

Sailors take the helm in Camp Delta

By Spc. Dave Lankford

JTF-GTMO Public Affairs Office

For Sailors from nearly 235 different Naval commands around the world, the job of master at arms has taken on a whole new meaning. They belong to the newly formed Navy Provisional Guard Battalion (NPGB), which is the first endeavor of its kind... in history.

Until the arrival of the NPGB at Guantanamo Bay, Cuba, the Joint Detention Operations Group (JDOG) was made up primarily of Army Military Police. The Navy, though present, played only a small part in detention operations.

Because master at arms training does not include detention operations training adequate for a mission of this magnitude, the Sailors of the NPGB attended the Army-run Detention Operations Training Course at Fort Lewis, Wash. This three-week course teaches students not only the safe and humane treatment of detained enemy combatants, but also helps the trainees to understand the cultural and religious diversity they will encounter upon arriving at Camp Delta.

Camp Delta is divided into several smaller camps. Camps 2 and 3 are where detainees are kept who refuse to comply with the rules of Camp Delta, or who have shown aggressive behavior towards the guards. Camp 4 is where the most compliant detainees are held. Camp 1 is a little less well defined because the detainee compliance could go either way at any time. For this reason the guards can't drop their awareness for a second, said Navy Petty Officer 3rd Class James Felton Jr., Master at Arms, a block guard for Camp 1.

Felton said he volunteered for the mission here because it is totally different from his home station mission. Though he feels the training he received at Fort Lewis will be crucial to the success of the mission, he believes his "left seat, right seat" training with the outgoing unit will prove invaluable.

"Everything is a learning experience here. We're always learning something new. When new people come in we'll teach them what we've already learned. Eventually, they'll learn new things and so on down the line," Felton said.



Photo by Spc. Dave Lankford

Sailors of the Navy Provisional Guard battalion walk the blocks in Camp 1.

It's for this reason that the standard operating procedure (SOP) is a "living document," said Felton. The learning process is continuous and improvements are being made constantly to refine the way the JDOG does its job, thereby improving the detainees' quality of life.

-See Camp 1 page 9...

A Week of Remembrance



By Capt. Lewis Nygard

JTF-GTMO Senior Naval Element
Commander

I always look back on this week as one of remembrance for our military and our country. We begin with Memorial Day, and follow with the anniversaries of the Battle of Midway June 4 and the D-Day Invasion of Normandy June 6. It's important that we take more time to reflect on the many sacrifices made by our families and countrymen.

As we look back to June 4, 1942, the first day of the Battle of Midway, where 162 ships of six carrier groups from Japan met 76 ships in three carrier groups of the U.S. force. When the fighting ended, four Japanese carriers were sunk, while the U.S. only lost one carrier. Midway became known as the turning point in the war in the Pacific. Strategically, the battle derailed the Japanese offensive in the Pacific and postponed their plans to expand the outer

frontier.

On D-Day, June 6, 1944, six divisions of U.S., British and Canadian Troopers attacked the beaches and three airborne divisions jumped behind the lines supported by 3,000 landing craft, 500 naval ships, and 13,000 aircraft to secure a beachhead so the Allied Forces could begin the European offensive from which the German Army could never recover.

These two battles, which occurred over 60 years ago this week, turned the tide of the fight to the U.S. and our allies in both the Pacific and European Theaters of Operations. World War II took over four years, many horrific battles like Midway and Normandy, and tremendous sacrifices to defeat our foes and move to-

ward peace.

Often compared to the attack on Pearl Harbor, the attack on the Twin Towers of the World Trade Center in 2001, changed our lives as Pearl Harbor did two generations ago. We find our friends, families, and countrymen making sacrifices today. While many of our comrades fight the Global War on Terrorism directly in Iraq and Afghanistan, we find ourselves here in Guantanamo Bay fighting that same war by performing our mission in the Joint Task Force.

We may not know when we reach turning points in the Global War on Terrorism like Midway or Normandy for years to come, but each step forward our military takes makes us one step closer to winning this war. You are living these events just as our forefathers did over 60 years ago in World War II. I salute each and every Trooper performing your duties to the best of your ability as we accomplish our mission in the Global War on Terror.

