



FRC SW ALMANAC

Delivering Cost-Wise Readiness "Fix it Once, Fix it Right, Fix it On Time"

Published for members of Fleet Readiness Center Southwest

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January - February 2009

Test Line:

**The Final Stop before delivery
to the Fleet**

30th Anniversary Flight of the F/A-18 Hornet

A Unique Paint Job for a Unique Plane

Legacy of Quality

90 Years of Maintaining Naval Aviation



From the Skipper:

Dear FRCSW Teammates:

Happy New Year! Welcome back from the holidays. I hope everyone was able to enjoy good cheer with family and friends.

This year – 2009 – is a year that will test our resolve, both personally and professionally. As individuals, we'll witness the turnover of the Presidency as part of America's bedrock democratic process in a time of serious economic challenges for ourselves and many people around us. And I'm also sure many of us have made some personal resolutions for the new year to get some things done (I have a cluttered closet and a garage calling me!).

As the Fleet Readiness Center Southwest team, we must demonstrate our professional commitment to "world-class MRO for the world's greatest team sport – Naval Aviation" by focusing on actions we promised as a TEAM that we will complete.

We must make continued, substantive progress in reshaping FRCSW into a visual factory across all product lines. Cell-based work environments with 5S, visual controls, linked metrics, point-of-use tools, material, HAZMAT, and tech data need to be the norm in all areas.

We need to have the internal plant "linkages" identified for all products and services, as we discovered in our Shingo journey with the E-2/C-2 line.

In support of BRAC (Base Realignment and Closure), we must finish the planned integration of Intermediate and Depot-level work centers.

Robust conversation from leadership teams, within and across programs and competencies – that exercise the tools learned in HPO (High Performing Organizations) classes – need to drive our strategic focus on products, capabilities, and AIRSpeed efforts.

We need to work together to ensure we cross the finish line on our AS9100/AS9110 certification and registration efforts; as well as increase competitiveness for the Malcolm Baldrige Award.

We must continue to delight warfighters on the flightline and commercial partners with relentless commitment to meeting or beating the schedule and the budgeted unit price while achieving specified quality levels.

We must continue to enhance the quality of life in the workplace.

As you can see, there is much to do – but FRCSW is blessed with talent, skill, values, and a thirst for success that is infectious and enabling.

Our persistence and relentless commitment to mission will allow us to achieve our goals in 2009.

I'd like to close by offering two quotes that have always motivated me. One is from Calvin Coolidge, 30th President of the United States, and the other quote is from Yogi Berra:

"Nothing in the world can take the place of Persistence. Talent will not; nothing is more common than unsuccessful men with talent. Genius will not; unrewarded genius is almost a proverb. Education will not; the world is full of educated derelicts. Persistence and determination alone are omnipotent. The slogan 'Press On' has solved and always will solve the problems of the human race," – Calvin Coolidge.

"If you come to a fork in the road, take it," – Yogi Berra.

Our fork in the road is the choice to be "world class." Keep pressing!



MICHAEL A. KELLY
Captain, U.S. Navy
Commanding Officer



Capt. Michael Kelly

FRCSW ALMANAC

January - February 2009

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FRCSW ALMANAC

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About the Cover

An F/A-18D Hornet flies over
FRCSW Test Line Building 785
at NAS North Island.

Photo By Joe Feliciano

Features

- 8** F/A-18 30TH ANNIVERSARY FLIGHT
Commemorating the Hornet legacy.
- 11** AVIATION MAINTENANCE THROUGH THE YEARS
90 years of aircraft repair on North Island.
- 13** FOUR EARN BLACKBELTS
AIRSpeed helping to improve FRCSW.
- 17** RECRUITING VIDEO
F/A-18 Production Line in a starring role.

Departments

- 4** COVER STORY
- 10** SPOTLIGHT
- 19** SAFETY & HEALTH
- 20** LEGALLY SPEAKING
- 22** AWARDS

Test Line: FRC SW's Assurance of Quality

By Jim Markle, Photos by Joe Feliciano



(above) Aircraft examiner Allen Jewmouday performs “run up” checks on an F/A-18 Hornet at the Fleet Readiness Center Southwest Test Line.

(right) Aircraft examiner Nick Onners performs a general inspection on the landing gear strut of an F/A-18 Hornet.

It's a somewhat remote location, where at times, the sound is deafening, the view of the San Diego skyline is spectacular, and the work - preparing aircraft for test flights - is as intensive as any job imaginable; but for the employees who work on the Fleet Readiness Center Southwest (FRCSW) Test Line, it's just another day at the office.

Encompassing more than 1.4 million square feet at the very Western portion of Naval Air Station North Island (NASNI), the FRCSW Test Line Support Facility includes an 800,000 square-foot aircraft ramp with parking for numerous aircraft, a small hangar and out-buildings, and a main support building (785).

Unless an aircraft is trucked onto NASNI, the FRCSW Test Line is the first - and last - stop during its visit to the command.

Upon an aircraft's arrival, all of its maintenance log books and information are presented and reviewed by the Test Line staff. This is the first step in the aircraft induction process, before it is turned over to the appropriate product line.

On the reverse side of that process, the Test Line and log sell procedures include final ground checks, test flights, and a review of all documentation to ensure that the work has been accomplished and is certified.

In accordance with Navy regulations, any aircraft completing depot-level rework is required to complete at least

one Functional Check Flight (FCF) prior to delivery to the Fleet to determine the quality of work and the airworthiness of the aircraft. Therefore, for all aircraft completing maintenance or repair at FRCSW, the Test Line is the final stop before being returned to the customer.

It's the job of the Test Line staff to ensure that all critical elements of the aircraft are functioning properly, prior to pilots and air crew taking the plane on its first FCF.

Due to the amount of work that's done to the aircraft - sometimes taking more than a year to complete - First Flight FCFs carry a significantly higher risk level for problems than subsequent flights. This increased risk level is at the forefront of artisan concerns when pre-flight checking an aircraft.

"Our product line artisans do a great job of repairing and maintaining aircraft; but it's the Test Line guys, going the extra mile, that keep guys like me safe when taking these birds up for the first time," said FRCSW Chief Test Pilot, Cmdr. Craig "Crab" Reiner.

Three of the four major aircraft product lines at FRCSW bring their aircraft to the Test Line. F/A-18 Hornets, E-2C Hawkeyes, C-2A Greyhounds, and H-53 Super Stallions all must be flight-checked at the flightline. The only aircraft type that doesn't pass through the Test Line is the H-60 Seahawk helicopter.

F/A-18 Hornet

Returning more than 100 F/A-18 Hornet fighter-attack aircraft annually to the fleet, FRCSW test-flies more Hornets from the Test Line than any other airframe.

The Test Line 'selling' phase begins once the aircraft is transported from Building 94 where all repairs and maintenance procedures are performed. Once the aircraft is placed under the cognizance of the Test Line staff, it is checked, prepared, test flown, and returned to the customer, usually within a 14-day period.

"The plane is weighed when it is sent from Building 94 because any modifications or repairs can throw its weight off. The planes are weighed again after painting (prior to delivery to the customer) to make sure they're within the allowable limit," said F/A-18 Test Line overhaul and repair supervisor Joell Hartt.

Of the 20 artisans assigned to the F/A-18 Test Line program in Building 785, three are aircraft examiners (AE) and one is an examination evaluator (EE).

"The AEs look at all of the functions of the aircraft to ensure a safe and proper flight. This includes the hydraulics, fuel system, air conditioning, engines, cabin pressure and literally everything that works on the plane while it's running," Hartt said.

"The AEs turn the avionics on; but to actually check the systems, we use the EE,

(continued next page)



Aircraft examiner Dave Miller inspects the number two engine on a E-2C Hawkeye.



an electrician, and one electronic integrated systems mechanic,” Hartt noted.

Electrical repairs to the airframe are assigned to either an electrician or the EE, who is also tasked with making the final determination as to the readiness and integrity of any systems that may be suspect, Hartt said.

The F/A-18 Test Line artisans face few barriers they cannot overcome to ensure a safe initial test flight.

“We can drop engines and put them back in a couple of hours. If we find fasteners out on a center barrel, for example; we can make that adjustment here. Only if there’s a major job, like removing the plane’s wings, will we send it back to the floor (Building 94),” Hartt said.

The Test Line is equipped with a small hangar that can hold three aircraft for major repairs, and is a designated work area for Building 94 artisans. The hangar was built to avoid the expense and time of transporting the planes back and forth, Hartt said.

“Ninety percent of the time, we can solve issues here without having to send the aircraft back to the floor. Our job is to get it, gas it, and fly it,” Hartt said.

