



FRC SW

ALMIRANTE

Volume 8 - Issue 1



**Best in the
West**

Skipper's Corner: Critical Chain Project Management



Capt. Timothy Pfannenstien

Early in Fiscal Year 2015 a segment of our organization began a unique journey. A journey unlike any other in our recent history that brought together skill-sets from throughout the organization with a common purpose, to achieve success on delivering 45 F/A-18 A-D aircraft by September 30, 2015.

This year the F/A-18 Integrated Product Team began employing a new tool known as Critical Chain Project Management (CCPM). A tool that enables the many disciplines that make up our organization to focus on achieving what is known as the "Full Kit Point (FKP)," that once achieved, allows unfettered production of aircraft by our incredibly talented artisans without distractions or wait times.

In other words, CCPM and its FKP ensures our artisans have everything they need when they need it including engineering decision, material, technical data and the list goes on.

CCPM is a system that leverages communication, teamwork and commitment from every team member to ensure we do not experience delay in our F/A-18 product line. It has given us the necessary focus so that we can indeed deliver those 45 F/A-18s.

There are many out there who do not believe such goals are possible despite the focus of CCPM coupled with communication, teamwork and commitment. Many say it is impossible. I say they are wrong! I have seen your work and have come to this very simple observation, an observation that is now our command motto: "That we can do anything we want to, IF we want to."

And while I mentioned F/A-18s above, it applies to every member of this command, be it 10.0 and FIAR, 11.0 in LR and Contracts, 7.0 in staffing, safety, Public Affairs and Human Resources, 6.0 in superb logistics/production/staffing support, 4.0 in speeding up engineering decisions, DLA in getting us what we need when we need it, and lest we forget every N42 IPT that is doing things that just a couple of years ago were thought to

be impossible. Now you are doing it because we are connected as a team, a team that is "Doing anything we want to, *Because* we want to." And doing so because we are focused on results and communicating with each other on how to do so.

Since the days of furlough, sequestration, minimal over-time and staffing shortages, I have seen you overcome barriers and obstacles no industry partner has had to endure. A lesser team of professionals would have given up. But not you, not the FRCSW Team... You saw those obstacles as challenges to overcome – not as reasons to give up or quit. You should be proud of that. Proud that you kept our war-fighters in the game. Proud that your products are on the front line of the fight! Proud because of your focus and commitment we are winning battles across the globe. Proud because your daily activity typifies the motto: "We can do anything we want to, *If* we want to."

Our organization is one where behaviors like communication, focus, teamwork and commitment are inextricably linked and serve as the foundation of our success. You are doing it everywhere and now that we have started using CCPM to help us see it, it will help us do it better. Warfighter support is our business. CCPM and FKP are tools to help us do so. Be looking forward to the day when it is rolled out plant-wide, and we can all leverage the superior benefits it will bring to our team.

Timothy H. Pfannenstien

TIMOTHY PFANNENSTEIN
Captain, U.S. Navy
Commanding Officer



Fleet Readiness Center Southwest



Staff

COMMANDING OFFICER
Capt. Timothy Pfannenstien

EXECUTIVE OFFICER
Capt. Craig Owen

COMMAND MASTER CHIEF
CDMCM (AW/SW) Pablo Cintron

COMMAND ADDRESS

Commanding Officer
Fleet Readiness Center Southwest
P.O. Box 357058
San Diego, CA 92135-7058

FRCSW WEBSITE
<http://www.navair.navy.mil/frcsw>
FRCSW YOUTUBE
<https://www.youtube.com/user/FRCSWPAAO>
FRCSW PUBLIC AFFAIRS OFFICE
619-545-3415
FRCSW_PAO@navy.mil

OMBUDSMAN
Jennifer Carroll
Phone: (619) 301-7091
Email: FRCSWombudsman@gmail.com

**WORK SCHEDULE STATUS &
SPECIAL INSTRUCTIONS IN EMERGENCIES**
1-866-269-6590

FRCSW MISSION, VISION & VALUES

MISSION

DELIVER RESPONSIVE MAINTENANCE, REPAIR AND OVERHAUL PRODUCTS AND SERVICES IN SUPPORT OF NAVAL AVIATION AND NATIONAL DEFENSE OBJECTIVES.

