



FRC SW ALMANAC

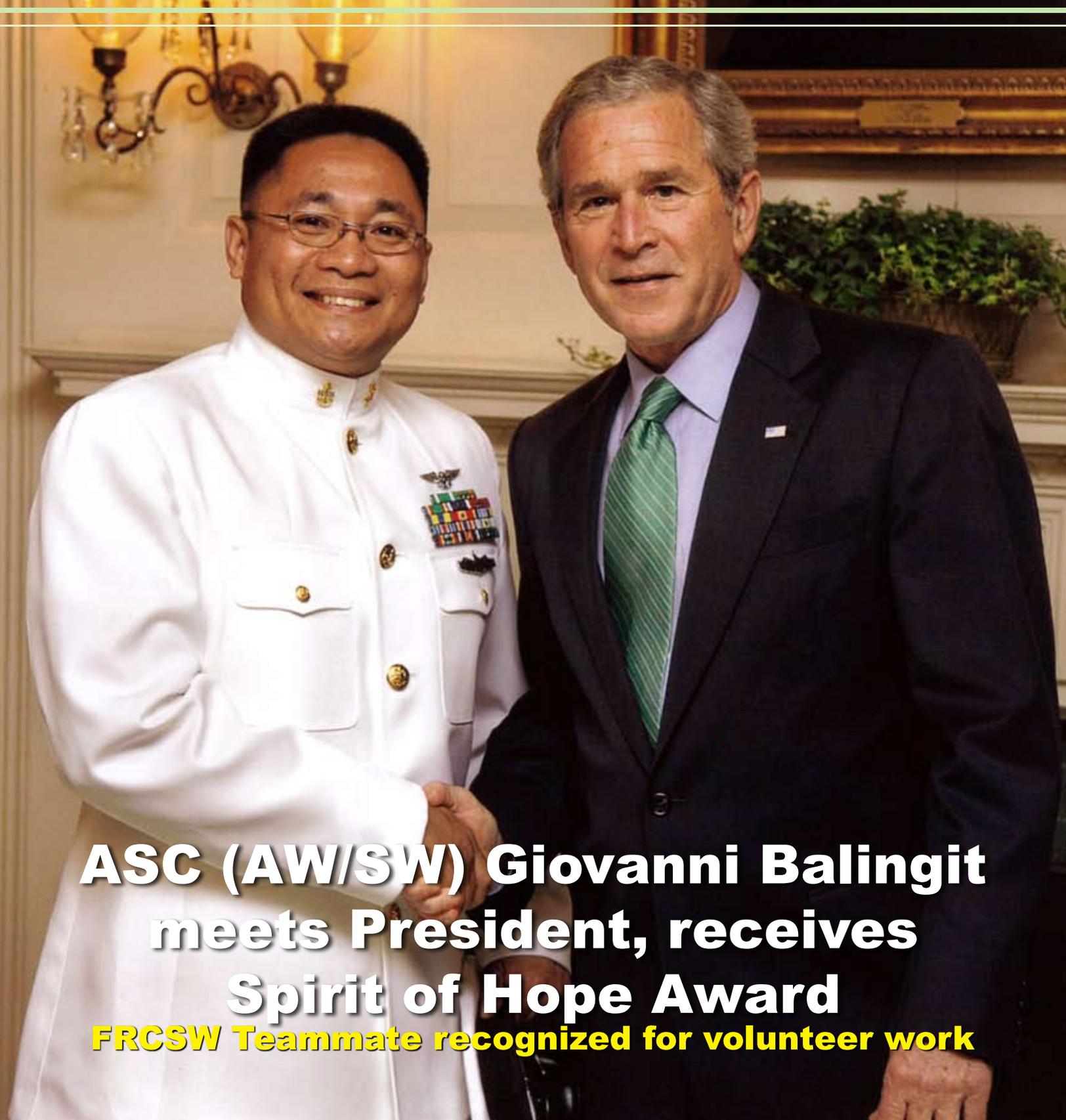
Delivering Cost-Wise Readiness

"Fix it Once, Fix it Right, Fix it On Time"

Published for members of Fleet Readiness Center Southwest

Volume 2 No. 4

November - December 2008



**ASC (AW/SW) Giovanni Balingit
meets President, receives
Spirit of Hope Award
FRC SW Teammate recognized for volunteer work**

From the Skipper:

Dear FRCSW Teammates,

As the Chinese proverb supposedly says, “may you live in interesting times.”

Well...it’s hard to imagine a more interesting time to work at Fleet Readiness Center Southwest.

First, some highlights:

- We finished fiscal year 2008 in superb fashion.
- We delivered the vast majority of our aircraft on time and below the budgeted cost.
- We continued to deploy AIRSpeed.
- We made progress on our Intermediate-Depot components production integration.
- We moved forward on our High Performance Organization journey through our continuing classes and establishment of leadership teams inside programs and competencies.
- We ended the year beating our Net Operating Result (NOR) financial target by \$600,000 – a performance that was unmatched by any other FRC.
- We established a strong relationship with every Program Manager, Commodore, Wing Commander, ship, and OEM (original equipment manufacturer) we support.

These successes are possible because of the commitment to mission embodied in our collective values.

Bottom line – YOU MAKE IT HAPPEN AS A TEAM.

As we enter Fiscal Year 2009, the opportunities and challenges we face will continue to increase.

5S, cell-based work environments, visual controls, and linked metrics are paths we will continue to take – as well as working together in an “adult-adult” manner to tackle the hard problems and bring the right team to bear on each and every challenge from the fleet.

We will continue to work with and solicit new OEM partners to sustain a level workload environment.

We must continue to focus on the work at hand, while keeping a steady eye to the future.

We have aging aircraft that are entering new phases of their operational life that require the maintenance expertise our workforce provides; while the Navy and Marine Corps continue to introduce new platforms that will be the basis of future work.

Our value to Naval Aviation is not in the brick and mortar of the plant or its machinery – our value is defined by our ability to innovate, create, and execute with a relentless commitment to process improvement.

Remembering this “ground truth” value is how we will always find “true North” on our journey as a “world class MRO for the world’s greatest team sport – Naval Aviation.”

As you experience the turbulent, yet exciting times that surround us, take pause and cherish the success you’ve created here at Fleet Readiness Center Southwest.

Continue to reevaluate and set personal and team goals.

And during this holiday season: be safe, spend time with family and friends – at home and in the plant – remembering that we are all tied together as citizens of a great democracy.



Capt. Michael Kelly

A handwritten signature in black ink that reads "Michael A. Kelly".

MICHAEL A. KELLY
Captain, U.S. Navy
Commanding Officer

FRCSW - A World Class MRO for the World's Greatest Team Sport - Naval Aviation

FRC^{SW} **ALMANAC**

November - December 2008

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FLEET READINESS CENTER



COMMANDING OFFICER

Capt. Michael Kelly

EXECUTIVE OFFICER

Capt. Fred Melnick

COMMAND FRAUD, WASTE AND ABUSE HOTLINE
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619-545-2929

COMMAND ADDRESS

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

FRC^{SW} WEBSITE

www.frcsw.navy.mil

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

FRC^{SW} **ALMANAC**

Staff

PUBLIC AFFAIRS OFFICER	Steve Fiebing
EDITOR	Jim Markle
PUBLIC AFFAIRS SPECIALIST	Terry Moran
GRAPHIC ARTIST	Chuck Arnold
PHOTOGRAPHERS	Joe Feliciano Scott Janes

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About the Cover

President George W. Bush congratulates ASC (AW/SW) Giovanni Balingit for his selection as the "Spirit of Hope Award" recipient.

White House Courtesy Photo

FRCSW Sailor visits White House, Receives Spirit of Hope Award

ASC (AW/SW) Balingit honored for helping those in need

By JIM MARKLE

Chief Aviation Support Equipment Technician (AW/SW) Giovanni Balingit received the 2007 Spirit of Hope Award in ceremonies Oct. 28, 2008, at the Pentagon in Washington, D.C.

The award was established in 1997 by the Bob Hope Family Foundation, and recognizes one member of the Navy who not only captures the values and integrity of the service, but who also exemplifies the patriotism and dedication to the armed forces so characteristic of the late comedian.

"I feel so blessed to be able to be here today to celebrate these men and women in uniform," said Miranda Hope, granddaughter of the legendary comedian. "I know that if my grandfather were here right now, he would be honored to see [them] and all that they're accomplishing for our nation."

Balingit's unrelenting contributions to military and civilian community service earned him the Navy's nomination for the award. The Navy has nominated one of its service members since 2005.

During an address on the importance of volunteerism that was delivered on the South Ground of the White House earlier this year, President George W. Bush acknowledged Balingit's drive to assist

others and his selection as the Spirit of Hope Award recipient.

"With us, is the 2007 Spirit of Hope Award recipient. This is the military's way of honoring people who have given back to their communities. Giovanni Balingit -- Giovanni, welcome; thank you, sir; congratulations to you," the President said.

Balingit, a native of Angeles City, Philippines, is currently the Fleet Readiness Center Southwest (FRCSW) Support Equipment (SE) Rework Leading Chief Petty Officer in Building 801.

"It's pretty amazing to be awarded something that famous people have actually received. When I found out I'd been chosen for this award, I couldn't believe it," Balingit said.

Previous Spirit of Hope Award recipients include former President George H.W. Bush, former astronaut and Ohio Senator John Glenn, and former New York City Mayor Rudy Giuliani.

In his nomination letter, FRCSW Commanding Officer Capt. Michael Kelly cited Balingit's leadership and motivational skills.

"Balingit's leadership by example and motivation given to FRCSW Sailors generated 257 volunteers who provided 1,395 hours of service to different

communities throughout San Diego in 2007," wrote Capt. Kelly.

