

# THE IWAKUNI APPROACH

Issue No. 32 Vol. 6 | Marine Corps Air Station Iwakuni, Japan

## Final check ensures safety on 'Highway through Danger Zone'



SGT. CHARLES MCKELVEY

Marines, qualified as final checkers, look over an F/A18-D before it's cleared safe to fly, Aug. 22, 2013, at Royal Australian Air Force Base Tindal, during Exercise Southern Frontier. In order to become a final checker, Marines must stand out in their work sections and demonstrate: trustworthiness, thoroughness and attention to detail.

Sgt. Charles McKelvey  
IWAKUNI APPROACH  
STAFF

**ROYAL AUSTRALIAN AIR FORCE BASE TINDAL, Australia** — Start with trustworthiness. Add attention to detail, dependability and thoroughness. These are the basic requirements of a final checker — the last line of safety for aircrew.

The final checkers of Marine All-Weather Fighter Attack Squadron 242 work diligently to ensure every aircraft flown during Exercise Southern Frontier 2013 is a safe one.

Southern Frontier is an exercise hosted by the Royal Australian Air Force in the Northern Territory. U.S. Marine Corps participation consists of elements of Marine Aircraft Group 12, 1st Marine Aircraft Wing, III Marine

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## Flight equipment Marines ensure pilot safety during Exercise Southern Frontier

Sgt. Charles McKelvey  
IWAKUNI APPROACH STAFF

**ROYAL AUSTRALIAN AIR FORCE BASE TINDAL, Australia** — Whenever a jet takes off there is a risk of danger. While some may consider Marine aviators the best in the world, there is still a possibility of the worst-case scenario an ejection.

If an ejection occurs, the aircrew must rely on their flight equipment, and the Marines who maintain it on a daily basis.

Pilots and weapons system officers from Marine All-Weather Fighter Attack Squadron 242, fly day in and day out with this risk during Exercise Southern

Frontier, which began Aug. 5, 2013.

"The mission of flight equipment is to ensure the safety of the pilots in the event of an ejection," said Staff Sgt. Neil Seip, the staff noncommissioned officer in charge of flight equipment for VMFA(AW)-242.

Ensuring the safety of the aircrew is a job that starts long before the Marines in the flight equipment shop leave Marine Corps Air Station Iwakuni, Japan, the squadron's home station.

Seip said they have an extensive period of work before a deployment because they have

SEE **EQUIPMENT** ON PAGE 3



PHOTO ILLUSTRATION BY: SGT. CHARLES MCKELVEY

## Radar serves station as an eye in the sky

Pfc. D. A. Walters  
IWAKUNI APPROACH STAFF

Hundreds of operational flights leave and enter through Marine Corps Air Station Iwakuni, Japan, airfield each day, but behind closed doors, there are Marines and civilians that control the aircraft on their departing and approaching flight paths.

Air Traffic Control Marines and civilians, who are specialized in the radar branch, monitor aircraft and provide pilots their altitude, as well as the direction they are flying in MCAS Iwakuni's flight space.

Sergeant Pilar Gonzalez, air traffic controller with Headquarters and Headquarters Squadron, has spent the past five years working in the radar branch of ATC.

Gonzalez said that every day on the job is training, training is continuous and anyone who stops furthering their training is removed from the military occupational specialty.

Radar specialists work with Marines and civilians inside the tower to coordinate flights and relay messages to assure ATC's

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# CHAPLAIN’S CORNER

## 'Peace'

Lt. j.g. Latoya Zavala  
H&HS CHAPLAIN

When I was in a Seminary, I was standing around with a group of students one day after class discussing some "what if's" in life. We started to discuss what it would mean to us if there were no afterlife. Would it be worth living a religious life if there were no reward; if there were no heaven for the Christian, or no god to become if you are Buddhist or no higher order of life if you're Hindu?

Is it worth living an ethical life if you're atheist? I had said, I would be pretty upset if there wasn't... and I would be pretty upset if there was and I didn't make it. "If I'm not condemned, let me earn it," was my sentiment. We

all laughed as others shared the same opinion, but one girl became a little pensive, and she said, "No, no, it's worth it. I would not give up the peace I have right now. I cannot live without the peace of mind this lifestyle gives me."

That got me thinking about what I had said, and what her words meant to me. I started to reflect on my life. I realized that I did not have peace at the time of the conversation. I was tormented with a big decision I had to make, and I needed peace. True, I was experiencing a situational need for peace, but this appears to be a universal need at some moments in the life of a person, group, community, and even a nation.

Bill Cosby jokingly said, "Parents are not interested in justice, they're interested in the peace and quiet." This seems to be particularly true with parents of more than one child. As funny as Cosby made it, it seem that in the woes and pains of the world,

that this is also a universal truth. We may very well be interested in justice, but many are more interested in peace. Ronald Reagan said, "A people free to choose will always choose peace."

As life happened and unexpected events take place, as we accept, learn and grow, we can change our opinions, our thought processes, our definitions and we can move toward peace of mind and heart in the present as we erode old barriers and build new structures. When we draw from a strong, healthy source of peace, we become distributors of peace.

We can help others enter the process os peace. So I ask you, where do you get your peace from?

Before Jesus left the Earth, he left this promise: "Peace I leave you; my peace I give you. I do not give to you as the world gives." So I ask you again, do you have a strong healthy source of peace? Have you chosen peace? Have you entered the process of peace?

