



FRC SW

ALMANAC

Volume 5 - Issue 1



**AMT Maintenance Skills
Competition – Vegas:
FRC SW Finishes
1st and 2nd**

Skipper's Corner:

Preparation and Teamwork



Capt. Fred Melnick

We recently had the opportunity to demonstrate the abilities and professionalism of some of our employees who make FRCSW the Navy's premier aviation Maintenance, Repair and Overall facility.

Competing against not only the best the U.S. military has to offer, but some of the best in the world, 10 of our teammates took first and second places in the military category of the Aviation Maintenance Professional Society's (AMP) 2011 Annual Maintenance Skills Competition February 23-25 in Las Vegas, Nev.

What's more, our "Gold" Team captured third place overall against a field of 26 that included professionals from China, Australia, the Coast Guard, the Air Force, and Southwest and American Airlines.

The success of our teams --- Gold and Blue --- may be attributed to two primary factors: preparation and teamwork.

While the command underwent the Aviation Maintenance Inspection, these dedicated artisans and Sailors managed their time to ensure their readiness for the inspection, while honing their skills to prepare for the competition's 12 maintenance events.

Hands-on preparation for some of the events was not always possible because some of the systems featured were not specific to the aircraft we service. In this case, our teammates studied nothing more than the online resources made available to them.

Teamwork is an inherent element of FRCSW. When the Naval Air Depot and Aviation Intermediate Maintenance Department (AIMD) merged in 2006 to form the command, teamwork in the Navy took on a new definition as Sailors and civilian artisans began working side-by-side.

Though artisans Travis Boecker and Jeff Glover, who served as mentors and coaches, were unable to attend the competition due to their obligations here, their absence was compensated by the remaining members of both teams, who traded ideas and best procedures to proceed during the events.

The members of our Gold and Blue Teams identified the tools required to achieve success, and then applied them. It is this ability to perform as a team, and adapt as a team, that makes FRCSW a world-class MRO facility.

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FRCSW MISSION, VISION & VALUES

MISSION
 DELIVER RESPONSIVE MAINTENANCE, REPAIR AND OVERHAUL PRODUCTS AND SERVICES IN SUPPORT OF FLEET READINESS AND NATIONAL DEFENSE OBJECTIVES.

VISION
 BE THE PREFERRED PROVIDER OF INNOVATIVE AVIATION MAINTENANCE SOLUTIONS, COMMITTED TO CUSTOMERS, PARTNERS, WORKFORCE, AND COMMUNITY.

VALUES
 INTEGRITY (HONESTY, ACCOUNTABILITY, PERSONAL RESPONSIBILITY), TEAMWORK (OPEN COMMUNICATIONS, TRANSPARENCY, INFORMATION SHARING), MUTUAL RESPECT, AND WORKPLACE DIVERSITY.

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FRCSW

ALMANAC

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About the Cover

Sheet metal mechanic Seth Winkelman, (left), and AM2 Brian Zacha troubleshoot defects in the hydraulic tubing event.

Photo by Jack Braun

AM3 Jessica Aguilar disassembles the main tire of an MH-60S cargo helicopter in the FRCSW Wheel Shop in Building 472. (See story, pg. 15)
Photo by Jim Markle

FRCSW Wins Military Division in Maintenance Skills Competition

By Jim Markle, photos by Jack Braun



AE2 Bryan Martinez, left, and AM2 Brian Zacha confer over the flow and pressure settings to a pump during the hydraulic test stand competition. Using diagnostic instrumentation, competitors are required to identify pressure and flow settings that are outlined in the system specifications. The settings include the pump, pressure control valve, and flow settings.



(Top) AM1 Chrislouie Ligsay, foreground, and AT2 Jeremiah Watson remove the thrust reverser pneumatic drive unit of a Pratt and Whitney JT9D engine. The event is sponsored by FedEx.

(Above) Team FRCSW: kneeling from left, AE2 Bryan Martinez, sheet metal mechanic Seth Winkelman, advanced composite mechanic Jeff Mullin, and AM2 Brian Zacha. Standing from left, team coach AMC Ruel Aguilar, AM1 Chrislouie Ligsay, AE2 Mitchell Karasch, AM2 Anthony Breidenbaugh, AT2 Jeremiah Watson, aircraft mechanic August Cade, and ATC Steven Porretta.

The third time proved to be a charm for Fleet Readiness Center Southwest (FRCSW) at the Aircraft Maintenance Professionals Society (AMPS) 4th Annual Maintenance Skills Competition February 23-25 in Las Vegas, Nev.

The command's two teams, Gold and Blue, captured first and second place, respectively, in the event's military category, and the Gold team finished third from a field of 26 teams in the overall competition.

The AMPS promotes the craft of professional aircraft maintenance technicians, and opens the event to student, licensed airframes, and power plant mechanics and military personnel.

FRCSW has been the only Navy representative in the military category for the past three years. The Air Force sent three teams and the Coast Guard sent one team this year.

“Our teams were made of eight military personnel and three civilians, with five members per team, including our military coach. Normally we strive for five military and five civilians, but unfortunately, sometimes production takes precedence and so we lost a couple of team members at the last minute,” said FRCSW technical training director Jack Braun, who facilitated the command’s participation.

“We spent about six weeks preparing for the competition, and devoted about one hour a week. Of course the command was undergoing the aviation maintenance inspection at the same time, so we really just concentrated on the basics of the events,” said Blue team member Aviation Structural Mechanic 1st Class Chrislouie Ligsay.

