

A few words

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Black Knights

In black of night VMFA- 314 flies in | P. 6&7



Roc Boyz

Put CPZ in hard place | P. 11



IWAKUNI APPROACH

Issue No. 15 Vol. 4 | Marine Corps Air Station Iwakuni, Japan

Work smarter, not harder – BPO can help

CPL. JOSEPH MARIANELLI
IWAKUNI APPROACH STAFF

Something stinks all around this air station.

It's in our offices, in the barracks, the townhouses, everywhere ... waste.

While the nature of this waste is more complex than office theft, there is no reason to contact the fraud, waste and abuse officer.

There is a free class offered to teach industry tried-and-tested tools to help anyone identify and, in most cases, reduce or eliminate the waste.

Waste comes in eight broad forms, such as transportation, the time it takes to move things is time wasted, or over-processing,

think producing forms in triplicate when one person will have to sign off on them.

The Business Performance Office runs a monthly Lean Six Sigma Yellow Belt course open to everyone and conducted one here April 6 and 7.

At the end of the course, students can expect to have an understanding of the nature of waste, theory of constraints and a new way of continuing process improvement.

Along with that understanding, students will be armed with a useable, handy set of tools to assist them in understanding ways to eliminate or reduce waste, exploiting constraints, improving processes and reducing variation.

"Nearly everything we do can be broken down into a process or multiple processes, and all processes can be improved. What theory of constraints, Lean Six Sigma, CPI teaches us are industry-proven tools to use to improve our processes," said Gregory Gendron, the BPO Director.

It's important to realize the concepts are not just applicable to production like in "MALS-12 receives new machines" article on page 5; something as simple as labeling Styrofoam cups is a way to reduce waste day-to-day.

Instead of thinking in terms of manufacturing, think in terms of pieces of paper generated; e.g. reports.

The concepts can even be used in the home because processes are everywhere.

The course isn't just a scrolling PowerPoint presentation whereby the instructors attempt to drill concepts and the only moments of excitement are getting to a break.

Instead, Gendron and the BPO team skillfully blend concept presentation with hands-on demonstrations to illustrate the concepts.

"Seeing it in action really helps," said Linda Cordis, course participant and Lifestyle Insights Networking Knowledge Skills trainer. "And it was fun and entertaining."

SEE **PROCESS** ON PAGE 3

New software to connect military commodities globally

CPL. MARCEL BROWN
IWAKUNI APPROACH STAFF

Maintenance/supply Marines with Marine Wing Support Squadron 171 and Combat Logistics Company 36 attended the Global Command and Control Systems Marine Corps course at the Yujo Hall here April 6 - 7.

"The instructor is very thorough and to the point. I feel like the (GCCS program) is going to be good," said Lance Cpl. Nicholas J. Durbin, CLC-36 automotive organizational mechanic. "It's a lot more organized than our standard system."

The GCCS is an automated information sharing software designed to enhance data transfer capabilities for military and commercial needs.

"Currently we have these legacy systems that have been around the Marine Corps for about 20 plus years," said Staff Sgt. Eric G. Murphy, MWSS-171 GCCS-MC instructor.

Maintenance and supply Marines currently use the SASSY (Supported Activities

Supply System) and MIMMS (Marine Corps Integrated Maintenance Management System), printed systems used to order and document the maintenance process.

The new GCCS is designed to eliminate the maintenance paper trail and ultimately transform the common week(s)-long process of placing orders into almost real-time speed.

"There's no more paperwork, it's all done online," said Durbin. "You can pull up old records, order all your new parts and track them right (in the system)."

With the MIMMS and SASSY, service members have limited visibility of the status, location and accessibility of nearby maintenance inventory. Service members also have limited visibility of the status of processed orders.

With the GCCS, all maintainers and commodities are digitally connected giving a global inventory to the suppliers/maintainers and an updated status of all request.


"You'll be able to see all

SEE **GLOBAL** ON PAGE 3



LANCE CPL. KENNETH K. TROTTER

Members of the Provost Marshal's Office dressed as Scruff McGruff and Daren the Lion meet with children as part of the Month of the Military Child celebration here Saturday. Children played in a bounce-house, shot basketballs and rode in a miniature train provided by Marine Corps Community Services and the Youth and Teen Center. The organizations also passed out free popcorn and cotton candy. A signed proclamation by the station commanding officer Col. James C. Stewart commemorated the day.



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CHAPLAIN’S CORNER

‘Designed for relationship’

LT. J.G. BRUCE B. WEST
H&HS CHAPLAIN

Consider a hammer. It’s designed to hit nails. That’s what it was created to do.

Now imagine the hammer never gets used. It just sits in the toolbox. The hammer doesn’t care.

But now imagine that same hammer with a soul, a self-consciousness.

Days and days go by with him remaining in the toolbox. He feels funny inside, but he’s not sure exactly why.

Something is missing, but he doesn’t know what it is.

Then, one day someone pulls him out of the toolbox and uses him to break some branches for the fireplace. The hammer is exhilarated. Being held, being wielded, hitting the branches ... the hammer loves it.

But at the end of the day, he is still unfulfilled. Hitting the branches was fun, but it wasn’t right.

Something is still missing.

In the days to follow, he’s used often. He reshapes a hubcap, blasts through some sheet rock and knocks a table leg back into place.

Still, he’s left unfulfilled. He

longs for more action. He wants to be used as much as possible to knock things around, to break things, to blast things, to dent things.

He figures he just hasn’t had enough of these events to satisfy him. More of the same, he believes, is the solution to his lack of fulfillment.

Finally, one day someone uses him on a nail.

Suddenly, the lights come on in his hammer soul.

He now understands what he was truly designed for. He was meant to hit nails.

All the other things he hit pale in comparison. Now he knows what his hammer soul was searching for all along.

Usually when we keep God out, we try to find fulfillment in something other than God, but we can never get enough of that thing.

We keep pounding away, erroneously thinking that more is the answer to life’s problems, yet we are never ultimately satisfied. We are like the unfulfilled hammer.

We don’t even realize what will end the emptiness, that lack of fulfillment in our lives.

Proverbs 3:3-6 encourages us to trust in God, to seek him, and He

will give us direction.

But we often think we can forge our own direction without God. We even crave the security, wealth and wisdom that Proverbs offers, but we want it on our terms without a relationship with God.

What we don’t realize is that the relationship is the source of our security, wealth and wisdom.

We need that relationship first and foremost.

