



FRC SW

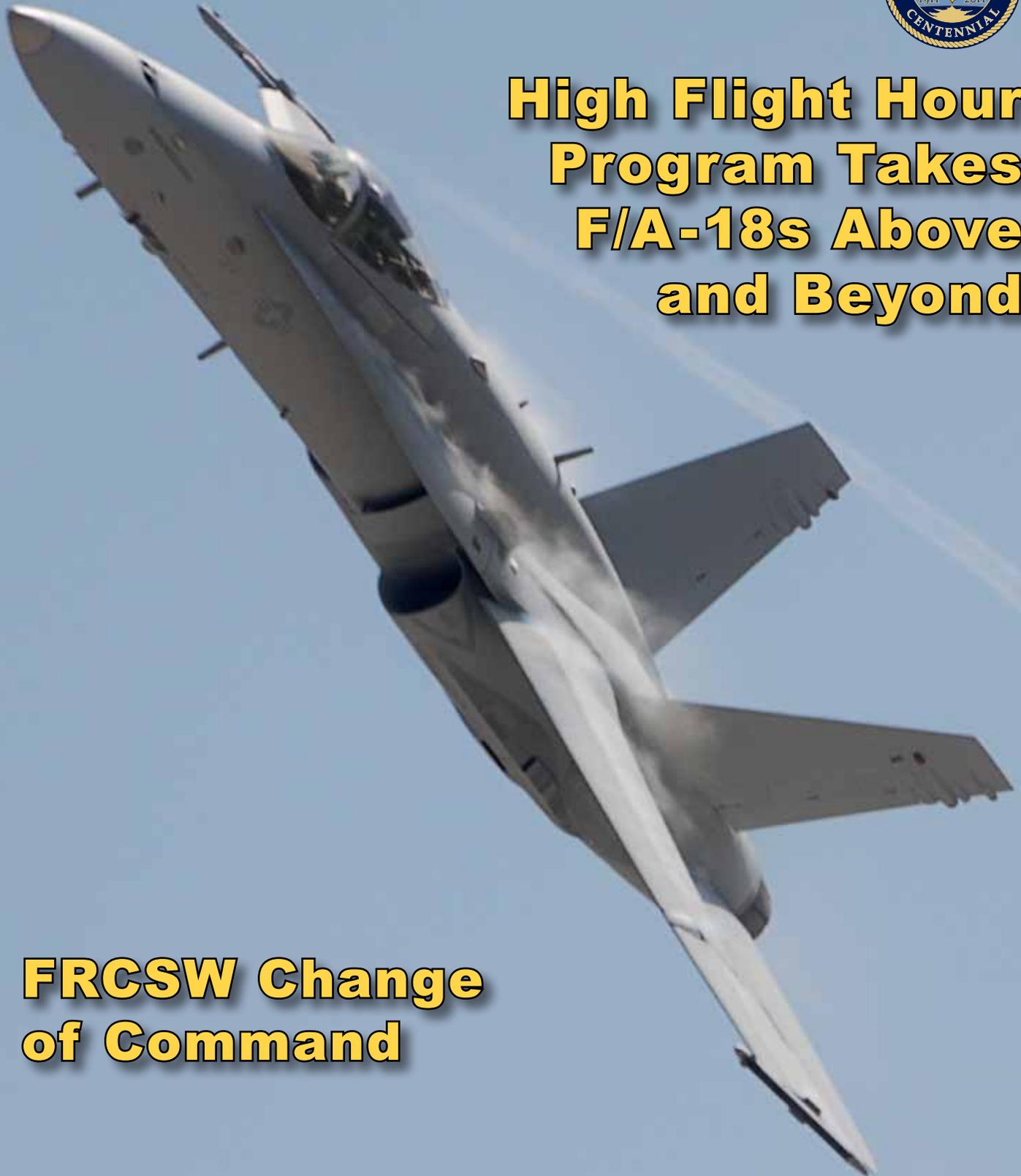
ALMANAC

Volume 5 - Issue 3



High Flight Hour Program Takes F/A-18s Above and Beyond

FRC SW Change of Command



Skipper's Corner:

FRCSW's Role

Corner



Capt. John Smajdek

Last month, we had a change of command. Ten years ago, our nation was changed forever. Since then, we have made, and continue to make, tremendous strides to ensure the attacks of 9/11 are never repeated.

The purpose of our Defense Department and Navy was made crystal clear to every American that day.

The role FRCSW plays in naval aviation and our national defense was established long before 9/11. That role has not, and will not, change. Readiness remains paramount to the success of any mission, and the aircraft, components and services that we supply to the fleet must continue to be delivered on time, within budget, and as always at high quality.

Last year, we partnered with the Naval Inventory Control Point and the Defense Logistics Agency to improve our production efforts in serving the fleet. The improved flow of parts will lower our turn-around time on many platforms, simultaneously reducing production costs.

This is just one example of how we can improve our service to the fleet.

I am sure the next couple of years will hold a number of challenges not only for the command, FRC community, but the entire U.S. Navy as well. As Maj. Gen. Andrew E. Busch said at the change of command Aug. 4, we can expect to be called upon to find better and more cost-effective ways to deliver our services and products to the fleet.

The FRCSW culture of dedication and innovation is evident throughout the plant: There is no group of people who know more about naval aviation maintenance than the folks who work here.

That is why I look forward to being your Commanding Officer and why I am confident that FRCSW will continue its role as the leader in the naval MRO enterprise. Together we will overcome all challenges pertaining to our mission and duty to support the warfighter.