The competition was comprised of 12 maintenance events over the three-day period. Scoring was based upon the time required to complete a task within a 20-minute limit. Teams were penalized (time added to the total final score) for safety or maintenance infractions, or missed procedures.

“There were times when we were competing with the Air Force and private industry, and times when we were competing with just private industry. It was mixed,” Braun noted.

FRCSW sponsored an advanced composite repair event, and captured first and second places.

Events sponsored by other participants included electrical

troubleshooting by Duncan Aviation; hydraulics troubleshooting by the Fluid Power Training Institute; safety wiring by Embry-Riddle University; and aircraft power distribution troubleshooting by Nida Corporation.

The AMT sponsored a flight control rigging event, and a written test on the life and work of Charles E. Taylor, designer and builder of the first engine used by the Wright brothers.

Next year, the Coast Guard will introduce a non-destructive inspection event, according to Braun.

“We did extremely well in every event this year. In previous years, there were events like the rigging event that we were unable to finish,” Braun said. “We finished every event this year. We had some minor time penalties, but nothing really major.”

Braun noted that international interest in the competition continues to expand as a team from Mexico entered, in addition to teams from Australia and China that competed last year.

Southwest Airlines repeated as the top overall finisher for the second consecutive year with a finishing time of two hours, 24 minutes, and the Australian team finished in second place overall with a finishing time of three hours, 35 minutes.

FRCSW’s Gold team took third place overall (first place military category) by finishing in three hours, 50 minutes; the Blue team finished (second, military) in four hours, six minutes; and Air Force Base Team McCord, landed in third place in the military category by finishing in four hours, 27 minutes.

“Our efforts were really a team effort because we helped each other out. We aren’t limited in what we do here on a daily basis, so I felt that that diversity was an advantage for us. We wanted to win as a Navy team,” Ligsay said.

Aircraft mechanic August Cade, foreground, is joined by FRCSW team coach AMC Ruel Aguilar, right, and AM2 Anthony Breidenbaugh in the flight control rigging event. The task requires rigging a cable system for a flight control surface to the proper surface position in reference to a wing surface.



FRCSW -SITE MIRAMAR VERTICAL LIFT PROGRAM

Leads in Readiness, Support

By Jim Markle

Whether it's a training exercise or deployment to the latest campaign on the global war on terrorism, Marine Aviation Logistics Squadrons (MALS) 11 assigned to Marine Corps Air Station Miramar, look to a few good men to ensure that the aircraft they fly stay in top operating condition.

"I have two workers and we're capable of working on any type of aircraft. Right now, we take care of the CH-46, CH-53, C-130Js, UH-1 Twin Huey and AH-1 Super Cobras --- any aircraft that comes into our workspace," said Fleet Readiness Center Southwest (FRCSW) Site Miramar's Vertical Lift Program (VLP) planner and estimator Charles Carrasco.

FRCSW Site Miramar's VLP exclusively performs In-Service Repair (ISR) work on the two primary transport helicopters of MALS 16: the CH-53 Super Stallion, which is the largest cargo transport helicopter within the Defense Department, and the lighter duty transport, CH-46 Sea Knight.



A CH-53 Super Stallion transport helicopter from MALS 16 is removed from the MCAS Miramar hangar to return to its squadron following in-service repairs.

Photo by Leandro Hernandez

MALS 16 supports eight squadrons totaling approximately 70 aircraft.

During last fiscal year, more than 7,000 manhours were devoted to 81 ISRs completed on MALS 16 helicopter airframes: 24 ISRs on the CH-46, and 57 to the CH-53. Much of the ISR work involved working with aluminum, steel, or titanium.

ISRs are often identified during Aircraft Service Period Adjustment (ASPA) inspections that are performed by certified planners and estimators from FRC East. The inspections are held at 12-month intervals and are designed to help extend the life of the helicopters. Analysis of the airframes is performed in 10 “zones” or sections of the aircraft including the cockpit, cabin, and tail pylon.

“Best depot service possible: Quality and timeliness. The P&E keeps us on schedule! Keep these guys coming to help us fly!”

**— Material Control Officer
2nd Lt. Tucker Jackson,
Marine Heavy Helicopter Squadron 465**

“They’re (FRC East) the only ones who can do this; I can’t because I don’t have the ASPA certification. They know the problem areas where cracks and corrosion usually occur, and where there maybe potential damage from wear and tear. Discrepancies are noted, and the squadron is given a timeframe to get those repaired. And that’s where we come in: We assist the squadrons and fix those discrepancies,” Carrasco said.

The ASPA report identifies repairs which may be handled on the squadron or organizational (O-level), and depot-level repairs. Also included is an estimate of the hours required to make the repair or resolve the discrepancy.

“Occasionally, simple repairs can turn into time consuming repairs because of the work needed for us to get to them. During this time, we often find damage in areas that weren’t found during the ASPA inspection. At that point, we’ll do another evaluation and consult with the customer to show them the other damages that weren’t part of the ASPA inspection. These additional damages are added to the work document for that particular aircraft,” said Carrasco.

FRC^{SW}-SITE MIRAMAR

CH-46 Sea Knight light duty transport helicopters in formation at MCAS Miramar. The Sea Knight airframe will be replaced by the tiltrotor MV-22 Osprey (right).
CH-46 photo by Leandro Hernandez.
MV-22 photo © 2011 Raymond Rivard, used with permission.



Keeping all parties “on the same page” from the start to finish of an ISR is essential to customer satisfaction, and key to gaining insight into service improvement measures, Carrasco said.

