



FRC SW ALMANAC

Volume 4 No. 1

Working In-Country: F/A-18 Recovery Team in Afghanistan



Skipper's Corner:

FAA Certification

In May, Fleet Readiness Center Southwest became the first facility in the Navy to be certified by the Federal Aviation Administration (FAA) as an authorized repair station for VIR-31A navigation radios.

These radios are not only used in the aircraft we service here, but are also found in commercial airframes, like the Boeing 737.

The FAA certification is a prime example of a tool that will provide us the opportunity to compete for private sector workload through developing commercial service agreements (CSA).

CSAs are an integral part of our future workload, and are projected to account for approximately 23 percent of the command's workload by the end of next year.

CSAs currently in place include the F/A-18 Integrated Readiness Support Taming (FIRST) program with Boeing, and the "Tip-to-Tail" program with Lockheed Martin for H-60 Seahawk helicopter components.

These public-private partnerships enable the command to work within its core capacities, like performing overhaul and maintenance, and allow us to utilize our manpower and facilities to offset operational and other costs.

FRCSW will now join other aerospace organizations on a list of FAA-certified repair stations. Not only is this a new chapter for the command, but for the Navy, as well; and I fully expect other naval facilities to follow in our footsteps.

Though innovations and acting as a pacesetter is nothing new to FRCSW, we must continue to look at innovative ways to develop opportunities within the aerospace industry. Our growth and future are inherently tied to our ability to maximize the use of our facilities and our outstanding workforce.



Capt. Fred Melnick

A handwritten signature in black ink that reads "Fred Melnick".

FRED MELNICK
Captain, U.S. Navy
Commanding Officer

FRCSW **ALMANAC**

Volume 4 - Issue 1

FLEET READINESS CENTER



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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.

FRCSW **ALMANAC**

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Fleet Readiness Center Southwest sent F/A-18 team members to Kandahar Air Base in Afghanistan to salvage a damaged Hornet aircraft.

Photo Illustration by Chuck Arnold

ANYTIME, ANYWHERE: F/A-18 TEAM SALVAGES HORNET IN AFGHANISTAN

Photos courtesy of FRCSW F/A-18 Recovery Team



The F/A-18C Hornet above shows signs of major structural damage. Deemed unrepairable, Fleet Readiness Center Southwest sent a recovery crew to salvage and demilitarize this aircraft.

(Inset) The F/A-18 In-Service Repair crew sent to Kandahar Air Base in Afghanistan: (Front row, kneeling) Charlie Miller, Benjamin Tumbaga, Don Davidson, (back row, standing) Chris Gibson, Jorge Duran, and Colby Lindsey, flanked by 3 Seabees.

Editor's note: From February 28 to March 25, six Fleet Readiness Center Southwest (FRCSW) teammates from the F/A-18 In-Service Repair program worked at Kandahar Air Base in Afghanistan to salvage components from a damaged F/A-18C Hornet. Their efforts returned more than 500 structural and nonstructural components to FRCSW for use in repairable aircraft.

The teammates were: F/A-18 Deputy Program Manager for Field Service Charlie Miller who served as team leader and arrived approximately one month earlier; aircraft mechanics Donald Davidson and Colby Lindsey, sheet metal mechanics Christopher Gibson and Jorge Duran, and aircraft electrician Benjamin Tumbaga.

Mr. Miller, Mr. Davidson, Mr. Gibson, and Mr. Duran share some of their thoughts on the mission:

Charlie Miller, F/A-18 Deputy Program Manager for Field Service:

On January 18, 2010, I departed San Diego en route to Kandahar, Afghanistan, to relieve custody from the USS *Nimitz* (CVN 68) of an F/A-18C Hornet that was terminally damaged requiring demilitarization.

Upon my arrival to Kandahar Air Base, I met with the detachment Officer-in-Charge Chief Morgan who went over the aircraft and issues.

One of the first things that I noticed was the Joint Service Multi-National/Multi-Service presence at the base. There were soldiers from France, Canada, Germany, and Bulgaria, as well as a large U.S. military presence of Navy, Marine Corps, Army, and Air Force.



Aircraft mechanic Colby Lindsey uses a chop saw to cut supports for the vertical stabilizer in preparation for removal and to demilitarize the airframe.

Consequently, coordinating assistance to support my mission with both the U.S. and foreign commands proved challenging. However, my 26 years of experience as a Marine Aircraft Maintenance Officer helped me to accomplish this task with minimal impact.

Other issues that I had to overcome involved matters of facilities and equipment.

Most of the general Support Equipment was provided by the Marine Individual Mobilization Augmentee Detachment (MALS-40) that graciously provided us equipment without hesitation.

The facility, however, was probably the most challenging as every space and hangar was continually used by all coalition units on deck. It became a daily challenge as I negotiated with both U.S. and foreign military representatives, and awaited equipment and tools prior to the rest of the FRCSW team's arrival.

There were a few other things that were first experiences for me: like seeing everyone fully armed except me. It took a while, but eventually the sight of a soldier with a rifle in one hand and a coffee in the other became common place.

Then there were the rocket attacks. It seems we had one almost every day. There was a heavy thud upon impact and then

the eerie wail of an old air-raid siren. The first thing you did after hearing the alarm was to drop to a prone position, and wait a few minutes before moving on to one of the cement bunkers located throughout the base. Then you waited for the all clear sound.

It wasn't scary. However, it reminded you that you "weren't in Kansas anymore." It gave a note to the seriousness of being there, and the danger that surrounded us.

Then there were days when it was very hard to be upbeat. We had six "ramp ceremonies." A ramp ceremony is when we sent soldiers home in the very way we didn't want to – in coffins. It's a very formal event, with the troops marching out in formation. Those of us who served in the military know that we are a band of brothers to the end.

