



PRO THE SPECTOR

Vol. 3 No. 2

Serving the Marine Corps since 1947
Marine Corps Logistics Base Barstow, Calif.

Jan. 23, 2014



**Do you want a 300
on your next PFT?**

**MLK Jr. ... More
than a 'Dream'**



Photo by: Lance Cpl. Samuel Ranney

Lance Corporal Kristopher Ezell, telephone technician with Headquarters Battalion on Marine Corps Logistics Base Barstow participates in the Single Marine Program on MCLB Barstow; see page 4 for story.

On The Cover:

Front Cover:

Photo by Lance Cpl. Norman Eckles

Captain Stafford Buchanan, commanding officer of Headquarters Battalion on Marine Corps Logistics Base Barstow, Calif., leads a unit physical training session, Jan. 21. Marines here are currently preparing for an upcoming Physical Fitness Test.

Back Cover:

Photo by Lance Cpl. Garrett White

Harold Clark (Left), Heavy Mobile Equipment Mechanic on Marine Corps Logistics Base Barstow, Calif., assists Lance Cpl. Matthew Payne, 2141 Assault Amphibious Vehicle Mechanic with Ordinance Maintenance Platoon, 13th Combat Logistics Company, 15th Combat Logistics Regiment, 1st Marine Logistics Group, replace the injection pump in an AAV engine, Jan 14.



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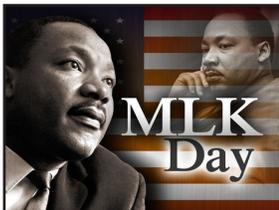
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News Briefs

Leave Share Program

The following is a comprehensive list of individuals currently affected by medical emergencies and are in need of leave donations:

Arvon Allen, Johnny Davis, Kerry Eaton, Uriah Garcia, Tyrone Wilford Holt, Amy Loughridge, Lisa Lucero, Clairisa Mattig-Smith, Tulu Niusulu, Cheryle Magrorno.

Anyone desiring to donate annual leave under the Leave Sharing Program may do so by obtaining a leave donor application form from the Human Resources Office. Ensure completed forms are turned into HRO as well. For more information, contact Michelle Cunningham at 760-577-6915.

Library Services

Due to remodeling, the base library will be moved to Bldg. 17, on the corner of Day Street and Wake Ave. Story Time and Craft is to be held every other Wednesday of the month, at 10 a.m. The next reading will be Feb. 12. Zero Kisses for Me will be read in observance of Valentines Day.

Spouses Social

The Spouses Social is a monthly get together with other active duty spouses to build new friendships, offer support and learn new things. There will be a different topic of discussion each month. Feb. 11 - 'Loving Relationships' March 11 - 'Resumes and job information.' Discussions are scheduled to be held from 9 - 11 a.m., in the multipurpose room on base.

Playgroup

In conjunction with Marine and Family Programs, Playgroup is an opportunity for children, ages 0 - 5, and mothers to interact with other children and each other in a fun and structured setting. Planned meetings are scheduled for Feb. 7th and 14th, and March 7 and 14, from 9 - 11 a.m., at the Desert View Housing Community Center. On Jan. 24, Feb. 21, and March 21, Playgroup will be held at Bldg. 17, temporarily the base library.

Bowling Specials

From 11 a.m. to 1 p.m., bowl as many games as you can at the Desert Lane Bowling Alley on base for \$5. On Thursdays, from 6 - 7 p.m., active duty service members bowl free (shoe rental not included). On Feb. 14 and 15, and March 14 and 15, patrons may bowl for \$1.50 per person, per game. For more information on the bowling alley or to schedule a party, call 760-577-6264.

Cooking Classes

Cooking classes will be from 9 a.m. to noon in Bldg 375, the multipurpose room, Nov. 4, Nov. 18, and Nov. 25.

Energy Tip:

If you have reversible ceiling fans, set them in the winter to circulate the heated air collecting at the ceiling down toward the floor.

SMP ... TAKING CARE OF MARINES SINCE 1995

Story By:
Lance Cpl. Norman Eckles
Combat Correspondent

Single Marines across the Corps are given the opportunity to go to amusement parks, national parks, movie theaters, and other events for free or at discounted prices through the Single Marine Program.

The SMP was established in 1995 by General Charles C. Krulak, 31st Commandant of the Marine Corps. The program was established to identify and improve the quality of life of Marines living in the barracks.

“It also encourages single Marines to provide input and ideas toward programming for the SMP component areas, such as: community involvement, life skills, health and wellness, recreation, and career progression,” explained A.J. Jacobs, SMP coordinator on Marine Corps Logistics Base Barstow, Calif.

