FRCSW ALMANAC
Delivering Cost-Wise Readiness "Fix it Once, Fix it Right, Fix it On Time"
Published for members of Fleet Readiness Center Southwest
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Supporting Marines at MCAS Miramar

On Site and Ready to Rock

NDI: Seeing the Unseen

Finding Trouble Before it Starts

PBL Partnership Award

Avionics Department Recognized for Excellence

From the Skipper:

Capt. Michael Kelly

Dear FRCSW Teammates:

Last issue we welcomed the arrival of 2009. Now we're well into the year and things are hopping at the ol' Fleet Readiness Center.

As a team, we did a great job for the Hornet fleet in responding to the outer wing panel hinge bulletin – from having boots on the ground forward in Iraq, to a super "round-robin" effort in Bldg 250 by Components, to our Facilities and Fleet Support Team engineers designing and fielding portable tooling for hinge changes which are already in use.

That's an example of the power that Fleet Readiness Centers bring to the fight.

The CH-53 line has literally stunned many people in Naval Aviation by delivering aircraft in under 150 days.

And our world-class behavior is not only focused on Production.

We are blessed once again to have received recognition by the Chief of Naval Operations for our Safety and Environmental programs, which reflect our efforts to be good to ourselves and good to our neighbors.

As I mentioned in the last Almanac, we have a number of key milestones to achieve this year.

First and probably foremost, our AS9100/AS9110 registration and certification is a "must do" as this achievement will be a key to future public-private partnership workload – which benefits the fleet, industry, and FRCSW.

I have noticed on my walkarounds that AIR*Speed* continues to expand throughout the programs and I see more evidence of 5S and the Visual Factory.

One area where we can do better is holding each other accountable for housekeeping standards; and that's much more than just the janitorial contract. Gear adrift, excess equipment, and an insufficient attention to detail in some areas of the plant, detract from our world-class effort. Don't be timid about taking action. Please let the Facilities team know where the plant needs attention.

And regarding feedback – I really enjoy the opportunity to offer a lead-in to each Almanac issue. This is OUR publication and it needs to serve OUR command. So, I think it's time I heard from each of you.

What can I do to assist you in achieving world-class outcomes?

Where should the Command Leadership Team be focusing our discussions?

Is your program or competency leadership team effective in raising and prioritizing issues?

I'd appreciate your thoughts and you can send them to me at michael.a.kelly3@navy.mil.

Naval Aviation continues to be an important part of our Nation's defense. To make that happen, Fleet Readiness Center Southwest must relentlessly succeed in our mission to deliver quality aircraft and components at the right time and cost to sustain the Fleet's "Ready for Tasking" entitlements. Success depends on our ability to communicate and work together. That's the secret behind world-class performance, and the secret behind a rich and rewarding career experience.

It's an honor to serve here as your Commanding Officer. Don't hesitate to give me your feedback so we can continue to "dial it up!"

Michael G. Kelly

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

FRCSW ALMANAC

March - April 2009

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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.

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About the Cover

Marines and FRCSW employees working side by side on an F/A-18C Hornet at MCAS Miramar.

Photo by Joe Feliciano

Electrician Rick Dugan, left, and examiner and evaluator Larry Walker inspect the wing lock switch of an F/A-18 Hornet.

FRCSW Site MCAS Miramar

Ready to Repair On a Moment's Notice

By Jim Markle, Photos by Joe Feliciano

When Marine Aviation Logistics Squadrons (MALS) 11 and 16 based at Marine Corps Air Station (MCAS) Miramar deploy, the aircraft they service must be in top condition to meet the unknown challenges they face.

"We provide fleet support on a moment's notice because these squadrons have to be ready to deploy on a moment's notice," stated F/A-18 Hornet aircraft planner and estimator Robert Carrasco.

Boasting a combination of speed, accuracy, and years of depot-level experience, the 36 artisans of Fleet Readiness Center Southwest (FRCSW) Site Miramar meet, and often exceed, the maintenance requirements and timelines set for the MALS 11 and 16 airframes they service. MALS 11 supports F/A-18 Hornets, while MALS 16 supports helicopters.

FRCSW Site Miramar artisans not only provide maintenance services to the F/A-18 Hornets of the seven Marine Corps squadrons based there, but they also service Hornets of visiting squadrons and even those of the Navy's Blue Angels during the annual MCAS Miramar Air Show, Robert Carrasco added.

The artisans perform planned maintenance interval (PMI)-2, in-service repairs (ISR), and modifications to the F/A-18 A-D weapons systems and other components, said FRCSW Site Miramar F/A-18 overhaul and repair supervisor Matthew Fort.

The Miramar team is allocated eight spaces within Hangar 2 on the Air Station, and performs approximately 80 percent of the same services to the Hornet as their North Island counterparts, Fort said.

PMI-2, which extends the aircraft's life, is the majority of the workload. The maintenance procedures include the removal of the aircraft's wings and access panels to inspect them for corrosion; and the testing of the transmissions and associated bushings for wingfold and leading edge flaps, Fort said.

Robert Carrasco said, "If the aircraft is in battle condition, or hasn't been taken care of maintenance-wise, then it may go beyond the scope of the PMI-2. If that happens, it becomes an ISR. If an aircraft is damaged beyond the scope of the repair in the ISR manual, then we turn to engineering support. We have an on-site engineer who provides us with structure support. If the repair goes beyond his scope of specialty, then we turn to (FRCSW) North Island for the appropriate support, whether it's composite, or metallurgy --- it just depends on the specialty."

The planned turn-around-time (TAT) for the F/A-18 PMI-2 cycle is 39 days. During the past two years, the Miramar staff has averaged 23 to 24 days.

"From the last Integrated Maintenance Concept summit, we're still the number one PMI-2 site in the world with the lowest TAT, material costs, failure rates, and lowest cost of actual dollars going out. We're doing all of this with a limited number of personnel by working together and multi-tasking within our trades," Fort noted.

"We use on-the-job-training for simple multi-tasking. For example, a sheet metal mechanic could assist an electrician when instructed to route wires, but the electrician does the actual work to the wiring. We can still meet our goals this way even when we're short-handed," Fort said.

Last year, the F/A-18 artisans serviced more than 120 Hornets, provided approximately 350 ISRs totalling about 18,000 man-hours; and completed over 140 technical directive (TD) modifications to 30 aircraft, according to Fort.

Aircraft mechanic Roger Uclaray removes the wingfold motor of an F/A-18 Hornet.

"Our goal is to incorporate any airframe changes or modifications to the aircraft with the latest technology, and to have these aircraft ready to go on deployment or whatever training they're scheduled for," Robert Carrasco said.

Fort said the largest TD modification the site has been involved with is the joint helmet. The joint helmet is a heads-up digital display on the visor that provides fighter pilots information they need to focus on different targets. The pilots can look in any direction and the information remains in their line of sight.

"This TD allows the back seat pilot, who is the weapons officer, to also identify targets without the pilot having to look for them—it's used for air-to-air and air-to-ground. So far, we've devoted more than 1,400 man-hours to these modifications," Fort said.

Because of the age of the F/A-18 Hornet, FRCSW Site Miramar artisans will begin an 8,000-hour inspection program in April to identify areas of concern that may be referred to the site's engineer for in-depth analysis.

Miramar continued on page 18

Totally Tubular

New Tube Bending Machines Increase Shop Productivity

By Jim Markle

George Chevalier from the Fleet Readiness Center Southwest (FRCSW) tube and hose shop in Building 472 recently went from hours of tugging and pulling on an out-dated, manual tube bending machine to pushing just a few buttons on a new computer-aided mechanism that does much of the work and gets better results.

Not only is Chevalier's job easier, but the new device ensures the specifications of the tubing, which is vital for carrying fuel and hydraulics, is now the most accurate ever produced in the plant. Every aircraft FRCSW artisans work on have hydraulic and fuel tubing, so maintaining a tube bending capability is vital to the command.

"We got this (new tube bending machine) as a result of a 16-week AIR*Speed* event," said sheet metal manufacturing supervisor Michael Salas. "We recognized the need for more capability when our workload increased due to the newer aircraft we were working on, the (F/A-18 Hornet) center barrel program, and workload requirements from Site Yuma."

