



FRC SW

ALUMNIAC

Volume 4 - Issue 3



Robie Meeks: A Life of Service



Skipper's Corner: Aviation Maintenance Inspection



Capt. Fred Melnick

The Aviation Maintenance Inspection (AMI), scheduled from February 14 through March 4, will take a hard look at two critical aspects of how we do business: our overall readiness and safety programs.

The goal of the AMI is to help us improve our safety procedures and improve the cost effectiveness of our operations. To that end, two teams from the Aviation Maintenance Management Team (AMMT) will inspect our Level II (AIMD) and Level III (depot-level) programs.

The AMMT will gauge the performance of our programs in accordance with COMNAVAIRFORINST 4790.2a (NAMP), and will use a grading system of On-Track (good), Needs More Attention (some problems), or Off-Track (bad). For example, a single safety violation may be graded as "Off-Track"; while an administrative oversight that has processes to ensure against re-occurrence may be considered "Needs More Attention."

Our success during the AMI lies with each of you. Knowing the instructions and procedures that are applicable to your work area will help your preparation to answer any questions during the inspection.

Basic required procedures like FOD walks and the updating of Individual Qualification Records will also help to ensure a successful AMI.

The AMI is currently scheduled once every three years for the FRCs.

The work and preparation we are devoting toward the inspection is not strictly limited to it. The AS9100/AS9110 standards which we are inspected on every six months are very similar to the intent of the NAMP.

During the AMI, we will have the opportunity to display the organizational procedures and processes that define the FRCSW culture and attitude of continuous improvement.

More importantly, it's what we will learn following the inspection and how we apply those lessons to improve the safety standards for our artisans and Sailors, and improve our abilities to ensure our best efforts in service to the fleet.

FRED MELNICK
Captain, U.S. Navy
Commanding Officer



Fleet Readiness Center Southwest



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FRCSW MISSION, VISION & VALUES

MISSION
DELIVER RESPONSIVE MAINTENANCE, REPAIR AND OVERHAUL PRODUCTS AND SERVICES IN SUPPORT OF FLEET READINESS AND NATIONAL DEFENSE OBJECTIVES.

VISION
BE THE PREFERRED PROVIDER OF INNOVATIVE AVIATION MAINTENANCE SOLUTIONS, COMMITTED TO CUSTOMERS, PARTNERS, WORKFORCE, AND COMMUNITY.

VALUES
INTEGRITY (HONESTY, ACCOUNTABILITY, PERSONAL RESPONSIBILITY),
TEAMWORK (OPEN COMMUNICATIONS, TRANSPARENCY, INFORMATION SHARING), MUTUAL RESPECT, AND WORKPLACE DIVERSITY.

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FRCSW

ALMANAC

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About the Cover

Robie Meeks, a sheet metal mechanic with the E-2/C-2 program at Fleet Readiness Center Southwest, has served his country for over 67 years. The inset photo shows Meeks in 1966 while serving in the Air Force.

*Photo by Leandro Hernandez
Inset photo: Courtesy Photo*

As viewed from Building 94 at Fleet Readiness Center Southwest, the sun begins its ascent above the flight deck of the USS *Ronald Reagan* (CVN 76). The Reagan is homeported at Naval Air Station North Island in San Diego.

Photo by Jim Markle

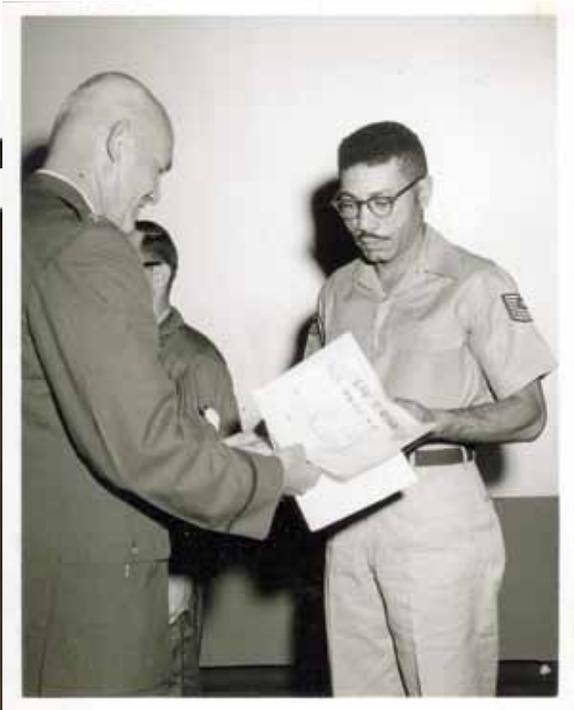
WW II, Korean War Vet: FRCSW Artisan Driven by Dedication, Excellence in Trade

By Leandro Hernandez



Ilive the job. To me, it's more like a hobby. I'm doing what I've always wanted to do. Being in the aircraft environment, that's what it's all about," said Fleet Readiness Center Southwest (FRCSW) aircraft sheet metal mechanic Robie Meeks.

As a soldier during World War II and the Korean War, to his civil service position supporting the global war on terror today, Meeks has worked on America's military aircraft for more than 67 years.