“The squadron evaluates our findings and then we come to an agreement when to start work. Once the repairs are made, the technician signs off on the work order which is then turned over to our Quality Assurance (QA). The 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,” Carrasco explained.

Squadrons are obligated to provide any components and whole parts needed replaced or to complete an ISR. Because the squadrons typically do not stockpile common repair materials, the VLP maintains a supply of sheet metal, fasteners, and rivets.

“Most of the time the squadrons do not provide materials for repairs. So, if we have the material on hand, we will use it to get the job going because we want to get the customer their assets back as soon as we can. After we gather the materials we need, I provide the customer a material ‘pay back’ list to ensure that we always have those basic materials we need on hand to get repairs underway,” Carrasco said.

KC-130J Hercules

The KC-130’s operational debut was in 1962 as an in-flight refueling dock for Marine Corps aircraft, a role the airframe still plays today. The turbo propeller aircraft can simultaneously transfer more than 275 gallons of fuel per minute to two receiving aircraft. With a 42,000 pound payload, the multi-mission airframe may be suited for the transportation of troops and cargo, and used during evacuation and medical missions.

The KC-130J aircraft serviced at FRC^{SW} Site Miramar are assigned to MALS 11, which owns 12 of the airplanes. And like the helicopters, the KC-130Js undergo inspections performed by FRC East.

“The J model of the KC-130 is about six years-old. Because it’s a newer model, it’s generally less work and usually handled by O-level contractors. Regardless, things still happen that require our depot-level input,” stated sheet metal crew leader Sal Adona. “We recently completed an airframe change to the engine frame of four KC-130s. It was a build up to a weak area of the aircraft to prevent it from cracking.”

Site Miramar artisans completed three ISRs to the KC-130 last fiscal year totaling approximately 500 manhours.

ISRs included installation of a support angle to the left and right-hand sides of an engine’s housing due to cracks in the area; repair of a dual rail cargo handling system; and replacement of the left and right-hand inner panels on a leading edge vertical stabilizer assembly.

Supporting the MEUs, Fleet

A priority of the Site Miramar VLP is ensuring the readiness of the Marine Expeditionary Units (MEU) formed for immediate or ongoing deployments. MEUs consist of approximately 2,000 personnel, and include infantry, helicopter, logistics and command components, and are typically deployed from amphibious assault ships.

“The MEUs are replaced or recycled through here to Iraq and Afghanistan,” Adona said. “They consist of about four to six CH-53s, four Hueys, four Cobras, and about 12 CH-46 aircraft. A lot of the Cobras and Hueys come from (Marine Corps Base) Camp Pendleton, but they assemble the MEU here because there’s more space and the CH-53s are here. When they get ready to deploy, we handle every repair and issue they need to meet that deployment.”

The Site Miramar VLP supported MEUs 165, 163, and 166 last year.



Two U.S. Marine Corps CH-53E Super Stallion helicopters assigned to Marine Heavy Helicopter Squadron-772 (HMM-772) receive fuel from a KC-130 Hercules while each transport High Mobility Multipurpose Wheeled Vehicles (HMMWV) over the Gulf of Aden.

Photo by Cpl. Paula M. Fitzgerald.

Prior to deployment, the MEUs usually hold about two months worth of training that includes two to three weeks of shipboard exercises.

“To prepare an MEU is ongoing because you can’t foretell what kind of aircraft damage will occur during their workups. Sometimes they’ll need emergency repairs to the helos and will need them back in one week,” Adona noted.

Adona said that repairing cracks to the two exhaust ejectors of the aging CH-46 helicopter was often required prior to MEU deployments. Last year, Site Miramar repaired nine ejectors prior to MEU 165’s departure.

FRCSW Site Miramar VLP artisans also respond to Navy and Marine Corps service requests throughout the west.

Sheet metal mechanic Marlo Cervantes traveled to FRCSW Site MCAS Yuma, Ariz., last year for a 30-day assignment to resolve roughly 45 ISR issues, which included cracks to AV-8B Harrier attack aircraft.

He also completed a four-day assignment to Naval Air Weapons Station China Lake, Calif., to repair a cracked overhead angle support in a CH-53E helicopter.

Marines assigned to facilities at Kirkland Air Force Base in Albuquerque, N.M., reported excessive vibration issues in a UH-1 twin Huey. Cervantes resolved the ISR during a five-day assignment which required him to identify and replace key fasteners on the aircraft.

Assigned to Carswell Air Force Base in Ft. Worth, Texas, for three weeks, Adona

completed four ISRs to F/A-18 Hornets of reserve squadron Marine Fighter Attack Squadron 112. The ISRs included fuel leaks in the wings, various cracks in the engine bay, skin cracks in nose landing gear, and the removable and replacement of a leading edge angle.

While MALS 11 and the MEUs train and deploy to fight the global war on terrorism, FRCSW Site Miramar VLP artisans not only handle the maintenance and repair needs of their aircraft, but respond to all requests for depot-level expertise. ▲



New Home for FRCSW Artisans at Miramar

Story and photos by Leandro Hernandez

Imagine being able to save over \$500,000 in less than 30 days. Those cost savings to the repair of seven F/A-18 Hornet fighter components are now a reality thanks to a new Fleet Readiness Center Southwest (FRCSW) composite repair facility built on Marine Corps Air Station (MCAS) Miramar.



F/A-18 composites artisan Ron Word displays a rib from a horizontal stabilator manufactured from graphite cloth to Marines from MCAS Miramar.