E-2C Hawkeye and C-2A Greyhound

In contrast to the volume of F/A-18 Hornets, only about ten E-2C Hawkeye airborne early warning and five C-2A Greyhound transport aircraft are inducted and test flown annually at FRCSW.

E-2/C-2 aircraft evaluator supervisor Christian Crawford said a staff of 11 artisans comprised of AEs, mechanics, electricians, and avionic artisans prepare the turbo-propeller airframes for flight at the Test Line.

“We’re on the front and back end of the whole preventive maintenance interval (PMI) process. When an aircraft comes in from the fleet, we’ll do an induction flight, and then perform ‘dynamic tests’ on all systems to check their condition,” Crawford said.

Dynamic tests are those that engage the engines, hydraulics, fuel, radar, and other systems used in the flight of the aircraft.

“We have other support groups who help us during the induction phase including preservation, ordnance, upholstery, and maintenance control. The induction usually takes about four to five days; and then the aircraft is sent to

Building 460 for disassembly,” Crawford said.

After required maintenance and repairs are complete, the aircraft are reassembled and returned to the Test Line where another series of dynamic tests are performed to ensure they meet pre-flight inspection status.

Crawford said that the AEs test all of the systems except the avionics, which is tested by journeyman avionic artisans.

“We pass any discrepancy information back to the production floor in Building 460 that could be a recurring issue; but it doesn’t happen very often. Sometimes, a new issue will pop up that’s not necessarily something that was done wrong, but it may be something we haven’t seen before that could require extra work at the Test Line,” Crawford stated.

“For example, if we found loose bushings on a piece of landing gear, that would require us to lift the aircraft and do a drop-check after the repair. But if the artisans are alerted and they look at the issue there (Building 460), while the aircraft is already on jacks, it would not impact our Test Line schedule,” he said.

Total time to complete Test Line

requirements including painting is about 36 days for the E-2C and 55 days for the C-2A. The difference in time is due to the Service Life Extension Program (SLEP) performed on the older C-2s. SLEP replaces any parts affecting the aircraft's structural integrity and completely re-wires the plane's electrical system. Consequently, system checks on that airframe require more time, Crawford explained.

"If there are discrepancies after the test flight, we'll take care of them and fly the aircraft again. And once an airplane is sold, there's a little more prep maintenance before our pilot delivers it to the customer," Crawford said.

CH-53 Super Stallion Helicopter

"We do what the rest of the helicopter communities don't: We do our own inductions," said CH-53 Intermediate Maintenance Concept (IMC) supervisor Kurt Butler. "Our aircraft go through the IMC process, and we do our final sales right out of the Test Line."

Solely serving Marine Corps squadrons

throughout the west coast including Marine Corps Air Station Miramar, the FRCSW CH-53 Super Stallion program in Building 378 returned 11 helicopters to the Corps last year.

Similar to the E-2/C-2 program, arriving aircraft undergo a three-day induction period at the Test Line, where the main rotor blades are removed and the aircraft is de-fueled.

"We look for any incoming issues that were not noted in the Marines' aircraft discrepancy book. If we miss something, then we're obligated to pay for it because if it wasn't initially noted, it could be possible that the issue occurred during our maintenance process," Butler said.

On day four of the 160-day IMC process, the aircraft is transported to Building 378 for the disassembly portion of the PMI procedure, Butler explained.

With a staff of 36 artisans that includes mechanics and avionics technicians who work two shifts, discrepancies are forwarded to the IMC coordinator (IMCC) who acts as a liaison to the squadrons. It is the IMCC who determines what gets repaired.

Butler noted that the CH-53 PMI process applies only to PMI specifications. Work exceeding those specifications, like replacing engines or rotor heads that have exceeded their recommended hour or life limit, is often done by the Marines themselves to save money.

Three AEs are assigned to the Test Line and perform all start ups, systems, and electrical checks.

Unlike the F/A-18 and E2/C-2 programs, FRCSW does not have CH-53 pilots on staff. Instead, pilots from prospective squadrons are notified when an aircraft is ready for test flight and delivery.

Butler said FRCSW is projected to sell 14 CH-53 aircraft this year.

In the meantime, as the roar of aircraft engines overpowers their tranquil view of San Diego, the artisans and support staff of the FRCSW Test Line focus on their task at hand: ensuring the safety and performance of the aircraft to safeguard the lives of those who fly them. ▲

Aircraft examiner Jason Palmer performs a pre-flight inspection on a CH-53 Super Stallion helicopter.





Photo by CDR Sean Drumheller

Fleet Readiness Center Southwest Commemorates 30th Anniversary of first F/A-18 Hornet Flight

By Jim Markle

Chief Test Pilot Cmdr. Craig Reiner of Fleet Readiness Center Southwest (FRCSW) has flown the F/A-18 Hornet for 14 years and even though he test-flies newly repaired aircraft, most flights he makes are considered ‘routine’; but that wasn’t the situation when he entered the cockpit of a special F/A-18C on Nov. 18, 2008.

This unique flight had a dual purpose: Not only was this fighter aircraft being flown to ensure its integrity and readiness for return to a Fleet Squadron and potential combat operations, it was also flown to commemorate the anniversary of the first McDonnell Douglas/Boeing F/A-18 flight 30 years earlier.

“This is a great story for the Navy and the strike fighter community as a whole,” said Cmdr. Reiner.

The F/A-18 was the first Navy jet designed as a dual role attack-fighter aircraft meant to compliment the F-14 Tomcat (fighter) and replace the F-4 Phantom (fighter-bomber).

“It was a monumental step in the fighter community to have an aircraft that could do both very well,” Reiner said.

The commemorative aircraft Reiner flew had recently com-

pleted scheduled maintenance at FRCSW. Prior to its test flight, the aircraft had undergone a comprehensive evaluation by aircraft examiners (AE) at the F/A-18 test flight line.

“AEs look at all functions of the aircraft including the hydraulics, avionics, fuel system, and engines to ensure a safe and proper flight,” said F/A-18 Test Line Overhaul and Repair Supervisor Joell Hartt. “Cabin pressure, air conditioning, and virtually everything that works on the plane while it’s operational is checked.”

Of primary concern before any test flight is an aircraft’s weight, Hartt said.

“The plane is weighed because any modifications or repairs done to it can throw the weight off. We weigh it after painting (the final step prior to a test flight) to make sure it’s within the allowable limit,” Hartt noted.

The commemorative F/A-18 was painted in the manufacturer’s original paint scheme of a white aircraft with blue and gold stripes.

“We had to make sure the customer would accept an aircraft

painted like this because this is a combat aircraft meant to go in harm's way. So, we contacted Commander, Naval Air Forces who agreed to allow the painting," Reiner said.

The model "C" variant of the F/A-18, which Reiner flew for the commemoration flight has been operational since the 1980s and is scheduled to continue service until 2024.



"The jet is aging, but what we do at FRCSW continues - to bring them in, tear them down, inspect them, fix what's worn, put them together, and extend their life. This aircraft was originally designed to be a 6,000 flight-hour airframe; it's been extended to 8,000 and with additional modifications, the Hornet may possibly go to 10,000 flight hours. We need to fill the aircraft carriers with capable fighters and attack aircraft and this is one of them. It's a mainstay for the Navy," Reiner said.