During the ceremony, civilian personnel who wished to attend were placed in ranks together next to the troops in front of the plane that flew the bodies home. Other than the sound of marching feet, all was silent.

A brief service was usually conducted by a military Chaplin. We prayed. Then the troops saluted the caskets that were draped in their respective flags and carried high on the shoulders of other soldiers. A bagpiper followed behind.



(Above) Sheet metal mechanic Jorge Duran removes panels from the wing of an F/A-18C Hornet that had suffered major fire damage.

(Right) Colby Lindsey, Don Davidson, Jorge Duran and Ben Tumbaga remove the right engine from the damaged aircraft.



I don't think I'll ever hear the sound of bagpipes again without remembering those ceremonies. Sometimes I cried, a little – for lives lost, and for families I've never met.

There are a lot of things that we take for granted, living in a country that offers so much. Some are simple things; like having a bathroom in the same building as a bedroom, and walls that go all the way up to the ceiling.

I can tell you this: I rest easy knowing that my home is where roadside bombings and landmines are unheard of. I have a huge appreciation for living in the U.S.A. – I always did – but this experience has reminded me of that once again.

This assignment has given me more patience, and shown me that I can live through difficult circumstances with a smile on my face.

My experience as a Marine and all of my deployments prepared me to understand the military culture and pride.

I left knowing that our Marines, Sailors, Soldiers, and Airmen are proud to serve this far from home. They want to make the world better for their own families and their country.

Jorge Duran, sheet metal mechanic:

There were several moments during this trip that I could classify as the most memorable:

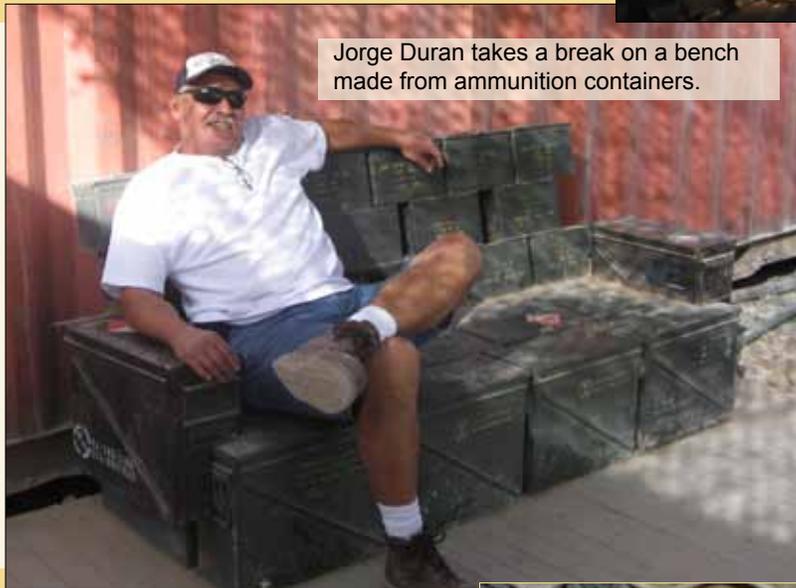
There was the experience of leaving Doha in Qatar and landing in Bagraam, Northern Afghanistan. The terrain was stunning and the mountains were larger and more serene than I had imagined.

However, the part of the trip that really left a lasting impression on me was when we boarded a C-130 Hercules transport to Kandahar. While seated in an uncomfortable jump-seat, I looked around and saw that the flight was filled to the gills with U.S. troops who were armed and ready to rock and roll.

As I sat looking at these brave faces, I realized that I was sitting inside a can of “Whoop-Ass!” At that moment, I felt as proud as I could ever remember: to be in the same aircraft with the soldiers who defend our country.



Sheet metal mechanic Christopher Gibson uses a chop saw to remove supports for the vertical stabilizer on the damaged F/A-18.



Jorge Duran takes a break on a bench made from ammunition containers.

Christopher Gibson, sheet metal mechanic:

In a typical morning in Kandahar, Mr. Davidson and I would go to the local “Green Bean” for a cup of coffee.

One morning, as we sat and discussed the upcoming events of the day and listened to the all-too-common gunfire, we met a young Marine who stated he had just arrived the previous night.

When our conversation turned to the local establishments that included a Pizza Hut, Burger King, Subway, and the different NEX/PXs, the Marine noticed I had a cell phone.

He was curious if the phone was my personal property, and how I got it to work in such a remote area. I explained how he could get a phone for a very low price, and how to get internet access for his personal computer on base.

I also explained what happens during a “River Condition,” or the notification of a wounded or fallen soldier, so that he would know what to expect if the event happened for him, too.

When Mr. Davidson and I left to report to our shift, the young Marine was very adamant about thanking us for the information that we had provided him, and added that he was to be a new father soon.

To me, the information that we provided was the best gift that we could have ever given that young Marine. For communication is worth its weight in gold...

(My prayers will be with you my friend; young Marine wherever you are...)

