



FRC SW ALMANAC

Volume 3 No. 5

January - February 2010

Fleet Readiness Center Southwest Earns

AS9100 / AS9110 Certifications

**First Naval Facility Recognized
for Maintaining Quality to
Industry Standards AS9100 and AS9110**

Skipper's Corner:

Fall Protection

FRCSW is dedicated to excellence in every aspect of naval aviation maintenance. To reach the apex of our abilities, we must continually seek to improve in all areas. Finding better ways to procure parts and reducing turn around time for all of our product lines are two avenues that have allowed us to enjoy our current level of success.

One of the most important ways we measure our achievements is in how safe our work environments are. Keeping our employees secure, and in top condition, is always at the head of the list when it comes to safety.

The concern for our artisans' well being is what has lead to the FRCSW fall protection program. Artisans need to access dangerous areas of the aircraft. Places like the tail surfaces and top of the fuselage can exceed 15 feet in height. To safely reach these areas, an in-depth fall protection program must focus on developing safer and better work stands and harnesses.

One of the improvements created here at FRCSW is the modifications made to the CH-53 IMC fall protection stands. These improvements allow artisans to work on top of the aircraft without the need to wear a fall protection harness, thus reducing production delays without the lessening of safety levels. It is these kinds of improvements that make FRCSW the premier MRO facility on the west coast.

Safety is something that is important to everyone and it is essential to our continued success. I encourage everyone to be involved in this process improvement. Any and all suggestions are welcome.



Capt. Fred Melnick

FRED MELNICK
Captain, U.S. Navy
Commanding Officer



Welcome Aboard Captain John Smajdek, Executive Officer

Capt. John Smajdek was born in San Bernardino, Calif., and graduated from the University of Texas at San Antonio. He attended Aviation Officer Candidate School and was commissioned an Ensign in 1987.

In 1988, he received his designation as an Aeronautical Maintenance Duty Officer and orders to the Fighting Red Griffins of Sea Control Squadron (VS) 38 in San Diego, Calif.

While at VS-38 he served as the material control officer, then as Maintenance/Material Control Officer during Operation Desert Storm aboard USS *Ranger* (CV-61). From there, he reported as the Power Plants Officer at Aircraft Intermediate Maintenance Department (AIMD), Naval Air Station North Island.

In 1994, he reported to the Golden Falcons of Helicopter Anti-Submarine Squadron 2 and served as the assistant maintenance officer for two deployments aboard USS *Constellation* (CV-64). Afterward, he

received orders to Commander, Helicopter Anti-Submarine Wing U.S. Pacific Fleet as the Wing Assistant Maintenance Officer.

His final shipboard assignment was in 2001 aboard USS *Tarawa* (LHA-1) as the aircraft intermediate maintenance officer. He was then assigned as the officer-in-charge of the AIMD, NAS North Island, where he oversaw and implemented AIRSpeed best business practices.

His next assignment was as the director of all intermediate maintenance activities for Commander, Naval Air Forces, where he coordinated the implementation of AIRSpeed at intermediate maintenance activities throughout the Navy and Marine Corps.

He then reported to PMA-260 at Naval Air System Command as the deputy program manager for the Consolidated Automated Support System (CASS) Program.

After his promotion to captain, he was transferred to the office of the Chief of Naval Operations to serve as the Aviation Readiness Branch Head. His duties included overseeing the development of budgets for the Aviation Depot Maintenance Program, Flying Hour Program, and the Aviation Support Program.

Capt. Smajdek holds a bachelor's degree in science and a master's in business administration in financial management. His military decorations include: four Meritorious Service Medals, six Navy and Marine Corp Commendation Medals, one Navy and Marine Corp Achievement Medal, four Sea Service Deployment Ribbons, and various unit commendation and campaign ribbons.

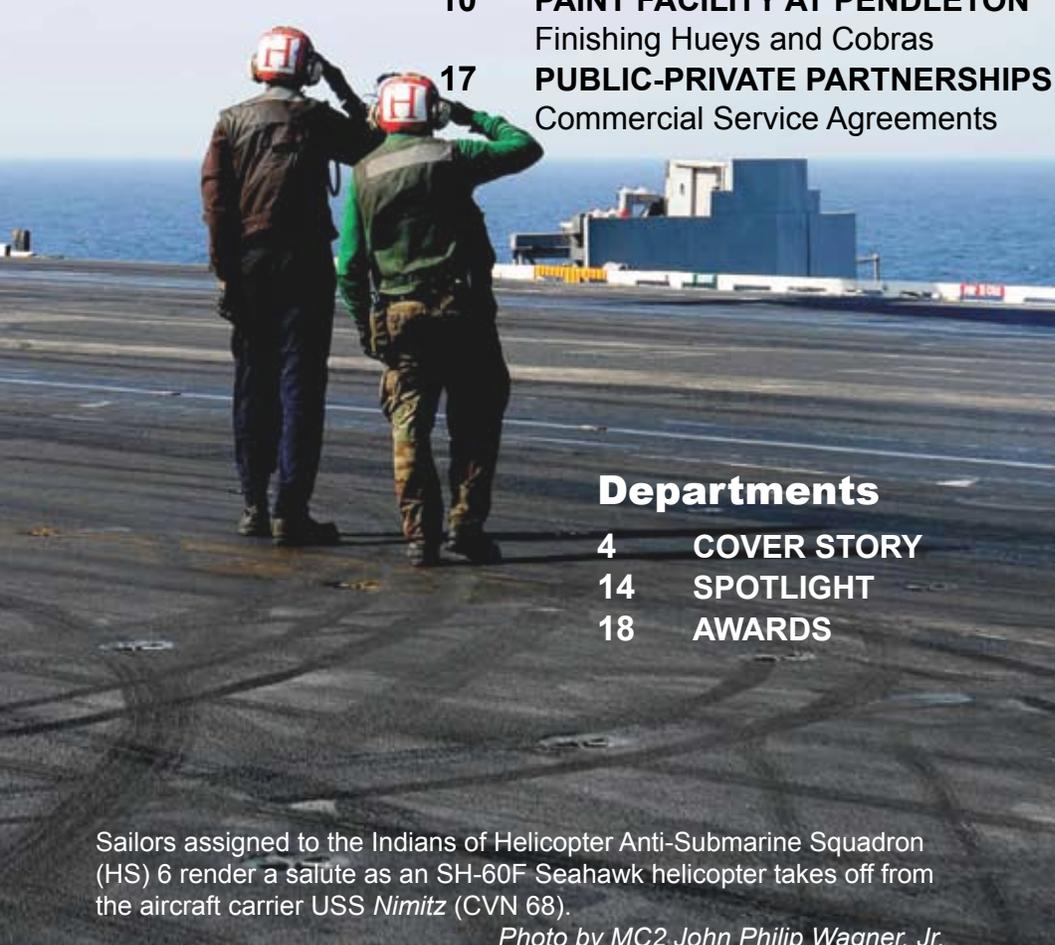
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Sailors assigned to the Indians of Helicopter Anti-Submarine Squadron (HS) 6 render a salute as an SH-60F Seahawk helicopter takes off from the aircraft carrier USS Nimitz (CVN 68).

Photo by MC2 John Philip Wagner, Jr.