The program is not only enjoyed by single leathernecks, but run by them as well.

“The program is run by motivated single Marines, a supportive command, and Marine Corps Communi-

ty Services staff,” said Lance Cpl. Kristopher Ezell, president of the SMP committee here.

An established council composed of unit representatives from the command. The elected leadership positions include: president, vice president, secretary, and treasurer, explained the LaGrange, Ohio native. This group comprises the SMP executive council. This council meets once a month to discuss trips, community service opportunities, budget and QOL issues. These issues are then submitted to the command for resolution.

The base sergeant major serves as the Senior Enlisted Advisor to the council and is the liaison to the installation commander. The SMP Coordinator provides support and guidance, explained Jacobs.

Every member of the council is given a certain time limit to address the council, the base sergeant major, and other members of plans, programs, and any issues others were not aware of, expressed Jacobs. After action reports are also submitted to the sergeant major for review after every event.

All single Marines are eligible to go on the trips as well as geographical bachelors; a Marine who is married

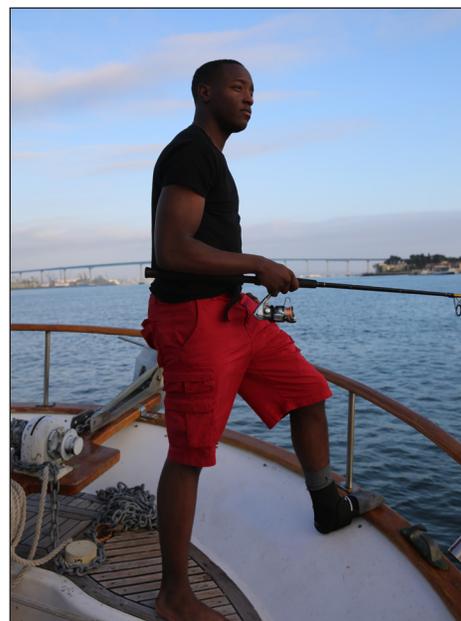


Photo by: Lance Cpl. Norman Eckles

Lance Corporal Folsom Fairley-Baker stands at the bow of a boat during a Single Marine Program fishing trip in San Diego, Oct. 17, 2013. Marines on the trip were given the opportunity to fish in the Pacific Ocean, bait their fishing line, and take home their catch of the day.

but living in the barracks because their spouse doesn't live with them, he added.

“There is no membership required to ‘join’, all single and GO bachelor Marines are automatically included,” said Jacobs. “However, the primary target market age is 17 to 25-year-old Marines living in the barracks. The program relies on the ideas, issues, and concerns of Marines for its success. The more Marines participate, the more morale is improved.”

“The SMP provides recreation centers in the barracks throughout the Marine Corps,” explained Ezell. “Most recreation centers have a full movie theatre, video game rooms, couches, card tables, pool tables, and ping pong tables.”

Through the SMP, Marines across the Corps who haven't tied the knot with a significant other or have but do not live with them, are given the opportunity to get off base, see new things and enjoy trips with their comrades, concluded Ezell.



Photo by: Lance Cpl. Samuel Ranney

Lance Corporal Brain Ramirez, administrative clerk on Marine Corps Logistics Base Barstow, Calif., looks through a video camera during a Single Marine Program trip to the Los Angeles Film School, Oct. 17, 2013.

1st MLG Marines train in Barstow

Story and photos By:
Lance Cpl. Garrett White
Combat Correspondent

Marines from Ordnance Maintenance Platoon, 13th Combat Logistics Company, 15th Combat Logistics Regiment, 1st Marine Corps Logistics Group, stationed at Marine Corps Air Ground Combat Center Twentynine Palms, came to Marine Corps Logistics Base Barstow, Calif., for on-the-job training, Jan. 6.

“The Marines are training on disassembly and assembly of LAV (light armored vehicle) and AAV (assault amphibious vehicle) motors,” said Sgt. Shane Makary, AAV mechanic with OM Plt.

While working with the civilian mechanics in Production Plant Barstow, Marine Depot Maintenance Command’s engine shop, the Marines are getting hands-on experience with rebuilding individual engine components, said Makary. Over the past week and a half, the Marines have had the opportunity to completely disassemble an engine down to the block, and then rebuild it back to operational use.

Marines from the Ordnance Maintenance Plt., typically cover first to fourth echelon repairs, explained Makary. This means they cover repairs that range from simply changing a tire, to removing and replacing a faulty starter in an engine.

Fifth echelon repairs are typically done by facilities like PPB, who have the equipment and staff capable of disassembling and repairing any part on any vehicle, Makary added.

