FRCSW
ALMANAC
Delivering Cost-Wise Readiness "Fix it Once, Fix it Right, Fix it On Time"

Published for members of Fleet Readiness Center Southwest

Volume 1 No. 1 May - June 2007

Fleet Readiness Center Southwest

New look, Same purpose
"Service to the Fleet"

JPAC

Joint POW/MIA Accounting Command
FRCSW Sailor's mission to Laos

Composite Repair

Partnership with the Fleet

From the Skipper

Capt. Fred Cleveland

Welcome to the first issue of the Fleet Readiness Center Southwest Almanac.

As we transition into our new organization, we felt we should create a publication that would help to capture and document our achievements, and present that information in a new magazine format that would be worthy of our world-class organization.

This new magazine format will feature more full-color photos, more in-depth stories about FRCSW employees, divisions, and departments; and information of interest to you, FRCSW employees and Sailors.

This is your newsletter that will be published every two months and include information and feature stories about this wonderful organization we call FRCSW.

I hope you enjoy the new look and design of this publication. If you have any comments, questions, or suggestions about the FRCSW Almanac, call Steve Fiebing at (619) 545-3415, or email him at steve.fiebing@navy.mil

And don't forget to ask your co-workers, "What have you done for the fleet today?"

Delivering Cost-wise Readiness to the Fleet

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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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FRCSW ALMANAC

May - June 2007

(Oct. 25, 2003) - During flight operations F/A-18F Super Hornets assigned to the "Black Aces" of VFA-41 fly over the Western Pacific Ocean in a tight formation. Assigned to CVW-11 and deployed with the Nimitz Carrier Strike Group, VFA-41 returns to their homeport of San Diego, Calif. *Photo by Photographer's Mate 2nd Class Christopher L. Jordan.*

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(on the cover)
Fleet Readiness Center Southwest Headquarters
NAS North Island, Building 94

AM1 Christopher Busenlehner (left) and composite work leader John Ruiz discuss a repair made to the wing of a damaged F/A-18 as AM1 Manual Tablada looks on.

Joe Feliciano

COMPOSITE REPAIR
PARTNERSHIP WITH FLEET GROWING

By Jim Markle

AM1 Christopher Busenlehner and AM1 Manuel Tablada, two Sailors from *USS Nimitz* (CVN 68), recently spent two weeks with the artisans of Fleet Readiness Center Southwest's (FRCSW) Composite Repair Program in Building 250 gaining valuable insight into the mechanics of their trade.

"This experience takes us to a higher level than what we actually deal with in the fleet, which is primarily small dings and scratches on the aircraft," said Busenlehner.

Honing the skills of aviation mechanics (AM) is the latest move by the Composite Program to improve immediate services and repairs to fleet aircraft. The informal, on-the-job training is possible because aviation maintenance workload onboard moored ships is typically lower than when deployed.

"This is an irregular thing which we hope to become more of a regular thing," said LCDR Cristal Caler, FRCSW Components Program Maintenance Officer. "Because we have them here on the waterfront, we'd like to increase our time together. We've learned that when we had artisans in the field working with the Sailors, the Sailors' skills greatly increased. And that's what we want to do with the Sailors here in port as it's a great opportunity for them."

Through their apprentice and journeyman schools, Sailors learn the essentials of composite repair. Caler said FRCSW's goal is not to serve as a training command, but to provide a higher level of exposure to the field than what is offered in a classroom.

> "This experience takes us to a higher level than what we actually deal with in the fleet ..."
>
> – AM1 Busenlehner

"It's not formal training. We're providing in-depth composite exposure for the Sailors involved with composite repair," added Jim Compagnon, Composite Production Supervisor.

"What we're doing is to enhance their skill," said Caler. "They may not take what they've done here out in the field because the specific chemicals or tools are not available. But they will have gone through different troubleshooting skills with the artisans and they may use those skills in a different way to repair something they should be able to repair, but just didn't know they could. You can't get the experience that this shop has to offer from a school," she said.

AMs in the fleet follow the Standard Repair Manual which limits their repair capabilities according to object size and type of repair. When repairs exceed the manual's limits, are too complicated or cannot be done locally for any other reason, a Rapid Repair Request is generated and the damaged part is sent to an FRC for repair.

"Some work we get here is a result of inadvertent damage that occurred in the fleet. Using a woven cloth to repair a damaged F/A-18 wing as opposed to the 6-ply graphite-based pre-preg would be an example of what we might see," explained John Ruiz, FRCSW composite work leader.

But by exposing fleet AMs to the experience and knowledge of FRCSW artisans, the Sailors' knowledge base increases reducing the number of repair requests.

"Because of our time and the hands-on instruction here, we will become more comfortable with what we're doing in terms of repairing and getting things done in the fleet. That's a real potential to save the fleet some money," commented Tablada.

According to Compagnon, maintaining a mentor-type relationship between the Sailor and artisan is a goal of the Composite Program. "After they leave here and return to the fleet we want to make sure there's nothing to prevent them from contacting the artisan for help on a problem they may encounter out there," he said.

"And building not just a relationship with the individual Sailors, but with their command, as well, is something we think is beneficial," Caler noted. "We actually have a very good relationship with the ships already. But we'd like to expand on that and want them to feel comfortable coming to us with other issues – maybe not composite, but metal bending, or avionics, for example."

Sailor Helps Bring Home MIAs

By Jim Markle

When PR2 Daniela Cossio was born, three of America's major conflicts, World War II, Korea, and Vietnam, were long written into history books. But for families and friends of those still listed as missing in action (MIA), a conflict of uncertainty rages on, denying closure to those who have been hoping to learn the fate of their loved ones. Cossio works to end this conflict.

The 26 year-old Sailor, who is currently assigned to the Career Counselor Office at Fleet Readiness Center Southwest (FRCSW), has twice volunteered temporary additional duty (TAD) to the Joint POW/MIA Accounting Command (JPAC). JPAC recovers and identifies Americans who were killed in action but whose remains were never located.

PR2 Daniela Cossio works with a recovery team member near the village of Ta-Oy, Laos.

Courtesy photo

Created almost four years ago via a merger of the 30 year-old U.S. Army Central Identification Laboratory and the 11-year-old Joint Task Force-Full Accounting, JPAC is located at Hickam Air Force Base on the island of Oahu, Hawaii. It is manned by approximately 400 select members from all four branches of the active duty services and Department of the Navy civilians, and operates three detachments throughout Southeast Asia.

To date, JPAC has identified more than 1,300 individuals.

"I think it's an amazing thing that people don't know this is going on - that we're trying to get full accountability of all service members who died over there. I think that, in itself, is an incredible mission," Cossio commented. "Can you imagine if something happened to me?" she continued, referring to a conversation with her mother. "In your mind you might have an idea of what happened, but you'd want to know for sure. You'd want evidence of what happened."