## Models strut their stuff on red carpet

Story and photo by  
Lance Cpl.  
Antonio J. Rubio  
IWAKUNI APPROACH STAFF

Marine Corps Family Team Building and the Marine Corps Exchange partnered together to host a military ball exposition, known as Semper Style, in the Club Iwakuni Ballroom aboard Marine Corps Air Station Iwakuni, Japan, Aug. 31, 2013.

Semper Style is an overall experience to help Marines, sailors and spouses prepare for their upcoming service birthday celebrations.

This event was put together to help inform spouses about proper etiquette and wear for the celebration said Jennifer Carr, Family Readiness and Deployment Support Trainer with Marine Corps Family Team Building.

“The Marine Corps Exchange has a wide variety of styles of dresses for spouses to pick from,” said Carr. “The pickings are slim, they send us only so many, so you have to get there and order your dress and get that taken care of.”

The MCX has all items pertaining to Marines’ and sailors’ uniforms including, but not limited to, corframs, ribbons and medals.

Marines who volunteered in this event donned their dress blue alphas to show how male Marines properly wear their uniform for the ball.

The expo allowed residents to witness

different hair and makeup styles as employees from the “Head to Toe” salon prepared models for the runway portion later in the evening.

“It was really helpful,” said Bianca Moreno, spouse and Semper Style model. “(Employees) asked you, ‘how do you want your hair and make up? How do you like it?’ They ask to see your dress so they can match everything with you so you can look like a princess.”

During the runway show, different styles of dresses were showcased, some bought aboard station and others from past events or different places.

“Some of (the models) will be provided dresses from the MCX

to model, some of them have bought dresses from the MCX from previous years and some are dresses from previous balls that they want to wear,” said Carr.

Marines escorted models during the “Runway Show” portion of the event. Models strutted on stage from left to right, simulating a horizontal style catwalk and strode down the designated walkway to allow attendees the opportunity to not only admire their beauty, but also to witness the model’s proper eloquence and wear for the celebration.

To end the night, all the models and escorts stood proudly in front of everyone and a final round of applause was given for the effort and time they put into this event.



Master Sgt. Lionel Saulsberry, Headquarter and Headquarters Squadron postal chief, waits for a Semper Style model by the stage in the Club Iwakuni Ballroom aboard Marine Corps Air Station Iwakuni, Japan, Aug. 31, 2013. Employees from Head-to-Toe salon did the model's hair and makeup.



SGT. CHARLES MCKELVEY

A final checker signals safe to a pilot from Marine All-Weather Fighter Attack Squadron 242 during Exercise Southern Frontier at Royal Australian Air Force Base Tindal, Aug. 22, 2013.

CHECK FROM PAGE 1

Expeditionary Force, operating at Royal Australian Air Force Base Tindal.

“The final check is the last inspection before the aircraft goes out,” said Gunnery Sgt. Gavin Reuter, powerline division chief with VMFA(AW)-242. “Everything has been inspected several times, but the aircraft was

sitting still not running. The only thing that is different is that now you have pumping fluids, the idea being that you’ll find any of those leaks that maybe the aircraft wasn’t leaking statically, but now it will be.”

Besides oil and fuel leaks, final checkers also look for unlocked latches, ordnance stations that were not armed correctly or anything else that may turn a jet around to prevent an unsafe flight.

Becoming a final checker means that a Marine has proven themselves in their own respective work section and can take on the responsibility of the job.

“There is a training syllabus that is assigned to them through (Advanced Skills Management) along with a lot of required reading, and they do some practice final checks, where they will lead the final check with a qualified final checker behind them that is overlooking everything,” said Reuter. “The training syllabus encompasses the entire aircraft so when you get your final checker qualification, you are qualified to look at the entire jet.”

The final check, which includes a 360-degree walk around of the aircraft, ensures that the

F/A-18 does not depart the flight line in an unsafe condition. If an aircraft does manage to take off in anything other than a safe manner, the result could be catastrophic.

“If something goes wrong with the jet, the people they are going to look at first are the final checkers,” said Cpl. Emily A. Eberhart, the quality assurance collateral duty inspector with VMFA(AW)-242.

Eberhart, who is also a plane captain, says the role of a final checker is, at times, nerve racking and puts a lot of responsibility on a Marine. In order to prevent her from missing something, she relies on her experience and consistency.

“I do things the exact same way each time,” said Eberhart. “Because if I go out of sync, then I’ll miss something, so if you do it the same way every time and you never miss anything, you’re never going to miss anything.”

While the mission of VMFA(AW)-242 is to fly jets, the mission of a final checker is the opposite.

“I try to down a jet, that’s my motivation,” said Eberhart. “If you try to down a jet you are going to look harder, therefore you are safer.”



SGT. CHARLES MCKELVEY

Lance Cpl. Curtis Campanello, a flight equipment technician with Marine All-Weather Fighter Attack Squadron 242, Marine Aircraft Group 12, 1st Marine Aircraft Wing, III Marine Expeditionary Force, services gear during Exercise Southern Frontier Aug. 19, 2013, in Australia's Northern Territory. Southern Frontier is conducted annually at Royal Australian Air Force Base Tindal to enhance flight operations and maintain proficiency as well as maintain interoperability between the partner nations.

their equipment.

“It is important for Marines in flight equipment to be on point,” said Seip. “One little mistake, or if something is not done correctly; it’s a big deal.”

Seip added that he and his Marines operate with a zero defect mentality.

“The thing about our gear is that you never know if it is correct. If other shops or Marines

do something wrong or incorrect they’ll know it, because they will test it,” said Seip. “With our gear, we don’t have anything like that. There are no tests; there are no checks to prove something is wrong or if someone messed something up. The only way you’re going to find out that something is messed up is in the final event of an ejection where a pilot gets hurt.”

