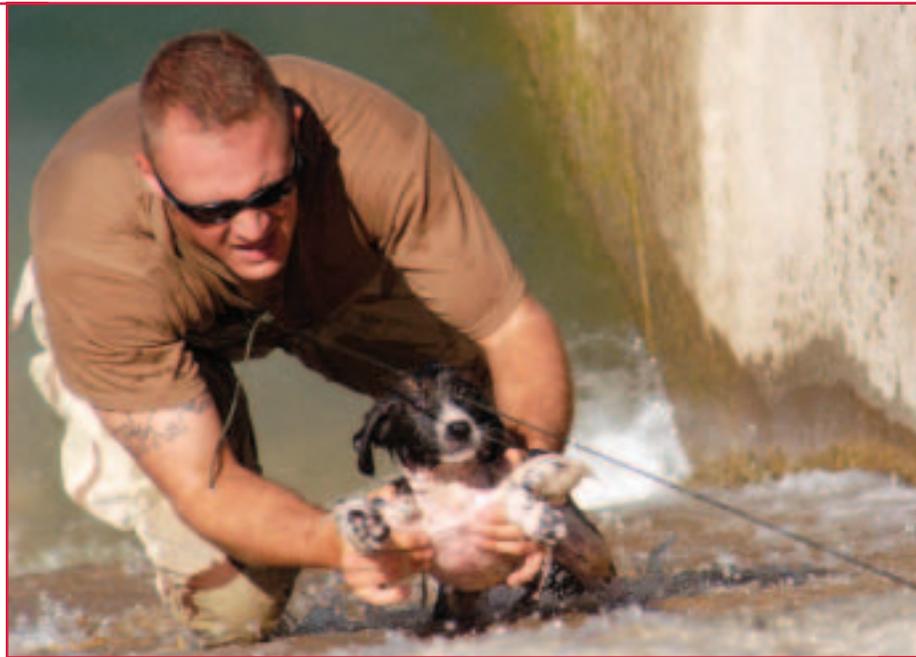
Coast Guardsmen from Small Boat Station Los Angeles practice emergency signaling and survival techniques. Coast Guardsmen are required to endure a 10-minute survival float during training. When they finish the float they must successfully fire off flares from the water holding it out of the water so they can be located.



PHOTOS BY COAST GUARD PETTY OFFICER 3RD CLASS LOUIS HEBERT



Staff Sgt. Jeremy Barton, 101st Airborne Division, rescues an abandoned dog from certain drowning at the former Saddam Dam. The dog had apparently fallen off the dam after its tether broke, and had lost most of its hair, its claws, and some of the skin on its back. Barton and his team, who hauled the pair up the steep incline with a makeshift lifeline of 550 cord, had been engaged in a reconnaissance of the area to support stability operations in Northern Iraq.



ARMY SPC. ROBERT WOODWARD



MARINE CPL. ETHAN E. ROCKE

A recruit sounds off with the standard reply "Aye Aye, sir!" as Drill Instructor Sergeant Shevor McCloud directs recruits back into the squad bay.



U.S. NAVY PHOTO

The moonlight fire hose is an illuminating hose being developed at Naval Air Systems Command Lakehurst, N.J. The revolutionary new fire hose can assist a lost and disoriented fire fighter to quickly locate the hose providing a lifeline to the outside. The hose would be ideal for use aboard ships and boats due to their maze-like configurations in very dark and close quarters.

# PAIN IS WEAKNESS LEAVING THE BODY

THE QUESTION ISN'T HOW MUCH MORE CAN YOU TAKE,  
BUT HOW MUCH MORE CAN YOU GIVE.  
JUST WHEN YOU'RE READY TO QUIT, YOUR MIND SAYS PUSH HARDER.  
YOU LISTEN, SENSING AN INNER STRENGTH THAT WASN'T THERE BEFORE,  
AND SUDDENLY YOU DISCOVER YOU NO LONGER FEEL THE PAIN.  
NOW YOU'RE ONE OF US.

1-800 MARINES

WWW.MARINES.COM

THE  
CHANGE  
IS FOREVER



Department of the Navy  
Department of Defense  
High School News Service  
9420 Third Avenue Suite 110  
Norfolk, VA 23511-2129

PRSTD  
U.S. Postage  
Paid  
Cleveland, OH  
Permit# 2237