In its search for evidence, many potential JPAC sites are found by word of mouth passed onto investigation teams interviewing villagers, Cossio said. Initially, the team analyzes maps, unit histories and medical and personnel files before dispatching an investigation team. "Investigation teams usually include a linguist and life support investigator who talk to mostly older people of the villages who claim knowledge of potential recovery sites relative to a certain area during a certain time frame. And then JPAC will use flight records, if they apply, to see when a particular airplane was lost," she explained.

Lastly, if warranted, a recovery team is formed and sent to the site for a period of 30 to 45 days. At this time, JPAC releases a message to all four services if it needs to augment its teams. Teams are comprised of JPAC members, which could include augmenters who must complete two weeks of training prior to departure and two weeks of debrief. Total commitment is two months. In addition to land-based missions, JPAC also performs underwater recovery operations using diver-qualified personnel.

Cossio said departure training varies according to the number of recovery subjects and type of aircraft, if applicable. "My job as a life support investigator at a crash site is to investigate the wreckage and pinpoint life support. But being in the Navy I've never worked on an Air Force plane, so I'd want to get familiar with their life support so I'd know what I'd be looking for. Furthermore, the majority of the Navy's life support has also changed throughout the years. Unfortunately, not all life support looks exactly the same," she said. The work, she added, is difficult labor and demands an intensive eye for detail.

Both recovery efforts took her to Savannakhet, Laos, which serves as a JPAC detachment communication hub. It is the second-largest city in Laos. Cossio and her team then airlifted to the village of Ta-Oy which served as their base

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Artisan Chooses Iraq for Twilight Tour

By Cmdr. Mike Magee
FRC East Det Iraq OIC

Al Taqaddum, IRAQ – A phone call comes in from the Marine squadron maintenance officer … a CH-46E Sea Knight helicopter at "TQ" has been damaged, is hard down, and needs a repair to get it back up and ready for combat tasking. Luckily, Ed Haith is there to take the call.

Ed Haith (right) works with sheet metal mechanic Manual Lozano on a P&E inspection of a CH-46E Thrust Deck structure at Al Taqaddum Air Base, Iraq.

Courtesy photo

Ed is a Fleet Readiness Center Southwest (FRCSW) planner and estimator (P & E). He coordinates manpower, supplies, tools, and documents that are needed to complete a depot-level structural repair. He tells the squadron maintenance control officer, "We can fix it here … the repair will be done in two days" and the "MO" breathes a sigh of relief.

It's another typical day in the desert for Ed, who is completing his second tour as lead P&E for the FRC East Detachment here. Ed is not only completing his second tour supporting Operation Iraqi Freedom, he's putting closure on an illustrious 30-year career of service to the Navy.

Ed enlisted in the Navy in August 1962, and he served as a ship fitter. He served two years at various bases in Japan, then 18 months aboard *USS Oklahoma City* operating in the South China Sea and in the Gulf of Tonkin. In September 1966, Ed left active duty as a petty officer third class, and began a long career in the aerospace industry. He started as an F-111 aircraft assembler for Convair in San Diego, where he worked for six years. After a brief hiatus as a truck owner and operator, Ed joined the Naval Air Rework Facility at North Island in 1974 and became an aircraft sheet metal mechanic working on both F-4 Phantoms and CH-46 Sea Knights. Later, he worked as a plaster patternmaker and composite tooling maker.

In 1984, Ed joined the Naval Aviation Depot North Island's Field Service Team, which sent him back to Japan for six months where he worked on a CH-46 modification project. That led to 23 years in Field Service and he worked on all types of aircraft, all over the world. Field Service work also took him to Hawaii, Singapore, England, Spain, Sicily, Greece, Italy, Bahrain, Kuwait, Djibouti, and Egypt. In 1994, he served on a temporary duty assignment aboard *USS Theodore Roosevelt* (CVN 71), where he worked on all types, models, and series of aircraft and making calls on aviation capable ships operating in the Persian Gulf. He received numerous awards such as Artisan of the Year, Artisan of the Month, and letters of appreciation.

In 2004, Ed accepted an offer to become a planner and estimator in the depot's Manufacturing Department. After one year he became a Field Service P&E and was once again out on the road. In March 2006, he was assigned to be the lead P&E at Al Taqaddum, where he became fully qualified to perform inspections on Marine Corps AH-1W Cobra and UH-1 Huey helicopters flown at "TQ." After a brief rest back in the United States, he returned to TQ in November 2006 for a second six month tour, where he coordinated 22 In-Service Repairs on CH-46E, UH-1N, and AH-1W helicopters. He also made three P&E "house calls" to Balad Air Base, helping to keep Navy HH-60H Seahawk helicopters flying. This was far from being a comfy

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Safety Office's Shocking News Could Save A Life

By Jim Markle

Working with extreme high voltage is not considered an unusual hazard to the artisans of the Avionics and Electrical Components Department who repair aircraft components at Fleet Readiness Center Southwest (FRCSW). It is simply part of the job. But regardless of experience and attention, accidents can happen.

In response to the potential for electrical-based mishaps, FRCSW's Occupational Safety and Health Department recently purchased five Automated External Defibrillators (AED) for the Avionics and Electrical Components Department.

"Five AEDs were all we required. We divided Avionics into sections and it seemed logical that the main area of Building 463 should have two on either side, and one more in the hangar bay where we work on the rotor domes," explained Stephanie Bye, an electronics measurement equipment mechanic. AED locations are clearly indicated by signs provided by the manufacturer.

Because their work requires the handling of a variety of highly-charged power supplies and amplifiers designed to simulate aircraft actions, all of the Avionics artisans are required to maintain CPR certification. And use of the new AEDs is now taught in their CPR classes.

Weighing less than five pounds and costing less than $1,000 each, the AED is a self-contained unit that, when activated, features a clear automated voice that provides instructions, and guides the user through each step of defibrillation use or CPR. Pads placed on the patient's skin are secured using an adhesive gel and transmit information to the defibrillator, which senses required actions.

"It knows whether a shock is needed or not. You just listen to what it says and do what you're told. If a shock isn't needed, we'll assess the individual and perform CPR until emergency medical personnel arrive. It really breaks it down and makes it simple and takes the thought out of the process," Bye said.

Once activated, the unit's battery life is good for six hours and 30 shocks. The battery's shelf-life is approximately two years. Once used, the insides of the AED containing the battery pack, pads, gloves and microbial wipes must be replaced. Consequently, the unit may be used repeatedly.

Fleet Readiness Center Southwest Commanding Officer Capt. Fred Cleveland holds an Automated External Defibrillators (AED) while Stephanie Bye, an electronics measurement equipment mechanic, reviews its accompanying CPR guideline chart.

Joe Feliciano

"These are now used all over the country, in airports, libraries, schools and malls just to mention a few. The ones we have purchased are so simple, a kid could use them," FRCSW Occupational Safety and Health Director Tommy Dowdy said.