In FRCSW's mission to deliver responsive maintenance, repair, and overhaul products and services to the warfighter, the facilities used by its artisans can create a significant, lasting impact on cost savings through efficiencies, energy savings, and updated technology. These savings can then be pushed forward to the customer to make FRCSW make competitive.

"About seven years ago, FRCSW had an idea about sending some artisans forward to be able to do Beyond Capable Maintenance Interdictions (BCMI) closer to the flight line. We started by placing two or three FRCSW artisans at Miramar to work with the Marines. We asked the Marines what they needed. They said, 'a building,'" stated Freddie Asuncion, COMFRC production support department project lead, at a ribbon cutting ceremony on March 15, 2011, for the FRCSW facility in Building 7214.

"BCMI are the components normally beyond the Marine Aviation Logistics Squadron's (MALS) capability to repair, and are sent to the depot artisan on-site for repair. These repairs should result in cost avoidance (savings) to the MALS," said instrument mechanic Ken Freeman.

In 2005, the Defense Base Closure and Realignment Commission directed a consolidation of support to send more artisans forward to MCAS Miramar. At the time, there were insufficient facilities to accommodate the new artisans. FRCSW work to structural components and CH-53 Super Stallion helicopter blades was performed in limited spaces, including mobile facilities, which could not be quickly adapted to handle periods of increased workload.

Analysis in 2009 determined that renovation or modernization to an existing building would fall short in meeting the needs of the Marines and artisans. Instead, construction of a new building to house the FRCSW artisans was the most cost-effective solution. Marine Corps Construction Program (MILCON) P-175V funded the 6,300 square-foot building, and two years later, construction was finished in January 2011.

The FRCSW team housed in the new facility performs composite repair on helicopter blades, stabilizers, doors, and flaps. The number of artisans working in the building varies from two to six composite and plastic fabricators depending on the workload.

There are two sides to the new building: One is for the "clean" processes where the preparation takes place for bonding processes which require a temperature and humidity controlled environment. The other, "dirty" side is where sanding, grinding and similar processes take place. This section is equipped with a sanding booth which is part of a powerful vacuum system that removes air particles through HEPA filters, thereby lowering contamination.

Depot level to intermediate level (D2I) program coordinator Roger Maury stated: "Since the blades are fiberglass, we have to receive certification and permission from environmental to use the actual sanding booth."

According to Maury, two to four helicopter blades are repaired monthly depending of the type of repair.

*(See **New Home**, on Page 16)*

Sole Navy Provider:

FRCSW Landing Gear Shop Services

F/A-18, E-2/C-2

Airframes

Story by Jim Markle, photo by Leandro Hernandez

The loaded weight of a C-2 Greyhound transport is more than 49,300 pounds, an E-2 Hawkeye surveillance aircraft is 40,200 pounds, and an F/A-18 Hornet fighter aircraft carries a loaded weight of more than 36,000 pounds.

Considering the tremendous weights of the aircraft as they take-off and land, perhaps no other section of the airframe absorbs more stress than its landing gear.

“We often receive landing gear because something had happened to it in the fleet, like a hard landing, or if engineering requests it be pulled in. But most, about 40 percent, are brought in because of aircraft carrier landings,” said Fleet Readiness Center Southwest (FRCSW) landing gear and dynamics components supervisor Harris Aldridge.

Located in Building 472, the FRCSW shop is the sole naval facility for E-2/C-2 and F/A-18 E and F landing gear overhauls.

Aircraft mechanics David Pearson and Lee Davison complete about 20 landing gear per quarter; of those, approximately half are from the legacy F/A-18 C and D models. Additionally, more than 75 E-2/C-2 landing gear are also overhauled in the shop annually.

Aldridge said that the shop works on the E-2/C-2 nose and main landing gear; the F/A-18 legacy C and D nose, and the Super Hornet nose landing gear.

When aircraft are inducted for service, the landing gear are removed and brought into the shop according to the flight hours indicated on the “Scheduled Removal Component” card, which logs the life span of the component.

Like many other aircraft components, landing gear maintenance and overhaul is based upon the number of flight hours logged.

The service interval for the nose landing gear of the F/A-18



Aircraft mechanics David Pearson, left, and Lee Davison assemble landing gear to an F/A-18 Hornet. Pearson and Davison have 30 years of combined experience working on F/A-18 and E-2/C-2 landing gear.

Photo by Leandro Hernandez

legacy Hornets is 2,000 flight hours, and 2,250 for the E and F Super Hornets. The C-2 airframe has a 4,228-hour interval, and the E-2, 3,500 hours.

Kits containing approximately 100 internal and external landing gear parts, including pistons and struts, are used to streamline the overhaul process.

Components for the Super Hornet kits are provided by Boeing, and all others come from the Defense Logistics Agency.

Landing gear are disassembled, evaluated, reassembled, tested, and then sold.

“When we’re through with the overall procedure, all of the landing gear is ready-for-issue. The F/A-18 landing gear are forwarded to supply, while E-2/C-2 landing gear are almost always re-issued to the airframe’s production in Building 460,” Pearson stated.

“The shop’s turn-around time averages two-and-a-half to three days per landing gear. We’ve had zero defects or returns because these guys do a superior job,” Aldridge said.

Though the majority of their work is done in-house, Pearson said that the shop had traveled to Fleet Logistics Support Squadron (VRC) 30 aboard Naval Air Station North Island on three occasions in the past two years to repair leaking nitrogen and hydraulic lines of C-2 landing gear.