JOHN SMAJDEK
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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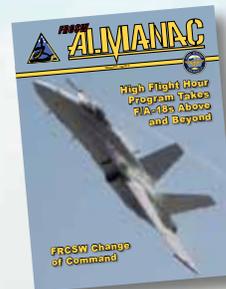
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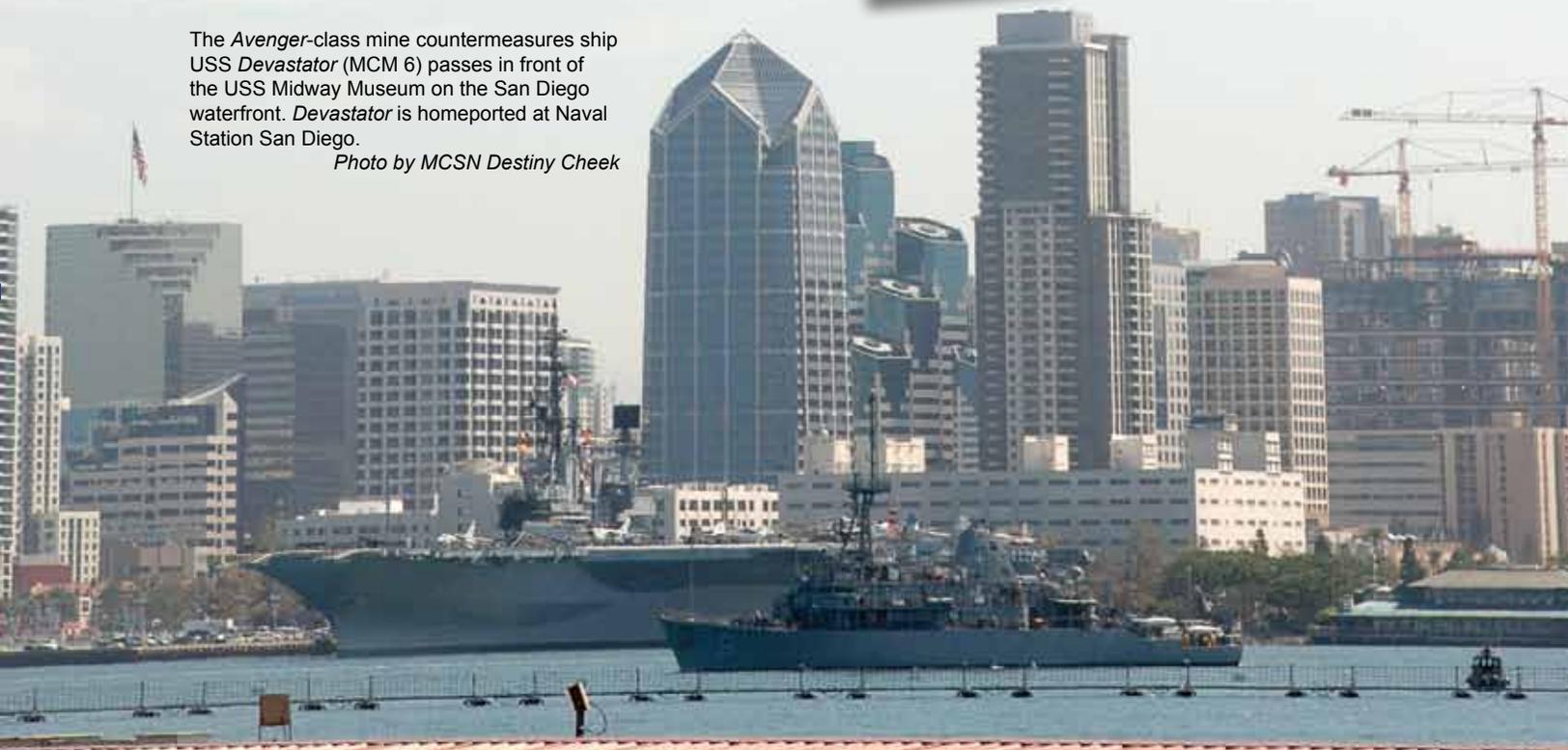
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About the Cover
CDR John "Gomez" Fernandez performs a flyover in an F/A-18C Hornet during the Fleet Readiness Center Southwest (FRCSW) change of command ceremony on August 4, 2011. Captain John Smajdek relieved Captain Fred Melnick as the commanding officer of FRCSW.
Photo by Chuck Arnold

The Avenger-class mine countermeasures ship USS *Devastator* (MCM 6) passes in front of the USS Midway Museum on the San Diego waterfront. *Devastator* is homeported at Naval Station San Diego.

Photo by MCSN Destiny Cheek



HIGH FLIGHT HOUR PROGRAM EXTENDS F/A-18 SERVICE LIFE

The first combat mission of F/A-18 Hornet fighter was against Libyan forces 25 years ago. And though most of the A-D models of the airframe have exceeded their intended service life of 6,000 flight hours, the aircraft remains a formidable weapon in the U.S. Navy's arsenal.

Efforts to keep the aircraft combat ready began in 2002 when the F/A-18 and EA-18G Program Office (PMA 265) in Patuxent River, Md., established the Service Life Assessment Program (SLAP) to determine the airframe's capability to surpass its original service life.

SLAP initially analyzed the stress that catapult and landing cycles had on the airframe. In 2005, the program expanded to include flight-hour issues and dual seat landings of the B and D Hornet models. Results included the creation of stand-alone (B and D specific) and basic High Flight Hour (HFH) inspections.

The basic HFH program began in 2006 and included disassembly of the aircraft to identify fatigue-related issues of the airframe. The goal was to ensure that the legacy Hornets could safely reach 8,000 flight hours.