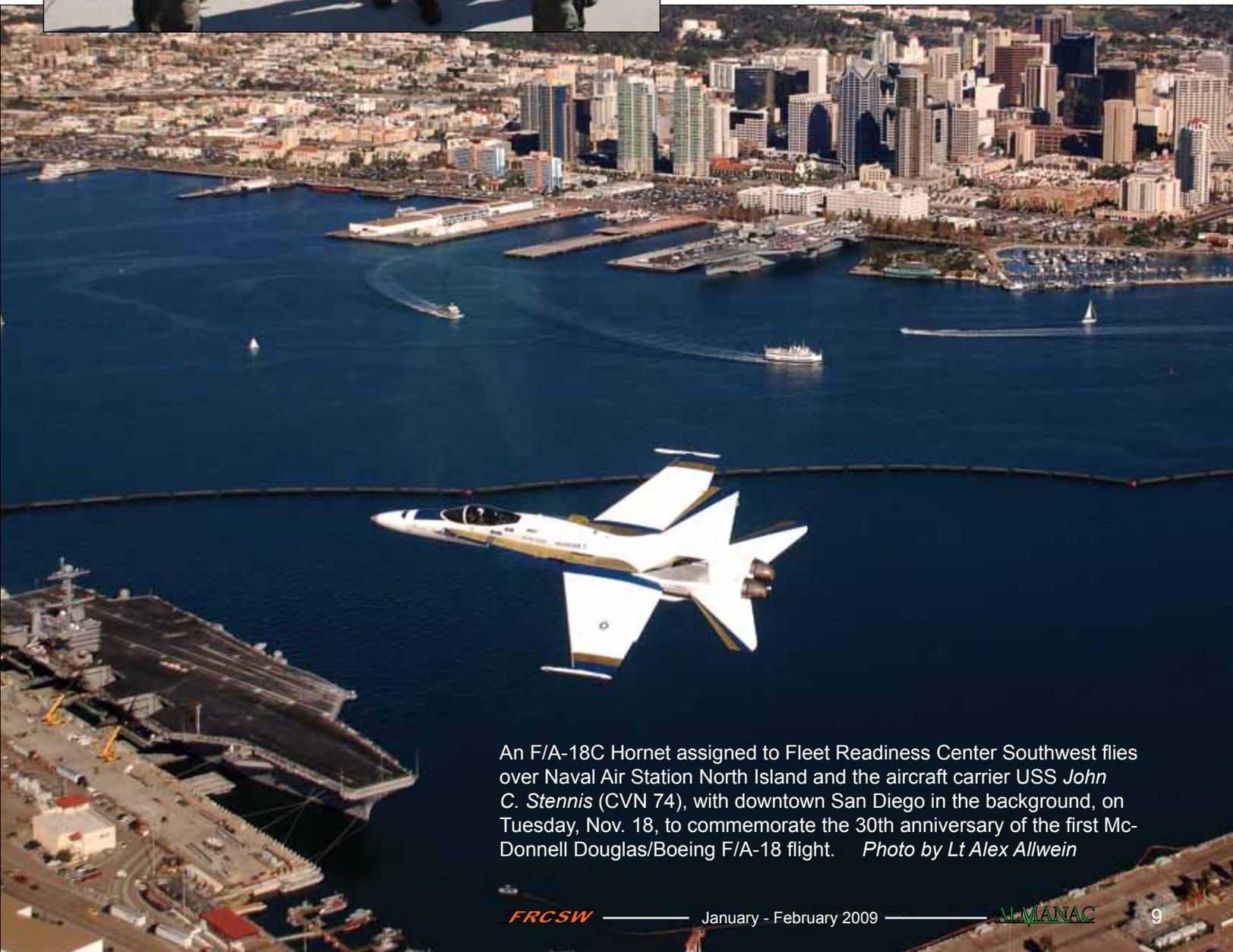
Reiner delivered the commemorative F/A-18C on Nov. 20, 2008 to Fighter-Attack Squadron (VFA) 106 at Naval Air Station Oceana, Va.

"They (VFA-106) are a non-deploying squadron that trains pilots; so all the future F/A-18 pilots who are going to fly there will get to fly this aircraft and become part of this historic event," Reiner said.

For those with NMCI computer access, more photos can be seen and downloaded from: \\nawesdnifs02va\navair2\$\SDNI\Public Affairs Office\Photo Shop\Photo Download\FA-18 30th Anniversary flight 

From left, Cmdr. Steve Cargill, Cmdr. Craig Reiner and Lt. Alex Allwein discuss the anniversary commemorative flight before taking to the air.

Photo by Joe Feliciano



An F/A-18C Hornet assigned to Fleet Readiness Center Southwest flies over Naval Air Station North Island and the aircraft carrier USS *John C. Stennis* (CVN 74), with downtown San Diego in the background, on Tuesday, Nov. 18, to commemorate the 30th anniversary of the first McDonnell Douglas/Boeing F/A-18 flight. *Photo by Lt Alex Allwein*

FRCSW Instructor Travels West Coast, Teaches Six Courses

Teacher provides insight, experience to students

By Jim Markle

Tim Moore is an ambassador of sorts, with a passion for two things: traveling and teaching aircraft composite repair.

As an advanced composite instructor who works in Building 250 under the Fleet Readiness Center Southwest (FRCSW) Technical Training Department, Moore travels throughout the West teaching six composite repair courses to Sailors and artisans at shore-based facilities.

Last year, he taught classes at Fleet Readiness Center (FRC) Northwest at Naval Air Station (NAS) Whidbey Island, FRC West at NAS Lemoore, Creech Air Force Base, Nev.; and recently, for the first time, he spent 32 days training Sailors aboard the aircraft carrier *USS George Washington* (CVN 73) which was sailing to its new homeport at Naval Station Yokosuka, Japan.

“People who work in a composites shop require different levels of certifications. For advanced composites, there’s Levels One and Two. Both are three-week long courses. Level One is for the legacy F/A-18 Hornets, or the A-D models certification; while Level Two certification is for the Super Hornet, E-G models,” Moore stated.

The military students aboard *Washington*, were in a Level One advanced composite class, and had the opportunity to work a Beyond Capable Maintenance interdiction, on the horizontal stabilizer and trailing edge flaps of an F/A-18 Hornet, which is usually a depot-level repair performed at FRCSW.

“They (the military students) may have a thorough knowledge of the manuals, but to get the hands-on training raises their comfort level and increases their confidence in composite repairs; so my job is to really take that initial fear away,” Moore said.



Advanced composite instructor Tim Moore (right) inspects a patch used in the level two composite certification program he teaches in Building 250 to repair the F/A-18 Super Hornet E-G models. The students pictured are sheet metal welder Bobby Flint (left) and sheet metal work lead Richard Ward, both from FRC Mid-Atlantic.

Photo by Joe Feliciano

“Exclusive to the F/A-18 airframe is a bushing installation course I teach for the upper wing panel,” Moore said. “But applicable to all airframe repairs are the ‘grit blast sol-gel’ and ‘pasa-jell’ metal bonding classes,” he added.

Moore said the latter is being phased out because it involves using the chemical-based solvent methyl isobutyl ketone.

“The newer sol-gel material is water-based; and has a better bond and strength to it. It’s like a vinegar solution with a light acid in it, and is 90 percent de-ionized water; so, it’s much more environmentally friendly,” Moore noted.

“The other class I teach is a radome fiberglass repair course which is two weeks long. Radomes are the antennae cover on the nose of an aircraft that the radar sits behind. The fiberglass repairs are usually for the antennae covers, faring, and other non-structural parts,” Moore

said.

Besides fleet training and the radome fiberglass repair course, which is funded and regularly scheduled by Naval Air Systems Command, all of the courses and associated logistics are arranged by Moore on an “as needed” basis.

“There’s always a lot of preparation that goes into an off-site class. We have to make sure the materials we need are available, and that the facilities will be adequate for our purposes. Hazardous material, for example, has to be shipped to where we’re going,” Moore said.

“Going off-site is something I don’t mind doing because I enjoy what I do and it saves the Navy money. If six students are sent here, the Navy pays for the course, their per diem, and hotel. This can cost up to \$8,000 per student. But if I go to them, only one person’s bills need to be paid,” said Moore. ▲

Oxnard Chamber of Commerce Honors Site Point Mugu Sailor for Volunteerism

By ADC(AW) Armando Anaya

Aviation Structural Mechanic First Class (AW) Isaac Chavez, a Fleet Readiness Center Southwest (FRCSW) Site Point Mugu Sailor, was honored during the 11th Annual Oxnard Chamber of Commerce Military Appreciation Dinner at the Ventura Beach Marriott in Ventura, Calif. AM1 Chavez was one of nine enlisted personnel from the Navy, Marine Corps, Army, Air Force, and Coast Guard who were recognized for their service to the country and contributions to the local community.

A variety of local governments and businesses presented plaques, letters of commendation and other awards to the honorees.

Among his awards, Chavez received a Certificate of Special Congressional Recognition and a Certificate of Recognition from California Senator Tom McClintock of the 19th District.

Chavez, a production supervisor for the FRCSW Site Point Mugu Paint and Tire Shop, also serves as the Command Career Counselor where his leadership is instrumental in achieving a 61 percent retention rate.

Chavez is an advocate of education. Holding a Bachelor of Science degree in professional aeronautics he is currently



AM1(AW) Isaac Chavez, left, is joined by Naval Base Ventura County Commanding Officer Capt. Brad Conners at the Oxnard Chamber of Commerce 11th Annual Military Appreciation Dinner in Ventura, Calif.

Photo by AFCM(AW) Nelson Alix



AM1(AW) Isaac Chavez, production supervisor for the FRCSW Site Point Mugu Paint and Tire Shop, inspects a tire destined for an E-2C Hawkeye airborne early warning aircraft.

Photo by ADC(AW) Armando Anaya

pursuing a master's degree.

He also trained 20 Career Management Team Sailors to guide and develop the professional growth of the more than 300 personnel assigned to FRCSW Site Point Mugu.