We are created in God’s image for relationship.

Knowing and living in communion with God is our definitive relationship.

He is the ultimate fulfillment to our souls.

God even finds us worthy of forgiveness, redemption and adoption.

Our connection with Him is satisfying, but it also provides the foundation for all our relationships.

In our relationship with Him, we find esteem, respect and value, and that foundation is what compels us to treat each other with the same dignity and deference.

We need God, but we also need people around us. It’s at the core of our soul.

At the very core of our soul, our greatest purpose is being in relationship with God.

It’s who we are. It’s how we’ve been designed.

Are you hitting the nail on the head?

April Promotions

H&HS

Lance Cpl.
George, Kovoski T.
Gibbs, Jaiyon O.
Nevers, Cayce N.
Ponce, Israel R.
Weirich, Travis J.

Cpl.
Brown, Marcel C.
Callahan, Christopher P.
Cisneros, Elizabeth
Jones, Sean L.
Watjen, Timothy J.

Staff Sgt.
Marcellin, Jesse J.

Gunnery Sgt.
Pearsoll, Steven B.

CLC-36

Lance Cpl.
Mccaffrey, Alexander R.

Cpl.
Nieto, Jose M.

Detachment B

Staff Sgt.
Jones, Christopher B.

MALS-12

Cpl.
Beirne, Donovan C.
Bergseid, James P.
Burkhardt, Michael B.
Dejesus III, Felix
Kim, Jonathan
Martinez Jr., David A.
Scarborough IV, Maurice P.
Starkus, Kristen F.
Tabor, Shane D.

Sgt.
Annand, Douglas M.
Johnson, Derrick R.
Kramer, Patrick D.
Ruiz, Alberto

VMFA(AW)-242

Pfc.
Altepeter, Robert L.

Lance Cpl.
Salen, CheskaCamille R.

Cpl.
Atkinson, Michael J.
Daniels, Dillon A.

Sgt.
Frasnelli, Joseph R.

MWSS-171

Lance Cpl.
Arbuckle, Zachary C.
Cashin, Adam J.
Dellert, Christina M.
Hayden, Jesse L.

Cpl.
Berns, Alexander J.
Garcia, Nicholas R.
Swicegood, Brent C.

Sgt.
Payne, Alexander R.

Master Sgt.
Bowers, Anthony G.

MAG-12

Lance Cpl.
Carden, Derrick M.
Ellerbe, Cherelle D.
Prus, Sylwester
Rutherford, Rebecca N.

Cpl.
Burris, Desiree G.
Chatman Jr., William A.
Hamman, Nathan M.

GCCS-MC: eliminating maintenance, supply paper trial

GLOBAL FROM PAGE 1

equipment, the readiness of the equipment, the rating of the equipment, the whereabouts of the equipment all the way down to consumable inventories,” said Robert Rotes, GCCS instructor.

Maintenance and supply Marines will also be able to digitally track and archive orders, which will eliminate the hassle of scuffling through piles of paperwork and save productive time.

“One of the biggest benefits is visibility on all levels starting from the LOGCOM (logistics command) all the way down to the end user,” said Rotes. “Potentially, anybody and everybody can see between that entire phase and be able to share information across the entire region globally. This is considered the logistics cornerstone for the Marine Corps.”

The GCCS is slated to be the primary data transfer system used throughout the military within the next few years. The Marine Corps is the first military branch to implement the GCCS.

III Marine Expeditionary Force was the first MEF to implement the system, said Rotes.

“III MEF is the tip of the spear for this program,” said Murphy. “All (III MEF) on Okinawa is completely done with their implementation. They’re already using the program, and we’re finishing up the training with Iwakuni, which should be done by the end of this month,” he added.

Some Okinawa shops currently using the GCCS system have improved productivity.

“Currently in Okinawa, there are units that are creating a requisition, getting it approved in the system, processed, picked, packed and shipped all in the same day,” said Rotes.

The GCCS staff uses mobile training suites (MTS) to train service members on the new system. Each MTS contains information to teach up to 30 GCCS classes by giving students an updated, simulated version of the actual GCCS for instructional purposes.

There are currently three mobile training suites dispersed throughout mainland Japan.

“The MTS allow us to spread out and address any Marine Corps need based on whatever classes we need to do,” said Rotes. “So if we have 30 classes, we don’t need 30 MTS.”

The maintenance and supply fields are the first military occupational fields being trained on the GCCS, but the Marine Corps is



CPL. MARCEL BROWN

Staff Sgt. Eric G. Murphy, Marine Wing Support Squadron 171 Global Command and Control System Marine Corps instructor, guides Lance Cpl. Crystal Dewars, Combat Logistics Company 36 electrician, through the new streamlined data transfer system during the GCCS-MC course at the Yujo Hall here April 6 - 7. The GCCS is designed to transform the common week(s)-long process of placing orders into almost real-time speed.

planning to implement the system on a larger scale by the end of 2011.

“Right now the implementation is supply and maintenance, but eventually it will be throughout the whole Marine Corps,” said Murphy. “The next implementation will be I MEF and II MEF in June.”

The system is also rapidly being integrated commercially, so Marines trained on the system can also have an upper hand once they

part from the Marine Corps.

“If a Marine wants to leave the Marine Corps, they will be able to operate a common software system that the commercial world highly uses, and that gives them an additional leg into bridging the gap from the Marine Corps to the commercial sector,” said Rotes.

GCCS courses are scheduled here until June.

All maintenance and supply Marines are required to be trained on the new system.

Learn industry tried, trusted techniques to make processes easy as ABC

PROCESS FROM PAGE 1

To achieve this, the BPO team uses a variety of LEGO building projects culminating with a final practical exercise where students must run a mock company and use the tools they have learned to reduce waste, improve processes and reduce variation.

Variation can more easily be understood as defects or an incorrect result.

As a point of comparison, if hospitals operated at “Three Sigma,” more than 450,000 newborn babies would be dropped in hospitals each year. Operating at “Six Sigma,” three newborn babies would be dropped in hospitals in 100 years.

While the concepts and terms may seem complicated, the course demystifies the language and fosters a new understanding of processes and waste.

“I think that I have applicable tools to use in the office,” said Scarlett Henson, course participant and the Director of Marine Corps Family Team Building. “They’re easy concepts to take back to your office.”

More importantly, the course helps clear away the fog-of-war in the office environment.

