



**FRCSW**

# ALMANAC

Volume 6 - Issue 2

*Supporting the Warfighter:*  
**FRCSW Visits  
Nimitz**

FLY 1  
DIRECTOR  
109

# Skipper's Corner:

## Our End User: The Warfighter



**Capt. John Smajdek**

From the Blue Angels' F/A-18 Hornets, the AV-8B Harrier and V-22 Osprey displayed and flown during this year's MCAS Miramar Air Show, to the images of the H-60 Seahawk and C-2 Greyhound operating aboard USS *Nimitz* (CVN 68) on page 11 in this issue of Almanac, there is one common thread: Our customer, the warfighter.

Air shows, shipboard and base tours are valuable because they provide the general public a first hand, close-up, and exciting look at naval aircraft and shipboard life. But to the members of FRCSW, they serve to remind us that the first and most important element of our mission is to provide top quality products to the men and women of the Navy and Marine Corps.

Essential to that effort is our ability to ensure that FRCSW artisans remain the best within the Naval Aviation Enterprise. This is accomplished through ongoing training, as well as by ensuring our artisans maintain proper certifications.

The operational life of our aging aircraft demands maintenance expertise, and the creative engineering spirit so historic to this command that has, and continues, to solve the problems that arise due to the age of these aircraft. Excellence must, and at FRCSW does, dominate at all levels.

We must continue to form the right teams to meet the challenges and needs of the fleet; and to further develop those commercial service agreements that are not only beneficial to our workload balance, but offer an expeditious avenue to service our warfighter customers.

Whether it's at an air show or hosting visitors during fleet operations, your handiwork is not only evident to the public, but more importantly, to the men and women of the Navy and Marine Corps.

It is our responsibility to continue to innovate and execute with a relentless commitment to process improvement, the means to provide those MRO procedures that improve the readiness and safety of our warfighters, so they may ensure the safety of our nation and its citizens.

JOHN SMAJDEK  
Captain, U.S. Navy  
Commanding Officer



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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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**ALMANAC**

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**America's Navy – A Global Force for Good**

**FRCSW**

# ALMANAC

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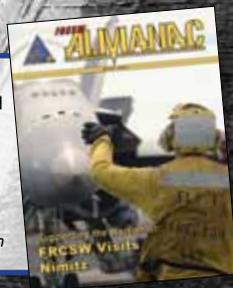
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### About the Cover

Aviation Boatswain's Mate (Handling) Airman Anthony Raymond directs an F/A-18A Hornet, assigned to the "Red Devils" of Marine Fighter Attack Squadron (VMFA) 232, onto the catapult prior to launching off the flight deck of the nuclear-powered aircraft carrier USS *Nimitz* (CVN 68). FRCSW Public Affairs recently participated in a Distinguished Visitor tour aboard the carrier.

*Photo by MC3 Gretchen Roth*



Crewmembers of the USS *Nimitz* (CVN 68) walk past the aircraft catapult to gather on the flight deck for Foreign Object Debris (FOD) walkdown while underway off the California coastline.

*Photo by Chuck Arnold*

# WING SHOP SUPPORTS MAINTENANCE OF LEGACY HORNETS

Photos By Jim Markle



Machinist Laurence Puckett prepares a drill press in the machining section of the wing shop to create a hole for a bushing in the attachment hinge of an F/A-18 Hornet inner wing panel. The machining section processes four to six hinges per month.

**F**/A-18 Hornet fighter aircraft A-D models inducted to Fleet Readiness Center Southwest for maintenance are typically disassembled prior to servicing.

The aircraft's wings are forwarded to the wing shop in Building 94 where a staff of 17 artisans analyze and refurbish them to ensure that the aeronautical performance designed more than 30 years ago holds true when the aircraft is reassembled.



“We have the full gambit of artisans working here – electricians, mechanics, and sheet metal mechanics. Each trade requires certification and depending on the trade, certification is usually every two or three years,” crew leader Charles Johnson said.

The shop’s work is performed in conjunction with an aircraft’s Planned Maintenance Interval (PMI) 1 and 2 cycles, or the center barrel and High Flight Hour (HFH) procedures, and in-service repairs.

After its disassembly the aircraft’s wings and their components are analyzed by the examiners and evaluators (E&E) who determine the condition and scope of repairs, or if replacement is required. New wings are replaced through Boeing.

“PMI 1 is basically doing everything to the wings that is mandated by the local engineering specifications (LES). PMI 2 is selective work and the in-service work is more selective. This means that certain things will be repaired and certain things won’t be. That may be because the aircraft is coming in for an overhaul, and the squadron may not want to spend their money on a ‘quick fix’ stop. Instead, they’ll wait until the PMI 1,” Johnson said.

Under PMI 1 and 2, the seals and rubber from the wing doors are removed and the inboard and outboard wing hinges and leading edge hinges are either changed if not within the LES parameters, or serviced for corrosion, if applicable, and returned to the wing.