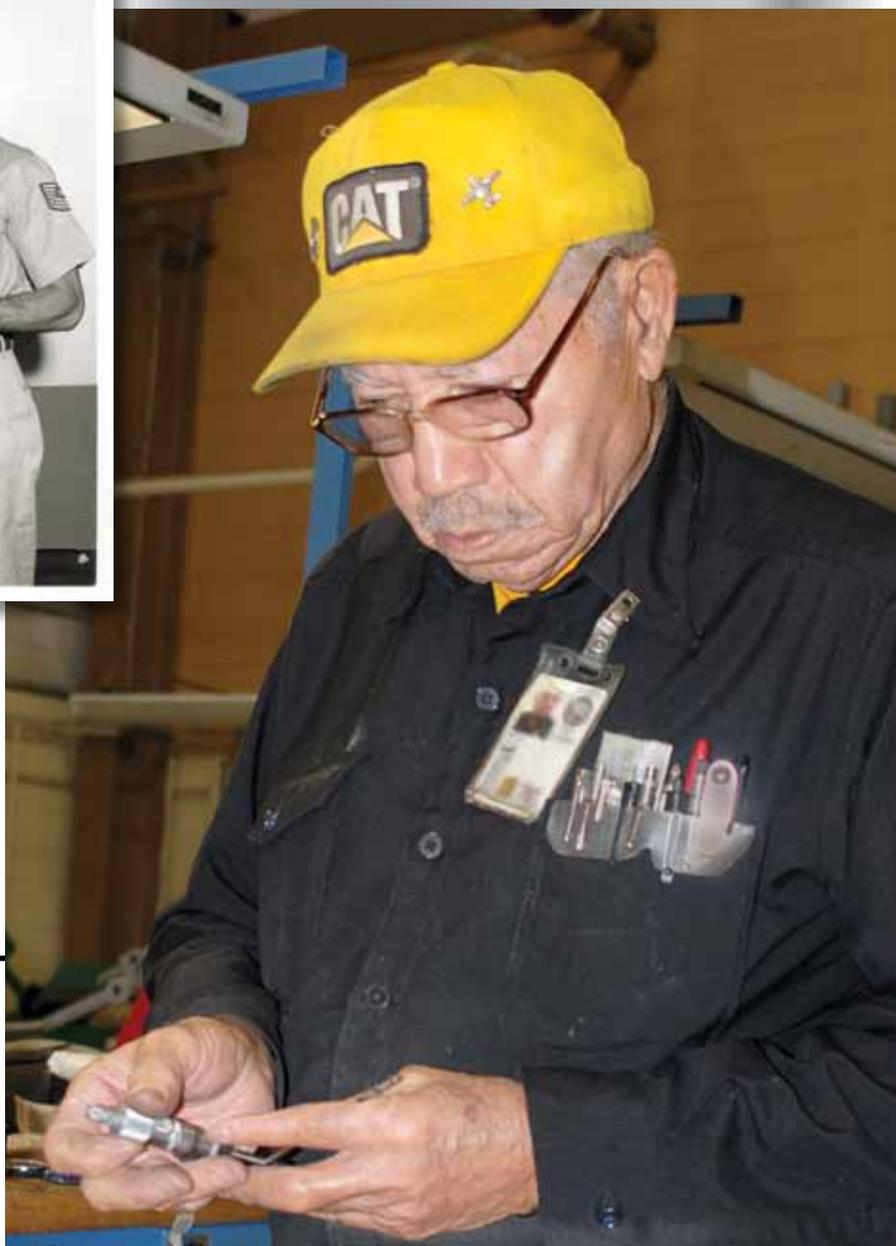


(Above) MSGT Robie Meeks receives a certificate and tie pin for special recognition at Turner AFB, GA in 1966.

Courtesy Photo

(Right) Sheet metal mechanic Robie Meeks measures a drill bit with a micrometer before use while fabricating a part for an E-2 Hawkeye aircraft.

Photo by Leandro Hernandez



Born in Villa Ridge, Ill., in 1925, Meeks said that he always wanted to fly. “At that day and age, there weren’t that many people flying,” he noted.

At age 18, Meeks joined the federal civil service as a machinist apprentice in Rock Island, Ill. Later that year, he was drafted into the Army Air Forces, and completed basic training in St. Louis, Mo.

At the Merchandise Mart in Chicago, he applied to the Tuskegee Airmen. Comprised of the 332nd Fighter Group and the 477th Bombardment Group, the Tuskegee Airmen were America’s first black military squadron; and were a decorated group during a time when the United States Armed Forces were segregated. Meeks passed the written and physical tests; however, on his way to training in Biloxi, Miss., he was diagnosed with a chronic sinus condition which caused doctors to deem him unfit to fly.

“I was disappointed. At that age, everyone wanted to fly. The doctors tried to clear up my condition but they couldn’t,” he said. He would later outgrow the condition.

Robie Meeks

Meeks continued his career as a machinist in the Army Air Forces, working on many different aircraft through World War II including the B-58 Hustler, the first supersonic bomber, the B-52 Stratofortress bomber, and the F-14 Tomcat fighter.

“The Tomcat and Hustler were challenging because there were so many new things. Being in the machine shop, I was always in the middle of it,” Meeks said.

In 1945, he was stationed at the 56th Air Depot Group in the Marina Islands, Guam, until World War II ended that year. Honorably discharged in 1946, he reenlisted in the Air Forces in 1947.

In 1948, Meeks was stationed at Elmendorf Air Force Base in Anchorage, Alaska, as a supervisor and taught precision grinding to apprentices.

On July 26, 1948, President Harry S. Truman issued Executive Order 9981, mandating the equality of treatment and opportunity in the Armed Services. Sixty years later, President Barack Obama would become the first African-American president of the United States of America.