“All the eight forms of waste you learned about, if you never thought about them you just go on doing your daily task and you don’t realize this stuff’s all around you,” said Gendron.

The course isn’t just for one group of people; everyone can benefit from this training.

“I think that everyone on the air station should take this,” said Henson. “It’s applicable to every role here. It’s something we all need to work on.”

In addition, the more people who take the course, the more

the improvement mindset can be instilled into the culture.

“Ideally everybody on the air station would have gone through yellow belt; so we’re always thinking improvement,” said Gendron.

Garnering this culture of improvement is so important to the Marine Corps that finding smarter ways to meet mission requirements can provide additional benefits.

“In the Marine Corps, if you free up resources or money, you can reinvest it in yourself,” said Gendron.

If after going through the course there are issues just beyond control in an office, the BPO can be contacted directly to request assistance.

Assuming some initial criteria is met, the BPO will assemble its black and green belt Lean Six Sigma team and provide free

assistance.

“We try to align future process improvement opportunities with the strategic direction of the air station,” said Gendron. “So it’s great to go fix all the pizza deliveries and stuff, but if we have a project for something that would help save money with station funding or improve a process directly relating to the air station, that’s how we would prioritize.”

The most important thing to remember is anyone can take this class and start benefitting from it.

“When you see the charts that he provided us, you see it’s really impactful,” said Cordis.

The BPO is scheduled to run two-day yellow belt courses every third Wednesday and Thursday each month.

For more information about Lean Six Sigma or to sign up for the next course, call 253-6308.



COURTESY PHOTO

NAVAL AIR FACILITY ATSUGI, Japan — Combat Logistics Company 36 Marines and sailors from Marine Corps Air Station Iwakuni, Japan, process humanitarian aid sent to Japan from all over the world in a warehouse here March 29. Part of the process was to sort the contents of the boxes and properly classify them into categories such as clothing, dehydrated food and toys.

Station responds in time of need

MAJ. ANDRES H. CACERES-SOLARI
COMBAT LOGISTICS COMPANY 36
COMMANDING OFFICER

Within less than a week of the earthquake that struck the coast of Japan causing a catastrophic tsunami that led to the present nuclear crisis, a small team of Combat Logistics Company 36 Marines and sailors deployed to Naval Air Facility Atsugi, Japan in support of Operation Tomodachi March 11.

Within hours, attachments from diverse units in Okinawa arrived and were given the task to control the arrival and departure of humanitarian aid coming into Atsugi and leaving for the affected area.

This became a large task for a small group of 34 Marines and sailors; a great challenge we had to face with full force and fury as the lives of our Japanese brothers and sisters depended on our actions and, most importantly, speed.

The Naval Air Facility was in the process of moving their squadrons and several units to other air bases in the Asian Pacific, such as Kadena Air Base, Okinawa and Guam.

The families of the service members aboard the air facility were departing for the U.S. as part of the volunteer evacuation in that part of Japan.

Facing this, we knew we had to figure things out fast and had little time to obtain support from the air facility as in a matter of days a lot of people would be gone.

Within 24 hours we occupied a hangar, were able to establish reliable communication with the joint task force and were receiving, packaging and loading planes with

humanitarian aid coming from a myriad of origins.

Part of the task was to know the contents of these large boxes and tight packages to ensure we properly classified them into several categories such as clothing, dehydrated food, toys, etc.

As we looked through the packaging, I discovered items I will never forget.

Some of these packages contained notes written by children which read, "We pray for you," toys, and I even found a teddy bear.

I could picture a child somewhere in Iwakuni or Okinawa willingly dropping a teddy bear in the donation box, knowing there was another child hundreds of miles to the north who needed that comfort.

Other packages revealed baby clothes, pregnancy attire, blankets and shoes. But more than anything, all these packages revealed a fraternal embrace from across miles, cultures, languages and religions; it was an embrace of solidarity to people we probably will never meet, a light of hope, a selfless sign of love.

With an immense task at hand, the Marines and sailors worked around the clock to sort and build pallets of humanitarian supplies so we could load numerous aircraft; however, after several days we were cold, exhausted and hungry; however, the satisfaction of making a difference and the radiating love inside these packages kept us going. We knew these donations had to get to the affected areas as soon as possible.

We could not let down the people of Japan or the kind families in Iwakuni, Okinawa and several other places in the world.

I have never seen Marines and sailors as happy as when another shipment of donations arrived.

It was a matter of hours during which we had to repack and load newly arrived aircraft.

I could hear cheers of "YEEESSSSS, there is more coming.....this is food, GREAT!" and it was exhilarating. We even received an airplane load all the way from Guam, the loadmaster informed us his crew heard a team of Marines arrived in Atsugi and were taking the donations.

I want to thank the entire Iwakuni community for your donations. Some may have passed by our hangar, some may have gone through other airfields, but most importantly, they have arrived to the hands of those in need in this time of crisis. Japan is a beautiful nation that has given us a home, a place where strangers have smiled at us and have played with our kids. Japan is the place my daughter calls her home, the place where she learned to play hide-n-seek as well as pray.

I could not fathom a better way to say thank you to Japan and show this country our appreciation.

In this time of need, when the people of Japan need us, the community of Iwakuni responded in seconds by organizing donation drives and campaigns. I write this to assure you your donations are more than well appreciated and received by those in need. It makes all of us proud to know we are all in this together, whether forward deployed or in Iwakuni making donations.

Thank you Iwakuni family.

MALS-12 receives new machines to arm station with greater capabilities

CPL. CLAUDIO A. MARTINEZ
IWAKUNI APPROACH STAFF

Marine Aviation Logistics Squadron 12 machinists received two pieces of machinery last month that have improved the squadron's productivity and the station's readiness to support regular operations here and throughout Japan.

MALS-12 acquired the Computer Numerical Control Toolroom Lathe 1 and CNC Vertical Toolroom Mill 1 from Haas Automation Inc. Both pieces specialize in machining hard metals to create parts used to support aircraft and other machinery.

"Previously to not having those machines, there were a lot of components that required simple machining parts that we could not (create) here," said Capt. Michael Barribal, MALS-12 airframes and aviation life support systems officer in charge. "Having those machines have placed our capabilities back where they should be. The caliber of the machines we were able to acquire, have pushed our machining and repair capabilities higher prior to having them."

The CNC Lathe and Mill are able to produce parts made from hard metals, brass and aluminum.

The machines can create parts in the shape of 1-foot screws and bolts and also create smaller pieces that can be used in Humvees.

