



FRC SW **ALMANAC**

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July - August 2009



H-60 Helicopter Line

Process Improvements Help Rejuvenate Seahawks

From the Skipper:

Just Plane Fun

I was walking around the plant last week asking questions about AS9100/AS9110. I got great answers from all my conversations plus a special reward--a reminder that the FRCSW team is fully committed to "World Class MRO for the World's Greatest Team Sport--Naval Aviation!"

The continuing maturity of the "visual factory" throughout the plant, the commitment to innovation and continuous process improvement, and the professional and skillful sophistication of our MRO processes were plainly evident. As we continue to mature as a Fleet Readiness Center these behaviors must remain core values to each of us. Our Sailors, Marines, and aircrew on the flightline have come to depend upon us as key members of their extended team. Don't forget they are still engaged in arduous efforts in Iraq and Afghanistan while simultaneously shifting forces between the two. We must be successful so they can be successful.

This column will be my last chance to lead off the Almanac. On August 20th we will conduct a change of command ceremony where I will be relieved by Captain Melnick. I'm a big fan of Captain Melnick and I know he will lead from the front and continue the legacy of success at FRCSW. About a month later he will be joined by Captain John Smajdek as our new XO. Captain Smajdek is coming from OPNAV but he's a long-time North Island Sailor who is coming home. These two officers along with Mr. Reschke, Mr. Widick, Ms. Delgado, and CDR Kemna are a rock-solid leadership team for these turbulent times.

I have had no greater joy in my Naval career than serving as your Commanding Officer. Our mission is clear and important, our team is skilled and committed, and our camaraderie is pervasive. As the title says...it's just "plane fun!"

For my next assignment I will be across the street at Commander, Naval Air Forces. I look forward to seeing FRCSW continue the journey as a leader in aerospace MRO. I will remain an FRCSW fan and friend for life. Keep pressing.

Fly Navy, Fix Navy, Go Navy...and Go FRCSW!!



Capt. Michael Kelly

A handwritten signature in black ink that reads "Michael A. Kelly". The signature is written in a cursive, flowing style.

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

FRCSW ALMANAC

July - August 2009

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FRCSW ALMANAC

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About the Cover

Aircraft mechanic Andy Sarsoza installs an antenna under the nose door of an H-60 Seahawk helicopter.

Photo by Joe Feliciano

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Sheet metal mechanic Jeff Riley removes the inner seal inside of the engine intake of the center barrel section of an F/A-18 Hornet as part of the Center Barrel Plus Program in Building 378.

Photo by Jim Markle

FRCSW H-60 Maintenance Program: Preparing Seahawks for the Warfighter

By Jim Markle



An MH-60R Sea Hawk helicopter from the “Raptors” of Helicopter Maritime Strike Squadron (HSM) 71 circles the aircraft carrier USS John C. Stennis (CVN 74) during flight operations.

Photo by MC3 Josue L. Escobosa

(inset) Aircraft electrician William Baughman installs an upper avionics nose shelf which holds the avionics flight control components of an H-60 Seahawk helicopter.

Photo by Joe Feliciano

About once a week, an H-60 multi-purpose Seahawk helicopter is removed from Fleet service and inducted into the helicopter maintenance program in Building 306 onboard Fleet Readiness Center Southwest (FRCSW).

The program applies Integrated Maintenance Program (IMP) work to assess and ensure the structural integrity of all five models of the H-60 airframe: SH-60B, SH-60F, HH-60H, MH-60R, and the MH-60S.

“The aircraft undergo a Planned Maintenance Interval-One (PMI 1) or 2 cycle. PMI cycles are performed in two, three-year intervals. PMI 1 is done at the end of the first three-year cycle, and PMI 2 the following three years. Combined, it’s a six year maintenance program,” explained aircraft electrician Cleo Gower.

PMI work on the airframe is delineated into six sections or zones: zone one covers the aircraft cockpit; zone two, the cargo area; zone three, the aircraft’s fuel system and where the tail cone attaches to the fuselage; zone four covers the tail cone; zone five includes the tail pylon and tail rotor; and zone six encompasses the upper deck of the helicopter and the main rotor.

Four of the zones are evaluated during each PMI cycle. PMI 1 covers zones one, two, three and five; and PMI 2 covers zones one, two, four and six.

For ease of transportation, the aircraft’s squadron removes the main rotor blades from the helicopter. Upon induction at FRCSW, additional disassembly is required before the PMI work cycle begins.

Major components including the aircraft’s engines and transmission are removed and stored until the reinstallation procedure, said H-60 production supervisor Bill Robinette.

“If the transmission is found to be bad due to excessive corrosion on the mounting pads, it’s returned to the squadron who will order another transmission and give us one ready to install. But if the corrosion is cleanable, then our machinists will do that work here,” Robinette stated.

As the PMI process begins, the identified zones of the aircraft are disassembled and the shop’s eight examiner and evaluators (E&E) inspect the zones and corresponding removed parts for damage and wear. The E&Es determine the scope of repairs, and assign depot-level work to FRCSW, and organizational-level work to the aircraft’s squadron.