“We have always had Foreign Military Sales for customers, as well; including Egypt, Singapore, and Taiwan,” Pearson noted.

“Our success is due to the good support groups we have: our production controller, the engineers, quality assurance, and our supervisor. Quality and safety is what we concentrate on,” Pearson said. ▲

FRCSW ENTERS MANUFACTURING CSA

By Jim Markle

Fleet Readiness Center Southwest (FRCSW) has expanded upon an existing commercial service agreement (CSA) with Aeronautical Systems Incorporated (ASI) to include manufacturing.

“We’ve had a repair partnership (F/A-18 components) with ASI for approximately five years. They have a variety of components for a number of platforms that they need to have manufactured. This contract came about because of our good relationship with them through the existing repair contract,” said logistics management specialist Tim Schupp.

The five-year contract between FRCSW and ASI was signed February 1, and is estimated at more than \$5 million.

“This endeavor will be in addition to the current contract, which we are renegotiating the next five-year term,” Schupp stated.

Headquartered in Sterling, Va., ASI provides maintenance, repair, overhaul and logistical support to foreign militaries. Some of the rotary and fixed-wing platforms ASI services include the F/A-18 Hornet, tactical fighter F-15 Eagle, attack aircraft AV-8B Harrier, anti-submarine warfare and surveillance P-3 Orion, and UH-60 Black Hawk, SH-60 Seahawk, and SH-3 Sea King helicopters.

“The partnership will enable ASI to expand its F/A-18 support efforts and to utilize U.S. government-owned and operated tooling to fabricate parts for the F/A-18 and other aircraft. The FRCSW also will benefit from ASI’s extensive ISO-certified design, development and production engineering expertise,” ASI director of business development Joe Gass, said in a statement.

“The initial list of components we received from ASI, are the same type of components that we already make. There are other items for other aircraft that may come into play as the contract progresses,” Schupp noted.

“We have the capacity and capability to perform the work,” Schupp said. “In manufacturing, the people are in place to design the fixtures and write the programs. Unlike components, where we have to go through the process to establish capability, manufacturing has everything needed right there--- the engineering support, and the programmers for the machines.”

The new ASI workload will be performed in Building 472.

“This is the first manufacturing partnership affecting Building 472, and funds are already in place for manufacturing a few components. This will give us the chance to work out any bugs and give us a smooth transition, or adjusting period into the way work in Building 472 operates,” Schupp said.

“We’ve crossed over from component repair type partnerships into manufacturing. This partnership is hopefully the first of many for manufacturing,” he added.



FRCSW Sailors Fixing Avionics Gear

Story and photo by Leandro Hernandez

Aviation Electronics Technician Airman Apprentice Drew Grotegut performs automated testing for WRAs using a Consolidated Automated Support System.



Fleet Readiness Center Southwest's avionics department, also known as the 600 Division, is home to more than 175 Sailors who primarily support the fleet and flight line assets through the work performed on the H-60 multi-mission Seahawk helicopter, and the C-2 Greyhound transport aircraft.

Personnel attached to the 600 Division primarily consist of aviation electronics technicians (AT) and aviation electricians (AE). They are divided into two groups; the majority of which are located in Building 463, with the remaining personnel in Building 49.

The components serviced by this portion of the command, some of which date back to the Vietnam War era, include communication navigation equipment, sonar components, antennae systems, and anti-submarine warfare equipment.

Eddie Cobb said, "We induct various types of electronic components, troubleshoot them across automated test sets, and repair them. We do this to avoid buying a new item when a component breaks, thereby saving the Navy money."

In addition to the life extending work being performed on these components, the 600 Division encompasses workload efforts such as those conducted within the Pinpoint and Huntron shops, which are both a part of the Micro-Miniature (MM) shop located in Building 463. The Pinpoint shop maps working circuit cards, while the Huntron shop analyzes circuit cards using a pre-programmed Naval Sea Systems Command database.

FRCSW's commitment to continuous process improvements through the Navy's *AIRSpeed* program are exemplified by the efforts being made within the division. *AIRSpeed* is a toolbox of continuous process improvement techniques designed to reduce waste and improve processes to increase efficiency and production results.

According to Chief Warrant Officer 3 Shawn Doyle, *AIRSpeed* procedures are continually applied to increase the division's efficiency, effectiveness, and customer service.

"We are constantly doing *AIRSpeed* projects to reduce the time needed to reliably replenish parts to the supply shelves. We use Lean, Six Sigma and *AIRSpeed* processes to streamline our repair processes to get components back to the fleet," said Doyle.

This effort benefits not only FRCSW but also the customers supported by the 600 Division. These customers include local aviation supply departments, the 23 tenant commands of Naval Base Coronado, and the squadrons on the Naval Air Station North Island flight line.

Squadrons Keep Rolling Thanks to FRCSW Wheel Shop

Story and photo by Jim Markle



AMAR Alia Aellana, foreground, and AMAN Alma Martinez monitor the tire inflation cage at the wheel shop located in Building 472.

Just like a responsible motorist, aircraft squadrons routinely inspect the tires of their aircraft for any apparent uneven wear, gouges, or other damage.

When service or recycling of the tires or tire rims are needed, they often wind up in Fleet Readiness Center Southwest's (FRCSW) wheel shop in Building 472.

Staffed by nine Sailors, the shop primarily services squadrons from Naval Air Stations North Island, Naval Air Facility El Centro, and Naval Air Weapons Station China Lake.