“I think it [the election of the President Obama] proves a point that this is every man’s country. The country belongs to everybody. Everybody has an opportunity. If you qualify, you can make it. If you qualify to be president, you can be president. That was the main point. In my lifetime, I was able to see that,” Meeks said.

Two years later, on June 25, 1950, the Korean War began. Meeks was stationed at March Air Force Base in Riverside, Calif., working as a machinist.

“It [the Korean War] was hard to understand because it hit like a surprise. All of the World War II stuff had been laid to rest, and we had to pull the aircraft out of the ‘bone-yards’. We had to redirect and bring back guys from the reserves and readjust to combat duty,” said Meeks.

His support to the Air Forces helped the 22nd Bomb Wing from March Air Force Base to become the first operational bomb wing in the Korean War.

After a second tour at Elmendorf Air Force Base in 1954, Meeks returned to Guam in 1966 and worked on the B-52D bomber “Big Belly” modification, which increased the aircraft’s bomb capacity.

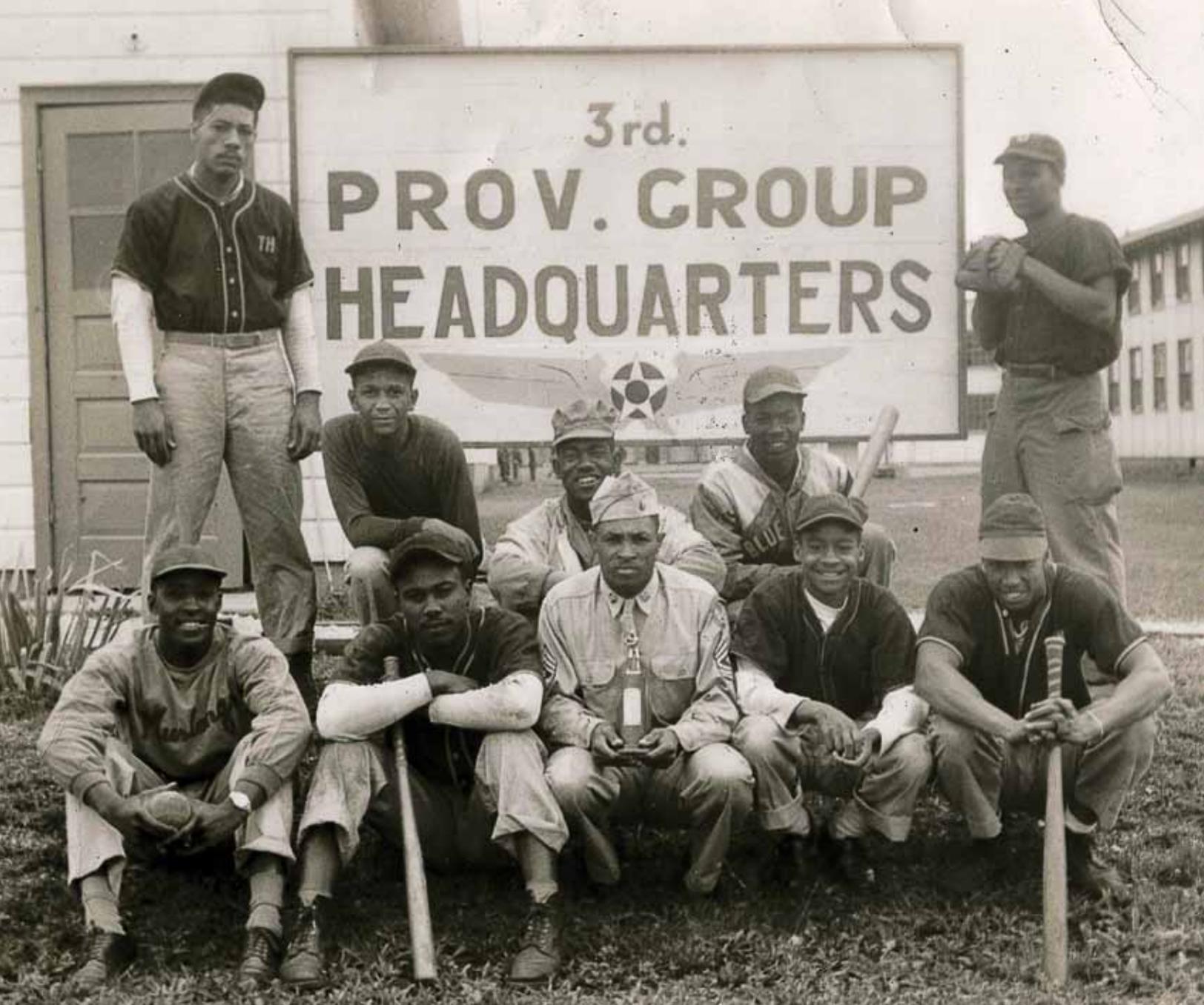


(Left) TSGT Meeks at Turner Air Force Base in Georgia in 1963.
Courtesy photo.

(Right) Robie Meeks matches a sheet metal patch to a pattern for an E-2 aircraft.

Photo by Leandro Hernandez





Meeks (*standing, left*) poses with his segregated military baseball team at Chanute Air Force Base in Illinois in 1947. In 1948, President Truman issued Executive Order 9981 mandating the desegregation of the Armed Services. *Courtesy Photo*

In 1968 Meeks was transferred to Kadena Air Force Base in Okinawa, Japan, where he was a sheet metal supervisor.