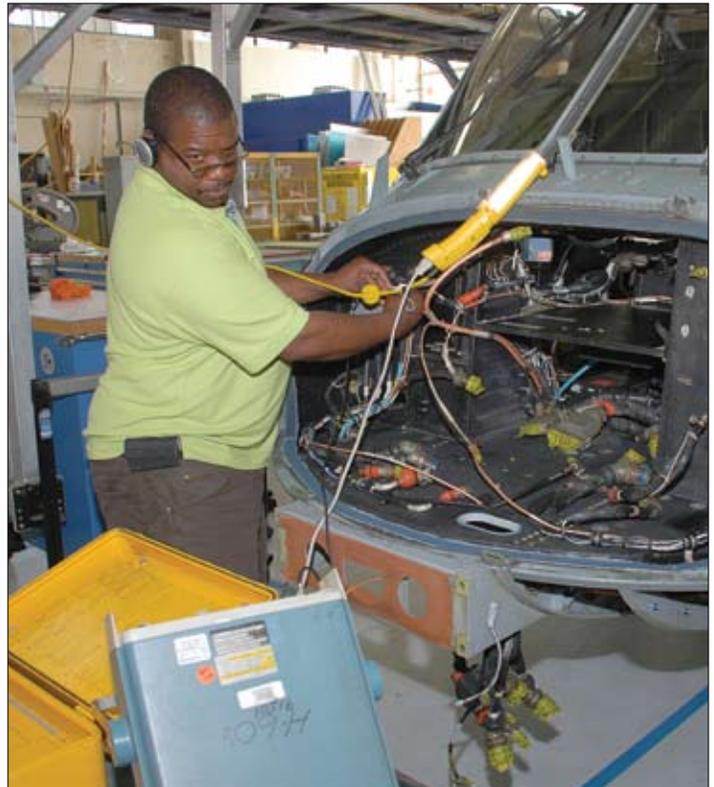
Robinette said that damaged avionics equipment, like the aircraft’s weapons replaceable assembly (WRA), is returned to the squadron for repair or replacement.

Although out of the scope of the IMP, the shop will perform in-service repair (ISR) work in conjunction with PMI ordinarily done in the squadron spaces.

“Some of the major components that are found cracked or needing replacement, like transmission beams, will fall under the ISR concept. We’ll do that work under an ISR work order,” Robinette said.

Structural repairs, like frame work and beams, average 2,000 to 2,100 manhours per aircraft, and are primarily completed in Building 308, Gower noted.

“Parts earmarked for us (FRCSW) to repair are identified, kitted, and stored. We’ll remove any corrosion and repair damaged components made of sheet metal, fiberglass, and composites. After the repair is made, the part is re-stocked until the reassembly phase,” said aircraft mechanic Ben Noble. “Other parts, like fuel system hoses, are automatically replaced regardless of damage.”



Avionics technician Alan Dallas troubleshoots the wiring of an H-60 Seahawk helicopter. *Photo by Joe Feliciano*

To handle its workload, the H-60 shop is divided into nine cells: three assembly cells, four repair cells, one disassembly cell, and one evaluator cell.

As a result of AIRSpeed, each cell is self-contained with a point-of-use tool box, a roll-away tool crib, and a laptop computer to access technical data the artisans may need. Prior to this cell configuration, artisans had to borrow some tools from the Building 378 tool crib, Noble said.

To improve work flow efficiency and safety, the shop recently modified its work stands with four pneumatic air supply outlets, and four drop lights to the top and bottom of the stands, Noble said.

“We’ve been in AIRSpeed for two years now,” Robinette said. “Each of our phases is done on a six-day cycle. It’s like an assembly line where things move from one spot to another. However, structural repairs are done on a six-day, four phase cycle; so that work is done within 24 days.”

“When the aircraft comes back to us (from Building 308), we have two remaining phases; one for re-assembly, and one for final testing and selling. We complete the IMP cycle by conducting a ‘Joint Sell’ back to the squadrons,” Robinette said.

Noble said that AIRSpeed initiatives enabled the shop to achieve a reduction in PMI turnaround time from IMP workload standards established about six years ago.

“We have more than 94 artisans who work here and most are retired from the services. With that experience and the brain storming we’ve learned during our active duty time, we’ve never had a problem developing best practices,” Noble added. ▲

- Excellent
- Good
- Fair



~~Also~~ AS9100/9110



Photo Illustration by Chuck Arnold

FRCSW Seeking AS9100/9110 Registration

By Jim Markle

“AS (Aerospace Standards) 9100/9110 registration creates a strategic advantage for Fleet Readiness Center Southwest (FRCSW). It will set us apart from the other MROs (maintenance, repair and overhaul) by making us the only Naval activity within the aerospace industry to achieve this standard of quality,” stated FRCSW Commanding Officer Capt. Mike Kelly during a recent staff meeting.

Created 10 years ago, AS9100 was established on the quality system principles of the International Organization for Standardization (ISO) 9001, and serves to satisfy governmental and regulatory requirements of the industry.

AS9110 was developed in 2002 to address specific needs of the MRO segment of the aerospace industry. The standard sets the criteria and management requirements for addressing issues pertaining to safety, reliability, and airworthiness of commercial, private, and military aircraft MRO operations.

“As we anticipate entering into more partnerships with the commercial sector, the AS9100/9110 registration will help keep us competitive. Many of our civilian partners require certain certifications. As an example, they may require AS9100/9110. So this will keep us a viable option for partnerships in the future,” said FRCSW Quality Assurance Officer, Lt. Cmdr. Humphery Lee.

The command will pursue dual AS9100 and AS9110 registration, according to AS9100/9110 core team technical lead Robert Espinosa.

To do so, the business processes and management applications of FRCSW will be evaluated by an independent party, or a registrar. The registrar, “QMI,” is accredited by one of several internationally recognized registration bodies, Lee said.

QMI also acts as the FRCSW registrar for the ISO 14001, which targets the command’s environmental efforts.

QMI personnel will visit FRCSW July 13-17 to conduct the AS9100/9110 audit.

“The auditors are to provide us an approximate two-week notice of their audit plan. That just gives us an idea of where to



deploy our resources; but they can go anywhere they want once they’re here,” Espinosa said.

“We expect four auditors. Because they are looking at business practices, anyone at FRCSW may be visited. They (auditors) want to see if we conduct business the way we say we do,” Lee noted.

“Nonconformance issues have to be resolved prior to the initial registration. A lead auditor I know told me he’d never audited an organization that didn’t have a nonconformance. Of course, some were minor, but they must still be signed off prior to registration,” Lee said.

Once registered, re-certification surveillance audits are held once every six months for the next three years to ensure continuity and adherence to the AS9100/9110 standards. Re-registration is required at the end of the three-year period.