Prior to this training, Marines with the platoon lacked the hands-on experience with rebuilding LAV and AAV engines, said Staff Sgt. Matthew Syma, ordnance vehicle maintenance section chief for the platoon. PPB is one of the few places Marines can get firsthand experience with full engine disassembly and repair.

“This training is going to bring back our capability to rebuild engines,” said Syma. “Now we have Marines (who) have the experience ... thanks to the staff here.”

Working with the civilian mechanics at PPB has allowed the Marines to broaden their skillset and mindset when dealing with engine repairs, added Makary.

This knowledge will allow the Marines to troubleshoot engine problems faster and identify what they are capable of fixing, and what needs to be sent to PPB for more work, Makary explained. This will reduce the time the vehicle has to stay out of operational use, and the amount of tax payers money used to transport the vehicle to PPB and back to Twentynine Palms.

“Having the knowledge of what’s deeper into the motor, (Marines) can use their troubleshooting skills more effectively,” Makary added. “(The training) has been extremely educational ... even at the intermediate level; we wouldn’t (have) seen some of the things we have out here.”

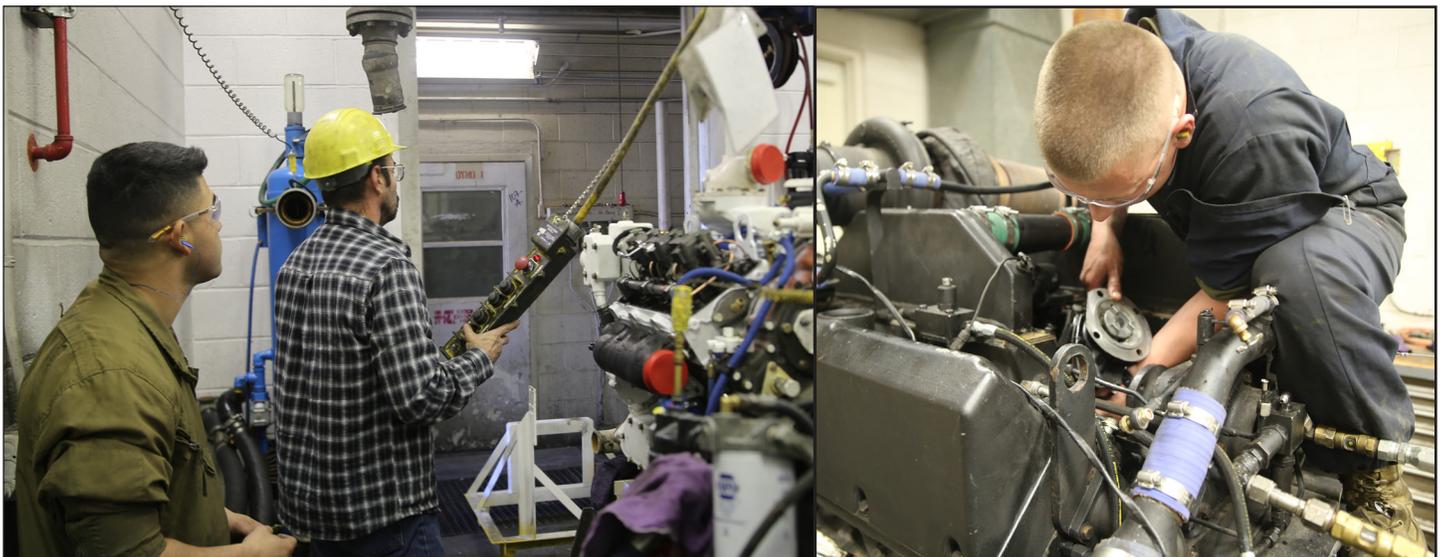
It’s important for the Marines working on these engines to know them inside and out, said Ray Gutierrez, engine shop work leader here. Marine’s lives depend on these vehicles working properly.

“Things need to be done by the book,” Gutierrez explained. “There are no shortcuts ... when that engine is put back into service it has to be 100 percent.”

The Marines aren’t the only ones benefiting from the training, explained Gutierrez.

“It’s good for the younger mechanics to work with the Marines,” said Gutierrez. “It lets them see who they’re supporting, and why the work they do is important.”

Overall, the training has been a success, said Syma. “Thanks to the training here we can better support units at Twentynine Palms, and get damaged equipment back into service quicker,” Syma concluded.



Marines with Ordnance Maintenance Platoon, 13th Combat Logistics Company, 15th Combat Logistics Regiment, 1st Marine Corps Logistics Group, stationed at Marine Corps Air Ground Combat Center Twentynine Palms, Calif., work with civilian mechanics in the engine shop on Production Plant Barstow, to disassemble, repair, and rebuild Assault Amphibious Vehicles, and Light 5 Armored Vehicle engines, Jan 6 - 17.