While there, he worked on the F-4B through F-4M Phantom fighter/bomber aircraft during its modernization through the “Bee Line” program in 1970 that modified the airframe, and undercarriage strengthening.

Meeks came to FRCSW in 1972 as a sheet metal worker, and has worked in the E-2/C-2 program for the past six years.

“Sheet metal work is a craftsman type of work. It’s a physical hands-on occupation. When I was a machinist, the machines did all the work. By working with sheet metal, you get physically involved. You get in, around, and on the aircraft. It has become like physical therapy and that is important,” said Meeks.

“His [Meeks’] knowledge and expertise are an asset to the E-2/C-2 community and we are blessed to have the opportunity to draw from his life experiences as they pertain to the product and personal situations,” said FRCSW sheet metal supervisor Joanne Rodgers.

Meeks said that he has no plans to retire, and advises his co-workers to “keep current with the changes.” ▲

Wing Shop Improves Capacity, Looks to Single – Flow Cell Production

By Jim Markle, Photos by Leandro Hernandez



Sheet metal mechanic Greg King installs a gang channel used to hold the outer skin to an F/A-18 Hornet inner wing panel.

Fleet Readiness Center Southwest's (FRCSW) wing repair shop in Building 250 added two work stands to increase its repair capacity to F/A-18 Hornet fighter inner and outer wings.

FRCSW received the stands from FRC Southeast in September.

Composites/surfaces support department production manager Anubis Rodriguez said that the additional stands will enable the shop to work on three of the Hornet's inner wings at any time.

The aircraft's wings are referred to the shop as part of the legacy F/A-18 center barrel replacement procedure.

"After they're removed, the inner wings are X-rayed. If cracks in the spars (lateral sections of a wing's framework that are made of aluminum) are discovered, they're brought here where the skins are removed so we can begin the repairs," engineer Jonathan Ramba said.

Sheet metal mechanic John Prince checks schematics to the number of anchors to an F/A-18 Hornet outer wing.



Sheet metal mechanic Bill Tran installs hi-lock fasteners in an F/A-18 outer wing panel



Spars with cracks greater than two inches are replaced. The piece of spar is removed, manufactured, and spliced back in. The wing shop artisans may replace the entire spar, but ordinarily just replace the damaged sections.

FRCSW began manufacturing its own replacement spars last spring. The command had previously received spars from FRC Southeast.

While the work stands are intended to increase the shop's capacity, Rodriguez said that a single-flow cell production system will be introduced to improve the shop's efficiency.

"We hope to have the single-flow environment setup before the end of this year. We want to paint the floor, complete some Lean events, and organize a few issues first. We'll have point-of-use tooling, supply bins, and establish the turn-around time," Rodriguez said, "If it flows the way we anticipate, it should take a wing about 14 weeks to complete the cycle."

"After a wing is finished in the first cell and enters the second cell, another wing will take its place. From there, the wing goes to the third cell, and the wing in cell one, goes to cell two and so forth," Rodriguez explained.

Five cells will be dedicated to the F/A-18 inner wings, with two or three wings flowing through the system at any given time:

- Cell one will perform the examination and evaluation (EE) process with an estimated 12-day completion rate;
- Cell two will handle machining and metal repairs, and finish within 15 days;
- Fixture, spar and replacement will be completed within 13 days in cell three;
- Prime and sealant, hydraulic and tube assembly will be completed within 14 days in cell four;
- Final assembly will be complete within 14 days in cell five.

Prior to their return to the aircraft, the wings are forwarded to Building 472 for cleaning and media blasting.

"We also repair E-2/C-2 inner and outer wings. We'll typically inspect the spars, tubing, and make any metal repairs," Rodriguez added.

This year, 10 F/A-18 Hornet inner wings, and 20 outer wings were repaired; and in the past two years, seven E-2/C-2 inner and outer wings were repaired by the shop.





FRCSW TEAMMATES

Photos by Joe Feliciano, Mike Furlano and Leandro Hernandez

FRCSW Navy Calibration Lab: Servicing the Far East Fleet, Commands

By Jim Markle



FRCSW Commanding Officer Capt. Fred Melnick presents the Secretary of the Navy's Length of Service Award to supervisory electronic measurement equipment mechanic John Tolentino from the FRCSW Navy Calibration Lab Iwakuni, Japan. The award commemorates Tolentino's 45 years of federal service. Capt. Melnick and 600 Division (avionics, instruments and calibration) program manager JB Thurmond, Jr., toured the lab in October. *Courtesy photo.*



Physical mechanical technician Toshio Muranaka calibrates a low temperature calibrator at the FRCSW Navy Calibration Lab Iwakuni, Japan. *Courtesy Photo.*



Since the late 1990s, the Fleet Readiness Center Southwest (FRCSW) Navy Calibration Laboratory (NCL) on Marine Corps Air Station (MCAS) Iwakuni, Japan, has provided aviation metrology calibration services (the science of measurements) to Fleet and shore-based commands of the Far East.

Located approximately three miles south of Hiroshima, Japan, the laboratory calibrates aviation support equipment; test, measurement and diagnostic equipment; test and monitoring systems; and calibration standards used for, or in support of, organizational, intermediate, and depot-level aviation maintenance.