“One of the misconceptions we find is that people think AS9100/9110 is just another thing that we have to do. It is really a validation of what we do,” said core team member Mike Smith.

If registered, FRCSW will join Corpus Christi Army Depot, the 309th Aerospace Maintenance and Regeneration Group aboard Davis-Monthan Air Force Base, Ariz., and the 309th Maintenance Wing at Hill Air Force Base, Utah, as the only DOD facilities with AS9110 accreditation. ▲

Generators and Starters Shop: FRCSW, Boeing FIRST Partnership on Track

By Jim Markle, Photos by Joe Feliciano



The artisans of the generators and starters shop in Building 378 who are assigned to the F/A-18 E/F Integrated Readiness Support Teaming (FIRST) program are adjusting their work environment to handle the growing number of generator control units (GCU) they service for the Boeing Company.

Eight years ago the Navy and Boeing formed FIRST, a performance based logistics (PBL) agreement. PBL agreements are partnerships between original equipment manufacturers or commercial vendors with Fleet Readiness Center Southwest.

The FIRST agreement also established Boeing as the sole components supplier for unique systems of the F/A-18 E/F Super Hornet, including the aircraft's GCU. The GCU provides power to all of the airplane's electrical systems.

"The output (GCU) expectation from Boeing has been increasing every quarter for the past several quarters. And there's more people being trained to work on GCUs as well," stated electronic mechanic Ron Kidwell.

Five electronic mechanics currently work on the Super Hornet GCUs.

In the first quarter of this year, 12 GCUs were serviced and returned to Boeing. The output increased to 18 units the following quarter, according to electronic lead Willie Stroud.

"The GCUs are repaired as needed. Repairs can take anywhere from one to three weeks depending on what is found in the evaluation and the tear down procedure of the unit," said Kidwell.

The GCU generator and rotor are removed from the housing unit and the bearings checked and replaced as needed. Other GCU components that are inspected include the units power supply, regulator, and 12 circuit cards which make up the semiconductor rectifier (SCR) that convert alternating current (AC) to direct current (DC). Chaffed or broken wire connections are also repaired.

"The F/A-18 Super Hornet has been operating for about five years now, and we're finding more repairs being needed to the GCU. Of all the GCU components, the SCR has the highest failure rate," Kidwell noted.

Repaired GCU components are tested separately on automated testing equipment (ATE). The shop has five ATE: three GCU testers, one generator tester, and one regulator tester.

To ensure the integrity of repairs, the components are intentionally over stressed as part of the testing procedure. Serviced and reassembled GCUs are run on an ATE for approximately five and one-half hours, and the units' generators from one to one and one-half hours. Afterward, the GCUs are returned to Boeing. Components that had been replaced during repairs are also returned to Boeing for rebuilding or overhaul, Kidwell said.

To keep the GCU repair process flowing, the shop's artisans created a "buffer," or an inventory of parts that are supplied by Boeing. The term "buffer" stems from principles of Lean Six Sigma, a core element of AIRSpeed, and serves as a safety net against the depletion of stock.

Production controller Chuck Smith said the buffer holds primary GCU items like power supplies and SCRs.

"The buffer allows us to have ready access to certain parts that have been previously identified as high-use parts. This saves us hundreds of manhours because we don't have to order the part and wait for it to be delivered or made. It greatly reduces our turnaround time," Stroud said.

To keep the buffer fully stocked, Smith said that Boeing is notified as parts are removed. The buffer may be modified from its present locker configuration to a vending machine type distribution point, and expanded to include a greater number of parts, he added.

"As quarterly requirements increase, we are under pressure to explore better ways to increase efficiency and improve processes to facilitate the rework and repair of generator components while maintaining all of the required standards. The need to maximize output also necessitates the shifting of some workloads as we balance the needs of the F/A-18 community in comparison to the needs of other aircraft platforms," Stroud said. ▲



(opposite page) Aircraft electrician Gary Hise adds the finishing touches to the rebuilding of an F/A-18 Super Hornet generator prior to final testing. Approximately 35 hours are required to overhaul the unit.

(opposite page, inset) Electronic technician William Paul Thornton adjusts an F/A-18 Super Hornet generator for testing on an Aircraft Engine Components Test Stand (AECTS).

(left) Electronic technician William Paul Thornton operates the computer portion of an AECTS to test an overhauled F/A-18 Super Hornet generator. The remaining portion of the AECTS, where the generator is affixed for testing, is seen through the window of the workstation. After testing, the generator will be returned to the Fleet where it will be reinstalled into an awaiting aircraft.



FRC SW Energy Management System Passes ISO 14001 Re-registration

By Jim Markle

Illustration by Chuck Arnold

To gain insight into how Navy commands create and manage their energy management systems (EMS), Chief of Naval Operations Environmental Readiness Performance Oversight and Reporting William Page and Deputy Assistant Secretary of the Navy Environmental Compliance and Restoration Richard G. Mach visited Fleet Readiness Center Southwest (FRCSW) on June 3.

Five days later Mach wrote, "You (FRCSW) have a great program and I was pleased to see it in action... BZ. If you get a bunch of calls for help, it is because Bill (Page) and I were singing your praises and telling people they should strive for an EMS like yours. I appreciate any assistance; and if you could find the time to provide your lessons learned to our other Navy leaders."

"Throughout the Defense Department, everyone's under the gun to have a conforming EMS by September 29, 2009, to meet the latest executive order 13423," said FRCSW International Organization for Standardization (ISO) management representative Richard Pfeiffer. "These two gentlemen wanted to see an up-and-running, EO-conforming EMS. I told them about our struggles and failures; and how we got to where we are."

The FRCSW EMS was established 10 years ago, and is based upon voluntary international environmental management requirements of the ISO 14001. The ISO 14001 goal is to help organizations improve environmental awareness and performance, and prevent pollution.

In 1999, FRCSW became the first federal facility to register to the ISO 14001.

Organizations registered to the ISO 14001 are regularly audited to monitor and document environmental improvements and performances.