Honor Bound to Defend Freedom! ■

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Circulation: 1,100

The Wire

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From the continental United States:

Commercial: 011-53-99-3499

DSN: 660-3499

Online:

www.jtfgtmo.southcom.mil



The 326th Mobile Public Affairs Detachment, Joint Task Force-Guantanamo, produces *The Wire*, which is printed under the provisions of Department of Defense Instruction 5120.4.

Council held for Trooper safety

By Spc. Seth Myers

JTF-GTMO Public Affairs Office

GTMO leaders gathered here in May for the quarterly Commanding General's Safety Council.

The safety council is mandated by Army Regulation 385-10, which governs safety programs. The council is a forum for the commander to discuss important items in his safety program. It also gives subordinate units an opportunity to bring safety issues to the commander's attention.

"One of the major issues we talked about was seat belts, and that is an item of real emphasis for the CG... I found, on a fatal accident reporting analysis website, that in 2003 there were 856 fatal crashes that killed 1,272 people at less than 25 mph where they were not wearing seatbelts," said Army Chief Warrant Officer Mike Roulier, the JTF safety officer.

Another big topic was roll-overs. Some of the roads here are narrow and have steep embankments on both sides. When there is bad weather, there is a possibility that the Humvees could roll off the side of the road. This topic was brought up because an incident of that nature happened here. Luckily,

the Humvee did not roll over. However, it could have, and Troopers need to train for that possibility, said Roulier.

"The CG was very emphatic about making sure our units were doing roll-over drills. Troopers go through the drills to make sure that the Trooper who is up in the turret gets down underneath the turret. If he doesn't, he will be exposed when that vehicle rolls over. We want to make sure that those [drills] are practiced and part of the standard operating procedure," said Roulier.

The differences between reportable and recordable accidents were addressed, along with the importance of learning from minor accidents, because all accidents have the potential of becoming more serious.

"I have always taught that a Class A accident, a fatality or major damage to a vehicle, was at one point a minor accident that kept escalating. If they would have maintained control, you might have had no damage or only minor injuries," said Roulier. "Conversely, every minor accident has the potential to be a major accident if it continues to escalate."

During the council, data from the last quarter on accidents and incidents was also



This vehicle collided with a tractor-trailer, and resulted in two deaths, even though all occupants were wearing seat belts--driver fatigue was determined as the cause.

looked at. The leadership works with the Navy base to get information on any violations that have been issued to JTF Troopers.

"The good news on that is [the violations] are on a very sharp downward trend. We want to make sure that keeps on a downward trend," said Roulier.

"There is no substitute for command emphasis on the safety program, and this is one of their major forums," said Roulier. ■

Focus on safety

By Chief Warrant Officer Mike Roulier

JTF-GTMO Safety Officer

Are helicopters stupid? I am fond of asking this question of Troopers. While I never know what kind of answer I am going to get (one could argue that the new generation of aircraft are pretty smart – we have "smart bombs," after all), there is a point I am trying to make with this question. And that point is that machines are dumb – it is the operator who has to be smart.

This issue was drummed home in my thick skull at (fortunately for me) a very early part of my military career. When I was transitioning into the UH-

1 Huey in flight school, the instructor pilots demanded an indicated airspeed of 80 knots.

Now, fast-forward a few months to February 1968. I was by that time a gunship pilot in the Mekong Delta region of South Viet Nam, trying to hold off a very disagreeable group of Viet Cong soldiers who somehow found fault with our presence there. The Tet Offensive was the battle of my young life. If you were to glance at my airspeed indicator while I was engaged in this particular little dust-up, however, you would have found that it was pegged on 80 knots.

The operative question is "why?" At this point, Troopers will usually point out – correct-

ly - that I was trained to fly at that airspeed. The larger issue is "why 80 knots?" The answer is simply that the helicopter was designed to be operated at that airspeed.

See, the helicopter was stupid – it didn't know it was in combat. All it knew was whether I operated it under the rules that it lived by – gross weight, density altitude, relative wind, and all the other factors that routinely affected its performance.

This fact – that machines don't know they are in combat – is borne out by the unsustainable accident rates we now are experiencing. Troopers are operating equipment in theaters like Iraq and Afghanistan, and for some reason they believe that the equipment will operate more effectively because

they are deployed. They believe that the vehicle will carry greater weight, corner better and at higher speeds than designed limits, and brake more efficiently than the vehicle did back in the rear. Nothing could be further from the truth.