FLEET READINESS CENTER



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FRC Mission: FRCs produce relevant quality airframes, engines, components and services to meet the Naval Aviation Enterprise's (NAE's) aircraft Ready for Tasking entitlements at improved efficiency and reduced cost. In order to perform to entitlement requirements, FRCs provide seamless integrated off-flightline repair, in-service industrial scheduled inspections/mods, and deployable Sea Operational Detachments.

FRCSW ALMANAC

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About the Cover

FRCSW recently achieved another milestone in their quest for quality and efficiency by becoming the first naval facility to earn AS9100 and AS9110 certification. (Story on page 4)

Illustration by Chuck Arnold

FRCSW Becomes First in Navy to Earn AS9100 / 9110 Registrations

By Jim Markle

Fleet Readiness Center Southwest (FRCSW) added to its list of milestones last November by becoming the first naval command to achieve both AS (Aerospace Standards) 9100/9110 registrations, and the first DOD facility to gain the certifications through the same audit.

FRCSW was issued AS9110 certification Nov. 6, and AS9100 certification Nov. 18.

AS9100 was created 11 years ago and established on the quality system principles of the International Organization for Standardization (ISO) 9001 to satisfy governmental and regulatory requirements of the aerospace manufacturing industry.

AS9110 was developed in 2002 to address specific needs of the maintenance, repair and overhaul (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.

The AS9100/9110 registration is part of our strategic plan. It will help us maintain pace with private industry best management practices in order to grow our MRO workload via public/private partnerships. — FRCSW Commanding Officer Capt. Fred Melnick.



Efforts to achieve the registrations began in January 2008 when a core team began the strategic and tactical planning. In March 2008, then-FRCSW Commanding Officer Capt. Mike Kelly officially launched the effort by announcing it to the command.

“The registration is part of FRCSW’s multi-faceted effort to press for excellence and continual process improvement,” Capt. Kelly wrote.

To qualify for registration, the business processes and management systems of FRCSW underwent an initial evaluation last July 13-17 by an independent party, or a registrar. The registrar, “QMI,” is accredited by one of several internationally recognized registration bodies, according to FRCSW Quality Assurance Officer Lt. Cmdr. Humphery Lee, who led the action team.

The AS9110 evaluation scored 90.9 percent with minor discrepancies in six categories, and the AS9100 audit scored over 77 percent with four major and two minor issues in six categories.

“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.

The command was given a 90-day deadline to resolve the discrepancies by applying a five-step process: containing the problems and conducting a root cause analysis; creating corrective action plans; and instituting systematic corrective actions and provide evidence of the effects of the measures to QMI.

“The accomplishment of the five phases (to resolve the issues) required a Herculean effort by 100 percent of the plant. Teams were formed and mobilized throughout the command under the leadership and guidance of the commanding officer and plant manager,” Lee stated.

“As we anticipate entering into more partnerships with the commercial sector, the AS9100/9110 registrations 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,” Lee said.

Major aerospace manufacturers who require that their suppliers be AS9100 certified include Boeing, Pratt and Whitney, and GE Aircraft.

AS9100/9110 are the universally recognized credentials of the aerospace industry and the foundation for future workload at FRCSW. Equally important, we will benefit today from the systematic approach to maintaining and improving our processes. — FRCSW plant manager Bill Reschke

Following initial registration, AS9100/9110 registered facilities undergo re-certification surveillance audits every six months for the next three years. The intent is to ensure continuity and adherence to the AS9100/9110 standards.

QMI will conduct FRCSW’s first surveillance audit Mar. 16-19.

“This audit is really an opportunity for us to show how well we do our business,” Lee said.

“It’s important to stress that, although the successful registration is a result of a culmination of focused effort, it is not an end point. It really marks the beginning of a long journey,” said AS9100/9110 core team leader Robert Espinosa. “FRCSW and the third party registrar will be entwined in a joint business partnership to maintain and improve our business processes. This partnership gets renewed every three years unless we opt out or lose our registration. And in today’s business environment, losing the registration is not an option.”

FRCSW joins Corpus Christi Army Depot, the 309th Aerospace Maintenance and Regeneration Group aboard Davis-Monthan Air Force Base, the Air Logistics Center aboard Tinker Air Force Base, and the 309th Maintenance Wing at Hill Air Force Base, Utah, as the only DOD facilities with dual AS9100/AS9110 accreditation. ▲



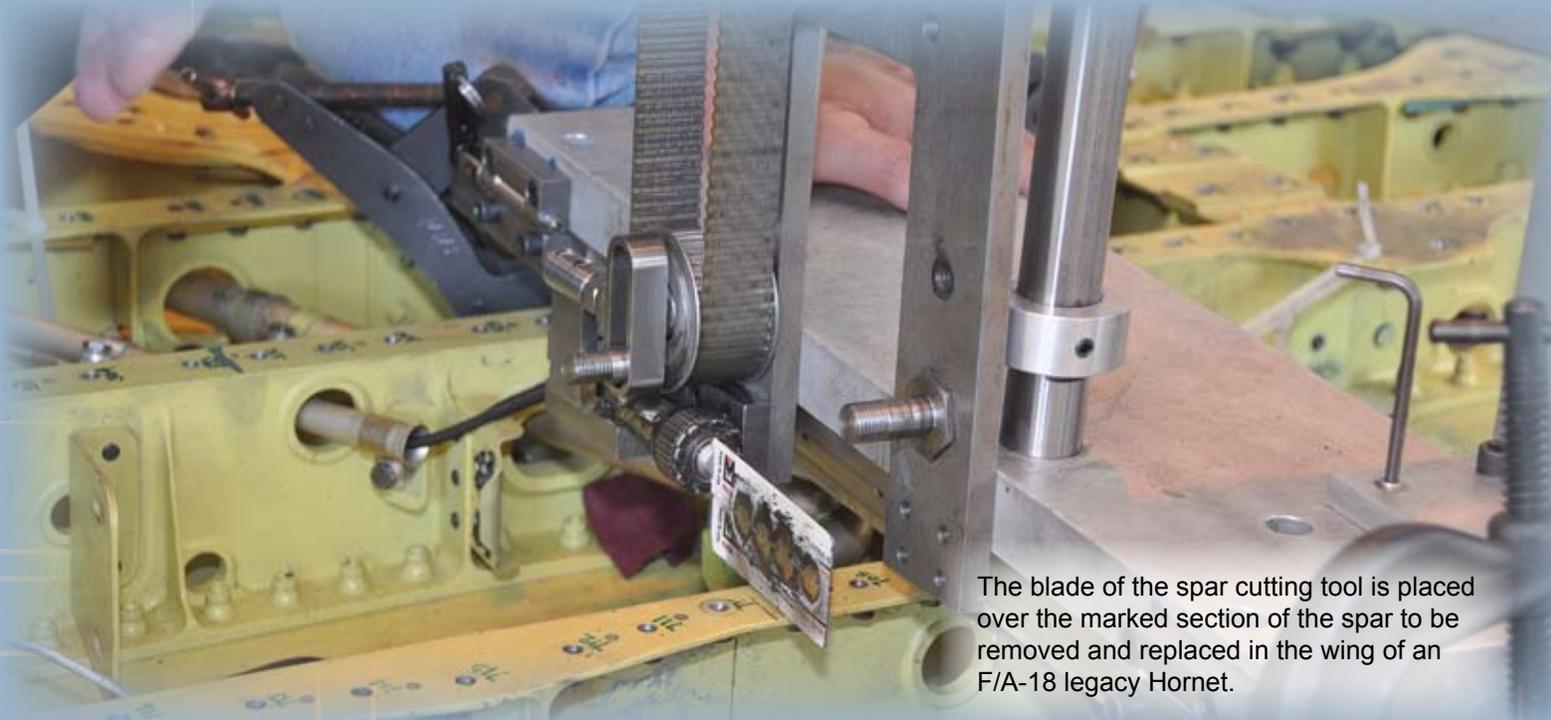
Photo by Lt. Alex Allwein

SPAR CUTTING TOOL STREAMLINES WING REPAIR WORK *FRCSW* EMPLOYEE EXCELS AS TOOL MAKER

By Jim Markle, Photos by Joe Feliciano



With the spar cutting tool secured to the wing of an F/A-18 Hornet, tool creator and mechanical engineering technician Tim Amerine, left, machinist Chau Nguyen, center, and intern engineer technician Evan Ackema make final adjustments before cutting the spar of an F/A-18 Hornet wing.