VISION

BE THE PROVIDER OF CHOICE FOR AVIATION MAINTENANCE, COMMITTED TO CUSTOMERS, PARTNERS, WORKFORCE AND COMMUNITY.

VALUES

HONOR, COURAGE, COMMITMENT.

PUBLIC AFFAIRS OFFICER
EDITOR
GRAPHIC ARTIST
PUBLIC AFFAIRS SPECIALIST
VIDEOGRAPHER

Mike Furlano
Jim Markle
Chuck Arnold
Leandro Hernandez
Scott Jones

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Volume 8 - Issue 1 - March 2015



Features

- 4 COVER STORY**
FRC West
- 10 MOBILE FACILITIES**
Providing Workspaces for Warfighters
- 12 SAILOR OF THE YEAR**
AE2 Janae Rainbolt
- 13 BLUEJACKET OF THE YEAR**
AE3 Joshua Dillen
- 19 PHOENIX AWARD**
HMS 75 Recognized for Excellence



About the Cover

FRC West sheet metal mechanic Ben Bray incorporates an airframe change at NAS Lemoore to an F/A-18 Super Hornet.
Photo by AE2(AW) Matthew Collins

An F/A-18C Hornet from the Stingers of Strike Fighter Squadron (VFA) 113, left, and two F/A-18C Hornets from the Mighty Shrikes of Strike Fighter Squadron (VFA) 94, fly in formation before landing aboard the aircraft carrier USS Carl Vinson (CVN 70).

Photo by MC2 John Philip Wagner, Jr.

FRC West Handles Multiple MRO Sites

FRCSW Artisans Play Crucial Role

Photos by AE2(AW) Matthew Collins



The scope of Fleet Readiness Center Southwest's (FRCSW) mission to provide maintenance, repair and overhaul services to naval aircraft extends well beyond its North Island hub and immediate detachments.

FRCSW funds and assigns the depot-level artisans of Fleet Readiness Center West (FRCW). It is operationally and administratively controlled by the FRCW commanding officer.

FRCW provides depot-level maintenance, repair and overhaul (MRO) support to F/A-18 A-F *Hornets* and *Super Hornets* at multiple sites including its home base at Naval Air Station (NAS) Lemoore, NAS Fallon, NAWC China Lake, and NAS Joint Reserve Base Ft. Worth.



Aircraft mechanic Willie Aquino performs corrosion control prior to installing panels during an F/A-18 *Super Hornet* Planned Maintenance Interval.

Approximately 50 depot-level artisans encompassing more than 15 trades are assigned to FRCW Lemoore. Its intermediate-level staff consists of 12 beyond capable maintenance interdiction (BCMI) artisans who work at various shops including avionics, composite repair and pneudraulics.

At FRCW Fallon, a flexible In-Service Repair (ISR) team is operated by six depot-level artisans.

“The FRCW Aircraft Division is also supported by an Aerotek Contractor team consisting of 32 direct and indirect support members with two sheet metal artisans stationed at the Fallon site,” said Daniel DeMilio, FRCWSW/FRCW F/A-18 Hornet Deputy Program Manager.

“FRCW Lemoore’s customers include Commander Strike Fighter Wing Pacific (CSFWP) which consists of five Carrier Air Groups with a total of 13 squadrons. Complementing the operational squadrons is a significantly large Fleet Replacement Squadron. Additionally, the FRCW Aircraft Division supports fly-in aircraft from China Lake, Calif., and Fallon, Nev.,” he said.

With its well-equipped workforce and the capability to handle up to 14 Hornets in flow within various production lines, the FRCW Aircraft Division occupies three aircraft hangars totaling more than 77, 000 square feet.