In June, the first revision to the HFH program, Revision A, was released to extend the service life to 10,000 flight hours.

"The (Revision A) HFH program is for aircraft above 7,500 flight hours. These aircraft have to have the inspection before 8,000 to get the flight extension," said Fleet Readiness Center Southwest (FRCSW) F/A-18 Fleet Support Team lead Thom Jarvis.

"The past HFH procedures are very much the same (as Revision A); it's just that we've added 45 new 'hot spots.' So, we expanded the HFH program from 83 specific inspection locations to 128," Jarvis said.

"The 45 'hot spots' are more of an engineering analysis of the airframe structure based on a fatigue spectrum of how the particular aircraft actually flew," said F/A-18 critical structures SLAP/SLEP Fleet Support Team engineer Michael Magee. "The parts were designed by using what is called a design spectrum and we use the fatigue spectrum of how the aircraft flew to relive the structure to determine whether or not the aircraft will meet the 10,000 hour flight goal."

Jarvis noted that the additional "hot spot" inspections have approximately doubled the amount of time required to complete the HFH procedures, from 1,200 to 2,400 manhours per aircraft.

Scheduled by Commander, Naval Air Forces, the basic and Revision A HFH analysis is typically performed with Planned Maintenance Interval-One (PMI), stand-alone inspections, or with the Center Barrel Plus procedure. In some cases, an aircraft's maintenance schedule may be altered to accommodate all three of the procedures prior to return to the squadron.

"Revision A primarily targets fatigue cracks on the airplane. But other material conditions have to be addressed including corrosion. Very detailed non-destructive inspections are conducted, like eddy current inspections --- beyond those of PMI or CBR Plus," Jarvis stated.

F/A-18 Fleet Support Team Structures team leader engineer Albert Delmar said that PMA 265 confirms the HFH work performed and sends a release message to the respective squadron. The message contains the interim extension flight hours granted, usually about 600, and the next maintenance interval for the aircraft.

So far, 50 Hornets have completed HFH procedures --- 44 basic and six Revision A --- and granted authorization to exceed 8,000 flight hours.

One jet, Magee noted, completed both basic and Revision A HFH and has been authorized flight beyond 9,000 flight hours.

"The inspection suite that we are conducting and the output of all of the analysis that is going on, is continuing here and at contractors Boeing and Northrop Grumman. When a problem is identified from that analysis, an inspection is put into bulletins, which is how Revision A was born," said Jarvis.

FRCSW is scheduled to induct more than 300 HFH Revision A Hornets between fiscal years 2011 and 2015. ▲



Sheet metal mechanic Brigido Ramos removes brackets from aircraft door 68, where the engine is located, of a high-flight-hour F/A-18 Hornet in Building 27.
Photo by MCSN Destiny Cheek

Smajdek Assumes Command of FRCSW

By MCSN Destiny Cheek

Capt. John Smajdek relieved Capt. Fred Melnick as commanding officer of Fleet Readiness Center Southwest (FRCSW) Aug. 4, during a change-of-command ceremony at Naval Air Station North Island. Smajdek previously served as the command's executive officer.

Capt. John Smajdek, commanding officer of FRCSW, gestures to the crowd during the change-of-command ceremony as Director Fleet Readiness Centers Garry Newton looks on.

Photo by Jim Markle



Capt. Fred Melnick, departing commanding officer of FRCSW, delivers his farewell address during the Aug. 4 change-of-command ceremony. Joining Capt. Melnick, from left, FRCSW Command Master Chief Teresa Carroll; Director Fleet Readiness Centers Garry Newton; Commander of Ogden Air Logistics Center, Hill Air Force Base, Maj. Gen. Andrew E. Busch; and FRCSW Commanding Officer Capt. John Smajdek.

Photo by MCSN Destiny Cheek

“I PROMISE TO GIVE 110 PERCENT TO OUR MISSION...”

*– Capt. John Smajdek,
FRCSW Commanding Officer*

In his opening remarks, Maj. Gen. Andrew E. Busch, Commander of Ogden Air Logistics Center, Hill Air Force Base, Utah, said: “During Capt. Melnick’s tenure, FRCSW became the first DOD activity to receive dual certifications in Aerospace Standards 9100 and 9110. These are the basis for partnerships within private industry, and they have been a part of the fantastic record that Capt. Melnick leaves behind.”

The presiding officer, Garry Newton, Director Fleet Readiness Centers, presented Capt. Melnick with the Legion of Merit Award.

In his farewell remarks, Melnick praised FRCSW employees for their efforts in the maintenance and repair of 237 aircraft and 50,000 components in the last fiscal year.

After the reading of orders, Newton officiated the transfer of authority.



Guest speaker Maj. Gen. Andrew E. Busch, Commander of Ogden Air Logistics Center, Hill Air Force Base, delivers his opening remarks during the FRCSW change-of-command. *Photo by Chuck Arnold*

“To the Sailors, civilians, artisans, and contractors of FRCSW, I promise to give 110 percent to our mission to deliver responsive maintenance of overhaul products in support of fleet readiness and national defense objectives,” said Smajdek in his closing remarks.

Also contributing to the ceremony were the Naval Base Coronado color guard, the 3rd Marine Aircraft Wing band, and honored guest, Rear Adm. (select) Cindy L. “CJ” Jaynes.