# F/A-18 WING SHOP



Metalsmith Samuel Napoles replaces the fasteners of the aileron shroud seal of an F/A-18 Hornet fighter outer wing panel.

Machinist Ed Bautista reams out elongated holes so he can replace bushings in the aft door to an inner wing panel of an F/A-18 Hornet.

Flap or aileron hinges that are out of specification require a request for engineer information (REI) report that will analyze the hinge and provide a disposition prior to repair.

“Corrosion is the biggest problem we run across, which is one reason why non-destructive inspections (NDI) are performed on all of the wings,” Johnson said. “During PMI 1 and 2, for example, the machinists let me know about the extent of any damage to bushings or cracks to brackets and electromagnetic impulse seals and I’ll let the engineers know. We’ll either repair it according to their specifications or replace it.”

“When the artisans are done with the wing’s structure in PMI 1 and 2, it’s moved to my area where electricians install the wiring and clamping for the wing fold harnesses through the wing fold transmission, the inboard and outboard transmissions, and install the outer wing panels,” aircraft mechanic Dennis Stavers said.

Stavers said that the electricians also perform a “ring out” or an electrical check on the wing, run operating cycles of the outer wing panel and the wing lock cable, and the lock and flag cable running to the cockpit which enables the pilot to fold the wings.



“There’s more scrutiny on the high-flight aircraft wings,” Johnson said. “Because of the hour situation, we look over a greater area of the wing.”

The HFH program began in 2006 with the intent to extend the 6,000-flight-hour service life of the legacy A-D Hornet aircraft to 8,000 flight hours. The program includes disassembly of the aircraft to identify corrosion, cracks, and fatigued-related issues of the airframe.

Aircraft scheduled for the HFH program routinely undergo the analysis in conjunction with the PMI 1. PMI 1 E&Es perform the HFH inspections, and target more than 35 areas of the aircraft including the inner and outer wing, vertical tail, and aft fuselage.

In addition to inducting and processing more than 100 wings annually, the shop’s artisans traveled this year to service the needs of Hornet squadrons assigned in Texas, Louisiana and Hawaii.

Looking ahead, Johnson said that the shop anticipates servicing the wings of the F/A-18 E and F Super Hornet models, as well.



Sheet metal mechanic Khamphoune Soimany prepares to install a bracket to the HH-60 flight console assembly in the HSC-8 hangar.

# Air Force Turns to FRCSW for HH-60G Upgrades

Photos by Jim Markle

The Air Force recently chose Fleet Readiness Center Southwest (FRCSW) to install modifications to 91 of its HH-60G Pave Hawk helicopters.

The \$15 million, three-year project began in early October to upgrade the airframes vibration monitoring system, hover and hold system, and personnel locating system. The contract also includes the removal of two old radio and video systems.

Aircraft electrician Hung Nguyen prepares to access the tail rotor gear box for the installation of new accelerometers.



Aviation electrician Lanorris Sewell removes routing clamps to the wiring of the aircraft's junction box prior to installing the new Integrated Vehicle Health Monitoring System.

“FRCSW got this workload because of our H-60 track record,” stated logistics management specialist Greg Mann. “The Air Force doesn’t have a depot team for the helicopters; the Army does it for them.”

The Air Force uses the Pave Hawk aircraft for search and rescue, and to support special operations such as medical transport and humanitarian relief efforts. The twin-engine helicopter is equipped with an 8,000-pound capacity cargo hook, and the hoist used in rescue operations can lift up to 600-pounds.

“The hover and hold system that we’re installing incorporates new gyros that improve the stabilization of the aircraft for a smoother flight when they’re recovering personnel,” Mann said.

Modifications to two of the Pave Hawks will be completed early next year at North Island, Mann said. One, already inducted, is assigned to the 41st Rescue Squadron from Moody Air Force Base in Georgia. The other is assigned to Nellis AFB in Nevada.

The remaining Pave Hawks are divided among 13 different squadrons at 11 different locations, including one squadron in Japan and one in England.

Next year, FRCSW will deploy two field teams of 22 artisans; 11 artisans per team to expedite the modifications.

“These deployments will help us to restart Field Service as a program itself, to work on the airframes the command services outside of our detached sites,” Mann noted.

“We’re also looking at some future Planned Maintenance Interval work for the Air Force on the HH-60Gs, and some more modification work that would be converting the UH-60L (Blackhawk) to the HH-60G. That’s about a six-month process, and would mean installing 71 different modifications to upgrade the aircraft,” he said. ▲



# Distinguished Visitors Tour Aboard the Nimitz

Photos by Chuck Arnold





Photo by MCSA Phillip Ladouceur



The Fleet Readiness Center Southwest (FRCSW) public affairs office was recently part of a Distinguished Visitor (DV) tour of the aircraft carrier USS Nimitz (CVN 68) while the ship was underway off the California coast. The tour was sponsored by Commander, Naval Air Forces.