RADAR FROM PAGE 1

mission, safe and orderly flow of air traffic, is accomplished.

“They will always call us up if they need an aircraft to leave,” said Gonzalez. “The way we benefit is, they will call us before the aircraft even leaves this place. That way we know what is around our airspace so we can let them go up.”

Radar has to make sure MCAS Iwakuni’s airspace is clear of aircraft passing over and incoming aircraft’s altitudes.

“The smallest detail you can overlook and

go snowball effect into something really bad that you don’t want to happen, so it’s not one situation that can do it,” said Cpl. James R. Villaloboz, air traffic controllman with H&HS. “The smallest detail has to count, so you can’t overlook anything.”

Marines inside radar have to stay on their toes to ensure everything runs smoothly in the airspace to prevent accidents and worst case scenarios, according to Gonzales.

“Don’t get used to the same thing because the same thing is never going to happen,” said Gonzales. “Always expect something different...it’s always a continuous change in

this MOS, nothing ever stays the same.”

Pressure is always on radar specialist’s shoulders, according to Gonzales, with more than just aircraft being at risk.

“You are in charge of thousands of lives, civilian lives, Japanese lives, pilots lives,” said Gonzales. “If you are not on your toes, and something happens, you are pretty much done, and you could go to jail.”

Radar Marines and civilians will be there to control their flights as long as aircraft are traveling through MCAS Iwakuni’s flight space, and ensure they arrive, leave or pass through safely and efficiently.





PHOTO ILLUSTRATION COURTESY OF: CHIEF WARRANT OFFICER 5 VINCE C. ENDRESEN

## Guitar musical notes play into lifelong journey

Pfc. D. A. Walters  
IWAKUNI APPROACH STAFF

A mother and her 7-year-old son living in Pembroke, Fla., shared a love for music. The mother, who was a Jimmy Rodgers fan, took her son to a music store looking for pianos, but discovered they were too expensive.

The young boy's eyes scanned the room, and upon a single glance one instrument caught his attention: a Gibson SG guitar that his mother then bought for him.

What they didn't know was that single act, of something as simple as buying a guitar, would be the first step on a path he would follow the rest of his life, though it would not come without hardships.

That young boy is now Chief Warrant Officer 5 Vince C. Endresen, Marine Corps Air Station Iwakuni, Japan, Marine Corps Community Services support division chief and MCCS Marine officer-in-charge.

His first on-stage performance was played during his 2nd grade talent show, where he said it was at that moment he fell in love with the feeling of entertaining and performing for a crowd.

"I never lost that feeling," said Endresen. "It's just a high you can't duplicate."

He continued to play guitar throughout elementary and middle school while listening to artists such as Andrés Segovia, Chet Atkins and Joe Pass as a young boy.

Endresen's knowledge and repertoire expanded through listening to bands like The Beatles, Boston and Chicago as he progressed through his teens and high school.

An opportunity presented itself to join his school band called The Chamber Singers, at the age of 14, and he traveled throughout Europe and to Mexico City.

Most of the high school students in his band were juniors and seniors, but being a freshman in the band allowed him to get a head start compared to other kids his age.

Endresen watched Van Halen perform live in concert when he was 16 years old, at the Hollywood Sportatorium in Hollywood, Fla. As he watched Eddie VanHalen play his guitar with the "finger tapping" technique, his eyes lit up in amazement. He compared the performance to "watching the guitar gods."

"He came out and changed everything," said Endresen. "It blew my mind. I couldn't believe what I was seeing or hearing."

In January 1985, Endresen enlisted in the Marine Corps. He made the decision to put being a Marine first and his guitar hobby second.

Endresen didn't have much time to play guitar as a junior Marine, but as the years went on he started to play consistently and became even more involved with guitars, eventually leading him to building and customizing his own.

In 2009, at Camp Pendleton, Endresen was in the process of making one of his own guitars at an MCCS Community Room Hobby Center when he met Johnny Vernazza, a blues guitarist from San Francisco with multiple gold records.

"He seemed very strong and positive on everything that he was doing and wanted to do," said Vernazza. "I was very impressed with him."

Vernazza asked Endresen if he could open for him during a benefit show for a young boy with terminal cancer, and Endresen humbly accepted.

Vernazza approached Endresen after the show and asked him if he would play as a guest guitarist on a song called "Fly Norton," on Vernazza's new album "Lions and Thieves."

Endresen received orders to Iwakuni, Japan, shortly after agreeing to record on the song. This made it difficult for Endresen to record his piece.

Sticking to his word, Endresen received a digital copy of the song Vernazza wanted him to record and he searched Iwakuni for a recording studio to record his piece.

Endresen completed his recording after spending six hours

during two days at the studio, and sent it back to Vernazza for touching up and release on the album.

"His ability to play a particular song that I had written, and play it different than I would play it added the special touch that it needed," said Vernazza. "When I first heard him play, I knew he had to play on this song and what he added to the song was beautiful."

Throughout Endresen's military career, he may not have been able to play guitar all the time, but being in love with the guitar, making new music and expressing himself through lyrics, he played as much as he could.

Endresen compares playing the guitar to "a lifestyle."

Within that lifestyle, Endresen said he wants to continue to play and someday record and release his own album.

Endresen summed up what music means to him in one sentence:

"Music is emotions and thoughts you can hear."

Whether it is building, playing or collecting them, Endresen continues to pursue the lifestyle of a guitar fanatic.