The new tube bending machine is computer numerically controlled (**CNC**).

"That means when we get a blueprint for a tube from the customer, we'll program that information into the computer end of the machine. Then the machine does all of the calculations and bends the tube," Chevalier stated.

"Input data includes the overall diameter, thickness, and bend angles; and the type of material (typically aluminum, stainless steel, or titanium) the tube is to be made of," he added.

After researching and visiting manufacturers, FRCSW purchased two CNC tube bending machines from Eaton Leonard. A third CNC apparatus, the Vector Laservison tube data center, was also purchased to complement the tube benders. Unlike the tube bending machines, the Vector device serves a dual role: Because it uses a laser to analyze samples and measure angles – to within one-half degree of tolerance – tubes can be made without blueprints. The angle data retrieved by the laser is analyzed by the machines computer, which in turn, feeds the tube bending machine computers to produce the part.

The Vector machine is also used for quality assurance (QA) and to test the accuracy of the other tube bending machines.

"When a tube is bent, it has a certain amount of 'spring-back' to it. So when we first bend a tube, I'll take it to the Vector machine which measures the bends and compares the tube against the blueprint. The Vector will calculate the spring-back, make any corrections needed, and send that data back to the bending machine for correction. So the next time I make that particular tube or see that part number, the corrected information will already be stored in the computer," Chevalier said.

Chevalier, a sheet metal mechanic who is certified in the QA manufacturing of tubes, spent six days of operational training at the Eaton Leonard location in Vista, Calif.

Costing approximately $500,000, the new machines enable the shop to bend tubes up to two inches in diameter. Previous capability was up to one inch.

"Depending on the number of tubes we're bending, what previously took weeks to complete, now just takes a few days," Chevalier said.

Salas noted that the new machines will support all FRCSW sites including foreign military contracts and any requests from fleet squadrons.

Sheet metal mechanic George Chevalier inspects a fuel line on the new tube bending machine that created it in the tube and hose shop in Building 472.
Photo by Joe Feliciano

Civilian Welfare & Recreation Offers Employees Off-Duty Fun

By Michael A. Furlano

Federal and contracted civilian employees of Fleet Readiness Center Southwest (FRCSW) have enjoyed access to a variety of on and off-duty activities courtesy of the Civilian Welfare and Recreation (CWR) Department aboard Naval Base Coronado (NBC) on Naval Air Station North Island (NASNI) since the late 1940s.

CWR is a non-appropriated fund activity that does not receive tax dollars to operate. The majority of its funds are generated through vending machine sales and the employee store.

Excess funds are earmarked for a myriad of programs that support social clubs including the gem and mineral club, gun club, ski club, and the co-ed softball league.

Open year round, offering discounted tickets to major Southern California attractions, the employee store is located in Building 9 aboard NASNI. Discounted admission tickets may be purchased to Disneyland, Universal Studios, Sea World, Legoland, the San Diego Zoo and Wild Animal Park, fishing trips, and to many more attractions and activities.

Many CWR-sponsored NBC-NASNI events are seasonal or annual. For example, every June, CWR sponsors the FRCSW's annual employee appreciation event and the distributed employee recognition item. During the professional baseball preseason, bus trips are available to Padre training games in Arizona.

5K Fun Runs and Two-Mile Walks are sponsored throughout the year, as well as participation in the annual Earth Day celebration in April.

CWR store merchandise includes official NFL and MLB jerseys, signed sports memorabilia, vitamins, backpacks, duffel bags, tee-shirts, polo shirts, flight jackets, wallets, and purses, which are discounted at prices that are up to 50 percent lower than commercial retail outlets.

In addition to operating the employee store, CWR also manages the NBC-NASNI Blood Bank program. The blood bank provides free blood to any employee or their immediate family member. The blood is stored and taken from a "bank" that is maintained through donations by NBC-NASNI civilian employees. Donors may receive four hours of administrative leave (on supervisor approval) to do so.

Built by and for the employees of NBC-NASNI, Sea View Heritage Park is located on the south side of Rogers Road past the Navy Lodge. The park features picnic tables, barbecues, a softball field and a volleyball area is available for use by any civilian employee who reserves it through CWR.

CWR also provides recreational supplies for break rooms such as cards, chess, checkers, dominoes, and even ping-pong for employees to utilize during their lunch and scheduled breaks (at their supervisor's discretion).

For information on the programs and services mentioned above, or if there is something you would like to see added to the CWR repertoire, please call 619-435-0880 or 619-545-1450.

Editor's note: Michael Furlano is the NBC/NASNI CWR Deputy Director.

Patron Thor Dekker, left, purchases soft drinks from NBC/NASNI CWR deputy director Michael Furlano at the CWR store in Building 9 aboard NAS North Island.

Photo by Joe Feliciano

Non-destructive Inspection Program Searches for Wear, Cracks, Unseen Damages

By Jim Markle

Damage to an aircraft is not always obvious to the naked eye: Miniscule cracks, warping, and separation within laminates and parts are all potential safety hazards to any airplane.

To hunt down unseen damage and prevent part failure, 21 artisans of the non-destructive inspection (NDI) program aboard Fleet Readiness Center Southwest (FRCSW) employ an eclectic array of tooling and technology designed to pinpoint defects without harming the aircraft or its parts.

"An NDI inspection can be used to investigate the cause of defects found during routine maintenance or visual inspections, or on components that have failed during use or because of age. The original equipment manufacturer sends inspection recommendations, as well. Their inspections are determined by manually fatiguing the aircraft to identify potential areas of the airframe where failure may occur," explained NDI supervisor Brian Wiemken.

"NDI inspectors generate written reports, make drawings, and take photographs to clarify what they have found. That information is passed to the customer who would have a liaison in the airframe line. In turn, they contact engineering who determines the course of repair. Afterward, applicable NDI methods are applied again to ensure the repair was successful," Wiemken explained.

Assigned under the Dynamic Components and Pneudraulics Department, the NDI program is applicable to all airframes

NDI technician Jesse Robles, left, moves the work stand at the direction of fellow NDI technicians Joshua Malish, center, and Shonteon Patrick (behind tail fin) who measure the distance of the Lorad LPX-160 x-ray machine from the vertical tail section of an F/A-18 Hornet. X-rays must be taken at a 90-degree angle to reveal cracks or other flaws in the vertical tail.

Photo by Jim Markle

Under the field of a black light, non-destructive inspector Frank Decker examines an F/A-18 Hornet electric generator for damage. The generator was soaked in a fluorescent dye penetrant that, when dry, reveals cracks and other defects when placed under a black light.
Photo by Joe Feliciano

serviced at FRCSW and uses five primary methods to inspect aircraft components: magnetic particle inspections, fluorescent dye penetrant, eddy current, ultrasonic testing, and radiology, or x-rays. NDI artisans are required to hold depot-level certifications in each method.

Inspection methods and repairs are determined by the composition of the material being examined, Wiemken said.

To locate damage near the surface or subsurface of components, a magnetic particle inspection is performed. In this process, components made of ferromagnetic material (like iron) are magnetized and bathed with small ferromagnetic particles coated in a fluorescent dye.

"That magnetic field will draw those particles into the crack or void. And with a black light (ultraviolet) those flaws can be seen as bright green; and the part hasn't been damaged in the process," Wiemken said.

For non-ferromagnetic materials, like aluminum, the fluorescent dye penetrant method is used: A dyed, penetrating fluorescent oil is applied to the part. When the oil is removed and a developer or blotting agent is applied, cracks or other anomalies that were filled with the oil can be seen under a black light.

Applicable to both ferro and non-ferromagnetic materials is the eddy current inspection.

"A probe induces electrical eddy (swirling) currents into the material. A magnetic field is produced by a coil of wire in the probe. When the probe is connected to a conductor of electricity, like aluminum, for example, that magnetic field creates the eddy currents that decrease in intensity as depth in the material increases. Any distorting to those currents are caused by a defect and are displayed on an LCD monitor," Wiemken said.

Eddy current inspections are typically used to look for cracks on surfaces and other areas where the probe can make contact. It is also applied to areas where drilling had been done; like the inside and circumference of rivet and fastener holes, Wiemken said.