Donald Davidson, aircraft mechanic leader:

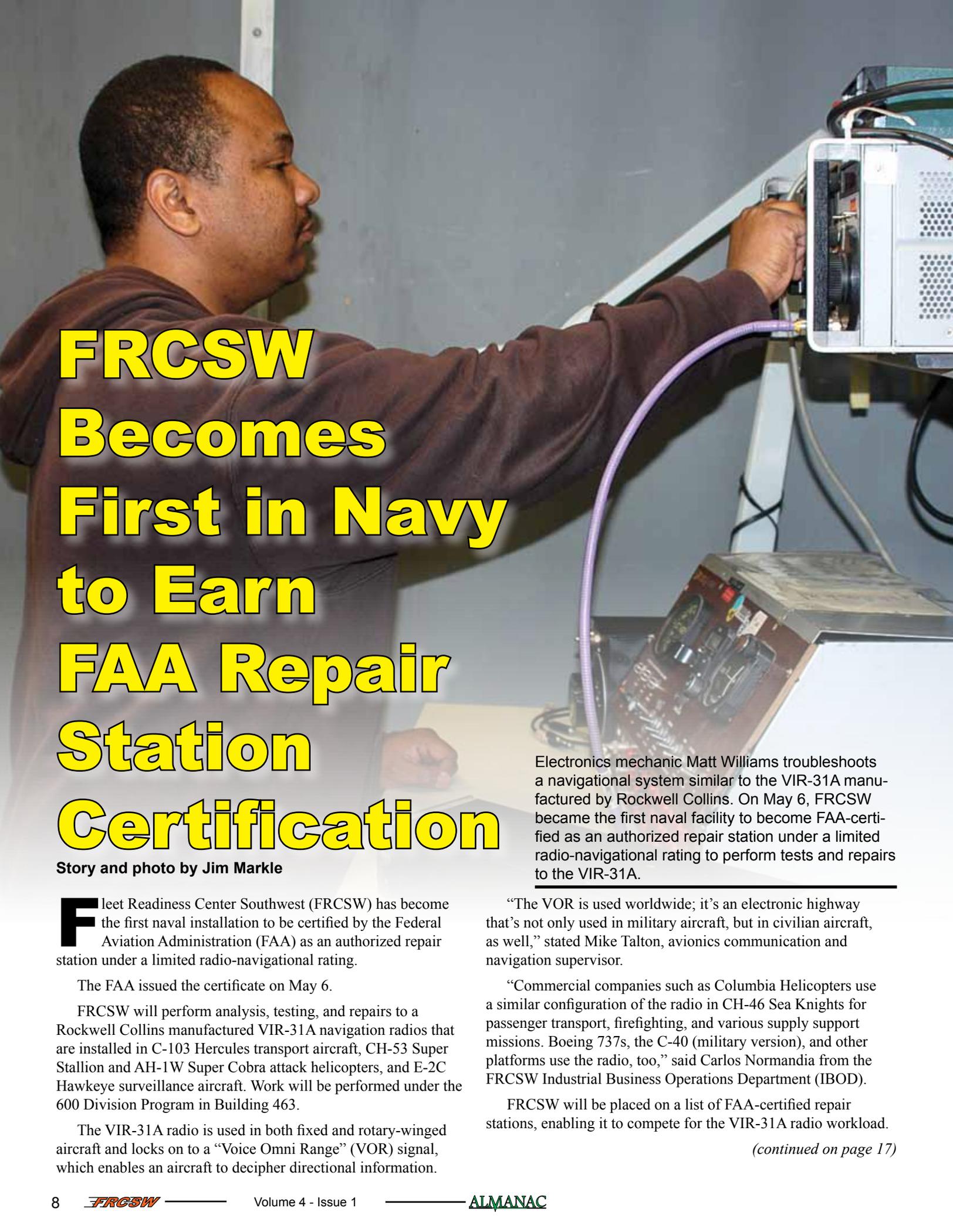
Every time we entered the flight line gate there was a different guard of a different nationality speaking a different language.

At times, it was somewhat difficult for everyone to understand each other and follow the rules of security. However, we made it through the gate everyday.

It was amazing to me to have so many different nationalities and the potential for so many mistakes, and that none ever happened.



A commemorative patch made in Afghanistan for the F/A-18 Recovery Team.



FRCSW Becomes First in Navy to Earn FAA Repair Station Certification

Story and photo by Jim Markle

Fleet Readiness Center Southwest (FRCSW) has become the first naval installation to be certified by the Federal Aviation Administration (FAA) as an authorized repair station under a limited radio-navigational rating.

The FAA issued the certificate on May 6.

FRCSW will perform analysis, testing, and repairs to a Rockwell Collins manufactured VIR-31A navigation radios that are installed in C-103 Hercules transport aircraft, CH-53 Super Stallion and AH-1W Super Cobra attack helicopters, and E-2C Hawkeye surveillance aircraft. Work will be performed under the 600 Division Program in Building 463.

The VIR-31A radio is used in both fixed and rotary-winged aircraft and locks on to a “Voice Omni Range” (VOR) signal, which enables an aircraft to decipher directional information.

Electronics mechanic Matt Williams troubleshoots a navigational system similar to the VIR-31A manufactured by Rockwell Collins. On May 6, FRCSW became the first naval facility to become FAA-certified as an authorized repair station under a limited radio-navigational rating to perform tests and repairs to the VIR-31A.

“The VOR is used worldwide; it’s an electronic highway that’s not only used in military aircraft, but in civilian aircraft, as well,” stated Mike Talton, avionics communication and navigation supervisor.

“Commercial companies such as Columbia Helicopters use a similar configuration of the radio in CH-46 Sea Knights for passenger transport, firefighting, and various supply support missions. Boeing 737s, the C-40 (military version), and other platforms use the radio, too,” said Carlos Normandia from the FRCSW Industrial Business Operations Department (IBOD).

FRCSW will be placed on a list of FAA-certified repair stations, enabling it to compete for the VIR-31A radio workload.