At Guantanamo, we operate on hazardous roads in tactical vehicles subject to rollovers. We have to be keenly aware of the equipment's operating limitations as well as keeping our Troopers trained to respond correctly in the event of an emergency.

Leaders, first line supervisors, and Troopers all have a responsibility to operate equipment within the design standards. The key word there is "standard." If the equipment is stupid – and it is – then we have to be the ones that are smart. ■



Photo by Sgt. 1st Class Sheila Tunney

▲During a Memorial Day commemoration arranged by the Naval Base Hospital, at the Cuzco Wells Cemetery, members of the Guantanamo Bay Naval Base Color Guard slowly raise the flag.



Photo by Sgt. 1st Class Sheila Tunney

◀Members of the Marine Corps Security Force Company performed a 21-gun salute during the Memorial Day celebration at the cemetery.

▶The Naval Base Color Guard prepares for the placement of a wreath of flowers at the cemetery flag pole by base commander, Navy Capt. Les McCoy, and JTF Commander, Army Brig. Gen. Jay Hood, to honor all service men and women who made the ultimate sacrifice to our country.



Photo by Spc. Timothy Book

▲The Weapons Department, Guantanamo Bay Naval Station, conducted a 21-gun salute with a 40 mm saluting battery cannon at Bulkeley Landing in recognition of Memorial Day.

GTMO HONORS MEMORIAL DAY



Photo by Sgt. 1st Class Sheila Tunney

TSP for your future

Commentary by 1st Lt. Angela S. King-Sweigart

JTF-GTMO Public Affairs Office

Who wants to retire as a millionaire?

Unfortunately, according to the Thrift Investment Board, most Troopers don't. Their statistics show at the end of 2003, the Navy had 32.2 percent of its active duty force enrolled in the Thrift Savings Plan (TSP), the Marine Corps had 20.2 percent, the Air Force had 21.2 percent, the Coast Guard had 19.2 percent and the Army had 15 percent. TSP is a Government sponsored retirement savings and investment plan.

"We highly encourage participation in the TSP program. It is one of the best benefits for both military and civilians serving within the armed forces," said Bryan Hubbard, a Defense Finance and Accounting Service spokesman.

Some Troopers may be thinking about leaving the military in four years and want to wait to save for retirement when they are settled in their careers. Some believe they are going to retire in 20 years with a pension so there is no need to invest additional money.

However, retirees should expect to live off 80 percent of their preretirement income, according to Daniel Kehrer author of "12 Steps to a Worry Free Retirement." An active duty pension currently provides 50 percent of preretirement income-leaving a 30 percent gap.

For the Troopers who don't plan on retiring with their service and won't get a pension it is even more important to start saving early to ensure a comfortable retirement.

With TSP, Troopers can take their retirement savings with them if they leave military service. A TSP account may be "rolled over" into a civilian retirement account, according to the TSP website. These programs similar to TSP are called 401K programs.

Perhaps some Troopers understand the importance of saving for retirement, but feel they can do better on their own with other savings plans.

TSP's tax benefit makes the returns on investments higher than just about any other savings vehicle.

"The benefit of the pre-tax deductions allows service members to maximize both their retirement savings and their take home pay," said Hubbard.

TSP provides an immediate tax break because of the pre-tax dollar investment. The benefits of this tax advantage continue because investments can grow tax-deferred for many years, according to the TSP website.

Assume a Trooper invested \$100 of his pay in a mutual fund or savings account within a Roth Individual Retirement account. If he was in the 30 percent tax bracket, he would be investing \$100 minus 30 percent or only \$70. If he had invested it in TSP the whole \$100 would have been utilized.

Many soldiers may not contribute to TSP because they feel they have a lack of additional money.

With some service members on food stamps, an additional strain on the family budget can be tough. For other service members the lack of funds can be solved by using the "latte factor," a term coined by David Bach, author of "Smart Couples Finish Rich."

This premise states that everyone has a way to find a small amount of money to invest by cutting frivolous expenses.

The minimum for investing in TSP is 1 percent of base pay, according to the TSP website. For an E-4 making about \$1,900 a month base pay, that is \$19 a month.