Barribal said having the CNC Lathe and Mill allows the station to create the parts it needs here rather than spend time and money on shipping overseas.

To work the machines, the operators input the dimensions of the part they want to create into the machine's computer. The machinists then place a piece of metal into the Lathe or Mill, depending on the part they are

creating, and the device spins the piece of metal while a stationary cutter shapes it into the desired part.

Sgt. Bradley Stalker, MALS-12 machine shop noncommissioned officer in charge, said the station is the only military site from Naval Air Facility Atsugi to as far south as Okinawa, Japan, to be equipped with the two machines.

Before receiving the CNC Lathe and CNC Mill, the MALS-12 machinists used a manual version of the two machines, which took hours to create one new part. The new more precise models are able to produce multiple copies of the same parts in a matter of minutes.

"Would we be able to do our job without (the new machines)? Yes, but we would have to replace them again with manual machines," said Stalker. "The quality, the speed and efficiency would be greatly reduced. You're talking about machines that can make a part in a matter of minutes or hours, which can take a manual machinist a day or two days to make."

In total, the two machines, setup and software cost approximately \$250,000. They have a life expectancy of roughly 20 years. Stalker estimates the two machines have already saved the station approximately \$50,000 within the short time they've had them.

Lance Cpl. Joshua Lucie, a MALS-12 machinist, works with the two machines daily.

"The money that the station will save just having them — the machines are going to pay for themselves," said Lucie. "They'll pay for themselves very fast."

Although the CNC Lathe and CNC Mill are capable of creating parts for aircraft, the MALS-12 machinist must receive permission from civilian inspectors before any piece can be added to the aircraft.



CPL. CLAUDIO A. MARTINEZ

Lance Cpl. Joshua Lucie, a Marine Aviation Logistics Squadron 12 machinist, inputs information into the Computer Numerical Control Vertical Toolroom Mill 1 to create a part in the MALS-12 aviation life support building April 6. The machine specializes in machining hard metals to create parts used in other machines.



CPL. CLAUDIO A. MARTINEZ

Sgt. Bradley Stalker, a Marine Aviation Logistics Squadron 12 machine shop noncommissioned officer in charge, observes the Computer Numerical Control Lathe to create a part in the MALS-12 aviation life support building April 6. The Mill has a life expectancy of roughly 20 years.



CPL. CLAUDIO A. MARTINEZ

Sgt. Bradley Stalker, Marine Aviation Logistics Squadron 12 machine shop noncommissioned officer in charge, observes the Computer Numerical Control Lathe create a part at the MALS-12 airframes and aviation shop here April 6. The machine is able to produce multiple copies of the same parts in a matter of minutes.

In blackest knight, VMFA-314 flies through training

Black Knights, VMFA-314 conduct operations aboard MCAS Iwakuni

LANCE CPL. CHARLIE CLARK
IWAKUNI APPROACH STAFF

Marine Fighter Attack Squadron 314, an F/A 18 Hornet squadron based out of Marine Corps Air Station Miramar, Calif., has been keeping its Marines combat ready by conducting training operations here and around the region.

In 1982, VMFA-314 became the first squadron in the Marine Corps or Navy to employ the F/A-18 Hornet-jet.

VMFA-314 landed here March 9 as part of the Unit Deployment Program.

The UDP deploys units to the Western Pacific to reduce the number of unaccompanied tours and improve unit continuity.

While VMFA-314 is in WESTPAC, they are part of Marine Aircraft Group 12.

“We did a lot of close air support as well as armed reconnaissance work during Foe Eagle 2011,” said Capt. Justin Floyd, VMFA-314 S-6 schedule officer.

The purpose of exercise Foe Eagle is to test the U.S. and South Korean forces’ ability to defend against threats, protect the region and maintain stability on the Korean peninsula.

“We’ve also gotten three of our wingmen night systems qualified since we’ve been in Iwakuni,” said Floyd. “That makes the squadron a lot more flexible.”

Having three more VMFA-314 pilots night systems qualified allows the unit to fly night missions during operations.

“We train like we fight,” Floyd said. “We have to be ready for absolutely anything.”

Marine All-Weather Fighter Attack Squadron 242 has worked closely with VMFA-314 during their operations here by coordinating simulated close air support.

VMFA-314 has flown approximately 24 sorties a day and accumulated approximately 520 flight hours since its arrival here.

Flying missions are only one aspect of the training to keep VMFA-314 Marines ready for combat.

The maintenance Marines, who work day and night on the aircraft, play a huge role in the squadron’s operability.

“We’re making sure the mission gets done out here,” said Cpl. Thomas Bonde, a VMFA-314 aircraft mechanic. “If we can’t keep the aircraft running, then the pilots won’t be able to complete their mission. It’s a symbiotic relationship. We love to turn wrenches on these jets, and they love to fly them.”

MAG-12 provided ground support equipment to support the VMFA-314 mechanics.

“It’s important that we network with the station MAG to use their equipment,” Bonde said. “Otherwise, we would have to wait for our gear to get here.”

The VMFA-314 communication and navigation Marines play a vital role to the squadron.

“We make sure the pilots know when and where they are suppose to be going, so they aren’t flying blind,” said Sgt. Jonah Burnett, communication and navigation noncommissioned officer in charge. “We also keep track of the inventory manifests for the maintenance Marines and the gear we’re using here.”

VMFA-314’s next mission is slated to operate out of Kadena Air Base Okinawa, Japan.



LANCE CPL. CHARLIE CLARK

Cpl. Thomas Bonde, a Marine Fighter Attack Squadron 314 aircraft mechanic, performs a post-flight inspection an F/A-18 cockpit on the flightline here April 1. Aircraft mechanic Marines perform inspections before and after each flight to keep the aircraft running right and the pilots safe.



LANCE CPL. CHARLIE CLARK

Sgt. Nate Delong, a Marine Fighter Attack Squadron 314 fixed-wing aircraft mechanic, performs routine maintenance on the air turbine starter of one of VMFA-314’s F/A-18s on the flightline here April 1. Delong and other fixed-wing aircraft mechanics, are responsible for maintaining the aircraft and the pilot’s safety.



LANCE CPL. CHARLIE CLARK

A Marine Fighter Attack Squadron 314 F/A-18 Hornet sits in the VMFA-314 hangar awaiting inspection here April 1. In 1982, VMFA-314 was the first tactical squadron in the Marine Corps or Navy that first started using the F/A-18 Hornets.