Melnick assumed command of FRCSW on August 20, 2009. His next assignment will be as the Vice Commander, Fleet Readiness Centers. ▲



(Above) Capt. Fred Melnick and Capt. John Smajdek cut the ceremonial cake to conclude the FRCSW change-of-command ceremony. Photo by MCSN Destiny Cheek



Meet the New Executive Officer –

**CAPTAIN DONALD
B. SIMMONS III,
USN**

*Executive Officer
Fleet Readiness Center
Southwest*



Capt. Donald B. Simmons III is a graduate of Flagler College, in St. Augustine, Fla. He was commissioned through the Aviation Officer Candidate School in Pensacola, Fla., in 1989. Upon completion of flight training and designation as a Naval Flight Officer, he reported to Sea Control Squadron Twenty Two (VS-22), deploying aboard the USS *John F. Kennedy* (CV 67) and USS *Dwight D. Eisenhower* (CVN 69).

In 1995, Capt. Simmons reported to Air Test and Evaluation Squadron One (VX-1) at Patuxent River, Md., where he was assigned as the S-3B Operational Test Director. Upon completion of this tour, he reported as the Aide for the Commander, Naval Air Warfare Center Aircraft Division. In 1999, he was designated an Aerospace Engineering Duty Officer and was assigned to the Conventional Strike Weapons Program Office (PMA-201) as the Assistant Program Manager for Systems and Engineering for the Joint Direct Attack Munitions and In-Service Weapons programs.

Following this tour, he reported to the Naval Air Depot, in Jacksonville, Fla., where he served in the Quality and Production departments. Additionally, he was responsible for coordinating the integration of Intermediate and Depot level maintenance to create Fleet Readiness Center Southeast.

In 2007, he reported to the Naval Air Pacific Repair Activity, Atsugi, Japan, as the Executive Officer. In December 2008, Capt. Simmons became the Commanding Officer of Fleet Readiness Center Western Pacific.

Capt. Simmons holds a Master of Science Degree from the Florida Institute of Technology. He is a graduate of the United States Naval War College (College of Naval Command and Staff) and the Defense Systems Management College (Advanced Program Manager Course). He is also a member of the Defense Acquisition Corps.

Capt. Simmons has accumulated more than 2,500 flight hours in over 25 types of aircraft, and has over 200 arrested landings. His personal decorations include the Meritorious Service Medal, Strike Flight Air Medal, Navy and Marine Corps Commendation Medal (3 awards), Navy and Marine Corps Achievement Medal, Military Outstanding Volunteer Service Medal and various other unit and service commendations.

FRCSW Wins DOD Phoenix Award

Story and photos by MCSN Destiny Cheek

For its efforts in gaining costs savings of more than \$34 million and superb customer service in support to fleet operating units, Fleet Readiness Center Southwest (FRCSW) earned the Secretary of Defense (SECDEF) Phoenix Award for field-level maintenance performed by a medium-sized organization during fiscal year 2010.

The SECDEF presents a total of six awards to the “best of the best” maintenance units within three DOD categories: large, medium and small. Joining FRCSW this year is the Army’s D Company, 6-10 Aviation Regiment, 101st Combat Aviation Brigade, Fort Campbell, Ky.

“The entire FRCSW organization is very proud of our Level Two portion of the organization. They provide our closest contact with our Fleet customer every day and do an outstanding job. It is great that they are receiving the recognition they deserve,” said FRCSW Commanding Officer Capt. John Smajdek.

Of the more than 4,200 members of FRCSW, approximately 800 active duty and civilian personnel serve in the field-level maintenance division which repairs and refurbishes aircraft components and engines for the fleet, and the 23 shore commands of Naval Air Station North Island.

Last year, the FRCSW field-level maintenance division completed more than 61,000 maintenance actions including Beyond Capable Maintenance Interdictions (BCMI), or the cost-effective repair of a component vice a complete overhaul.

BCMI cost savings totaled more than \$8 million last fiscal year, and targeted an array of aeronautical flight systems and engines of the multi-mission SH-60 Seahawk helicopter.

Additional costs savings were achieved by the aeronautical welders of the division who saved the Navy over \$1,100,000 by manufacturing more than 200 ready-for-issue

aircraft parts and tools including fuel lines and exhaust and wheel assemblies.

Though shore based, the FRCSW division retains an active deployment program of 55 personnel who directly support the maintenance requirements of carrier deployed aircraft. Members of the program supported eight aircraft carrier operations last year involving USS *Abraham Lincoln* (CVN 72), USS *Ronald Reagan* (CVN 76), and USS *Carl Vinson* (CVN 70).

Aircraft carriers homeported in San Diego typically require maintenance or overhaul to their support equipment such as utility carts, tow bars, and tow tractors. The FRCSW division’s Support Equipment Repair Facility provided the tools and resources which enabled the ships to complete some 23,000 maintenance projects last year.

FRCSW maintenance officer Cmdr. Tony Jaramillo said the success of the field-level maintenance division during FY 2010 could be attributed to its staff.

“This was a direct reflection of the hard work, drive and dedication of our teammates,” Jaramillo said, “I am proud to be a part of this organization and to have the opportunity to share this prestigious award.”

Recipients of the Phoenix Award in the large category were the Marine Corps’ 1st Maintenance Battalion, Camp Pendleton, Calif., and the Air Force’s 31st Maintenance Group at Aviano Air Base, Italy. Small category winners were the Marine Corps’ Tactical Electronic Warfare Squadron 1, Marine Corps Air Station, Cherry Point, N.C., and the Navy’s Strike Fighter Squadron 143, Naval Air Station Oceana, Va.

The Phoenix Award will be presented at the SECDEF Maintenance Awards banquet Nov. 16 during the 2011 DOD Maintenance Symposium and Exhibition in Ft. Worth, Texas. 