Artisans perform an array of services to the Hornet airframe including planned maintenance interval (PMI)-2, which extends the aircraft’s life, and High Flight Hour maintenance on legacy Hornets; the Integrated Maintenance Concept (IMC) on Super Hornets (PMI-1 and 2 developed to retain the highest amount of flight hours versus maintenance hours); and modifications and ISRs.

“Lemoore provides large-package aircraft modifications normally concurrent with a PMI event,” DeMilio said.

“Besides modifications completed in the FRCW spaces, artisans are also dispatched to the flightline of customer hangars to perform modifications of shorter durations on a back-to-back basis. Lemoore artisans perform upward of 15,000 hours of modifications per quarter.”

“We’re also in a public-private venture with Boeing to perform labor installations of warranty modifications, including the AYC-1439 inner wing modification,” he added.

FRC West



Sheet metal mechanics Tim Perkins, foreground, and Matt Kahlert replace an upper outboard longeron on a legacy F/A-18 *Hornet*.

Overall, FRCW averages about 32 PMI/IMC procedures with concurrent modifications per year. Individual aircraft modifications total about 60 per year, with more than 250 total modifications annually.

Minor modifications are completed at the more remote sites at China Lake and Fallon by artisans traveling as necessary to meet the requirements.

DeMilio said that artisans occasionally travel overseas to service the needs of the fleet.

“Michael Lopez, an electronics integrated systems mechanic, recently returned from Atsugi, Japan, where he single-handedly completed eight bore sight ISRs and one canopy mapping ISR, using equipment shipped from Lemoore,” DeMilio said. “These were forward-deployed aircraft and we wanted to ensure they maintained their readiness levels.”

Of the more than 700 ISRs completed through FRCW annually, many are performed at its NAS Fallon location.

DeMilio said that the FRCW Aircraft Division detachment in Fallon provides ISR services to a wider range of customers ranging from the Naval Strike and Air Warfare Center (NSAWC) based at Fallon, to detachments from around the globe visiting for training requirements. NSAWC provides naval aviation training and tactics development.



Aircraft mechanic artisan inspector Charles Brown performs a final modification assembly on a F/A-18 *Super Hornet*.

In addition to F/A-18 legacy and *Super Hornets*, the Fallon division services other airframes including the C-130 *Hercules* transport aircraft, H-60 *Seahawk* helicopters, F-16 and F-5 fighter aircraft and E-2/C-2 aircraft.

“The Fallon contingent is also tasked to support the off-site requirements of China Lake and Ft. Worth, utilizing resourcing support from Lemoore to accomplish mission objectives,” DeMilio said.

Looking ahead, FRCW Lemoore’s BCMI artisans can expect an increase in composite workload, in addition to their secondary mission of training intermediate-level Sailors.

Furthermore, DeMilio noted that NAS Lemoore was selected to receive the Navy’s newest fighter, the F-35C *Lightning II*, for MRO services.

“Providing continuous depot-level support to the F/A-18 and the F-35 will require an investment in training and tooling to expand capability for Super Hornet repairs as the aircraft seasons, and structure to begin repair of the F-35C,” he said.

“We have a robust talent set with members coming from all branches of the military and from the civilian sector,” DeMilio said.

“It’s a unique blend of personnel that provides the desired support to CSWFP and the rest of the customer base serviced by the FRCW Aircraft Division. With a unique area of responsibility, the flexibility, drive, and mission-oriented mindset of the Lemoore and Fallon FRCW Aircraft Division team members synergize to provide rapid and comprehensive support to the fleet.”







CH-46E *Sea Knight* of Marine Medium Helicopter Training Squadron (HMMT) 164 "Knightriders" painted in a commemorative Vietnam-era paint scheme. The CH-46E fleet is scheduled for replacement by the MV-22 *Osprey* tilt-rotor aircraft by mid-2015.

Photo © 2015 Raymond J. Rivard, used with permission.

FRCSW Mobile Facilities Delivers Work Centers to Fleet

Photos by Jim Markle



Electrician Mark Kisielowski prepares to wire the electrical panel of a van's battery locker. The van will be sent to the fleet for use by the Marines.