The blade of the spar cutting tool is placed over the marked section of the spar to be removed and replaced in the wing of an F/A-18 legacy Hornet.

About three years ago, mechanical engineering technician Tim Amerine and the engineering staff of the Fleet Readiness Center Southwest (FRCSW) Industrial Services Branch in Building 90 were tasked with finding a way to safely and efficiently remove broken spars (lateral sections of a wing's framework that are made of aluminum) from the inner wing of an F/A-18 Hornet.

"I was presented with a difficult, expensive problem to solve. I analyzed it from different angles and considered several approaches before I finally devised one that worked," Amerine said.

His solution was one which he'd turned to over 100 times before: Develop and build a tool designed to specifically solve a unique problem.

"There was no way of cutting these (spars) other than using a hand cutter to remove chunks of them. But these rough cuts would inevitably ruin one side or the other. Only one side could be removed; a new section machined and perfectly cut to properly align," Amerine explained.

"This innovative design cuts any spar, in any place, to five-thousandths of an inch from the wing's carbon skin. Two areas are cut and tapped with a rubber mallet so the spar snaps out leaving only a small bit of flash for minimal filing. A new piece of spar is sized and spliced in; and the repair is complete. This saves hundreds of man-hours and thousands of dollars in rebuilding the wing," Amerine stated.

For now, the spar cutting tool has been used exclusively on F/A-18 A-D legacy

models, which have four spars in each wing.

"Depending on the flight hours of the plane, each spar can crack at different times or in different places," Amerine noted, "The aerospace engineers determine where to cut the spar for replacement."

"THIS IS THE KIND OF CHALLENGE I LIKE"

-- TIM AMERINE,
ENGINEERING TECHNICIAN

"Using our prototype, we cut a spar out in 45 minutes with no damage to the parent, carbon fiber skin. Modifications have reduced the time to 15 minutes. It has successfully cut damaged spars at all four locations on the wing. The tool weighs approximately 60 pounds, which enables a single artisan to place it on the wing, secure it, and perform the cut," Amerine said.

"A major component of the design was the blades. After contacting several manufacturers, it became apparent that production blades would have to be reworked to meet the design criteria. The closest production blades required three spot welds and hand grinding to conform to the design," Amerine explained.

Because the tool can be adjusted to cut at virtually any angle, it is suitable for

use on helicopter airframes and any other structures made of similar material that require a machine cut without damaging surrounding areas.

"The simplicity of design allows the use of common hand tools to configure it for each application. After cuts have been completed on a left wing, for example, the saw can be disassembled and reassembled to the right-hand side to cut a right wing," Amerine stated.

The tool's versatility and effectiveness is so successful, that FRCSW applied to patent the device. A patent pending number was approved in August.

Amerine said cost of the prototype was approximately \$45,000, and that two more tools are scheduled for manufacturing that will cost less than \$25,000 each. One will be sent to FRC Southeast and the other may be slated for FRC West for use on the F/A-18 Hornet E and F models.

Amerine's current design projects include a frame to enable proper alignment of replacement door hinges of E-2C Hawkeye surveillance and C-2A Greyhound transport airframes. The project is scheduled for completion by the end of this year, he said.

In addition to the F/A-18, E-2C and C-2A, Amerine has designed tools to resolve maintenance and repair issues of the CH-53 Super Stallion and SH-60 Seahawk helicopters.

"This is the kind of challenge I like --- people bring me problems and I fix them," he said. ▲

FRCSW Mobile Facilities Answers the Call to Haitian Relief Efforts

By Jim Markle, Photos By Joe Feliciano

The Industrial Manufacturing/Mobile Facilities Branch (MOFAC) of Fleet Readiness Center Southwest (FRCSW) has joined Operation Unified Response as part of the U.S. Navy's efforts to provide relief to the people of Haiti following the deadly 7.0 earthquake January 12.

MOFAC deputy program manager JB Thurmond Jr., said, the FRCSW department has a target date of February 8 to provide 14 of the trailer-like containers, or "vans," to the U.S. Army's 832nd Transportation Battalion in Jacksonville, Fla., who will ship the vans to Haiti.

"It's very important to help this country," Thurmond stated.

"We received the request for these units shortly after the earthquake when the (U.S.) government started looking for ways to assist the people of Haiti," MOFAC production coordinator Jim Sorrells added.

"Our program manager, Maj. Randy

Carter, of Naval Air Station (NAVAIR) Patuxent River, Md., directed sites to locate any reusable containers that can be stricken due to age or obsolescence and used for this purpose."

Navy Facilities Engineering Command Norfolk, Va., will provide 24 vans, and Marine Corps Base Albany, Ga., which has a MOFAC pilot production program may contribute units, as well, Sorrells said.

Following the completion of integrity inspections, the units will be shipped void of any support equipment, and once in country, may be outfitted to serve as administration spaces, storage for humanitarian relief supplies or temporary shelters for Haitians, according to a NAVAIR statement.

For more than 40 years the Navy and Marine Corps have used the versatile steel-framed units for infrastructure and maintenance support during operations.

The Gichner Shelter Systems vans that

FRCSW will provide are the same most often used by the Marine Corps. The units are 8 feet high, 8 feet wide, 20 feet long, and weigh approximately 5,000 pounds empty.

"We'll turn over older units to the Army that are 25 to 30 years old that are beyond economic repair, and can be removed from the program. Some of these are still usable, but not for military purposes," stated Sorrells.

FRCSW delivered six of its allocated vans February 1, and is prepared to provide additional units if requested, Sorrells said.

MOFAC has been outfitting and maintaining vans at Naval Air Station North Island for almost 30 years.

Editor's note: FRCSW would like to thank the following teammates for their efforts in support of this mission: David Jackson, Ernest Ross, Steve Schabel, Phil Centman, Mark Ignacio, Jim Goble and Craig Kane.



Sheet metal mechanics Ernest Ross, foreground, and Steve Schabel remove a tooling cabinet from a mobile facility van.



Logistics specialist Mark Ignacio, left, and sheet metal mechanic Steve Schabel remove a filing cabinet from a mobile facility van.

Logistics specialist Mark Ignacio moves one of six Gichner vans that has been inspected and prepared for immediate shipment in support of Operation Unified Response.



FRCSW Celebrates the Accomplishments of Dr. Martin Luther King, Jr.

Photos by Joe Feliciano



Teammates from Fleet Readiness Center Southwest participated in a commemorative event and musical gala that included a unity march to the theater aboard NAS North Island in honor of Dr. Martin Luther King, Jr., on January 14, 2010.