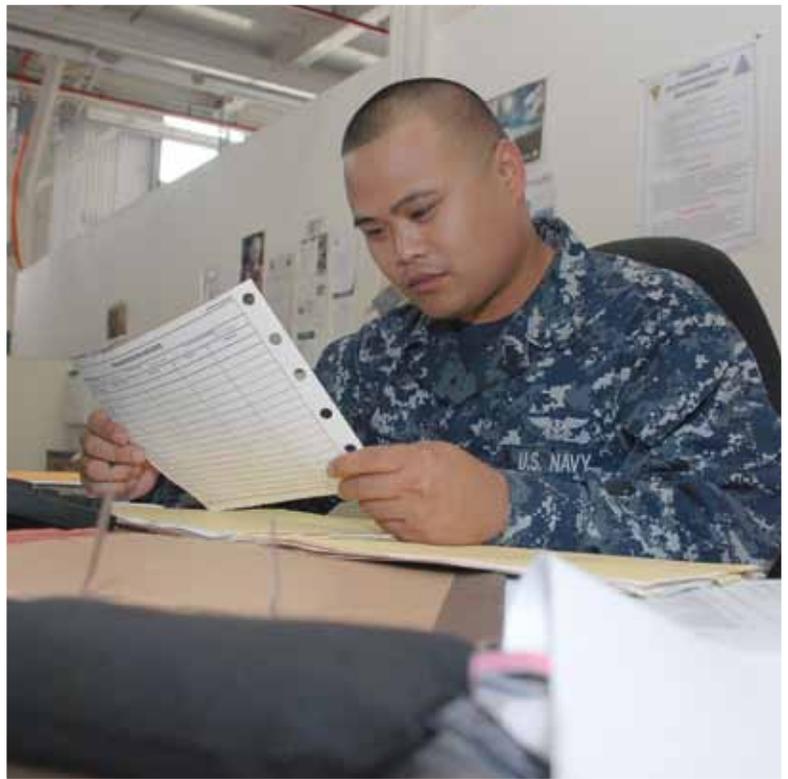


Aviation Machinist's Mate 2nd Class Edgardo Montenegro reassembles a T-700 engine by replacing caps so the engine is ready for inspection in Building 472.

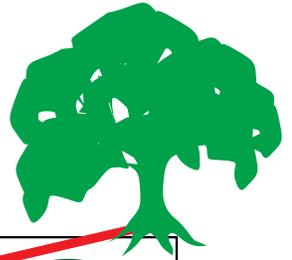
Aviation Ordnanceman 3rd Class Jonathan Churchill and Aviation Ordnanceman Airman Andy Halcomb, from the USS *Peleliu* (LHA 5), scrape stickers off of a 12C bombskid so it can be repainted in Building 801.



Aviation Maintenance Administrationman 2nd Class Jason Escolano assembles a T-700 engine log book so the engine is ready for issue after inspection in Building 472.



FRCSW, NAVSEA Eye



LM2500

Engine Efficiencies



(Left) Aircraft mechanic James Gilbert disassembles the “green” LM2500 engine in Building 472. The prototype engine will be equipped with longer rotor blades, increasing its aerodynamics and efficiency.
Photo by Jim Markle

(Below) The guided-missile frigate USS *Hawes* (FFG 53) is an *Oliver Hazard Perry*-class ship powered by two LM2500 marine gas turbine engines.
Photo by MC3 Nicholas Hall



A group of innovative Fleet Readiness Center Southwest (FRCSW) artisans and engineers joined Naval Sea Systems Command (NAVSEA) in a project to increase the efficiency of one of the Navy’s most reliable and versatile engines: the LM2500 gas turbine.



Aircraft mechanics James Gilbert, left, and Robert Reyes remove the compressor rear frame from the “green” LM2500 engine in Building 472.

Photo by Jim Markle

“We started on this ‘green engine’ project in March 2011,” said FRCSW engineer Don DeAndrade.

By extending the blades of the engine’s compressor rotor as little as five-thousandths of an inch, DeAndrade said, airflow loss through each stage of compression will be limited and compressor efficiency of the engine may be increased so it will burn less fuel.

Aircraft mechanic James Gilbert said that the existing rotor blades would be tip-welded to gain the required extension.

Manufactured by General Electric, LM2500 production began in 1969 and was first used to power the Spruance and Kidd-class destroyers in the 1970s. The engines proved so dependable that their use expanded in the 1980s to include Oliver Hazard Perry-class frigates, Ticonderoga-class cruisers, and the Arleigh Burke-class destroyers.

The engine is also used to power oil platforms and pipeline pumping stations.

FRCSW began servicing the LM2500 engine 35 years ago, and currently employs a staff of 18 artisans who perform maintenance and overhaul on the two variations of the engine: single and twin shank, and low power turbine.

“An unwritten rule is that the generators and low power turbines will normally run to 30,000 operating hours before NAVSEA schedules them for overhaul,” LM2500 planner and estimator Julie Gordon said.

The “green engine,” a prototype, is one of 20 LM2500 engines inducted during the first eight months of this year.

Chromalloy, a civilian contractor with a branch in San Diego, is also instrumental in performing the tip welding and for testing of the green engine. The company provides repair kits to the LM2500 program to extend the life of the generators and low power turbines, Gordon said.

FRCSW and NAVSEA completed the second test run on the green engine on July 18, 2011.

“NAVSEA and FRCSW engineering are presently comparing the first test run data at Chromalloy with the second test run data at FRCSW,” Gordon said.

“It’s our job to map the locations to where the blades were installed and provide supporting data to NAVSEA, and to make sure we can balance the engine with the blades that were given,” she said. “We’ll compare our data against Chromalloy’s to see what is found.”