As the Command Advancement Task Force Coordinator, he counseled newly reporting personnel on the importance of education, resulting in 121 enrollments in off-duty education. In his free time, Chavez is a volunteer and mentor for the Camarillo Boys and Girls Club, and is a regular blood donor at the United Blood Services Central Coast location in Camarillo, Calif.

Chavez was recently selected as the FRCSW Site Point Mugu Senior Sailor of the Quarter, for the Third Quarter of 2008. ▲

Visit the Civilian Welfare and Recreation Store in Bldg. 9!

Located in Building 9 on Naval Air Station North Island, the store offers a variety of items, including discounted admission tickets to places like: Theme parks, movie theaters, USS Midway Museum, harbor excursion cruises, dinner theaters, hotels, museum, fishing trips, and more.

The store also carries merchandise including official NFL and MLB jerseys, signed sports memorabilia, vitamins, backpacks, duffel bags, tee-shirts, polo shirts, flight jackets, wallets, purses, plus a whole lot more.

Aircraft Maintenance at the

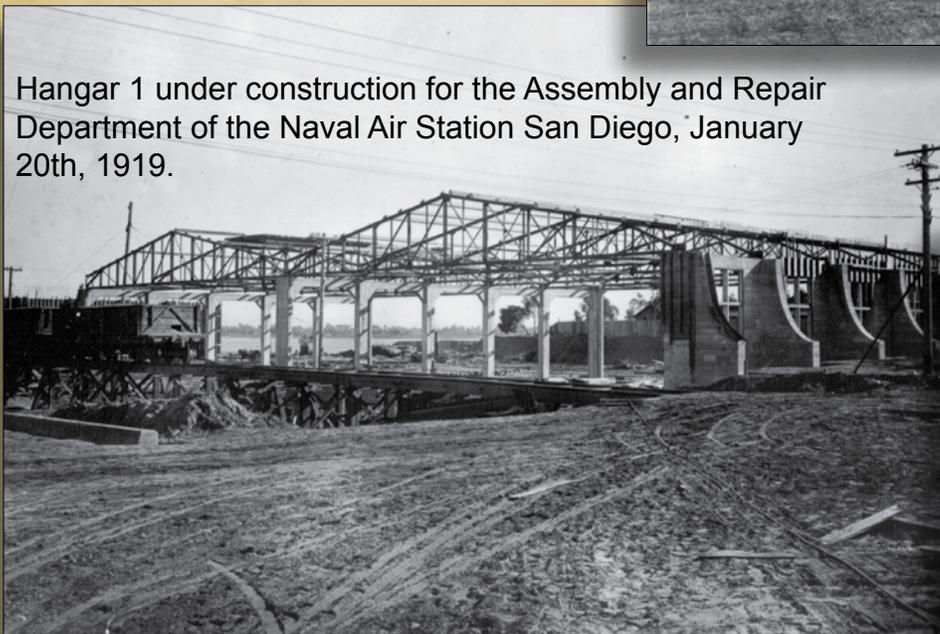


Glen Curtiss (standing, right) instructing Lt. Theodore Ellyson, the Navy's first aviator, at the controls of a Curtiss A-1, at the San Diego Aero Club Meet, January 29th, 1911.

Rockwell Field Hangar on North Coronado Island. The dirt field served as the Army and Navy's first flight line in Southern California after World War I.



Hangar 1 under construction for the Assembly and Repair Department of the Naval Air Station San Diego, January 20th, 1919.



Frank McGinnis and Harry Treantafeles, civilian mechanics at Rockwell Air Depot during the late 1920's, working on piston and cylinder assemblies for the Liberty-12 engine.



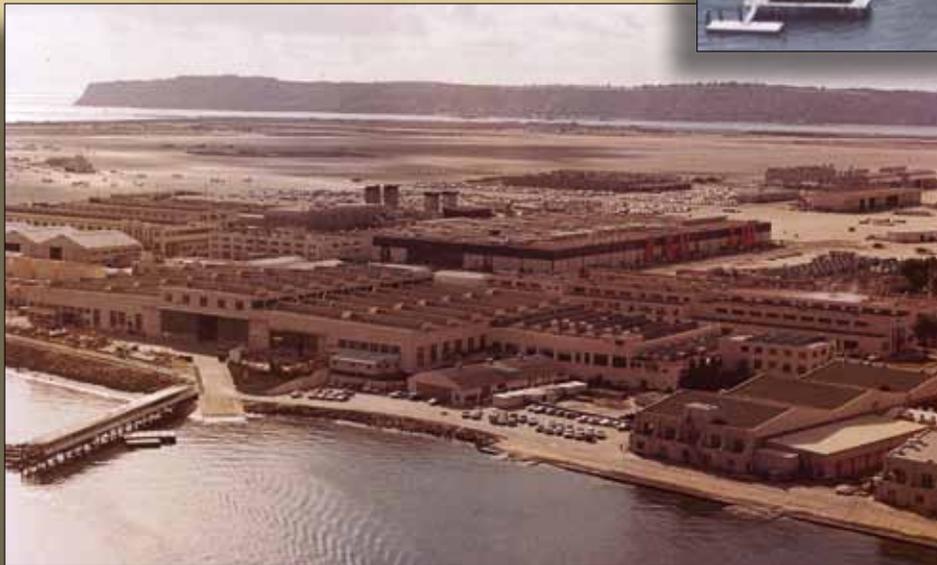
Birthplace of Naval Aviation

Photos courtesy US Navy



Overhaul and Assembly of Douglas TBD Devastator torpedo bombers and Grumman F2F and F3F biplane fighters in Building 94, February 1940.

The Naval Air Rework Facility in 1966, with Building 94 and Hangar 2 in the foreground. Hangar 17 is the large grey building with the curved roof in the center of the photo.



Naval Air Rework Facility, circa 1974. Hangar 17 was replaced with Building 472. Point Loma is in the distance. Note the presence of the seaplane ramps leading into the water.

90 Years of Service to the Fleet 1919 to 2009

FRCSW's Recruit Division graduates

By Steve Fiebing, Photos by AFCM(AW) John Roberts

The first major step for all Navy enlisted personnel after swearing-in; is to attend and complete Recruit training, or "boot camp," at Recruit Training Center (RTC) Great Lakes, Ill.

The goal of boot camp is to transform individuals from a civilian into a Sailor with all of the skills necessary to perform in the Fleet. Training includes physical fitness, seamanship, firearms, firefighting, and shipboard damage control; as well as lessons in Navy heritage, core values, teamwork, and discipline.

Within the first day of their arrival at RTC, the future Sailors are divided into divisions of 80 to 90 recruits. New divisions are formed weekly, as recruits enter the Training Center.

In an effort to provide recruits a tangible 'link' to active Navy commands, RTC Great Lakes established a Recruit Division Sponsorship program.

"I learned about the sponsorship program last year at the AIRPAC (Commander Naval Air Forces) CMC (Command Master Chief) conference," said Master Chief Aircraft Maintenceman John Roberts, the FRCSW CMC. "It's a program that's available to all commands. It gave us an

opportunity to have some impact on the Sailors right when they are starting out."

For FRCSW, that sponsorship began in September 2008, when

the division was formed and the unit was presented a FRCSW flag, which they carried all through their training, ceremonies, and drill competitions.

"They were a good bunch of kids; excited to be in the Navy and ready for the future," said Roberts.

Capt. Mike Kelly, commanding officer, FRCSW added, "These young Sailors inspire you in every conversation. Their energy, eagerness, intelligence, commitment, and patriotism is infectious to anyone who interacts with them."

On Thursday, Nov. 21, 2008, Roberts and Capt. Kelly had an opportunity to shadow the recruit division during their last two days of training before graduation.

"When we met up with them after their battle stations test, they had already been up for 26 hours straight," said Roberts. "When we ate dinner with them that night, it was 37 hours

without sleep. The next morning, we marched with them to the drill hall and it was a balmy 5 degrees; but there was not a complaint out of any of them.

"When we had time to talk to them, they were filled with excitement, and question after question about my career and experiences; and about what some of them may be doing," said Roberts.

According to Kelly, he advised the new Sailors to embrace opportunity at every turn, be good listeners, try to excel at any task, find a way to make education a priority, and look out for each other.

Reflecting on his own recruit training experience, Roberts noted, "The Navy's core values of honor, courage, and commitment were not spoken in my day. We had them, but they were not emphasized. Now, they spend a lot more time training on core values, battle stations, and fighting the ship."

The FRCSW-sponsored recruit division Passed-in-Review on Nov. 22, 2008, symbolizing completion of Recruit training.