The guest speakers for the commemoration were Mr. Willie Blair, Community Representative from Congressman Bob Filner's office, and Ms. Mahealani Tolbert, Deputy Equal Employment Opportunity Officer from Navy Region Southwest.

Performers for the musical gala portion of the event included: the Martin Luther King, Jr. Choir (pictured), Tanika White, and Keisha Ealy.



FRCSW SITE CAMP PENDLETON: NEW PAINT SHOP RETURNS HELOS FASTER

By Jim Markle
Photos by Chuck Arnold

Aircraft mechanic leader Bud Limandt, (on workstand) and Stefan Mussen, a painter worker, prepare the tailboom of a UH-1N Twin Huey helicopter for painting in the portable painting facility erected for the Fleet Readiness Center Southwest Site Camp Pendleton.

In a joint move to improve the readiness of helicopters serviced for Marine Air Group 39 and Marine Logistics Squadron (MALS) 39, Fleet Readiness Center Southwest (FRCSW) and the Marines Corps erected a temporary, portable painting facility next to the FRCSW hangar on Marine Corps Base Camp Pendleton last July.

The 1,440 square-foot structure is used to strip and paint the multi-purpose UH-1N Twin Huey and AH-1W Super Cobra attack helicopters.

“We have eight artisans assigned to the paint facility. Three painters, who transferred from North Island, and five other artisans are designated to the work center in an on-the-job training status,” said FRCSW Site Camp Pendleton manager Ed Roberson.

Once the environmental and air pollution certificates were approved, Roberson said the steel-framed, canvas-covered structure was erected in less than three weeks.

The paint facility augments FRCSW Site Camp Pendleton’s Integrated Maintenance Program (IMP) that targets the structural airframe integrity of UH-1N and AH-1W, and the in-service

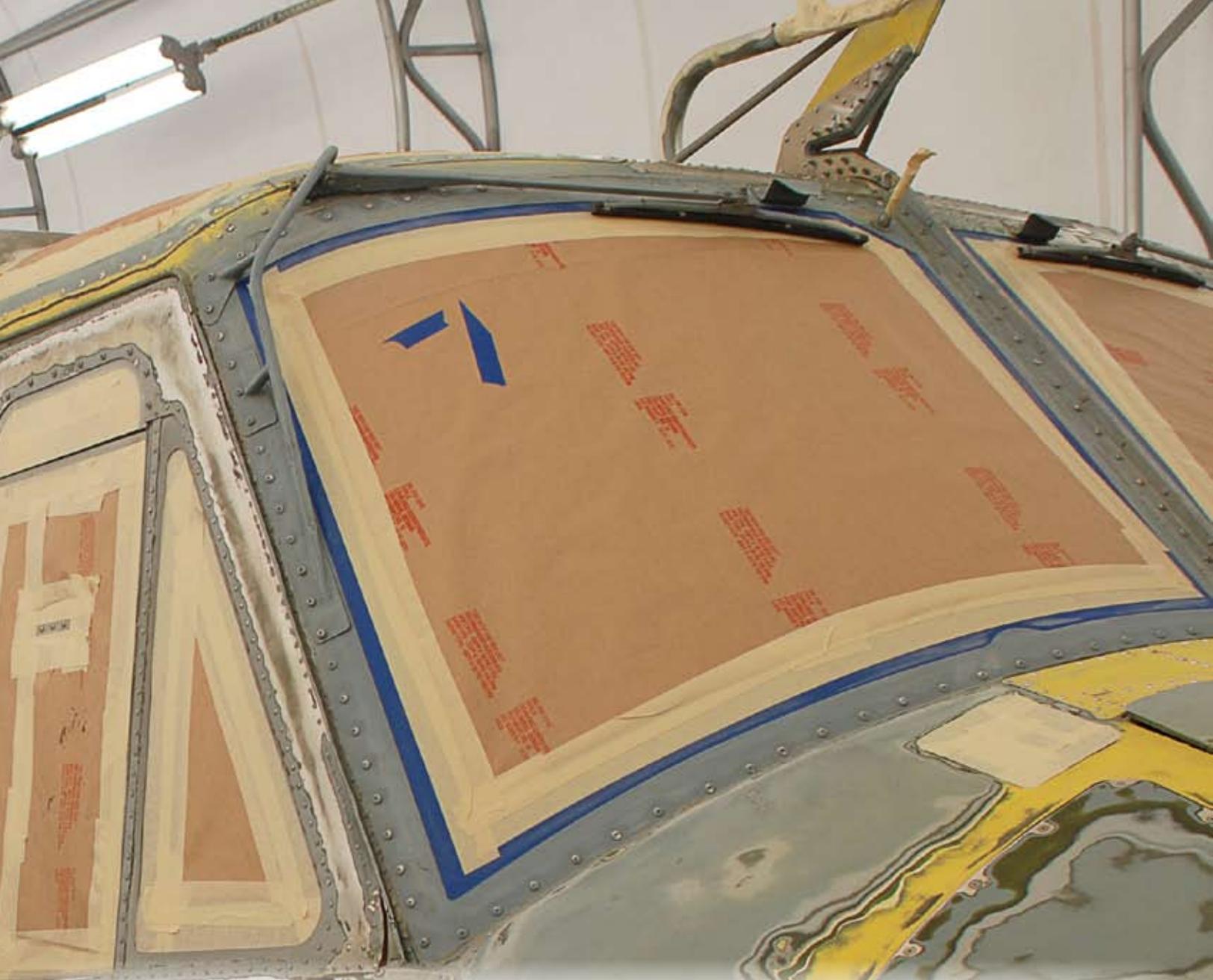
repair of CH-46 Sea Knight transport helicopters, UH-1N and AH-1W, and the rebuilding of tail boom sections of UH-1N and AH-1W aircraft.

The IMP encompasses Planned Maintenance Interval – One (PMI-1) or PMI-2. PMI-1 cycles involve four cells: disassembly, metal, “over-and-above,” and assembly. PMI-2 cycles include one additional cell for plastic media blast (PMB) and painting.

“During the metal and ‘over-and-above’ cell work, we repair any additional damage found by the estimator and evaluator that is beyond the routine remove and replace items,” Roberson explained.

Painting is the final procedure prior to the delivery of a serviced aircraft. Preparations, which include PMB, and the actual painting requires approximately 750 hours, Roberson said.

In the past, Site Camp Pendleton sent helicopters to North Island for painting. The transportation process took four days (two for PMB and two for painting), and cost approximately \$2,500 per aircraft.



“It’s a lot easier for us to schedule the painting than sending the aircraft to North Island,” stated Roberson, “We don’t have five or six different series of airframes trying to get into one paint booth. That in itself saves time on the backside because we won’t get bumped for something else or a higher priority.”

“Our IMP schedule gives us control over the process. When we were transporting to North Island, we tried level-loading by bringing in two aircraft at a time: one PMI-1 and one PMI-2. One would go to North Island and the other into flow. Now, we aren’t concerned about which event the aircraft is coming here for. We don’t have to manipulate events to coordinate workflow in the hangar; all we have to do is manipulate the dates. So if it’s a painting event, we’ll bring the aircraft in four days into the process of whatever’s in the ‘barn’, so it just flows right in,” Roberson said.

Site Camp Pendleton is in the developmental stages of the paint work sequencing and workflow, and about “95 percent complete on paint and PMB as to how our process will be,” Roberson said.