(continued on page 17)

Soaring Strong: FRCSW Names 2010 Silver Eagle

By Leandro Hernandez



Metal forming machine operator Earl Smith prepares to activate the hydro-press in the foundry shop in Building 65. Smith was named the FRCSW Silver Eagle May 25 for having accrued the longest term of continuous employment in a combination of military and civilian service. *Photo by Leandro Hernandez*

Fleet Readiness Center Southwest (FRCSW) Commanding Officer Capt. Fred Melnick presented the 2010 FRCSW Silver Eagle Award to metal forming machine operator Earl W. Smith at a ceremony held in Building 94 on May 25.

Smith was awarded the Silver Eagle for having the longest term of continuous service in a combination of military and civilian capacity at FRCSW and predecessor organizations.

Capt. Melnick presented Smith with two plaques and a command coin. Smith will also receive his own reserved parking spot.

Smith, 79, began his combined service as a clerk-typist in the Army. Afterward, he worked for 12 years at Goodrich Aerostructures Group in Chula Vista, Calif., which was called Rohr Inc.

In November 1963, Smith began his federal civil service career at the Assembly and Repair Department of Naval Aviation Station – North Island (FRCSW).

Today, Smith operates the drop hammer in the foundry shop in Building 65. The drop hammer is used to form aircraft parts, and the shop enables FRCSW to reproduce a variety of aircraft parts.

The manufacturing process is valuable because many aircraft parts are not readily available.

“The older the aircraft, the more parts we can make for it,” Smith noted.

Citing the advanced equipment used for the removal of hazardous material in his work center, Smith said, “I appreciate the safe working conditions and the equipment for the environment we work in.”

Through his extensive career he has seen many Navy fighter aircraft come and go through FRCSW, including the F-4 Phantom and the F-14 Tomcat.

Smith said that knowing the difference between education and experience is paramount to success in any career, and he urges people to understand the true value of experience.

“Experience is about ‘stealing’ knowledge from this guy and that guy,” Smith stated.

“Younger workers,” he added, “should develop the drive to not let anything get in the way of reaching their goals.”

A native of Imperial Beach, Calif., Smith has been married for 52 years and has two sons. ▲

Fleet Readiness Center Southwest's Military Appreciation Day at Sea World





Photos by Mike Furlano

Sailors in Micro- Miniature Shop Support NASNI Squadrons

Story and photos by Jim Markle

When circuit cards of avionic components owned by squadrons at Naval Air Station North Island (NASNI) require troubleshooting, odds are the cards will pass through Fleet Readiness Center Southwest's (FRCSW) Micro-Miniature shop in Building 463 for evaluation and repair.

Manned by 11 FRCSW Sailors who work in two shifts, the intermediate level work done in the shop plays a supporting role to the repairs made by the command to more than 53,000 avionics components annually.

"Our job is to assist other work centers by working on the component circuit cards of whatever aircraft are assigned to the squadrons here on North Island. We also receive workload from the ships when they return from cruises," said Aviation Electronics Technician 2nd Class Nicole West.

"If an incoming ship's Aircraft Intermediate Maintenance Detachment (AIMD) was working on a piece of gear that was waiting for a component, they will turn that component over to the FRC to continue repairing. The AIMD will not hold on to gear belonging to a squadron assigned to the island," West said.

The circuit cards, or shop replaceable assemblies, are held in weapons replaceable assemblies, the containers that house avionic functions.

Much of the shop's workload targets the circuit cards of the avionics for helicopters including control panels, navigation, and radar components, according to AT2 Cherng Chu.



AT2 Nicole West watches AT2 Anthony Dansdill solder a new resistor onto a circuit card.

Troubleshooting and testing of the cards is done by using two primary tools: the Pin-Point and Huntron testing machines.

“We use the Pin-Point workstation to map working circuit cards. We’ll use the good circuit card to compare it to the faulty card, and this way we can isolate the faulty card’s component, like a defective resistor,” Chu said.

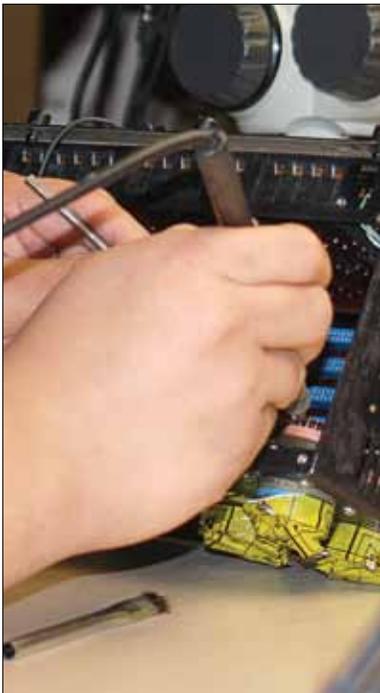
“The Huntron workstation is similar to the Pin-Point. But unlike the Pin-Point, which we have to map out to use, the Huntron has a database already programmed for us by Naval Sea Systems Command. It’s been used in the Navy for decades,” said Chu.

To qualify to operate the testers and to perform circuit card repair work, Sailors are required to complete Navy Enlisted Classification codes 9526, 9527, and 1591.

The shop analyzes approximately 2,200 circuit cards per year, West said.

“Maybe once a month we run into a circuit card that we can’t troubleshoot. When that happens, it goes to the depot-level side,” she said.

The shop also owns an engraving machine that manufactures signs, plaques, and name tags for NASNI commands. ▲



AT2 Cassandra Richards Named FRCSW 2010 Bluejacket of the Year

By Leandro Hernandez

Fleet Readiness Center Southwest (FRCSW) awarded its 2010 Bluejacket of the Year Award to Aviation Electronics Technician 2nd Class Cassandra Richards.

Richards is the production supervisor of the Micro-Miniature (MM) shop in Building 463.