Three miles ... a PFT

Story and photo By:
Lance Cpl. Samuel Ranney
 Press Chief

Per Marine Corps Order, 6100.13, Marines must take a Physical Fitness Test annually in order to test the strength and stamina of Marines' upper body, midsection, and lower body, as well as the efficiency of their cardiovascular and respiratory systems.

Through this order, it is the commander's intent for Marines to be physically fit, regardless of age, grade, or duty assignment.

Each calendar year, Marines are required to take the PFT after Jan. 1 and before June 30; the second half of the year, Marines begin taking the Combat Fitness Test. The PFT is comprised of three events, said Staff Sgt. Robert Acorn, training chief on Marine Corps Logistics Base Barstow, Calif. For male Marines, the PFT consists of a maximum set of dead-hang pull-ups, a maximum amount of crunches to be completed in 2 minutes, and a 3-mile run ... at maximum effort. Currently, female Marines have the option of doing pull-ups or the flexed-arm hang.

All Marines must earn at least a third class PFT score to pass. The scoring varies between males and females, as well as age group, Acorn added. *See chart below for male and female scoring.

To achieve the perfect 300 PFT score, males must complete at least 20 pull-ups, 100 crunches within the 2 minutes, and complete the 3-mile run in 18 minutes or less. Each pull-up is worth 5 points, each crunch is worth 1 point and every 10 seconds after 18 minutes on the run is a point deducted from 100. Females must complete eight pull-ups OR a flexed-arm hang for 70 seconds or more, do 100 crunches, and complete the three-mile run in 21 minutes or less.

Acorn urges Marines who want to advance in the Marine Corps to push themselves on the PFT. With military draw-down, the Marine Corps is getting more and more competitive, he explained. Failing a PFT or not taking a PFT for that calendar year will affect a Marine's eligibility for promotion to the next rank or even reenlistment.

Corporal Samuel Ribeiro, adjutant clerk on MCLB Barstow, described the PFT as a test of overall fitness.

Ribeiro, 21, who scored 285 out of 300 on the PFT, explained that most Marines find the run to

be the most challenging part.

"I see Marines struggle with pacing themselves," said the Boston native. "A lot of Marines start off too fast and run out of energy before finishing."

The only way to get better at running is to run; same with pull-ups and crunches ... just do them, Ribeiro added.

Gunnery Sergeant Scott Hubbard, company gunnery sergeant of Headquarters Battalion on MCLB Barstow, and avid runner, encourages Marines to consistently train and do well on the PFT.

Hubbard ran a sub 18-minute three mile more



Corporal Samnorp Deung, supply clerk on Marine Corps Logistics Base Barstow, Calif., executes pull-ups as Sgt. Elton Rogers, supply administrative chief here, keeps count and encourages him, Jan. 21. The Marines are preparing for an upcoming Physical Fitness Test.

than 10 times during his career; he is always willing to give training advice to those who seek it.

"People need to build a base," explained the Lawson, Mo., native. "They need to have the endurance and leg strength before working on speed so they can maintain that speed and prevent injury."

However, once a Marine has that endurance they will need speed work, especially if they want to break 18 minutes on the three-mile, Hubbard added.

Also, the PFT is all about training. It's not something someone can take for the first time and max out, he further explained.

"Marines may need to train during off-duty

hours and weekends to get a high score," he said. "Training for the PFT and the CFT should be year-round (in order to be successful)."

Having the right shoe is also imperative to achieving a high score and preventing injury, Hubbard explained.

"The average person should get properly fitted (shoes) ... don't worry about current trends, go to a professional that fits the shoe based on your personal foot-strike," he added.

Whatever shoe allows you to run farther distances and for longer periods of time while preventing injury is the right shoe, Hubbard said.

Hubbard also encourages Marines to run more naturally, with forward momentum, as opposed to running heel to toe.

"Slamming your heel into the (ground) slows you down," he explained. "However, changing (your running form) isn't something you can change overnight. You need to ease into it to prevent injury."

The PFT shouldn't be the most pull-ups a Marine has ever done, the most crunches or the farthest they have ran, Hubbard explained. Marines should train hard so that when PFT time comes, it's easy to score high.

"Have trust in your training, run hard and run relaxed," he said. "Running tense only exerts more energy; relax and push yourself through it."

In the Marine Corps, endurance is defined as not only the physical strength to continue, but the mental strength. It is for this reason Hubbard encourages Marines to go into the run with a positive mindset.

"Tell yourself, 'one more step' ... then if you can just keep taking one more step after you take one more step, you'll get through it," he often tells Marines before or during a run.