Here is a way to find \$19. Troopers should look at how many bottles of soda they consume in a month or if they buy a latte or brewed coffee before work, each of these costs about \$1. If a Trooper drinks one cup a day or one bottle a

day, the money quickly adds up. If the Trooper brought a coffee from home or drank only tap water for 19 days a month, the money saved could be used for investing.

Investing the \$19 a month for 20 years, assuming an average 6 percent rate of return, those missed cups of coffee will add up to \$8,790, according to the TSP website calculator. Up that number from \$19 to \$95 and he would have \$43,952.

TSP is a valuable benefit created for all Troopers, more should take advantage of this program.

To sign up for TSP, go to the nearest finance office and fill out a TSP-U-1 form and get started saving for the future.

And in case you wondered, it would take a contribution of about \$2,150 a month for 20 years at a 6 percent rate of return to become a Trooper-millionaire. ■

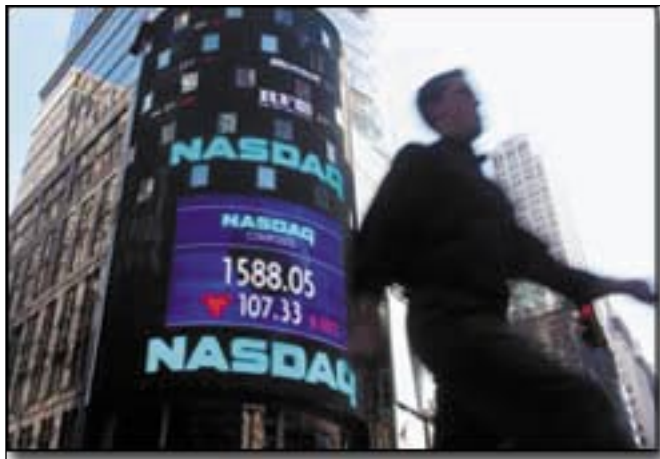


Photo from variety.com

Thrift Savings Plan (TSP) is a retirement fund available to all Troopers, active or reserve.

Currently Troopers can only make changes during an open season. The TSP is in open season, until June 30. However, beginning July 1, open seasons will be eliminated. Under new rules, Troopers will be able to enroll or change their contribution amount at any time.

Troopers can make changes to TSP or start a plan on <http://mypay.dfas.mil/>.

REMEMBERING THE IMPORT

Official U.S. Navy and U.S. Coast Guard photographs, now in the collections of the National Archives.

By Sgt. 1st Class Stephen Miller

JTF-GTMO Public Affairs Office

On June 6, we celebrate the 61st anniversary of D-Day, the largest naval invasion in history, which took place in 1944 on the Normandy coast of German-occupied France.

The mammoth amphibious assault by the World War II Allies of the United States, Great Britain, France and Canada helped bring the war to a successful, faster conclusion for the Allies.

The utter size of the Allied invasion numbers was staggering. Ground forces consisted of 29,000 airborne troops and 130,000 infantrymen storming ashore. They were supported by 7,000 naval vessels and about 11,600 bombers, fighters and transport aircraft.

The Western Allies started with a “softening up” bombing campaign on German-occupied areas. The Allies also convoyed in enough supplies and manpower to create a million-man American force in the British Isles, which became one of the biggest operating military bases of all time. After several months of training and deceiving the enemy, the Allies decided to throw everything they could against the Germans in the Normandy landing, code-named “Operation Overlord.” It had to be a huge effort in order to succeed against such a determined and well-prepared enemy as the

Germans.

Initially, the Allies picked June 5, 1944, as the ideal invasion day because of early morning low tides and full moon for helping the paratroopers’ night drop. Stormy weather forced the Allies to postpone the invasion 24 hours, but they did not want to break their promise to Soviet Premier Joseph Stalin to start a second front in the war during the first week of June. Further delays would cause lots of problems with the tide level, moonlight, material and movement of the troops who had been cooped up and exposed on the decks for a long time. Follow-up troops had already moved into camps evacuated by the assault units loaded on the ships. It was difficult, if not impossible, to reverse this troop movement without jamming the Overlord operation. Also, since the troops had been briefed, there would be a huge risk to security, as well as morale, if the men got back off the landing craft.