Plans are under way to install AEDs in other FRCSW locations and activities. In the past two years, FRCSW workers have experienced five cardiac-related incidents, Dowdy said.

Less than two years ago, Bye's sister suffered a massive coronary due to an undetected congenital heart defect while working for an insurance firm in Maine.

"Paramedics said the only reason she survived was because of the defibrillator in her office. Without it, I'd be minus one sister today," she said.

ENGINEERS' SCIENCE PROGRAM BIG SPLASH WITH KIDS

Science Enrichment Program team leader Paul Johnson (far right) watches the explosive combination of Mentos and Diet Coke with his staff and the students.

Joe Feliciano

By Jim Markle

For a select group of children from Hancock Elementary School in Tierrasanta, the excitement of a recent visit by the Navy engineers and interns from Fleet Readiness Center Southwest (FRCSW) was well worth the morning walk from their classroom to the school's auditorium.

As part of the Navy's Partners in Education program, FRCSW volunteers have been taking groups of the school's fifth graders on a special field trip into the world of science through its Science Enrichment Program (SEP) for the past 16 years.

"This is my third year at the school showing the kids a little bit about science," said SEP apprentice structures engineer Laurie Gris. "How could anyone not like doing this?"

This visit's topic, rocketry, was kicked off by materials engineer Jennifer Hickman who used an overhead projector with visuals to provide an overview of the mechanics of explosions and projectiles. She followed with a brief discussion on the laws of physics and then a demonstration of Isaac Newton's laws of motion, which brought a round of laughter as two students demonstrated how little force is required to generate motion.

Next, SEP team leader and chemist Paul Johnson took to the stage to introduce the children to the topic of trajectory. After explaining the role gravity plays, he used an analogy of a football field goal kicker who adjusts his approach and angle to kick the ball to achieve the desired height and path to split the uprights.

With the fundamentals of rocketry out of the way, the 22 children divided into five groups to create the tools they would use to gain first-hand knowledge of the principles taught. With help from SEP team members Dennis Tagualo, JoAnna Zanmiller, and Drew Adams, the construction and coloring of large, paper bull's eye targets and rockets (empty film canisters) began.

"This is radical," commented Andrew, 11, "We never get to make stuff like this in other classes."

Targets were paced off and taped to the floor. Next, the rockets were placed in their wooden launch pads and the precise task of estimating trajectory for a bull's eye followed. Fueled with water and Alka-Seltzer, launching of the first rocket was eagerly counted down "3-2-1". And so the excitement escalated as the launchings began at will.

"I saw this done in Balboa Park once. But there weren't any bull's eyes there to shoot at," recalled Unica, 11.

After the last rocket landed, the children followed the SEP team to the school courtyard where an explanation of propulsion was followed by a very active demonstration using "Mentos" candy and Diet Coke.

Johnson explained that the rough surface of the Mentos candy has so many minute nooks and crannies that an incredible number of bubbles will form inside of them when the candy is dropped in a bottle of soda. Consequently, the soda's compressed carbon dioxide gas is released so quickly that the pressure propels it out of the bottle not unlike a geyser. To the great delight of the children, the last two-liter soda reached a height of approximately seven feet.

"Our goal is just to give the kids a taste of the excitement that's possible with science," Johnson said. He added the SEP team provides 12 demonstrations per year at Salt Creek Elementary School in Chula Vista and Willow Elementary School in San Ysidro.

Sailor Travels Overseas to Pursue Hockey Hobby

By Jim Markle

Call it a family tradition, a hobby, an excuse to travel, or a reason to compete. But first, call it fun.

To AM3 Robert Delorey playing hockey is a combination of them all. The 25-year-old Sailor who works at the Test Line at Fleet Readiness Center Southwest recently spent 12 days in Europe for competition, sightseeing, and making new friends with fellow enthusiasts of the game.

Delorey, a native of Tecumseh, Mich., first donned skates at the age of four when he competed in the "Mini-Might's" a hockey league for tykes. But due to his parents' work schedule, he was able to play for only one season. He picked the game up again at age 12 and has played ever since.

"Our family grew up around hockey. My dad and his brothers played. And my mom liked it and got me playing. My brother played a little, too, but was more into football," he said.

Preferring to play goalie in a game based on speed and contact, Delorey said he has managed to avoid serious injury. A standard hockey puck is made of vulcanized rubber, is one-inch thick and weighs up to six ounces. Prior to a game, pucks are usually frozen to reduce bouncing during play.

"Some guys can hit the puck up to 80 miles an hour. I've caught a good bruise or two and a couple of stitches, but nothing like a broken arm or broken teeth," he said.

His desire to play far exceeds any pre-occupation with getting hurt. Delorey currently plays in a local civilian adult league with his team, the "Saints." He said the 11-member teams are formed by patrons of skating rinks and competition is usually held on Sundays. The league is comprised of a four-month season of 20 games, including playoffs. Cost to players is $300 per season.

But Delorey doesn't limit himself to league play. Many of his tournament opportunities have been the result of "pick up" games and networking with fellow players.

Nor does he limit himself to playing locally. In February, he traveled to Las Vegas, where his team, "Pickup Hockey 2000" played against others from San Diego, Phoenix, Detroit, and Las Vegas. After his team defeated "Team Phoenix" for the championship, he was named the team MVP. In four games he allowed only five goals and the last game of the championship he managed a shut out.

"The team played really well, too," he recounted, "We tied 3-3 in the first game and went into a shoot-out and won. I probably had about 25 shots on goal. We were much better than the teams we played the next two games, and I probably had 12 to 15 shots on goal. And the last game I had 12-15 shots."