“If successful, Chromalloy will develop a modification kit for the engines, and FRCSW will perform the installations. It will probably be a year before a decision is made,” Gordon added.

The prototype engine is scheduled for one more test run in mid-October. ▲

New Test Station Streamlines Seahawk Rotor Head Repairs

By AM2 Gregory Neifeld

Aviation Structural Mechanic 2nd Class Javier Galarza, left, provides Airman Apprentice Rene Loperenriquez an overview of the role hydraulics play in the Dynamic Damper Test Station in Bldg. 472. The test station targets the displacement pressure of piston valves inside the main rotor head damper of H-60 Seahawk helicopters. *Photo by Jim Markle*



An SH-60B Seahawk helicopter assigned to Helicopter Anti-Submarine Squadron Light (HSL) 49 flies over the Arleigh Burke-class guided-missile destroyer USS *Stockdale* (DDG 106).

Photo by MC2 James R. Evans

The dedicated Sailors at Fleet Readiness Center Southwest's (FRCSW) Hydraulics/Pneumatics Shop (WC 520) recently gained a new repair capability for the H-60 Seahawk helicopter main rotor head damper.

The Sailors' year-long effort culminated with the installation of the Dynamic Damper Test Station, a central troubleshooting work center comprised of three separate work stations that will troubleshoot the damper, which is similar to a shock absorber, and controls the forward and aft movements of the helicopter's blades.

FRCSW is now one of three facilities fleet-wide to operate the test station.

Because the command lacked the capability to repair the component, FRCSW previously sent all of its H-60 main rotor head dampers to FRC East for repair. But with the implementation of the new test station, the command has saved thousands of dollars in shipping costs.

Furthermore, the repair of dampers at FRC East currently exceeds a turn-around time of 730 days. After months of preparation and training, the Sailors at North Island have managed an average turn-around time of only 10 days.

Pushing out four to five ready-for-issue dampers a day, the shop has reduced its work center backlog by 60 percent, and the repair savings of \$14,427 per damper assembly will project an estimated annual cost avoidance of \$5,175,400 at FRCSW.

The flow process of the new repair is quite simple: After the damper assembly is inducted for troubleshooting and repair, initial inspections are conducted and the replacement parts are ordered. When all parts are received, the valves of the damper piston subassemblies are reset using the recirculation cart.

The recirculation cart has been reconfigured to fit the T-10 test bench. The cart recycles used hydraulic fluid, saving thousands of dollars in monthly savings by eliminating the need for replenishment of the fluid.

After the piston valves are set within limits, the damper is re-assembled and installed on the Proof Pressure Flushing Fixture. Designed to help Sailors check the damper for external leakage and internal failure, the proof pressure test stand is the quickest of the three modes to test the dampers safely.

The final test is conducted on the Force Velocity Tester (FVT), a computer-based program that simulates the actions and forces applied by the H-60's rotor head.

After the Sailors install the damper onto the FVT and properly service the bench, the simulation will begin and the damper will continue all tests.

Through this long process, the FRCSW Sailors experienced adversity from every direction. Some setbacks, which were easily overcome, included lack of training, publications, and proper calibration of the test station.

After hitting a stall, two Sailors were sent to FRCMA in Norfolk, Va., to acquire videos and hands-on training to pass to their comrades in San Diego. The assistance from the technical representatives at NATEC greatly helped expedite the process of providing proper documentation of the testing procedures.

Months of dedication and hard work from the calibration team from Corona, Calif., had passed before the benches received the green light for full repair capability.

This project consisted of hundreds of people including Sikorsky engineers from Stratford, Conn., to the unrelenting Sailors at FRCMA, FRCSE, and FRCSW.

This prime example of teamwork exemplifies the essence of mission readiness when people from around the world work together for a common goal.

Out & About

Aviation Support Equipment Technician 2nd Class Scott Hatzung and his wife Jenelle, who are assigned to FRCSW Site Point Mugu, were recently selected as the National Military Family Association's Navy Family of the Year. The Hatzungs, and families representative of the other services, were recognized in ceremonies at Washington, D.C., in July for their service to the country and efforts as role models in their communities.

Courtesy photo



FRCSW teammates from the 900 Division (ground support equipment) stand with the show tractor from USS *Nimitz* (CVN 68). Over a three month period and with help from the ship's crew, the teammates rebuilt the tractor and delivered it in San Diego for the graphics application. The 900 Division hopes to help the crew of USS *Ronald Reagan* (CVN 76) with their tractor upon its return.

Photo by Scott Janes

In Memoriam

Edmund A. Pino, age 39, passed away on September 4, 2011, in San Diego, CA. Edmund worked as a production controller for the F/A-18 Product Line before being hired by the Defense Logistics Agency in 2009 as an equipment specialist. He is survived by his parents Edmundo and Teresita, and his sister Tracy.



FRCSW Sailor Serves as Detainee Escort in Afghanistan

By Master Sgt. Adam M. Stump, USAF,
Combined Joint Interagency Task Force 435 Public Affairs

A Fleet Readiness Center Southwest Sailor is serving as an escort for detainees held at the Detention Facility in Parwan (DFIP) for Combined Joint Interagency Task Force 435 at Parwan Province, in northern Afghanistan.

Aviation Machinist Mate 2nd Class Marcos Yslas arrived in Afghanistan in December 2010.

Yslas escorts and provides daily protection to nine Afghan judges, three judicial clerks, 12 prosecutors, four defense counsel and 37 investigators. He also coordinates the movement and security for more than 200 detainees; and ensures that bailiffs provide security within the courtrooms.

“I work in a detail responsible for the overall security of court proceedings against detainees held in U.S. custody,” Yslas said.