Of all the supplies and infrastructure required to support Navy and Marine Corps missions, perhaps the most overlooked is the most basic: a functional, adaptable, work space that is highly mobile, yet cost efficient to maintain and deploy.

For more than 40 years, the Navy's answer for providing shelter and work centers has been through the use of versatile, trailer-like units often referred to as "vans."

From administrative spaces and machine shops, to command and control operations centers, the Mobile Facilities Branch (MOFAC) at Fleet Readiness Center Southwest (FRCSW) services and outfits the modular vans used by the Navy while deployed.

The Gichner Shelter Systems van is the one most often used by MOFAC. The unit is 8 feet high, 8 feet wide, 20 feet long, and weighs about 5,000 pounds empty.

FRCSW MOFAC planner and estimator Joseph Espinoza said that thanks to their wide doors and removable side panels, the vans can be connected together to create more than 175 configurations.

"To configure a van can take anywhere from 40 to 379 hours. It's not just a single install. There's a lot of resources involved: There are sheet metal artisans who make enclosures, there are electricians and painters," he said.

Integration units and ancillary equipment, like walk ways, enable the "complexing" of the vans. Complexing of vans by the Navy began over 30 years ago to meet work space needs for communications and weapons systems.



Fleet Readiness Center Southwest MOFAC facility at NAS North Island, Calif. The MOFAC vans are supplied to the Navy and Marines for various missions, and can be connected together in numerous configurations to create workshops or offices.

Espinoza said that there is no one dominant configuration to the vans.

“Every year is different. Sometimes we’ll just have a hard requirement from our customer or sometimes multiple requirements for 20 or 30 or 100 of them. Or we might have just one requirement for one configuration this year,” he said.

Espinoza said that FRCSW artisans configure new and used vans. Prior to configuration, the 18-member MOFAC staff refurbishes the reusable vans by stripping the existing configuration, removing any corrosion; making electrical, door, lock and sheet metal repairs; and painting. Only then is the van re-configured to customer specification for lighting, cabinetry, tooling, and environmental needs.

“The vans have a shelf life of about 30 years. And every time a shelf life comes up, there’s a requirement to build another one. That’s how it works in the fleet and that’s how we get our demand,” Espinoza said.

“The configuration for a 30-year replacement van is dependent on the needs of the fleet at the time. We make modifications to vans to all of the time to make them more efficient or to suit the needs of the fleet at that time.”

MOFAC primarily services Marine Aviation Logistic (MALS) vans, but will occasionally handle requests from the Army and the Littoral Combat Ship (LCS) Mission Modules Program Office.

“We’ve done a couple of Sea Box vans for the Army, but those are random. We never know when we will do them again,” Espinoza said.

“Sea Box is a steel container, a different type of container than Gichner; and is used for a different application because it is reinforced differently to accept tool boxes and heavier loads.”

“The work for the LCSs is for maintenance only. We do not build them. We’ll provide corrosion treatments, lubrication and electrical services for them. We handle about 10 of these per year,” he said.

Completed vans are ordinarily transported via ship to their intended destination, and many are permanently installed aboard ships as office spaces. The units may also be transported via C-5 Galaxy, or C-130 Hercules cargo aircraft.

MOFAC has been outfitting and maintaining vans for almost 30 years at Naval Air Station North Island, and along with its two sister configuration sites in Albany, Ga., and Norfolk, Va., delivered 111 vans during fiscal year 2014. ▼

FRCSW Selects AE2 Rainbolt as 2015 Shore Sailor of the Year



FRCSW Sailor of the Year AE2 Janae Rainbolt, center, is joined by AE3 Francis Rowe, left, and AEAN Charles Buchanan in troubleshooting a Recovery Assist, Secure and Traverse (RAST) probe hoist assembly in the intermediate level electrical shop in Building 378. Photo by Jim Markle

Fleet Readiness Center Southwest (FRCSW) selected Aviation Electrician's Mate 2nd Class Janae Rainbolt as its 2015 Shore Sailor of the Year (SOY).

Rainbolt is the leading petty officer (LPO) of the intermediate level electrical branch located in Building 378.