“She’s a hard-charging, ‘go-to’ type of person. Sailors like her are great examples of how individuals can come from a hard background and turn themselves around. What she lacks in experience, she makes up for in effort and that has helped her excel in her work. She is very knowledgeable and the best teacher we have,” said AT2 Nicole West, Leading Petty Officer of the MM shop.

Commander, Fleet Readiness Centers Rear Adm. Timothy S. Matthews, wrote that Richards received the award for her “... outstanding performance of duty as Components Department, Avionics Division, corrosion and module repair branch night shift supervisor.”

The MM shop primarily works on components of H-60 Seahawk helicopters.

“We are an assist work center. Whenever other shops troubleshoot large pieces of gear down to which parts are bad, we replace the faulty components for them,” Richards said, “If a work center has a piece of gear and cannot determine which component is faulty, then we’ll set it up on our troubleshooting machines, run our programs, and narrow it down to the one or two components that are causing the problem.”

A native of Euless, Texas, Richards worked as a waitress for 10 years before joining the Navy in 2007 because she felt “it was time to do something with [her] life and make a difference.”

FRCSW is her first command. Her husband, Electrician’s Mate 3rd Class Michael Glover, is stationed aboard USS *Ronald Reagan* (CVN-76).

“I have gained a lot of work skills, education, and discipline. And I have a gained a sense of value and worth to my life that I didn’t have before,” Richards stated.



FRCSW Bluejacket of the Year AT2 Cassandra Richards guides AT2 Anthony Dansdill in labeling wires to facilitate the removal of a section of “flex print,” circuitry that enables the flow of power to areas where circuit cards cannot fit.

Photo by Leandro Hernandez

Her advice to junior Sailors: “Don’t get discouraged and don’t give up. There’s always going to be headaches and people telling you can’t do something. If you want something bad enough, work for it, and you will earn it.” ▲



Guest speaker retired Rear Adm. Dr. Eleanor Concepcion Mariano gestures to the audience during her speech entitled “Leadership to Meet the Challenges of a Changing World.”

(Above) Recording artist Keisha Ealy performs “Hero (Wind Beneath My Wings.)”

FRCSW Celebrates Asian-Pacific American Heritage Month

By Jim Markle, Photos by Leandro Hernandez

Fleet Readiness Center Southwest (FRCSW) Sailors and civilian personnel gathered in Building 767 May 24 to observe the command’s first Annual Asian-Pacific American Heritage Month celebration.

The hour-long FRCSW celebration featured musical guest Keisha Ealy, traditional dance performed by the Sahara and Hawaiian Dancers, and a variety of Asian and Pacific Island cuisine.

In his welcoming remarks, FRCSW Commanding Officer Capt. Fred Melnick emphasized the role diversity plays within the command.

“I’d like everyone here to think about their own heritage – where they came from, and what their roots are,” Capt. Melnick said, “Although we’re highlighting those of Asian-Pacific heritage today, at FRCSW we celebrate diversity; we view diversity as a strength. So, the more we know about our own

heritage and the heritage of others, the stronger and better we will be.”

Guest speaker retired Rear Adm. Dr. Eleanor Mariano also spoke of the importance and value of diversity.

“This country was founded by immigrants, and what makes this country so incredible is the diversity we have and share, working together for one common goal,” she said.

The daughter of a retired Navy enlisted serviceman, Mariano is the first Filipino-American to earn the rank of Rear Admiral. She is also the first military female to be appointed White House Physician, where she served nine years as physician to Presidents Clinton, George H. W. Bush and George W. Bush.

Addressing this year’s theme, “Leadership to Meet the Challenges of a Changing World,” Mariano encouraged the audience to pursue the opportunities offered by a free society that embraces diversity.

“As America continues to change and becomes more diverse, the leadership has a different face now than it did 30 or 40 years ago. We have a president who is African-American-Caucasian. He doesn’t look like a traditional president,” she said, “That tells you that as you advance in your career in the military, that you are the new faces of leadership. You make the new leadership of the future. It’s in your hands.”

Asian-Pacific Heritage Month originated via a congressional bill, and was initially observed in 1977 during the first ten days of May. It was designated an annual celebration in 1978. Nineteen years later, the event was extended into a month-long observance by President George H.W. Bush. ▲

Annual Stockdale Award Recognizes FRCSW Sailor and Family

By Jim Markle

A Fleet Readiness Center Southwest (FRCSW) Sailor and his wife were honored at the Hotel del Coronado March 27 as this year's recipients of the Vice Adm. James and Sybil Stockdale Award.

Chief Aviation Structural Mechanic Steve Flemens and his wife, Amber, were selected for the annual award which recognizes the military family who best exemplifies the spirit of community service, dedication to the country, and the military services.

Since August 2007, AMC Flemens has served as the Production Control Leading Chief Petty Officer of the FRCSW components division in Building 250, while Amber Flemens has served as the command's Ombudsman since July 2008.

"The most important role of an Ombudsman is being there for your command and the families when you are needed," Amber Flemens said.

"One example that stands out to me was a father who was having a hard time getting information about his son. It just reminded me that even though service members may be grown and have families of their own, they still have parents who worry and are concerned. They are important, too," she said.

AMC Flemens' volunteering activities began at his first duty station in Sigonella, Italy, where he worked with the Morale, Welfare and Recreation Department, the Combined Federal Campaign, and the Navy Relief.

"We also worked with missionaries in Italy, doing grounds maintenance work for orphanages, and we participated in beach clean-ups," he said.

From Italy, Flemens was assigned to Helicopter Anti-Submarine Squadron 10 (HS-10) on Naval Air Station North Island, and expanded his volunteering efforts through the Stay Classy San Diego Foundation, an organization that sponsors an array of events from raising money to support local fire departments, to beach clean-ups.