"As I watched them graduate that morning, with a tear in my eye, I could not help think of the awesome decision they had made to serve; and the great future ahead of them," said Roberts.

The 70 new Sailors from the FRCSW-sponsored recruit division have been disbursed all over the U.S. for additional training, or have reported to their first commands. Eventually, those Sailors will serve at locations all over the world; and some of them may even end up at FRCSW.

"We will pass today's Navy on to a very capable group of Sailors," concluded Kelly. ▲



Capt. Mike Kelly, commanding officer Fleet Readiness Center Southwest, displays the FRCSW flag that Recruit Division 009 carried during the completion of their recruit training.



Flag bearers from Recruit Division 009, sponsored by Fleet Readiness Center Southwest, proudly display the competitive flags the unit earned during a graduation ceremony rehearsal.

Sailors Earn Prestigious Black Belt Certification

By Jim Markle

Four Sailors assigned to Fleet Readiness Center Southwest (FRCSW) recently earned Lean Six Sigma Black Belt (LSSBB) certification through the Department of the Navy's (DON) joint qualification program with the American Society for Quality (ASQ).

Lt. Dennis Narlock, now-retired Senior Chief Aviation Machinist Mate Arthur Reiersen, Aviation Electrician's Mate 2nd Class Thomas Orr, and Aviation Electronics Technician 2nd Class Benjamin Moore passed the Black Belt exam Oct. 17.

ASQ partnered with the Navy in April 2006 to create the LSSBB certification course, and fewer than 350 Navy personnel possess a DON/ASQ Black Belt certification.

According to the ASQ website, "The American Society for Quality (ASQ) is the world's leading authority on quality. With more than 100,000 individual and organizational members, this professional association advances learning, quality improvement, and knowledge exchange to improve business results, and to create better workplaces and communities worldwide."

"The DON/ASQ certification gives the holder credibility," said Senior Chief Reiersen, FRCSW *AIRSpeed* leading chief petty officer. "The ASQ certification process is recognized throughout all industries – from manufacturing to the medical field. It verifies that the person has the knowledge and ability to apply Lean Six Sigma tools in a cost-effective manner, and at the same time keep quality at the highest level possible."

Lt. Narlock, the FRCSW T-700 Engine and Manufacturing Department deputy program manager noted, "It is Lean Six Sigma across all industries; not just the DOD."

The LSSBB certification exam is offered twice yearly. To qualify to take the examination, applicants must have completed Black Belt training, be recommended by their commands, have demon-



strated experience by completing two projects and one rapid improvement event; and documented mentoring experience of two Green Belts through one project each, or two Kaizan events (designed to improve an existing procedure) each.

Preparation for the exam required 160 hours of course work in Lean Six Sigma administrative functions. The training took four weeks: one week per month for four months.

"There were projects assigned, where work was being done as a prerequisite for the next week of training. Even though it's only four weeks of classroom training, we did above and beyond that," said Reiersen.

All four FRCSW Sailors completed their Black Belt training through contracted trainers. Narlock and Reiersen completed training through The George Group, while Petty Officers Orr and Moore trained through Novaces.

"The hardest part (of the training) is that it is a fundamental change to the way we do business," said Narlock.

"Lean Six Sigma forces us to ask 'How long does it take to go from point A to point B and where are your tools when you need them?' For most of us the answer is, 'I don't care because the tools are there anyway. What does it matter if I go an extra 10 feet or not?' It's not till you understand that if this is done 30 to 40 times a day, it adds up to lost productivity," Narlock stated.

Reiersen said, "FRCSW supports this work and the qualifications for standards as set forth by the ASQ; and because those are recognized internationally, it shows what this command is doing to promote the High Performance Organization (HPO) concept. This isn't only setup for an O-5 or O-6 with a degree; it's open to anybody who has the passion to do it."

"The ASQ certification opens more avenues. If I ran into an issue with support equipment, for example, maybe there's a Black Belt at Lindbergh Field who works support equipment there. We would be able to communicate easier because he could see that we have the same certification," said Reiersen.

The four Sailors now serve as examples and mentors to others.

Moore, an FRCSW Site Point Mugu Green Belt instructor noted, "The test had to do with continual process improvement matters, Theory of Constraints (the concept that organizations are systems made of resources and their respective processes) and leadership questions. It really helped me to understand what areas to train others on."

Orr noted, "A co-worker of mine heard I passed (the exam) and now he's planning to go through *AIRSpeed* and get his certification for Green Belt. Since I was able to pass the ASQ, he said, 'Then I can do it, too.' So the word's getting out there that anybody with the required knowledge can take the exam."

"The ASQ/DON certificate is very rewarding," said Reiersen. "I never studied harder for anything in my life; and to know that we all did it together is the epitome of what *AIRSpeed* does: It's working together, understanding the tools, and understanding how it all comes together as one big puzzle."

Since the adoption of continuous process improvement principles at FRCSW, the command has trained 28 Black Belt employees, meeting the DOD goal of one percent of the workforce being qualified Black Belts.

AIRSpeed training for all FRCSW teammates can be scheduled through the command's Training Department. Call Romelia Williams at 619-767-7386. ▲

FRCSW Sailor Works to Bring ‘the Force’ to Life

By Jim Markle, Photos by AM1 Tobias Braddick

Somewhere in a galaxy not so very far away, a group of people bring the characters of the iconic 1977 motion picture “Star Wars”™ to life by donning costumes and make-up to resemble characters of the movie. And like the film’s protagonist, Luke Skywalker, they are locked in a galactic struggle to make the universe a better place --- especially for children.

“I’ve always been a fan of ‘Star Wars’ and science fiction,” said Aviation Structural Mechanic (AW/SW) First Class Tobias Braddick. “When I transferred to San Diego last year, I went to a Toys R Us store to Christmas shop and saw people there in ‘Star Wars’ costumes. I met the founder of the group who gave me some information and told me what they do. I just had to get involved,” he said.

AM1 Braddick, an environmental hazardous material supervisor for Fleet Readiness Center Southwest (FRCSW) in Building 1454, is a member of the San Diego Star Wars Society (SDSWS), a not-for-profit club comprised of about 270 individuals who enjoy the Star Wars films and other aspects of the Star Wars Universe. The club was created to offer fans in the San Diego area a chance to socialize and engage in activities relating to the varied aspects of the Star Wars Universe while giving back to the community through charitable events.

“I’m a ‘wrangler,’ which means I help other members get into their costumes. I’ll help them maneuver down stairs because they can’t always see too well. And I’ll make sure they have water because some of the costumes get really hot; the Chewbacca outfit can only be worn at short intervals,” Braddick stated.

In its monthly meetings the society determines its participation at charitable events, primarily focusing on appearances to benefit or encourage children. The group regularly supports the Make-A-Wish Foundation, the U.S. Marine Corps Reserves’ annual Toys for Tots drive, and appears at schools to help teachers promote the value of education.

“Farb Middle School (in the Tierrasanta area) declared ‘war’ on the Standardized Testing and Reporting Aptitude Test (STAR). The characters encouraged the kids to do well and afterward, those with high scores had their pictures taken with our Darth Vader. Then we handed out candy while they watched the ‘Empire Strikes Back,’” Braddick said.

Braddick noted that SDSWS appearances are not limited to nonprofit functions. When offered a monetary incentive to appear at commercial events, the group declines the offer and asks that the incentive be given to the Make-A-Wish Foundation.

Last year the group appeared during ceremonies of the San Diego Humane Society who presented Oscar-like trophies to

honor their volunteers.

“When the humane society folks saw the seven-foot tall, furry ‘Chewbacca’ they went nuts over him,” Braddick said.

Sometimes the SDSWS will make appearances with other “Star Wars” groups, such as the 501st Legion, also a nonprofit organization, that has chapters worldwide, Braddick said.

“The 501st Legion is involved with many Make-A-Wish events. The San Diego squad is all ‘Imperials’ (Imperial Troopers), or bad guy characters. And they really set the standards that we have to meet: We have to meet movie quality standards,” said Braddick.

“You can’t just wear a costume that you picked up. A member of our group, Felix, who plays ‘Darth Vader,’ bought a deluxe costume helmet that took him eight months of painting, sanding, and fiberglass work to make perfect. Our members pay for their costumes and do all of the work on them,” Braddick said.

To expand the group’s character and entertainment base, Braddick is making a hand puppet of “Watto,” the greedy, small, winged, junk shop owner who appeared in Star Wars Episodes I and II.

“Star Wars is very inspirational. When Luke Skywalker destroys the Death Star you think, ‘I can do anything.’ It’s really universal --- that wonder you had as a child comes back. When visiting Make-A-Wish children all of their problems are gone, at least for a while, and it brings them the feeling that if Luke can beat the Death Star, then they can beat the cancer,” Braddick said.