Prior to the SECNAV and OPNAV visits, the command passed its ISO 14001 re-registration audit in April.

"It was a pleasure to visit your (FRCSW) facility and see (a) successful fully integrated EMS. The depth of everyone's knowledge of the EMS and the organization's operational processes were impressive; it was very apparent that your EMS was fully integrated throughout your organization. Actually, I was so impressed that I recommended to several people in the San Diego area who are trying to implement an EMS that they contact you for your insight and advice on lessons learned, and to possibly see a fully integrated EMS. I look at your program as the model for what a successful fully integrated EMS should look like."

June 15, 2009

Bill Page N451P

Office of the Chief of Naval Operations OPNAV, N45

Environmental Readiness Performance Oversight & Reporting



Chief of Naval Operations Environmental Readiness Performance Oversight and Reporting William Page (right) and Deputy Assistant Secretary of the Navy Environmental Compliance and Restoration Richard G. Mach (left background) listen to an overview of the F/A-18 Hornet program by F/A-18 Logistics Control Center Lead/Production Control Supervisor Charlie Miller (left), while FRCSW ISO management representative Richard Pfeiffer looks on. *Photo by Joe Feliciano*

"We have external audits that are done by a company called 'QMI.' We have a three-year contract with them, and they audit us every six months. Because we are already registered, the most recent was a re-registration audit. At the end of the three-year

period, we will have another re-registration audit," said Pfeiffer, who is assigned to the FRCSW environmental program office.

The five-day re-registration audit analyzed all 17 elements of the ISO 14001 standard including environmental policy, emergency preparedness and response, operational control, communications, legal, documentation control and management review.

The two-member team also reviewed the FRCSW EMS for the past three years, and held departmental audits of the machine shop, LM2500, paint and plating shops, blast and cleaning shops, and the heat treatment shop in Building 472.

The audit also marked a milestone as the machine and

metal shop at FRCSW Site Pt Loma qualified as an ISO 14001 registrant.

Pfeiffer said QMI auditors found no instances of non-conformance, but noted four "areas of concern" that addressed training materials and requirements, and four "opportunities for improvement" which included a recommendation to summarize environmental improvements of the past 10 years.

"I'll create a plan of action to address each concern and improvement. QMI will look at the progress of the corrective actions in six months when they perform a follow-up 'surveillance' audit tentatively scheduled for November. That audit will also target three of the ISO 14001 elements, and include a cursory look at the remaining elements and the EMS," stated Pfeiffer.

The QMI external audits are augmented by internal audit "sorties" that are conducted by Pfeiffer and a contracted second party auditor.

"We have about 25 liaisons in the shops who work with us to reconcile any issues we may have with the audit sorties. They serve in a collateral duty status. Some are artisans, some are engineers. It depends on the shop. I also do a management review with the plant manager, and a yearly follow-up to the manager's brief," Pfeiffer said.

"We had piecemealed the ISO 14001 registration together by registering a few of our organizations at a time. It wasn't until May 2006 that we had registered the entire command. It's been a long haul. The difference is we are no longer fixing our EMS; we are now improving a working EMS," Pfeiffer said. ▲

FRCSW Sailor Finalist for 2009 COMPACFLT Shore Sailor of the Year



By Vincent Specioso, FRCSW Site Pt. Mugu

Fleet Readiness Center Southwest 2008 Shore Sailor of the Year Aviation Electronics Technician 1st Class (AW/SW) Ethan S. Clark competed against four other top-notch Sailors for the 2009 Commander, U.S. Pacific Fleet (PACFLT) Shore Sailor of the Year Award in April.

The annual competition was held in Honolulu, Hawaii, and also honored the top performing PACFLT Sea Sailor of the Year. This year's PACFLT Sea Sailor of the Year was Aviation Structural Mechanic 1st Class (AW) Christopher Green, and Hospital Corpsman 1st Class (SW/AW/FMF) James Nicholson was named the PACFLT Shore Sailor of the Year.

"It was an honor to have made it that far, and I was proud to represent the command," Clark said.

Last year, Clark was selected as the FRCSW Shore Sailor of the Quarter (SOQ), 1st quarter, FRCSW Shore Sailor of the Year, and Commander, Naval Air Forces Pacific, Shore Sailor of the Year.

"All of this was unexpected. It started with the SOQ nomination and just went from one level to the next. From my perspective, it doesn't seem like I did that much to be a candidate. I'm just doing my job and living my life. Of course, it was a great experience," Clark said.

A native of West Chester, Ohio, Clark reported aboard FRCSW Site Pt. Mugu in September 2006 where he served as leading petty officer (LPO) in the avionics division and *AIRSpeed*.

In November 2006, the 29 year-old graduated Magna Cum Laude from Embry-Riddle Aeronautical University with a bachelor degree in technical management. He returned to his alma mater earlier this year to earn a master of science degree in management.

"I always try to do the best that I can --- not only at work, but personally by pursuing education and trying to better myself. I like to stay on top of everything I can. I think this approach has benefited me as far as knowledge and the ability to progress in my career and life," Clark said.

In addition to his academic pursuits, Clark has volunteered more than 100 hours during his off-duty time to the Navy and Marine Corps Relief Society, and is an integral member of the Ventura branch of the Habitat for Humanity.

Clark is currently assigned to Carrier Airborne Early Warning Squadron (VAW) 116 where he serves as the line division LPO and coordinates the pre-flight checks of squadron aircraft including the E-2C Hawkeye.

He will celebrate 11 years of naval service in July.



FRCSW 2008 Shore Sailor of the Year AT1 (SW/AW) Ethan S. Clark, second from right, is joined by fellow shore and sea finalists of the 2009 COMPACFLT Sailor of the Year competition aboard the USS Missouri Memorial in Pearl Harbor, Hawaii. Pictured are, from left, PACFLT Sea Sailor of the Year AME1 (AW) Christopher Green, RP1 (FMF/SW) Patrick McCormick, SO1 (SEAL) Marcos Ybarra, AC1 (AW/SW) Alea Creighton, RP1 (FMF/SW) Patricia Hernandez, OS1 (SW) Terrish Bilbrey, AT1 (SW/AW) Clark, and PACFLT Shore Sailor of the Year HM1 (SW/AW/FMF) James Nicholson.