LANCE CPL. CHARLIE CLARK

Sgt. Louis Uhrle, a Marine Fighter Attack Squadron 314 fixed-wing aircraft mechanic, performs routine maintenance on the air turbine starter of one of VMFA-314’s F/A-18s on the flightline here April 1. Uhrle and other fixed-wing aircraft mechanics, are responsible for maintaining the aircraft and the pilot’s safety.

CORPS NEWS

HIGHLIGHTING MARINES AND SAILORS AROUND THE GLOBE

Marine Corps makes aviation history

CPL. RASHAUN X. JAMES
2ND MARINE AIRCRAFT WING

CAMP BASTION, Afghanistan — The Marine Corps completed an aviation first April 8 by flying MV-22B Ospreys on the aircraft's longest movement to date. Six Ospreys with Marine Medium Tiltrotor Squadron 266 returned to the 26th Marine Expeditionary Unit after a trek from Camp Bastion, Afghanistan, to Souda Bay, Greece, with the assistance of a pair of KC-130J Hercules from 2nd Marine Aircraft Wing (Forward) who provided transport and aerial refueling support. "As far as aerial refueling missions are concerned, this was a Marine Corps and Naval aviation first," said Capt. Ben Grant, the executive officer for the Marine Aerial Refueler Transport Squadron 252 detachment currently deployed in support of operations in Afghanistan. "Never before has an MV-22 movement been conducted this far or on this scale. On this mission, the MV-22s traveled in excess of over 2,800 miles from Camp Bastion to Souda Bay, using aerial refueling provided by KC-130Js. We transited three continents over land and water, three combatant commands' areas of responsibility and did it with no major issues." The mission was conducted to return VMM-266 Marines, cargo and aircraft to the USS Kearsarge and the 26th MEU, which had been tasked to the Mediterranean region in support of operations in Libya. "This mission validated a capability that should ultimately be seen as routine," said Grant. "We affirmed the ability of the MV-22 to be long-range deployed with KC-130J support." Grant said the mission was conducted over two separate movements consisting of two Hercules and three Ospreys. During both movements, the KC-130Js not only refueled the MV-22Bs, but also transported more than 50,000 pounds of VMM-266's essential

cargo, maintenance and support equipment. Nearly 100 Marines also made the journey so they could join the rest of the 26th MEU, and prepare for their return to the U.S. "Our weather radar, familiarity with international flying, cargo capacity, communications and navigational abilities, and ability to aerial refuel the MV-22 makes us a combat multiplier for them, ensuring their success," Grant said of the KC-130J's abilities. Grant said the mission went well, a result of not only planning, but the Marines' ability to adapt to the situation. "Though we had prepared for a myriad of contingencies, none arose that required us to alter our timelines or routing," said Grant. "While each movement encountered expected and unexpected friction that had to be immediately addressed, each was handled superbly by the KC-130J and MV-22 Marines. Everyone involved worked as a team of professionals." Grant said while the mission was the first of its type at this scale, he believes more missions of this nature will occur in the future. He said he sees movement like this becoming as routine for the Osprey as they are for other Marine Corps aircraft including F/A-18 Hornets, AV-8B Harriers and CH-53E Super Stallions. "It was not without many learning points for both the MV-22 and KC-130J crews," said Grant. "We are still developing and refining these procedures as the MV-22 continues to mature. Great credit goes to the MV-22 pilots and crews for their 'can-do' attitude and planning of these two movements." Since responding to a request to support Regional Command Southwest's area of operations, the Fighting Griffins of VMM-266, based out of Marine Corps Air Station New River, N.C., have provided aviation and assault support for 3rd Battalion, 8th Marine Regiment and other coalition ground forces in Afghanistan, explained Lt. Col. Romin

Dasmalchi, the VMM-266 commanding officer. Simultaneously, other elements of VMM-266, including reinforcements from an AV-8B Harrier detachment, participated in other activities, notably recent operations in Libya. "It's been a challenging deployment for the Marines here," Dasmalchi said. "They've been split up into two theaters and have found motivation in the fact that the squadron was still able to operate with great success." Before VMM-266 departed Afghanistan, the squadron and VMM-264, another New River, N.C.-based MV-22B squadron, conducted an aircraft exchange allowing four of VMM-264's Ospreys to return back to the U.S. for maintenance. In return VMM-264 inherited four newer Ospreys from VMM-266 to continue to conduct operations in Afghanistan, said Dasmalchi. "Our Marines had their work cut out for them once we accepted these older aircraft," said Dasmalchi. "The aircraft had to be operationally sound before we embarked on the long-range flight to Souda Bay. The Marines did an incredible job, logging thousands of maintenance hours, all while supporting Regional Command Southwest simultaneously." Grant credited the mission's success to KC-130J and MV-22 maintenance and support Marines, cooperation from the United Kingdom's Royal Air Force, which aided with ramp space and air traffic control and support from other Marine units, like meteorological service. He also said many Marines throughout the region, other military services, and U.S. government agencies worked behind the scenes to ensure smooth coordination. "As Marines, we are not just warriors from the sea. We are warriors, from anywhere to anywhere on the globe," said Grant who also serves as a KC-130J weapons and tactics instructor. "This mission got the MV-22s on their way home. The next mission may be to get them to the fight, or from one fight to another."



CAMP BASTION, Afghanistan — A KC-130J Hercules belonging to Marine Aerial Refueler Transport Squadron 252, flies over the Middle East with two Marine Medium Tiltrotor Squadron 266 MV-22B Ospreys April 3. Six Ospreys with Marine Medium Tiltrotor Squadron 266 returned to the 26th Marine Expeditionary Unit after a trek from Camp Bastion, Afghanistan, to Souda Bay, Greece, with the assistance of a pair of KC-130J Hercules from 2nd Marine Aircraft Wing (Forward) who provided transport and aerial refueling support.

COMMUNITY BRIEFS | CLASSIFIEDS

Briefs

American Red Cross
The American Red Cross will be holding an Adult, Infant, and Child CPR & First Aid course 8:30 a.m. – 4:30 p.m. Saturday. The fee is \$40. For more information, call 253-4525.

Marriage Enrichment Small Group
A marriage enrichment small group is scheduled to be held 6:30 p.m. in Building 936C every Monday. For more information, call chaplain Bruce West at 253-3371 or e-mail bruce.b.west@usmc.mil.