The visitors were flown aboard via a C-2 Greyhound from Fleet Logistic Support Squadron 30 (VRC-30) "Providers", toured the ship, and met Nimitz Commanding Officer Capt. Jeffrey Ruth and Rear Adm. Peter Gumataotao, Commander, Carrier Strike Group 11. In the evening they dined in the Officers Wardroom with Nimitz Executive Officer Capt. Michael Donnelly, and had breakfast the following day with the crew in one of the mess decks, and lunch in the Chiefs mess.

During the tour the DVs were afforded the opportunity to interact with crewmembers, observe day and nighttime flight operations, view shipboard procedures and gain an understanding of the level of professionalism, dedication, enthusiasm and sacrifice the Sailors and Marines aboard Nimitz carry throughout their daily lives.

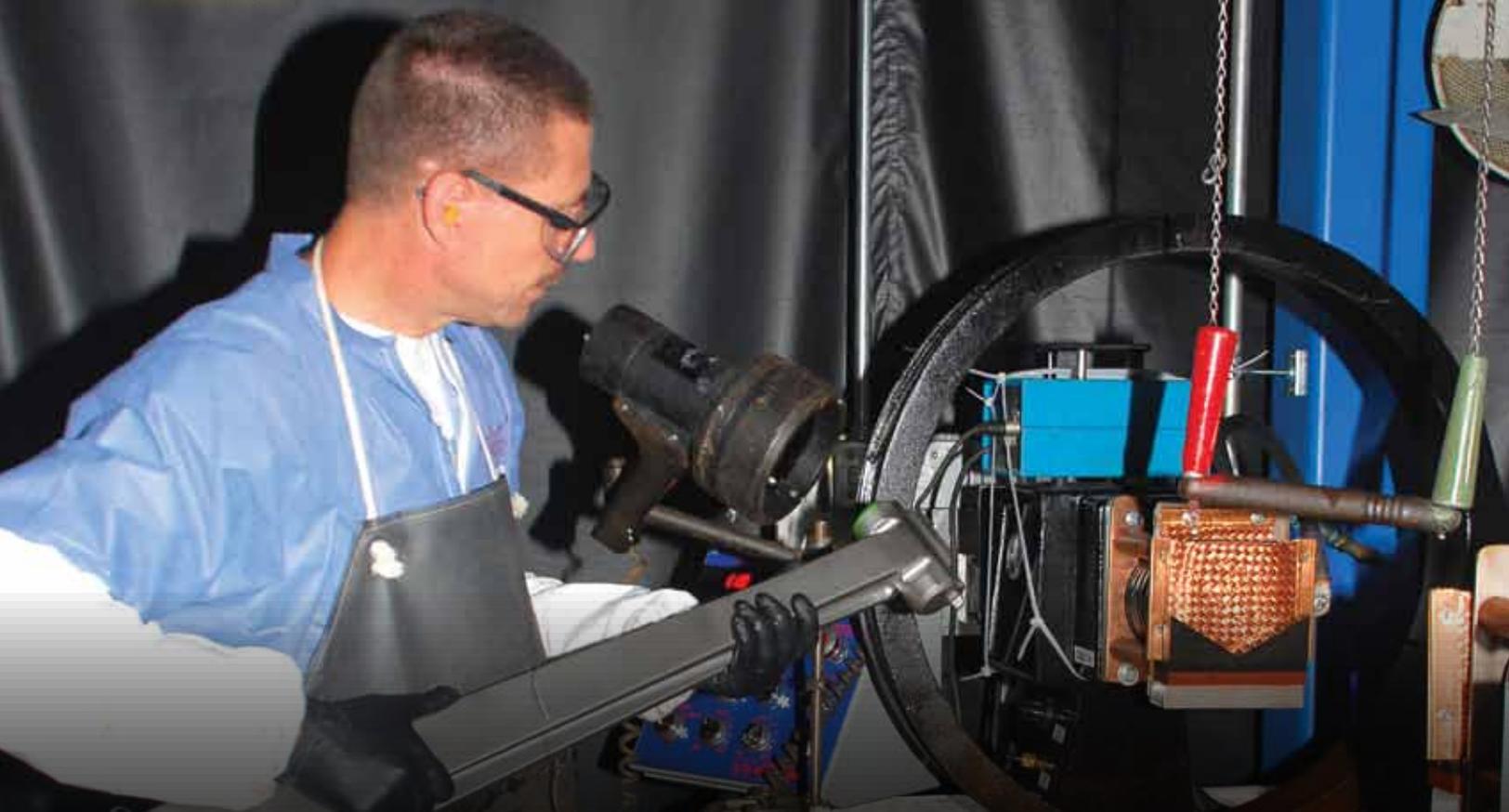
FRCSW products and services were apparent throughout the Nimitz; from the maintenance spaces, ground support equipment and aircraft engine test cell area, to the arresting gear and catapults serviced by the command, and the aircraft themselves.