Courtesy photo

Almanac Readership Survey Results

Thank you to all of our readers who took the time to complete the Almanac Readership Survey. We collected 643 responses, with many readers providing feedback and comments to help us improve the magazine for the benefit of all our Teammates. Of all the responses, 99.1% indicated that they were civil service employees, and 42.1% read every issue. The majority of readers (45%) receive the paper magazine in their work centers, while another 40.8% read Almanac as an electronic PDF file downloaded from the Horizon intranet website. (<http://horizon.navy.navy.mil>).

Some of the other answers we received:

Please rate the following:

Content of overall publication:

Response	Chart	Frequency
excellent		20.3%
very good		41.3%
good		31.1%
need improvement		4.7%
don't like		2.6%

Commanding Officer's Perspective (Page 2):

Response	Chart	Frequency
excellent		16.3%
very good		37.5%
good		37.7%
needs improvement		5.5%
don't like		2.9%

Feature stories:

Response	Chart	Frequency
excellent		18.6%
very good		40.8%
good		32.5%
needs improvement		6.4%
don't like		1.7%

Almanac layout/graphic design:

Response	Chart	Frequency
excellent		29.9%
very good		36.6%
good		26.6%
needs improvement		4.5%
don't like		2.4%

Photography:

Response	Chart	Frequency
excellent		36.7%
very good		34.8%
good		23.3%
needs improvement		3.5%
don't like		1.6%

Which part of Almanac do you read most often?

Response	Chart	Frequency
Feature stories		50.0%
Awards		26.5%
Spotlight column/profile		8.6%
Commanding Officer's Perspective (page 2)		4.9%
Departmental sections		10.0%

Which part of Almanac do you read least often?

Response	Chart	Frequency
Feature stories		6.0%
Awards		28.4%
Spotlight column/profile		11.7%
Commanding Officer's Perspective (page 2)		27.1%
Departmental sections		26.8%

Is Almanac enjoyable to read?

Response	Chart	Frequency
It is easy to read and the subject matter is relevant		75.7%
It is difficult to read and offers a variety of interesting subject matter		3.5%
It is easy to read and the subject matter is not relevant		10.4%
It is difficult to read and the subject matter is boring or too repetitious		4.2%
I do not read Almanac		6.1%

Do you feel that your work place or department is well represented in stories printed in Almanac?

Response	Chart	Frequency
Yes		57.0%
No		43.0%

What kind of stories would you like to see in Almanac? (Multiple selections acceptable)

Response	Chart	Frequency
More stories about the people who work here		52.5%
More technical stories		17.2%
More stories about what's going on in the Navy; that's who we are and who we work for		21.4%
More stories about the FRCSW remote sites		17.2%
The story selection is fine		18.9%

Would you like to see more photographs in Almanac?

Response	Chart	Frequency
Yes!		82.9%
No!		17.1%

Should the Almanac be expanded to include more pages?

Response	Chart	Frequency
Yes! I want to read more		44.3%
No! It's too big		5.8%
The magazine is the right size		49.9%

Almanac is currently published bi-monthly:

How often should Almanac be published?

Response	Chart	Frequency
Quarterly		7.6%
Bi-monthly		46.9%
Monthly		42.1%
Weekly		2.1%
Close the publication		1.2%

In what print format would you like to see the Almanac?:

Response	Chart	Frequency
Newsprint (tabloid)		4.1%
White paper (Depot Talk)		9.5%
White paper (full color)		5.7%
Full color magazine (current Almanac)		80.7%

A number of readers supplied us with very interesting comments and feedback, including the following:

How do you receive Almanac?

- "Issues in the break area at work."
- "Sorry...I didn't realize DepotTalk (hardcopy) was gone. I almost never read it."
- "Almanac? There's an Almanac? What Almanac?"
- "When I happen to see a link on All Hands."
- "I don't because I have too much work to do and not enough of me to go around, but I do the work anyway."
- "(I) find them laying around the FRCSW in different work areas."
- "(I find copies) laying around in the bathroom next to the toilet."

If you could add a new section to Almanac, please describe what you would like to include.

- "I wouldn't. In fact, I'd delete things."
- "Calendar of upcoming FRCSW events."
- "Video link section spotlighting different shops/folks on the base. Faces behind the names if you will."
- "Developing leadership skills in lower/middle/upper management."
- "I would like to see more stories about the civilians working; feel good stories of their accomplishments. Too much (about) Navy personnel, there should be a balanced mix."
- "CW&R Information."
- "I would like to see a "North Island History" section. I'm sure there's lots of good stories and photos available in our local archives and the aerospace museum in Balboa Park."

Additional Comments:

- "Perhaps a story now and then about a Beneficial Suggestion that was adopted and the person recognized with their picture if it provides substantial value to the organization."
- "Stories on remote sites Hawaii, Japan, Europe and on-site work performed by VRT, Field Services and Calibration. It's interesting because they travel the globe representing the whole FRCSW."
- "I love the stories about collaboration between the sailors and the civilians. These are true win-wins and what keeps many of us civilians motivated. It's who we are and who we work for!"

We received numerous offers from readers to submit articles and stories. The staff of the Almanac looks forward to any and all submissions we may receive; however, the Almanac does not accept material of an editorial nature. Submissions will be used in accordance with editorial guidelines and FRCSW and U.S. Navy policies. To submit a story, email the story in Word .doc format to: FRCSW_PAO@navy.mil. All submissions become public domain.





Discovery Channel Takes FRCSW to Prime Time

FRCSW Chief Test Pilot Cmdr. Craig Reiner sits in the cockpit of an F/A-18 Hornet fighter at the test flight line while Discovery Channel crew members Nilda Jensen, foreground, and cameraman Kevin Lyons film the show "Planes of War."