A 17-year veteran, Balingit served aboard USS *Constellation* (CV 64) and USS *Boxer* (LHD 4), before being transferred in June 2005 to serve as the production control chief of Commander Sea Control Wing Pacific Aviation Intermediate Maintenance Detachment (AIMD). In October 2006, the AIMD merged with Naval Air Depot North Island to form FRCSW.

Since the merge, Balingit has served as the FRCSW community volunteer coordinator and led an array of command-sponsored volunteer events directly benefiting citizens in Southern California.

"Our goal is to enhance volunteerism and provide alternative off-duty activities through active participation in local community projects, and to promote a positive presence in the community," said Balingit.

During the first eight months of 2008, he coordinated 47 projects that involved 670 Sailors and their family members who volunteered more than 3,000 hours of service benefiting San Diego communities from Ramona to Chula Vista.

After the 2007 San Diego County wildfires, Balingit led FRCSW efforts



(Left) ASC (AW/SW) Giovanni Balingit is congratulated by Chief of Naval Personnel, Deputy Chief of Naval Operations Vice Adm. John C. Harvey, Jr.

Courtesy photo



(Right) President George W. Bush delivers a speech at the White House on the value of volunteerism.

Courtesy photo

to assist fire victims throughout the region, and responded to four subsequent sand-bagging efforts in response to erosion control projects.

Under Balingit's guidance, FRCSW volunteers helped renovate Wilson Middle School in City Heights, and the Junipero Serra High School theater in Tierrasanta.

In the South Bay area, he led more than 50 FRCSW Sailors and their families in rehabilitating homes of elderly and disabled residents.

FRCSW Sailors also assisted local communities in environmental efforts. On two occasions, Balingit organized Sailors to assist in cleanup projects in National City that disposed of five tons of trash.

Other FRCSW environmental projects which Balingit led include "Beautify Chula Vista Day," and the 23rd Annual Coastal Cleanup Day that targeted the canyon areas of Balboa Park. The two events garnered support from 55 Sailors and their family members.

Closer to the command, and to foster positive relations with the cities of Coronado and Imperial Beach, Balingit coordinated quarterly beach clean-ups for the two communities.

For two consecutive years, he led 22 Sailors in the planting of 50 trees throughout the City of Coronado during Arbor Day tree planting projects.

Balingit answered the call from the veteran community of San Diego by coordinating FRCSW's efforts in three annual Veterans Stand Downs held in Balboa Park. Approximately 75 FRCSW Sailors have assisted in the past three years, and contributed to providing more than 20,000 meals and distributing more than 1,400 blankets to homeless and needy San Diego vets.

On the job, Balingit devotes much of his time and skills to improving the lives of his fellow Sailors.

As the command Drug and Alcohol Prevention Advisor, he reinvigorated FRCSW's program and realized a 67 percent reduction in incidents last year, and achieved a 100 percent command



ASC (AW/SW) Giovanni Balingit is joined by his wife Menchie (right) and Miranda Hope, granddaughter of comedic legend, Bob Hope.

Courtesy photo

training readiness on all drug and alcohol prevention classes.

A member of the Navy Region Southwest Joint Task Force for Financial Health, Balingit provided financial counseling to FRCSW Sailors that resulted in a 70 percent command-wide decrease in processing letters of indebtedness.

Balingit's career mentoring was instrumental in achieving a 32 percent increase in advancements throughout the command, which resulted in more than 100 junior FRCSW Sailors receiving promotion.

And to formally recognize the efforts of young Sailors, he coordinated and chaired the command's Junior Sailor of the Year and Quarter boards.

To generate funds that benefit Navy quality of life programs, Balingit led command efforts for four consecutive years to get Sailors and their families to participate in Morale, Welfare and Recreation's (MWR) Annual Bay/Bridge Run/Walk fundraisers.

During the holidays he enlisted Sailors to assist with MWR's "Holiday Gift Bags for Sailors Program," that strives to ensure a holiday season for personnel unable to spend time with their families due to military obligations.

Extending his efforts beyond Southern California, Balingit volunteered with the San Diego Disaster Program in September to man a telephone and provide assistance and guidance to victims of Hurricane Gustav in Louisiana.

In addition to volunteering, managing Sailors in community relations programs, and mentoring Sailors, Balingit also manages the FRCSW voting assistance and U.S. Naturalization programs.

"I'm primarily responsible for the operation and management of these programs and act in an advisory capacity to the commanding officer on matters dealing with disciplinary and administrative actions under these programs," he explained.

Complementing the Spirit of Hope Award, Balingit was presented the Capt. Harry T. Jenkins Memorial Award by the Coronado Chamber of Commerce in March for his involvement and support of local military and civilian communities.

Balingit's leadership also gained FRCSW an Honorable Mention in the Project Good Neighbor and Environmental Stewardship Categories of the 2007 Commander, Navy Region Southwest Community Service Awards.



ASC (AW/SW) Giovanni Balingit, his daughter Ivy (left) and wife Menchie tour the White House grounds, following an address by President Bush about volunteerism.

Courtesy photo

FRCSW Recognized by Lockheed Martin as a STAR Supplier

Compiled by Jim Markle,
Photos by Joe Feliciano

Fleet Readiness Center Southwest (FRCSW) was recently awarded Lockheed Martin Corporation's (LMC) Electronic Systems STAR Supplier Program award for continued outstanding performance as an avionics components supplier under the H-60 helicopter "Tip-to-Tail" performance based logistics (PBL) public/private partnership agreement.

The "Tip to Tail" program between FRCSW and Lockheed Martin began in 2004.

"The electronics systems division of LMC has approximately 11,000 suppliers with only 149 STAR suppliers. This is considered a very prestigious award. FRCSW has provided outstanding service and is critical to the success of this contract in supporting fleet demands," wrote Chris Conklin, Lockheed Martin subcontract program manager.

PBL agreements are a partnership between a commercial vendor (LMC, in this case) or an original equipment manufacturer and FRCSW, according to PBL coordinator Rob Haupt.

PBL vendors are responsible for providing material logistics and supplies to FRCSW within a specific timeframe upon notification. FRCSW is responsible for identifying material requirements and manufacturing resource planning and processes within the defined period of time, Haupt said.

"In PBL partnerships, we don't rely on government suppliers to get us parts for repairs. By having our partner (LMC) provide parts, our repair turn-around-time drops and the materials get to the fleet faster; so in turn, readiness is improved," Haupt said.

"Back orders to the fleet have been down due to the PBL with Lockheed Martin," he said.

Michele Evans, Vice President, Modernization and Sustainment for

Lockheed Martin, said, "The FRCSW – Lockheed Martin relationship for the H-60 Tip-to-Tail PBL program epitomizes the best that Public-Private Partnerships have to offer. Both parties have benefitted, but most importantly, our mutual customer, the fleet, has benefitted from increased spares availability, zero backorders, and reduced overall costs - a Win-Win-Win. Congratulations to the entire FRCSW team on their significant accomplishment, and Lockheed Martin Systems Integration - Owego looks forward to many more years of working together."

Approximately 15 FRCSW artisans from the instrument shop in Building 378 and the avionics shop in Building 463, overhaul or repair five airspeed indicator components through the Tip-to-Tail PBL program.

Two of the components, the bearing heading distance indicator (BHDI) and the attitude indicator (AI), are repaired in the gyroscope and attitude shop.

"The BHDI provides pilots their position relative to, or from a given point. And the AI provides the degree of bank and lateral axis to indicate pitch (nose up, level or nose down)," said gyroscope and attitude shop foreman Pete Guzman.

"Reworking the meter movements on both of these components demands a very soft touch, so, the artisans have to be extremely cautious at that point in the overhaul process," Guzman said.

Guzman said 80 percent of the units are overhauled at roughly \$3,500 per BHDI and approximately \$4,000 for an AI. A new BHDI unit costs more than \$52,700 and \$33,000 for an IA.

Since 1978 the shop has worked on the airspeed indicators and repairs or overhauls 80 to 100 units annually.

In the flight pressure instrument shop also located in Building 378, artisans service airspeed indicators and vertical



Instrument mechanic Nick Palmares disassembles a vertical velocity indicator.

velocity indicators (VVI) for the H-60.

The airspeed indicator tells the pilot how fast the aircraft is moving in knots horizontally, while the VVI indicates knots vertically.

“The airspeed indicators use pressure from the Pitot tube to move a pointer that indicates airspeed,” said flight pressure instrument shop foreman John Cofey.

“About 75 percent of the indicators we see need to be overhauled. Otherwise, we disassemble, inspect, and replace the parts as needed. We also calibrate and test them before sending them out,” Cofey said.

Overhauling more than 120 units annually, the program saves the Navy more than \$800 on airspeed indicators and \$3,000 on VVIs, respectively per unit, vice purchasing new components.

“Our artisans enjoy working on the units due to the availability of the parts from LM, and they enjoy working with LM representatives,” Cofey stated.

In addition to the Tip-to-Tail contract, the shops also service airspeed indicators for F/A-18 Hornet fighters, E-2C Hawkeye airborne early warning, C-2 Greyhound transport, and P-3 Surveillance aircraft.

Other work covered under the Tip-to-Tail program includes controllers and interference blankers.

The H-60 airframe has two controllers per aircraft which are used by pilots to select the drift mode of the aircraft’s

gyroscope, according to general instruments center of excellence foreman Bobby Robershaw.

An average of 80 controllers are tested annually. Any malfunctioning components, such as diodes or resistors, are replaced.

Robershaw said repairs take six to

seven hours per unit at an average cost of \$900 per repair.