Anticipating a possible invasion from the sea, Hitler ordered his army to build an “Atlantic Wall” of fortifications along Europe’s entire western coastline. This buttressing consisted of coastal batteries, beach defenses, beach and near-shore obstacles.

Hitler and his leading Field Marshall, Erwin Rommel, thought that the Allies would invade at Calais, where the width of the English Channel was narrowest. But,

Rommel still placed an imposing group of obstacles around the Normandy landing area. They included staked mines, twisted metal spikes, buried landmines, gun emplacements and barbed wire. The Allies had good advance intelligence, however, and came up with effective countermeasures to limit the impact of every obstacle.

Rommel thought the Allies would attack at high tide, reducing the amount of sandy beach that Soldiers would have to cross to get to the back of the beach. Therefore, his forces submerged several lines of boat-damaging obstacles that would be invisible at high tide. Farthest out to sea was a line of timber posts to which were attached Teller mines on top. Next was a row of large, six-foot high, three-pronged “Czech hedgehogs,” which were designed to rip out a boat hull. Rommel also used metal “Belgian gates” and log ramps to stop landing craft. When the Allies surprisingly landed at low tide, most of these boat-destroying obstacles were seen and avoided.

Rommel’s men built 15,000 concrete bunkers for machine guns and other medium-caliber weapons. The bunkers were strategically placed so bullets shot on criss-crossing patterns would cover the whole beach. The Allies nullified this torrent of bullets by using wooden, shallow-water Higgins boats and amphibious duplex-drive tanks in which the Soldiers were able to travel protected, farther up the beach.

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Army troops on board an LCT, ready to ride across the English Channel to France.



Army troops wade ashore on “Omaha” Beach during the “D-Day” landings, June 6, 1944. They were brought to the beach by a Coast Guard manned LCVP.

ANCE OF D-DAY

our million tank and jeep-destroy-
mines buried beneath the sand,
es were veritable minefields. The
entered the countless number of
th a minesweeping "flail" tank,
as also useful in getting rid of
re entanglements.

actual invasion itself, the Allies
armada loaded with troops (many
crossed the Channel under the cov-
ness. The ships dropped anchor
own and then disgorged their huge
nding craft and Soldiers onto five
d invasion beaches: from east to
Sword," "Juno," Gold," "Omaha"
l."

carnage and chaos of war, seldom
ing go perfectly as planned. The
er and poor visibility caused the
eavy aerial and naval bombard-
often miss hitting the German
efenses, which remained relative-
and lethal. Therefore, many sea-
rymen faced the tough choice of
ot at in a possibly malfunctioning
raft or exiting early into protec-
dangerously deep water in which
wned with their heavy equipment.
nally reached the wide expanse
at low tide, they often faced the
murderous enemy fire at closer,
arate range. Of the five Norman-
es, Omaha had the hardest terrain
o overcome and consequently was



◀Wounded men of
the 3rd Battalion, 16th
Infantry Regiment,
1st Infantry Division,
receive cigarettes and
food after they had
stormed "Omaha"
beach on "D-Day,"
June 6, 1944.

*Background watercolor from
the U.S. Navy Art Collection,
Washington, D.C., by Navy
Combat Artist Dwight Shepler,
1944, showing German artillery
fire hitting U.S. forces on
"Omaha" Beach, on "D-Day"
of the Normandy invasion, June
6, 1944. In the foreground is USS
LCI(L)-93, aground and holed.
She was lost on this occasion.*

the most costly and bloody battle. How-
ever, even in this difficult location, the Al-
lies had a precarious foothold by the end
of D-Day.

Though suffering over 10,000 casualties
and 2,500 killed in action, the American,
British, Canadian and French forces had es-
tablished a significant beachhead in France
by the end of June 6. As subsequent Ger-
man counterattacks were repelled, the Al-
lies poured more Soldiers and materiel into
France. By late July, the fighting efforts of

these reinforcements led to a breakout from
the initial Normandy perimeter. France's
total liberation was achieved after another
landing in southern France in August.

As the Soviets advanced from the east,
the German armies were pushed back
slowly toward their homeland. With the
D-Day invasion successfully establishing a
"second front," Germany was locked into a
three-front war of attrition in France, Italy
and Russia. This eventually destroyed Hit-
ler's Third Reich in Nazi Germany. ■



Coast Guard manned USS LST-21 unloads British
Army tanks and trucks onto a "Rhino" barge during
the early hours of the invasion, June 6, 1944. Note the
nickname "Virgin" on the "Sherman" tank at left.