PHOTO COURTESY OF: CHIEF WARRANT OFFICER 5 VINCE C. ENDRESEN



LANCE CPL. JAMES R. SMITH

Cpl. Tyler Alcisto, Marine Wing Support Squadron 171 motor transportation mechanic, works on a dead-lined 7-ton truck at the MWSS-171 motot-T warehouse at Marine Corps Air Station Iwakuni, Japan, Aug. 21, 2013. While the majority of the unit is away, motor-T mechanics repair the vehicles for operational use once the Marines return.

## Marines support mission while unit is gone

Lance Cpl. James R. Smith  
IWAKUNI APPROACH STAFF

Several units from Marine Corps Air Station Iwakuni, Japan, constantly deploy to different countries in support of joint military exercises. What happens here while a majority of Marines are away?

Turns out, those buildings aren't empty. Although the bulk of a unit is deployed on an exercise, there are a handful of Marines that stay in Iwakuni supporting the mission.

"When the unit goes anywhere, we prepare the gear, whether it's cargo or personal equipment," said Cpl. Devon David, Marine Wing Support Squadron 171 embarkation specialist. "Once they leave, we need to keep track of when they're coming back to have support provided for them when they do return."

From administration to motor transportation, all Marines rush to complete their jobs here and assist their deployed brothers and sisters, even if it isn't affecting their mission overseas directly, as there is one challenge constantly presented when Marines deploy.

"Our workload is the same, just with less people," said Sgt. Brian Dreibelbis, MWSS-171 quality control noncommissioned officer in charge. "We fix the trucks so they will be ready for the operations that are coming up once they get back."

For Staff Sgt. Leroy Brown, Marine All-Weather Fighter Attack Squadron 242 administration chief, he is currently the highest-ranked Marine representing VMFA(AW)-242 in Iwakuni.

Brown said that he assumes the responsibility of the barracks manager, assists incoming Marines with check-in procedures and performs other miscellaneous tasks. In addition that, Brown is the main contact between VMFA(AW)-242 and the Marine Aircraft Group 12 sergeant major, Sgt. Maj. David Reaves.

While Marines from MCAS Iwakuni deploy to the four corners of the world working with foreign nations and strengthening military bonds, it's those who remain behind that continue to provide support toward accomplishing the mission.



LANCE CPL. JAMES R. SMITH

Cpl. Davion Carroll, Marine Wing Support Squadron 171 motor transportation mechanic, does maintenance work on a 7-ton truck in the MWSS-171 warehouse at Marine Corps Air Station Iwakuni, Japan, Aug. 21, 2013. With only a handful of Marines left in MWSS-171 motor-T, their hardest task is completing their usual workload with less people.



LANCE CPL. JAMES R. SMITH

Cpl. Devon David, Marine Wing Support Squadron 171 embarkation specialist, prepares a load plan Aug. 21, 2013, for equipment being sent to Twenty-Nine Palms, Calif., in support of their Integrated Training Exercise.



# READY FOR THE WORST

## Firefighters train for any disaster with urban search, rescue course

Story and photos by  
Lance Cpl. James R. Smith  
IWAKUNI APPROACH STAFF

Station firefighters aboard Marine Corps Air Station Iwakuni, Japan, recently completed their Urban Search and Rescue Technical Search Training course at the station firehouse Aug. 28, 2013.

The course, provided by Safety Solutions Incorporated, taught firefighters the abilities of detecting, locating and rescuing victims of an earthquake, tsunami or any other type natural disaster.

"Iwakuni Team One is always on standby in case of any type of emergency," said Ken Kobayashi, station firefighter and crew chief. "If an earthquake were to hit Iwakuni, our team would be the first to respond."

Firefighters spent the majority of their time in classroom instruction studying different rescue techniques, nomenclature and use of their equipment and potential hazards that can affect a rescue. In addition, they practiced mock scenarios in preparation for their practical application as the final exam.

"The fire department has limited personnel, so the goal is to make sure they're all capable of being able to perform these tasks in an efficient manner," said Harry Muns, Chula Vista, Calif., battalion chief and course instructor.

Their practical application consisted of a culmination of events, testing their skills learned throughout the course.

For the first day, an initial recon team collected data on all the buildings and searched for any possible quick rescues.