Artisans in Building 463 also troubleshoot the H-60 interference blankers, which is a weapons ready assembly (WRA) that provides processed blanking pulses to four aircraft avionics systems.

“The blanker prevents one avionic system from interfering with another. And we only work on the H-60 airframe blanker,” said electronics mechanic Craig Busby.

The shop tests and repairs the WRA and the circuit card assemblies (CCA) that make up the blankers.

Overhauls are usually performed only once, and may cost up to \$1,500 per unit. Subsequent overhauls are rare, Busby said.

Last year the shop overhauled 17 blankers including 40 CCAs.

The H-60 PBL Tip-to-Tail program will soon expand at FRCSW to include work on the airframe’s common cockpit, Haupt said.

“The success of this program is primarily due to the hard work and professionalism of the artisans and support personnel that carry out the day-to-day work to ensure that a quality product is delivered on time and under cost to the fleet. I appreciate all the hard work that is performed to ensure that the LMC PBL is a successful one,” Haupt said. ▲

Instrument mechanic Rosalito Estacio repairs the circuit card of an air temperature controller to a P-3 Orion anti-submarine warfare (ASW) patrol aircraft.





Pneudraulic system mechanic Steven King tests a trailing edge flap actuator of an F/A-18 Super Hornet.

Hydraulics Shop Tops in Fixing Flight Control Components

By Jim Markle, Photos by Joe Feliciano

What I've learned from our relationship with Fleet Readiness Center Southwest (FRC SW), is that you not only provide us with excellent workmanship, but every time we ask – and when we provide you the means to do so – you step up to the plate and get the job done. We're really, really impressed by that," said Boeing supply chain manager Rick McCreary to the artisans and contractors of the Code 93302 Pneudraulics/Hydraulics shop in Building 472.



Pneudraulic system mechanic Brianna Timothy reseals a hydraulic cylinder that attaches to a trailing edge flap on an F/A-18 Hornet.

McCreary and Boeing assistant supply chain manager David Lang recently presented awards of appreciation to the workers of the hydraulics shop for their superb efforts in reducing back ordered flight control components for the F/A-18 Super Hornet.

Those flight control components included trailing edge flaps that increase the lift and drag on an aircraft; and horizon stabilizer bars that control longitudinal movements and pitch, said F/A-18 E and F work production leader Dennis Campbell.

“FRCSW went from an average of 24 back orders to just five. These back orders started because we (Boeing) simply didn’t have the parts,” said Lang.

All of the F/A-18 Super Hornet work is done under the F/A-18 E/F Integrated Readiness Support Teaming (FIRST) partnership with Boeing. The FIRST program expanded to include the Code 93302 Pneudraulics/Hydraulics shop approximately three and one-half years ago, Lang said.

The Navy teamed with Boeing to create FIRST to improve the combat readiness of F/A-18 Super Hornets, and to operate within a cost-conscious environment.

But work within the pneudraulics/hydraulics shop is not limited to FIRST or F/A-18 C and D Hornets. Flight control components for E-2C Hawkeye airborne early warning and C-2A Greyhound transport aircraft are also repaired and maintained. The current workload includes

service to approximately 780 E-2/C-2 and F/A-18 flight control components quarterly, pneudraulics production leader Larry Lewis said.

The shop performs a variety of renovations to pneudraulics/hydraulics components of the airframes’ flight control systems including electrical checks and tests, evaluations, disassembly, reassembly, and final performance tests.

“The components we work on are inspected and repaired as necessary; that means they are only sent to us if they’re broken, or no longer meet the requirements or specifications of the aircraft. When we’re done repairing them, we send the components back to be reinstalled in the aircraft,” Campbell said.

Repairs are not performed when costs exceed the value of replacement. The part is returned to the customer who replaces it with a new one, Campbell said.

Lewis noted: “Ninety-five percent of the time we can make the necessary repairs to get the component back to the fleet.”

Working within the Dynamics Components and Pneudraulics Department, the pneudraulics/hydraulics shop specializes in electro hydraulic service valves (EHSV), Campbell said.

“An EHSV is the brain between the computer and the hydraulic system. It’s what sends the hydraulic signal to the flight control actuator to move the aircraft one way or the other; it’s like a keyboard to a computer,” Campbell explained.

Lewis said that horizontal stabilizer bars and trailing edge flaps are the most commonly serviced components of the work center.

Repair efforts are also being directed toward the F/A-18 Super Hornet horizontal stabilizer bar in response to an Accessory Change Bulletin (ACB), or notification from the manufacturer (Boeing) of an upgrade or modification.

“This is a total overhaul. We’re removing old seals and putting in new, improved seals to extend the lifetime for that component so it will not fail on the aircraft as frequently as it had been failing before. Once complete, this will reduce the amount of time the aircraft will be on the ground for leaks, and it will improve the reliability of the components to keep the aircraft flying longer,” Lewis said.

To check and test upgrades or repairs, the pneudraulics/hydraulics shop depends upon the Servo-Cylinder Test Station (STS) to trouble shoot faulty or damaged aircraft components.

“It (the STS) does the bulk of the workload for checking and testing. We can find out what’s wrong with the components and send them out for repair or order the necessary parts to make the repair. Once a repair is made, we send it back to the STS for a final check to verify the part passes all of the required tests; then we’ll safety wire it and send it back to the fleet,” Campbell stated.

The STS used on C and D Hornets is different than the STS model used in diagnosing F/A-18 Super Hornets.

Hydraulics continued on page 20



Shannon Couington, a pneudraulic mechanic, uses a Servo cylinder test station to trouble shoot a flight control component.

FRCSW Leads Way in Vital F/A-18 Hornet Component Overhaul

Repair of Accesory Drives affects fighter aircraft worldwide



By Jim Markle, Photo by Joe Feliciano

Overseeing the maintenance needs of the F/A-18 Hornet airframe and its components is one task common to four of the six Fleet Readiness Centers.

But when the aircraft's Airframe Mounted Accesory Drive (AMAD) needs to be overhauled or reconfigured for engineering changes, the other FRCs turn to Fleet Readiness Center Southwest (FRCSW) to handle the job.

The AMAD is the electrical and hydraulic "brain" of the F/A-18. It is a gear box that is mounted to the engine of the aircraft, and through engine revolutions, it powers the aircraft's hydraulic pump, fuel pump, generator, and starter.

The only other aircraft using the AMAD is the U.S. Air Force's F-117 Nighthawk stealth fighter, according to pneudraulic systems mechanic inspector Anthony B. Cordero, Jr.

Work on the units is assigned to the hydraulics shop in Building 379 and is performed by a team of five FRCSW artisans and two L-3 Vertex Aerospace contractors.

"There are two AMAD units per aircraft: one on each engine. When an F/A-18 comes in, its gear boxes are removed and refurbished ones are provided by FRCSW supply. They (supply) send us the old units for either configuration upgrade changes or for overhaul due to flight time issues," said temporary hydraulics shop supervisor and pneudraulic system mechanic Joe Krasko.

"It takes about two days to disassemble an AMAD and

to get it evaluated. Non-destructive testing (NDI) is performed on gears to identify cracks or flaws, and the unit's O-rings and bearings are replaced or reconditioned. When it comes back it takes three or four days to re-assemble; and then about two more days to test it," Krasko explained.

Cordero said many AMAD parts go to specialty shops, like NDI and machining, for example; and then returned through the supply system ready to be reassembled into the AMAD's housing unit.

"Occasionally NDI will find some thing wrong with the housing unit and it may have to be scrapped," Cordero noted.

Because AMAD components are interchangeable, defective housing units may be replaced from the current supply in stock. If necessary, new housing units are purchased from the AMAD manufacturer, Krasko said.

"There's no lifespan to the AMAD. We have some units that were produced in the late 1980s that have been overhauled and reconditioned and are still operational," Krasko said.

Overhaul of one AMAD takes about one month and costs approximately \$60,000. Afterward, the units are returned to supply where they await installment onto the next incoming aircraft, Krasko said.

Krasko said the shop overhauls and reconfigures approximately 200 F/A-18 A-D Hornet AMADs annually, and more than 70 E and F Super Hornet units.

In addition to the other FRCs, customers of the AMAD shop include the Marine Corps, and the navies of Spain, Kuwait, Italy and Malaysia.



Pneudraulic mechanic Brandon Bush, from L-3 Vertex, installs the c-axis gear retainer onto an Airframe Mounted Accesory Drive housing unit.

FRCSSW Engineers, Facilities Staff Solve AMAD ATE Issues

By Jim Markle

Virtually every electronic and hydraulic aircraft component that is maintained or repaired aboard Fleet Readiness Center Southwest (FRCSSW) is checked via Automated Testing Equipment (ATE) prior to its return to the fleet. Because ATE consoles are so vital to supplying the fleet with the best product possible, this equipment cannot afford downtime.

FRCSSW facilities and engineering departments recently teamed to solve a problem with two ATE used to verify configuration or overhaul repairs to Airframe Mounted Accessory Drives (AMAD) in the hydraulics shop.

On at least three occasions, condensation, created by steam from rupturing pipes near the consoles, formed on the consoles and caused them to shutdown.

“Fortunately, the consoles remained functional after being dried out,” stated mechanical engineer Alex Lipovic. “A dusty environment further complicated equipment maintenance and operation; and during the summer, the ATE computers would overheat and shutdown.”

“Moving the two consoles which test parts for the F/A-18 A-F would have been very expensive and required significant floor space in addition to a water cooling tower and electric service support systems to operate them,” Lipovic said.

To resolve the condensation issues, FRCSSW facilities engineering technician Mike Tena designed acrylic enclosures for the 176 and 158 square-foot ATE areas.