For the past six years, the Site has created AIRSpeed projects

to control and improve procedures. Roberson said another AIRSpeed project is being designed to achieve a 25 percent reduction in turnaround time in PMB and painting procedures.

“This fiscal year (FY) we will paint only helicopter airframes and their components. Once we have our processes down and determine there are no complications, we can look at what kind of outside work we can do with the amount of free time we have within the booth. We would like to maximize the use of the facility in the coming years,” Roberson stated.

Beyond the current H-1 usage, the paint booth would have to remain within the air pollution and environmental guidelines already established, or request a change to the environmental standards under which it operates, Roberson noted.

Next year, Site Camp Pendleton is scheduled to paint 27 aircraft.

Roberson said the Site’s on tap for a new hangar that may be completed in late FY 2012 or early FY 2013. He said that current plans call for permanent painting and stripping facilities, and that the facilities may be large enough to accommodate CH-46 Sea Knight transport helicopters.

A man with glasses and a dark polo shirt is looking through a magnifying glass at a green circuit board. He is in a workshop setting with various tools and equipment visible in the background. The magnifying glass has a label that reads "IMPORTANT: ADJUST EYE SPACING KNOW FOR OPTIMAL VIEWING".

FRCSW Pt. Loma Electronics Shop Specializes in Cables, Circuit Cards

By Jim Markle, Photos by Joe Feliciano

Using a magnifier, electronic mechanic Henry Pickens looks for potential flaws in a circuit board to the power control unit for an APG 73 radar test set for an F/A-18 Hornet.

From creating the wire harness assemblies and circuit cards crucial to the avionics of fighter and support aircraft throughout the fleet, to outfitting the electrical components of mobile facilities, the Fleet Readiness Center Southwest (FRCSW) Site Pt. Loma electronics shop is a manufacturing hot-spot that also serves an array of other DOD facilities including the Defense Supply Center Richmond, Va., Naval Inventory Control Point, and foreign military sales.



Electronics mechanic Adrian Samson uses the wire braid machine to create cables to be used in an F/A-18 Hornet.

Located at the Space and Naval Warfare (SPAWAR) Systems Center on the Pt. Loma Naval Submarine Base, the electronics shop is part of an acquisition made by FRCSW three years ago of the Naval Facilities Engineering Command Southwest's Technical Services Machine Shop.

The shop is assigned under the FRCSW Manufacturing Department, and occupies approximately 16,000 square feet of the SPAWAR facility in Buildings 308 and 313.

Electronics shop supervisor Jorge Torres said the staff of eight electronics technicians not only manufactures cables, circuit boards, and interface device boxes, but handles electronic prototype work, as well.

The cables are created from samples or drawings to specifications, and are manufactured by using specialized machinery, Torres said.

A Windows-based laser wire marker enables operators to precisely cut wires to any length. The tool also codes the wire number and the military specification. For ease of identification, a cable-marking label machine color codes multiple cables up to two inches in diameter.

FRCSW planner and estimator Bill Fields said the purchase of a wire braiding machine last September enhanced the shop's capacity to manufacture avionic cables typical of the airframes serviced by FRCSW.

"We have about a dozen cables to replace from an F/A-18 crash-landed aircraft. These are for different operating systems including flight controls and weapons. Because of the wire braid machine, we can handle replacing those cables now," Fields said.

The shop also manufactures cables used in mobile facilities (MOFAC), and is currently providing 6,600 cables for 2,200 MOFAC air-conditioning upgrade units, Torres noted.

"These (MOFAC) cables will be sent to the supply system and eventually end up in the 5th Fleet area of responsibility. It should take us about three months to complete them," Torres said.

Unlike its cable manufacturing program, Torres said that approximately 95 percent of the circuit boards produced by the shop are for avionics programs and devices.

Circuit boards are manufactured by a contractor, and the components installed and tested by the shop's artisans. Large quantities of surface mount components (50 or more) are performed by contractors, Torres said.

Much of the shop's circuitry workload applies to the operation and support of Interface Maintenance Test Systems (IMTS) and Operational Test Program Sets (OTPS).

"We recently made seven IMTS for the APG 73 radar test set of the F/A-18 Hornet. Two were for Canada and five were for the Navy. We populated the circuit board with connectors and the internal components. It was one of the more difficult boards because it's grounded on both sides, so soldering this was a real challenge," Torres said.

The shop populates the APG 73 test set power control boards, as well.

"We're also doing some (circuit card) repair work on the Consolidated Automated Support System for the Marine Aircraft Group 11 at Marine Corps Air Station Miramar," Torres added.

The shop also manufactures portable memory device loaders (MDL) and the associated interface device test adapters used for re-programmable circuit boards of the F/A-18 Hornet fighter aircraft.

"The MDL was designed by engineers at North Island and built by us," Torres noted.

"The basic wiring is identical in every interface device (ID) and fits on any MDL. Depending upon what (circuit) card to interface with, you design a different board," said instrument maker Jim Kubala. "You can write the software, design an ID, and program anything that is programmable. The MDL is backward compatible, as well."

Torres said that MDL work is often requested in conjunction with foreign military sales. FMS work has accounted for approximately 30 percent of the shop's workload this year.

Last year, the shop created approximately 300 circuit boards. To expand its capabilities and to lessen operator strain, Torres said the facility intends to purchase a tool that magnifies and displays the viewing area of circuit cards to an LCD display.

To expand its cable manufacturing capacity, the shop is pursuing options that will enable it to manufacture and repair fiber optics cables.

"There is no FRC that works on fiber optics and we want to be it," Fields said. "We've just got involved in Lean and AIRSpeed events to help lead us toward that goal." ▲

FRCSW Employee Receives 2009 Lasswell Award for Fleet Support

By Jim Markle



Fleet Readiness Center Southwest (FRCSW) electrical systems technical representative Keith Askew was presented the 2009 A. Bryan Lasswell Award for Fleet Support during ceremonies held in October at the Bahia Resort Hotel.

In 1942, Marine Corps Maj. A. Bryan Lasswell, a translator and cryptologist, worked tirelessly to decipher the communications of the Japanese Navy. His efforts proved instrumental in the American victory at the Battle of Midway Island.

Sponsored by the National Defense Industrial Association, the award recognizes individuals who provide exceptional support to the Navy, Marine Corps, or Coast Guard forces based in San Diego.

“I’m here in support of any aircraft or activity that is assigned to Naval Air Station (NAS) North Island. If they have avionics issues or problems, I’m here to help resolve those issues and get them the parts and pieces that they need,” Askew stated.

Working out of the Components and Manufacturing Department intermediate maintenance activity (IMA) in Building 489 for the past eight years, Askew not only serves as an avionics expert to NAS North Island-based facilities, but to more than 10 different commands ranging from Mayport, Fla., to Atsugi, Japan.

He is often referred via the Individual Component Readiness Listing (ICRL), a directory that identifies the intermediate to depot-level component repair capabilities of aviation activities within the Navy.

“Other Defense Department commands, like the Air Force and Army, may contact us based on the ICRL for a ‘repair and return’ contract. Under the contract, they send the particular component to this command for repair and we return it once the repairs are completed,” Askew said.

Under an ICRL two years ago, FRCSW overhauled and returned gyroscopes of Blackhawk UH-60 helicopters belonging to the Army National Guard, Askew noted.