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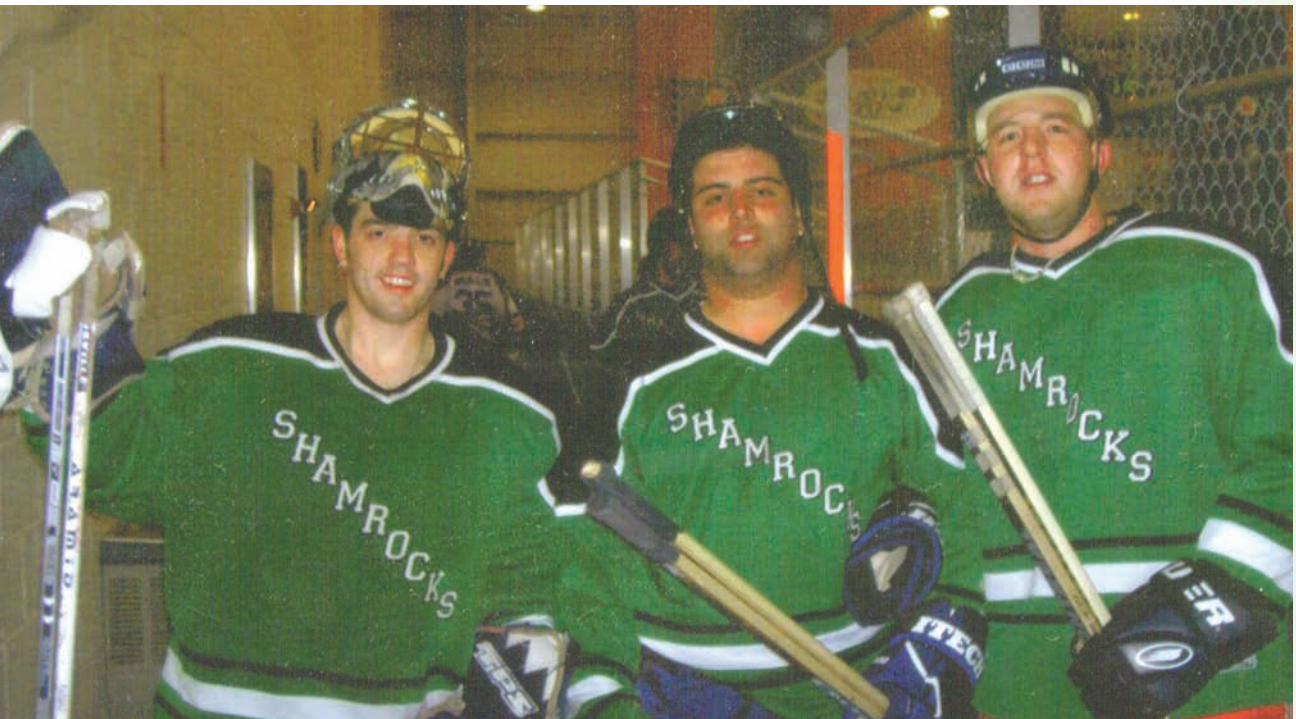

Whether it means borrowing "Shamrock" jerseys, gear, or overcoming any other obstacle to play, AM3 Robert Delorey (left) has a passion for hockey and is joined by teammates ADAN Matt Triple (middle) and AD2 David Pangia following a tournament in Atlantic City, N.J. The three Sailors were assigned to VRC 40 at Naval Air Station Norfolk.

Courtesy photo

AEC Chriselle Johnson speaks at the Women's History Month celebration.

Scott Janes

FRCSW Celebrates Women's History Month

By Jim Markle

With a resounding theme of hard work and perseverance, five speakers including Fleet Readiness Center Southwest (FRCSW) Commanding Officer Capt. Fred Cleveland addressed a group of more than 50 FRCSW employees during a luncheon in Building 94 in celebration of Women's History Month.

Sponsored by Federally Employed Women, the FRCSW Command Assessment Team and the Equal Employment Opportunity Advisory Committee, this year's event marked the 20th anniversary of Women's History Month which was established by Congress in March 1987 to recognize the contributions and promote the teaching of women's history in our country.

Of the many noteworthy women in American history, Capt. Cleveland reminded the crowd of Rear Adm. Grace Hopper's service to her country and the tremendous role she played in software development of industry and military applications. Building 1482 on Naval Air Station North Island is named for her. He also noted retired Navy Capt. Wendy Lawrence who held the record for time in space with more than 1,200 hours logged.

Goals and mentorship, he said, are the keys to success. "First, get a goal. And that goal doesn't necessarily mean to become president one day. Though we may have a female president very soon," Cleveland said to the applause of the crowd, "then, get on the path to that goal and find a mentor to help you on the way."

"In 1973, white males represented 47 percent of the workforce. In 2003, women represented 47 percent of the workforce," said Donna Russell, FRCSW Industrial Production Support Department head, "Further, in 1995, 70 percent of women between 25 and 54 years-old worked outside of the home, a 50 percent increase from 1970."

Russell, who joined FRCSW in 1972 as a clerk/typist, held a variety of positions until she applied to the command's apprentice program and became an electronics mechanic. "But I decided I didn't want to do that all my life. I decided that my supervisor's job looked pretty good, instead. I had some terrific supervisors, and so, decided to start working for that," she explained.

Eventually, she was promoted to general foreman and then to aircraft production superintendent. "I was the first female production foreman (at FRCSW)," she said. She recommended that employees be open to different opportunities and consider departmental and career moves to discover their niches and passions. "Naval Air Station North Island has been great, and I can't think of a better place where I could have spent my career," she added.

Like Russell, Diana Delgado, the command's Comptroller Director, also joined FRCSW as a clerk/typist. A staunch believer in setting goals and follow through, Delgado stressed the role mentorship plays in career development. "I surround myself with two or three mentors at any given point," she said. "Mentors should make sure that you advance in the area that you feel you need to advance in, and that you achieve your goals."

After working a variety of jobs in administration, Delgado entered the Women's Executive Leadership Program where she traveled to Washington and worked with Henry Cisneros, U.S. secretary of housing and urban development from 1993 to 1997. "It was good to be in that realm, to see that these folks are day-to-day people dealing with situations similar to what we deal with here, only on a much higher level," she recalled.

A North Island employee for more than 30 years, Delagdo contributes her success to her mentors and the commands she has worked for. "FRCSW is so dynamic and so diverse, that we can pick any career we want. Go out and decide what it is that you want to do. Find your mentor, set your goals, and go after your dream," she said.

With a wealth of experience in a myriad of fields, Field Service Voyage Repair Team/Aircraft Services Program Manager Stella Davies also advocates the value of mentorship, and is a mentor herself. A strong mentor, she said, is always accessible and offers encouragement to their students.

Davies also encouraged the audience to pursue opportunities which

Month

expand one's knowledge. FRCSW's Tuition Assistance Program for higher education is a tremendous opportunity open to federal employees, she pointed out. "You can even take classes online. Look at different ways to get an education and a degree," she urged.

Davies joined FRCSW in 1978 and soon entered an upward mobility program in Quality Assurance. Discovering it was not to her liking, she decided on an apprentice program as an aircraft mechanic. "The Apprentice Program afforded me the opportunity to go into a lot of different areas, different jobs. I also volunteered for some electrical work," she said.

The "All Hands" section of FRCSW's intranet often posts temporary positions, paid and unpaid, which may serve as a tool to expand one's knowledge. "Those opportunities are going to provide a better position for you in other jobs. The experience you gain and visibility, all of that helps," she said.

Like their civilian counterparts, active duty females were initially recruited to fill clerical or nursing billets, AEC Chriselle Johnson stated. A naval veteran of 18 years and the mother of three, the Components 620 Branch chief is the only female chief with FRCSW. But now, with the exception of submarine and special warfare billets, there are few positions unavailable to women.

"We're all in the presence of history today. As a result of all this hard work, this is how I came about. And we're working hard to chip away at those milestones in Department of Defense history," Johnson said.

There are 367,000 women serving in the Navy today; one in six is an officer.