Contractor F&L Industrial Solutions installed the acrylic walls and roofing while FRCSSW facilities electricians performed the electrical work to the enclosures.

F&L vice president Dan Fanolla said the work was completed in approximately three weeks.

Each ATE is now fully enclosed to minimize exposure to contaminants, and each is equipped with a 16,000 BTU air conditioner to keep the consoles cool.

The cost to build the ATE enclosures was approximately \$17,000, Lipovic said.

“These are unique ATE; there are no others like them. So, when these went down, our AMAD workload would simply back-up because we had no other way to check them,” said pneudraulic systems mechanic inspector Anthony B. Cordero, Jr.

“It was an ongoing struggle to keep the test stands operational. The consoles not being enclosed was not the root of all of the problems that caused downtime, but I am convinced it was the major cause,” Lipovic said. ▲



(Above) Pneudraulic mechanic Sean Byrne, from L-3 Vertex, uses automated test equipment to ensure the proper operation of a recently overhauled Airframe Mounted Accessory Drive unit.

Photo by Joe Feliciano

(Left) Tara Metzger (on red ladder, foreground), an F&L Industrial Solutions fabricator, aligns an acrylic top panel to complete work on one of two enclosures being constructed within Building 379, as F&L vice president Dan Fanolla looks on.

Photo by Jim Markle



CAVAI
BRIGA
SGT M



(Clockwise from top left) Sergeant Major (Master Chief Aircraft Maintenceman) John Roberts mans a Gatling gun; Union cavalry soldiers assemble into formation and dress-right; Sergeant Major Roberts (second from left) fires a volley at Confederate re-enactors; Roberts surveys a smoke-filled battle plain; Roberts leads a charge up San Juan Hill during a Spanish-American War re-enactment.

Courtesy Photos



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COMMAND MASTER CHIEF BRINGS HISTORY TO LIFE

By AT2 Ian Morris

While many people look forward to weekends for a relaxing round of golf, watching their favorite sports team annihilate an opponent, or enjoying time with friends and family; Master Chief Aircraft Maintenceman (AW) John Roberts looks forward to donning Civil War-era attire and reenacting different battles that mark important points in our nation's history.

AFCM (AW) Roberts is not only Fleet Readiness Center Southwest's (FRCSW) Command Master Chief, he is also a Civil War sergeant major with the "Frontier Army of the West."

Frontier Army of the West is a group of re-enactors who portray United States Cavalry Soldiers between the years 1845 and 1890. Most of their reenactments are performed in Southern California as the majority of the group's members live in or near San Diego County.

"I've always been kind of a history buff," Roberts said. "Growing up, my parents took us all over the countryside to see just about every battlefield on the East Coast and Midwest."

Roberts' interest in reenactments began in August 2003 when he and his wife were invited to a Frontier Army of the West Civil War reenactment in Julian, Calif. After the show he

met with members of the group and developed a keen interest.

All aspects of creating reenactments are managed by volunteers who buy their own uniforms, supplies, weapons, and any other props they want to include in their roles.

"Some things are owned by the unit; certain tents, kitchen stuff, a canon, and some common things like supplies," said Roberts.

Over the years, Roberts has accumulated several types of uniforms, weapons, and supplies. Period items needed during reenactments may be purchased from merchants on the battlefield called "sutlers." Sutlers supply soldiers just as they did during the Civil War.

Roberts and his wife, Jean, have participated in numerous reenactments including a History Channel television special about the Mexican-American War and he made an appearance in the blockbuster movie, "National Treasure 2".

After 30 years of service to the Navy, Roberts will retire December 5. Although he will be leaving FRCSW and the Navy, Roberts plans to continue his military service as a historian and devote his spare time to Civil War reenactments throughout California.



Paint Shop Tests New Media Blast

By Jim Markle, Photos by Joe Feliciano



Aircraft mechanic Dennis Ingram uses eStrip GPX, a corn-based blasting media, to remove paint from a section of an E-2C airborne early warning aircraft rotodome.

While many people view the commercial use of corn as an alternative source of automobile fuel, artisans from the Fleet Readiness Center Southwest (FRCSW) paint shop in Building 466 see it as a potential raw material to remove paint and other protective coatings from aircraft components.

Corn kernels are too bulky and damaging to soft surfaces; but once the kernels are dried and ground into a fine powder, starch can be extracted to produce a dry stripping “bio-media” blast called eStrip™ GPX, said Cameron Drake, sales director of abrasive products for the Archer Daniels Midland (ADM) Company.

To test the potential benefits of GPX, FRCSW conducted application tests on a variety of aircraft components August 26-29.

A bio-media product is considered a natural, renewable resource that is not petroleum based.

ADM created GPX approximately 15 years ago for private sector use, and modified it to meet military specifications about two years ago. The corn used to create the stripping starch is genetically modified, and not grown for food or ethanol.

“In the private sector it’s used to remove paint and primer on commercial aircraft and helicopters, and adhesives. Some of our GPX customers include Raytheon, Piper, and Goodrich,” Drake said.

Paint Shop deputy production manager Walt Loftus led the evaluation effort. “We’re looking into this as part of our environmental goal. It should create less waste and because it’s a renewable resource, it can be recycled. The corn that’s used is grown in the United States and because it isn’t a petroleum-based substance, it’s another way we can lessen our dependence upon oil,” stated Loftus.

Unlike Plastic Media Blast (PMB), GPX does not require the use of stripping compounds containing isocyanides, chemicals found in polyurethane products that contain compounds classified as potential carcinogens.

“With PMB, there are some component surfaces that we have to use chemical strippers on: one that strips metals and one that strips fiberglass. And if you chemically strip a part, you still have to sand it to prepare it for painting,” stated aircraft mechanic Dennis Ingram.

Another advantage of GPX over PMB is that it may be used on fiberglass components, Ingram added. “We can use this on

all composites and metals of fixed-winged aircraft and helicopters. It’s already being used on the most sensitive composites in the world, like the B-2 stealth bomber, so we can use this on the aircraft here,” he said.

“It means that we can take four workers in one shift and blast the paint off of the rotodome of an E-2 Hawkeye. Nobody has to scrape or sand, so it makes the artisan’s job easier and faster. And we don’t have to deal with the chemicals,” Ingram said.

Flowing like sand, the eStrip GPX stripping media is finer than plastic media blast which is currently used at FRCSW and has fewer environmental concerns over its use.



In addition to its performance and ease of application, the positive environmental attributes of the product will be reviewed and considered.

“The GPX media, when spent, may be reused as a glue to hold metal dust together, which can then be formed into nugget shapes making the metal reusable for new products,” noted FRCSW environmental engineer Ray Paulson.

“While there is zero (hazardous) waste from the use of this product, the primary decision criteria will be cost, throughput, and abrasiveness to parts. After the testing, we’ll conduct a lab analysis, time studies, and gather other data to compare the advantages and disadvantages of using GPX media versus the existing PMB. With that data and the potential environmental benefits, the command will make the best decision,” Paulson said.

Converting to the corn-based media blast would not require additional air permits or modification to other environmental permits previously approved. Existing equipment could be adapted at a cost of approximately \$400 for screening and filter elements to deliver the GPX, Paulson noted.

Samples of the GPX testing were forwarded to Battelle, an organization that manages laboratories for new and developing technologies, which will evaluate the product’s performance.

According to Vinay Gadkari, senior research scientist and program manager of Battelle, GPX is currently in use by FRCs Cherry Point and Jacksonville; and should FRCSW choose to convert to the product, it may be in use here by next year.

eStrip GPX ‘nuggets’ are poured out of a collection bag. The nuggets are a by-product of the stripping and recovering process. The GPX acts as a glue and bonds to metal and other residue to form a recyclable product.