Landing ships putting cargo ashore on one of the
invasion beaches, at low tide during the first days of
the operation, June 1944.

Extreme sports

Commentary by Army Sgt. Todd Lamonica

JTF-GTMO Public Affairs Office

The youth nowadays have a different view of sports. Some do not see traditional sports such as football, baseball, and basketball as being appealing. Their athletes compete in "extreme" sports, such as skateboarding, freestyle biking and freestyle moto-X. The athletes also go by names like "The Condor," "Bam" and "The Real Deal."

Some would believe that these activities do not constitute a sport, but Webster's dictionary defines the word "sport" as physical activity engaged in for pleasure, or a source of recreation. The training that these athletes endure is as grueling as other sports and causes many injuries.

Can you imagine trying to do a back flip on a motorcycle for the first time and not getting hurt? In order for these athletes to pull off these amazing tricks they have to practice a lot and prepare mentally and physically.

What separates these athletes from many others is their love of the sport. Take for instance during last year's summer X Games freestyle moto-X event (athletes perform tricks on motocross style



called an At the time, tricks anyone could do. He didn't even need to do it to win the event. He just did it.

This is the same guy who had his spinal column separated from his pelvis in a previous competition. That's what you call passion. And it is a rarity amongst many professional athletes nowadays. Most of them are just in it for the money.

A few extreme athletes have reached celebrity status, such as Tony Hawk who has video games named after him and has been seen in a few movies. Then there is Bam Margera, who has his own TV show, "Viva La Bam," airing on MTV.

Extreme athletes are representatives of a society of new performers, and they have brought back the love of sports, a trait that has been missing from professional sporting events for a long time. ■

motorcycles). An athlete by the name of Travis Pastrana was riding in this event. Unbeknownst to

spectators, he was competing with a concussion, a broken toe, fractured wrist and an eye contusion. During the event, he performed a trick "off axis 360" on his motorcycle.

it was one of the latest and greatest could do. He didn't even need to do it to win the event. He just did it.

Weldon wins 500, Patrick in fourth.

By Army Staff Sgt. John Fries

JTF-GTMO Public Affairs Office

It was a historic day at the Indianapolis Motor Speedway on Sunday when Dan Wheldon crossed the final yard of bricks under a yellow flag winning the 89th running of the Indianapolis 500 and Danica Patrick became the first woman to lead a lap at the track.

Weldon, winner of four of the last five races, driving for the Andretti/Green Racing team, started 16th but was not a major factor until the final laps of the race when a couple of caution laps and good pit stops by his crew put Wheldon in position to challenge the lead in the final ten laps.

Andretti/Green Racing teammates Tony Kanaan and Dario Franchitti had dominated the early going, sharing the spotlight with Team Penske driver Sam Hornish Jr., until he struck the wall in turn two putting him out of the race on lap 146.

Rookie sensation and the only female in the field, Patrick started fourth and stayed in the top five until her second pit stop came on lap 79. When leaving the pits, Pat-

rick stalled the car and it took a while to get it restarted. The mistake put her back in sixteenth position.

Patrick worked throughout the race to climb through the field and finally broke the top ten. When Patrick began accelerating for a restart on lap 155, she spun the car and was struck by Thomas Enge, who knocked off the left front wing. Several cars behind her also spun to avoid being collected. The wing was immediately repaired, but Patrick was back in twelfth place.

A caution flag on lap 172 gave the teams an opportunity to get a final load of fuel to safely take them to the end of the race. All of the drivers came in, but Patrick stayed out, taking the lead and a chance.

Patrick stayed in front of Wheldon, until being passed by him moments before another yellow flag slowed the race. After the restart, Patrick moved quickly around Weldon but with six laps to go and fuel pressure running low, she could not hold off the challenge. Patrick fell back to fourth where she finished.

Weldon's win gave team co-owner, Michael Andretti his first win at the speedway.

Something he came so close to doing, but was unable to do as a driver.

"For me, it just feels so good. This place has been tough on me personally," said Andretti.