Though they may be applied to smaller areas and components, NDI ultrasonic and x-ray inspections are more often used to detect internal damage to larger areas of aircraft like wings, doors, and helicopter blades.

Ultrasonic inspections target components where access is limited to one side and the suspect area is inaccessible. Sound is transmitted into the component at varying degrees, and suction cup like equipment is used for slightly curved surfaces to ensure contact of the equipment's ultrasonic transducer.

FRCSW's mobile ultrasonic system (MOUS) bounces sound waves through the material it tests via ultrasonic transducers. The sound waves are converted by the system's computer to

reflect anomalies and displays them on a computer monitor.

NDI mechanic Richard York said MOUS may be used on any flat surface, and a hand-held scanner is used for contoured surfaces.

The system is comprised of three major pieces including a computer, scanner, control box and about 15 minor components, York said.

"Everything's hooked up to the MOUS monitor; so whether we're using the automatic system or the hand-held system, all of the data is loaded and saved on the computer. At that point, we pass the results to the customer and engineering lab who determines the next action," said NDI mechanic David Johnson.

The MOUS was used to inspect more than 60 aircraft last year, York said. That number should double this year as the inspection becomes more widely applied to the aging F/A-18 Hornet airframe, he said.

Instead of using sound waves to locate internal damage, the NDI x-ray process uses the same technology as medical x-rays: A film is placed behind the subject being examined to photograph the image.

FRCSW NDI artisans in Building 379 have exclusively used seven portable Lorad LPX-160 x-ray machines for the past five years. Of the seven units, five are air-cooled and two are liquid-cooled.

"For composites and aluminum the Lorad 160 is fine, because the majority of our workload is thin-skinned composites and aluminum structures like F/A-18 Hornet vertical wings, flaps, rudders and horizontal stabilizers," stated NDI technician Shonteon Patrick.

Like the MOUS, the Lorad x-ray is connected to a computer with self-diagnostic and data retrieval ability; and inspection results are forwarded to customers and the respective airframe engineering department.

"We've always had portable x-rays units. The last we had was a very old Magnaflux AE99D. The Lorad replaced that unit and the General Electric OX-250 x-ray machine that was installed here around 1940. It was permanently fixed to the floor in the x-ray vault and was oil-cooled. The GE model had a longer wave length that didn't provide the higher resolution and clarity of the Lorad," said NDI technician Joshua Malish.

Malish added that a newer GE x-ray fixed unit for in-house work may soon be added to the NDI tool box. It would be used on components of thicker steels like F/A-18 aileron actuators (used in flight controls), which have a stainless steel rod inside.

The most recent acquisition to the NDI program is the real time x-ray system in Building 250 that was purchased last April.

The system is used to detect corrosion and fluids inside of aircraft components. In the F/A-18 airframe, for example, the honeycomb structures of the aircraft's wings are targeted. In the E-2C Hawkeye and C-2A Greyhound airframes, the system is used on doors, rudders, and flaps, according to NDI inspector Ed English.

"We also look for cracks on aircraft wings. But it can't be used on any solid materials, like composites skin. We primarily use the real time x-ray on anything with a core inside of it," English added.

For solid materials like aluminum blocks and composites, an ultrasonic c-scan system is used to search for internal damage. The apparatus shoots a stream of water to create sound which generates an ultrasonic wave to penetrate the part being examined. Data is then sent to the unit's receiver where it is stored and processed.

Aircraft inspector Edward Alonzo performs an ultrasonic c-scan inspection on an outer wing panel of an FA/18 Hornet. Via a transmitter and receiver, the c-scan uses ultrasonic sound waves and water to scan the wing panel. A color-coded image is printed out that reveals de-laminations or defects the part may have. *Photo by Joe Feliciano*

"This (c-scan) provides a fast indication if there's a problem with the component being tested. Then we use the portable a-scan (a one dimensional display of sound waves) that finds the defect or defines the problem for us, like a de-lamination of a composite skin. And, if possible, we will x-ray the component to verify the a-scan results," English said.

"Our job is to inspect the component or part, find the defect, and then send it to the examination evaluator who figures out the best way to do the repair. Then it comes back to us to be x-rayed again to make sure the repair was successful," English said.

In addition to FRCSW sites and the fleet, NDI technicians support FRC West Lemoore, FRC Northwest Whidbey Island, Navy and Marine squadrons in El Centro and locations throughout the world including Iraq, Bahrain, Ecuador, Japan and Malaysia.

Rockwell Collins Recognizes FRCSW with Partnership Award

By Jim Markle

Fleet Readiness Center Southwest (FRCSW) was recently awarded a Rockwell Collins Performance Based Logistics (PBL) Partnership Award for its excellent capability and superior customer service as an avionics components supplier of F/A-18 Hornet cockpit displays.

A PBL agreement is a partnership between a commercial vendor (Rockwell Collins) or an original equipment manufacturer (OEM) and a government organization, explained PBL coordinator Rob Haupt.

"For those who wonder if government and private industry can work together: The answer, I think, is absolutely. It's (the FRCSW PBL with Rockwell Collins) a great success; both readiness wise and on the financial side," said FRCSW Commanding Officer Capt. Mike Kelly in remarks at the award presentation which took place in the Avionics Production Department in Building 463.

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

FRCSW and Rockwell Collins signed the PBL agreement in 2004, in which artisans diagnose, repair, and test two cockpit displays of the F/A-18 Hornet: the digital display indicator (DDI) and the heads up display (HUD).

Two DDI are located on the right and left-hand sides of the cockpit. These devices post information for the pilot including radar, fuel capacity, and status of the aircraft's weapons system.

The HUD is a transparent display element that projects like a hologram on the windscreen directly in front of the pilot. It relays the aircraft's airspeed, velocity, pitch, and g-forces to the pilot. The system automatically determines the image to be presented depending on the horizon line of the aircraft. HUDs may also be helmet-mounted with a display that moves with the orientation of the user's head instead of the airframe.

PBL continued on page 20

Electronic integrated systems mechanic Greg Howard verifies the intermediate avionics test system alignment procedures on an F/A-18 Hornet DDI.
Photo by Joe Feliciano

Electronic mechanic Michael Tomas adjusts the housing of an F/A-18 Hornet digital display indicator monitor. *Photo by Joe Feliciano*

H-53 Fu

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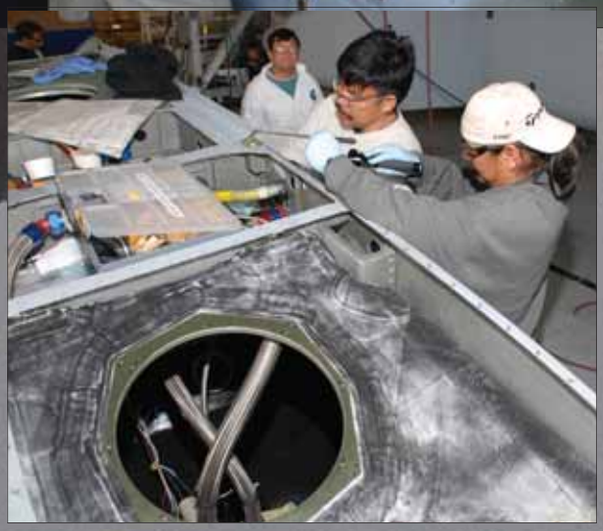

FRCSW Photos by Joe Feliciano.
Background Photo by MC2 Gabriel S. Weber

FRCSW, NASNI Celebrate Dr. Martin Luther King, Jr.

By AT2 Ian Morris

Military and civilian personnel from Fleet Readiness Center Southwest (FRCSW) and Naval Air Station North Island (NASNI) joined together at the NASNI Base Theater January 15 to celebrate the life of Dr. Martin Luther King, Jr.

Sponsored by the FRCSW Equal Employment Opportunity Advisory Committee, the 23rd annual Dr. Martin Luther King, Jr., commemoration kicked off with a unity walk from the North Island Bowling Center to the site of the festivities. The holiday, observed the third Monday of each January, serves as a reminder of the struggle achieved through peaceful means to ensure racial equality and civil rights for all Americans.