"We use precision instruments called 'laboratory standards,' most of which are calibrated at higher level laboratories such as Navy Primary Standards Lab (NPSL) in San Diego," said supervisory electronic measurement equipment mechanic John Tolentino.

Instruments used in the laboratory include a "network analyzer" which measures various component characteristics in the microwave frequency range; vibration calibration systems; comparators; precision pressure calibrators; and liquid and laminar flow (viscous fluids) calibration systems.

The lab also handles radio frequency power calibration systems, and measurement standards of attenuators – devices that reduce the power of electronic signals without distorting the waveform.

In fiscal year 2010, the lab's staff calibrated more than 3,600 electronic and mechanical items.

"The majority of our workload comes from deployed ships and squadrons such as USS *George Washington* (CVN 73) and USS *Essex* (LHD 2). We also service Marine Aviation Logistics Squadrons (MALS) 12, 24, 36; MCAS Iwakuni activities; FRC Western Pacific; Sasebo Fleet Activities; Diego Garcia; and other DOD activities in the area," said Tolentino.

Of its 17 full-time employees, 15 are Japanese nationals, and two are U.S. civilian service electronic measurement equipment mechanics.

"Our U.S. personnel must successfully complete an extensive accredited metrology training course. All of our Japanese national technicians possess engineering degrees and most have attended a Navy calibration course, as well. Our technicians who calibrate oxygen related equipment must also attend an oxygen handling course at Naval Technical Training Center Corry Station in Pensacola, Fla.," Tolentino said.

Oxygen calibration certificates must be updated every three years, while electronic and physical dimensional certifications do not expire, Tolentino noted.

To expand and improve service to its customers, NCL Iwakuni and the Air Station facilities are upgrading a HVAC system to add "gage blocks" capability, a length standardization that is used as a setting for measurement tools. Currently, Naval Air Systems Command customers in the area must send gage blocks to NPSL San Diego.

Tolentino said that another capability being considered is to calibrate precision pressure standards that apply to flight instruments and pressure transducers.

FRCSW is the parent command of another NCL in Okinawa, Japan. ▲

FRCSW Helps 'Make-A-Wish' Child Realize His Dream

By Leandro Hernandez



Fleet Readiness Center Southwest (FRCSW) F/A-18 Hornet and flight test line pilot Cmdr. Kenneth Shick welcomes Make-A-Wish Foundation recipient Linus Phillips to the paraloft shop in Building 785 Sept. 27.

Photo by Joe Feliciano

Fleet Readiness Center Southwest (FRCSW) teamed up with the Make-A-Wish Foundation of San Diego Sept. 27 to grant Linus Phillips his wish to suit up and sit in an F/A-18 Hornet, and to meet one of the pilots of the fighter aircraft.

The 12-year old was born in Hilo, Hawaii, and currently resides in Switzerland.

Linus, who has a life-threatening illness, has been fascinated by the F/A-18 Hornet since he was six-years old.

Linus and his family arrived in San Diego on Sept. 23. Prior to their FRCSW visit, the family spent five hours touring the aircraft carrier USS *Nimitz* (CVN 65).

"It has been absolutely amazing how much effort everyone has put in for Linus to make this an amazing experience for him," said Robin Phillips, Linus' father.

When asked what interests him the most about the F/A-18 Hornet, Linus said, "They look cool. All that power and noise make them cool in every way. What it takes to build them is also quite amazing."

Donning the F/A-18 pilot helmet and vest, Linus said, "It feels heavy and you feel cool."

After meeting FRCSW test line flight pilot Cmdr. Kenneth Shick, FRCSW Executive Officer Capt. John Smajdek presented Linus with a "Captain's Coin" to commemorate his visit.

It took the Make-A-Wish Foundation four months to arrange Linus' visit.

"For Linus, it has been an incredibly difficult first four months of the year. But he has been smiling more today than he ever has," Robin Phillips said.



Sheet metal mechanic and waterjet operator Craig Kane inputs AutoCAD data into the waterjet computer terminal to create a sample cut from aluminum. Using a garnet abrasive and a high pressure water stream, the waterjet cuts a piece of aluminum that is submerged in its tank.

Waterjet Cutting Tool Enhances FRCSW Manufacturing

Story and photo by Jim Markle

An abrasive waterjet cuts through an array of materials including stone, wood, titanium, aluminum, steel, rubber, and Teflon. Operation of the machine begins with an AutoCAD (Computer Aided Design) drawing that is used to assess and interpret the blueprints of the part to be manufactured or cut.

AutoCAD drawings are transferred to the waterjet's computer terminal which estimates the time to complete the job, an estimate of the cost, and the amount of abrasive required based upon the material being manufactured and its thickness.

"If we had a deep enough tank, there would be no restrictions as to the thickness of what we could cut. It's the depth of the water tank that matters," Kane noted. "The thickest material I've seen cut here is nine inches, and the model of the machine we have can cut up to 18 inches."

"It's preferable that the part or material we're cutting be submerged in the tank. It cuts down on the noise and the splashing, and when the part is submerged, it's hard to tell that the machine is even running," Kane said.

One of two artisans authorized as an operator, Kane received training from the manufacturer, "OMAX," when FRCSW purchased the machine about a year and a half ago to replace its aging unit.

"One of the main things we cut is weld fixtures. We'll handle complex tube jobs that need to be welded, and manufacture the fixture so they (the tubes) can be set in cradles for the welder to tack together. The fixture is such that everything is aligned in only one possible way; it makes the welding procedure error-proof. In addition, we'll cut out F/A-18, E-2/C-2, and H-60 Seahawk helicopter parts. We've cut skins, angles, and ribs for all of these airframes," Kane said.