The visitors experienced a catapult launch, departing the Nimitz aboard a C-2, and flew back to NAS North Island to end their tour. ▲



# SAFETY FIRST: FRCSW PROJECT IMPROVES NDI SHOP

Photos by Jim Markle



**A** Fleet Readiness Center Southwest Capital Improvement Project (CIP) targeting artisan safety within a non-destructive inspection (NDI) area of Building 472 concluded in July with the installation of ergonomically-designed support equipment and a new ventilation system.

The NDI program operates in facilities throughout the command, and uses an array of tooling and technology to pinpoint aircraft and component damage that is not easily discerned by the naked eye. The program also validates aircraft and component repairs.

The 5,000 square-foot NDI shop in Building 472 primarily inspects F/A-18 Hornet fighter components, such as landing gear, and LM2500 engine parts.

“The Building 472 project had been going on since 2005 and started because NDI artisans were getting injured when using hoists to move components through the area. These hoists weren’t ergonomic to the point of preventing back injuries,” said NDI project manager Daniel Cunniff.

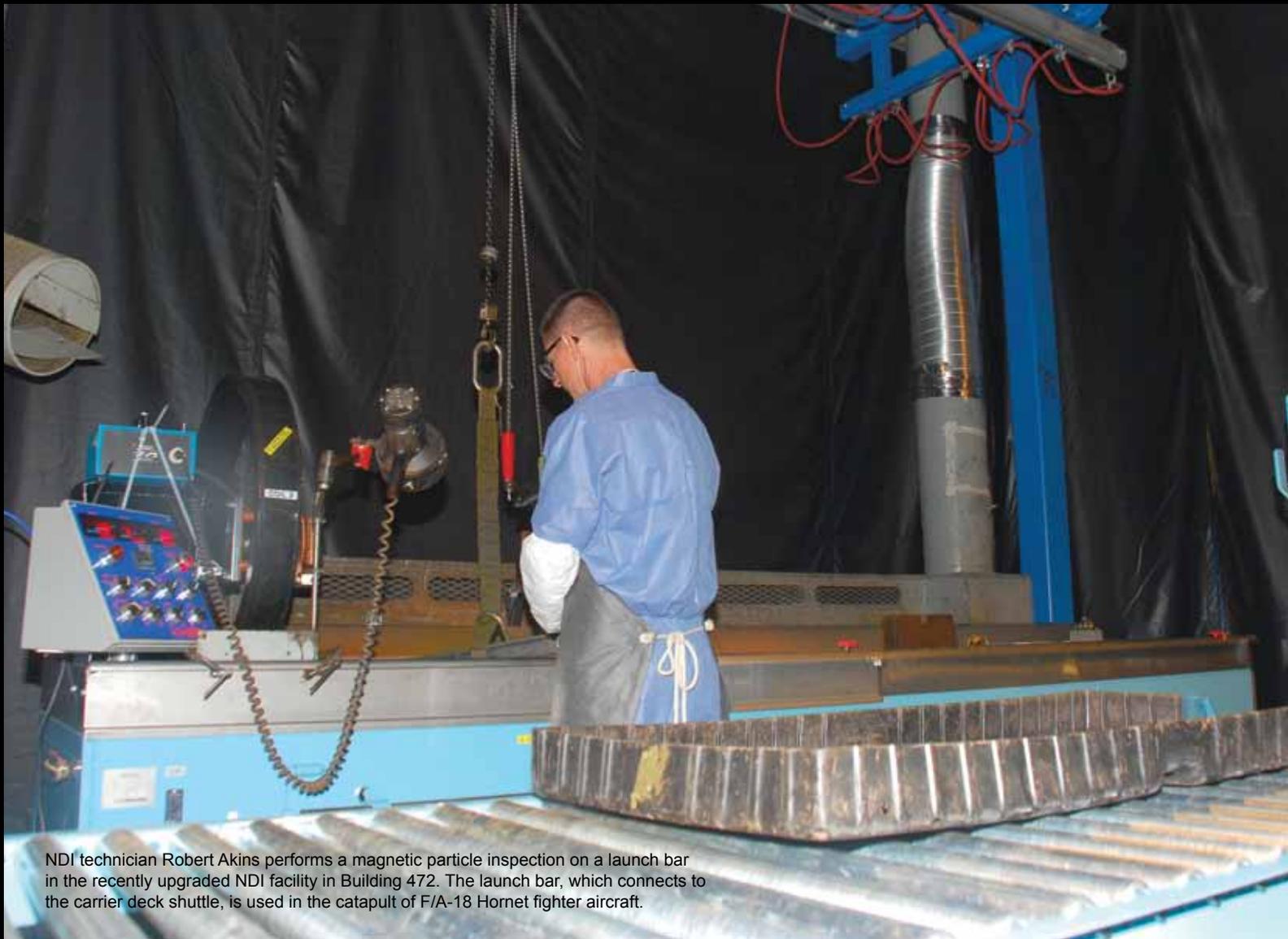
After FRCSW engineers evaluated the area for safety improvements, Cunniff said, the CIP secured the funds to renovate the NDI line to be ergonomically friendly; replace the ventilation system; and replace rusted roller stands which were impeding the smooth movement of components through the NDI program points.