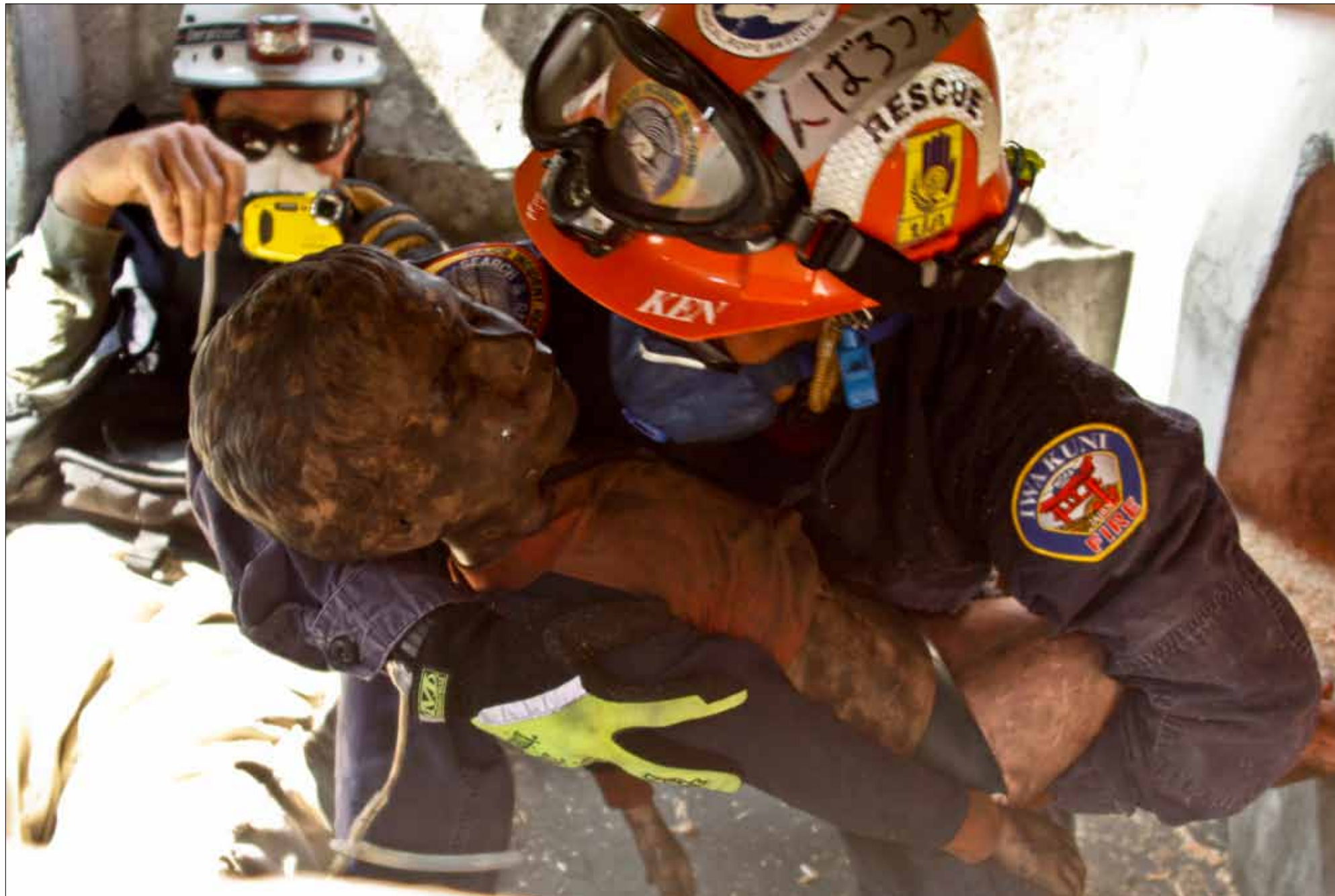
"If the recon team comes across a trapped victim that would take an extended period of time to rescue, their job is to note that information in their (global positioning system) and maps," said Muns. "Then they pass that information to the secondary team will come back and be more suited to rescue those victims."

For the second day of the exam, the secondary team received the information about the trapped victims and proceeded to extract them.

Instructors watched closely ensuring all firefighters were following their procedures correctly and stepped in at times to give some tips.

In the end, the crew managed to successfully rescue all of the trapped victims safely, passing the course.

Their completion of this training adds to a long list of training accomplishments, including Chemical, Biological, Radioactive, Nuclear materials training and First Responders training.



Ken Kobayashi, station fire department crew chief, extracts a training dummy from a simulated collapse for their practical application exam during the Urban Search and Rescue Technical Search Training course Aug. 28, 2013. According to Harry Muns, Chula Vista, Calif., battalion chief and course instructor, one of the primary goals of the training is to ensure firefighters are able to perform their tasks efficiently with the limited personnel they have.



Firefighters from Marine Corps Air Station Iwakuni, Japan, extract a training dummy from a simulated collapse for their practical application exam during the Urban Search and Rescue Technical Search Training course Aug. 28, 2013.



Firefighters from Marine Corps Air Station Iwakuni, Japan, prepare to suit up for their practical application exam during the Urban Search and Rescue Technical Search Training course Aug. 27, 2013.



(Above) Firefighters from Marine Corps Air Station Iwakuni, Japan, cut rebar to extract a victim trapped from a collapse for their practical application exam during the Urban Search and Rescue Technical Search Training course Aug. 28, 2013.



(Left) Firefighters from Marine Corps Air Station Iwakuni, Japan, extract a training dummy sustaining an injury from a simulated earthquake for their practical application exam during the Urban Search and Rescue Technical Search Training course Aug. 27, 2013.



# CORPS NEWS

HIGHLIGHTING MARINES AND  
SAILORS AROUND THE GLOBE



SGT. JONATHAN WRIGHT

Marines and Sailors with Company E, Battalion Landing Team 2nd Battalion, 4th Marines, 31st Marine Expeditionary Unit, offload from an MV-22 Osprey with Marine Medium Tiltrotor Squadron 265 (Reinforced), 31st MEU, to participate in Exercise Koolendong 13 in Northern Territory, Australia, Aug. 30. The 31st MEU is moving a battalion-sized force more than 300 miles inland to conduct a live-fire training exercise. The exercise reinforces why the 31st MEU is the force of choice for the Asia-Pacific region. Also participating in the exercise is the Marine Rotational Force – Darwin and soldiers of the 5th Royal Australian Army. The 31st MEU, supported by the USS Bonhomme Richard Amphibious Ready Group, brings what it needs to sustain itself to accomplish the mission or to pave the way for follow-on forces. The size and composition of the 31st MEU makes it well suited for amphibious operations, which includes raids, assaults, evacuations and humanitarian assistance operations.

## 31st MEU inserts battalion-sized force for Exercise Koolendong 13

Cpl. Codey Underwood  
31ST MARINE EXPEDITIONARY UNIT

**BRADSHAW FIELD TRAINING AREA, Northern Territory, Australia** — Leaning forward in the seat and holding his rifle for support, the Marine braced for impact as the 7-ton truck sped over yet another rock pile. Two days of travel has covered the Marine's gear in a thick film of dust, blending the camouflage pattern into one solid color of tan. Overhead, the slow beat of rotors announces the passing of another wave of aircraft carrying additional forces.