Chief Aviation Electronics Technician Amy Jarvis, who is the 600 Production LCPO, said that Rainbolt's leadership skills and dependability were the keys to her selection as the command's SOY.

"She accomplishes any task that we assign her, and then some. There were some problems in the AE shop, so we placed her there and she turned it around. There are no more behavioral issues, people show up on time, and that work center has turned around 180 (degrees) since she began there," Jarvis said.

Rainbolt, a native of Belleville, Ill., reported to FRCSW two years ago and has held her current LPO position since last August. She oversees the work of 51 Sailors.

"I work with some outstanding Sailors who really want to make a difference, want to succeed, and get involved in everything. Being able to lead them and guide their careers has been the most rewarding part of being in the Navy," she said.

"There are so many things that you can do whenever you get certified: You can get to go to classes, you can go through tuition assistance and go to college. You have everything you need to succeed here. You just need to utilize it," she said.

"But when I first came here I started off as a technician. About three months after checking in, I took over as night check production

supervisor for the AE shop. And then I took over day check as supervisor, and after doing that for about six months, I went to production control school and returned to the shop as the LPO," she said.

Rainbolt enlisted in the Navy in 2007 in the St Louis metropolitan area to "... gain an opportunity to go to school, see the world to experience new things and to get out of a small town."

Following graduation from Naval Training Center and AE "A" School and Aviation Warfare Apprentice Training in Oceana, Va., she was assigned to Strike Fighter Squadron 25 (VFA-25), based at Naval Air Station Lemoore, which was attached to the aircraft carrier USS Ronald Reagan (CVN 76).

"For the first year I was in the line shack as a PC, like a plane captain," Rainbolt said. "I was on that deployment for six months, and then went back to the Reagan the following year, from 2008-2010."

Afterward, and prior to reporting aboard FRCSW, Rainbolt served onboard the aircraft carrier USS Carl Vinson (CVN 70) where she applied her technical training skills and was meritoriously advancement to second class petty officer.

"I think my favorite job was when I was a trouble shooter (onboard ship). That was the most fun I think I've had so far in the Navy. It's very high, fast-paced running around, working with the pilots, fixing planes on the run."

Rainbolt is scheduled to depart FRCSW late this year.

In the meantime, the 25-year-old Sailor pursues a bachelor's degree in mathematics through Coastline Community College, and may apply to the Navy's Seaman to Admiral-21 commissioning program. 

AE3 Joshua Dillen Named FRCSW 2015 Bluejacket of the Year



FRCSW Blue Jacket of the Year AE3 Joshua Dillen, left, and AE3 Jay Henyec discuss production goals of the intermediate level electrical shop in Building 378.

Photo by Jim Markle

This year's Fleet Readiness Center Southwest's Bluejacket of the Year is Aviation Electrician's Mate 3rd Class Joshua Dillen.

Dillen was one of three finalists to compete for the recognition, which was announced in December.

He is currently assigned as a technician in the intermediate level electrical shop in Building 378.

"I've tried branching out in other work centers because I'm a solder technician, that's my Navy Enlisted Classification (NEC); so I actually work with other work centers for soldering responsibilities, like over in 69 Bravo. And I will interview soon for collateral duty inspector," he said.

The 30-year-old native of Dexter, Mich., enlisted in Ann Arbor in November 2012 after having spent 10 years working in the private sector.

"I went to Specs Howard School of Media Arts in Southfield, Mich. I went there for a radio broadcast certificate and spent eight months preparing myself. Then I worked in radio in Ann Arbor for three years," he said.

Dillen said his decision to join the Navy was influenced by his sister-in-law, an eight-year veteran of naval service, and his brother-in-law, a recently retired Fire Controlman 1st Class.

"I wanted to go in as Mass Communications but it was a year and a half wait. The Navy needed other billets filled – AE is under manned right now – so I can't cross-rate for now," he said.

Dillen arrived at FRCSW after Naval Training Center graduation and completion of AE "A" School in Pensacola, Fla.