Tires and rims typically serviced include those of the electronic warfare aircraft EA-6B Prowler, the C-2 transport Greyhound, the SH-60 Seahawk multi-mission helicopter, and P-3 Orion turboprop anti-submarine and maritime surveillance aircraft assigned to NAWA China Lake.

Wheels and tires of the F/A-18 Hornet fighters are handled by the depot artisans.

Before tires and their rims are sent to the wheel shop for repair or recycling, the rims undergo a non-destructive inspection (NDI), according to Aviation Structural Mechanic 3rd Class Jessica Aguilar.

"Rims that pass the inspections are re-used. If a rim doesn't pass the inspection, the squadron will purchase another one," Aguilar said.

"Rims that pass the NDI go to buildup. The collateral duty inspector (CDI) oversees everything for us before we actually do the buildup. Once approved, we get the parts, the nuts and bolts, O-ring, and tire, and put them back together. Everything is new. Afterward, CDI will check the brake shoes on the rim to make sure they are good to go. If not, then we replace those, as well," explained AMAN Alma Martinez.

The wheel shop processes an average of 10 tires and rims per day.



New Home - Continued from Page 11

The building also contains a state-of-the-art vacuum oven for dry cycles, metal treat processes, curing, and further bonding processes. Furthermore, the facility is also equipped with a compressed air generator capable of generating 160 PSI, and a powerful shop vacuum system built into its walls with a maximum suction of 27 inHg (inches of mercury).

Moving into the new building will create cost avoidance to the customers, MALS 11 and MALS 16, averaging approximately \$2 to \$12 million per year depending on customer workload, Maury noted.

FRCSW plans to expand the use of Building 7214 by sanding or bonding any other components necessary. It is also expanding

FRCSW 600 Division Program Manager J. B. Thurmond prepares for the ribbon cutting ceremony with MCAS Miramar Capt. Chris Seemayer.

to include possible V-22 Osprey work. Currently, most of the workload is from the squadrons at MCAS Miramar; however, other customers can be accommodated.

Capt. John Smajdek, executive officer of FRCSW, helped cut the ribbon and stated, "It's great to see the Marines and Sailors working together, working side by side, and to see the peak performance and hear the flight line. That's what it's all about."



An FRCSW artisan in the Building 467 paint complex uses the latest fall protection system harness as he prepares an F/A-18 Hornet fighter aircraft for painting to commemorate the Centennial of Naval Aviation. In January, an artisan in the paint complex experienced an "arrested fall" while using a chemical stripper to remove paint from a rotodome of an E-2C Hawkeye. Because he was wearing a fall protection harness, he was uninjured in what could have been a life-threatening event. "The artisans in the paint complex are proving fall protection works when used," noted FRCSW safety specialist Jonathan Dell. *Photo by Joe Feliciano*



FRCSW aerospace engineer Drew Adams helps Kaylan, a 5th grade student of Hancock Elementary School, make a catapult using a shoe box as the base. Adams is one of six NAVAIR Science Enrichment Program members who traveled to the school March 10 to demonstrate basic engineering and kinetic energy principles to the students. The children made catapults to launch marshmallows as a demonstration of kinetic energy; the same energy used to launch aircraft from Navy aircraft carriers. The event marked the 19th consecutive presentation to the students through the Navy's Partnership in Education program. *Photo By Jim Markle*

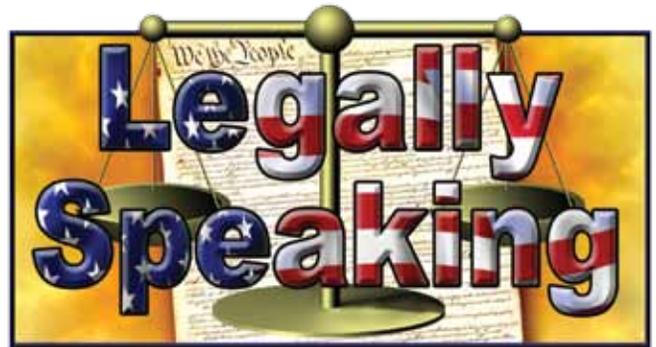


Students from Eastlake High School, Chula Vista, Calif., prepare the TitanBOT for the 5th Annual San Diego Regional: FIRST Robotics Competition on March 14. FRCSW engineers mentored and coached the students in the design and building of their robots to compete in performing specific tasks. *Photo by Joe Feliciano*



Fair winds and following seas, Mary Ann! Mary Ann Blaum, FRCSW Commanding Officer's executive assistant, retired after 29 years of service. On December 10, 2010, eight former Commanding Officers joined FRCSW Commanding Officer Capt. Fred Melnick in bidding her a fond farewell. Pictured left to right are: Capt. E. L. Chenoweth (May 2000-Nov. 2001); Capt. N. F. Melnick (Aug. 09-current); Capt. W. T. Trainer (Nov. 04-Mar. 06); Capt. T. R. O'Connor (Jun. 85-Jun. 89); Capt. P. J. Laszcz (Nov. 01-Apr. 03); Mary Ann Blaum; Capt. C. A. Watry (Oct. 98-May 00); Capt. P. A. Monroe (Jun. 82-Jun. 85); Capt. J. G. Woolway (Apr. 03-Nov. 04); and Capt. M. A. Kelly (Jan. 08-Aug. 09). *Photo by Scott Janes*

FISCAL LAW MATTERS



In general, failure to seek or follow the advice of Counsel is not going to lead to hard time in prison. However, there are certain activities that can place an employee's personal funds at risk or have a detrimental effect on the employee's career.