"While I was assigned to HS-10, a couple of Stay Classy events planted the foliage at the new wall at Seacoast Drive in Imperial Beach, and we also volunteered to cleanup the Tijuana estuaries," Flemens said.

Flemens transferred to the *USS Boxer (LHD 4)* from HS-10 and continued his work with the Navy Relief as a case worker for three years until his assignment to FRCSW, when he was promoted to Chief Petty Officer.



AMC Steve Flemens delivers remarks at the Hotel del Coronado after he and his wife, Amber, (left), were named the recipients of the Vice Adm. James and Sybil Stockdale Award. Taylor Stockdale, (center) the youngest of four Stockdale children, looks on.

Courtesy photo by Bill Sandke of Crown City Photo

A resident of San Diego for approximately 10 years, Flemens responded to the needs of erosion control projects resulting from the wild fires of 2003 and 2005. In 2007, he assisted Habitat for Humanity in rebuilding a women's shelter in Ramona that had been destroyed by the "Witch Creek" fire.

Flemens said that his family's volunteering activities are primarily directed toward preserving the environment of the county's beaches.

"We do beach clean-ups at least once a month. We hear about them through not only Stay Classy, but through command information, and the Lincoln Military Housing Association who sponsor a lot of clean-ups at Fiesta Island, beaches in La Jolla, Coronado, and Imperial Beach," Flemens said.

"When there's 150 to 200 people cleaning a beach, and as the day winds down and you see the mountain of trash that's been collected, you realize that you're not only preserving the beauty of what you have around you, but in a way, you're also preserving the livelihood of the environment and its animals," Flemens noted.

"We bring our son to these events to show him that there's more to do on Saturday mornings than just playing video games. And it also shows that each one of us has a part to play. We're really large proponents of this and feel blessed to live in San Diego. Everyone needs to give something back," he said.

Editor's note: AMC Flemens transferred from FRCSW to HS-15 on May 14 and is assigned to maintenance control.

Fifty Years and Counting: Employee Reaches Milestone in Federal Service

By Jim Markle, Photo by Leandro Hernandez

In 1958, Americans were enjoying their first taste of passenger jet flights as National Airlines debuted with the Boeing 707; gasoline sold for 25 cents per gallon; and while Nikita Khrushchev was ushering in the Cold War era as the Premier of the Soviet Union, Francisca DeLorie landed her first job as a student aide with the Public Works Center (PWC) in Guam.

DeLorie, the administration services officer for Aircraft Production, Production Control, Production Planning and Aircraft Examination and Evaluation at Fleet Readiness Center Southwest in Building 5, has had a varied career within federal civil service that has spanned over 50 years, and included overseas duty stations in the Philippines and Japan.

“I never thought I’d work 50 years, but the federal government is a very good employer and I’d recommend it to anyone,” DeLorie said.

A native of Sinajana, Guam, DeLorie transferred from PWC Guam to work for the Veterans Administration in Long Beach, Calif. Afterward, she moved to San Diego to work for PWC aboard Naval Air Station North Island (NASNI) until transferring to a ship repair facility in Subic Bay, Philippines.

“From the Philippines, my husband and I moved back to San Diego and I worked for the NASNI Civilian Personnel Department. Then, we moved to Japan and I worked for the DOD school system as the school’s secretary at both Yokohama and Yokosuka,” DeLorie stated.

“I really enjoyed working for the school system. At the Richard E. Byrd Elementary School in Yokohama, we had a little girl whose father had deployed and she decided she didn’t want to talk to anybody until he came back,” DeLorie said.

“One Secretary’s Day, the students made a card for me with drawings and their names. The teacher asked for a volunteer to take the card to me, and this little girl came into the office and said ‘Happy Secretary’s Day Mrs. DeLorie.’ That was the first time she spoke since her father deployed, and she didn’t speak after that. She chose that day, and chose to speak to me to wish me Happy Secretary’s Day. That was pretty special.”

In 1983, DeLorie returned to San Diego as a clerk-stenographer for the then-Naval Air Rework Facility. She has remained ever since.

DeLorie said that the migration from the manual typewriter to the computer is the most significant change she has witnessed over the years, and that the key to a successful career is communication.

“Communication is very important, and the advice I’d have for someone new is that you have to communicate with your supervisor; both the good and the bad. I have been fortunate in that most of the supervisors I’ve worked for have been very supportive and challenging, and supporting the artisans and managers who support the warfighter is pretty awesome,” she said.

“I have thought about retiring, but I like my boss, the people I work with, and I like what I’m doing. When the time comes that I feel that I’m not contributing and just occupying space, that will be the time to exit,” she added. ▲



Francisca DeLorie at her work station in Building 5.



FRCSW Celebrates Earth Day

Hazardous waste program manager Larry Lai hands a jar opener made of recycled tire rubber to a visitor to the Fleet

Readiness Center Southwest (FRCSW) exhibit during Earth Day in Balboa Park April 18.

The annual event marked the 14th consecutive year FRCSW has participated, offering the public the opportunity to view small aircraft parts and composite materials including F/A-18 honeycomb.

Photo by Joe Feliciano

Fair Offers Tips to a Safe Summer

Photos by Leandro Hernandez

Fleet Readiness Center Southwest (FRCSW) kicked off the unofficial start of summer May 20 with a safety fair in the parking lot of Building 767.

The four-hour fair featured representatives from federal, state and local agencies, and focused on an array of safety issues ranging from fire prevention techniques to safe driving tips.