FRCSW Bone Marrow Screening Drive

Dana Wilson, materials engineering laboratory administrative support assistant at Fleet Readiness Center Southwest (FRCSW), swabs her cheek during a recent FRCSW Bone Marrow Screening Drive while AD1 Andrew Fischrup prepares to hand her the third of four swabs used for histocompatibility (HLA) testing. Testing is used to match potential bone marrow donors with patients fighting various cancers, anemia, and inherited immune and metabolic disorders. Wilson will become a potential donor of the National Marrow Donor Program. More than 100 FRCSW personnel participated in the screening.

Joe Feliciano

Officer Helps Cancer-Fighting Society

By Jim Markle

Cmdr. Jim Goudreau wasn't thinking about the level of competition during his first triathlon or all the training and pain that went into preparing for it. Instead, for every step, stroke and pedal he took on April 1 to benefit the Leukemia and Lymphoma Society during the Lavaman Triathlon in Kona, Hawaii, one person and two numbers were going through his mind: Marty, 10 and 6,500.

Marty is the name of Goudreau's sister-in-law who died in January 2006 from leukemia.

Ten is the recurring number of minutes another person dies from leukemia, lymphoma or myeloma (bone marrow cancer), and 6,500 was the dollar goal Goudreau set to raise to help the Leukemia and Lymphoma Society fight blood cancers.

Goudreau, site manager for Fleet Industrial and Supply Center San Diego (FISCSD) at Fleet Readiness Center Southwest (FRCSW), entered the triathlon through a non-profit organization: Team in Training (TNT). It is the world's largest endurance sports training program and trains people to compete in marathons, triathlons and century bike rides.

Though he had run several marathons, Goudreau said he had never been inclined to try a triathlon. "I'd always known TNT did endurance events that benefited the Leukemia and Lymphoma Society. And I always thought it was a great cause, and certainly after Marty passed away it was much more personal," he stated.

Soon after transferring from Naval Inventory Control Point (NAVICP) in Philadelphia, Pa., to FISCSD, a TNT mail flyer announced team formations for the 2007 spring season events and featured the 10K run, 40K bike ride and 1.5K swim of the Lavaman Triathlon.

Goudreau went to the meeting, looked at TNT's training program and committed himself to participate.

"I realized, 'You know, I can do this.' An actual triathlon can be tough but I can do this.

Cmdr. Jim Goudreau crosses the finish line with fellow TNT athlete Alexis Secka at the Lavaman Triathlon.

Richard Goudreau

10 & 6500

This is easier than any chemo or radiation treatment that any leukemia patient has gone through and I'm going to do this," he said.

The four-month triathlon training program began in late November 2006 with 150 registrants. Ultimately, 98 competed in the triathlon; several of whom, were leukemia survivors. Goudreau noted that for one survivor, a male in his mid-30s, it was his 14th TNT endurance event since he completed leukemia treatments. "Some of the monies raised through TNT are used to fund research for new drugs and treatments, some of which have been used with great success over the last few years in treatments," adding, "funds are also used to support the society's educational and service programs for patients undergoing treatment and their families."

At the onset of training, Goudreau said he had doubts about his abilities and conditioning. Though he was managing minimal workouts and had gone mountain biking sporadically, he hadn't ridden a road bike or swam laps in a pool for years. His stamina would quickly change. "The coaching staffs are literally some world-class guys who are involved in mentoring and training the TNT here in San Diego for the triathlons. They were an enormous asset," he said.

The training regimen set by the coaching staff required five to six days of workout commitments each week. Within three months, he was bike riding almost 40 miles, ocean swimming more than two miles, and running eight to nine miles for his long workout each week. But more importantly, he had achieved 88 percent of his $6,500 fundraising goal. The minimum required fund raising is $5,000 per participant.

As his job required traveling, Goudreau said he often worked out on treadmills and exercise bikes in hotels to help improve his conditioning.

"It was an amazing experience training for the event and learning to push myself far beyond limits that I wouldn't normally set. To end up going out for a 45-mile bike ride in the mountains on a Saturday morning that lasts four hours, is something I wouldn't just do on my own," he recalled.

"The people involved are amazing, wonderful people who have made a commitment to make a personal sacrifice to accomplish this. They may have had a connection to someone who had suffered from blood cancer, whether they've passed away, or still battling it, or they had a friend who knew someone or they just recognized it is a big issue in society and just wanted to make a difference. It was pretty incredible being around a large group of folks who believed in doing something for someone other than themselves," he said.

The TNT San Diego team raised more than $400,000 during the event, and overall, $1.1 million was raised for the Leukemia and Lymphoma Society at the Lavaman Triathlon. In the past 18 years, TNT has raised more than $700 million. "None of this is possible without the coaches, mentors and volunteers who keep the programs running and the teams motivated," Goudreau said.

In the three hours, 28 minutes and 44 seconds it took Goudreau to finish the triathlon, approximately 21 people died from blood cancers.

Future TNT San Diego events include the Triathlon at Pacific Grove Sept. 8 and 9; the Honolulu Century (100-mile) Ride Sept. 30; and the Dublin (Ireland) Marathon Oct. 29.

For more information on Team in Training programs, call TNT San Diego coordinator Heather Hoffman at (858) 427-6652, or email Heather.Hoffmann@LLS.org.

RECEIVES COMMISSION - Newly commissioned warrant officer ATC (AW/SW) Karl T. Harber receives his CWO2 bars from Ensigns Yvette Davis and Michael Dimmitt during a ceremony in Building 94 at Fleet Readiness Center Southwest. A native of Austin, Texas, Harber, 36, is a former chief aviation electronics technician and has been in the Navy for 17 years. He will attend Aviation Maintenance Officer School at Naval Air Station Whiting Field, Pensacola, Fla., and then be assigned to *USS Bonhomme Richard* (LHD-6). Harber and his wife, Caroline, have two children, Samantha, 15, and Kristofer, 13.

Scott Janes

New Main Gate Set to Open

Sailors, Marines, employees, and visitors to Naval Air Station North Island will soon be entering the installation via a new Main Gate located at the intersection of Third Street and Alameda Blvd., in Coronado. The project is expected to be fully functional and operational by early July.

For most Fleet Readiness Center Southwest employees and Sailors, the greatest improvement they'll notice is increased traffic flow on and off the installation.

Currently, vehicles traveling to naval air station along Third Street must turn left at Alameda Boulevard to access the installation via the Main Gate at the intersection of Fourth Street, or turn right to enter via Gate 2 at the intersection of First Street. The new Main Gate will allow traffic to flow into the air station from Third Street, directly onto Tow Way Road.

The new Main Gate will feature numerous improvements including: five in-bound traffic lanes; two separate truck inspection lanes; two car inspection lanes; a new Pass and Decal facility; city and shuttle bus stop area; a covered ID check point; and a special event parking area for 75 cars.

The new entrance is expected to increase traffic flow into the base via the Main Gate by 25 percent.