Musical guests included the Martin Luther King, Jr. Community Choir, Brothers of Praise Phase II, and Ms. Tanika Wyatt.

FRCSW Commanding Officer Capt. Michael Kelly offered opening remarks that addressed the event's theme: Empowering Future Generations.

"We have achieved what was once thought to be unachievable. A nation where one's value is judged by something more than arbitrary distinctions; where one's value and worth are judged by character and competence; and where one's destiny is not limited by the capriciousness of birth, money or power, but where destiny is a function of hard work, focus and solid preparation. These are the lessons which will empower future generations. These are the lessons Dr. King sought to teach," Capt. Kelly said.

Born January 15, 1929, in Atlanta, Ga., King skipped the ninth and 12th grades and enrolled in Morehouse College in Atlanta at the age of 15. Ordained a minister while still an undergraduate, he served as assistant pastor of Ebenezer Baptist Church at age 18.

The following year he earned a bachelor of arts degree from Morehouse. King's scholastic achievements continued when, at age 21, he received a bachelor of divinity degree from Crozer Theology Seminary in Pennsylvania, and a doctorate in theology from Boston University at 25.

As he pursued his studies, black Americans in some cities were forced to sit in the back of buses and forfeit their seats to whites. But in 1955, black seamstress Rosa Parks took a front seat on a Montgomery, Ala., bus. When told to vacate the seat for a white passenger, she refused. Parks, who died at age 92 on October 24, 2005, was arrested for violating the transportation segregation laws of Montgomery.

King used this incident to inspire others to peacefully boycott the bus company, saying the lives of black Americans were "sadly crippled by the manacles of segregation and discrimination…"

These incidents soon gained national attention and in less than six months, the federal courts declared transportation segregation laws unconstitutional.

In the ensuing years King used his own assets and philosophy of nonviolence to organize hundreds of peaceful marches and rallies across the U.S. Although he was often abused and arrested for participating in these events, King continued to teach and practice nonviolence.

On August 28, 1963, speaking from the Lincoln Memorial, King delivered his most memorable and famous speech: "I Have a Dream." More than 250,000 people of different races, backgrounds, religions, and political affiliations gathered for this monumental event in Washington, D.C., known as the "March for Jobs and Freedom."

On April 4, 1968, James Earl Ray assassinated King who was standing on a motel balcony in Memphis, Tenn. He was to lead sanitation workers in a protest for better working conditions and wages.

Guest speaker Rhonda Hunt-Phillips, a senior logistics manager from Naval Air Technical Data and Engineering Services Command, said, "Dr. King's dream was that his children would one day live in a nation where they are not judged by the color of their skin, but the content of their character. I think the nation is realizing by the election of our 44th president, that this is no longer a dream, but a reality."

Civilians, Sailors, and Marines, conduct a "unity walk" past the Naval Air Station North Island Chapel to commemorate the life of Dr. Martin Luther King Jr., on Jan. 15; as part of a commemorative event held at the nearby base theater. *Photo by Joe Feliciano*

AS3 Hernandez named FRCSW 2008 Bluejacket of the Year

By Jim Markle

Fleet Readiness Center Southwest (FRCSW) selected Aviation Support Equipment Technician 3rd Class Anna Hernandez as its 2008 Bluejacket of the Year.

Hernandez, who competed against 75 other junior enlisted FRCSW Sailors, is assigned to the Support Equipment (SE) shop in Building 767.

Hernandez was chosen for the honor because of her ambition to be successful, her strong work ethic, and maturity, said Chief Aviation Support Equipment Technician (AW/SW) Eleazar Garcia, the Production Leading Chief Petty Officer.

"She's the type of person who gets involved and cares about improvement and other people. She always mentored her peers, and organized study groups to help others qualify to make rate. She is definitely deserving of this award," Chief Garcia said.

Hernandez reported to FRCSW in Sept. 2007. Prior to that, she was assigned to the *USS Ronald Reagan (CVN 76)* where she worked on the ship's electrical equipment.

"All of the equipment we work on in this shop --- whether it's electric, mechanical, hydraulic, or cryogenics --- is used to support aircraft. That's everything from tractors to tow aircraft and electric units to start aircraft, to the cryogenics that provide the oxygen the pilots breathe," Hernandez said.

The primary customers of the SE shop are squadrons assigned to Naval Base Coronado.

"We support visiting squadrons, as well," Hernandez noted. "We have a pool of ready-for-issue (RFI) equipment that is fully stocked with everything serviced and ready to go. So this way, the squadrons always have what they need."

"When I came to this command, this division had just begun the AIR*Speed* concept. We've slowly been rearranging our work centers to eliminate wasted time and materials. Now, each work center has a team. And the teams, depending on their workload, move around to help other work centers. That way we expand our knowledge of all of the equipment we service," Hernandez said.

"That's what I like best about the Navy: it keeps you busy. There's always something to do. You're not always working on the same thing all the time, so that when you get used to working on one thing, you'll get switched to learn something new," said Hernandez.

A native of Gustine, Texas, Hernandez joined the Navy in 2005 to "experience new things" and further her education. While attending AS "A" School at Naval Technical Training Center in Pensacola, Fla., she met her husband Marine Sgt. Edgar Hernandez who is assigned to Marine Aviation Logistics Squadron 16 at Marine Corps Air Station Miramar.

The couple will soon relocate with their one-year-old daughter to Johnstown, Pa., where Sgt. Hernandez will join a Marine Corps Reserve unit. Hernandez said she will leave the Navy to resume nursing studies she had begun prior to her enlistment.

"My advice to junior Sailors is to get an education. Get schooling and better yourself any way you can; and strive to be the best. And above all, develop a strong work ethic," Hernandez said.

FRCSW Bluejacket of the Year AS3 Anna Hernandez bleeds air from the dispensing hose of a nitrogen supply cart that is used to inflate and service the tires, landing gear struts, and canopy mechanisms of aircraft maintained by FRCSW. *Photo by Joe Feliciano*

FRCSW Artisan Named East County Pop Warner Football 2008 Coach of the Year

By Jim Markle

Joe Rivera has spent many weekends and weekday evenings walking gridiron sidelines all over San Diego county as a volunteer football coach for players of all ages, from youth to adult.

For all but one of those years, he had never experienced a losing season as a coach -- until this past season, when the team he led in the Pop Warner Palomar Conference from Valley Center, Calif., won only one game.

Despite the disappointing ending in 2008, Rivera had no words of frustration about that team, or the season. Instead, he was surprised when the Palomar Conference named him its 2008 Coach of the Year: "I was kind of shocked, because this was a losing season. I'd been coaching Pop Warner for three years in Valley Center and we'd done really well; we'd lost only two games the first year."

Coach Joe Rivera encourages a player from the Valley Center Jaguars of the Pop Warner Palomar Football Conference. *Courtesy photo*

An instrument mechanic in the F/A-18 Hornet gyroscopes and attitude indicators shop on board Fleet Readiness Center Southwest (FRCSW), Rivera's coaching career began in 1995 when he joined the California Alumni League, a non-profit adult tackle football league. The league served as a fund-raising vehicle for high schools in the North County area of San Diego who hosted and sold tickets to the games.

"The first time I showed up to join a team there weren't any coaches. A friend of mine nudged me to take over. I ended up coaching that team and playing at the same time. I did that for about four years and from there I went on to coaching other teams," Rivera said.

In 2004, active-duty players from Naval Air Station North Island (NASNI) who were members of an adult intramural team that played at Marine Corps Air Station (MCAS) Miramar asked Rivera to coach their offense. By the end of the first training session, he was appointed to the head coaching position.

Rivera coached the active-duty team for only two years. Service obligations of the active-duty members make it extremely difficult to establish continuity within the team, but despite the personnel challenges, the team had winning seasons.

"I wanted to take a year off in 2006, but I had friends in Valley Center who sat on the board of directors for the Pop Warner Palomar Conference. They mentioned they needed a coach or the kids wouldn't have a season. So I decided to keep coaching," Rivera said.

"They had asked me (to coach) because of my experience and I don't have a son. In Pop Warner it's common to have conflict with coaches because most of them have a son on the team. It's very rare that someone will coach a team without a son on it. So, I think I brought equality and fairness to the team. A lot of parents were very excited because there was no bias at all."