Put forth a maximum effort on all the events, have a pace that works for you during the run, don't give up, and don't experiment on the day of the PFT, Hubbard explained. The day of the PFT is not the day to test new shoes or a new diet. Eat how you normally eat while training and wear shoes you know you can run comfortably in.

"As Marines, we are professional athletes in a way. We may not be football players, but part of our job is staying fit (and combat ready). Physical fitness is expected of us and the PFT ensures (we are doing what we are supposed to be doing)," concluded Hubbard.

PFT Class	17 - 26	27 - 39	40 - 45	46 and up
1st Class	225	200	175	150
2nd Class	175	150	125	100
6 3rd Class	135	110	88	65

“Darkness cannot drive out darkness: only light can do that. Hate cannot drive out hate: only love can do that.”

-MLK

A look at MLK Jr.’s letter to his fellow clergymen

**Story compiled by:
Cpl. Quentin Grogan**

On April 16, 1963, three weeks before the nonviolent civil rights campaign in Birmingham, Ala., Martin Luther King Jr. was imprisoned for defying a court injunction that forbade marches, sit-ins and other peaceful protests held by the Southern Christian Leadership Conference.

Three weeks before Public Safety Commissioner Eugene “Bull” Connor turned on the fire hoses and turned loose the police dogs against those who were peacefully protesting, King wrote a letter to his fellow clergymen. Lacking paper to write on he wrote in the margins of a newspaper page wrapped around the pest control ads and garden club news, according to the aide that smuggled it out.

The letter was in response to a white pastor’s accusation of King being an outsider trying to cause tension in Birmingham.

King wrote back with, “injustice anywhere is a threat to justice everywhere ... Whatever affects one directly, affects all indirectly.”

It was rare for King to respond to someone’s comments about him, but he felt this was a good opportunity to answer their questions “in what I hope will be patient and reasonable terms,” said King.

King was questioned on his motives about being in Birmingham. His answer was simple, “I am in Birmingham because injustice is here.”

At that time according to King, Birmingham was the most segregated city in the country. It was known across the country for the police brutality that took place within the city, the unjust treatment in the courts, and more bombings of homes and churches than any other city in the country.

The events in Birmingham were even postponed due to an election that was being held in Birmingham. It was decided that it was more important to postpone the events than it

was to possibly take away from the issues at hand, thus taking a responsible approach to direct action.

In Birmingham, civil rights were ignored, that was until King and his peers made it so they could not ignore it anymore. By hosting sit-ins and marches, the nonviolent actions created such a crisis and tension that the community could no longer ignore it and force people to confront the issue.

One of the points made in the letter to King was the acts done by King were “untimely.”

“Frankly, I have never yet engaged in a direct action movement that was ‘well timed,’ according to the timetable of those who have not suffered unduly from the disease of segregation,” wrote King. “For years I have heard the words ‘Wait!’ ... This ‘Wait’ has almost always meant ‘Never.’”

Segregation was never addressed and there was no plan on changing anything, until it was forced upon the community.

“We have waited for more than three hundred and forty years for our constitutional and God-given rights,” wrote King.

King went on to write in his letter the comparison to other nations in Asia and Africa and the speed in which they are moving toward political independence. In a graphic approach, he explains how he and his cause can no longer ‘Wait.’

“But when you have seen vicious mobs lynch your mothers and fathers at will and drown your sisters and brothers at whim ... then you will understand why we find it difficult to wait,” King wrote.

The clergymen also felt that King had a ‘willingness to break laws.’ King responded by pointing out how the Supreme Court’s decision in 1954 outlawed segregation in public schools, a law King supported and the clergymen ignored.

King explained how there are two types of laws, just and unjust.

“All segregation statutes are unjust because



segregation distorts the soul and damages the personality,” wrote King.

He also explained how sometimes something that is legal is not necessarily just.

“We can never forget that everything Hitler did in Germany was ‘legal,’” King wrote.

One of the major parts of King’s approach to fighting segregation was nonviolence. When the clergymen wrote to King, they called him an extremist.

With this said, King wrote how Jesus, Amos, Martin Luther, John Bunyan, Abraham Lincoln and Thomas Jefferson were all, in one way or another, extremist.

“So the question is not whether we will be extremist but what kind of extremist will we be?” asked King.

Before King ended his letter, he addressed one final point that had stuck out to him. In the clergymen’s letter, praise was given to the Birmingham police for keeping ‘order’ and ‘preventing violence’ during the nonviolent actions taken in Birmingham.

Throughout all of his speeches and his preachings, King had stressed from the beginning nonviolence as the way to achieve the goal of desegregation.