"When I checked in I had a great sponsor, AE2 Thomas Cuellar, and mentor, AE2 Jacob Alander, who put me on the right path to success.

Everybody has a mentor when they check in. They told me what I needed to do for where I needed to be. I took their advice and just went at it right away," he said.

"I'm not a mentor. But when people check in, I try to help them out around the shop as much as possible. I tell new people that once you get here, you have to hit the ground running. You have to involve yourself throughout the command and the work center and make yourself accessible and coachable."

"I've worked at places where it didn't matter if you worked hard – it was who you knew who could help you out. Here, if you do work hard, other people notice, which is what has helped me out in the long run," he said.

As the secretary of the FRCSW branch of Coalition of Sailors Against Destructive Decisions (CSADD) Dillen not only contributes to the welfare of his work center, but also to that of his fellow Sailors.

CSADD's purpose is to provide positive activities on and off base for Sailors who are second class petty officers and below or 25-years-old and younger.

"It's a program at all commands. Here, it is in its infancy, but we're working to get it larger," Dillen said. "We're trying to organize events to raise funds. We've talked about using that for trips or events for Sailors in our command. And it would also provide a chance for them to do volunteer work in the community, as well."

In his free time, Dillen volunteers with the environmental cleanup group "I Love a Clean San Diego," and assists at local golf tournaments including the Randy Jones Invitational which benefits charity.

Dillen said he is unsure if he will make the Navy a career.

"I'm 50-50 making the Navy a career," the father of two said. "It's great because it's an opportunity for me to take care of my family. It's good in that sense, but in another sense I wonder if there's more for me to do when I get out."



FRCSW Director for Industrial Compliance Operations Michele Marien is joined by members of the industrial environmental division as she holds the fiscal year 2014 CNO Environmental Award in the Environmental Quality Industrial Installation category in front of the quarterdeck at Building 94. FRCSW will move on to compete in the Secretary of the Navy environmental awards. *Photo by Scott Janes*

Golden Wrench Award

The FRCSW Golden Wrench Award is presented to military and civilian teammates who demonstrate outstanding contributions in support of the command's mission while in the performance of their duties.

Recent recipients of the Golden Wrench Award include:

Robert Frasier
Janet Sanchez
Jane Brady

Brian Johnson
Martha Hoffman

Mea Culpa

The dates printed for the 2014 Holiday Shutdown Schedule in the Volume 7 - Issue 6 edition of "FRCSW Almanac" were in error.

The FRCSW Public Affairs staff regrets any inconvenience this may have caused.

FRCSW Brings New CASS Station Online



FRCSW CIP project manager Martha Hoffman is joined by Boeing project manager Tim Murphy, center, and NAVAIR CASS/RTCASS IPT Lead Samuel Winters for the initial operating capability ceremony of the Depot Reconfigurable Transportable Consolidated Automated Support System (RTCASS-D) in Building 463. The Boeing RTCASS-D will replace obsolete avionics test systems, and is specifically designed for Fleet Readiness Centers to handle current and advanced components. *Photo by Jim Markle*

Fleet Readiness Center Southwest (FRCSW) held an initial operating capability ceremony of the Depot Reconfigurable Transportable Consolidated Automated Support System (RTCASS-D) February 18 in Building 463.

RTCASS-D is an advanced avionics tester used to pinpoint and resolve avionic component problems. It is suitable for use on an array of aircraft including the V-22 Osprey, F/A-18 Hornet fighter and UH-1 and AH-1 helicopters.

Approximately one-third the size of current CASS systems, the RTCASS-D was specifically designed for the Navy's FRCs through a joint venture of NAVAIR, Boeing, Teradyne and the Common Aviation Support Equipment Program Office (PMA-260).

NAVAIR CASS/RTCASS IPT Lead Samuel Winters said that the RTCASS-D will replace the older CASS systems which have become obsolete due to maintainability and software issues.

"This new system will expand testing capabilities while maintaining the ability to support those existing CASS test programs already in use," Winters said.

He said that the RTCASS-D station was delivered and tested here in December 2014, and that PMA-260 held a two-week training session that included three FRCSW electronic technicians who will be primary users.