The 31st Marine Expeditionary Unit utilized the capabilities of its aviation combat element and combat logistics element to transport a battalion-sized element more than 300 miles inland for Exercise Koolendong 13 here, Aug. 29 through 31.

Combat Logistics Battalion 31, the 31st MEU's combat logistics element, used Medium Tactical Vehicle Replacements (7-ton vehicles) and High Mobility, Multi-Purpose Wheeled Vehicles (HMMWV) to move 189 troops from the USS Bonhomme Richard (LHD 6) in the port of Darwin to the Australian outback. With well-trained mechanics as part of the convoy and an array of replacement parts, CLB-31 can keep a sizeable force on the move.

"For our movements, CLB-31 uses 7-tons and (HMMWVs) to transport Marines and equipment," said Capt. Sabrina M. Villarreal, the 35-year-old operations officer with CLB-31, 31st MEU. "We are self-sustaining by taking all the necessary capabilities to keep the convoy moving without outside support."

The convoy stretched on to the horizon as

57 vehicles moved inland 379 miles to the training area.

The convoy also included light armored vehicles carrying Marines and sailors from Battalion Landing Team, 2nd Battalion, 4th Marines; as well as troops from Marine Medium Tiltrotor Squadron 265 (Reinforced); and the command element of the 31st MEU.

"Traveling in the convoy was awesome because we were able to go through the outback and see a part of the world that most Americans my age don't get to see," said Cpl. Luis S. Ortiz, a 21-year-old motor transportation operator with CLB-31, 31st MEU.

While CLB-31 was traveling the roads-paved and dirt- for several days, VMM-265 (Rein) soared through the skies. The speed of the MV-22 Osprey allowed for the delivery of Marines and sailors in less than an hour.

Lifting off in Darwin, the Osprey aircraft carries up to 20 troops inside each aircraft. Flying teams of four Ospreys in multiple waves over three days, the ACE transported more than 500 personnel to BFTA.

"The ACE provides rapid movement from ship to shore by cruising at speeds up to 280 knots and providing our own expeditionary refueling station at the landing field in BFTA," said Maj. Brian D. Psolka, a 34-year-old MV-22 pilot with VMM-265 (Rein), 31st MEU. "We picked (the Marines) up at Darwin and flew more than 190 miles to the BFTA site in about 45 minutes."

Moving the troops via convoy and aircraft, the 31st MEU demonstrated the operational reach of the Marine Air Ground Task Force.

The completion of the movement enables the

31st MEU to begin the week-long, live-fire Exercise Koolendong 13. Also participating in the exercise is the Marine Rotational Force – Darwin and soldiers of the 5th Royal Australian Army.

The exercise reinforces why the 31st MEU is the force of choice for the Asia-Pacific region. The 31st MEU brings what it needs to sustain itself to accomplish the mission or to pave the way for follow-on forces.

The size and composition of the 31st MEU makes it well suited for amphibious operations, which includes raids, assaults, evacuations and humanitarian assistance operations.



CPL. CODEY UNDERWOOD

Light Armored Reconnaissance Vehicles with Weapons Co., Battalion Landing Team 2nd Battalion, 4th Marines, 31st Marine Expeditionary Unit, finish a 379-mile movement into the Australian outback, Aug. 31. The convoy, led by Combat Logistics Battalion 31, 31st MEU, transported 189 troops in a line of 57 vehicles from Darwin to the training area for Exercise Koolendong 13. The 31st MEU moved a battalion-sized force more than 300 miles inland to conduct a live-fire training exercise.

## COMMUNITY BRIEFS | CLASSIFIEDS

### Briefs

#### Gospel Choir

The Gospel Choir is looking for participants. Practices occur every Friday night from 7:30-8:30 p.m. for more information please contact Billie Scott at 080-3272-5902 or email BillieJ316@gmail.com.

#### Crime Stoppers

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

#### 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 are required to check-out items and the program is by appointment only. The lending locker is located in Building 411 Room 101. For more information, call 253-4929.

#### NMCRS Quick Assist Loans

The Iwakuni Navy Marine Corps Relief Society is providing Quick Assist Loans to prevent active duty service members from falling prey to predatory lenders. These loans are designed to assist with short-term living expenses up to \$500, interest free and must be repaid within 10 months. For more information, call the Iwakuni NMCRS at 253-5311 or stop by the Marine Memorial Chapel, Room 148.