The waterjet is used to cut an average of 50 parts per week, Kane added.

Need to cut an F/A-18 Hornet wing in half? Try using the "waterjet" assigned under the Industrial Manufacturing Branch in Building 472 at Fleet Readiness Center Southwest (FRCSW).

With a 30-horsepower water pump and able to accommodate parts and materials up to 6 feet by 12 feet in its water tank, there's not too much the manufacturing tool can't cut, shape, or curve.

"This is an abrasive waterjet. It uses a combination of high pressure water and an 80-grit garnet abrasive that goes through a water line to cut material. We use the machine for rough cuts, so this size grit is suitable for us," said sheet metal mechanic and waterjet operator Craig Kane.

"The water goes through a filtration system to a pump which boosts it up to 50,000 psi, and then feeds it to a nozzle which has a mixing chamber where the abrasive is introduced. The 80-grit we use is about as fine as beach sand. Finer grits are made for creating more intricate parts," said Kane.

The abrasive grit collects at the bottom of the water tank and is collected and disposed of as hazardous material.

Unlike lasers, which FRCSW uses for cuts and patterns from minimally thick pieces of steel and aluminum, the waterjet does not use heat, sparing metals and other materials from the potential damage or intrinsic property changes associated with heat-cutting devices.

FRCSW Teammate Competes in San Diego Triathlon Classic

By Jim Compagnon, Aircraft Production, Production Control,
Production Planning, E&E Competency Leader

Competing against some of the best in the San Diego Triathlon Classic, Stacey Leiber, HRO site director of the Coronado Complex and HR liaison to Fleet Readiness Center Southwest, placed with an overall time of 3 hours, 40 minutes, 26 seconds.

The triathlon held Sept. 18, 2010, features San Diego's only true Olympic distance race consisting of a 1,500 meter flat-water protected swim, a 40K hilly bike course, and a 10K flat run.

Approximately 844 athletes entered, and 771 completed the event. Participants came from as far as British Columbia and Calgary Canada, Mexico, Virginia, and Illinois.

Leiber ranked 33 in her class, 206 in gender, with an overall rank of 679. This was her first triathlon. She said her goal was to compete in, and complete, the demanding competition.

"I set three goals prior to the race: finish, do not stop, and finish under five hours," she said.

The swimming portion of the triathlon was a 1,500-meter rectangular course in calm San Diego Bay. Water temperatures were in the high 60s. Leiber's overall swim time was 42 minutes, 58 seconds and she ranked 716.

SPOTLIGHT



Stacey Leiber competes in the bicycle section of the San Diego Triathlon Classic on September 18, 2010. The 40 km bike route is one of three sections in the triathlon; the other two sections consist of a 10 k run and a 1,500 m swim.

*Photo courtesy of brightroom, Inc.
Used with permission.*

"The most difficult part was the swimming event. I am not a natural swimmer and I knew that leg of the event was going to be the hardest for me. I was ready to quit within the first 15 minutes, but I told myself to suck it up and keep going because I knew if I did not finish that I would be very disappointed in myself," she said.

The bike course was a very challenging, hilly 40 km route. Her time was one hour, 38 minutes, 25 seconds and she ranked 681.

The run course consisted of two, five km laps within Naval Training Center Park at Liberty Station. Runners went around the landlocked naval training ship, USS *Recruit*, and ran alongside the water canal. Leiber's overall run time was one hour, six minutes, two seconds and she ranked 646.

"I met all of my goals; however, I am so disappointed in my swim that I have to do it again to improve my performance," Leiber stated.

The next San Diego Triathlon Classic is tentatively scheduled for Sept. 17, 2011.

Non-destructive Inspection Program Upgrades Vital C-Scanner

Story and Photo by Jim Markle



NDI technician Ed English watches the department's new MATEC C-scan as it inspects an F/A-18 Hornet door. A primary advantage of the new C-scan is its ability to be applied on contoured surfaces.

To ensure its ability to detect and repair aircraft component damage that is unseen by the naked eye, the non-destructive inspection (NDI) program in Building 250 at Fleet Readiness Center Southwest (FRCSW) replaced its 10-year-old C-scanning machine in November with a more powerful, advanced model.

FRCSW NDI supervisor Brian Wiemken said that the new C-scan is approximately three times faster than the older model, and because of its larger size and scanning area, will enable the examination of aircraft components, like F/A-18 Hornet horizontal stabilizers, that previously could not be accommodated.

The C-scan is used on metal or composite skins with cores that are of a honeycomb construction, like parts of the FA-18 legacy and Super Hornets, and may also be used for the inspection of helicopter blades, according to NDI technician and C-scan operator Edward English.

Specifically, the instrument is used to identify a component's de-lamination, or separation from its skin, and disband, which is a separation from the skin to the core.

"We will be able to penetrate thicker areas and heavier metals with this new model because of the scanner's higher power ultrasonics," English stated.

"In ultrasonics, we send a sound pulse through the material and receive it on the other side. That's how we determine the de-lamination of the part being inspected," said Edward Antolino of Matec Instruments Companies, Inc., manufacturer of the device.