No stranger to Pop Warner football, as a child, Rivera played in the non-profit league in Syracuse, N.Y., and as a student at Garfield High School in New Jersey.

Established 70 years ago and named after football coach Glenn Warner, the nationwide organization combines academic excellence with football, cheerleading, and dance to children between the ages of five and 16. Adult volunteers coach the programs.

In his three years with the Valley Center Jaguars, Rivera coached kids from eight to 13 years-old in three different categories: junior pee-wee (8 to 11 years-old); pee-wee (9 to 12 years-old); and junior midget (10-13 years-old).

"The number of kids per team varies according to the town and organization. We had 26 on my team last year. That number fluctuates as the season goes on because it depends on the kids' schoolwork, their grades, and how their home life is – sometimes their parents can't bring them to the games," Rivera said.

"I had one kid who lived on the outskirts of Valley Center who didn't have a ride. So other parents would bring him during the week for practice, and I would pick him up and drop him off on game days," said Rivera who lives in Escondido with his wife Joanne, and two daughters.

The Pop Warner football season kicks off in late August with a required 10 hours of physical conditioning, then daily practices, Rivera said. Practices are limited to two hours per weekday night, followed by scrimmages after the second or third week.

"Then you're booked every Saturday through the end of the season which can go into December. And when school starts, practice is cut to about six hours a week," Rivera said.

Rivera is joined by assistant coaches who are parents of players. Pop Warner guidelines mandate one coach is required for every 10 children on the team.

"Whenever coaches couldn't make it, I ended up just picking parents who wanted to participate. Problem was that most of them didn't have any coaching experience.

Coach continued on page 18

Command Receives Second Consecutive North American Process Excellence Award

By Steve Fiebing, Photos by Scott Janes

The Intermediate Level Support Equipment (SE) Maintenance (900) division of Fleet Readiness Center Southwest (FRCSW) was recently awarded an Honorable Mention trophy in the "Best Project Contributing to Innovation" category, of the North American Process Excellence Awards, which were held in Orlando, Fla., earlier this year.

The awards, formerly known as the Six Sigma Excellence Awards, covered nine categories of manufacturing, business, and industry uses of Lean/Six Sigma process improvements and innovation. The International Quality and Productivity Center (IQPC) based in London, England, managers of the competition, awarded the second-place trophy to FRCSW representatives for their application of AIR*Speed* on the SE maintenance line.

FRCSW was one of four finalists within the Best Project Contributing to Innovation category, that were invited to send representatives to Orlando, Fla., to pitch their program before a panel of industry professionals, who judged each presentation and selected an overall winner in each category. The three finalists competing against FRCSW were: Delphi Corporation, Sutherland Global Services, and Dominion Resources.

AIR*Speed* is the Naval Aviation Enterprise's (NAE) industry-proven set of process improvement 'tools,' which include Lean, Six Sigma, and Theory of constraints; that are used to reduce turn-around-time (TAT), work in progress (WIP), and cost of operations, in an effort to increase the Navy's buying power for current and future readiness capabilities.

The Flight Line Services Department's mission is to "provide the right services, at the right cost, to enable aircraft to accomplish assigned tasking."

Prior to implementing AIR*Speed*, the SE shop was unable to meet customer demand, experiencing 'out-of-stock' situations an average of five times per week; which was due to over/under production of various support equipment and a misalignment of available manpower.

"We started this improvement in November 2006," stated Lieutenant Dennis Narlock, the Manufacturing Military Assistant Department Head, and former Services Assistant Department Head. He added, "After we began implementing AIR*Speed*, we changed the existing organizational structure, created cross-functional maintenance teams, and disconnected the maintenance process from customer demand. The division began utilizing a customer-demand pull system integrated with Drum-Buffer-Rope management that was monitored by a Statistical Process Control. We created an RFI (ready-for-issue) and non-RFI buffer. The buffer was based on seven years of demand data and we looked at demand during each week, both issued to customers and received from customers; and an RFI pool was set up to meet customer demand. Now Sailors don't work to satisfy individual customers, they work to satisfy the pool."

AS2 Hope VanNouhuys inputs information into the Support Equipment database.

"On top of that, we're not working overtime," said Lt. Narlock. "We're not working weekends to meet last-minute requirements or support things that were unplanned; because we now work to maintain the buffer."

In the months following implementation, there have only been two isolated 'out-of-stock' situations; and as a result, the command now has a much better relationship with customers.

"In one recent instance," said Narlock, "we had a master chief come over one morning to get a piece of support equipment. The Master Chief was anticipating resistance from us in issuing it, because he didn't think that we would have it. He walked in the door and said, 'I know we didn't request this, but we need

Processs continued on page 20

ASAR Christopher Marzan (*left)* and AS2 Jovel Magaling performing Pintle hook service on an aircraft tow tractor.

Miramar *continued from page 5*

Comprised exclusively of CH-53 Super Stallion and CH-46 Sea Knight transport helicopters, MALS 16 supports eight squadrons totaling approximately 70 aircraft. FRCSW artisans who work on these airframes also perform ISRs to C-130 transport aircraft.

"After we receive a planner and estimator request from the squadron for the C-130, we look at the discrepancy and staff it to the appropriate artisan to repair," said aircraft planner and estimator Charles Carrasco (brother of Robert Carrasco), who works under the FRCSW Field Service Program.

Machinist Danny Macahilas resets the wing bushing of an F/A-18 Hornet to its proper specifications.

In servicing MALS 16 aircraft, Charles Carrasco said an initial evaluation is performed to clearly identify the problem area or component and to serve as an aide for potential engineering purposes, photos are often taken.

"The squadron evaluates our findings and then we come to an agreement when to start work assuming the squadron provides the material and hardware. Once the repair is made, the artisan signs off on the work order which is then turned over to our depot quality assurance (QA). The depot QA will take the order to the squadron QA, who will sign off on the work and assume custody of the aircraft. This way, the work that's done is seen by all parties involved and agreed upon," Charles Carrasco explained.

Because FRCSW Site Miramar does not have hangar space for C-130 or helicopters, artisans use the squadron's own space to make repairs, Charles Carrasco said.

In addition to the aircraft already serviced, Site Miramar field service artisans will perform modification work to the V-22 Osprey airframe later this year. MCAS Miramar is currently modifying a hangar to accommodate maintenance work on the tiltrotor Osprey.

"The amount of work we do in relation to the amount of work we have has always been a challenge. Basically, guys have to work overtime to meet these commitments. The customer likes this because they know they're getting the aircraft back on time and ready to deploy," Robert Carrasco said. ▲

Coach *continued from page 16*

So, not only did I have to teach and coach the kids, I had to coach the parents, too; that was difficult. But it was fun," Rivera said.

With a primary objective of instilling the values of teamwork and sportsmanship, Rivera said he also tries to show his players how football can emulate life: "You hear a coach say that his team has 'heart,' the will to persevere. It's difficult to teach that. You have to demonstrate it instead by finding the kids who have natural skill and ability, and use them as an example to teach the team to work through problems; to stand up to adversity. That helps win games in the last few minutes."

"I love football. And there are a lot of kids out there who don't have a father figure to help them out. Some parents are just too busy; and there are some who don't know about football and don't care. But once their kids get a taste of it and the parents see it's really an exciting game; then they want to get involved, and that's where I try to help out," he said.

"At the end of my first season I was asked by my friends on the board of directors if I'd come back next year. So I said, 'I'll let you know if the kids and parents call me and want me back.' That's how it's been every year since, and at the end of every season I always joke that I'm going to change my phone number," Rivera said.

For information about registering children for Pop Warner programs or to volunteer as a coach, visit http://www.popwarner.com ▲

Instrument mechanic Joe Rivera tests the amperage output of an F/A-18 Hornet gyroscope motor in the gyroscopes and attitude indicators shop in Building 378. Rivera is a volunteer Pop Warner football coach in his spare time, and was recently selected the East County Pop Warner Football 2008 Coach of the Year.