One such activity: violating fiscal laws. Although criminal charges for fiscal law violations are rare, recent news reports regarding actions at the Naval Academy have demonstrated that failing to follow the fiscal rules can be a real game-changer, from a career standpoint. Improper use of funds at the Academy resulted in the early departure of the Superintendent and disciplinary actions against a senior civilian and another employee, even though the Navy Inspector General determined the violations were unintentional and occurred without the Superintendent's knowing involvement.

This illustrates that you don't have to be the one who authorizes the transaction to suffer adverse consequences for funding actions that violate the financial management regulations. Comptrollers and contracting officers aren't the only people who need to know about fiscal law.

The Government Accountability Office posts an annual summary of significant fiscal law violations by the military services and federal agencies at "<http://www.gao.gov/legal/antideficiency.html>". Violations included improper use of appropriated funds to purchase public relations memorabilia, alcohol, light refreshments and bottled water; incurring obligations in advance of appropriations; using expiring funds for services needed in the following fiscal year; using the wrong funds for various purchases; agreeing to indemnification provisions in software contracts; and rolling over funds provided under Military Interdepartmental Purchase Requests to the following fiscal year in violation of the bona fide needs rule.

While the remedial actions taken in some of these cases rarely reached the level of significant suspensions or removals, in nearly every case, some form of disciplinary action was taken against the responsible officials. In addition, in some cases, an employee may be held personally liable for an unauthorized commitment or other improper contract action. Finally, each reported violation represents a significant commitment of time, money and people to the required investigation and corrective action – resources that could not be devoted to the primary mission of the reporting agency.

Ultimate responsibility for properly managing money that flows into FRCSW rests with the Commanding Officer, based on advice and counsel from the Comptroller, Counsel and contracts personnel. All of us, however, have a duty to ensure that financial transactions in the Command follow the fiscal rules. Failure to do so could impact us personally. For more information, contact the Office of Counsel at (619) 545-2929.

Adapted from: "Fiscal Law? Why Should I Care?" by James M. Carr, Counsel, NAWCAD, "Good Counsel", Fall 2010

Awards

Applause

Retirements

Carl Ames
Clyde Anderson
John Anderson
Gilbert Araujo
Leonel Asis
Pete Bauerlein
Gayle Baugher
Frank Belleville
Craig Bladsoe
Gail Brazley
Kurt Caudy
Gary Clare
Mansueto Claro
Marilyn Contreras
James Cook
Renato Coronel
Charlene Cramer
Jose Dalit
Donald Davidson
Rita Davidson
Kathleen Delosreyes
Valerie Dobrowolski
Conor Gouling
James Haines
Charles Haynes
George Houser
William Iacometti
Gary Jensen
Raymond Johnson
David Kruger
John Larkin
Kam Leung
Adam Lutz
Loderico Morales
Ronald Mueller
Tony Neito
Epifanio Penea
Michael Potts
Marsha Lee Pritchard
Stephen Reeves
Christine Resch
Debra Rosen
Arthur Ruiz
James Russell
Rufy Sanchez
Harry Simpson
William Thornton
Terry Timm
Karen Vallario
David Witthoft
Walter Zumstein

Promotions

Joan Agustin
Francis Asuncion
Richard Baskin
Christopher Davis
David Deck
Jonathan Dell
Alberto Delmar
Miguel Delrosal
James English

Michael Furlano
Kurt Gaenzle
Felicia Garcia
Garrick Garcia
Vincent Garcia
Gregory Gemlo
Scott Goldberg
Frank Gordan
Erin Gutierrez
Robert Haupt
James Jackson
George Jaime
Stephen Jones
Richard Kennedy
Cory Kerr
Donald Klempel
Amanda Loftus
Roger Long
Justin Massey
Anthony McClure
Anne McCoy
Nancy Morgan
Jason Nabors
Alexander Natchev
Khoa Nguyen
John Prince
Lilibeth Quijencio
Leizel Reyes
Francisco Rios
Ivana Rivers
Yarin Sanchez
Guillermo Sandoval
Travis Sellers
Michael Shea
Timothy Steckman
Antonio Suarez
Timothy Thompson
Jacob Weintraub
Michael Wray
Kyle Zust

Years of Service

5 Years

Kristen Childers
David Garnica
Jennifer Showalter

10 Years

Nicole Ciokiewicz
Alvaro Diaz
Roger Hirst
Tung Ho
Alexander Mladenov
Jo Montgomery
Edward Padilla
Kenneth Ticaric

15 Years

Lydia Ensor
Edwin Hawkins

20 Years

Roger Isorena

25 Years

Steven Abercrombie
Lloyd Bjurman
Michelle Calhoun
Gladys Callery
Peter Chan
Keith Clemente
Teresa Crum
Dennis Gahuman
Keith Herrick
Michael Howard
Eric Kozakiewicz
David Kretschmar
Geoffrey Langford
Ricardo Mendoza
Janet Sanchez-Roberts
Jose Romero
Larry Sandstede
Reginald Woods
Greg Zulim

30 Years

Juan Bamba
Aida Barbera
Cynthia Bucaro
Gary Cline
Diane Cordero
William Cornute
Cynthia Craig
John Dunn
Shelby Emele
Kenneth Freeman
Frederick Gardner
David Ige
Fred Immel
Miles Kurashima
Mavis Lewis
Eric Moon
Mark Ohler
Christine Renfro
Frank Saludado
Jacques Sandifer
Richard Schnereger
James Taylor
Gerald Westphalen