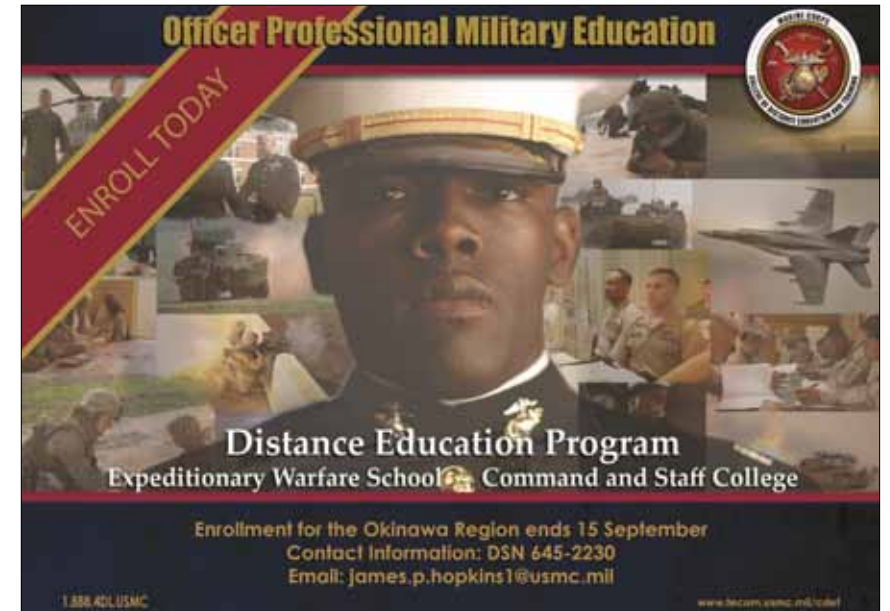
#### Contractor Gate

Recently, the Contractor Gate has experienced traffic congestion due to heavy use. Due to the congestion, the Provost Marshal's Office requests that personnel who are not contractors (Active Duty Military, JMSDF, MLC/IHA employees, etc.) access the installation via the Main Gate or Monzen Gate and refrain from using the Contractor Gate, including bicycle riders. For more information, call 253-6942.

#### 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. You may submit your brief or advertisement in person at the Public Affairs Office,

Building 1, Room 216 or you may call 253-5551. 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.



Story and photo by  
Pfc. Alissa P. Schuning  
IWAKUNI APPROACH STAFF

Hawaiian culture was alive and well at Penny Lake fields aboard Marine Corps Air Station Iwakuni, Japan, where Marine Corps Community Services coordinated with Armed Forces Entertainment to host a Luau, Aug. 29, 2013.

The night started with a slight shower, but the rain died down and the Luau began.

A Luau is a traditional Hawaiian party or feast that is usually accompanied by entertainment.

The Luau was meant to bring people together through Hawaiian tradition, said Kenneth Snook, MCCS entertainment coordinator.

The Hawaiian tradition was on display through traditional food, provided by Club Iwakuni catering, and music and dance from TelriataiOra.

TelriataiOra, meaning The Horizon of Life in English, is a Tahitian dance organization from Honolulu, Hawaii, who perform around the world.

"We (perform) because we love it," said Keelii Bush, TelriataiOra owner. "We like to share and perpetuate our culture."

The 11 members of TelriataiOra performed a multitude of dances to represent different Hawaiian, Samoan and New Zealand cultures along with a fire show at the end.

The Luau is one of the biggest



TelritiaOra dancers perform a Tahitian dance on stage for a Luau at Penny Lake fields aboard Marine Corps Air Station Iwakuni, Japan, Aug. 29, 2013. TelritiaOra performed multiple dances to highlight different tribes from Hawaii, New Zealand and Samoa.

events of the year that takes months of planning.

"With getting the dancers out here and planning everything, the entire event takes up to three months to put together," said Snook.

Even the food preparation was planned months in advance, according to John B. Bass, Catering Manager at Club Iwakuni.

All the planning didn't go to waste when approximately 600 people attended the event.

According to Snook, this event is one of the best of the year because it is such a big production and is so unique.

"I love events like these," said Bass. "It's fun to come and see the smiles on people's faces."



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

Mon. — Thurs.  
11:30 a.m. Weekday Mass

Protestant

Sunday  
10:30 a.m. Protestant Service  
10:30 a.m. Children's Church  
10:30 a.m. Church of Christ Meeting  
1 p.m. Contemporary Service  
1 p.m. Children's Church  
5:30 p.m. FLOW (Youth Group)

Monday  
7 p.m. Men's Bible Study

Tuesday  
9 a.m. Ladies' Bible Study  
5 p.m. Working Women Bible Study

Wednesday  
10:30 a.m. Ladies' Tea  
5:30 p.m. Women's Bible Study  
5:30 p.m. Men's Bible Study

2nd Saturday  
7:30 a.m. Men's Discipleship

1st and 3rd Saturday  
10 a.m. Seventh Day Adventist

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

OUT AND ABOUT : Japan

IWAKUNI BASE FESTIVAL

Japan Maritime Self Defense Force Fleet Air Wing 31 is celebrating their 40th anniversary this year with an open house for all members of the local community Sept. 15, 9 a.m. to 4 p.m.

This event is held annually on the JMSDF section of Marine Corps Air Station Iwakuni and will have live local bands, Japanese and American food vendors, local community mascots, and a tug-of-war between JMSDF aircraft and children.

This year, there is also a drawing to take a flight on either a US-2 seaplane or MH-53 helicopter.

To register for the drawing, sign up onsite at JMSDF Hangar 1 before 10 a.m. Gates open at 7 a.m.

Parking near the hangar will not be available for this event. Shuttles going to and from the event site will be available.

For those living on base, pickup will be next to the contractors gate on the North Side of MCAS Iwakuni.

For those living off base, shuttles will be departing from the Wholesale Farmer's Market near the Monzen exit and from the Iwakuni Train Station.

For more information, contact JMSDF Iwakuni at 0827-22-3181 or visit their website at <http://www.mod.go.jp/msdf/iwakuni/ht/kichisai25.html>

For more information on upcoming events visit our website at <http://www.mcasiwakuni.marines.mil/News/LocaleventInformation.aspx> or visit Information Tours and Travel located in the Crossroads Mall or call 253-4377.