Aviation electronics technician Keith Askew, left, uses an Electrical Sub-Assembly Test Stand to troubleshoot the caution advisory panel of an SH-60 Seahawk helicopter as AE3 Ryan Oswald and AE1 Cinnamon Winfield look on. Askew is the recipient of the 2009 A. Bryan Lasswell Award for Fleet Support in the In-service Engineering category.

Photo by Jim Markle

Though he routinely tests and repairs generators, control panels, regulators, and other electrical components of various airframes, Askew said much of his time is spent troubleshooting the avionic systems of SH-60 Seahawk and the CH-53 Super Stallion helicopters.

A primary tool used to analyze avionic components is the Electrical Sub-Assembly Test Set (ESATS). ESATS tests the weapons replaceable assemblies, or boxes which hold the circuit cards to avionic functions, of approximately 80 percent of SH-60 and CH-53 helicopters; and more than 100 other components.

Previously, IMAs were unable to fully apply ESATS to test two vital components: the Stabilization Augmentation System (SAS) amplifier which ensures an aircraft’s flight is straight and level, and Pitch Lock Actuators (PLA), which lock and release the blades of helicopters during transportation. The parts were deemed beyond capable maintenance (BCM), and replaced at the cost of \$20,431 per SAS and more than \$9,000 per PLA.

To adapt the components for ESATS testing, Askew was instrumental in developing a cable to access the SAS amplifier for testing and an adapter to test and read the load capacity of PLAs. The innovations enabled FRCSW to repair more than 150 PLAs in the past two years at a BCM savings exceeding \$1,400,000.

To safely operate and stow large ship-borne helicopters, the Navy developed the Recovery Assist Secure and Traverse System (RAST). Because IMAs lacked the ability to test or repair RAST actuators, the units were considered a BCM component. To resolve the issue, Askew created a tester. In less than two years FRCSW repaired 14 units, saving approximately \$139,000 in BCM expenses.

“Mr. Askew has spearheaded multiple efforts that have already achieved tremendous and tangible financial savings. More importantly, the fleet has benefited immediately by the increased readiness of their aircraft, through a greatly improved repair rate on mission essential components,” said FRCSW Commanding Officer Capt. Fred Melnick.

“We’ll build another (RAST) tester for FRC East so evaluations of the system can be done there, and at FRC Southeast in Mayport and Jacksonville, Fla. We hope to release a publication (manual) for the tester by the end of 2009,” Askew said.

To handle components with high rates of failure, Askew determines the equipment needed to test and repair the items; the cost and feasibility of repairs at the IMA level; or whether the repair would cost less if sent to the original equipment manufacturer.

“We’ll see what it takes, and if we can cut the cost to repair the item by doing it ourselves. High failure rate components can come through on a daily basis or just be sporadic. It’s an adventure everyday: You don’t know what you’re going to face or what’s coming,” Askew said.

While his efforts have simultaneously expanded the capacity of the IMA community while reducing BCM expenses, Askew places a priority on passing his knowledge on to others.

The former aircraft electrician senior chief petty officer has trained more than 100 Sailors in the avionics field.

“If a person has the right perspective of what they can do to apply their talents, then you can get a lot more out of them. It also builds their confidence and they eventually become the ‘go to guy.’ You’re training them because you want them to take your job,” Askew said. “They take that knowledge back to the fleet. So when they call in we can talk the same terminology, and though it may be a bit beyond their level, we can walk them through the process.”

“When they’re (Sailors) in town, they always stop in. And that’s appreciated. Not only on a professional level, but on a personal level; they come through with issues and problems and don’t mind sitting down and talking. I lend them that listening ear and work through their issues. They all stay in touch,” he said. ▲

FRCSW 2009 Toys for Tots Drive



Fleet Readiness Center Southwest (FRCSW) Commanding Officer Capt. Fred Melnick (center), Jose Jimenez, president of the North Island Superintendent's Association (left), and Maj. Don Prograis of the U.S. Marine Corps Reserves annual Toys for Tots campaign hold a ceremonial check representing donations totaling \$10,000 made by the employees of FRCSW. The 2009 campaign marked the 50th year the North Island Superintendent's Association has sponsored the toy drive.

Photo by Jim Markle

FRCSW Tackles Ergonomics Issues

By Tommy Dowdy and Jorge Andrade, FRCSW Industrial Safety and Health Division

Ergonomics is the physiological study of the design of work in relation to the capabilities of people. The aim is to have facilities, environments, work procedures, and equipment match the capabilities of workers to reduce potential for fatigue, error, or unsafe acts.

The Fleet Readiness Center Southwest (FRCSW) ergonomics program seeks to prevent injuries and illnesses by applying ergonomic principles to identify, evaluate, and control ergonomic hazards.

Ergonomic hazards are workplace conditions that pose a biomechanical stress to a worker's body due to posture and force requirements, work or rest regimens, repetition rate, or other similar factors.

Cumulative Trauma Disorder (CTD) is a health disorder arising from repeated biomechanical stress. CTD involves damage to the tendons, tendon sheaths, and related bones, muscles, and nerves of the hands, wrists, elbows, shoulders, neck, and back.

Disorders in this class include carpal tunnel syndrome, tennis elbow, tendonitis, tenosynovitis (damage to tendon sheaths), and low back pain.

Employee involvement is essential to the identification of existing and potential hazards, and in the development of effective solutions. Artisans, supervisors, and safety and industrial hygiene staff are key players in resolving ergonomic hazards.

Ergonomic hazards are identified by conducting a "Work Site Analysis," a survey of the worksite by ergonomic program personnel to identify potential ergonomic hazards. The purpose is to assess and propose measures to reduce, or eliminate, possible hazards.

A similar survey is conducted at an injured worker's workstation prior to their return to work to ensure identified ergonomic hazards have been corrected, and during temporary assignments to new worksites (e.g. light duty), to verify that injury aggravating conditions do not exist.

A survey is also performed following completion of a workplace modification to confirm that identified risks have been reduced to the maximum extent possible.

Engineering controls are the preferred method for reducing

ergonomic hazards. Action could entail redesigning a workstation, work methods, or tools to reduce the impact of jobs involving excessive exertion, repetition, or awkward postures.

When engineering controls are not feasible, alternative solutions are implemented such as moving employees to jobs with dissimilar physical requirements, establishing work or rest schedules, or introducing personal protective equipment (PPE) as a means to reduce ergonomic-related injuries.

With all of these controls in place, it is still essential to have an active and comprehensive training program. The goal of training is to recognize and reduce ergonomic stress, potential for back injury, and other CTDs.

Procedures should be reviewed to identify reductions in weight lifting, twists, turns, lifting and operational heights, repetitive motions, forces required for gripping objects, use of awkward postures, vibration levels, and other factors that may cause ergonomic stress.

Plans for new or modified facilities, processes, materials, or equipment should include opportunities to eliminate or reduce ergonomic hazards.

Directives require that managers, supervisors, professional staff, and employees receive ergonomics training at least once. Thereafter, annual training must be provided to employees potentially exposed to ergonomic hazards.

The frequency of training to other groups is dependant on the command's annual analysis of ergonomic-related injuries. Shops can request training through the ergonomic program manager.

Medical provides pre-placement examinations, monitoring of employees judged to be at high risk of CTD, and facilitate rehabilitation of individuals with CTD.

Health care providers conduct work place visits to gather information on operations, work practices, light duty jobs, and to provide ergonomics assessments of workers' return to work capabilities after an injury.

FRCSW is committed to providing the organizational resources and motivating force to deal effectively with our ergonomic hazards.