More information about the San Diego Star Wars Society and its community efforts can be found on the organization’s website at www.sandiegostarwars.com. *Star Wars, characters and likenesses are © and ™ Lucasfilms, LTD.* ▲



AM1 (AW/SW) Tobias Braddick (left) hands out bracelets to two children, while under the watchful gaze of an Imperial Stormtrooper.



AM1 Tobias Braddick talks with Santa’s newest helpers: two members of the San Diego Star Wars Society dressed as Imperial Stormtroopers, while Old Saint Nick looks on.

F/A-18 Production Line used for Hispanic Recruiting Video

By Steve Fiebing

The F/A-18 production floor in Building 94 at Fleet Readiness Center Southwest was recently used as the setting for a Commander, Navy Recruiting Command (CNRC) video production that will target Hispanic officer recruitment.

The filming took place the morning of Dec. 10, 2008, and featured Navy Officer Candidate David Buitrago, who is attending San Diego State University (SDSU) through the Navy's Seaman-to-Admiral Program.

Buitrago, a former Aviation Structural Mechanic Second Class, served on active duty for six years and was stationed at Naval Air Stations Jacksonville, Fla., and Kaneohe Bay, Hawaii, working on P-3 Orion aircraft before being selected for the Navy's Seaman-to-Admiral Program.

"It's not actually a commercial," noted Rick Arledge, the CNRC Program Advertising Manager.

"We're collecting footage for Hispanic Officer recruiting that will be turned into short videos. What we want to do, is show the Hispanic community that they can aspire to be officers in the Navy and what those opportunities are.

"We want to dispel a lot of preconceptions and misperceptions of what life is like in the Navy," said Arledge. "People think that when you go in the Navy, it's like WWII: you have to wear your uniform day and night, they put you on a ship, and you don't come back until you get out. They don't know that you can have a real life, with a family.

"So what we're shooting, is footage to support the Bachelor's Degree Completion Program, the Seaman-to-Admiral Program, the Nurse Collegiate Program, and Navy ROTC. We're talking to students and officers who have been through those programs and showing their family life," Arledge said.



Navy Officer Candidate David Buitrago is filmed for a Navy recruiting video with the F/A-18 Production Line in Building 94 as a backdrop.
Photos by Joe Feliciano

At the F/A-18 Production Line, Buitrago was filmed walking past Hornets in the "hospital cell" and conducted an extensive on-camera interview while standing in front of a Hornet; which is the aircraft he aspires to fly once he graduates SDSU and attends flight school.

When finished, the Hispanic recruiting video will post to several Navy Internet locations in early 2009. Those sites will include: El Navy.com, Navy.Com, NavyReserve.Com, and Armed Forces TV. It will also be featured in Internet banner ads, direct-marketed e-mails, and at recruiting events where it will be played on a continuous loop on video screens.

The entire video production effort within Hangar 94 took less than three hours to complete. The production crew then moved to the old control tower in Building 8 (Commander, Naval Air Forces Headquarters building); before heading to Naval Medical Center San Diego to shoot additional scenes.



A video crew hired by Navy Recruiting Command sets up the cameras, lights and soundproofing materials for filming Navy Officer Candidate Buitrago (far left).

FRCSW Removes Last Underground Fuel Tank

By Jim Markle, Photos by Joe Feliciano

The last underground storage tank at Fleet Readiness Center Southwest (FRCSW) was removed in November 2008, because the backup generator it powered in Building 334 is no longer needed.

The diesel generator provided backup electrical power for the building's computer servers in the event of an electrical outage. Those servers stored a significant portion of programs, databases, and files used by FRCSW; but since the migration to Navy and Marine Corps Intranet, the servers are now backed up by batteries, according to FRCSW environmental engineer Daniel Conley.

At one time, 36 underground storage tanks located throughout the command contained various hazardous materials, including cleaning solvents, jet, diesel, and gasoline fuels and waste oil storage, said Conley.

In response to Environmental Protection Agency (EPA) and State of California regulations, FRCSW began removing underground storage tanks in the 1990s.

"All of the underground tank removals were performed due to regulatory requirements to upgrade or remove the single-walled tanks we had in place. Most of the underground tanks that were removed were made of steel which corrodes and can leak. We removed most of them; but until recently, the one supporting Building 334 was still needed," Conley said.

The removed 1,000-gallon fuel storage tank was originally installed in 1994 and conformed to all State of California and EPA guidelines. The double-walled fiberglass tank had a primary wall to contain the diesel fuel; with a secondary, outside wall to monitor and capture any leaks, not unlike a modern oil tanker.



Contractors carefully remove the empty fuel tank which was hauled away later on a flatbed truck.



A contractor drops a piece of solidified carbon dioxide (dry ice) into the tank to make the air inert to decrease the risk of explosion.

"There were warning sensors in the space between the two walls with a brine (salt water) barrier in between the two cylinders. The level of the brine was monitored, so that if it went down, an alarm would sound indicating that the tank had a leak," Conley said.

Prior to the underground tank's removal, workers drained brine and any remaining fuel before a technician purged residual oil and sludge.

Approximately four feet in height and eight feet in length, the fiberglass storage tank could not be recycled or reused. It was cut into sections and taken to an appropriate landfill for disposal, Conley said.

"After the tank was removed, soil samples were taken and tested for petroleum hydrocarbons and hazardous metals. We do not anticipate any soil contamination resulting from this tank removal; so, we only removed one truckload of soil," Conley stated.

"The contractor will incorporate the soil samples with a complete tank removal closure report and submit it to the County of San Diego Department of Environmental Health. This process will close out our permit to operate all underground storage tanks" said Conley.

An added benefit of the removal project is that the command will no longer need to permit the operation of the diesel generator, which will be disposed.

"The FRCSW Environmental Program Office is excited to be out of the underground storage tank business and the command is now free of the burdensome and costly requirements associated with operating in that kind of business," Conley said. ▲



Walk-Through Checklists Help Reduce Mishaps

The Naval Safety Center recommends using “best practices” as tools to effectively eliminate hazards and to control work center risks. Best practices range from single actions to complex programs.

An example is the use of a safety walk-through checklist for the work center. Most departments have procedures contained in

a local standard operating procedure; but having an actual checklist that requires a signature acknowledging responsibility at the bottom of the card helps raise the level of attention to detail, and remind personnel of the seriousness of these jobs and tasks.

The following checklist is applicable to Fleet Readiness Center Southwest spaces:

WALKING/WORKING SURFACES:	Y N
Work center floors clean and dry	[] []
Hangar decks clear of FOD & spills	[] []
Unprotected/unidentified trip hazards	[] []
Stairs safe (secure rails, treads)	[] []
Maintenance ladders in good repair (rungs, feet)	[] []
Scaffolding/maintenance stands >5 ft have top & mid rails, toe-boards, wheel locks	[] []
ELECTRICAL:	Y N
All disconnects and circuit breakers labeled	[] []
36" clearance around circuit breaker panels (No obstructions)	[] []
No exposed live wires or circuits	[] []
Circuit breaker panels/receptacles have no holes, open slots or removed knockouts	[] []
All receptacles, switches and boxes have covers in place	[] []
No permanent extension cords used in place of fixed wiring	[] []
Explosive proof lighting/machinery in use where needed	[] []
GFCI circuits used in wet areas	[] []
Plug ends do not have ground pins removed	[] []
MACHINERY GUARDING:	Y N
Barrier guards on moving machinery parts, belts & pulleys	[] []
Point-of-operation & pinch points guarded & marked	[] []
Fan blades guarded (<1/2" opening)	[] []
Fixed machinery anchored to deck/work bench to prevent movement	[] []
Bench grinders (1/8" tool rest & 1/4" tongue adjusted from wheel)	[] []
Band saw blades guarded above guide rollers	[] []
Safety zones around shop equipment	[] []
Abrasive wheels in good condition with no evidence of side grinding or non-ferrous materials being ground	[] []
On/Off/Kill switch easily accessible	[] []