King wrote, “... it is wrong to use immoral means to attain Moral ends.”

While King was alone in a jail cell with nothing to do but write, he finished his letter to his fellow clergymen with the same nonviolent nature and peacefulness.

“Let us all hope that the dark clouds of racial prejudice will soon pass away and the deep fog of misunderstanding will be lifted from our fear-drenched communities and in some not too distant tomorrow the radiant stars of love and brotherhood will shine over our great nation with all their scintillating beauty,” King wrote in the letter’s final sentence.



Slow down, live



Story By:

Lance Cpl. Samuel Ranney
Press Chief

Winter in the High Desert may not be as extreme as other regions of the country; however, whether you're driving locally or through the mountains, winter driving can be hazardous.

The safety office on Marine Corps Logistics Base Barstow, Calif., encourages everyone to be as prepared as possible for any road conditions.

Always check the weather forecast before departing and listen to any radio travel information. If conditions are dangerous, ask yourself if the journey is essential. Tell someone the route and expected time of arrival; this way,



A vehicle loses control during hazardous winter weather road condition. When operating motor vehicles in slippery conditions, drivers should be especially cautious.

someone will be aware of your last known whereabouts if you are missing for a prolonged period of time.

Consider bringing a hat, gloves, boots and warm clothing; you may have to walk in the event of a breakdown.

"Everyone is potentially at risk during winter storms," stated Brian Korves, safety and occupational health specialist on MCLB Barstow. "The actual threat to you depends on your specific situation."

Studies show that 80% of all accidents could have been prevented with only one more second to react. In many situations, this one second can be gained by looking far enough down the road to identify problems before you become a part of them, added Korves.

"Many people believe that quick reactions make a good driver. The world's

best drivers are trained to anticipate problems early and direct the vehicle appropriately before they become involved in a problem," explained Korves. "Reacting too quickly can be dangerous if the driver's response is inappropriate."

Also, to prevent starting problems, begin preparing for the winter in the fall, Korves said. Preparation includes: getting an engine tune-up, ensure lights are in good working order, have the brakes adjusted, switch to winter-weight oil (if you aren't already using all-season oil), check the battery and voltage regulator, ensure wiper blades are working properly, and check all fluids.

Korves further explained to be cautious at all times ... even while warming up your vehicle. Carbon monoxide, present in exhaust fumes, is almost impossible to detect and can be fatal when breathed in a confined area. Due to this danger, do not warm up your car in the garage for a long period of time ... the fumes can seep into the home, even with an open garage door, he added.

The safety office here encourages all drivers to keep these tips in mind while driving. Lives are in your hands every time you are behind the wheel ... slow down and live!

THE TEN-POINT PLAN FOR SAFER WINTER DRIVING

1. Allow extra time for your journey and reduce your speed
2. Increase the distance between you and the vehicle in front, and be certain you can stop within the distance you can see to be clear
3. If visibility is seriously reduced by fog, use dipped headlights and rear fog lights. (Use rear fog lights only when visibility is less than 50 meters). Switch on your wipers to keep your windshield clear
4. Remember to turn fog lights off when they are no longer needed as they can be a distraction to other drivers
5. Remember the obvious -- you can see snow, but you can't always see ice ... be aware
6. Avoid sudden braking, accelerating too quickly, and harsh steering in slippery conditions
7. Keep your windshield clear of snow and check from time to time that there is not a buildup of snow on your lights
8. Carry a shovel, extra warm clothing, a blanket, a snack and a drink - especially if you are traveling through isolated areas
9. If you are going on a long journey, advise someone of your destination and what time you expect to arrive
10. If you feel uncomfortable driving in bad weather, consider whether your journey is really necessary or whether you can travel by an alternative to the car

Defender of Wake Island: Henry T. Elrod

Story By:
Lance Cpl. Garrett White
Combat Correspondent

In the opening hours of the United States' involvement in World War II, Hawaii wasn't the only island under attack by Imperial Japanese forces.

The U.S. military base on Wake Island was attacked simultaneously during the attack on Pearl Harbor. While the attack on Pearl Harbor lasted hours, the Battle of Wake Island lasted 15 days.

During the Battle of Wake Island, Henry T. Elrod, Marine aviator, earned several distinctions: he assisted in the first defeat of Japanese forces in the war, he became the first aviator in WWII to receive the Medal of Honor, and was the first man to sink a warship from a fighter plane. These distinctions however, would come at the cost of his life.

Elrod was born September 27, 1905 in Turner County, Ga. After attending the University of Georgia and Yale, Elrod joined the Marine Corps in 1927, and in 1931 became an officer in the Marine Corps. By February 1935, Elrod earned his wings and was designated a Marine aviator.