Photo from indymotorspeedway.com

Twenty-three-year-old Danica Patrick, who finished fourth at the Indianapolis 500, is the first woman driver to lead a lap at the prestigious race.

Boots ON THE GROUND

Spc. Jeshua Nace asked Troopers around JTF-GTMO... What is the best movie you have seen at Guantanamo, and what movie are you waiting to see?



◀ "I enjoyed watching "Diary of a Mad Black Woman," and I've been in Cuba so long, I've lost track of what's coming out."

— Navy Petty Officer 2nd Class
Gerald Miller

▶ "The new "Star Wars," and I'm waiting for the new "Batman" movie to come out."

— Spc. Arron Cross



Photo by Spc. Jeshua Nace

◀ "Guess Who" and "Hostage" were both really good films, and I'm waiting on "Sin City" to play."

— Air Force Master Sgt.
Michael Hughes



▶ Probably like everyone else, it's got to be "Star Wars." Actually, I'd like to see "Sin City."

— Coast Guard Petty Officer 2nd
Class John Toeller



Camp 1

Cont. from page 1...

"I'm glad I came down here. I think it's good experience to do something like this for my country," said Seaman Apprentice Bradley Dow, Master at Arms.

Dow, a block guard in Camp 1, has been in the Navy for about 18 months. He was on motor patrol in Virginia when he decided to volunteer for JTF-GTMO. Though Camp Delta is a world away from his patrol car in Virginia, he said he wanted to try something new, as well as get out of the country for the first time.

"It's a big job. There's a lot to do and it's a big responsibility for us but I think it's going well," said Dow.

As for the professionalism within the unit, Dow said at times it doesn't come easy, but he has yet to see any one lose their military bearing. The pressure of working in such close proximity to the detainees sometimes causes tension between the guards of Camp 1, but that strain is never displayed within the camp. At the end of the day when the guards are able to relax and the pressures of the day dissipate, these small rifts seem to fix themselves. This is something that can't be taught, but must be learned with time and experience.

Felton and Dow may have come to GTMO for different reasons but the fact that they volunteered, as did a majority of the Sailors of the NPGb, to do a job that most would not be willing to do, in a place that most would not want to live or work, clearly reflects the dedication of the men and women in the United States Navy. ■



Photo by Spc. Dave Lankford

Seaman Apprentice Bradley Dow, Master at Arms, stands guard on his block inside Camp 1.

Editors Note: Each week in June The Wire will focus on a different detainee camp here on GTMO.

15 Minutes of Fame

with Army Pfc. Anthony Maldonado



Photo by Spc. Jeshua Nace

By Spc. Jeshua Nace

JTF-GTMO Public Affairs Office

Army Pfc. Anthony Maldonado is a medic at Kittery Beach Joint Aid Station (KB-JAS).

How long have you been in the military?

Two and a half years; three years in January.

Do you have any family?

I have a wife, son and a daughter on the way.

What do you do here at Guantanamo?

I am a medic. I do my regular medical job, and I also order supplies for the KB staff. Anything having to do with supplies comes to me. I am the supply sergeant in this area.

How do you feel about performing a task rated higher than your rank?

I did this at my last unit. I was in charge of supplies at my old unit back at Fort Sill. It is something I pushed for, and they said

'hey if you want it, take it and run with it.' In fact, I used to run fast food restaurants and deal with supply there. This is just a change of direction. Medical versus food, it's all the same song and dance. Organization is my thing, I love organization.

How do you like it here at Guantanamo?

It's all right. I'm keeping busy. I'm doing lots more PT (physical training) than I ever liked to in my life. Snorkeling... I haven't done scuba yet, but I'm planning to. I've hit about every beach on this island.

What are your ambitions after leaving GTMO?

I want to have JAS's supply running so well that when I go, whomever I'm passing it onto will have an easy transfer. So when they come, 'boom,' they take over. I want to make sure everyone gets good health care while I'm here. That's all that matters to me, getting my stuff done and then getting home. Then getting on with my schooling. I want to get my RN (registered nurse), by

the time I get out of the military.

What is your long-term plan after the military?

Either I'll go for my RN or I'll go all the way to PA (physician's assistant).

What is your favorite thing to do here at GTMO?