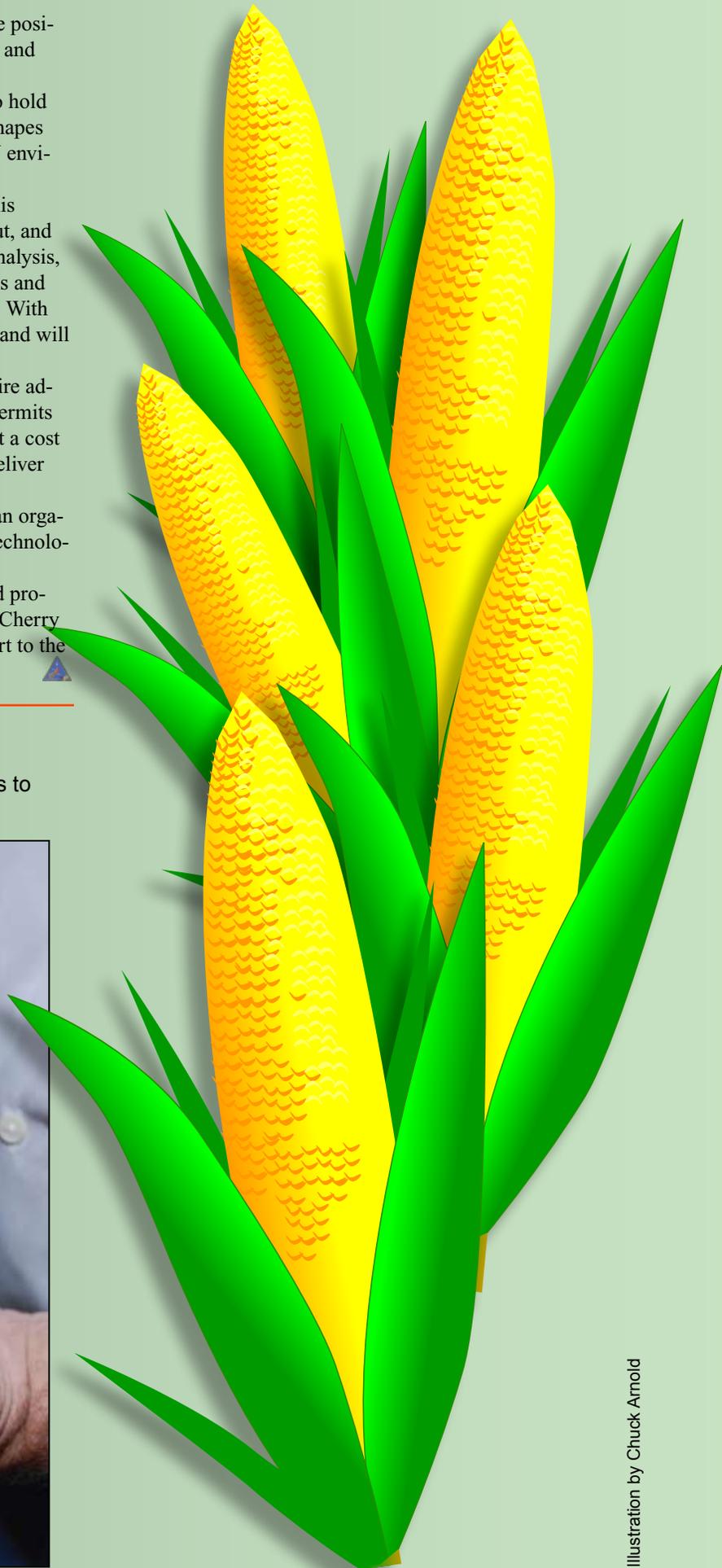
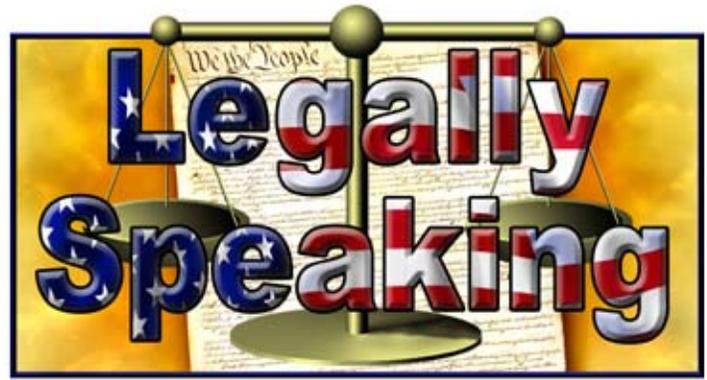


Illustration by Chuck Arnold

Holiday Ethics Rules Reminders



As Fleet Readiness Center Southwest workers, contractor employees, and supervisors celebrate the holidays, it is important to remember the ethics rules that apply. The following addresses scenarios that may arise:

Gifts Between Employees

The general rule is, employees may not give gifts to supervisors or accept gifts from subordinates.

Exceptions include:

- On traditional gift-giving occasions, employees may give a supervisor a gift worth \$10 or less (not cash). Group gifts that exceed \$10 are not permitted.
- Supervisors may accept food and refreshments shared among employees.
- An employee may give a supervisor a customary gift in connection with the receipt of hospitality from the supervisor.

Gifts From Contractors

The general rule is that employees may not accept gifts from a "prohibited source." This includes anyone who does business with, or seeks to do business with an employee's agency; seeks official action by an employee's agency; or has interests that may be affected by the employee's performance of duties.

Contractors and their employees are prohibited sources.

An employee may accept gifts worth \$20 or less (not cash) on a single occasion from a prohibited source. The value of gifts from one source in one year cannot exceed \$50. All employees of the same contractor are considered one source. The \$20/\$50 gift exception includes holiday gifts.

Gift Exchanges

If gifts are purchased for a group exchange where they are randomly chosen or traded, there is no problem since the purchaser does not know who will receive it.

In situations where the purchaser knows who will get the gift, the above gift rules above apply. The \$20 limit applies if contractors are involved. The \$10 limit applies if a supervisor receives the gift.

Parties Hosted By Employees

An exception to the rule on gifts between employees is that a supervisor may accept personal hospitality at an employee's home, similar to hospitality given to personal friends. There are no restrictions on employees accepting party invitations from supervisors.

If an employee hosts a party and invites contractor personnel, there is no violation of government ethics rules.

If a contractor brings a hospitality gift, the value may not exceed \$20.

Parties Hosted By Contractors

Generally, employees should decline an invitation to a contractor's party since the food, drink, and entertainment are considered gifts from a prohibited source. There are exceptions, such as the \$20 rule described above.

Under other exceptions, employees may:

- Accept gifts from a contractor employee based on a bona fide personal relationship, as long as the gift is paid for by the contractor employee and not by the contractor company.
- Attend functions that are open to the public.
- Accept refreshments that do not constitute a meal, such as coffee and pastries.
- Accompany a spouse to a function sponsored by a prohibited source, if the invitation is to the spouse and not offered because of the employee's government position.

Work Parties

Holiday parties are unofficial events and appropriated funds cannot be used to pay for them.

Efforts to raise funds must comply with ethics rules. Fundraising is generally not allowed in the workplace; but organizations may raise funds among its members for their own benefit when approved by the head of the command.

Approved activities should be conducted during non-work hours and in common areas. Government resources cannot be used for fundraising.

Outside sources may not be solicited. This includes cash, food, drink, entertainment, and door prize items.

Activities that constitute gambling, such as raffles, must comply with state statutes and federal regulations. Gambling is not permitted on Department of Defense or General Services Administration property.

Contractors may attend an office party held during non-duty time if all participants pay to cover refreshments or bring a potluck dish. Since they are contributing their fair share, it is not considered a gift.

The government will not reimburse a contractor for time the employee spends at an office party.

For guidance on specific situations, please contact the Office of Counsel at 619-545-2929.



FRCSW Recycling Program Big Hit at Air and Space Museum Event

Story and Photos by Jim Markle

Fleet Readiness Center Southwest (FRCSW) joined approximately 25 other organizations at the San Diego Air and Space Museum in Balboa Park Oct. 18, for the Green Skills for Life exhibition promoting local efforts in recycling and conservation technology.

Sponsored by the Ford Motor Company, the event offered San Diegans an opportunity to view demonstrations and experience hands-on displays.

“It’s important for us to participate in events like this so we can develop awareness within the community as to who we are, what we do, and the steps we take to protect the environment,” said Michele Marien, FRCSW deputy director for Industrial Compliance Operations Department.

FRCSW offered an array of aircraft and aviation-related items for visitors to examine including portions of an A-6 Intruder windshield; a wing fairing from a Blue Angel F/A-18 Hornet; a piece of the “honeycomb” assembly from an F/A-18 wing; and recycled products made from plastic media blast (PMB) used in stripping paint from aircraft.

The PMB recycled materials were of primary interest to most of the visitors to the FRCSW exhibit. PMB residue is used to

manufacture cinder blocks used in light-duty construction, plastic bowls, and dishes.

“We also recycle old aircraft tires. Instead of land-filling the tires, the Navy retreads them. By retreading, we extend the life of tires for an E-2/C-2 aircraft, for example, by three to four times,” said FRCSW environmental engineer Dan Conley.

Micro-repair shop manager AT2(AW) Steve Vigil said, “We need to get the word out through community relations events like this that we (FRCSW) are environmentally responsible.”

Marien described the scope of the command’s environmental effort saying, “We spend a tremendous amount of resources and manpower to comply with all of the regulations, and go beyond what the regulations require like being ISO (International Organization for Standardization) 14001:2001 registered, for example.”

ISO 14001 promotes the development and implementation of international standards for products and environmental management issues and sets a series of voluntary standards in the environmental field.

(Below) A visitor to Fleet Readiness Center Southwest’s (FRCSW) exhibit at the Green Skills for Life celebration at the San Diego Air and Space Museum talks with environmental engineer Daniel Conley (right) while holding a cinder block created through the recycling of plastic media blast used in stripping paint from aircraft.



(Above) Positioned under a Soviet-era MiG 17 fighter, Fleet Readiness Center Southwest’s (FRCSW) exhibit at the Green Skills for Life celebration at the San Diego Air and Space Museum enabled visitors the opportunity to handle a variety of aircraft parts, and to learn about the command’s recycling and environmental protection efforts.





Walking for Exercise Offers Diverse Benefits

By Capt. David Wright, Physical Therapist Company B, 46th Adjutant General Battalion, Fort Knox, Ky.

Is the goal of your exercise program to be healthy or fit? These goals are not mutually exclusive, but they are separate enough to be discussed individually.

First: Individuals who have not exercised in a long time should see a physician before starting an exercise program. This is important for a huge number of reasons, but foremost among them is health.

What is meant by health or fitness? Most people have no desire to compete in races. Instead, they want to lose weight and fit into last year's clothes because it costs too much to replace wardrobes.

For those who "just" want to be healthy, get off the gluteus maximus and start walking daily. Period.

Studies from the Cooper Aerobics Institute in Dallas reported 10 years ago that people who walked two miles, at a 20-minutes-per-mile pace, three days a week, had a death rate (from any cause) that was less than half that of the least active people.

There are other measures to improve health too, such as critically evaluating the diet. The easiest, though, is to start a walking program.

First, examine the walking shoes. If they tilt one way or the other, or they are a year old, replace them with good walking shoes. Don't skimp. Second, designate a part of the day to walk.

The next step may be the most important. Start conservative-



ly. That is, start by walking for 20 minutes three or four days per week. These walks are not to be speed walks. Aim to cover about one mile in 20 minutes. After two weeks, add another day but stay at 20 minutes. In another two weeks, increase the walking time to 25 to 30 minutes.