HAZARDOUS MATERIAL:	Y N
Approved lockers in use (3-point locking mechanisms and bungs installed)	[] []
HAZMAT lockers properly identified (Flammables, Oxidizers, Etc.)	[] []
HAZMAT labeled w/approved labels. No NFPA labels (diamond shaped)	[] []
Lockers contain only material listed on AUL, Inventory & have MSDS	[] []
No smoking signs posted and observed	[] []
MSDS readily available and accessible	[] []
Rooms used to store flammables properly ventilated and use explosive proof equipment/lighting	[] []
Refrigerators are properly labeled as to contents (either "Food Only" or "HAZMAT-No Food")	[] []
Dispensing containers (55-gal drums) are grounded to prevent static discharge	[] []
GENERAL SAFETY:	Y N
Plumbed eyewash stations/showers flushed weekly (verify inspection record)	[] []
Portable eyewash stations purged quarterly (verify inspection record)	[] []
Safety zones painted around eyewash stations and kept clear	[] []
Fire fighting equipment inspected monthly, clear of obstacles & has painted red zone	[] []
PPE in good condition (elastic, lenses material integrity)	[] []
Weight Handling Equipment (WHE) inspected & load tested	[] []
Space heaters have approved auto-tip over protection	[] []
Coffee makers approved by Fire Marshal and on metal surface/tray	[] []
Industrial Hygienist Survey posted in work centers	[] []
DoD/NAVOSH placard and policy statement (DD Form 2272 2000) posted	[] []
Unstable shelving secured to prevent tipping hazard	[] []
Are members smoking in designated areas only	[] []
Are applicable warning signs posted (hearing, sight, foot)	[] []

Reprinted from the U.S. Navy Safety Center website

10 Guidelines to Protect Personal Information, Data

1. **DO NOT** be afraid to challenge *anyone* who asks to see Privacy Act information that you are responsible for.

2. **DO NOT** maintain records longer than permitted under records disposal.

3. **DO NOT** destroy records before disposal requirements are met.

4. **DO NOT** place unauthorized documents in Privacy Act record systems.

5. **DO NOT** commingle information about different individuals in the same file.

6. **DO NOT** transmit personal data without ensuring it is properly marked. Mark with: "FOR OFFICIAL USE ONLY -PRIVACY SENSITIVE"

7. **DO NOT** use interoffice envelopes to mail privacy data.

8. **DO NOT** place privacy data on shared drives, multi-access calendars, the Intranet or



Internet that can be accessed by individuals who do not have an official need to know.

9. **DO NOT** create a new system of records without first consulting your Privacy Office or CNO (DNS-36).

10. **DO NOT** hesitate to offer recommendations on how to better effectively manage privacy data.

BOTTOM LINE

If you collect it...you must protect it.

If in doubt...leave it out.

Just because you've always handled personal information one way... doesn't mean that is the best way.

Rockwell Collins recognizes Components for Excellence



Capt. Mike Kelly, commanding Officer Fleet Readiness Center Southwest, accepts a plaque from Mark Bailey, Rockwell Collins principle program manager for display systems; in recognition of the command's excellent performance and superior customer service as part of the F/A-18 Cockpit Display Performance-Based Logistics (PBL) partnership.

Photo by Joe Feliciano

CFC: FRCSW Generosity Shines Through

Employees and Sailors at Fleet Readiness Center Southwest (FRCSW) donated over \$100,000 to the 2008 Combined Federal Campaign (CFC), which benefits a myriad of charitable organizations in the United States and throughout the world.

The CFC is the largest, single charity drive in the world, with more than \$273 million donated to charities during the 2007 campaign.

This year's FRCSW CFC effort was successful due to the dedicated work of more than 45 volunteers who served as key workers during

the campaign.

The CFC is the only authorized solicitation of federal employees in the workplace on behalf of charitable organizations; and was established by President Kennedy in 1961 to eliminate year-round solicitation at federal job sites. Through the program, each donor designates what charity, or charities, that will receive their contribution based on personal interests.

For more information on CFC visit the CFC Operations, U.S. Office of Personnel Management website at <http://www.opm.gov/cfc>

FRCSW, R. Lee Ermey Join to Support Marine Corps Reserve Toys for Tots

By Jim Markle

The Marine Corps Reserve Toys for Tots program in Southern California got a big boost this past holiday season, when R. Lee Ermey, the retired Marine Corps Gunnery Sergeant, motion picture star, host of the History Channel program 'Mail Call', and official spokesperson, accepted a contribution valued at more than \$10,000 from the North Island Superintendent's Association aboard Fleet Readiness Center Southwest (FRCSW).

FRCSW Commanding Officer Capt. Michael Kelly presented Ermey a check for \$9,500 and an assortment of toys during a ceremony within Bldg. 94.

Ermey said the money would be used by the wives of Marines from the 4th Tank Battalion at Camp Pendleton to purchase toys at cost from Walmart stores.

"Three years ago the FRCSW Superintendents Association partnered with the Marine Corps Reserves' Toys for Tots program; and in recent years, we've managed to help gather enough toys to serve about 2,000 families," Capt. Kelly noted.

"I've seen this program grow, and it's a wonderful thing when we can get enough toys to give the young kids, a couple of toys each, instead of just one," Ermey said.

"We need to show attention to these kids who don't really have a lot. They feel as though nobody cares about them. We need to reach out to these young people and let them know that we do care about them, and are concerned about their well-being and happiness. They deserve to have a Christmas as much as anyone else does," said Ermey.

Ermey has served as a Toys for Tots spokesperson for the past 29 years.

This was the 49th year the North Island Superintendent's Association has sponsored the toy drive. ▲



Jose Jimenez, president of the North Island Superintendent's Association and Capt. Mike Kelly, commanding officer, Fleet Readiness Center Southwest, presents a check for \$9,500 to GySgt (ret.) R. Lee Ermey, spokesperson for Toys for Tots.

Photo by Joe Feliciano



AFCM(AW) John Roberts Retires

Former Fleet Readiness Center Southwest (FRCSW) Command Master Chief (CMC) AFCM(AW) John Roberts (right), is congratulated by newly appointed FRCSW CMC AFCM(AW/SW) Stanley Anasarias, Dec. 5, following Roberts' retirement ceremony in Building 94. Roberts had served as the command master chief since 2007.

Photo by Joe Feliciano



Promotions

Edward Alonzo
Thomas Bedania
Kelvin Chau
Kristopher Cronin
Ryan Drake
Ramonchito Ferrer
Patrick Garcia, Jr.
Joanne Jordan
Allan Kozakiewicz
Joshua Malish
John Maloney
Philip Manzano
Ryan Marquez
Roger Maury
Michelle McCormick
Shonteon Patrick
Alejandro Reyna
Jesse Robles
William Russell
Anthony Santos
Elijah Scott, Jr.
Emily Taylor
Russell Vickery
Richard York
Fernando Zuniga

Special Act

Banny Agapito
David Allison
Timothy Amerine
John Anderson
Mitchell Applegate
Paulo Arandia
Raymond Arellano
Ron Avera
Mario Avilez
Bruce Babcock
Aida Basco
Gayle Baugher
William Baughman
Bruce Beesley
Felix Benedictos
Jeffery Bennett
Rick Bitterling
Thomas Blaggrave
Renato Bolo
William Bridges
Donald Brockett
Stephanie Bye
Alexander Calguiran
Danilo Canterro
Arthur Cardone
James Carranza
Michael Cartaciano
Cesar Castillejos
Alejandrino Castillo
Alexander Castro
Gerald Childers
Curtis Chin
Mildred Chrisman-
Robershaw
Gary Clark
John Coffey
Luis Colon
Roberto Comer
James Cook
Mark Corbilla

Joseph Cruz
Van Cully
Debra Curry
Cyrill Dalmida
Lee Davison
Frank Decker
Richard Delgado
Manuel Dial
Nguyen Diep
Cameron Dollick
Gill Duenas
Leo Dulce
Lino Ecle
Lydia Ensor
Ernesto Espenida
Joseph Espinoza
Jimmy Estrada
Victor Farinas
Robert Ferrell
Basilio Firme
Robert Frasier
Marvin Frizell
Dave Fulbright
Gary Fulbright
Ricky Gabrielson
Dennis Gahuman
Claudia Garcia
Brett Gardner
Anthony Garnica
Teresito Generoso
Sylvester Goins
Paul Golden
Antonio Gonzales
Louis Gonzales
Conor Goulding
Craig Graham
Pablo Guerrero
Timothy Guilbert

Darylle Jackson
Luther Jackson
Walter Jackson
Corry Jager
Kimberly Jacobsen
Scott Johnson
Theresa Kenniston
Morrell King
John Kuhl
Audrey Lane
Lawrence Lane
Christopher Lapid
Luke Laroya
Kris Larson
Donald Lavigne
Anthony Leffert
Larry Lewis
Rhea Linck
Michael Logg
Eleazar Lopez
Lewis Lowe
Kiet Luc
Michael Lyons
Robert Madara
Joshua Malish
Dalmacio Maltezo
Philip Manzano
Michael Martin
Leonard Martinez
David Martucci
Michael May
Lorenzo Medina
Noel Melad
John Merino
Richard Messier
Arturo Montalvan
Diane Moore
Maureen Moore