Going to the beach and swimming in the ocean is one of the most exciting things I've ever done. I've lived all over the world; I'm an Air Force brat. I've seen the whole world but this is the first time I've actually gotten to swim in the ocean. I go out and collect shells, and see the plant life under the ocean. ■

15 Minutes of Fame

Know a Trooper worthy of being highlighted in "15 Minutes of Fame?" Call Sgt. 1st Class Sheila Tunney at 3594.



Photo by Spc. Jeshua Nace

Army Pfc. Anthony Maldonado puts a syringe into a Trooper's arm at the Kittery Beach Joint Aid Station.

El ultimo cuatro—the last four

By Richard Ross

Special to The Wire

“Guajira guantanamera...

Yo soy un hombre sincero De donde crece la palma

Yo soy un hombre sincero De donde crece la palma

Y antes que yo morirme Quiero echar mis versos del alma
Guantanamera...”

That most famous of Cuban folk songs is about a country girl from Guantanamo, “la guajira guantanamera.” And the singer claims he is a sincere man from where the palm trees grow. Before he dies, he would like to write verses from his soul.

Written by Jose Marti originally as a poem, Marti was a 19th century Cuban revolutionary and hero.

Luis la Rosa, Ricardo Simono, Silvan Butler and Harry Henry.

These are the last four workers that daily pass through the Northeast Gate of Guantanamo Bay Naval Base. They live in Guantanamo City and work on the U.S. foothold in southeast Cuba.

When they began coming they were part of a work force of thousands that manned all possible tasks on the base. Their numbers dwindled and now the remaining four are all in their seventies. The oldest, Silvan Butler, contemplates retiring after 52 years of service. Harry Henry, his companero at “the paperclip” supply depot is 74. Both have been working on the base side since 1951.



Photo by Richard Ross

Luis la Rosa (left) and Ricardo Simono are two of the last four Cuban workers on the base who commute back and forth from Guantanamo City for their jobs at Skill's Auto Repair.

Back and forth. These men are the last squeaks in a door that has almost frozen shut.

Politics have replaced the Cuban workers with foreign nationals. There are 2,600 assorted workers from all parts of the world that support the base. Most are working for less than U.S. minimum wage. These last four of the Cuban workers make almost \$12 an hour, a significant salary compared to their countrymen who make due with life isolated on the Cuban side. With hundreds still drawing pensions from their U.S. jobs on the base, the biggest issue remaining is how to pay the workers with U.S. dollars when



Photo by Richard Ross

“The Paperclip” is the daily destination of Harry Henry (right) and Silvan Butler, two of just four remaining Cuban workers on the base who live outside “the wire.”

their checks cannot be cashed on the Cuban side. So the four act as conduits and bankers by default.

After a half century of work straddling both sides of ideology, I try to elicit a consciousness of their symbolism. “Are you sad to be the last, to coming to the end of a river of work?” My Spanish is not up to the task and Butler and Henry shrug their shoulders, “la vida.” Butler and Henry respond in perfect English, Simono is comfortable, and la Rosa speaks virtually none. This is indicative of the solitary work the latter did in the automobile repair shop, while the others were more socially interactive in their work with the military and their work at “Paper Clips.”

They are not really curiosities on either side of “the wire.” They are anachronisms. They are the last of a way of life. All four feel their roles are not symbolic of anything heroic. They simply work their jobs, Luis and Ricardo at “Skill’s” Auto Repair; Silvan and Harry at Paper Clips.

Guantanamo City, 200,000 in population, is outside the base. These are regular guys, talking about their sons, one a doctor in Germany, another, a physician in Cuba. They show pictures of their families, wives, children and grandchildren. Their pilgrimage with cars on either side of the gate is an odd daily voyage. The fleet of 30 to 40 buses now reduced to one patched together car on the Cuban side and a regular pick up and delivery from the base.

When they talk about the ‘50s and ‘60s—the thousands of people in the buses chatting, singing, arguing; they remember the names and the faces of the compatriots from long ago. Time has dwindled the caravan down to them. When they think back over the span of a half century, their eyes turn away and aloft. There is little poetry in their words, but it is there in their faces. They see the inevitable as imminent. ■

Editor’s note: Richard Ross visited Guantanamo Bay in April to take photographs of the detention facilities here to include in his “Architecture of Authority” installation, which can be viewed at www.richardross.net.