Photo by Joe Feliciano

Force Master Chief Delozier Visits FRCSW

Force Master Chief (AW/SW) Jim Delozier for Commander, Naval Air Forces, is shown the repair process to the fiberglass drip pan assembly of an SH-60 Seahawk by Aviation Structural Mechanic 2nd Class Ramon Ruiz at the Building 250 work center aboard Fleet Readiness Center Southwest.

Photo by Joe Feliciano



Awards

Applause

Civilian Awards

Retirements

Steven Gray
Loren Hoskins
Jose Inigo
Joyce Jablonowski
Deborah Johnson
Jose Mata
Maria Morgan
Thomas O'Donnell
Eliseo Rodriguez

Promotions

Ronnie Butler
Allen Chang
Martin Crespo
Pedro Duran
Justin Glines
William Greer
Brian Lecault
Jessica Liss
Ricky Megginson
Robert Niver
Gregory Patterson
Lilibeth Quijencio
Kenneth Redman III
Richard Sanders
Pamela Sellers
David Walston

Years of Service

5 Years

Kelvin Chau
William Icban
Hien Pham
Jose Torres

10 Years

Robert Amaichigh
Phong Do
German Lopez
Cary Mocuano
Gregory Pane
Mark Pohlman
Jamie Prater
Ed Roberson

15 Years

Gregory Arias
Michael Cartaciano
Keith Jackson
Gary Kern
Jeffrey Mallery
Derrick Pettit
Sandy Williams

20 Years

Lourdes Felix
Sardik Leham
Delia Maciasdill
William Moore
Elias Tebcherani
Kevin Thompson
Susan Tran

25 Years

Jerome Cabanilla
Kimberly Gaar
Mark Gonzales
Donald Klempel
Anthony Motte
Lee Strother
Bryan Wilson

30 Years

Craig Bledsoe
Michael Bolt
Robert Ferrell
William Hardie
Kenneth Harper
Lewis Miller
Kenneth Moen
Kenneth Passerelli
Epifanio Penea
James Sorrells

35 Years

Salvador Adona, Jr.
Diana Delgado
Robert Gonzales
Robert Hutchison
Luther Jackson
Charles Jacobs
Michael Kane
Wade Lewis, Jr.
Norman Morgan

John Ritch, Jr.
William Robinette
Elizabeth West
Edward White
Mark Williams

40 Years

Joseph Perez
Donald Tate
William Villanueva

Sick Leave

Donato Baca
Rodiardo Bagtas
Cynthia Bucaro
James Chudy
Keith Clemente
Michael Cooper
James Davis
Sam Delrio
Michael Dinkins
Paul Donahue
Russell Green
George Guale
Thomas Hirzel
Timothy Hoffmann
Richard Holland
Donald Klempel
Perry Kuey
David Lao
Nee Lee
Kay Ma
Benedicto Mabalot
Alan Mattison
Tommy Moore
Robert Myers
Victorino Poyaoan
Renato Rabuco
James Renfro
Albert Robles
Richard Rojas, Jr.
Anthony Santos
Elijah Scott, Jr.
Michael Short
Michael Smith
David Triglia

Time-Off Award

William Arellano
Jimmy Estrada
Tim Fertig
Greg Howard
Miles Kurashima
Larry Payoyo
Victor Pledger
Melvin Scott
Heather Stoll
Mike Talton
Steve Wheeler

Productivity Recognition

Year

William Baez

Quarter

David Adams
Dante Cachero
Jim Chudy
Thomas Drake
Tim Fertig
Katheryne Lacy
Gregory Mann
Alexander Mejia
Maximo Mondares
Arthur Morton
Tony Ong
Jose Padilla
Terri Reynolds
Ed Soriano

Month

Terry Anderson
Jack Bailey
Blitz Barrera
Rocky Brazil
Dante Cachero
Frank Decker
Christina Diaz
Hector Fitz
Gary Frazier
David Fulbright
Arsenio Gimenez, Jr.
Quirino Gutierrez

Michael Harris
Eric Hildebrand
Jay Janabajal
Chau Ke
Jerry Kittrell
Alton Ledbetter
Benjamin Liemandt
Gordon Lyons
Rogan McIntyre
Sandra Mims
Troy Monaghan
Maximo Mondares
Arthur Morton
Ryan Multerer
Pete Negrete
Esteban Nicolas
Primitivo Ovalle
Jose Padilla
Joe Quinene
Jose Ramos
Jamie Rangel
Marcelino Reyes
Jamie Riddle
Melvin Scott
Harold Thompson
Melchor Trajano
Colter Wasson
Paul White

Ricardo Barron
Daniel Batungbacal
Frank Belville
Ro-Anne Bermio
Mike Bethea
Joe Biederman
Rick Bitterling
Jonathon Black
Michael Blodgett
Dion Blount
William Bogdanski
Timothy Bolden
Renato Bolo
Ken Boone
Keith Borrer
Victor Brambila
Martha Breuer-Johnson
Alejandro Briseno
Douglas Brown
William Brown
Thomas Brush
Tom Bryant
Raymond Buckman
Eron Bullock
Kurt Butler
Ronnie Butler
Jeffrey Calalay
Michelle Calhoun
Kenneth Caliver
James Carranza
Kevin Carrasco
Marco Carvalho
Jose Castillo
Restyx Catalasan
Dorothy Cedillo
Joselito Cervantes
Leslie Chang
Katerina Chau
Peter Chin
Marcio Chinn
I-Chien Chow
Nathan Clay
Keith Clemente
Louie Climons
Kathy Cobb
Ron Cobb
Steve Coffey
Jeffrey Cohen
Chandler Colan
Paula Coleman
Michael Collins
Daniel Conley
Marilyn Contreras
Michael Corbin
Diane Cordero
William Cornute
Charles Cox
Cynthia Craig
Charlene Cramer
Daniel Crawford