The CIP renovation also replaced 30-year-old dipping tanks that are used to test the temper of metals.

“The tank has four compartments: One tank has acid, one has a neutralizer, and the other two have water,” NDI technician Robert Akins explained.

“We dip the part we’re inspecting in hot water, which basically opens the ‘pores’ in the metal, then dip it in the acid and neutralizer. This will detect if there is a burn from when the machinists grind or machine a part, they may put too much heat on it and over temper the metal.”

“If a part is overheated we send it back. It usually depends on the amount of overheating that had occurred; sometimes a part will come back to us two or three times,” Akins said.



NDI technician Robert Akins performs a magnetic particle inspection on a launch bar in the recently upgraded NDI facility in Building 472. The launch bar, which connects to the carrier deck shuttle, is used in the catapult of F/A-18 Hornet fighter aircraft.

The new ventilation system and two new hoists, which move perpendicular and side-to-side for ease of maneuvering, were installed within a tented area that accommodates two existing magnetic particle machines. Tenting is required for the use of black light (ultraviolet) in conjunction with the magnetic particle inspection.

The magnetic particle machines are used to detect damage near the surface or subsurface of ferromagnetic (like iron) and non-ferromagnetic components (like aluminum).

Parts made of ferromagnetic material are magnetized and bathed with small ferromagnetic particles coated in a fluorescent dye. The magnetic field draws the particles into any cracks or flaws, and when exposed to a black light, damage appears as dark green.

“Non-ferromagnetic parts are coated in dyed fluorescent oil,” Akins said, “We remove the oil and apply a blotting agent that exposes any cracks or damages when we view it under a black light.”

“From every part that goes on the LM2500 engines to the F/A-18 Hornets this is a single point of failure area, so, when this area goes down everything stops,” Cunniff noted.

To keep the NDI work flow active, a temporary shop of roughly 1,500 square feet was constructed adjacent to the NDI shop in Building 472. It was used for about 90 days and cost approximately \$50,000 to build, Cunniff said.

Total cost of the project was more than \$1 million, he added.

“We kept the same basic layout of this area, but we changed the flow. That was from the artisans’ ideas. They were working at about 20 percent capability, and this project probably increased their production capacity by about 50 percent,” Cunniff stated.

“This renovation is a 100 percent improvement,” Akins said. “We have much more room here now, and much better hoists. They’re more versatile and easier to work with. The other was an S-type hoist that required a lot of manipulation on our part.”

The Building 472 NDI shop inspects approximately 200 components weekly, Akins said. ▲

# FRCSW Earns SECNAV Gold Level Energy Award

**F**leet Readiness Center Southwest (FRCSW) has earned the Secretary of the Navy's (SECNAV) Fiscal Year (FY) 2012 Energy and Water Management Gold level award for FY 2011 environmental accomplishments.

The award announcement was made through a Navy message on August 29, 2012.

For the sixth time in the past nine years, FRCSW has been awarded the "Gold" level category of recognition which is presented annually and designates a "very good to outstanding" energy conservation program.

In total, more than 40 shore-based Navy and Marine Corps commands were awarded the "Gold" performance level, including Marine Corps Air Station Miramar, Marine Corps Recruit Depot San Diego, and Naval Bases Coronado and Point Loma.

One measure of a successful energy conservation program is by meeting compliance with executive order 13423 (EO 13423). Signed in January 2007, EO 13423 directs federal agencies to improve energy efficiencies by reducing water consumption, electricity usage and greenhouse gases by three percent per year.

"We were dead-on in meeting the EO 13423 energy reduction order. We reduced our utility consumption by three percent from baseline 2005 levels," FRCSW energy manager Matthew Schreck said.

The command's FY 2011 efforts reduced 24,463 million British thermal units (MBTU) from the 2005 baseline, or approximately 21 percent, equating to a savings of \$2 ½ million in FY 2013 projected utility rates.

"We saved a massive amount of water consumption in comparison to baseline 2005," Schreck said. "The baseline currently is about an eight percent reduction, and we're around 30 percent."

Schreck said that approximately \$7 ½ million was devoted toward multiple energy projects last FY. Many improvements were made to buildings 378, 472, 469 and 250, and included chiller and boiler replacements, and large lighting retrofits.

"We replaced steam meters in the paint complex (building 466) which are now registering the actual consumption, and we've lowered that usage by about \$200,000 since the new meters were installed," Schreck stated.

He said another \$200,000 in annual energy savings will be gained at the paint complex with the completion of variable frequency drives that adjust the airflow of the building's ventilation systems.

Other projects targeted for completion this fiscal year include energy management control systems upgrades and lighting retro fits in buildings 469, 460, and parts of 94 and 378. Once complete, those projects should generate savings of approximately \$175,000 to \$200,000 annually, Schreck said. ▲

## Beneficial Suggestions Program Rewards Valuable Ideas

**A**t Fleet Readiness Center Southwest (FRCSW), a good idea can lead to a considerable monetary award under the command's Beneficial Suggestions Program.