Participants enjoyed informational presentations, and the event concluded with a buffet-style lunch. ▲



(Above) U.S. Customs and Border Protection Officer Toby Sosbee describes his role as Family Liaison Officer.



(Far Left) CHP Public Information Officer Art Athans discusses highway safety tips with FRCSW teammates.



(Left) Federal Fire Inspector Matt Amos hands a pamphlet on preventing brush fires to AMAA Bryan Engle.

FAA — (continued from page 8)

The FRCSW IBOD and command counsel are tasked with developing a contract vehicle to support potential commercial workload through a commercial service agreement.

“Our immediate task at hand is to collect repair data from commercial industry and to develop an approach on how to promote our repair services, overall capacity, and our skilled workforce toward attracting customers from a list of FAA-approved repair stations,” Normandia stated.

“The idea is that the customer will work with us to identify work content. They will tell us what they want done. Oftentimes, they will simply ask that we troubleshoot a unit that isn’t working, and give them a repair estimate,” said avionics deputy product manager Jan Burris, who is also the FAA account manager.

“Customers will also give us a cost limit to make the repair. If we can’t repair it within that limit, then the customer will decide if they want us to repair it (at our price) or if they want to purchase a new unit from the original equipment manufacturer,” Burris added.

FRCSW is no stranger to the VIR-31 radio, according to electronic technician Matt Williams, who is the FRCSW FAA-certified technician.

“We work on the VIR-31 already; about one or two a year come in from foreign military sales. There are minor differences in the VIR-31; it’s just really in the part and model number,” Williams said.

The FAA certification took approximately two years to achieve, Normandia said. To qualify, the command had to create repair station and training manuals compliant to FAA guidelines and standards.

“Anybody who physically touches the unit must complete the training course, which is 16 people at this point including quality assurance and supervisors,” Burris noted.

The repair station manual, Normandia said, primarily consists of the command’s Quality Control System, record management instructions, and a list of forms and illustration of housing facilities.

“This FAA certification effort was a command initiative from senior leadership. As the command conducted an environmental scan on all FRCSW commodities, production shops, and support groups it was discovered that many of our component capabilities are used on both commercial and military applications. This initiative was considered ‘out-of-the-box’ thinking from senior management,” Normandia said. ▲

Fleet Readiness Center Southwest Welcomes New Ombudsman



FRCSW Ombudsman Cari Goad

Fleet Readiness Center Southwest (FRCSW) welcomed its new Ombudsman in May.

Cari Goad, wife of Aviation Structural Mechanic 1st Class Shadrack Goad, assumed the Ombudsman role from Amber Flemens, who had held the duty since July 2008.

The Navy's Ombudsman program was created in September 1970 by then Chief of Naval Operations, Admiral Elmo Zumwalt. The program strives to improve and strengthen family readiness through command communications, and provides information and referral services to military families.

"I had never been an Ombudsman before, and I had the time available to volunteer my efforts toward something meaningful and important," Cari Goad said.

In addition to serving as the FRCSW Ombudsman, Cari also acts as a coach and board member to the Murphy Canyon Little League.

A Navy family for the past 11 years, the Goads have undergone three deployments, two Rim of the Pacific Exercises, and are the parents of a 12-year-old daughter and an eight-year-old son.

"The families of FRCSW Sailors need to know that if they need any help, general information, or have problems they'd like to discuss, the Ombudsman is here and available for them," Cari said.

The FRCSW Ombudsman may be reached by phone at: **619-301-7091**, or by email at: FRCSWombudsman@gmail.com.



Fleet Readiness Center Southwest (FRCSW) Executive Officer Capt. John Smajdek congratulates Squadron Leader Mia Clapton of the Royal Australian Air Force who received the Defense Long Service Medal May 21. The medal is awarded to service members who complete 15 years of service in the Australian Defense Force. Clapton serves as the RAAF F/A-18 avionics liaison officer aboard FRCSW.

Photo by Joe Feliciano

Awards

Applause

Retirements

Rodney Belle
Richard Blair
Mark Hawkins
Blaine Moore
Shirley Rogers

Promotions

Marco Carvalho
Cesar Castillejos
Daniel Conley
Christopher Gugerty
Timothy Guilbert
Daniel Hoppel
Walter Jackson
Thanh Lam
Rhea Linck
Jessica Liss
Michael Lyons
Toan Nguyen
Thong Pham
John Powanda
Michael Rhoiney
Truce Tran

Years of Service

5 Years

Van Le
Hue Nguyen

10 Years

Michael Galaz
Bruce Gilbert
Conrad Macy
Philip Manzano
David Perko
Jeffrey Reiman
Romelia Williams

15 Years

Roger Smith

20 Years

Jonathan Black
Robert Brinkmeier
Scott Meacham
Walter Mohyi
Glenn Pereira
Troy Prado
Andy Wolf

25 Years

Charles Cox
Jolanda Drinko
David Fulbright
Walter Gillum
Roberto Gonzalez
Christopher Lucero
Paul Pelanek
Tony Ramos
Ernest Ross
Darrel Suriano

30 Years

Arnel Canja
Stanley Crescioni

Richard Delgadillo
Rodolfo Evalobo
Christopher Howell
Eugene McBratney
Richard Mills
Thomas Morrison
Gerald Schrader
Marilyn Wevley

35 Years

James Chudy
Daniel Crawford
Oscar Hilario
Roger Manzano
Jesse Martinez
Francis Pitman
Rose Reece

40 Years

Bobby Robershaw
Constance Malone
Miguel Saucedo

45 Years

Alan Lyman

Time-Off Award

Emily Taylor

Productivity Recognition

Quarter

Joshua Baker
Napoleon Calimquim
Ferdinand Capacia
Alfredo Cruz
Jimmy Estrada
Cleo Gower
Barbara Heath
Leonardo Ilog
Cleo Gower
Dennis Reeves
Jamie Riddle
Paul Toledo
Roberta White