Within a month, walk 30 minutes, five days a week. Adding another day in two or three weeks shouldn't be difficult at all. (That would be six days a week.)

Once the 30-minute walk is established for six days a week, start increasing the time. Do this by adding time in five-minute increments. The total time over 30 minutes is discretionary.

Be careful of hills. The work is much harder (but this also builds strength). Keep in mind that if the body is doing something to which it is unaccustomed, hills are cruel.

Save the hilly walks for after having walked for six or seven weeks and then only walk hills a couple of times each week. This will help to avoid injury by doing too much, too soon, too often.

Daily walking has enormous benefits. For example, it is one of the best exercises for the back, improves heart health, strengthens muscles, enables the walker to get to know his/her neighbors, and doesn't require buying new clothes.

Reprinted from the Fort Knox, Ky., Inside the Turret Health Tips from Army Medicine

Sponsoring the Next Generation of Sailors

Fleet Readiness Center Southwest (FRCSW) Command Master Chief AFCM(AW) John Roberts (right) and HTC(SW/AW) Christopher A. Bartley of Recruit Training Command Great Lakes, Division 009, hold the FRCSW ensign. FRCSW is sponsoring Division 009, which will graduate aboard Naval Station Great Lakes Nov. 21, 2008.

Courtesy photo





FRCSW Site Point Mugu Celebrates Hispanic Heritage Month

By ADC Armando Anaya

Members of Fleet Readiness Center Southwest (FRCSW) Site Point Mugu gathered September 25 to celebrate Hispanic Heritage Month.

Site Point Mugu Officer-in-Charge Cmdr. Eric Simon kicked off the celebration and introduced guest speaker Grace Tatum Gabaldon, Head of Weapons Systems Evaluation Division, Naval Air Warfare Center Weapons Division, Point Mugu and China Lake.

Gabaldon also serves under special appointment from the Secretary of the Navy as deputy assistant Secretary of the Navy (Civilian Human Resources) on the Department of the Navy's Advisory Council for Hispanic Employment.

Gabaldon spoke of the opportunities that are available to all people who apply themselves and pursue excellence in performance. She said she had reached her current position on the SECNAV staff after having accepted an entry level position in federal service only eight years ago.

Gabaldon earned a Bachelor of Science degree in general engineering from Trinity University in 1983; and in 1991, she earned a Masters in Business Administration from the University of Pepperdine.

Following Gabaldon's speech, a meal was served that featured a wide variety of Hispanic foods reflecting the divergent cultures of Latin America.

Hispanic Heritage Month began in 1968 as Hispanic Heritage Week under President Lyndon Johnson. It was expanded by President Ronald Reagan in 1988 to cover a 30-day period starting on September 15 and ending October 15.

AM1(AW) Erika Mata serves food during the Hispanic Heritage Month celebration at FRCSW Site Point Mugu on Sept. 25. More than 180 military and civilian personnel enjoyed the event that marked the 20th anniversary of the month-long celebration that recognizes the contributions Hispanic Americans have made to the nation and its culture. Photo by AM1(AW) William I. Contreras



Donate to the 2008 Combined Federal Campaign

Now through December 15th

See your departmental CFC Coordinator for more information or to make a contribution.

FRCSW Teammates bring Christmas in October

Employees and friends of Fleet Readiness Center Southwest gather in front of a home they helped renovate on October 11, in support of the City of Chula Vista's 10th annual "Christmas in October" program.

Coordinated by the FRCSW Superintendents Association, more than 25 FRCSW members participated in the effort that helps restore homes of low-income or elderly residents. This was the second consecutive year the command has participated in the community-sponsored project.

Photo by Scott Janes



Hydraulics

continued from page 9

The Super Hornet STS is completely computer controlled, and FRCSW is the only Navy facility authorized to make hydraulic-related flight control repairs to the Super Hornet, according to Campbell.

The Super Hornet STS is expandable allowing for upgrades to its stands, software, and mounting equipment

with potential applications to other airframes including the Marine Corps V-22 Osprey logistics aircraft, the Air Force F-22 Raptor fighter, the F-35 Joint Strike Fighter, and the Air Force C-17 Globemaster transport.

"We should be able to bring that workload to FRCSW," Campbell stated.

Meanwhile, the staff of 32 artisans and 13 L-3 Communications contractors has operated two shifts for about 10 years

to meet workload demand. The staff will soon increase with the integration of 12 FRCSW Aviation Intermediate Maintenance Department (AIMD) Sailors, Lewis said.

The pneudraulics/hydraulics shop will also acquire up to five Automated Test Equipment stands previously used by AIMD, Lewis said.

"The military will work with us, side-by-side, in our clean room and on our components. If there's an item that they (AIMD) receive from the fleet and the Sailors can't finish the repair, they're going to do a Beyond Capable Maintenance interdiction, meaning they'll hand it to the civilian side of the house who will make the necessary repair, check it, and make sure it works, and then return it to the military. This will entail E-2, C-2, and F/A-18 components," said Lewis.

Regardless of an increasing workforce, Campbell said the pneudraulics/hydraulics shop still faces difficulty obtaining some materials.

"Getting parts to do the repairs is the most problematic situation. We continue to work with Boeing and Parker (manufacturer of many of the components) to solve the issue of supplying parts. We have the expertise at doing the work, like Boeing said; and as long as we get the parts, we can do the job," Campbell said. ▲



Pneudraulic mechanic Rogellio Sandaval prepares to rebuild the relief valve of a hydraulic actuator for an F/A-18.

FRCSW now aligned under COMFRC, NAVAIR

By Steve Fiebing

The Office of the Chief of Naval Operations recently issued OPNAVNOTE 5400, Ser DNS-33/80107919, announcing the realignment of Fleet Readiness Centers East and Southwest, under Commander Fleet Readiness Centers (FRC) command, with Commander Naval Air Systems Command (NAVAIR) as the FRC parent organization.

According to the notice, the realignment of the two shore activities was taken as a result of the 2005 Base Realignment and Closure (BRAC) direction to consolidate naval aviation maintenance. The BRAC decision directed the conversion of 18 Aviation Intermediate Maintenance Departments (AIMDs, known as 'I' level maintenance) and three depot-level ('D' level) repair facilities into six regional management centers for naval aviation maintenance.

FRCs produce relevant quality airframes, engines, components, and support equipment to meet the Naval Aviation Enterprise's aircraft ready for tasking entitlements at improved efficiency and reduced cost. In order to perform to entitlement requirements, they provide seamless integrated off-flightline repair, in-service industrial scheduled inspections/modifications, and deployable Sea Operational Detachments.

In 2006, now retired Rear Adm. Michael Hardee, commander, Fleet Readiness Centers, wrote: "With the creation of the FRCs, naval aviation maintenance is embarking on what may be the most significant change in decades."

The structure of FRCs shifted aviation maintenance from three- to two-levels and positioned active-duty military alongside depot-level civilians in the repair and maintenance of components.

"The implementation of the BRAC decision to combine 'I' and 'D' levels of maintenance into FRCs was a "license to learn" that will carry on well into the future," wrote Bill Reschke, FRCSW Plant Manager. "The realignment of 'I' and 'D' was predicated on changes in aircraft technologies and maintenance. We have fewer, yet more capable aircraft, with significantly improved reliability."

In February 2006 the Naval Aviation Enterprise Board of Directors approved the FRC concept of operations, which was developed by the Naval Air Systems Command. In August 2006 the Office of the Secretary of Defense approved the FRC business plan.

Fleet Readiness Center Southwest stood-up in October 2006 and combined the Naval Air Depot on Naval Air Station (NAS) North Island with AIMDs on NAS Point Mugu, North Island, and 'I'-level facilities on several Southwestern Marine Corps Air Stations.

"The cost savings associated with the BRAC realignment decision was the single largest cost savings line item in the 2005 BRAC," said Reschke.

With the issuance of the OPNAVNOTE, FRCSW's chain of command officially reads:

1. Chief of Naval Operations
2. Commander, Naval Air Systems Command (NAVAIR)
3. Commander, Fleet Readiness Centers
4. Commanding Officer, Fleet Readiness Center Southwest (with additional duty to Commander, Naval Air Force Pacific)



FRCSW Earns 2007 Secretary of the Navy Gold Level Energy Conservation Award

By Jim Markle

The Secretary of the Navy (SECNAV) recognized Fleet Readiness Center Southwest (FRCSW) for its fiscal year (FY) 2007 energy cost savings programs in ceremonies October 21 at the Navy Memorial in Washington, D.C. This was the sixth consecutive year FRCSW earned the "Gold" level of achievement within the SECNAV energy conservation program, denoting a "very good to outstanding" program.

FRCSW joined 24 other shore-based commands cited at the "Gold" performance level. "We had an energy reduction of 6.76 percent from the baseline which is the total annual energy used (steam, electricity, and natural gas) in FY 2003. Our executive order (EO 13423)

goal is three percent per year, which started in FY 2006; so, we reached that goal," said Lucy Sapien, FRCSW energy and water conservation manager.

Signed in January 2007, EO 13423 dictates federal agencies improve energy efficiency by meeting reduction goals in water consumption, electricity usage, and green house gases.

"Our two primary goals are reducing water usage by two percent per year and energy including electricity, natural gas, and steam by three percent per year," Sapien stated.

The command's FY 2007 efforts gained reductions of more than 5,700 million British thermal units (MBTU) and over 2.6 million gallons of water, generating a savings of \$209,000.