Robert Crawford
Robert Cress
Kristopher Cronin
Richard Curtis
Camanh Dang
Ronald Davis
Joel DeAlba
Cyrill Dalmida
David Deck
Rick Defend
Willard Delagardelle
Gil Deleon
Richard Delgadillo
Frances Delorie
Sam Delrio
Megan Denton
David Devera
Louis Diaz
Valarie Dobrowolski
Dennis Doleshal
Nestor Dominguez
Paul Donahue
John Donohue
Gary Donnelly
Ryan Drake
Gaybie Drinko
Raymond Duncan
Dawn Duong
Pedro Duran
Joshua Duryea
Tim Eang
Dennis Echavarry
Rex Ellis
Shelby Emele
James Engel
Stephen English
Edward Evers
Kathleen Fava
Fernando Feliciano
George Fernandez
Tim Fertig
Joseph Foster
Pedro Fuentes
Kimberly Gaar
Anita Gaeta
Roy Gaines
David Gaipa
Sebastian Galvante
Michael Garber
Stephen Gardner
Robert Gijon
Keith Glassman
Jim Goble
Linda Goelze
John Goldsworthy
Louis Gonzales
Rudolph Gonzalez
Frank Gordon
Clifford Grannell
Russell Green

Mark Greenfield
Quirino Gutierrez
Mark Hagedorn
Paul Haggard
Mike Hall
Barbara Harris
Kathy Harris
Paul Harvill
Randall Heath
Elizabeth Hernandez
Cary Hershberger
Barry Hespenshide
Cheryl Hespenshide
Jennifer Hickman
Richard Hogan
Mike Holder
James Hood
Gabriele Howard
Greg Howard
Ollie Hubbard
Gary Huber
James Hudson
Garett Huguley
Robert Hutchison
Valerie Isales
Tom Isenagle
Keith Jackson
Gail Jacobsen
Scott Janes
Adolfo Jaramillo
Don Jenkins
Rolando Jiao
David Johnson
Gary Johnson
Paul Johnson
Virgle Jones
Joanna Jordan
Richard Juarez
Reynaldo Julian
William Jung
Craig Kane
Inthavo Khounborine
Gregory King
Steven King
Thomas Kinney
James Klein
Robert Kohl
Greg Kohlbrand
Roger Koza
Allan Kozakiewicz
Perry Kuey
Andrew Kurup
Hung Lai
Lawrence Lai
Thanh Lam
Thanh Laml
Timothy Lana
Lawrence Lane
Christopher Lapid
John Larkin

Special Act

Drew Adams
Salvador Adona
Michael Alderman
Harris Aldridge
Roberto Alequin
Richard Alexander
John Alferos
Aviles Amado
Clyde Anderson
James Anderson
Michael Anthony
Alvin Apilado
Cesar Apilado
Gilbert Araujo
Arsenio Arce
Charles Arnold
Leonel Asis
Albert Auderer
Nya Ayala
Guilbert Babcock
Malaquias Baca
Hai Bach
Joey Baesas
Simeon Bagalso
Nimitz Bagtas
Kenneth Ball
Melina Baray
Tomas Barber
Cedearee Barnett
Robert Barrett

Special Act (cont.)

Tinh Le
Tuan Le
Rosa Lecias
Hayward Lee
James Lee
Michael Lee
Craig Lentz
Chung Leroy
Larry Lewis
Evelyn Leyco
Jacqueline Liberman
Rhea Linck
David Lindsay
Isaac Llamas
William Lofton
Ellena Lopez
Ricky Lopez
Gerardo Lorenzo
Richard Lozano
Gordon Ludden
Michael Luster
Jimmy Luu
Michael Lyons
Armando Macias
Gavin MacKenzie
Conrad Macy
Lamberto Mangat
Richard Martinez
James Markle
Michael Martin
Arnold Martinez
Janie Martinez
Ronald Martinez
Douglas Mason
Alan Mayo
David McAdams
Mark McCaughey
Hugh McCowat
Anne McCoy
John McDaniel
Rebecca McDaniel
Tim McElhinney
Thomas McGovern
Albert Means
Louis Medina
William Melton
Dan Mercado
Flupe Mesquita
Richard Messier
Joe Metzendorf
Mark Mick
Oscar Milla
John Millar
David Miller
Larry Miller
Lewis Miller
James Mills
Jessie Mina
Kenneth Moen

Walter Mohyi
Arturo Molina
Fausto Molina
Arthur Montoya
J. T. Moore
Mary Moore
Tommy Moore
Loderico Morales
Jessie Moreno
Daniel Morin
Lisa Morin
Ronald Moten
Jeffery Mullin
Eric Munson
James Murphy
Jason Nabors
Al Nakao
Johnny Napalan
Ricardo Narag
Alexander Natchev
Florante Nepomuceno
Anthony Ngo
Ann Nguyen
Daniel Ngyuen
Khanh Nguyen
Steve Nguyen
Thanh Nguyen
Esteban Nicolas
Tony Nieto
Robert Niver
Kevin Odel
Mark Ohler
Alexander Oliver
Randall Orand
Patrick Orcales
Sophia Palermo
Kenneth Passerelli
Ghanshyam Patel
Raymond Paulson
Reynaldo Pena
Peter Perez
Manuel Perez-Preve
Richard Pfeiffer
Hien Pham
Thong Pham
Thomas Phan
Marcelino Phee
Dan Plale
Mark Poblete
Curtis Price
John Prince
Jonathan Ramba
Kenneth Ramos
Tony Ramos
Ellis Rance
Robert Randle
Walter Reed
Dennis Reeves
John Refoy
Christine Renfro