FRCSW engineers will use the system to create test program sets (TPS), which are not unlike software used for home computers.

Electronic technicians will test shop replaceable assemblies (SRAs), which are usually circuit cards. The cards go into "weapons replaceable assemblies", or "boxes" that hold the circuit cards that perform an avionics function, like radar.

Directed by the TPS the CASS station runs electronic signals through the component being tested and measures the response. If the response indicates a bad circuit board chip, for example, the chip is simply replaced and reinstalled.

CASS testing is done at the SRA level.

FRCSW is the first FRC to receive the RTCASS-D. Eight more of the systems are on order.

HMS 75 Wins DOD Phoenix Award

For its efforts in support of Commander, Carrier Strike Group 11 (CCSG 11), Helicopter Maritime Strike Squadron Seven Five (HMS 75) earned the Secretary of Defense (SECDEF) Phoenix Award for field-level maintenance performed by a small-sized organization during fiscal year 2014.

Deputy Assistant Secretary of Defense for Maintenance Mr. John Johns presented the award in ceremonies held January 23 on board Naval Air Station North Island.

“All of you should be rightfully proud. You are among the best in the entire Department of Defense. You serve as an example not only to the Navy, but across all of the military services,” Mr. Johns said.

The SECDEF presents a total of six awards to the “best of the best” maintenance units within three DOD categories: large, medium and small.

HMS 75 is part of Carrier Air Wing 11 and employs 11 MH-60R Seahawk helicopters to perform anti-surface and anti-submarine warfare duties in support of CCSG 11.

Johns said that the center of America’s naval capability is the carrier strike group.

“Since World War II the carrier strike group has been, and remains, the most recognized symbol of our projection of the USA. It has and will remain the greatest symbol of freedom and liberty,” he said.

He also stressed the importance of readiness to the defense of the country, and said that it is achieved through leadership, training, and maintenance.

Last year HMS 75 provided MH-60R maintenance, ordering and processing of aircraft components worth approximately \$16 million, achieving a 17 percent cost savings in annual fuel allocation.

The squadron’s maintenance personnel also completed more than 42,500 maintenance tasks which enabled 3,725 flight hours and the completion of 1,184 sorties in the U.S. Third, Fifth, Sixth and Seventh Fleet areas of responsibility.

Further, HMS 75 delivered nine Hellfire missiles; 17 torpedoes; 62,200 rounds of crew-served weapons ammunition; 1,750 chaff and flares, and 485 sonobuoys.

To ensure its personnel are the best trained and qualified, the squadron’s 283 members completed more than 4,300 courses which led to the qualification of eight Plane Captains, 54 collateral duty inspectors and quality assurance representatives, five Safe-for-Flight personnel.

Concluding the ceremony, HMS 75 Commanding Officer Cmdr. Jeff Melody said, “This was a team effort by maintainers. And we will uphold the standard of excellence that got us here today.”



Mr. John B. Johns, deputy assistant Secretary of Defense for Maintenance Policy and Programs, presents a challenge coin to a Sailor from Helicopter Maritime Strike Squadron (HSM) 75.

Photo by MCSN Christopher A. Veloicaza



Mr. John B. Johns, deputy assistant Secretary of Defense for Maintenance Policy and Programs, presents the Secretary of Defense Phoenix Award for Maintenance Excellence to Helicopter Maritime Strike Squadron (HSM) 75. The Phoenix Award is presented to six commands each year in recognition of outstanding achievements by field-level units engaged in military equipment and weapon systems maintenance within the Department of Defense.

Photo by MCSN Christopher A. Veloicaza



Aviation Machinist's Mate Airman Zachary Louis, assigned to the Red Lions of Helicopter Sea Combat Squadron (HSC) 15, signals a CH-53E Super Stallion helicopter from the Blackhawks of Helicopter Mine Countermeasure Squadron (HM-15) on the flight deck of the aircraft carrier USS Carl Vinson (CVN 70).
Photo by MC2 John Philip Wagner, Jr.