Photo by Joe Feliciano

NAVAIR Science Enrichment Team Celebrates 17 Years, Expands Reach

By Paul Johnson

As part of the Navy's Partnership in Education program, the Naval Air Systems Command Science Enrichment Program (NSEP) recently expanded its network of elementary schools providing additional educational outreach services to the San Diego community.

For more than 17 years, NSEP has encouraged student interest in scientific subjects by making science 'come alive' for fifth grade students using fun and a little 'pizzazz' to help them relate to science and its many applications.

Elementary schools participating in the program include Willow and George Nicoloff in San Ysidro; Hancock in San Diego, and Salt Creek in Chula Vista. Newly added schools include Monarch Elementary for homeless youth in downtown San Diego, and Garfield Elementary in University Heights.

In addition to its school workshop programs, NSEP participates in community science fairs. Last May, NSEP members volunteered to assist during Space Day 2008 at the San Diego Aerospace Museum in Balboa Park.

The following September at the San Diego Convention Center, members participated in the American Institute of Aeronautics and Astronautics "Education Alley" to offer insight into the basics of aerospace engineering.

"Later this year we'll return to the science fair sponsored by the San Diego Air and Space Museum. We had a long line at that fair last year, so it should be a good time," said Fleet Readiness Center Southwest (FRCSW) material engineer and NSEP co-chair Jennifer Hickman.

Last March, the NSEP completed its 17th annual Science Enrichment Day at Hancock Elementary School. The school's fifth graders enjoyed the "tower building" experiment that uses tissues as building blocks to exhibit the inherent stability of different shapes like triangles and trapezoids.

During school visits, NSEP volunteers manned a static electricity display and introduced students to the Van De Graff generator and other hands-on displays to demonstrate the principles of static electricity and how it interacts with the environment.

Material engineer Jennifer Hickman *(right)* and aerospace engineer Kathy Wagschal pour water on dry ice to demonstrate the effects of sublimation to NSEP students. *Photo by Valerie Dobrowolski*

Another educational program that NSEP participates with is the San Diego Starbase-Atlantis program which demonstrates how math, science, and technology are used in aircraft and ship maintenance, flight simulation, meteorology, and navigation. NSEP volunteers serve as engineering role models and mentors in workshops teaching Computer Aided Design, CO2 car design, and racing.

NSEP director and FRCSW avionics department head Claudia Garcia attributes the program's success to the dedication and talent of its 20-member team of engineers and scientists who switch between presenting, mentoring, and planning new experiments.

"It really is a team effort," said Garcia. "Our science mentors have a natural passion to make a difference within our community and our future. We provide a real world connection to the children of San Diego. It is highly rewarding to see their faces light up with curiosity and fascination," she added.

With a strong DoD push this year in science, technology, engineering, and mathematic efforts, NSEP members will challenge themselves this month by reaching out to older students in grades 7-12 at the San Diego Science Alliance High Tech Fair 2009 at the Del Mar Fairgrounds. This effort could help influence students today, to become the engineers and scientists of tomorrow.

PBL *continued from page 11*

"The DDIs and HUD work in conjunction to provide information for the weapons systems, like target speed," noted Rockwell Collins field representative Dion Anderson.

F/A-18 cockpit displays work leader Gabriele Howard said nine electronic and electronic integrated system mechanics service the DDIs and HUD assemblies, subassemblies, and DDI monitors; and their associated push button front panels.

Each DDI and HUD unit consists of a power supply and circuit cards. The circuit cards are tested on the Consolidated Automated Support System (CASS) and Hybrid Test System (HTS) which identify and resolve avionic component problems.

"We get complete units and individual parts from Rockwell. For the whole units, the Rockwell representative is told what parts we need and he will either ship the unit back to Rockwell, or if we can fix it here, the unit is inducted," said Howard. "Everything comes with a workload standard, most circuit cards can be repaired in about four hours. It takes about 40 hours to repair an entire unit," Howard added.

The intermediate automatic test system is used to test whole units; and after a quality assurance check, they are returned to the Rockwell Collins representative.

Rockwell stocks their shelves and requisitions the units to the fleet as they need them. And they determine our monthly schedule based upon their own projections of what they think they'll need. FRC Southeast works on these, as well," said Howard.

"We deliver the parts and you deliver the labor, and it has worked tremendously well," stated Mark Bailey, Rockwell Collins PBL program manager. "The PBL partnership provides an efficient pricing system that uses industry strength and depot-level know how. It's a very streamlined process."

Electronic integrated systems mechanic Paul Harvill tests a circuit card that plays a key role in the display of an F/A-18 Hornet DDI monitor. *Photo by Joe Feliciano*

"We want to thank you for your customer service and dedication that has enabled us to add another option of five more years under this program," Bailey said.

FRCSW returned approximately 80 DDI and HUD units and more than 800 circuit cards to Rockwell Collins under the PBL program last year.

Process *continued from page 17*

this right now.' The Sailor behind the desk was able to tell the master chief, 'It's right there, take it.' That actually stumped the master chief, who was surprised and did not expect the process to be that easy."

Lieutenant Hector Young, the current Services Assistant Department Head, spoke during the presentation of the crystal process excellence award trophy to FRCSW Commanding Officer, Captain Mike Kelly at a Friday morning board brief, "This award represents our continued progress and commitment to not only implement the Lean and Six Sigma tools in our daily business practices, but also incorporating Theory of Constraints, to streamline and improve our processes. Utilizing AIR*Speed*, the 900 Division went from a traditional work center organization to a more effective and efficient cross-functional team."

Capt. Kelly extolled on the accomplishments of the 900 Division, saying, "If you haven't been down to building 767 and seen how support equipment is running, you're missing out on one of the true, true, success stories in Fleet Readiness Center Southwest. This was done by Sailors, for Sailors, who are serving the flight line. By taking the AIR*Speed* tools and techniques, and with coaching and back-up when required, those folks are making some things happen. They're achieving 100 percent availability, they're cross-trained, cell-based, five-S, visual, cost conscious, and ready."

Narlock noted, "This was the second consecutive year that we've been on stage accepting an award which has clearly established us at that conference and summit as not only a force to be reckoned with, but as someone who can be utilized as a knowledge pool. We are very highly looked-upon by our competitors in industry; and now we're receiving e-mails from them seeking our advice on situations and issues that they have, based on our performance at the conference.

"What really comes out of this is the positive feeling you get from competing with corporate America. All too often, our younger Sailors wonder if what we do as far as AIR*Speed*/Lean-Six Sigma is really what's done in industry, or if we're doing something Navy-special. And when you get there, and compete, and you talk to people from the other companies; you very quickly find out you are on par with industry and in a lot of cases, while you're there, industry will come to you, to get your opinion and your thoughts on their issues," added Narlock.

In accepting the award for the command, Kelly said, "This was an opportunity for us to go down there and show our 'A' game; and we came back with incredible results. So to everybody down there at 900 Division, I couldn't be more proud. My hat's off to every one of you."

Awards Applause

CIVILIAN AWARDS

Promotions

Kevin Abercrombie
Vic Castillo
I-Chien Chow
Valerie Dobrowolski
Bobby Fitzsimmons, II
Patrick Garcia, Jr.
Julie Gordon
Craig Graham
Mark Heacock
Dina Koza
Joseph Kroupa
Thanh Lai
Amanda Loftus
Adam Lutz
Paul McGinty
Filipe Mesquita
Alexander Natchev
Andrew Palek
Joshua Rivera
Bernardo Sarsoza
Maziar Sefidan
Timothy Steckman
Robert Tucker
Jacob Weintraub
Mark Weir
Eric Zanutto