35 Years

Gilbert Araujo
Pete Bauerlein
Richard Bitting
Robert Celiceo
Robert Currier
Dean Delano
Kenneth Lavere
Michael Lyons
Leonard Martinez
Richard Mayo
William Nelson
James Page
Clifford Patterson
John Rodriguez
Michael Shank
Daniel Vega
Barry Vinson

Kevin Wholey
Joseph Yuzon

40 Years

Mansueto Claro
Gerald Cowell
Selma Cozart
Clarence Fontenot
Frank Guerrero
Mark Hagedorn
Donald Jenkins
Herald Saldivar
Steven Winton

45 Years

Richard West

On the Spot

Larry Atkinson
Geraldo Chacon
Cyril Dalmida
Jeffery Glover
Alexander Humilde
Jefferson Riley
Tommy Rocha

Time-Off Award

Gregory King
John Prince

Productivity Recognition

Year

Daniel Batungbacal
George Blas
Joselito Cervantes
Keith Clemente
Shannon Covington
Jeffery Glover
Chau Ke
Lamberto Mangat
David McAdams
Phillip Nelson
Benjamin Noble

Quarter

Arthur Comandante
Joseph Espinoza
Cleo Gower
George Jaime
Todd Lamoureux
William Melton
Phillip Nelson
Arsenio Rafael
Beronilla Rolando
Kristin Shott

Month

David Adams
Dindo Alarcon
Victor Baez
Nestor Bariuau
Kevin Brunson
Colan Chandler

Andrew Crump
Joseph Cruz
Manuel Dial
John Donohue
Jesus Estrada
Abraham Gumbayan
Nestor Hernandez
Michael Johnson
Scott Johnson
Isaac Llamas
Robert Madara
Leonard Martinez
Christine McLean
Jerry Mendiola
Troy Monaghan
Terry Parker
David Parrish
Quy Phan
Tony Ramos
Alcide Richards
Keim Robert
Angel Sabino
James Stylinski
Pepito Tantoco
Michael Turner
Earle Uhrich
Colter Wasson
William Woolridge

Sick Leave is Money

Paulo Arandia
Armando Demara
Rex Ellis
Evangelina Everhart
Ollie Hubbard
Lawrence Lausin
Thanh Nguyen

Special Act

Menandro Abueg
Nelson Advincula
Carlos Alarid
Sean Alexander
Mason Albright
Stephanie Archer
Crispin Atienza
Guilbert Babcock
Alberto Balaguer
Jesse Ballesteros
Renato Benitez
Eric Benjamin
David Blais
Mary Blaum
Kevin Brunson
Thomas Brush
Emmanuel Caandoy
Jeff Calalay
Dennis Campbell
OC Campbell
Todd Casagrande
Ricardo Casalme
Alfredo Castro

Manuel Castro
Kristen Childers
Ronny Cobb
Marilyn Contreras
Mark Corbilla
Anthony Cordero
Jose Cruz
Cyril Dalmida
David Dao
Joe Deaner
David Deck
Gil Deleon
Alvaro Diaz
Gabriel Draguicevich
Gil Duenas
James Duschane
Lino Ecle
Jose Esteban
George Fernandez
Timothy Fertig
Robert Fierro
Marcos Flores
Chad Fraser
Clemente Fuentesilla
Patrick Garcia
Brett Gardner
Jose Godoy
Daniel Gogue
Michelle Gomez
Terry Gonzales
Craig Graham
Richard Gray
Gerald Green
William Greer
Abraham Gumbayan
Erin Gutierrez
Duane Halfman
Barbara Harris
Leandro Hernandez
Barry Hespenshide
Oscar Hilario
Terrison Hogue
Dennis Ingram
James Jackson
Michael Jacobs
David Jarvis
Romeo Jimenez
Matthew Jones
Napoleon Juliene
Charles Kelly
Jeffrey King
Steven King
Gregory King
Michael Knepper
Eric Kozakiewicz
Joseph Krasko
Dennis Latza
Brian Lecault
Sean Lee
Michael Lindke
Christopher Luccero
Gordon Ludden
Raymond Lujan

Michael Luster
Reynolado Manalili
Lorenzo Medina
Manuel Mesina
Steven Miller
Walter Mohyi
Carroll Moya
Johnny Napalan
Larry Nash
Daniel Newell
Tony Nieto
Thomas Olson
Xavier Ovando
Jason Payne
John Peairs
Ruben Porras
John Prince
Max Prince
Peter Qintraub
Fernando Ramirez
Lawrence Ramirez
Ely Ramos
Dennis Reeves
Anthony Richardson
Michael Robinson
Richard Rojas
Christopher Root
Dana Rowe
Thomas Sablan
Danny Sanares
Ricardo Santos
Petroni Sanvictores
Gerald Schrader
Robert Sena
Robin Sluder
David Smith
Wilbert Smith
Roberto Songco
Robert Symonds
Emily Taylor
Michael Tena
Ronald Tillman
Gary Tinney
Matthew Tom
Lila Tousignant
Jaime Truong
Paul Tyler
Joseph Vall
Nicasio Villanueva
Phillip Vu
David Yee
Jimmie Watson
Wade Wendell
Steven Wheeler
William Wiginton
William Wood

America's Navy



AS1 Jimmy Maninang helps a Perkins Elementary School student with a lesson in reading. Maninang was one of more than 20 FRCSW Sailors who volunteered their time March 22 to tutor children from the Barrio Logan school.

Photo by Joe Feliciano

A Global Force for Good