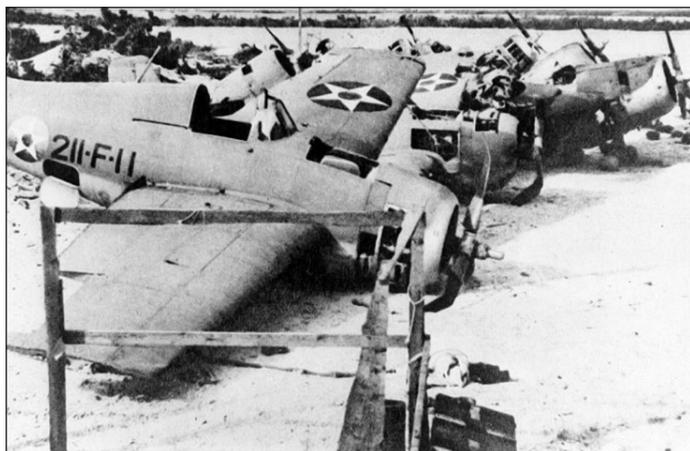
Elrod, with other pilots in Marine Attack Squadron 211, flew 12 F1F-3 Wildcats to Wake Island on December 4, 1941. Four days later, a Japanese invasion force attacked Wake Island in tandem with the Japanese assault on Pearl Harbor.

In the initial bombardment by Japanese forces, eight of the 12 Wildcats were destroyed, the remaining were out on patrol at the time. Though none of the shore defenses were destroyed, Wake Island was left with only four planes to fend off the assault.

Over the next several days, Elrod, while flying one of the remaining four Wildcats, assisted in repelling several Japanese landing attempts by providing air support for the islands defenses. Elrod single handedly attacked a flight



A picture of Henry T. Elrod, Marine aviator during World War II, when he was a second lieutenant.



The wreckage of the F1F-3 Wildcat flown by Henry T. Elrod, Marine aviator during World War II, in the attack that sank the Japanese destroyer Kisiragi.

of 22 A-6M Mitsubishi Zeros, shot down two of them, and sank the Japanese destroyer Kisiragi after multiple strafing and bombing runs.

After his plane was damaged by hostile fire and unable to fly, Elrod helped organize the remaining troops on Wake Island into beach defense units. Elrod and his men repelled several waves of Japanese troops during the battle. He was later mortally wounded while protecting unarmed ammunition carriers resupplying a gun emplacement.

For his superb flying skills against overwhelming enemy forces, and unflinching conduct in defense on the ground, Elrod was posthumously promoted to major, and received the Medal of Honor for his actions on Wake Island.

Though initially buried on Wake Island, Elrod's remains were reinterred in Arlington National Cemetery, Arlington, Va. The U.S. Navy named the destroyer USS Elrod in his honor.

Information from this article was gathered from <http://www.history.navy.mil/photos/pers-us/uspers-e/h-elrod.htm>, <http://web.archive.org/web/20071009081801/http://www.elrod.navy.mil/namesake.htm>, and http://www.nps.gov/history/history/online_books/npswapa/extcontent/usmc/pcn-190-003119-00/sec2.htm.

FITNESS CORNER WITH SHELLEY LAMEY, MCLB BARSTOW'S SEMPER FIT DIRECTOR

Add this to your workout routine, burn 5,000 extra calories a month

Recently, Heden T. and associates had eight untrained young men perform a medium-volume strength workout (10 resistance machine exercises -- three sets each with 10 repetitions per set), and a low-volume strength workout (10 resistance machine exercises -- one set each with 10 repetitions per set). During the 72-hour period after the exercise sessions, the study participants experienced a 5% average increase in resting energy expenditure for both exercise protocols (equal to approximately 100 calories per day).

Other research programs that have examined changes in resting energy expenditure after several weeks of strength training utilizing various populations and different exercise protocols, have demonstrated an average resting energy elevation of approximately 7% associated with resistance training programs.

FACILITATE FAT LOSS

Based on the results of these research studies, it has been proposed that performing a 20-minute circuit strength training session, two days a week, could ultimately use 5,000 additional calories a month. This calculation is based on 250 calories burned during the exercise performance and immediate post-training period and another 100 calories burned each day by the increased resting energy expenditure. Consequently, eight exercise sessions per month X 250 calories each (2,000 calories) and 30 days a month X 100 calories a day (3,000 calories) equals 5,000 extra calories, which is essentially equivalent to 1.4 pounds of fat.

It is noteworthy that several

strength training studies have reported approximately 3 pounds of lean weight gain and 4 pounds of fat weight loss following 10 to 16 weeks of regular resistance exercise. If the cumulative energy cost of standard strength training is about 5,000 calories per month, a three-month exercise program would produce a 15,000 calorie deficit, which is approximately equivalent to losing 4 pounds of fat.