Other major traffic changes will include: Alameda Boulevard becoming a two-way road along its entire length; traffic lights will eventually be installed at the intersections of Third and Alameda, Fourth and Alameda, and Rogers and Tow Way; outbound base traffic will shift lanes on McCain Boulevard to align exiting vehicles directly onto Fourth Street, utilizing the current in-bound lanes, before they reach the intersection.

The new Main Gate and Tow Way Road will be renamed in honor of the late Vice Adm. James B. Stockdale, a Medal of Honor recipient and long-time Coronado resident. The dedication ceremony is planned for Aug. 30.

Changing Roles: Blending AIMD, Depot to Create FRCSW

By Chuck Arnold

When Naval Air Depot North Island and Aviation Intermediate Maintenance Departments (AIMD) San Diego and Point Mugu merged last October and were incorporated with the newly Fleet Readiness Center Southwest (FRCSW), then-AIMD Officers-in-Charge (OIC) Cmdr. Thomas Straub (San Diego) and Cmdr. Greg Munning (Point Mugu) were well aware of the challenges facing them in the integration of their commands and their changing roles in the new FRCSW command.

"The integration of two different workforces operating under two different funding streams, information technology systems, and supply systems is quite a challenge," Straub said, who now serves as FRCSW deputy components manager.

No longer operating independently, Munning said the merger is transforming AIMD Point Mugu into a component of a "unit that thinks collectively."

"We are now part of a much larger enterprise, and it is an essential part of my job to ensure Point Mugu 'connects' and aligns its business management processes with those of FRCSW. Because of this new alignment, I am charged with local management of the critical linkage, interaction, and integration between FRCSW Site Point Mugu and FRCSW Headquarters at North Island," he explained.

As the AIMD San Diego OIC, Straub was responsible for more than 600 enlisted Sailors and nine officers. A significant part of his day was spent mentoring personnel and dealing with leadership challenges on the "people" side of the business including legal, family and personal issues. Following the merger, many of those responsibilities transferred to FRCSW's commanding officer and executive officer.

Munning, conversely, continues to provide guidance and direct leadership to more than 300 active-duty personnel at Point Mugu.

FRCSW employs a sizable population of civilian managers and artisans, who now integrate with AIMD San Diego's active-duty population. "In my new position, my civilian population is larger than my Sailor population and will require more oversight on my part to better understand the inner workings of unions, disciplinary actions, and the National Security Personnel System (NSPS)," Munning pointed out. Creating a unified, diverse workforce, he noted, will be essential as the transition evolves.

No stranger to the mechanics of workforce integration, Straub and his AIMD staff were designing integrated work centers where Sailors and civilian artisans worked side-by-side prior to the FRCSW formation. "Our 'Petri-dish' experiment with the APX-100 IFF transponder gave us the opportunity to address our concerns of being a fully integrated workforce," he explained, "We enlisted the help of experts from both the AIMD-side and Depot-side and formed teams to identify differences and similarities, and then put together a future design of how we will operate in the Fleet Readiness Center construct."

To help ensure product success, Straub said, AIRSpeed tools were used as a foundation for all decisions. Further, cross-functional teams were created to address the 5M's (manpower, material, methods, measurements, and machines). The teams also developed training materials, Standard Operating Procedures (SOPs) and business rules to better equip managers and supervisors on their roles in the new integrated workforce.

> "We enlisted the help of experts from both the AIMD-side and Depot-side and formed teams to identify differences and similarities, an then put together a future design on how we will operate in the Fleet Readiness Center c construct."
>
> – Cmdr. Thomas Straub

AIRSpeed improvements were instrumental in the integration of AIMD technicians with experience on the SH-60 Seahawk helicopter and its components, adding to the overall value and capabilities within FRCSW. Straub said the ability to integrate speed and velocity of repair at AIMD proved significant in the integrated work cell for the repair of the AN/APX-100 IFF transponder. This momentum, he said, will now carry forward as the merger of Sailors and artisans continues throughout the FRCSW Components Program.

To reduce its Beyond Capability of Maintenance (BCM) costs while increasing capability at a lower cost, Munning said that the Point Mugu site is working to qualify its civilian workforce to perform depot level repairs. "In many cases, our highly-skilled workforce has already been completing tasks above the I-level standards, but now we are working to get these artisans 'certified' through a training process going on right now at FRCSW," he said.

Continued on page 17

Study Finds Genetics May Cause Carpal Tunnel Syndrome

There is better evidence that genetics rather than hand use is the cause of carpal tunnel syndrome (CTS). A new study presented recently at the annual meeting of the American Academy of Orthopedic Surgeons indicates that the causal link between CTS and repetitive use of the hands is much weaker than has been assumed.

"The idea that CTS is related specifically to typing or overuse of the hands in general is pervasive in modern society," said Dr. David Ring, MD, senior author of the study. Ring is an assistant professor of orthopedic surgery and a hand and upper extremity surgeon at Massachusetts General Hospital in Boston. "It is commonly accepted as true, but according to the scientific evidence, the link between hand use and carpal tunnel syndrome is overstated and may be inaccurate. In contrast, there is strong evidence for an inherent, genetic risk for CTS. CTS sufferers are most likely innocent bystanders and should not be blamed for their illness."

Patients with CTS experience hand numbness and eventually develop weakness and atrophy of some of the small hand muscles that control the thumb.

"Another common misconception is that patients with carpal tunnel syndrome present with complaints of activity-related wrist pain," Ring said. "In fact, the hallmark of CTS is numbness that wakes you at night or is present when you wake in the morning. The numbness can be so intense that it's painful, but pain without numbness is not characteristic of CTS."

Carpal tunnel syndrome remains poorly understood, the researcher said. Pressure in the carpal tunnel (a tunnel formed by the small wrist [carpal] bones and the transverse carpal ligament) is involved in the pathophysiology, and release of the pressure by dividing the transverse carpal ligament stops the process. The cause of the increased pressure, however, remains unknown in the vast majority of patients.

Researchers evaluated data for the cause of CTS by a quantitative scale, based on the Bradford Hill criteria (widely accepted by the scientific establishment), which determines a causal relationship. Average scores for biological factors (genetics, race, age, etc.) were double those of occupational factors (occupation, repetitive hand use, vibration, etc.). In addition, the average strength of causal association (odds ratio) was about three times as strong for biological factors as it was for occupational factors.

"This application of stringent science to theories of causation may affect claims of disability, workers compensation and personal injury," Ring noted. "It also should influence the information that physicians are providing their patients about carpal tunnel syndrome. Physicians have the power to increase or decrease illness and disability with their words. In my opinion, we should provide patients with the most optimistic, positive, practical and enabling illness concepts that are consistent with the best available scientific data."

Twilight Tour *from page 6*

twilight tour – indirect mortar and rocket fire from enemy insurgents routinely target Al Taqaddum and Balad, some of it resulting in helicopter damage which Ed helped to repair. "This was the highlight of my career, supporting these young Marines as they go off to war … and seeing the results of our hard work in keeping these war fighting birds in the air," he said. "If I could relive these 30 years over, I wouldn't change a thing."