“Our primary mission is to provide physical security, perform routine searches, and control access to Afghan judges, prosecutors, and defense counsels at both the entry control point and court house compound. Additionally, with the support of the Afghan National Army, our responsibility is to ensure the safety of those involved in court proceedings,” he said.

Yslas, who earned the Navy and Marine Corps Achievement Medal for his work during the deployment, is mentoring Afghans for the eventual transition of the DFIP to Afghan authority.

“As security, we support the strategic mission of transitioning U.S detention operations and criminal proceedings to the Afghan Government at both the Detention Facility and Justice Center in Parwan,” Yslas said. “Our overall mission has directly contributed to the success of the United States Forces-Afghanistan’s mission and the stability of the Government of the Islamic Republic of Afghanistan. Our contributions also ensure the successful prosecution of law to war detainees, and the strategic missions that will have a far reaching impact on the future of Afghanistan.”

In his spare time, Yslas is the leading noncommissioned officer for “Operation Pencil,” a program that provides school supplies to hundreds of Afghan children in surrounding Parwan villages.

Yslas joined the Navy in November 2004 and previously served on deployments to Kuwait, South America, and Iraq. He is the fourth generation in his family to serve in the U.S. Navy.



AD2 Marcos Yslas, deployed from FRCSW, currently serves as an escort for detainees held at the Detention Facility in Parwan, Afghanistan. Yslas arrived in Afghanistan in December on deployment for Task Group Trident, a subordinate Combined Joint Interagency Task Force 435 command that oversees all detention operations at the Detention Facility in Parwan. The task force ensures the safe and humane custody, control, and care of detained persons in the DFIP.

Photo by U.S. Air Force Master Sgt. Adam M. Stump

“Two of my uncles and an older cousin, whom all served as submariners in the Navy, told me that I would get the opportunity to see the world and give back to my country, all while creating a career. This will be a tradition that I will continue to pass on,” Yslas said.

Task Group Trident Sailors compose the guard force at the DFIP. The Sailors also serve as instructors for the Detention Operations Transition Course, which prepares the Afghan National Army military police for duty in the DFIP.

The DFIP, a state-of-the-art theater internment facility, located several kilometers from Bagram Airfield, was completed in September 2009 and occupied by detainees in late December 2009. It is equipped with a medical facility, on-site family visitation center, vocational facilities and educational classrooms.

The design of the DFIP accommodates detainee reintegration efforts and enables CJIATF-435 to better align detainee operations with the overall strategy to defeat the extremist insurgency in Afghanistan.

FRCSW's Park Features Innovative Landscaping, Triad Replica



Former FRCSW Commanding Officer Capt. Fred Melnick prepares to cut the ceremonial ribbon during the dedication of the command's new park July 22 at the corner of Saufley and Wright Roads. Photo by MCSN Destiny Cheek

Fleet Readiness Center Southwest (FRCSW) held a ribbon cutting ceremony July 22 to celebrate the renovation of Curtiss Park at the corner of Saufley and Wright Roads.

The park is the first of its kind on Naval Air Station North Island (NASNI) to use a subterranean irrigation system, or a “smart landscaping” concept, and also features a $\frac{3}{4}$ scale model of the Curtiss A-1 Triad, the Navy’s first aircraft, purchased in 1911 from aircraft manufacturer Glenn L. Curtiss, for whom the park is named.

FRCSW water and energy conservation manager Matt Schreck said the irrigation system is projected to save 120,000 gallons of water the first year, and 136,000 gallons every year after that.

“This is a huge milestone toward meeting our executive orders for the reduction of water usage,” Schreck stated.

The A-1 Triad replica, which is 20 feet in length and weighs approximately 600 pounds, was built by 19 FRCSW Site Pt Loma artisans as part of NASNI’s February 12 celebration to commemorate the Centennial of Naval Aviation.

The initials, “A-1,” were derived from the Navy’s labeling of the aircraft as simply “Aeroplane One,” as it was the first one purchased. The term “Triad” referred to the amphibian design of the aircraft.

“The most challenging aspect of this project was the designing, and finding the drawings of the aircraft. The (San Diego Air and Space) museum has a full size A-1. The artisans had to go there to photograph that airplane, and reverse engineer from those photos,” said Site Pt. Loma experimental machine and metal shops supervisor Steven Abercrombie.

“The model’s ribs are aluminum, and what would’ve been canvass on the original airplane, is perforated aluminum. The propeller is made of mahogany and the spindles are oak. The wood is coated to protect it from the elements,” said environmental engineer Daniel Conley.

The model was hoisted by crane and attached to its stand in the park on July 6.

“The opening of our park is a great testament to the history of naval aviation, and to the 90th anniversary of FRCSW,” former FRCSW Commanding Officer Capt. Fred Melnick said. ▲

Awards

Applause

Retirements

Charles Ankerberg
 Larry Atkinson
 Simeon Bagalso
 Richard Bitting
 Mark Camozzi
 Ceri Castillo
 Mercedes Cheeseboro
 Brian Delaney
 Ven Diomino
 Teresa Durazo
 Rizalito Estacio
 Lourdes Felix
 Emery Green
 James Hawks
 Kenneth Lavere
 Lewis Lowe
 Robert Mathers
 Arthur Montoya
 Joseph Perez
 John Pimentel
 Karyes Stockdale
 John Tolentino
 Mark Vanderstraeten
 Ronnie Vaughn

Promotions

Justin Andrews
 Pedro Aragon
 Farzad Baban
 Jeffrey Cohen
 Kenneth Cooper
 David Cortez
 Kristopher Cronin
 Jorge Dearmas
 Benjamin Delacruz
 Isagani Delacruz
 David Fowler