"This machine can send a 'tone pulse' which offers more power than the standard ultrasonic system. We generate sound through a transducer when it goes through the water, and a transducer on the other side receives that sound. The more power you apply through this, the thicker the part you can examine. The results are displayed (on a computer) in relation to the motion as an image. Delaminations and cracks appear as darker images because we are receiving lower signals since the sound doesn't make it through the part," Antolino said.

"Using the printout from the computer, the artisan maps out the area where the repair is needed and marks it with a grease pencil," said Wiemken.

Unlike the previous C-scanning instrument, the new Matec model will allow artisans to scan contoured parts, like F/A-18 doors.

"We can scan contoured parts because the gimbal (pivoting support of the water nozzles) can be adjusted. On the older machine, the gimbal was stationary perpendicular so we would scan one side, then turn the part around and scan the other side," English said.

FRCSW typically uses a C-scan on one to four parts daily, Wiemken noted.

English and three other FRCSW NDI artisans will complete a one-week training program, and anticipate full operation of the new C-scanner by the end of this year. ▲



600 Division Stands at the Ready

Fleet Readiness Center Southwest (FRCSW) 600 Division stands for a uniform inspection on October 21, 2010. The Sailor in front of the formation is AT1 Eric Rustin, the Senior Shore Sailor of the Year for FRCSW.

Photo by Scott Janes

Christmas in October

Christmas arrived early for two homeowners, when volunteers from Fleet Readiness Center Southwest (FRCSW) joined with the city of Chula Vista, as part of the city's 12th annual "Christmas in October" program on October 9, 2010. The volunteer initiative provides home repairs and yard work for low-income or elderly residents.

"We're working on various home repair projects such as plumbing," said Capt. John Smajdek, executive officer of FRCSW. "It's a great benefit for the local community."

More than 25 Navy volunteers participated in the home repair effort. *Photos by Joe Feliciano.*



In Memoriam

John Casey, 58, an electronics integrated systems mechanic for the communication navigation workcenter at Fleet Readiness Center Southwest (FRCSW), passed away on October 4, 2010. He began working at FRCSW in 1984. He is survived by his wife and three children.

Awards

Applause

Retirements

Thomas Bever
John Callanan
Mark Chapman
Ernesto Chavez
Mary Cruz
Tommy Dowdy
Gary Grace
Thomas Hirzel
Donald Lavigne
Roger Mikulec
Bertha Mitchell
Maureen Moore
Rickey Moore
Edward Preble
Shelia Rosseyoung
Marie Trainor

Promotions

Jeffrey Althof
Justin Andrews
Matthew Araiza
Jerry Burleson
Kurt Butler
Megan Denton
Jeffrey Deshazer
Marcos Flores
Dave Geilenkirchen
Gary Hayes
Terrisson Hogue
Alister Horton
Michael Isyasa
Robert Jackson
Johnny Lam
David Manago
Seng Moua
Jeffrey Norton
Matthew Obregon
Larry Payoyo
Charles Peterson
Ian Poole
Donald Potenza
Emily Taylor
Jessie Williams

Years of Service

5 Years

Michael Turner

10 Years

Charles Ankerberg
Antonio Gonzalez
Gregory Kerr
Danny Sanares

15 Years

David Gaipa
Louis Gonzales
Jorge Torres
Mark Watts

20 Years

Patrick Colchin
Paul Harvill
Pepito Tantoco
Dean Vo

25 Years

Craig Busby
Jose Chavez
Than Luu
David Ottino

30 Years

Roy Akcobia
Kathy Cobb
Ajai Johnson
Joe Jones
Gary Knepper
Michael McManus
Stanley Meldrum
Carlos Normandia
Loren O'Neil
Kenneth Ramos

35 Years

Larry Lorenzana
Duane Sesma

40 Years

Arthur Freeman
Cody Gholston
William Taylor

Time-Off Award

Jeffrey Freeman
Adam Gergen

Productivity Recognition

Quarter

Edgardo Abarca
Joselito Cervantes
Douglas West

Month

Albert Cabusi
Arthur Comandante
Richard Daniels
Vincent Gargiulo
George Jaime
Audrey Lane
Thomas Steven
Scott Thornton

Sick Leave is Money

Ricardo Barron
Nelson Baylon
Gary Clare
Michael Cooper
Daniel Demilio
Megan Denton
Gary Frazier
Charles Greer
Michael Grice

Shelia Hubbard
Richard Huot
Robert Keim
Kenneth Louie
Simon Lozano
Jaime Monzano
Ronald Moten
Hue Nguyen
Man Nguyen
Richard Patao
Harris Pham
Michael Plank
Julia Rivers
Holly Roehl
Edward Smith
Susan Tinsley
William Wiginton

Special Act

Danny Abbott
Evan Ackema
Banny Agapito
Michael Alderman
Alejandro Alejo
McDuffrie Allen
Ronald Anast
Carl Aquino
Ismael Arabaca
Antonion Asiani
Guilbert Babcock
William Baez
Steven Baker
Nick Balagtas
Tomas Barber
Pete Bauerlin
Thomas Bedania
Jake Bedon
Christopher Bentley
William Bernard
Thomas Bever
Bernardino Bolanos
John Bollinger
Steve Bosset
Larry Bratton
Paul Breniser
William Brown
Abraham Cabal
Amel Cabrera
August Cade
Lawrence Calhoun
Kenneth Caliver
OC Campbell
Nelson Canter
Danilo Cantero
Jospeh Caoile
Alejannrino Castillo
Nickson Cayetano
Joshua Chambers
Katrina Chau
Thomas Clutter
John Cofey