Emergency Preparedness for Family Members Course
The station safety center is offering a free voluntary noncombatant respirator course at 3:30 p.m. every other Wednesday until May 30. For more information or to sign up, call 253-6381.

Lending Locker Program
The lending locker program is available to provide small home appliances and utensils for incoming and outgoing command-sponsored members for up to 60 days inbound and 30 days outbound. A copy of PCS orders is required. The

lending locker is located in Building 411 Room 101. For more information call, 253-6161.

Mothers of Preschoolers Volunteer Opportunities
Mothers of Preschoolers is looking for volunteers to work with their MOPPETS ages 0-5 years old. If you would like to help, call at 253-2031.

Crime Stoppers
To report a crime, call 253-3333. Callers can leave a detailed message without having to speak to a live person.

Fellowship Breakfast
Christian fellowship and group discussion breakfasts are scheduled 6:30 – 7:15 a.m. every Wednesday at the north side mess hall. For more information, call chaplain Bruce West at 253-3371 or John Cordero at 253-5301 or 080-3217-3205.

PMO Lost and Found
Contact the Provost Marshal's Office Lost and Found if you have lost anything around the installation. Examples may include: Cell phones, keys, digital cameras, bicycle helmets, etc. To recover lost items or for more information, call 253-4929.

Americable Activation
Americable is scheduled

to begin service activation in certain areas of the base. Tune in to channel 37 for more information or stop by the Americable office in the Crossroads mall.

Temporary Mess Hall
Building 240 is designated as a temporary mess hall. Hours of operation are 6 – 7:30 a.m. and 11 a.m. – 1 p.m. Monday – Friday. The special shuttle bus will continue to run during the dinner and dinner/brunch meal periods. A sandwich bar is also available 1:30 p.m. – 5:30 p.m.

Vehicles

1999 Nissan Cube
\$3,500 JCI expires April 2013. In great condition, clean. Vehicle comes with a CD player and iPod adaptor. Call Anthony and Casey Klein at 080-4188-1371 or 080-4188-8744.

1990 Nissan Datsun
Five speed pick-up truck, \$2,900. Call Pat Hart at 253-5438 or 090-8313-1197.

1995 Toyota Lucida
JCI due June 2012, road taxes paid. Seats eight, well maintained, very clean, asking \$2000.00 OBO. Call 080-3491-1094

or email Nbear15@aol.com.

1995 Toyota Crown
JCI expires Jun 30, 2011. Seats 5, well maintained. \$1,300 OBO. Call 080-3491-1094 or email Nbear15@aol.com.

Jobs

Commissary Merchandiser
SARVIS Inc. is currently looking for a part-time commissary merchandiser, 48 hours per month. Workplace is Iwakuni Commissary/DeCA CDC. Experience in retail or commissary merchandising is preferred. For more information, e-mail Mr. More at tmore_sarvis@yahoo.com.

English Teachers
Two positions are available to teach English in Tokuyama every Friday 6 – 8 p.m. For more information, call 253-6868.

Travel Counselor
CWTSatoTravel has a travel counselor position available at the government travel office here. This position is responsible for booking air, car and hotel reservations for military travelers in official duty status using the SABRE CRS. Desirable

for the candidates to have travel agency or airline experience, and SABRE CRS experience. Knowledge of government travel regulation is also preferred. Send all inquiries and resumes to mkenat@cwtsatotravel.com. No phone inquiries.

Brief and Classified Submissions
To submit a community brief or classified advertisement, send an e-mail to iwakuni.pao@usmc.mil. Include a contact name, a phone number and the information you would like to be published. Alternatively, you may submit your brief or classified advertisement in person at the Public Affairs Office, Building 1, Room 216 or you may call 253-5551 to make your submission over the phone. However you choose to submit, ensure you provide all requested information to simplify the request process. The deadline for submissions is 3 p.m. every Friday. Submissions will run the following Friday on a space-available basis. The Iwakuni Approach staff reserves the right to edit submissions for space and style.

Road Tax Due April 2011

You must have your title to pay tax

All payments must be made in Yen.

Road Tax must be paid by April 30 to drive

Heavy Vehicle Information

Plate:	_____	Cost:	_____
100Y	_____	¥ 32,000	_____
33E, 33Y, 300Y, 300E	more than 4,501cc	¥ 22,000	_____
329Y, 330Y, 331Y	less than 4,501cc	¥ 19,000	_____
44Y, 400Y, 55Y, 500Y, 529Y, 530Y, 531Y, 500E	_____	¥ 7,500	_____

Light vehicle and motorcycle information

Plate:	_____	Cost:	_____
50A, 40A, 580A	_____	¥ 3,000	_____
YAMA A, B	_____	¥ 1,000	_____
IWAKUNI A, B, C	_____	¥ 500	_____

■April 13 through 15, tax collectors from the city will be at the Provost Marshal's Office pass and registration section and heavy vehicle owners only will be able to pay their tax 9 a.m. - 3 p.m.

■Heavy Vehicles will pay road tax on the first floor of the New Symphonia Building from 8:30 a.m. to 5:15 p.m. Parking is free in the rear of the building.

■Once your road tax is paid, bring the following to the pass and registration section of the PMO building, to receive your new base decal:
- Japanese title, secondary insurance, the vehicle or motorcycle, Japanese Compulsory Insurance (JCI), SOFA license and AFID card, recycling fee receipt and new road tax receipt.

■Light Vehicles and motorcycles will pay road tax on the second floor of City Hall located across from the police station from 8:30 a.m. to 5:15 p.m. Parking is free.

■Maps to the new Symphonia building and City Hall can be obtained from the PMO pass and registration section. For any other questions, contact pass and registration at 253-3135.

■To avoid the long lines of the "last minute rush" at PMO, please pay your road tax and renew your decal early in April.

■April 29 the PMO pass and registration section will only be open for renewing decals. No other business will take place during this time.

Failure to pay road tax can result in the impoundment of your vehicle.