The program reviews and rewards ideas that prove valuable to the command or Navy. Proposals may target one or more of 10 categories ranging from efficiency, time and money saving issues, to improvements in morale and safety procedures.

On August 27, ordnance mechanic Linda Wicker and advanced composite fabricator Rommel Requina submitted an idea to create an adapter shutoff valve that streamlines the halon recharging and recovery process used in servicing aircraft fire bottles. The proposal earned them \$1,000 each.

"The form to submit a beneficial suggestion (Form 12450/21) is available online through the Horizon website. Or if artisans come into the Awards office in Building 94, we can provide them a hard copy to fill out," incentive awards manager Cheryl Magalong said. "Supervisors can also help employees by writing up the suggestion, or taking pictures if it deals with a tool or safety procedure," she added.

Once submitted, suggestions are considered by a panel comprised of at least five individuals; often including a subject matter expert from the respective code, members from the Executive Steering Committee, and the FRCSW executive officer.

The panel meets every third Monday of the month.

"Generally, the total turn-around time for a beneficial suggestion award is less than 30 days. But it depends upon when the panel falls and if the suggestion was submitted before or after the panel last convened," said Blanca Vazquez, also an incentive awards manager.

"The panel must consider the cause and effect the suggestion will have on the command, which may slow the process down somewhat. So they have to look at the tangible and intangible amount of the award," Magalong noted.

Award amounts are determined by the panel. Beneficial suggestions that are not adopted by the panel may result in a recommendation for a Special Act or Time-Off award instead.

FRCSW receives about 10 beneficial suggestions annually, Magalong said.

For information, FRCSW employees may contact the awards office at 545-1254, or 545-0774. ▲



FRCSW Commanding Officer Capt. John Smajdek congratulates beneficial suggestion recipients ordnance mechanic Linda Wicker and advanced composite fabricator Rommel Requina Oct. 12 in Building 94.

Photo by Joe Feliciano

Servicing the Western Pacific Warfighter:

# FRCSW Trains Nippi Corp. on MH-60S Seahawk Airframe

Photos by Jim Markle



Aircraft examiner and evaluator Jerry Schultz, foreground, is joined by artisans from the Nippi Corporation as he explains the methods he uses to analyze the condition of the upper guard track to the door of an H-60 Seahawk helicopter.

**F**leet Readiness Center Southwest (FRCSW) welcomed seven members from the Nippi Corp. in September for a week of maintenance and avionics training on the MH-60S multi-mission Seahawk helicopter.

Headquartered in Yokohama, Japan, the Nippi Corp. employs about 1,500 people and is a principal contractor to FRC Western Pacific (FRCWP) in Atsugi, Japan. Nippi also services aircraft of the Japanese Civil Defense Force, the Japanese Coast Guard, and civilian aircraft.

Since 1953 the corporation has performed routine depot-level maintenance and in-service repairs (ISR) on an array of U.S. Navy and Marine Corps aircraft including the E-2/C-2 airframes, F/A-18 Hornet, and the CH-46 Sea Knight and UH-1 Huey helicopters.

“In 1992 we began working on the SH-60 B and F Seahawk helicopters,” said Ide Takashi, Nippi Corp. assistant to the manager of U.S. government programs. “So, the structure and configuration of the MH-60S Seahawk is somewhat familiar to us. But the aircraft’s operational and electrical systems are different from the legacy aircraft.”

Takashi noted that Nippi personnel received training in Japan on the SH-60B and F series.

Training at FRCSW on the H-60 Sierra helicopter was selected because of the aircraft’s common cockpit (CC) avionics and the need to adapt evaluations and examinations (E&E) techniques to the airframe. In addition to Takashi, Nippi sent two engineers, two inspectors, two mechanics and one electrician.

“They’re here because they will soon be working on the new (MH-60) Sierra models and need to be aware of the critical areas that we inspect, and the CC avionics of the Sierras are totally different than those of the H-60 B and F aircraft,” said Steve Coffey, H-60 in-service repair and phased maintenance product line manager.

FRCSW was designated by the Navy in 2009 as the sole facility to maintain and repair the 11 CC components of the MH-60S and R helicopters. Overall, about 550 S and R models will have the CC.

The command’s helicopter maintenance program in Buildings 306 and 308 employs an Integrated Maintenance Program to assess and ensure the structural integrity of all five of the H-60 airframes. E&E artisans inspect the airframe and any corresponding removed parts for damage or wear.

“Over the years we’ve identified the most common MH-60S discrepancies and know what to look for to put out

a better product,” Coffey said. “Our engineering has been instrumental in our success, they have already put repairs and Local Engineering Specifications in place that the Nippi artisans will be able to pull from, and so they won’t have to reconfigure anything.”