Ed plans to retire from civil service. The depot (now Fleet Readiness Center Southwest) has been fortunate to have a man of his caliber on the NAVAIR team for so many years. He spent countless hours keeping the Navy and Marine Corps flying, and has made many friends along the way.

Now, after successfully completing what was one of the most challenging of his career field service assignments, Ed will hang up his spikes and spend more time at home with his family at his new home in Fort Worth, Texas.

FRCSW Receives Navy Hispanic Award

Recognized for its exceptional programs, initiatives and work with the North Island Hispanic Association (NIHA), Fleet Readiness Center Southwest (FRCSW) was awarded the Department of the Navy's (DON) 2006 Hispanic Employment Achievement Award.

The award was presented by Commander Naval Air Systems Command Vice Adm. David J. Venlet, and acknowledges FRCSW's success in achieving recruitment, retention and promotion goals of the DON Advisory Council on Hispanic Employment (ACHE).

The ongoing partnership between FRCSW and NIHA, which strives to continually improve employment and educational opportunities for Hispanic employees within the command, exceeded an ACHE goal of Hispanic representation reflective of the national labor market.

According to a San Diego Association of Governments report last year, 29.1 percent of San Diegans are of Hispanic heritage. Since 2002 the percentage of Hispanics onboard FRCSW (then NADEP) has risen from 13.8 to 15 percent. Nationally, the Navy employs approximately 6 percent. Further, FRCSW Hispanics in high-grade billets (GS-13 to GS 15) has grown from 11 people in fiscal year (FY) 1998 to 24 in FY 06.

FRCSW supervisors and managers receive annual formal training designed to advise and educate them on emerging issues pertaining to social diversity, leadership, and equal employment opportunity.

Commander Naval Air Systems Command Vice Adm. David Venlet (3rd from left) presents the 2006 Department of the Navy Hispanic Employment Achievement Award to Fleet Readiness Center Southwest Commanding Officer Capt. Fred Cleveland. Pictured are (from left) Industrial Operations Compliance Department Head Jose Jiminez, Manufacturing Program Manager Joseph Garcia, Vice Adm. Venlet, Capt. Cleveland, Production Officer Cmdr. Bart Grossman, Comptroller Diana Delgado, and Industrial Production Department Director Fernando Ramirez.

Photo by Joe Feliciano

Changing Rolls *from page 15*

In addition to workforce issues, Straub said the opportunity to work within FRCSW's Maintenance, Repair and Operational (MRO) business sector was not only chall enging, but also the most beneficial aspect of changing the AIMD officer billet to that of a Components Officer. “Although I was the (AIMD) Maintenance Officer, the production aspect of the business was left more in the hands of the Maintenance Material Control Officer with me providing the ‘stick and rudder’ where and when required.”

He said his new position has focused him on the production of components, working within budget and managing costs and materials. Straub works with two different funding types: one common to direct military operations such as AIMD, and the other derived from the Navy Working Capital Fund (NWCF), involving the industrial aspects of component production. Funding challenges include direct and indirect costs, variances of costs and performances, buyer-seller negotiations, and competing production schedules.

“My new job has broadened my production management skills more so than as an AIMD Officer, and will make me a more effective maintenance officer,” Straub said.

Arnold, an aircraft mechanic, is on special detail with the FRCSW Public Affairs Office.

CAREER RETENTION PENNANT - Fleet Readiness Center Southwest (FRCSW) Command Career Counselor PS1 (SW/AW) Tony Adewunmi (left), AT2 (AW) Jason Beck and PR2 Daniela Cossio proudly display the career retention honor roll pennant awarded to Aircraft Intermediate Maintenance Department (AIMD) North Island, now part of FRCSW, for the first quarter of fiscal year 2007 by Commander U.S. Pacific Fleet Adm. Gary Roughead. Adewunni noted that FRCSW surpassed quarterly retention goals in three zones: below 6 years, 6 to 10 years, and 10 to 14 years. "Your dedication and commitment to career motivation and excellence not only exemplify your superb performance, but also attest to your concern for the personal and professional needs of our Sailors," the admiral wrote.

Scott Janes

Hockey *from page 9*

Delorey attributes much of his success to teamwork principles he's learned in the Navy. "If you see a problem on your team you tell them about it. You don't just let it go. Even if it's just an adult league you still want to win," he said.

Players are varied and often quite formidable opponents. Delorey said he has faced former professional players including the ex-coach of the San Diego Gulls, a former AAA professional hockey club of the Western Hockey League. While stationed at Fleet Logistics Support Squadron 40 at Naval Air Station Norfolk, Va., last year, he played a number of games with the manager of the Norfolk Admirals, the Chicago Blackhawks (National Hockey League) farm team.

"There definitely are some very good players. We do take it seriously, but in the end it's really just for fun," Delorey said. "There's a guy in Norfolk I played with who was very wealthy. He owned seven 'Liberty Taxes' franchises in the area. He was in his 60s. But every time he went on the ice he played like he was 20."

His next tournament will take him to Czechoslovakia with a team named "Kadan." Kadan is a small town in the Czech Republic near Prague and is the birthplace of the team founder's wife. The founder, Chris Heaney, who has been coordinating the annual trip for more than 10 years, is the owner of a local bar which he's also named "Kadan."

The trip was Delorey's first with this team, and he covered all of his own expenses. "I played with these guys in pick up games and kept in touch with Chris who also plays goalie," he said. "Goalies are kind of a rare breed and so it can be hard to find someone to play that position if the original guy can't play. I got an email last November about this European trip and I said to myself, 'I've got to do this.' It's all about fun and seeing some new places. The hockey's really the bonus to it all. We'll have two teams and play four different tournaments. We'll play Russians, Germans and a bunch of Czech teams."

Including international play, Delorey said he has held thoughts of playing at the professional level. "I could've gone up to Canada and try to play for the junior teams. They (NHL) look at college players, but a lot of them don't make it. They also look at junior teams. But I figured if I went up there and didn't make it, or if I just ended up sitting on the bench the whole time, then what would I do? So, I had to do something with my life."

Civilians Help Victims of Crimes, Accidents

By Jim Markle

Imagine one of the worst days of your life: the loss of a loved one, loss of a home, or the assault of a family member and you had no one to turn to. If you lived in Chula Vista, Bonita or Imperial Beach, odds are help would be on the way from the Citizens Adversity Support Team (CAST). And it may be Fleet Readiness Center Southwest's (FRCSW) Donna Russell or Linda Fitzsimmons who would assist you.

Formed in 1993 upon the insight of a Chula Vista firefighter, CAST is a volunteer crisis intervention program designed to assist victims of crimes and accidents and their families. The program works in cooperation with the city of Chula Vista Fire and Police Departments, American Medical Response (an ambulatory service), and hospital emergency rooms throughout the South Bay.