John Reyes
Reynaldo Reyes
Robert Reynolds
Michael Rhoiney
Alcide Richards
James Richards
Henry Rimoldi
Francisco Rios
Ed Roberson
William Robinette
Tommy Rocha
Richard Rojas
Scott Rollins
Hector Romero
Joaquin Romero
Debra Rosen
Rodney Rosier
Arthur Ruiz
Alberto Ruvalcaba
Angelica Sais
Carlos Sais
Hector Saldivar
Danny Sanares
Jerry Sanchez
Christina Sandoval
Guillermo Sandoval
Joselito San Jose
Paul Santiago
Dennis Santos
Ray Santos
Ricardo Santos
Lucia Sapien
Miguel Saucedo
David Schiffner
Richard Schnereger
Timothy Schupp
Nancy Scott
Rodolfo Sebastian
Maziar Seifidan
Louis Sena
Robert Sena
Ron Senesac
Jorge Sevilla
Michael Shank
Michael Shea
Jennifer Showalter
Gilbert Sia
Pete Sickinger
David Smith
Frank Snook
Karen Sommers
Paul Staeps
Matthew Stanley
Karyes Stockdale
Heather Stoll
John Suchy
Steve Swall
Dennis Tagulao
Michael Tajima
Mike Talton

Joseph Tannarome
James Tapetillo
Donald Tate
William Taylor
Michael Tena
Al Teruel
Kham Thai
William Thayer
David Thompson
Susan Tinsley
Mark Todd
Michael Tomas
Raul Torres
Melchor Trajano
Bill Tran
David Triglia
Ronald Triska
Jaime Truong
Tim Truong
Gene Ulibarri
Derek Urch
Todd Uzzell
Pat Valentino
Tanya Valenzuela
Patrick Vaughn
Larry Vega
Christopher Venable
Merissa Venegas
Guillermo Ventrua
Richard Vintayen
Ismael Viramontes
Jodi Viscosky
Quang Vo
Dan Vu
Katherine Wagschal
Jerry Walker
ShuJen Walker
Mohyi Walter
Melinda Washe
Mark Weir
John Weitz
Douglas West
Dorothy Wheeler
Chris White
Allan Williams
Shawn Willis
Seth Winkelman
Curtis Witherspoon
David Wolfe
Martin Wolk
Samuel Woodberry
Reginald Woods
James Yeager
Loc Yu
Greg Zulim

Military Awards

Commendation Medals

AD1 Hector Asoau
AEC Chriselle Johnson
AZ1 James Lewis
MRC Michael Molino
AZ1 Mark Ortiz
AO1 Edward Purdy
PRC Thomas Sanders
ATCS Mark Wyatt

USN/USMC Achievement Medal

AT2 Christopher Adams
SK2 Heidi Atkins
PR2 Jesse Collier
AM2 Saamar Elliot
AT2 Robert Falen
PR2 Trisha Ferguson
ADC John Guillermo
AD1 Phoulivay Insixiengmay
AS2 Corey Jones
AT3 Brad Lehto
AE2 Terrance Martin
AE3 Chad Meyer
AT2 Benjamin Moore
AT2 Ian Morris
PR2 Derrick Nichols
AT2 Danielle Owens
AS1 Federico Raymundo
AM1 Grady Richardson
MR2 Bernardo Rivera
AT2 Robert Rogers
AE2 Tommy Scanlan
AO2 Lachana Shelton
AT3 Jonathan Stuckey
AT3 Kevin Wooldridge
ASC Charles Wright

Good Conduct Medal

AS2 Kyle Demers
AM2 Arcy Espineli
PSSN Phillip Figgers
AD1 Daniel Finley
AT3 Ryan Gresham
AEC Chriselle Johnson
AS1 Frederick Manucat
AT2 Mark McMahon
AS3 Sookdeo Ramkissoon
AS2 Hope Vannouhuys
AM2 Daniel Zuniga

Outstanding Volunteer Service Medal

AM1 Kevin Kelsey
SK1 Roni Lazaro
MRC Michael Molino
AT2 Danielle Owens

Flag Letter of Commendation

AZ2 Arlyce Barefield
PR2 Krista Dominguez
AT2 Dylan Martin
AZAN Matthew Mendoza
AS3 Sookdeo Ramkissoon
AE2 Andrew Tripp

FRCSW Nominated for Robert T. Mason Award for Excellence

Fleet Readiness Center Southwest (FRCSW) has been designated a nominee by the Chief of Naval Operations to compete in the annual Robert T. Mason Award for Depot Maintenance Excellence.

Sponsored by the Secretary of Defense (SECDEF) and named in recognition of former Assistant Deputy Secretary of Defense Robert T. Mason, the award is presented to the depot-level maintenance program which has distinguished itself through innovative and outstanding support to Department of Defense (DoD) operating units.

FRCSW nominated its E-2C Hawkeye airborne early warning and C-2A Greyhound transport Aircraft Production Program for the award. Among its accomplishments last year, the program returned 20 E-2/C-2 aircraft to the Fleet, and achieved a 100 percent on time delivery of aircraft in support of Iraq and Afghanistan Operations and Drug Interdiction forces deployed through South America.

Through the application of the Navy's *AIRSpeed* continuous process improvement initiatives by a highly-motivated workforce, the E-2/C-2 Production Line became a benchmark for aviation maintenance and was recognized as a world-class maintenance, repair, and operations facility by industry and the public sector when it was awarded a 2008 Shingo Silver Medallion for operational excellence.

Joining FRCSW in representing the Navy in the Robert T. Mason Award competition is Portsmouth and Puget Sound Naval Shipyards, FRC East and Southeast, and Intermediate Maintenance Facility 3.

The SECDEF Maintenance Awards also recognize superior field level achievements and culminate with the presentation of the Phoenix Trophy, the "best of the best" field level maintenance unit within the DoD.

The awards will be presented at the SECDEF Maintenance Awards Banquet Oct. 28 during the 2009 DoD Maintenance Symposium and Exhibition in Phoenix, Ariz.



Fleet Readiness Center Southwest

Change of Command



Captain Mike Kelly



Captain Fred Melnick

*August 20, 2009
at 10 a.m.*

FRCSW Building 460 Tarmac

All Hands Invited