Takashi said the Nippi Corp. inducts about 10 H-60 for maintenance annually and averages more than 50 H-60 ISRs per year.

“The Sierra training here is extremely beneficial in terms of a readiness level. Because Nippi will be able to do what our artisans are doing here, we’ll gain the cost-wise benefit from transporting the aircraft back to the states, and be able to send the aircraft back to the forward-deploying squadrons much sooner,” FRCWP production officer Lt. Cmdr. Terence Mejos noted.

Though Nippi Corp. personnel underwent maintenance training on the F/A-18 Hornet and E-2 Hawkeye at FRCSW approximately six years ago, this year’s visit marks the first time that a non-U.S. private industrial corporation received MRO training on the H-60 line.

The company may return to receive training on MH-60R in the future, Coffey said. ▲

# Awards

## Applause

### Retirements Years Of Service

John E. Fielding  
Clifford D. Gruel  
Victoria V. Hefner  
Robert L. King  
Alton S. Ledbetter  
Michael D. Lemley  
Alice A. Wesely

### Promotions

Alberto A. Agustino  
Igor Andric  
Nimitz C. Bagtas  
William E. Baughman  
Rolando C. Beronilla  
Steven S. Bosset, Jr.  
Reynaldo D. Brito  
Kristen L. Childers  
Peter Chin  
Ryan J. Coats  
Mark C. Corbilla  
Guendalena D. Cornute  
Andrew B. Crump  
Debora R. Curry  
Julio Deunamuno  
Gabriel A. Draguicevich  
Richard S. Finerty  
George C. Guale  
Christopher J. Gugerty  
David G. Heinhauer, Jr.  
Evan E. Jimenez  
Ronald E. Kidwell  
Mark D. Kisielowski  
Eric D. Kozakiewicz  
Craig A. Lentz  
Ricardo T. Lim  
Steven A. Lopez  
Jose Mercado  
Mario A. Morales-Beraza  
Carter C. Morgan  
Stefan S. Mussen  
Jeffrey L. Mullin  
Thanlan H. Nguyen  
Natalia M. Palma  
Terry E. Parker  
Edward M. Rasp  
James W. Remington  
Tommy J. Rocha  
Kristin R. Shott  
Denzel L. Sipes  
Michael P. Sullivan  
Alexander J. Sykes  
Kham V. Thai  
Gary T. Thompson  
Ruben Villa  
Grazyna M. Waters  
Bernard J. Weary  
Paul J. Weintraub  
Damon G. Willson

### 5 Years

Tomas C. Barber  
Darren B. Benjamin  
Colan C. Chandler  
Jeffrey A. Dubin  
Matthew J. Egan

James M. Pham  
Stephen K. Short  
Amanda L. Simermeyer

### 10 Years

Sean Alexander  
Stephanie D. Archer  
Ronald S. Buxton  
Michael J. Chabot  
Thane C. Coxon  
Sylvester Goins  
Mitsuko L. Hew  
Michael D. Highhouse  
Eric R. Hildebrand  
Dennis W. Lee  
John Manry  
Andrew L. Morales  
Philip T. Ostrander  
Ramon Ramirez Jr.  
Perry E. Rodebaugh  
Scott R. Rollins  
Fernando G. Valda  
Laurie R. Zuniga

### 15 Years

Jack L. Bailey  
Kenneth F. Ball  
Rainier R. Bernardo  
Rodelio L. Lansangan  
Yolando Laws  
Sean K. Lee  
Rollie A. Legaspi  
Adrian A. Samson  
Mario C. Sidawi  
Brandt P. Wirstrom

### 20 Years

Weldon E. Bass, Jr.  
Michael H. Magee  
Henry R. Mundwiller Jr.  
James A. Roth  
Benito C. Valdez Jr

### 25 Years

Philip D. Bailey  
Robert M. Berglund Jr  
Joseph R. Bonilla  
Nickson O. Cayetano  
Guendalena D. Cornute  
Richard B. Curtis  
Edwina M. Gobasco

Mary M. Gonzales-Thorn  
Timothy J. Hoffman  
Roger E. Long  
Angelo N. Luciano Jr.  
Efren M. Monzon  
Francis Park  
Christopher B. Root  
Mary J. Vilicich

### 30 Years

Aquilino C. Ga  
Mark S. Greenfield  
Ronald G. Hale  
Barbara J. Heath  
Christopher M. Krolik  
Tina D. Lassiter  
Hal B. Malinski  
Peter Muse  
Charles E. Peterson  
Karen D. Sommers

### 35 Years

Rick L. Anderson  
Robert V. Bersamira  
Terry V. Boyd  
Denise A. Brent  
Robert Fierro  
Corry A. Jager  
Scott J. Janes  
Eduardo E. Johnson  
Maximo G. Mondares  
Walter V. Moran  
Larry D. Nash  
Dennis L. Norman  
Michelle L. Norris  
Joseph E. Pollard  
Pryor E. Sanders  
Pamela D. Sellers  
Tanya Y. Valenzuela  
Douglas E. West