For more information, contact the FRCSW Safety Office at 545-3693.



FRCSW Pursues Public-Private Partnerships via Title 10 U.S.C.

By Eva Escalante, FRCSW Counsel

Less than eight years ago, public-private partnerships were essentially unknown within the Naval Aviation Depots. By the end of 2011, public-private partnerships, or commercial service agreements (CSA), are anticipated to account for roughly 35 percent of the work performed at Fleet Readiness Center Southwest (FRCSW).

There are several statutes that authorize government agencies, including Department of Defense (DOD) depots, to enter into public-private partnerships with commercial entities. Under these public-private agreements, a government agency may perform work for and be compensated by the private sector companies. CSAs are the contractual documents used by Naval Air Systems Command and its field activities to enter into such arrangements.

Although the command still gets much of its component workload from the Naval Inventory Control Point (NAVICP), that is changing and it is anticipated that public-private partnerships will continue to grow.

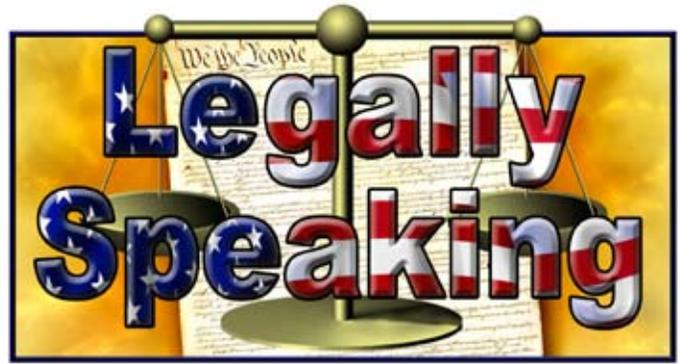
The growth of public-private partnerships is due, in part, to the growing trend by NAVICP to award more performance based logistics (PBL) contracts. Under these types of contracts, many of the functions previously performed by NAVICP, such as logistics and material management, are now performed by the PBL contractor.

However, under 10 U.S.C. § 2464, DOD must maintain a core maintenance and repair capability to ensure there is a ready and controlled source of repair that can respond to mobilization, national defense contingencies, and other emergency requirements. That means that PBL contractors must contract with DOD depot facilities, like FRCSW, to provide work in order to maintain a core capability.

Many CSAs arise out of NAVICP awarded PBL contracts. However, CSAs are not limited to PBL contracts. Generally, work that is directly related to FRCSW's core competencies may form the basis for a CSA with a commercial entity.

CSAs for depot-level work are typically established under the authority of 10 U.S. C. §§ 2563 and 2474. The primary authority is under section 2474, which enables depot-level maintenance facilities of the Defense Department to enter into contracts with private industry to perform work related to their core competencies, like maintenance and repairs, or to lease facilities or equipment.

The statutes are designed to allow FRCSW to work for the private sector as a means to employ its under-utilized capacity.



While there are some statutory limitations such as the prohibition on competing with the private sector under section 2563, CSAs bring in work. CSAs allow FRCSW to make its workforce available to the private sector to offset its infrastructure and other costs.

In addition to the FRCSW workforce, the command has other resources, such as its large autoclave in Building 250, which could be made available to the private sector under the right circumstances.

Sections 2563 and 2474 require a partnering DOD activity to have a working-capital fund that can track all costs associated with public-private agreements, and an activity must be reimbursed for such costs.

Generally, CSAs are cost-reimbursable so all labor, planning, and other expenses associated with the services provided may be charged to the customer. There shouldn't be any profit, but there shouldn't be any loss either. If a profit is made, it goes to the working capital fund of that organization.

Section 2474 also mandates that CSAs that use artisan labor, such as for overhaul and components repairs, must be in support of a DOD-related contract or foreign military sales ventures.

The F/A-18 Integrated Readiness Support Teaming (FIRST) program with Boeing is an example of a CSA entered into under a PBL contract. Under FIRST, Boeing is responsible for forecasting workload and providing material support for component repairs.

Because material is more readily available, repair turn around times have improved and the availability of ready-for-issue components has increased substantially. This translates to improved fleet readiness: CSA programs provide a better product and readiness level to the warfighter by increasing efficiency and cost control.

In addition to FIRST, FRCSW also contracts with Boeing under the AV8B Harrier Integrated Support Services Program to overhaul and repair unique components to that airframe. FRCSW artisans also service H-60 Seahawk helicopter components through the "Tip-to-Tail" PBL CSA with Lockheed Martin.

Other PBL CSAs target specific aircraft systems. The F/A-18 C/D cockpit display CSA with Kaiser Electronics (Rockwell Collins) includes the F/A-18 E/F Super Hornet head up display. Hydraulic systems PBL CSAs include the EA-6B electronic warfare aircraft Prowler, F/A-18 Hornet leading edge flap, and Rockwell Collins' AN/ARC-234(V) transceiver.

CSAs are generated and maintained through the FRCSW Industrial Business Operations Department.

Awards

Applause

Civilian Awards

Retirements

Albert Auderer
Lloyd Baker
David Bye
Joseph Caruso
Robert Castillo
Joyce Collins
Nelson Cooney
Roberto Diaz
Antonio Gonzales
Horace Hill, Jr.
Rosalind Hunt
Samuel Johnson
Lisa Parker
Adelaida Ramos
Donald Savage
Mark Sena
David Stevens
Paul Stubbs
David Thompson
Arnulfo Velazquez
Edward White
Frank Widick

Promotions

David Adams
Romeo Almerol
Robert Amaichigh
Dennis Apodaca
Andrew Applegate
Francis Asuncion
Jesse Ballesteros
Ricardo Barron
Jimmy Brown
Kurt Butler
James Cady
Michelle Calhoun
Jeffrey Clem
Guendalena Cornute
Eduardo Crescini
Andrew Crump
Christopher Davis
Jorge Dearmas
Megan Denton
Valerie Dobrowolski
Nelson Donado
Thomas Drake
Stephen Earner
James Engel
David English
James English
Charles Froehlich
Vincent Garcia
John Goldsworthy
Jorge Lopez-Gutierrez

Aaron Hansen
Shane Hanson
David Heck
Joanne Jordan
Ryan Kane
Nalani Keopuhiwa
James Lee
Benjamin Liemandt
Amanda Loftus
Crisanto Lopez
Sarah Lott
Christopher Lubniewski
Adam Lutz
John Maloney
Alonto Mangandog
Ryan Marquez
John Miller
Larry Miller
George Nacker
Alexander Natchev
Jay Noblin
Andrew Palek
Chris Panganiban
Donald Potenza
Efren Ramos
Steven Randell
Jeffrey Reiman
Christine Resch
Brian Rice
Kurt Saunders
Ellis Slack
Joseph Sorrells
Timothy Thompson
Derek Urch
Todd Uzzell
Patrick Vaughn
Cesar Velasco
Maria Villagomez
Aaron Von Vivar
Jacob Weintraub
Lavetta Williams
Eric Wilson
Ashley Young
Fernando Zuniga

Years of Service

5 Years

Ernesto Arce
Amado Aviles
Timothy Brianna
Thomas Brush
David Deck
Jakob Grant
David Johnson
Craig Kane
Jonathan Lacy

Thanh Lam
Jennifer Lattuca
Amanda Loftus
Sarah Lott
Kevin Louie
Thanhlan Nguyen
Matthew Sison
Michael Turner
Ernie Vialpando
Phillip Vu
Eric Zanutto