Month

Salvador Adona
Richard Bitting
Ruel Dionisio
Jathaniel Johnson
John Rey
Marcelino Reyes
Edgar Romero
Tim Thai
Teodoro Torres
Reginald Young

Special Act

Lorie Affeldt
Roberto Alequin
Richard Alvarez
Rick Anderson
Jorge Andrade
Charles Ankerberg
Mark Archuelta
Richard Ayala

Nimitz Bagtas
Gail Baker
Steven Baker
Robert Barrett
Christopher Bentley
William Bernard
Richard Bitting
Thomas Blagrove
William Bogdanski
Kenneth Boone
Leon Brillion
Cynthia Bucaro
Raymond Buckman
Ronald Butler
Bernard Buysings
William Canter
James Carranza
Kurt Caudy

Marianito Endozo
Linda Falcone
Oussam Filali
Arthur Freeman
Gary Fulbright
George Garcia
Eric Geilenkerchen
Christopher Gibson
Bruce Gilbert
Linda Goelze
Jesse Gomez
Michelle Gomez
Juan Gonzalez
Lillian Grant
Maurice Griggs
Timothy Guilbert
Khanh Ha
Alan Helton

Timothy Lana
Tina Lassiter
Dennis Latza
Michael Lee
Jacqueline Liberman
Colby Lindsey
David Lindsey
Elena Lopez
Richard Lozano
Kiet Luc
Than Luu
Michael Lyons
John Maloney
Jorge Mancilla
Philip Manzano
Michele Marien
Michael Martin
Roberto Martin
Alan Mayo

John McDaniel
Robie Meeks
Danilo Mercado
Richard Messier
Mark Mick
Gary Middlebrook
Charles Miller
Arturo Molina
Alexander Natchev
William Nelson
Thanhlan Nguyen
Tuan Nguyen
James Page
Andrew Palek
Raymond Paulson
Manuel Perez-Preve
Richard Pfeiffer
Thong Pham
David Phillips
Curtis Price
John Ramba
Robert Randle
Rose Reece
Titus Reed
Walter Reed
Alcide Richards
Ruth Richardson
Ivana Rivers
Kenneth Robertson
Tommy Rocha
Debra Rosen
Rodney Rosier
Herald Ross
Thomas Sablan
Carlos Sais
Marcos Salazar
Jerry Sanchez
Lucia Sapien
Nancy Scott
Louis Sena
Daniel Shockley
Karen Sommers
Clifford Starkey
Kevin Suarez
Benton Tam
James Tapetillo

Kham Thai
William Thayer
John Tolentino
Benjamin Tumbaga
Larry Vega
Hector Victa
Celestino Villalpando
Sheri Villena
Mark Watkins
Chris White
Sammie Williams
Cassandra Young
Loc Yu
Joseph Yuzon
Karim Zaid
Walter Zumstein

Sick Leave is Money

Joseph Bailey
Joseph Bonilla
Cynthia Bucaro
Randy Burkhard
Steven Coffey
Michael Cooper
Edwin Davis
James Davis
John Goelze
Linda Guerra
Mario Guigayoma
Edward Harris
Robert Izumihara
Robert Jewell
Donald Lee
James Lee
Denton Miller
Steven Miller
Carter Morgan
Tommy Moore
Lisa Morin
Stefan Mussen
Jason Nabors
Rafael Navarro
Francisco Pascallo
Kenneth Passerrelli
Derrick Pettit
Karen Polk
Kenneth Robertson
Albert Robles
Howard Rogers
Ronald Rolka
Nory Samatra
Elijah Scott
Eugene Shade
Michael Smith
Arthur Toledo
Quyen Tonnu
David Triglia
Deborah Warburton
Mark Weir
Joseph Willard
Damon Willson
Brant Wirstrom

These Fleet Readiness Center Southwest teammates recently earned their college degrees:

ATC Robert Valdeman

bachelor's degree in psychology

LS1 Roger Rodriguez

bachelor's degree in organizational management

AM2 Joshua Leard

bachelor's degree in organizational management

ASAN Nordia Gipson

bachelor's degree in organizational management

PSSN Angel Echeverria

bachelor's degree in psychology

Michelle Hoeschen

bachelor's degree in organizational management

Jovencio Cenina
Gregory Champagne
Allen Chang
Marcio Chinn
Patricia Clower
Kathy Cobb
Luis Colon
Daniel Conley
Diane Cordero
Michael Cossey
Christian Crawford
Angela Crenshaw
Ariane Critchlow
Donald Davidson
Carina Degenkolb
Richard Delgadillo
Jeffery Deshazer
Angelito Dfensor
Alvaro Diaz
Robert Drew
Gaybie Drinko
Jorge Durn

Victoria Hefpner
Claudie Henry
Elizabeth Hernandez
Marty Hernandez
Oscar Hilario
Daniel Hoppel
James Horsfall
Berti Humphrey
Tracy Hunt
Gary Hunter
Charles Jacobs
James Jaggars
Adolfo Jamarillo
Gary Jensen
David Johnson
Mark Johnson
Harvey Jones
Theresa Jones
Robert King
David Kretschmar
Hung Lai
Lawrence Lai



A Marine pilot assigned to the 15th Marine Expeditionary Unit (15th MEU) flies an AH-1W Super Cobra during flight operations aboard the amphibious assault ship USS *Peleliu* (LHA 5). *Photo by MC1 Edward Kessler*