### 40 Years

Regina G. Degraciabailey  
Russel E. Breen  
David P. Jackson  
Rudolph Padilla  
Max C. Prince  
Charles R. Rufi  
John A. Ruiz

### 45 Years

Dennis G. Doleshal  
James D. Renfron

### On The Spot

James C. Allen  
Saul Arras  
Gaybie J. Drinko  
Brad A. Hayes  
Ricardo T. Lim  
Vincent Mahn

Jeffrey S. Norton  
Matthew Obregon  
Oly B. Olmos  
Ian Poole  
David C. Triglia

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Heidi M. Carney  
Ariel P. Cruz  
James E. Davis  
Manuel C. Degracia  
Joseph R. Ellis  
Daniel N. Guingab  
Wilfredo N. Ibay  
Filipe D. Mesquita  
Luis Miranda  
Hai V. Nguyen  
Laurence Puckett  
Jennifer A. Salamat  
Heather M. Stoll  
Mary J. Vilicich

### Productivity Recognition

Jason R. Abuyen  
Bruce Babcock  
Craig A. Busby  
Jerny P. Caalaman  
Ferdinand V. Capacia  
Jeremy S. Crusen  
Jose A. Cruz  
Carmelita D. Devera  
Tony Fiedler  
David A. Flury  
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Phuong-Chi T. Ly  
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Robert Paul  
Harris Pham  
Richard J. Pledger  
Robert L. Randle  
John D. Refoy

James W. Remington  
Ivana A. Rivers  
Leo A. Romero  
Charles R. Rufi  
Nicholas F. Thompson  
Querubin Verdeflor  
Edward Zilius

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Jeffrey Calalay  
Brian J. Carr  
Paula Coleman  
Phong Do  
Hue Duong  
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Khanh Ha  
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Steven King  
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Denton Miller  
Vidal E. Nuno Jr  
Sean P. O'leary  
Charles W. Parker Jr.  
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Vicky D. Quach  
Anthony Richardson  
Julia Ann Rivera  
John H. Rodrigues  
Michael E. Shank  
Brien V. Thompson  
William L. Wiginton  
Theodore Willettee  
Scott Wong

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Edgardo Abellar  
Seth Abercrombie  
Danilo P. Abrajano  
Lorie A. Affeldt  
Alberto Agustino  
Elmer Ahnyong  
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Mason J. Albright  
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Roberto Alequin  
Sean A. Alexander  
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Jack L. Bailey  
Donald L. Bair  
Zolito R. Ballester  
Juan B. Bamba  
Chester D. Banaga  
Thanh Banh  
Nestor B. Bariuan  
Cedearee Barnett  
Nestor A. Barrera  
William Baughman  
Victor Bayani  
David L. Beard  
Anne J. Beeson  
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Victor M. Gonzalez  
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Patrick F. Hayes  
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Kristopher Helsing  
Shawanda Henderson  
Claudie L. Henry  
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Emmanuel Hernandez  
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Barry A. Hespenshide  
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William E. Hickman  
Dan E. Hicks  
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Donald W. Hill  
Irene P. Hill

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 James A. Horsfall  
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 Juanita L. Hunt  
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 Thanh Q. Lai  
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 Phong V. Lam  
 Thanh V. Lam  
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 Ramon Marquez  
 Keyon Marshall  
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 Frank E. Martinez  
 Janie M. Martinez  
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 Brian Nguyen  
 Hue Nguyen  
 Loi Nguyen  
 Taiwan Nguyen  
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 Toan Nguyen  
 Triet H. Nguyen  
 Tuan H. Nguyen  
 Tuong M. Nguyen  
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 Florentino Quisay  
 Henry Ragsdale  
 Aaron Rains  
 Jonathan Ramba  
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 Jose T. Ramirez  
 Ramon Ramirez, Jr.  
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 Tony F. Ramos  
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 Steven M. Randell  
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 Mark E. Rasp  
 Efen Ray  
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 Christine G. Renfro  
 James D. Renfro  
 Paul J. Reschke  
 Eduardo C. Reyes

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## Applause

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 Merlyn F. Richards  
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 Ricardo S. Sabio  
 Angelica G. Sais  
 Carlos E. Sais  
 Armando Salazar  
 Marcos A. Salazar  
 Miriam Salcedo  
 Charles D. Sanchez  
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 Phillip Sanchez  
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 Raphael S. Santos  
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 Nayarit F. Santoyo  
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 Donald R. Sturman  
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 John Suchy  
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 John L. Swindell  
 Alexander Sykes  
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 Tim Thai  
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 Paul R. Toledo  
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 Joseph D. Wright  
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 Michael A. Young  
 Joseph G. Yuzon  
 Jeffrey B. Zeller  
 Kyle C. Zust



Metalsmith Samuel Napoles replaces the fasteners of the aileron shroud seal of an F/A-18 Hornet fighter outer wing panel. (See story, Page 4.)

*Photo by Jim Markle*