The research presented in this paper indicates that resistance exercise is an effective means for increasing resting energy expenditure and for decreasing fat weight. To ensure a standstill of caloric expenditure and physiological adaptation doesn't take place as the muscles become accustomed to the training program, it may be important to change exercise protocols and training procedures periodically.

SUPPLEMENTAL PROTEIN

Research indicates that ingesting supplemental protein prior to strength training sessions significantly increases resting energy expenditure for 24 hours following the workout. These findings concur with several studies that have demonstrated enhanced protein synthesis with

supplemental protein consumption before and/or after resistance exercise. Based on Westcott and La Rosa Lound's review article of research on strength training and protein supplementation, the



Photo by: Lance Cpl. Samuel Ranney

Gunnery Sergeant Russell Garcia, communications chief on Marine Corps Logistics Base Barstow, Calif., performs resistance training as his wife, Kat Garcia, spots him. Adding resistance training to a workout routine will increase resting energy expenditure, allowing you to burn more calories throughout the day.

following quantities of protein are recommended based on body weight. *See table below.

The latest research study suggests that resistance exercise with supplemental protein and modest caloric restriction may represent a more productive program for decreasing fat weight while maintaining lean weight. The participants in this 10-week study concurrently lost more than 7 pounds of fat weight and gained almost 2 pounds of lean muscle weight. Research has shown significantly greater fat reduction without lean muscle weight loss, when resistance training is accompanied by increased protein intake and reduced calorie consumption. At the very least, strength training should be incorporated into fat loss programs to maintain muscle mass and resting energy expenditure during periods of caloric restriction.

For more information or tips on training or supplements, visit Shelley Lamey, Semper Fit director on MCLB Barstow.

*BODY WEIGHT	PROTEIN INTAKE
110-131 lbs	18-22 grams protein supplement
132-153 lbs	22-26 grams protein supplement
154-175 lbs	26-30 grams protein supplement
176-197 lbs	30-34 grams protein supplement
198-219 lbs	34-38 grams protein supplement
220 or more lbs	38-42 grams protein supplement

References: Wayne L. Westcott, PhD., CSCS; Rita La Rosa Lound; Heden T. ET AL

Chaplain's Corner: Cultural Diversity

By Chaplain Joe Wilburn

MCIWEST

Marine Corps Base Camp Pendleton

If your lineage is anything like mine, you probably have difficulty knowing how to answer questions on surveys seeking ethnic disclosure. As an amateur genealogy enthusiast, I have spent many hours researching the irony of what accounts for my family's cultural heritage. In 1685, when the Edict of Nantes was revoked, my Huguenot maternal grandfather (X8), Poncet Steele, fled France along with an estimated 400,000 other Protestants who feared persecution from Catholics of France and Spain. What I find ironic is that my paternal lineage is from a line of Spanish Catholics (Longoria) who were prominent in Spain during this time. About 272 years following this conflict, a man and woman (my father and mother) of European descent met, fell in love and married. They were my parents and they represented two prominent and very distinct lineages whose diverse religious and cultural backgrounds melted together in America.

I share the genealogical trivia about my family with you to

emphasize one of the great blessings we have in the United States of America; diversity. With the myriad of immigrations that occurred over our relatively brief history, we have become a culture whose origin is based upon sources from all around the world. Many of us enjoy diverse cultural celebrations like Oktoberfest, St. Patrick's Day, Kwanzaa, Cinco



de Mayo which are a few of the ways we become familiar with the history of cultures that have shaped our country

For me this diversity is something to celebrate. In my faith tradition which is based upon biblical

propositions, I am taught that God created a 'not good' scenario and that being Adam was alone. I admittedly speculate that the 'not good' aspect was related to the expectation of Adam's responsibility to God to keep (maintain) the Garden of Eden. Apparently, there was something limiting about Adam that made him insufficient to follow the expectation alone. What solved the 'not good' problem was the creation of 'Eve'. I further suggest that there must have been some distinction about Eve that was lacking in Adam that solved the problem. Hence, diversity began as a means by which each was to depend upon the strengths of the other where he or she was otherwise deficient.

Embodied in the fabric of the melting pot of our great country is the teaching of Martin Luther King, Jr. who said, "It is the absurd dogma that one race is responsible for all the progress of history and alone can assure the progress of the future." I certainly hope that I represent progress with regards to my heritage and yet I cannot attribute such progress to any one culture. With a blend of French, Spanish, English and American Indian heritage, I am proud to say I am the product of the melting pot.