INFOTAINMENT

Chapel Services

Roman Catholic
Saturday 4:30-5:15 p.m. Confession
5:30 p.m. Mass
Sunday 8:30 a.m. Mass
9:45 a.m. Religious Education
Tues. – Fri. 11:30 a.m. Weekday Mass
Wednesday 6 p.m. Inquiry Class for adults

Protestant
Saturday 7 a.m. Men’s Ministry
9:30 a.m. Seventh-Day Adventist Sabbath School
11 a.m. Seventh-Day Adventist Divine Worship
Sunday 9:30 a.m. Sunday School, Adult Bible Fellowship
10:30 a.m. Protestant Service
11 a.m. Children’s Church
4:30 p.m. Lutheran Holy Communion Service (Small Chapel)
Wednesday 6 p.m. Awana (Bldg. 1104)
6:15 p.m. Adult Bible Study (Capodanno Hall Chapel)

Church of Christ
Sunday 9:30 a.m. Bible Study (small chapel)
10:30 a.m. Worship Service

Latter Day Saints
Tuesday 6:30 a.m. Youth 12-17 Activities

Teen Programs
• High School Meetings (Club – grades 9-12)
• Junior High Meetings (Club JV – grades 7-8)
• HS&JR Bible Studies
• Retreats
• Service Projects
• Missions Trip
• Special Events Volunteer Training & Mentoring
• Parent Support Group
Call 080-4177-2060 or e-mail jletaw@ClubBeyond.org

For information regarding divine services, religious education or any other command religious program or chapel activity, call the Marine Memorial Chapel at 253-3371.

Photo of the week



GUNNERY SGT. BRYCE PIPER
HELMAND PROVINCE, Afghanistan — Lance Cpl. Matthew Dyke (LEFT) and Lance Cpl. Zachary Brizio, both with 1st Platoon, Company I, Battalion Landing Team 3/8, Regimental Combat Team 8, set in their M240B machine gun during a security patrol through a poppy field March 27. If you have your own photo to submit? Submit your photos to the Public Affairs Office by e-mailing them to iwakuni.pao@usmc.mil or submit them in person at the Public Affairs Office in Building 1 Room 216. Entries will be judged by the Iwakuni Approach Staff and the top selection will run in the next edition of the Iwakuni Approach. For more information call 253-5551.

SAKURA THEATER

Friday, April 15, 2011
7 p.m. Big Momma’s: Like Father Like Son (PG-13)
Premier
10 p.m. I Am Number Four (PG-13)
Premier

Saturday, April 16, 2011
1 p.m. Gnomeo & Juliet (G)
Premier
4 p.m. Rango (PG)
7 p.m. Diary of a Wimpy Kid: Rodrick Rules (PG)

Sunday, April 17, 2011
1 p.m. Gnomeo & Juliet (G)
4 p.m. Big Momma’s: Like Father Like Son (PG-13)

The movie schedule is subject to change. Please check www.mccsiwakuni.com/sakura often for updates, or call the Sakura Theater at 253-5291 for the latest schedule.

General Admission: Ages 12+ are \$2.50 / Ages 6-11 are \$1 / Children ages 5 and under admitted free. For more information, visit www.mccsiwakuni.com or call 253-5291.

Like Son (PG-13)
7 p.m. I Am a Number Four (PG-13)

Monday, April 18, 2011
7 p.m. Sanctum (R)
Last Showing

Tuesday, April 19, 2011
7 p.m. The Roommate (PG-13)
Last Showing

Wednesday, April 20, 2011
7 p.m. Big Momma’s: Like Father Like Son (PG-13)

Thursday, April 21, 2011
7 p.m. I Am Number Four (PG-13)

CPZ crushed by Roc Boyz’ might

LANCE CPL. CHARLIE CLARK
IWAKUNI APPROACH STAFF



LANCE CPL. CHARLIE CLARK
Emmanuel Rosario, Roc Boyz center, stops Kenneth Thomas, CPZ power forward, in his tracks when Thomas attempted a layup during the first game of the 2011 Intramural Basketball Season at the IronWorks Gym sports courts here April 6. Rosario and the other Roc Boyz’ players kept their defense strong, only allowing CPZ to score 17 points to the Roc Boyz’ 50-point finish.



LANCE CPL. CHARLIE CLARK
Ryan Marshall, Roc Boyz point guard, tosses a layup during the first game of the 2011 Intramural Basketball Season at the IronWorks Gym sports courts here April 6. The Roc Boyz smashed CPZ 50-17 after the mercy rule was called into effect.

The Roc Boyz devastated CPZ 50-17 during the first game of the 2011 Intramural Basketball Season at the IronWorks Gym sports courts here April 6.

Emmanuel Rosario, Roc Boyz center, snatched the ball during the toss up. The ball went back and forth until Arthur Lee, Roc Boyz power forward, sunk the first layup of the game.

“Tonight, I saw how my team meshes together with the different rotations,” said Rajiv Douglas, Roc Boyz point guard and coach. “It took us a few minutes, but we got our jitters out.”

Christopher Farmer, CPZ point guard, fired back with a 3-pointer to take the lead early on 3-2.

The CPZ offense fought hard but within the first 10 minutes, the Roc Boyz had a 5-point lead 12-7.

Lee was fouled when he attempted a layup, but was only able to hit one of his two free throws.

Kemp Dreher, CPZ power forward, snuck a layup through the Roc Boyz’ defense, but Paul Torres, Roc Boyz forward guard, answered back with a 3-pointer.

Douglas stole the ball and sunk a layup putting it 18-9.

“When we brought our game inside, that’s when we started scoring,” said Ryan Marshall, Roc Boyz point guard. “Our next practice we’re going to work on defense and offense.”

CPZ kept the ball up court until Marshall powered through the CPZ players to get a layup.

Rosario snatched the ball and followed up with a layup of his own, furthering the Roc Boyz lead 22-9 with one minute and 30 seconds left in the first half.

Marshall stole the ball but was fouled on the convert. He was one for two with his free throws.

Marshall stole the ball again and got a layup then immediately snatched possession again to sink another layup giving the Roc Boyz an 18-point lead 27-9 ending the first half.

CPZ started the second half off with possession of the ball but Michael Smalls, Roc Boyz center, quickly stole the ball and sunk a 3-pointer.

Rosario stole the ball and scored a layup making the score 32-9.

Gaylord Chalibuso, CPZ power forward, kept his team alive when he pushed through the Roc Boyz’ defense to sink a layup.

Dewayne Pigge, Roc Boyz forward guard, answered back with a layup of his own putting the score at 34-11.

Dreher continued CPZ’s momentum with a layup.

Lee fired back with a layup. He made his shot but was fouled. He sunk his free throw, giving the Roc Boyz a huge 24-point lead of 37-13.

Thomas Bowser, Roc Boyz power forward, got past the CPZ defense and sunk a layup.