Special Act

Rodney Abad
Menandro Abueg
Drew Adams
Joan Agustin
Richard Alexander
Robert Amaichigh
Ernesto Amparo
James Anderson
Willie Aquino
Patrick Archer
Stephanie Archer
David Arenas
Chuck Arnold
Andres Avila
Richard Ayala
Peter Bacal
Jesse Ballesteros
Juan Bamba
Chester Banga
Steven Banks
Kimberly Barber
Aida Barbera
Ronald Batty
Anne Beeson
Rodrigo Benitez
Christopher Bentley
Servillano Bernardo
Joseph Biederman
Rick Bitterling
Anthony Bishop
Lloyd Bjurman
Juan Blount
David Boehm
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Kenneth Boone
Warren Bonner
Denise Brent
William Bridges
Alejandro Briseno, Jr.
Reynaldo Brito
Donald Brown
Richard Brown
Kevin Brunson
Thomas Brush
Jeff Buckingham
Randy Burkard
William Burns
Donald Butler
Kurt Butler
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Jeremy Cadua
Ruben Cadua
Michael Callanan
Rolando Callejas
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Joseph Caoile
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Ron Cobb
Jeffrey Cohen
Victor Concepcion
William Cornute
Arthur Cortez
David Cortez
Bob Cress
Dennis Crowley
Mary Cruz
Richard Curtis
Bennett Dahlin
Richard Daniels
Chinh Dang
Stella Davies
Joe DeAlba
Joe Deaner
Thomas DeGrood
Dean Delano
Michael Delfin
Kathleen DelosReyes
Michael Dinkins
Luc Doan
Paul Donahue
Gaybie Drinko
Daisy Duong
Hue Duong
Thanh Duong
Pedro Duran
William Eaker
Stephen Early
Stephen Earner
Eugene Ellis
Joseph Ellis
William Elsner
Edward English
Archimedes Escondo
Ernesto Espenida
Horace Estrada
Chris Eveland
Roy Fabio
Fernando Feliciano
David Ferguson
Robert Fierro
Oussam Filali
Keith Finch
David Florez
Peter Fonte
Christopher Ford
Earl Frazier
Pedro Fuentes
Aquilino Ga
Kurt Gaenzle
Wesley Galapir
Stephen Gamberale
Joseph Garcia
Greg Gemlo
Robert Gijon
Peter Gilman
Keith Glassman
Justin Glines
Jeffery Glover
Linda Glover
Jose Godoy
Robert Gonzales
Manuel Goulart
Russell Green
Robert Greer
John Griego
Linda Guerra
Timothy Guilbert
Jorge Gutierrez-Lopez
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Jim Hansen
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James Hardie
Devin Harmon
Edward Harris
Kathleen Harris
Earl Hatch
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Mark Heacock
Barbara Heath
Richard Heinrich
Alan Helton
Claudie Henry
Liwayway Hernandez
Pilar Hernandez
Ruben Herrera
Mitsuko Hew
Albert Hewitt
Jennifer Hickman
Dan Hicks
Willie Hillsman
Roger Hirst
Alexander Humilde
Berti Humphrey
Tracy Hunt
Fred Immel
Roger Isorena
Luther Jackson
Charles Jacobs
Antonio Jaime
George Jaime
Scott Janes
Donald Jenkins
Romeo Jimenez
Ajai Johnson
Johnnie Johnson
Oliver Johnson
Paul Johnson
Raymond Johnson
Vilma Johnson
Winston Jones
Timothy Kaminski
Tim Kelln
David Kelly
Ian Khounborine
Gregory King
John King
Ronald King
Steven King
Dale Klahn
Michael Knoll
Allen Kosmalski
David Kretschmar
Joseph Krasko
Richard Krasko
Andrew Kurup
Bao Lam
Vincent Langston
Samuel Lara
Ronald Laughlin
Kenneth LaVere
Yolanda Laws
Soai Le
Sean Lee
Irma Letchaw
Brittney LeValley
Evelyn Leyco
Michael Liggins
Lynzetta Lindsey
Jimmie Little
Bartolo Lopez
Jesus Lopez
Ricky Lopez
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Richard Lozano
Marylou Ludovissy
Ray Lujan
Benedicto Mabalot
Dana Mace
Thomas Mafnas
Rafael Magayanes
Lamberto Mangat
Gregory Mann
Michele Marien
James Markle
Ramon Marquez
Robert Mathers
Joseph McConville
John McCormick
Sandra McKellips
Marcelino Medina
Jerry Mendiola
Xavier Mercado
Filipe Mesquita
Lewis Miller
Bryant Mitchell
Cary Mocanu
Joe Mock
Dennis Moniz
Jo Montgomery
Efren Monzon
Vincent Moon

John Morris
Terrie Mortensen
David Moss
Ryan Multerer
Kathryne Murray
Dean Nelson
Larry Nelson
William Nelson
Guy Newton
Loi Nguyen
Triet Nguyen
Louise Nicoloff
Tony Nieto
Robert Niver
Bruce O'Dell
Kevin Okerman
Nicholas Onners
Andrew Ortiz
David Ottino
Xavier Ovando
Jesus Padilla
Steven Painter
Michele Palmer
Danilo Panganiban
Frank Park
Gail Patacsil
Jason Payne
Reynaldo Pena
Saturnino Penaloza
Joseph Perez
Frank Petruzzi
Derrick Pettit
William Pfeiffer
Liem Phan
Tracy Pineiro
Christopher Pinson
Joseph Pollard
Kevin Porter
Teotimo Posas
John Powanda
Curtis Price
John Prince
Max Prince
Marsha Pritchard
John Proffer
Loretta Qualls
Efren Ramos
Ely Ramos
Jose Ramirez
Ellis Rance
Steven Randell
Sergio Rayle
Bruce Redlin
Rosemary Reece
Josile Reigle
Alex Reimann
Clarence Resendez
Anthony Richie
Melony Robertson
Michael Robinson
Steve Robles
Debra Rodr
Holly Roehl
Robert Rollins
Christopher Root
Michael Rude
Cecilio Salamanca
Edward Salanski
Miriam Salcedo
Gregory Samplawski
Rufy Sanchez
Dustan Sandoval
Rogelio Sandoval
Myl Sangar
Alfredo Santiago
Amado Santiago
Rodamar Santiago
Benito Santos
John Santos
Maziar Sefidan
Mark Sena
Arlene Sexton
Mario Sidawi
Richard Silva
Denzel Sipes
Matthew Sison
Deborah Skannal
William Smith
Galileo Somerville
Fredelita Soriano
Tim Steckman
Roger Stensland
Stephen Swall
Francis Szeto
Robert Szuba
Tanya Tang
Arnaldo Taya
Michael Taylor
Rolando Telebrico
Hao Thai
Brien Thompson
Dave Thompson
Ronald Tillman
Brianna Timothy
James Todd
Martin Torres
Willie Trammell
Bill Tran
Brian Trout
James Trowsdell
John Trumble
Tim Truong
Dennis Turner
George Turner
Michael Turner
Wilfredo Tuscano
Paul Tyler
Janet Underwood
Ruben Valdez
Patrick Valentino
Curtis Vanatta
Mark Vanderstraeten
Renee Veasey
Christopher Venable
Charlie Verdejo
Ernie Vialpando
Hector Victa
Cuthbert Vigilant
Mary Vilicich
Nicasio Villanueva
Dean Vo
Dan Vu
Patrick Walker
Colter Wasson
Avalon Watson
Jimmie Watson
Tena Webb
Patrick Wells
Gerald Westphalen
William White
Frank Whitehead
Kevin Wholey
Sharon Wicke
Linda Wicker
Cornelius Wiley
Harold Williams
Mark Williams
Sammie Williams
Margaret Williams-Pearson
Sharon Williamson
Eric Wilson
William Wood
Tim Woods
James Yakes
Eduardo Young
Eric Zanutto

College Graduates

These Fleet Readiness Center Southwest teammates received their college sheepskins recently or they are candidates for their degrees in the next few months:

• **AZ2 Arlyce Barefield:** Associate's degree in General Studies from Vincennes University

• **AM1 Tobias Bradick:** Bachelor's degree in Professional Aeronautics from Embry-Riddle Aeronautical University

• **Bridget Breidenbach:** Master of Science in Organizational Leadership and Master of Business Administration (with Honors) from National University

• **AS1 Eddy Cook:** Associate's degree in General Studies from Vincennes University

• **Diane Cordero:** Bachelor's degree in Business Management from University of Phoenix

• **Russell Green:** Bachelor's degree in Business Management from University of Phoenix

• **ATCS Alicia Harrison:** Associate's degree in General Studies from Columbia College

• **AEC Chriselle Johnson:** Master's degree in Public Administration from National University

• **CDR Mark Kempf:** Executive Master's of Business Administration from Naval Postgraduate School