David Cole
Roberto Comer
Michael Corbin
Shannon Covington
Kristopher Cronin
Arthur Cross
Richard Curtis
Billy Daniels
Lee Davison
Regina Degracia-Bailey
Quintin Deguzman
Miguel Del Rosal
Jerry Dewell
Christina Diaz
Johnny Diaz
Irving Dingle
Teresita Dionisio
Kenneth Duenas
Raymond Duncan
Leo Duran
Joshua Duryea
James Ellington
Henry Ellis
Marianito Endozo
Rizalito Estacio
Florante Faustino
Robert Ferrell
Arthus Fife
David Flury
Clarence Fontenet
George Foster
Howard Francis
Brian Frank
Johnny Franklin
Kenneth Freeman
Dennis Gahuman
Samson Garcia
Brandon Gemlo
Teresito Generoso
Adam Gergen
Jason Gilmore
Arsenio Gimenez
John Goelze
Maria Goinco
Louis Gonzales
Russell Green
Clifford Gruel
Erin Gutierrez
Peter Guzman
Peggy Happ
Alan Helton
Joe Henry
Nestor Hernandez
Robert Herwig
Cheryl Hesperhidge
William Hickman
George Hicks
Roger Hirst
Gary Hise
Alister Horton
Shelia Hubbard

Scott Johnson
Manuel Jotie
Reynaldo Julian
Chau Ke
Ronald Kidwell
Ross Kirk
Jeffrey Koehler
Denton Labar
Rolando Lapuz
Sean Lee
John Limon
Isaac Llamas
Rex Lofton
Michael Logg
Stuart Lolly
Ricky Lopez
Steven Lopez
Gordon Ludden
Raymond Lujan
Adam Lutz
Constance Malone
Edwin Manansala
Ramon Marquez
Mayann Marquez
Rowell Mateo
Dione Maurer
Eugene McBratney
Michael McManus
Shawn McSweeney
Lorenzo Medina
Noel Melad
Richard Mills
Sabdra Mims
Patrick Mislivec
Bryant Mitchell
Devonnie Morrow
Ronald Mueller
Jeff Mullin
John Munnoch
James Murpy
Michele Norris
Jose Noverola
Brian Oakes
Bryan Ochoa
Edward Oliveira
Robert Oxley
James Page
Gregory Pane
Terry Parker
Kenneth Passerelli
Gregory Patterson
Clifford Patterson
Jose Pazos
David Pearson
Mark Pelayo
Aaron Pendley
Christopher Perez
Neil Petkow
Richard Pfeiffer
Robert Picklesimon
Abraham Poniente

Jason Price
Max Prince
Jose Ramos
Sergio Rayle
Joshua Rivera
Bobby Robershaw
Steve Robles
Perry Rodenbaugh
Stephen Romesberg
Patrick Runk
James Russell
David Sanchez
Ismael Sanchez
Benito Santos
Melvin Scott
George Sevilla
Robert Singleton
Matthew Sison
Donald Smith
Roger Smith
James Smith
David Statham
Dennis Stavers
Willie Stroud
Jeffrey Suazo
Rick Talamantes
Michael Talton
Jeanne Tanida
Pepito Tantoco
Dennis Taylor
Derrico Thomas
Nicholas Thompson
William Thornton
Brianna Timothy
Quyen Tonnu
Susan Tran
Dennis Turner
Michael Turner
Larry Valadez
Martin Vargas
Merissa Venegas
William Villanueva
Ismael Viramontes
Amir Walker
James Walkley
Chris Walls
Mark Watts
William White
Sharon Williamson
Donald Willis
Dan Witko
Ronald Word
Denzil Younce

Beneficial Suggestion

Laurence Puckett
Paul Tyler

EMERGENCY DRILL

SIMULATION

Welcome to the
Emergency Drill Corner

- This is the first summary
of quarterly drills to
enhance our preparedness
in Safety, Environmental,
Security and Emergency
Events and meet NAMP
requirements. Look for us
in future editions of the
Almanac and All Hands...

DETAILS

10/15/2010 – Bldg 94 F/A 18 hangar
combined HAZMAT spill, medical
emergency, and confined space drill,
Employee is overcome by fumes in
confined space of a fuel cell and hits head
while escaping.

What incidents could happen in your area?

OUTCOME

Within 25 seconds shop calls 9-911 and
posts a signal flag outside of bldg, Fire
response requires outside help to
remove victim from confined space, Drill
ends 15 min later.

Would you like to save a life?



OPPORTUNITIES FOR IMPROVEMENT

Shop supervisors and artisans to discuss
appropriate roles in the event of future
emergencies, Supervisors will detail an
emergency plan which include training
and qualifying of supervisors and safety
observers as initial responders.

*Do you know what your role is during
an emergency?*

**Next
Simulated Drill**

Week of 10 Jan 2011 in bldg 460.

Will you be prepared?

For further information contact
Safety at 619-545-3693



Fleet Readiness Center Southwest

Mission:

*Deliver responsive maintenance,
repair and overhaul products and services in
support of Fleet readiness and National
Defense objectives.*

Vision:

*Be the preferred provider of
innovative aviation maintenance solutions,
committed to customers, partners, workforce,
and community.*

FLEET READINESS CENTER

Values:

*Integrity (honesty, accountability,
personal responsibility), teamwork (open
communications, transparency, information
sharing), mutual respect, workplace diversity.*