10 Years

David Arenas
Anne Beeson
Michael Bethea
Edwin Bravo
Reynaldo Brito
Adam Candela
Vic Castillo
Romeo Dumlao
Robert Gijon
Donald Icamen
Anne McCoy
Filipe Mesquita
David Starkey
Quyenn Tonnu
Jeffrey Yodonis

15 Years

John Bailey
Dirk Dessel
Yul Hsu
Glen Jones
Leslie Kinsey
Robert Kohl
Richard Krick, Jr.
Jorge Martinez
Rodney Munoz
Thanh Nguyen
Shonteon Patrick
David Pham
Harris Pham
Ivana Rivers
Anubis Rodriguez
Karl Roundy
Virgil Smith
Gary Thompson
Ngoc Trieu
Hector Victa
John Vo

20 Years

Donald Bair
Gregory Crabb
Brian Frank
Richard Hopkins

Theresa Jones
Kim Lee
Tom Matthew
Robert Myers
Joselito Pangilinan
Mona Russell
Charles Sanchez
Timothy Schupp
William Thayer
Lenard Thronburg
Sy Tran
Quang Vo

25 Years

Michael Anthony
Gail Baker
Carl Byrd
Mary Escalante
Charles Gipson
Anthony Hernandez
Linda Hirschman
Michael Kremer
Audrey Lane
Kenneth Louie
Viet Nguyen
Beverly Robinson
Thomas Sapien
Michael Tajima
Nicholas Thompson
Roberta White
William Wiginton
Dana Wilson
Michael Woodruff

30 Years

Frederick Asuncion
Steven Bailey
Mark Beuster
Rick Bitterling
Donald Brown
David Cantu
Michael Collins
Johnny Diaz
Jimmy Estrada
Ronald Kidwell
Richard Lee
Timothy McElhinney
Denton Miller
Antonio Molina
Andres Oliva
Gail Patacsil
Loretta Qualls
Arlene Sexton
William Struiksma
Michael Tena
Celestinao Villalpando
David Witthoft

35 Years

Kevin Alexander
Larry Atkinson
Raymond Cahalan
John Casey
Louis Dufresne
Teresa Durazo
James Haines
Gabriele Howard
Walter Jackson
Gary Jensen
Jae Kim
James Landry
Lawrence Lane
Lawrence Lausin
Alton Ledbetter
Danny Maceno
Carlos Martinez
Larry McBrayer
Shawnie Meeks
Melaine Mercado
Rickey Moore
Alvin Nakao
William Pfeiffer
Robert Randle
Raymond Ransome
James Richards
Jennette Riley
Richard Rojas
Gary Rolling
Anthony Santos
Joseph Tannarome
Harold Thompson
Janet Underwood
Pedrito Vicencio
Bernard Weary
Robert Zullo

40 Years

Cesar Caramanzana
Robert Gourdin
John King
Luis Morales
Curtis Vanatta
Allan Williams

45 Years

Jerry Walker

Time-Off Award

Sean Alexander
Tina Hauer
Raymond Johnson
Kristen Newland
Heather Stoll
John Trumble

Productivity Recognition

Year

Christina Diaz
Jose Godoy
Michael Talton

Quarter

Stephanie Archer
August Cade
Jose Godoy
Paul Harvill
Steven Randall
Rommel Requina
Harvey Ruhoff
Rick Talamantes
Crystal Tijerina
Larry Valadez
Thea Vargas
Mark Watkins

Month

Mason Albright
Gilbert Araujo
Renato Bolo
Kevin Brunson
Jose Campa
Cesar Castillo
Phil Centman
Cynthia Craig
Rita Davidson
Jerry Davis
David Dielman
Thomas Drake
William Fields
Earl Frazier
Aquilino Ga
Ricky Gabrielson
Jose Godoy
William Hardie
Richard Holland
Reuynaldo Julian
Nalani Keopuhiwa
Gregory King
Thomas Kinney
Michael Korpala
Hayward Lee
Lucas Low
William Ly
Gavin Mackenzie
Gregory Mann
Maximo Mondares
Richard Morris
Devonie Morrow, Jr.
George Nacker
Thanh Nguyen
Jean Nunamaker
Jose Padilla
Mark Pholman
James Russell
Noly Sapinoso
Danilo Sarsoza
Hilarie Schmalz
Gary Thompson
Robert Tucker
Larry Valadez
Nicasio Villanueva
Matthew Williams

Special Act Award

Rick Anderson
Dennis Apodaca
Carl Aquino
Eugene Array
Frederick Asuncion
Ronald Avera
Philip Bailey
Kenneth Ball
Aida Barbara
Aida Basco
Neil Belmont
Renato Benitez
Rick Bitterling
Lloyd Bjurman
Paul Breniser
Ruben Cadua
Manuel Castro
Stewart Cheek
Gerald Childers
Archivald Clemente
Magnolia Cortez
Cynthia Craig
Stanley Crescioni
Joe Deaner
Alvaro Diaz
Stephen Duryea
Stephen Early
Conchita Espinosa
Edward Fisher
Kenneth Freeman
Aquino Ga
Craig Graham
Mark Hagedorn
Cary Hershberger
Barry Hespenhide
Albert Hewitt
Dan Hicks
Donald Icamen
Donald Jackson
George Jaime
Raymond Johnson
Virgle Jones
Frank Kaparic, Jr.
Adam Kimmerly
John King
Perry Kuey
Jonathan Lacy
Samuel Lara
Ron Laughlin
Elena Lopez
Jesus Lopez
Lucas Low
Simon Lozano
Jose Maravilla
Ramon Marquez
Carlos Martinez
Janie Martinez
Vincent Martinez
Raymond May
Larry McBrayer
Anne McCoy
Rebecca McDaniel
Rick Megginson
Diane Moore

Mitchell Morris
Tony Nieto
Jose Noverola
Brian Oakes
Elizabeth Padgham
Joselito Pangilinan
Gail Patacsil
Richard Patao
Jeff Pham
Thomas Phan
David Phillips
Kevin Porter
Geoffrey Pre
John Proffer
Ely Ramos
Efren Ray
Sergio Rayle
Lorie Reyes
Merlyn Richards
Steve Robles
James Russell
Mona Russell
Charles Sanchez
David Sanchez
Nayarit Santoyo
Kristen Shott
Denzel Sipes
Karen Sommers
Clifford Starkey
Bill Struiksma
Charles Tanner
Kham Thai
Nancy Thompson
Terry Timm
Linda Ulrich
Karen Valario
Tanya Velenzuela
Johnson Vilma
Pete Vincencio
Jerry Walker
Larry Walker
Michael Warren
Dennis Weddle
Peter Weintraub
Gerald Westphalen
Frank Widick
Cornelius Wiley
Sammie Williams
Edward Whited
Ronald Word
Cynthia Zimmerman

FAREWELL TERRY!

FRCSW and the Public Affairs staff bids a fond farewell to Terry Moran and wish her well on her retirement from civil service. Thank you from all of us for your tireless energy and dedicated service, as you worked behind the scenes during your tenure with the PAO to ensure everything ran as efficiently as possible. Your wisdom and insight will be sorely missed.





Composite repair fabricator Lamberto Mangat applies sealant to a bonding wire on an F/A-18 rudder surface undergoing repair at Fleet Readiness Center Southwest.

Photo by Joe Feliciano