The installation of low-flow faucets in seven buildings realized \$18,000 in annual savings and more than 2.3 million gallons. The closure of Building 35 gained \$90,000 in annual savings; while the 11-day, facility-wide holiday shutdown last year saved approximately \$101,000 in energy costs.

Looking forward, Sapien said FY 2009 projects include heating, ventilation, air conditioning, and high bay lighting retrofits to Buildings 378, 469, 94 and 460. Estimated savings will exceed 14,600 MBTU yearly, or approximately \$660,000.

Eventually, lighting conversions from the current T-8 lamps to more efficient lamps are in store for office spaces, Sapien said.



Civilian Awards

Retirements

Kevin Cadigan
Nelson Custodio
Angelito Dano
Avelino Garlejo
Henry Gaudreau
Marc Glassoff
David Hudson
Steven Kelly
Jaime Melad
Michael Rodriguez
Ernest Shivanov
Kenneth Stallion
Michael Stanley
Arthur Turner
Ronald Walker
Lawrence Yepp

Promotions

Mason Albright
David Arenas
Donato Baca
Neil Belmont
Darren Benjamin
Thomas Blagrave
Juan Blount
James Cady
James Craig
Van Cully
Megan Denton
Paul Donahue
Joseph Espinoza
Lawrence Fuller
Kimberly Gaar
Jonathon Hickie
Alexander Humilde
Celso Jamito, Jr.
Timothy Kaminski
Luke Laroya
Evelyn Leyco
Armando Macias
Robert Madara
Gary Middlebrook
Kristen Newlan
Guy Newton
Nicholas Onners
Nelo Purnell
David Rosales
Joselito San Jose
Carl Shelley
Wade Wendell
Ashley Young

Length of Service

40 Years

Robert Anthony
Richard Bonnett
Harold Celeste
Joseph Garcia
Paul Golden
Matthew Schafer
Kenneth Wilson

35 Years

Charles Adair
Dante Aquino
George Chevalier
Marilyn Contreras

Mary Cruz
Reginald Donaldson
Claude Edwards
Archimedes Escondo
George Hicks
Angel Huapaya
Valerie Isales
Thelma Jones
Steven Mitschke
Dennis Moniz
Stephen Reeves
William Reschke
Joaquin Romero
Walter Thomas
Kenneth Thulin
Leroy Williams
Rufus Williams, Jr.

30 Years

James Anderson
Roger Ashcraft
Thomas Bever
Ronald Butler
David Ferguson
Lawrence Fuller
Vincent Galzerano
Linda Guerra
Irene Hill
Vincent Langston
Chauncey Mathews
John McArdle
Randall Orand
Clara Patton
Tracy Pineiro
Jose Santos
Joseph Skriin
Paul Staeps

25 Years

Dorothy Cedillo
Alejandro Cortez
Manuel Dial
Kenneth Duenas
Arthur Fife
Randy Furry
Laura Gordonolan
Rosa Lecias
Kevin Odel
Angelo Quilalang
Marie Trainor
Thien Tran
James Trowsdell
Mark Vanderstraeten

20 Years

Richard Breitenbach
Gail Duffield
Howard Francis
Kenneth Fugate
Carol Hammell
James Maples
Sean O'Leary
Christopher Perez
Christina Sandoval
James Schrope
Paula Stauffer
Rick Talamantes
Ruben Terrones
Brien Thompson
Adrian Wright

15 Years

Royce Amuan
Brian Carr
Robert Ellington
Chatchai
Lertpaichaiyon



Armando Macias
Frank Marroquin
Ronald Martinez
Devonie Morrow
Brian Oakes
Alexander Reimann

Ralph Ziegler, III

10 Years

David Adams
Neil Anstedt
John Bacon
Alejandro Briseno
James Carranza
James Craig
Angela Crenshaw
Jason Daniels
Justin Glines
Maria Goingco
Craig Graham
Gary Hayes
Shawanda Henderson
Henry Kaminski
Shawn McSweeney
Reynaldo Pena
Aaron Rains
Alejandro Reyna

5 Years

Raymond Arellano
Simeon Bagalso
Jesse Ballesteros
Victor Bayani
William Bernard
Ernesto Camacho
Jason Camago
Cesar Castillo
Jose Castillo
Restyx Catalasan
Jose Del Real
Amor Del Rosario
Jorge Duran
Jesus Estrada
Lisa Faul
Maria Gonzales
Gary Grela
Kristopher Helsing
Jennifer Hickman
Darylle Jackson
Adolfo Jaramillo
Vincent Kaparic
David Lao
Hanh Le
Jorge Mancilla
Kevin McCoy
Cesar Morales
Charles Morris
Diep Nguyen
Jason Payne
Richard Pfeiffer
Thong Pham
Marcelino Phee
Karen Pickett
Renato Rabuco
Jose Ramirez
Joann Rodgers
Jing Ruan
Marcos Salazar
Brian Sanders
Armando Sinclair
Gregory Swensrud

Raina Taitano
Hao Thai
Joymarie Thomas
Crystal Tijerina
Bill Tran
Kent Yen
Loc Yu
Fernando Zuniga

Special Act

Frederick Abano
Danilo Abrajano
Gary Adams
Salvador Adona
Alfredo Agredano
James Allen
David Allison
Jacqueline Anderson
Robert Anthony
Mitchell Applegate
Wilfredo Aquino
Nestor Aranda
Antonio Asiain
Cristin Atienza
Guilbert Babcock
Joey Baesas
Bill Baez
Joseph Bailey
Steve Bailey
Nick Balagtas
Melina Baray
Tomas Barber
Aide Barbera
Thomas Bedania
Jake Bedon
Renato Benitez
Eric Benjamin
Michael Bennett
Servillano Bernardo
Mark Beuster
Richard Bitting
Lloyd Bjurman
John Bollinger
Kenneth Boone
Terry Boyd
John Brady
Kenneth Brady
Martin Braeunig
Jack Braun
Edwin Bravo
James Bray
Rocky Brazil
Denise Brent
Alejandro Briseno
Donald Brown
Cynthia Bucaro
Benjamin Bunag
Randy Burkard
Douglas Burkett
William Burns
Craig Busby
Donald Butler
Stephanie Bye
Emmanuel Caandoy
Albert Cabusi
Dante Cachero
Wilfredo Cadapan
John Callanan
Alexander Callejas
Gladys Callery
Darrell Carlton
Eileen Carman
Charles Carrasco

Conrado Castro
Manny Castro
Restyx Catalasan
Joselito Cervantes
Mark Chapman
Deborah Chappell
David Charboneau
Davy Chavarria
Stewart Cheek
Hazel Childress
Chien Chow
Gary Clark
Louie Climons
Sidney Codrington
Patrick Colchin
Michael Cooper
Mark Corbilla
Patrick Corrigan
Joe Cortez
Magnolia Cortez
Charles Cox
Cynthia Craig
James Allen
Lillian Cross
Harlan Crowe
Joseph Cruz
Chinh Dang
Howard Dartiest
Donald Davidson
Laurie Davies
Thomas Dawson
Donald DeAndrade
Joe Deaner
Thomas DeGrood
Roy Degurse
Athene Deguzman
Antonio Dela Cruz
Gil Deleon
Jonathan Dell
Kenneth Dewell
Julio Deunamuno
Christina Diaz
Danilo Diaz
Roberto Diaz
Phong Do
Erik Doepke
Edward Donagal
Robert Drew
Kenneth Duenas
Louis Dufresne
Daisy Duong
Thanh Duong
Rolando Durano
Joshua Duryea
Shelby Emele
Edward English
Eva Escalante
Conchita Espinosa
Robin Famador
Rick Farmer
Rebecca Ferguson
George Fernandez
John Fielding
William Fields
Priscilla Ford
Matthew Fort
Joseph Foster
Earl Frazier
Brian Frank
Aguilino Ga
Edward Gadson
Vincent Galerano
John Galindo
Henry Galvan
Sebastian Galvante
Leonel Garcia
Rodolfo Garcia
Samson Garcia
Brett Gardner
Brandon Gemlo

Eric Gielenchirchen
Keith Glassman
Linda Glover
James Goble
Jose Godoy
Daniel Gogue
Louis Gonzales
Richard Gonzales
Gary Grace
Maurice Griggs
Gayle Grover
Linda Guerra
Quirino Gutierrez
Scott Ha
Mark Hagedorn
Paul Haggard
James Haines
Danny Hammarsten
Carol Hammett
Vicki Harkins
James Hart
Barbra Heath
James Helpingstine
Alan Helton
Ruben Herrera
Cheryl Hespenshide
William Hickman
Dan Hicks
Robert Hill
Roger Hirst
Gary Hise
John Holliday
James Horsfall
Alistair Horton
David Hudson
David Hutchison
Hung Huynh
Dennis Ingram
Valerie Isales
Tom Isenagle
Renato Isidro
Luther Jackson
Frank Johnson
Mark Johnson
Mary Johnson
Walter Johnson
Joe Jones
Kenneth Jordan
Richard Juarez
Victor Juarez
Michael Kane
Tom Keener
Louie Ken
Ian Khounborine
Ronald Kidwell
Gregory King
John King
Morrell King
Robert King
Thomas Kinney
Erkine Kinzy
Greg Kohlbrand
Perry Kuey
Jonathan Lacy
Bao Lam
Samuel Lara
John Larkin
Luke LaRoya
Lawrence Lausin
David Le
Tinh Le
Van Le
Mike Lemley
Craig Lentz
Robert Lewis
Andy Lima
Aleksandar Lipovic
Roger Long
Steven Lopez
Virginia Lovell