Pigge stole the ball and was fouled when he attempted a layup. He was one for two coming off the line, giving the Roc Boyz a dominant 27-point lead at 40-13.

Farmer snuck a layup before the Roc Boyz’ offense went all out.

The Roc Boyz’ players showed who was boss when they scored eight more points in three minutes making it 48-15.

“I thought it was a very exciting game,” said Pigge. “We put forth a lot of effort on defense to spread their points out, and everybody played together as a team.”

Bryan Taylor, CPZ point guard, managed to sink a jump shot, but Torres quickly responded with a layup with eight minutes left in the second half, putting the score 50-17.

The referee called the mercy rule into effect and the game ended in favor of the Roc Boyz.

The mercy rule ends a game when one team is winning by a large amount of points.

“I think our defense was amazing,” Douglas said. “To hold the other team back with only 17 points, I think that is really good.”

Brodrick Foster, CPZ head coach, seemed hopeful about his team’s next game.

“We got squashed really badly tonight,” Foster said. “That’s not going to happen again.”

The games for this season are scheduled Monday through Thursday from April 6 through May 11 with games at 6 p.m., 7 p.m. and 8 p.m. at the IronWorks Gym sports courts.

Mess Hall Menu

Monday
Cream of broccoli soup, French onion soup, baked chicken and rice, yakiniku, steamed rice, macaroni and cheese, lyonnaise green beans, mashed potatoes, peas and carrots, chicken gravy, dinner rolls, macaroni salad, creamy cucumber rice salad, standard salad bar, peanut butter cookies, chocolate cream pie with whipped topping and double layer banana cake with buttercream frosting.

Tuesday
Minestrone soup, tomato soup, roast fresh ham, shrimp scampi, potatoes au gratin, rice pilaf, glazed carrots, broccoli combo, grilled cheese, potato salad, Italian style pasta salad, standard salad bar, brownies, spice cake with buttercream frosting and coconut cream pie.

Wednesday
Chicken and rice soup, New England clam chowder, chili macaroni, grilled cheese, grilled ham and cheese, tempura fried fish, macaroni and cheese, oven glo potatoes, broccoli polonaise, mixed vegetables, dinner rolls, macaroni salad, spring salad, standard salad bar, chocolate drop cookies, double layer Florida lemon cake with lemon butter cream frosting and blueberry pie.

Thursday
Chicken noodle soup, cream of potato soup, apple glazed corn beef, teriyaki chicken, rissole potatoes, noodles Jefferson, succotash, fried cabbage, hot mustard sauce, chicken gravy, cornbread, potato salad, German style tomato salad, standard salad bar, Pecan brownies, yellow cake with butter cream frosting and chocolate cream pie with whipped topping.

Friday
Vegetable soup, beef noodle soup, shrimp Creole, beef cordon bleu, herbed broccoli, lemon baked fish, parsley buttered potatoes, steamed rice, carrots, dinner rolls, macaroni salad, cucumber and onion salad, standard salad bar, ginger molasses cookies, double layer German chocolate cake with coconut pecan frosting and pumpkin pie with whipped topping.

HazMat: Dirty job someone's got to do it

LANCE CPL. CAYCE NEVERS
IWAKUNI APPROACH STAFF

On April 28, 1953, Hooker Chemical, a company involved with toxic waste sites in Love Canal, N.Y., sold polluted land to the Niagara Falls School Board knowing there was 21,000 tons of chemical waste buried in the ground.

In 1962 residents of Love Canal reported puddles of oil or colored liquids in their backyards or basements. Later that year, the Love Canal Homeowners Association reported that 56 percent of babies were born with at least one birth defect.

Hazardous materials are substances or materials that can adversely affect the safety of the public. HazMat teams are personnel trained to handle these dangerous substances.

Marines and station firefighters attended a Hazardous Materials Technicians Course, at the Iwakuni Fire Department here to learn how to handle HazMat in dangerous situations March 7 - April 7.

Course attendees went through five weeks of hands-on training and classroom instruction.

Throughout the course, the trainees performed practical application in the mornings and classroom instructions in the afternoons.

Practical application consisted of applying HazMat techniques involving different chemicals in 12 learning stations.

The classroom instructions were comprised of students working as a team to complete paperwork for each HazMat station.

The training is a designed to teach Marines and firefighters to respond safely to HazMat using advanced techniques, said Thomas Hirko, Bucks County Community College public safety trainer.

"The trainees go through techniques in

mitigating leaks of materials that would cause environmental and personal harm," said Mike McGinnis, Bucks County Community College public safety trainer.

Marines and firefighters are trained on how to deal with chemical warfare agents and radiological and chemical hazards.

Trainees gained the knowledge and ability to respond to HazMat incidents like Love Canal.

The knowledge, information and practical training taught in the HazMat course are required to complete the prerequisites of a Japanese firefighter, said Yasushi Morikawa, Iwakuni Fire Department assistant fire chief.

With this course being mixed with Marines and Japanese speaking firefighters, students needed a translator.

"The translator we have takes our concept and changes that to words that the students would understand," said McGinnis. "We have to explain the technical aspect of the course to the translator, and the translator turns that into Japanese so the Japanese speaking students can understand."

Although a language barrier was present, the instructors were able to complete the curriculum by the set testing date.

To become HazMat technicians, the students went through 80 hours of the HazMat course and must meet yearly training hours to maintain their technician status.

"If we don't do 16 hours yearly, we have to retake the class," said Morikawa.

In order to complete the course, students are tested in seven of the 12 stations. Trainees are randomly given stations they will be tested on.

They must pass and complete paperwork and practical application for each station tested.

The course goes about once, sometimes twice a year here. This year the Marines and firefighters have put in a lot of hours to pass

the course and will have to continue to put in hours of training annually to refresh their HazMat knowledge and techniques to further ensure the safety of station residents.,



LANCE CPL. CAYCE NEVERS

Yasushi Morikawa, Iwakuni Fire Department assistant fire chief and student in the Hazardous Material Technicians Course, tests a chemical zone of toxic chemicals at the Iwakuni Fire Department here March 30. Students were helped into HazMat suits and had to perform practical application during the five week course.



LANCE CPL. CAYCE NEVERS

Two students from the Hazardous Materials Technicians Course test a leaking barrel for toxic chemicals and attempt to stop the leak at the Iwakuni Fire station March 30. Marines and station firefighters went through 12 stations of practical application that taught them how to deal with different hazardous chemicals and prevent harm. The course required 80 training hours to complete.