Randy Furry
 Eric Geilenkirchen
 Gholam Ghanimati
 Maria Goingco
 John Goldsworthy
 Julie Gordon
 Jessica Gore
 Christopher Gugerty
 Edward Harris
 Michael Harrison
 Oscar Hernandez
 Jeffery King
 Thanh Lai
 Jennifer Lloyd
 Carlos Normandia
 Frank Petruzzi
 Brigido Ramos
 Jose Del Real
 Terri Reynolds
 Anthony Richardson
 Michael Rigney
 Ed Roberson
 Jacob Roush
 Jerry Schultz
 Rodolfo Sebastian
 Christopher Speirs
 Nancy Thompson
 Kimberly Tomasino
 Susan Tran
 Truce Tran
 Ya-ting Tsai
 Seth Winkelman
 Edward Zilius

Years of Service

5 Years

William Arellano
 Leandro Hernandez
 Huang Ho
 Joanne Jordan
 Chau Katerina
 John Maloney
 Brian Mitchell
 Ricardo Narag

10 Years

Darrin Clark
 James Jackson
 Nee Lee
 Christopher Pinson
 William Woolridge

15 Years

Edmundo Ramirez

20 Years

Antonio Jaime
 Narcisa Pedrena

25 Years

I Chein Chow
 Robin Corley
 Stephen Duryea
 Robert Kim
 Benjamin Lee
 Larry Miller

30 Years

Mitchell Applegate
 Billy Daniels
 Joe Deaner
 Louis Diaz
 Katheryne Lacy

Arnold Martinez
35 Years

Jack Braun
 Bernard Duysings
 Lorie Lucas
 Dustan Sandoval
 Michael Short
 Michael Tong

40 Years

George Fernandez
 Doanid Ganoe
 Joseph Treat

On the Spot

Shannon Covington
 Manuel Jotie
 Bao Lam
 Nancy Thompson
 Brian Trout

Time-Off Award

Jacqueline Anderson
 Douglas Bradford
 Nestor Hernandez
 Christopher Painter

Productivity Recognition

Quarter

Paul Tyler
Month
 Ruben Cadua
 John Donohue
 Romero Jimenez
 Jimmie Little
 Samuel Lozano
 John McDaniel
 Carl Moraleja
 Patrick Runk
 Rogelio Sandoval

Sick Leave is Money

David Allison
 Michael Bolt
 James Chudy
 Keith Clemente
 Kenneth Cooper
 Paul Donahue
 Linda Guerra
 Raymond Kwan
 David Lao
 Ben Lee
 Michael Lee
 Frank Martinez
 Denton Miller
 Tommy Moore
 Gary Peebles
 Eduardo Reyes
 Vladimir Sinaniz
 Kham Thai
 Thea Vargas
 Dan Witko

Special Act

Drew Adams
 Mason Albright
 David Arnold
 Richard Ayala
 Guilbert Babcock
 Jesse Ballesteros
 Anne Beeson
 Ro-Anne Bermio
 Terry Boyd
 Melinda Bullwinkel
 Alexander Castro
 Mercedes Cheeseboro
 Keith Clemente
 Joseph Collins
 Kenneth Cooper
 Robert Crawford
 Teresita Dionisio
 Rex Ellis
 Ernesto Espenida
 Harvey Everett
 George Fernandez
 Stephen Gamerale
 Daniel Gogue
 John Goldsworthy
 Julie Gordon
 Bradley Hallock
 Aaron Hansen
 Paul Harvill
 Brad Hayes
 Marty Hernandez
 Barry Hespenshide
 Joanne Jordan
 Michael Lindke
 Aleksandar Lipovic
 John Malone
 John Manry
 Ryan Marquez
 Marites Martinez

Kevin McCoy
 Gary Middlebrook
 Cary Mocanu
 Fausto Molina
 Timothy Moore
 Lisa Morin
 Thomas Morrison
 Alexander Natchev
 Cheryl Nelson
 Florante Nepomuceno
 Ronald Pangilinan
 Jeri Perez
 Indar Rai
 Jonathan Ramba
 Dennis Reeves
 Christine Renfro
 Francisco Rios
 Yarin Sanchez
 Kurt Saunders
 Maziar Sefidan
 William Simmons
 Vladimir Sinaniz
 Timothy Steckman
 John Suchy
 Raina Taitano
 James Thomas
 Michael Tomas
 David Triglia
 Katherine Wagschal
 Richard Weaver
 Philip Wilkins
 Scott Wong
 Michael Young
 Karim Zaid
 Eric Zanutto



Capt. Aniema Utuk (*right*) presents Charles Carrasco, FRCSW planner and estimator at MCAS Miramar, with a Letter of Appreciation for his efforts. Carrasco worked countless hours and maintained consistent communication with MALS-16 and HMM-165 to repair an H-46 helicopter that suffered major damage to the exterior belly near the forward nose landing gear while in operations in the Pakistan area.

Photo by MCSN Destiny Cheek



FRCSW security manager Geoff Munsell accepts the 11th Annual Naval Air Systems Command Commander's National Award for Business Operations from Rear Adm. (select) CJ Jaynes Aug. 3 at Curtiss Park. Munsell and the FRCSW security team were instrumental in the NAVAIR security team's efforts to streamline security classification guides, personnel security clearances, and critical program information surveys.

Photo by Jim Markle

Fleet Readiness Center Southwest (FRCSW) Color Guard parades the colors during the change of command ceremony for FRCSW on August 4, 2011. (See story, pg. 6) Photo by MCSN Destiny Cheek