SAKURA THEATER

Friday, September 6, 2013  
7 p.m. The Wolverine (PG-13)  
10 p.m. R.I.P.D (PG-13)

Monday, September 9, 2013  
7 p.m. R.I.P.D (PG-13)

Tuesday, September 10, 2013  
Theater closed

Wednesday, September 11, 2013  
Theater closed

Thursday, September 12, 2013  
7 p.m. Red 2 (PG-13)

Saturday, September 7, 2013  
4 p.m. The Smurfs (PG)  
7 p.m. Red 2 (PG-13)

Sunday, September 8, 2013  
4 p.m. Turbo (PG)  
7 p.m. 2 Guns (R)

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

General Admission: Ages 12+ are \$3/ Ages 6-11 are \$1.50/ Children 5 and under admitted free. For more information, visit [www.mccsiwakuni.com](http://www.mccsiwakuni.com) or call 253-5291.

THE IWAKUNI APPROACH CULTURAL LESSONS

Kanji Adventures  
YAMATA-NO-OROCHI

八岐の大蛇  
Eight-Forked  
Serpent

LANCE CPL. JAMES R. SMITH

One of the most famous Kagura performances in the present day, "Yamata-no-Orochi" is a tale of an eight-headed, eight-tailed serpent that terrorized the Izumo Province.

The legend goes that a god named Susano-o was banished from the heavens after tricking his sister Amaterasu, the sun-goddess. After his expulsion, Susano-o followed the Hii River after seeing a pair of chopsticks float downstream until he came across an elderly couple and their daughter. All three were in tears.

When Susano-o asked them what was wrong, the couple told him about the Yamata-no-Orochi and how their daughter was to be sacrificed to the

beast. Originally, the couple had eight daughters, but the Yamata-no-Orochi devoured one every year until they had one left. Susano-o vowed he would slay the serpent in exchange for their daughter's hand in marriage. They happily agreed.

Susano-o and the couple began brewing very strong sake in order to make the Yamata-no-Orochi drunk because it was said that all serpents loved sake. Soon after making the sake, the serpent appeared and began to drink until it passed out.

Susano-o appeared after the Yamata-no-Orochi was incapacitated and began to cut it down until the serpent was no more.



Marines reach the halfway point of the Kintai Castle run in Iwakuni, Japan, Aug. 30, 2013. The castle was completed in 1608 by Kikkawa Hiroie, the first lord of Iwakuni Domain. According to Gunnery Sgt. John Horsley, Marine Aircraft Group 12 Headquarters first sergeant, the section to complete the run first would be awarded a half day off.

Marines make way to top :  
journey to the top of the castle

Story and photos by  
Lance Cpl. Antonio J. Rubio  
IWAKUNI APPROACH STAFF

As clouds rolled in, bringing what would be an additional challenge, Marines from Marine Aircraft Group 12 prepared for a company-level run up to the Kintai Castle in Iwakuni Japan, Aug. 30, 2013.

According to Capt. Lucas Malabad, MAG-12 Headquarters commanding officer, company physical training off base helps build unit cohesion, increases camaraderie within sections and motivates Marines.

"I think this type of PT is good for the Marines," said Malabad. "It gets them off base to see a little bit of Japan, but it's still close. It's something different than 10-counts and eight-counts or flutter kicks and hello dollies."

The run began at the base of the castle with approximately 56 Marines, who divided into their work sections to compete with one another.

Almost in a cliché way, rain began to pour on the Marines as they made their way to the top. Participants looked to one another for encouragement and strength to continue the strenuous run.

"To be right there with them, doing it hand-and-hand, that's what this is all about," said Gunnery Sgt. John Horsley, MAG-12 Headquarters first sergeant. "To not just sit in the back and push them, but actually be right there beside them."

For some Marines, the best part of the run came at the top.

"It was pretty motivating, especially the (Professional Military Education) at the top," said Lance Cpl. Anna Fernandez. "It reminded



Gunnery Sgt. John Horsley, Marine Aircraft Group 12, Headquarters first sergeant, talks to Marines about what it means to be a Marine at the top of the Kintai Castle in Iwakuni, Japan, Aug. 30, 2013. Horsley, being a former drill instructor, was able to give a different perspective of recruit training than what most junior Marines have experienced.

me why I joined."

The topic of the PME focused on why Marines wait until life or death situations to truly stand up for one another. The intent of the lesson was to get Marines to understand they should constantly look after one another like siblings.

According to Horsley, a former Drill Instructor, when in recruit training, Marines come from all walks of life, but endure the same hardships, creating a bond like no other. The run to Kintai Castle was another hardship the MAG Marines had to overcome together.



## Soaring high - 31 AW 40th Anniversary

In celebration of **the 40th year anniversary** since the opening of Fleet Air Wing 31



# JMSDF IWAKUNI BASE FESTIVAL

Sept 15 (Sun) 9 a.m. - 4 p.m. (Gate opens at 7 a.m.)



## Sign up for an experience onboard a Flying Boat or Helicopter

Passengers will be selected by drawing.

Registration for drawing is available on the day of the Open House, although seats are limited.  
Please be advised to complete registration process at the event site before 10 a.m.



1. Flight with visitors and other events are subject to change or could be possibly called off in case of weather or unexpected conditions.

2. For U.S. base residents, free shuttle buses are available from the Contractor's Gate. Due to limited space, it is discouraged to drive POVs to the JMSDF Open House site.

Point of Contact: JMSDF Fleet Air Wing 31 Public Relations Office (Tel: 0827-22-3181, ext. 6232)

Website: <http://www.mod.go.jp/msdf/iwakuni>

Facebook: Japan Maritime Self-Defense Force

Twitter: @JMSDF\_PAO

**The 40th Year Anniversary with the community,  
its our privilege to say Arigato 40 times.**