Than Luu
Benedicto Mabalot
Danny Maceno
Lorie Macias
Ramon Marquez
Edwin Martinez
Jesse Martinez
Jose Mata
Robert Mathers
Brian McAfee
Randal McClellan
Joseph McConville
John McCormick
Scott Meacham
Ricky Meggison
Noel Meland
Ignacio Mendoza
Modesto Mendoza
Celestino Menguita
Joe Metzendorf
William Meyers
Charles Miller
Noah Miller
James Mills
Steve Mitschke
Joe Mock
Mark Molohon
Troy Monaghan
Dominiq Montes
Jo Montgomery
Tommy Moore
Carl Moraleja
Walter Moran
Jessie Moreno
Ruben Moreno
Mitchell Morris
Eric Movido
John Mowery
Kathy Murray
Johnny Napalan
Pat Nelson
Richard Nelson
Anthony Ngo
Minh Nguyen
Esteban Nicolas
Charles Niergarth
Tony Nieto
Nnaemeka Nnamani
Michelle Norris
Vidal Nuno
Ian Okada
Loren O'Neil
Patrick Orcales
Philip Ostrander
Marshell Owens
Rudy Padilla
Sandra Painter
Terry Parker
Ken Passerelli
Gail Patacsil
Gregory Patterson
Craig Patton
Robert Paul
Epifanio Penera
William Penn
Gene Peters
Frank Petruzzi
Derrick Pettit
Tracy Pineiro
Christopher Pinson
Howard Pippen
Richard Pledger
Kenneth Plunkett
Joe Pollard
Robert Pollard
Brian Powell
Edward Preble
Curtis Price
Max Prince
Marsha Pritchard

Arleen Quiambao
Jose Quinene
Joe Rabon
Jonathan Ramba
Edmundo Ramirez
Ely Ramos
Bruce Redlin
Dennis Reeves
Clarence Resendez
Jamie Riddle
Jennette Riley
Steve Roberts
John Robinson
Michael Robinson
Steve Robles
Tommy Rocha
Shirley Rodgers
Holly Roehl
Richard Rojas, Jr.
Robert Rollins
Joaquin Romero
Dixon Roque
Rodney Rosier
Harold Ross
Alberto Ruvalcaba
Angel Sabino
Armando Salazar
Marcos Salazar
Ricardo Samonte
Gilbert Sanchez
Rogelio Sandoval
Myl Sangar
Alfredo Santiago
Amado Santiago
Rodamar Santiago
Raphel Santos
Kenneth Sanzotera
Bernardo Sarsoza
Richard Schnereger
Charles Scott
Elijah Scott
Rodolfo Sebastian
Gregg Seiveno
Arlene Sexton
Louis Shaffer
James Sharp
William Shearer
Richard Shimizu
Dan Shockley, Jr.
Michael Short
David Shrigley
Denzel Sipes
Michael Sledge
David Smith
Richard Smith
Fredelita Soriano
Matthew Stanley
David Stevens
Jaime Suarez
Tony Suarez, Jr.
John Suchy
Ruel Sumabat
Darrell Suriano
John Swindell
Archie Sylvester
Francis Szeto
Michael Tajima
Benton Tam
Elias Tebcherani
Ruben Terrones
Albert Truel
Paul Thibedeau
Dave Thompson
Harold Thompson
Kevin Thompson
Richard Thompson
Stephanie Thompson
Mary Thorn-Gonzales
Thomas Thornton
JB Thurmond

Ted Torres
Sy Tran
Peter Tsang
Robert Tucker
Alberto Tungcab
Janet Underwood
Todd Uzzell
Larry Veach
Christopher Venable
Mark Vezzani
Pedrito Vencio
Barry Vinson
Richard Vintayen
Dennis Wagner
Katherine Wagschal
Ronald Walker
Ronald Waller
David Walston
Mark Watkins
Bernard Weary
Charles White
Paul Weintraub
Patrick Wells
William Wilson
William Wood
Michael Woodruff
Russell Wong
John Yao
Kent Yen
Joseph Yuzon
Joseph Willard
Sharon Williamson
Russell Wong
Jeff Zeller

Productivity Recognition

Quarter

Manny Castro
Carol Ann Flanagan
Benjamin Liemandt
Gregory Mann
Mark McCaughey
Benjamin Noble
Kevin Porter
Kenneth Redman, jr.
Jamie Riddle
Floyd Roe
Hector Romero
Kenneth Sanzotera
Michael Sledge
Arthur Trimble
Cesar Valdivia
Ken Washburn

Month

Carlos Alarid
Romeo Almerol
Maximo Arias
Jonathan Black
Chad Bright
Richard Brown
Cesar Castillo
Phil Centman
Sidney Codrington
James Cook
Milda Delarosa
Jeffrey Deshazer
Danilo Diaz
Joseph Espinoza
Dennis Gahuman
Paul Golden
Abraham Gumbayan
Edwin Hawkins
William Icban
George Jaime
Gregory Mann

Ramon Marquez
David Martucci
Christopher McElfresh
Michael Oliver
Jose Padilla
Joe Quinene
Jose Ramos
Kenneth Redman
Harvey Rouhoff
Bernardo Sarsoza
Gilbert Sia
Tim Thai
Brianna Timothy
Joseph Treat
Renato Velunta
Michael Ward
Ken Washburn
Colter Wasson

Time-off

Mohsen Ahmed
Ronald Batty
Wilfredo Cadapan
Bennett Dahlin
Annjanette Esquibel
Jeff Freedman
Erin Gutierrez
David Heck
Carl Jordan
Inthavo Khounborine
Van Le
Michael Martin
Carol Martinez
Michael May
Maria Morgan
Edward Mua
Elizabeth Panganiban
Larry Payoyo
Jose Pazos
Loc Pham
Jefferson Riley
Stephen Roberts
Jennifer Salamat
Pryor Sanders
Ruel Sumabat
John Swindell
Michael Wray
Joseph Wright

Sick Leave Is Money

Paul Antonopoulos
Darren Benjamin
Benjamin Bunag
Andrew Crump
Jorge Dearmas
Giong Duong
Theodore Enderpalmer
Rick Farmer
Alexander Fernandes
Robert Halberstadt
David Harach
William Hickman
Horace Hill, Jr.
Robert Hutchison
Paul King
Betty Kozar
Raymond Kwan
Denton Labar
Michael Magee
Jorge Mancilla
Anthony McClure
Thomas McCrary
Paul McGinty
Timothy Moore
Man Nguyen
Gregory Pane
Rasil Parcon
Harris Pham
Michael Plank

Edward Preble
Virginia Roberson
John Rodrigues
William Ross
Henry Schnell
Richard Schnereger
Michael Shank
Edward Smith
Dennis Tagulao
Michael Tena
Russell Touchette
Jose Villafuerte
William Wiginton

Military Awards

USN/USMC Commendation Medal

YN1 Mingo Boards
ADC Dante Casem
ASCS Pablo Cintron
AMC Willis Freeman
ATCS Ryan Nichols
ADCS Arthur Reiersen
ADC Salvador Reyes
ADC Charles Rowland
NC1 Triston Thomas

USN/USMC Achievement Medal

AT2 Blaine Amante
AM1 Rodolfo Aradanas
AM2 Sousath Baythavong
AT1 Ethan Clark
AT1 John Crusing
AD2 Steven Deavila
AT2 Duc Duong
AS1 Raymond Edralin
AT2 Peter Fernandez
AM1 Asadhi Gunasekera
AM2 Jodi Grinnell
AS2 Mark Haw
AS2 Israel Huembes
AT1 Jebariah Kaplan
AD1 Edmund Labinpuno
AT2 Carlos Meza
AT2 Brandon Mosley
AD1 Jason Nieva
AD2 Pierre Pilacin
AD2 Khandoker Rabbi
AM2 Jose Sanchezcruz
AD1 Libni Sosa
AZ2 Maisha Sellers
AZ2 Diana Soto
AM2 Mark Takada
AT2 Anthony Traylor
AT2 Andy Valdez
AM2 Joseph Valdez
AM2 Paul Wheeler

Good Conduct Medal

AT2 James Allphin
AE2 Sandra Anderson
PRC Garret Binder
AT2 Larry Birka

AT3 Gary Brewer
AT2 Gary Choate
PR3 Jesse Collier
AE1 Peter Corp
AE3 Richard Dubreuil
AT3 Jocelyn Eckart
AT2 Larry Fernandez
AZ2 Joana Franco
AT3 Amber Gifford
AT2 Joyce Glengough
AT2 Larry Hass
AS3 Anna Hernandez
AZ1 Maria Jacobsen
AT2 Michael Kirsch
AT2 Steven Knoch
AT2 Dominique Lawson
AE1 Aaron Long
AE2 Michael Mau
AO3 Tashawna Mcelveen
AT2 Sarah McNaughtan
AT2 Brandon Mosley
AT2 Jonathan Neary
AE2 Thomas Orr
AE2 Vuthy Pal
AS2 Jacqueline Plano
AOC Rodolfo Salas
AM2 Jose Sanchezcruz
AT2 Jennifer Schwisow
AE2 Stephen Silva
AE3 Jonathan Smith
AT1 Jason Stanton
AT2 Nicole West
AM2 Paul Wheeler
AT1 Thomas Williams

Outstanding Volunteer Service Medal

AS1 Romano Ancheta

Flag Letter of Commendation

AT2 Justin Bassett
AT2 Christopher Blakeman
AS2 David Hooper
AT2 Joel Pichardo
AS2 Jacqueline Plano
AS3 Bernardo Rodriguez

Letter of Commendation

AT2 Jeonelli Bianchi
AT2 Brian Orwick

Letter of Appreciation

AM1 Dawn Knatterud
AT1 Carmen Matias

TOYS FOR TOTS



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