• **John Kim:** Master's degree in Business Administration from San Diego State University

• **AS2 Jacqueline Plano:** Bachelor's degree in Professional Aeronautics from Embry-Riddle Aeronautical University

• **James A. Roth:** Associate of Science degree in Multimedia from Mesa College

Miriam Salcedo: Bachelor of Science in Business Management with Concentration on Human Behavior from National University

• **AO2 Lachnan Shelton:** Associate's degree in Science from Kingsborro Community College

Productivity Recognition

Year

Gil Duenas
Michael Sledge
Brianna Timothy
Michael Tomas

Quarter

Antonio Asiain
Jeffrey Deshazer
Gil Duenas
Jimmy Estrada
Marvin Frizell
Ed Lima
Edward Preble
Ronald Rolka

Month

Antonio Asiain
Matthew Bunker
Arthur Comandante
David Dielman
Jimmy Estrada
Marvin Frizell
Greg Howard
Richard Huot
Robert Jewel
Richard Juarez
Nalani Keopuhiwa
Vince Kaparic
Robert Keim
Edmund Lima
Bartolo Lopez
Alan Mattison
Rogan McIntyre
Bertha Mitchell
John Mowery
Carroll Moye
James Mundell
Thanh Nguyen
Denina Olimpio
Rick Pfieffer
Ronald Rolka
Michael Rude
Andres Sarsoza
Rayle Sergio
Michael Smith
Jim Smith
Roger Smith
Hao Thai
William Thayer
Crystal Tijerina
Paul Toledo
David Triglia
Gerald Westphalen
Giselle Zeffaro

Time-Off

William Arellano
Christopher Gibson
Tina Hauer
Kristen Newlan
Khanh Nguyen
Christopher Painter
Carl Stevens
Heather Stoll
Penelope Ulander
Joseph Wright

Retirements

George Boerke
Suzanne Botzer
Wilfredo Cadapan
Michael Capelle
Conrado Castro, Jr.
Vicente Cayabyab, Jr.
David Clark
Christopher Colvin
Roy Degurse
Danilo Diaz
Clarence Doucette
Thomas Duenas
Guillermo Garaicoa
Thomas Gilmore
Richard Giorgis
Linda Glover
Jill Gonzalez
Robert Hardesty
Joseph Hernandez
Paul Hobbs
Mary Holmes
Godofredo Ibarra
Karen Kane
Tom Keener
Virginia Lovell
Mary Lou Ludovissy
Alvaro Macias
Gloria Magalong
Ernesto Martin
Scott Martin
John McArdle
Rufino Meneses
John Merino
Steven Mitschke
Patricia Nelson
Marc Oliver
Clara Patton
Dean Pittsley
Joseph Rabon
Jarvis Ringstad
Richard Rosen
William Russell
Cecilio Salamanca
Jesse Sanchez
Ricardo Samonte
Joseph Skrlin
Jaime Suarez
Stephanie Thompson
Duane Tipton
Dennis Wagner
David Walker
James Yakes, Jr.
Dana Yenawine

Length of Service Pins

50 Years

Robert Izumihara

40 Years

Anthony Giles
Michael Howard
Marlow Martinez
Arthur Ruiz

35 Years

Martin Braeunig
Nora Campbell
Mark Chapman
Rita Davisdon-Zuniga
Donald Deandrade
Kathleen DelosReyes
Roy Gaines
Robert Glance
Joe Henry
Cary Hershberger
Otis Hines
James Horsfall
Loren Hoskins
Gary Hunter
George Jaime
Allan Kozakiewicz
Louis Lonero
Mark Molohon
Kathryne Murray
Richard Pfeiffer
Benjamin Pizarro
Robert Rollins, Jr.
Dean Scott
Karyes Stockdale
Terry Timm

30 Years

Mario Avilez
David Bye
Donald Davidson
Antonio DelaCruz, Jr.
John Griego
Richard Hessler
Donald Holliday
Jose Inigo
Samuel Lara
Jose Maravilla
Merry Marthlamb
Lewis Meyer
Bertha Mitchell
JB Thurmond
Larry Walker

25 Years

Alejandrino Castillo
Leo Duran
Irma Letchaw
Eleazar Lopez
Teresita Pino
Robert Reynolds
Alice Taylor
Alex Verdugo
Jodi Visosky
David Walston
Michael Warren
Sharon Williamson

20 Years

Danette Baker
Alexander Castro
Thanh Duong
Eric Geilenkirchen
Peggy Happ
Mike Holder
Tan Huynh
Michael Jacobs
Robert Jewell
Larry Le
Jeffrey Markin
Terrence McDowell
Maria Morgan
Lorie Reyes
Wedad Schlotte
Penelope Ulander

15 Years

Kevin Brunson
Jesse Robles
Francis Szeto

10 Years

Roberto Alequin
Peter Gilman
Timothy Guilbert
Brad McNamee
Brian Rice
Harry Simpson
Heather Stoll
James Thomas
Philip Wilkins

5 Years

Noah Apgar
Patrick Archer
Christopher Aveo
Ro Anne Bermio
Alfredo Casillas
Frank Decker
Renee Eller
Julie Gordon
Duane Halfman
Bethany Harris
Brian Johnson
Joseph Krasko
Christopher Lozano
Kiet Luc
Jerry Mendiola
Dominiq Montes
Jeffrey Mullin
Anthony Ngo
Christopher Painter
Gregory Patterson, II
Donald Potenza
Joaquin Romero
Jeoffry Ross
Dennis Tagulao
Michael Tomas
Alexander Tortoles
Eric Vigilia
Keith Wheatbread
Damon Willson

Sick Leave Is Money

John Cardenas
George Chevalier
Keith Clemente
Rex Ellis
Douglas England
Ambrosio Garcia
Gayle Grover
Quirino Gutierrez
Joel Hartt
Winston Jones
Monico Madarang
James Mills
Reynaldo Pena, Jr.
Josephine Quince
Christine Resch
Carmen Rico-Schlegel
James Simon
Robert Szuba
Hao Thai
Kham Thai
William Thibedeau
Lenard Thronburg
JB Thurmond, Jr.
Steve Wilson

MILITARY AWARDS

USN / USMC Commendation Medals

LT Willie Bernard
CWO4 Mark Covey
AMEC Maricris Granade
AT1 Ian Masayesva
ASC Arturo Miclat
AT1 Steven Naputi
AEC Christopher Ramos
AMC Rommel Villaruz

USN / USMC Achievement Medals

AS2 Waseem Boraby
AS2 Baron Brown
AD1 Roland Bulusan
AT1 Ladel Cassidy
AS2 Jay Corners
AS2 Kim Mitchell
SK2 Lydia Franklin
AS3 Jason Gliha
AM1 Michael Hentz
AM1 Steve Hing
AS1 Reynaldo Lopezlara
AS2 Ace Malit
AE2 Michael Mau
AS1 Nathan Morris
AT2 Timothy Parker
AS3 Garrett Pickrel
AS2 Jacqueline Plano
AD2 Juan Sealey
AT1 Jason Stanton
ATC Daniel Troftgruben
PR2 Raoul Viel
ATCS Mark Wyett
AT1 Min Zhu

Good Conduct Medal

AS2 Carissalina Block
AS2 William Cummins
AT2 Robert Falen
AT2 Joyce Glengaugh
AN Michelle Kincer
AZ1 Edwin Ortiz
AM2 Juan Rios
AS2 Brian Wallace

Flag Letter of Commendation

AZ2 Joana Franco

Letter of Commendation

AT1 Gary Beverage
AT3 Candice Billings
AE3 Chad Meyer
AE2 Debra Trevino

Letter of Appreciation

AE1 Kevin Albin
AS2 Rudyangelo Baldado
ASC Giovanni Balingit
PSSN Samuel Barton
ATAN Stephanie Carew
AS1 Edward Cook
PR3 Chris Meshefsky
AD3 Jack Paredes
AT2 Jeffrey Rose
PS2 John Stanton
AS3 Jim Tan
AS1 Jose Trevino

US Capitol Building, Washington D.C., during the inauguration of President Barack Obama, January 20, 2009.