Primitivo Ovalle
Elizabeth Padgham
Danilo Panganiban
Michael Parsons
Richard Patao
Shonteon Patrick
Cliff Patterson
Erleen Paus
David Pearson
Richard Pedrena
Tomas Percival
David Pham
Harris Pham
Cynthia Piekarski
Victor Pledger
Kenneth Plunkett
Michael Potts
Michael Prochnow
Jeffrey Reiman
Kenneth Robertson
Shirley Rodgers
Villa Ruben
Charles Rufi
James Russell
Angel Sabino
Nory Samatra
Kenneth Sanzotera
David Schiffner
Andrew Simon
Harry Simpson
Ronnie Sisto
Joseph Skriin
Donald Smith
James Smith
Roger Smith
Fred Stepp
Lee Strother
Willie Stroud, Jr.
Paul Stubbs
Stanley Szybowski
Michael Talton
Charles Tanner
James Tapetillo
Juan Tavaréz
Lenard Thronburg
Crystal Tijerina
Lila Tousignant
Susan Tran
Mark Trevino
Ngoc Trieu
John Trumble
Hernando Ugalde
Linda Urich
Cesar Valdivia
Daniel Vega
Gulliermo Ventura
Alex Verdugo
Ismael Viramontes
Christopher Walker
William Walker
Chris Walls
Donald Ward
Dennis Weddle
Peter Weintraub

Steve Wheeler
Edward White
Damon Willson
Dana Wilson
Jung Yang
Richard York
Robert Zullo
Walter Zumstein

Productivity Recognition

Year

Cesar Castillo
Chris Colvin
Chuck Froehlich
William Icban
George Kozlik
Pam Mua
Benjamin Noble
Ronald Rolka

Quarter

Romeo Almerol
Kenneth Ball
Jemy Caalaman
Cesar Castillo
Robert Hill
Richard Huot
William Icban
George Jaime
George Kozlik
Anthony Motte
Mary Simo
Brianna Timothy

Month

Edgardo Abarca
Stephanie Archer
Thomas Bedania
Jemy Caalaman
Adam Candela
Patricia Como
Kenneth Cooper
Laurie Davies
William Elsner
Jose Esteban
John Estrada
William Fields
Charles Greer
Robert Halberstadt
Roger Izon
Michael Jacobs
George Kozlik
Richard Krasko
David Lao
Bob Locke
Maryann Marques
Anthony Motte
George Nacker
Mark Pohlman
Ely Ramos
Steve Robles
Floyd Roe
James Russell
John Santos
James Smith



Donna Russell, 55, industrial department production head, passed away Nov. 10. She had been employed here for more than 35 years. She is survived by her husband.

Ernest Gumataotao
Dan Ha
Peter Hampton
Robert Haupt
Gary Hayes
Eric Hildebrand
Norman Houlanhan
George Houser, III
Audrey Jackson

Norman Morgan
Joseph Munz
Laura Nolan
June Nollado
Ian Okada
David Okano
Denina Olimpico
Terence Ongtawco
John Orłowski

Arthur Cardone, 56, an aircraft examiner supervisor on the F/A-18 Test Line, passed away Nov. 5. He had been employed at FRCSW for more than 10 years. He is survived by his wife and two children.

Jaime Suarez
Jeanne Tanida
William Thibedeau
Larry Valadez
Phillip Vu

Ronnie Vaughn
Larry Veach
Patrick Wells
Sharon Wicke
Thejuana Wilson

Retirements

Claude Edwards
Thomas Garcia
Gaylord Holck
Audrey Jackson
Daniel McFadden
Henry Schnell
Stephen Sedlak
Ralph Sharp
Ronald Snipes
Thomas Spears, Jr.
Frank Uhring
Robert Wong

30 Years

George Boerke
Craig Bonny
Jonathan Dell
Keith Finch
Rudolph Gonzalez
William Iacometti
Gary Johnson
Phillip Lavullis
Jameson Montgomery
Terrell Moose
Ruben Moreno
Michael Plank
Ruben Porras
Kevin Porter
John Prince
Larry Rhodes
John Rodriguez
Gregory Samplawski
Jerry Sanchez
Leonard Seaman
Gene Ulibarri
Joseph Uybungco

Length of Service Pins

45 Years

Elmo Flynn
Thomas Gilmore
Earl Smith

40 Years

Mary Anne Blaum
Manuel Castro, Jr.
Vicente Cayabyab, Jr.
David Flury
Kenneth Plunkett
Karen Vallario

35 Years

Guilbert Babcock
William Bogdanski
Lawrence Calhoun
O. C. Campbell
Philip Centman
Davy Chavarria
Hazel Childress
Ronny Cobb
Arline Critchlow
Margerie Dus
Norman Goodwin
Paul Haggard
Robert Hardesty
George Houser, III
Godofredo Ibarra
Timothy Lana
Ronald Laughlin
Michael Lemley
David Lindsay
Richard Lozano
Gary Paetow
Edward Preble
Robert Smith
Anthony Thompson
Henry Towns
Martin Vargas, Jr.

25 Years

Arthur Bell
Gary Clare
Maria Cruse
Marvin Frizell
Bradley Hallock
David Johnson
Alison Lozares
James Mills
Bruce Redlin
Kristin Shott
Mary Simo
Galileo Somerville

20 Years

Michael Budiman
Encarnacion Cirignano
Camanh Dang
Manuel Goulart
Scott Ha
Barbara Harris
Frank Inga
Frank Morales
David Okano
Fernando Olmos
Patrick Orcales
Lawrence Pickens
Vicky Quach
Kenneth Robertson
Vuong Vu
Dan Witko

15 Years

William Greer

Donald Hill
Lemoyne McManis
Jason Nabors

10 Years

Dawn Duong
Theodore Enderpalmer
Timothy Kelin
Jerry Kittrell
Erik Knowles
George Kozlik
Tinh Le
John Rey
Harvey Ruhoff
James Russell, III
Lisa St. Mary

Sick Leave Is Money

Timothy Amerine
Kenneth Ball
Eric Benjamin
Kurt Caudy
Cynthia Craig
Brian Delaney
Diana Delgado
Linda Garcia
Michael Grice
Michael Lindke
Jaime Manzano
Joseph Metzendorf
Carlos Normandia
Tranquili Rodriguez

USN/USMC Commendation Medal

ASC Giovanni Balingit

USN/USMC Achievement Medals

AM1 Isaac Chavez
SK2 Nicholson Olmande
AT1 Jason Stanton
ATCS Mark Wyatt

Good Conduct Medal

AMC Steven Fiemens

Military Outstanding Volunteer Service Medal

AMC Steven Fiemens

The year was 1973...



FRCSW artisans from the 1973 Shop Learners Program are (front row from left): Maria Bench, Ruth Cornett, and Manny Castro. (Back row): Hazel Childress, Richard Lozano, Larry Lewis, Mike Callanan. *Photo by Scott Janes*

By Hazel Childress

- Richard Nixon was president and Spiro Agnew was vice-president.
- The U.S. population was 211,908,788
- The average cost of a new home was \$35,500.
- The median household income was \$10,512
- A first-class U.S. postage stamp was eight cents, a dozen eggs cost \$.78, and milk was \$1.31 a gallon.
- There were long lines for gasoline with rationing on even and odd days in portions of the country.
- The World Trade center was dedicated April 4, in New York.
- The Senate began Watergate hearings.
- Unemployment was 5.6% and the "NARF" (Naval Air Rework Facility) was hiring.

For those seeking employment at the NARF in 1973, there were aptitude and dexterity tests given around San Diego at places like N.T.C. (Naval Training Center), throughout the summer.

Those scoring 99% were selected and interviewed. The new employees were brought aboard during the last week in October and the first week in November.

IRD (Industrial Relations Department – now known as Human relations) was over behind Hangar 1; and the eager 17 to mid-20 year olds were indoctrinated to the NARF.

Their lives as civil servants began.

We were a happy-go-lucky bunch that played and partied a lot together. Many have passed on now; but many of us thank God for the livelihood the NARF / NADEP / FRCSW has afforded us, and the friends that have been made over the past 35 years.

Dr. Martin Luther King, Jr. Musical & Commemorative Event

With performances by:

The Martin Luther King Choir

Tanika Wyatt

Brothers of Praise

Featuring Keynote Speaker:

Rhonda Hunt

Thursday – January 15, 2009

10:20 a.m. – 11:30 a.m.

NAS North Island Base Theater

Walk starts at 10:15 a.m. from the north side of the Bowling Alley