The Chula Vista Police Department screens and dispatches CAST assistance, said Russell, FRCSW Industrial Production Department head. She volunteered for the program after reading a newspaper article about it during its inception, and has been volunteering ever since.

"When there is a fire or death in the family and the fire department responds, for example, they have to do their job and then go to the next call. This leaves the families or victims to their own devices, so this program really bridges that gap," Russell said. "We're there to provide practical and emotional support."

Working out of their homes and on-call 24 hours-a-day, everyday, CAST is currently comprised of 65 volunteers who each work two, 12-hour shifts per month. They undergo a background investigation check through the Chula Vista PD and attend a four-month training program. Training is conducted by the Chula Vista Police, Fire and Coroner departments, and a sexual assault officer.

"Of the 12 people in my training class 10 graduated," said Fitzsimmons, FRCSW deputy production controller, who was introduced to the program by Russell four years ago. "We had someone tell us about elderly abuse and child abuse. And a local mortuary trained us in what paperwork is needed when someone dies. Sometimes people can't handle what we do and drop out. It's very intense."

Volunteers may respond to virtually any incident involving police or fire department personnel including auto accidents, deaths in the home or hospitals, Sudden Infant Death Syndrome (SIDS), suicides, rapes, and murder scenes.

A volunteer's office is a myriad of resources including VHS tapes and pamphlets for people needing long-term help. "We also have a directory of agencies. There are agencies that provide clothing and temporary housing for fire victims. We have resources we seek out depending on the situation as to what we need to provide to the people to make their lives a little easier. But we know we're not going to wipe away whatever trauma it is they are going through," Fitzsimmons said.

Fitzsimmons said she responded to four consecutive rape incidents in her first year as a volunteer. But added that a greater percentage of calls deal with death. "Whether it's a hospital or someone's home, we handle the assistance needed for mental health, mortuaryservices, and things like that. Sometimes, if the death is a homicide, we may have to testify in court as to what we saw at the scene."

"We've been called out to scenes where the person we were there to support was actually the perpetrator who ended up getting arrested. You never know what you're going to respond to," Russell noted.

For service to their communities, Russell and Fitzsimmons recently received the President's Volunteer Service Award in ceremonies sponsored by the city of Chula Vista. The award is sponsored by the President's Council on Service and Civic Participation.

Fitzsimmons, who said she plans to also volunteer for Sharp Hospital in Chula Vista, received the "Silver" award for volunteering more than 175 hours during a one-year period. Russell received the President's Call to Service Award which is presented to individuals who have contributed more than 4,000 hours of service.

"You meet some of the most terrific people. You're able to be there with them when they're going through a bad time and, hopefully, help them get through it better. And what you're getting back is you're helping somebody on one of the worst days of their lives. You give a little and a whole lot comes back," Russell said.

South Bay residents interested in volunteering for CAST may contact Dr. Emerald Randolph, project coordinator, at (619) 691-5213.

CAST MEMBERS

Business Office Brings in the Business

By Linda Garcia

While departments and production lines continue to fully integrate into Fleet Readiness Center Southwest (FRCSW), it is important for the command that we constantly pursue workload opportunities that will secure the short, mid and long-term future of the organization.

Within FRCSW, support to the warfighter remains the command's primary focus, but no one can afford to overlook the business opportunities that await in the repair/modification field.

It is a fact that Fleet Readiness Centers will no longer be delivered workload to their doorstep; so they are compelled to look for methods to increase or maintain their business base and Industrial Business Operations Department (Business Office) is actively pursuing potential workload opportunities for FRCSW.

To achieve this goal, the Business Office is no longer relying on the traditional Designated Source of Repair (DSOR) process. The office is fundamentally changing its processes and approach to identify and acquire new capability and/or capacity through the use of Internet-based military workload solicitations, performance based logistics (PBL), public-private partnerships (PPP), and logistic solutions.

The Business Office is implementing a process to identify potential workload through the Internet. FEDBIZOPS, formerly known as Commerce Business Daily, is the first site for which the Business Office ran a pilot program to identify potential work projects.

During the FEDBIZOPS pilot, an Army gyro was identified as a possible match for the FRCSW's instrument shop. The Army had reliability problems with a repair provider and was looking for a solution. The Instrument Shop reviewed the specifications and determined that the gyros were similar to ones the production center was familiar with.

The Fleet Readiness Center Southwest display at the Aviation Week Magazine Maintenance/Repair/Overhaul conference in Atlanta.

Carlos Normandia

Within two hours of submitting the work reply, the Army program manager contacted the Business Office and the FRCSW lead engineer. The solicitation asked for a repair capability of 20 units per month. But through follow-up conversations, it was determined that there were as many as 450 gyros on back order and a demand of up to 100 per month.

The prospective customer wanted to immediately send FRCSW three gyro units as a capability demonstration and noted that there were other gyros configurations the service would be interested in sending when FRCSW proved its performance.

Following the success of the gyro bid, the Business Office is implementing a process to review FEDBIZOPS solicitations on a daily basis to identify potential business opportunities for all commodities within FRCSW.

For a PBL or a PPP, the FRC teams up with the Original Equipment

Manufacturer (OEM), defense contractor, or private company, to provide the services that FRCs do best, "touch labor." FRCSW currently has PBLs/PPPs established with Boeing First, Rockwell Collins Aerospace and Electronics (Kaiser Electronics), Phototelesis, Lockheed Martin, and Aeronautical Systems Inc.; and are in various stages of teaming efforts with Sikorsky Aircraft, Moog Aircraft Group, General Electric (Smiths Aerospace Electronic Systems), BAE, Boeing HISS, Honeywell, and Standard Aero.

FRCSW has a great track record for creating in-house logistical solutions. As an example of logistics solutions, FRCSW recently declared capability on the E2/C2 outer-wing panel by building in-house fixtures and processes to accomplish the repair work; and is pursuing a similar effort to declare capability on the F/A-18 inner wing repair.

The Business Office is in early discussions with PMA-213 to repair and modify the APX-118, transforming it into an APX-123 configured transponder. There is a significant amount of workload as the APX-118 and 123 systems are used on multiple military platforms in each of the services.

The Business Office is actively engaged with the F/A-18 E/F Program Office on the capability and capacity requirements of several FA-18 E/F Super Hornet components; one of which is the new configuration canopies (common to multiple lots of the Super Hornet). This will mitigate workload from shifting from FRCSW to the OEM through forced retro-fit modifications. While seemingly unimportant, the result could impede FRCSW from keeping up with the latest configuration components in the fleet today.

The Business Office is also aggressively addressing capacity issues to identify gaps and mitigate any shortfalls with the procurement of additional support equipment, training in hydraulics, surfaces, and rotating electric components.

A major future program that will have lasting impacts on FRCSW is the Joint Strike Fighter aircraft. The Business Office is establishing dialogues with suppliers of components for the aircraft to ensure a viable, future workload for the command. The Navy is scheduled to receive the first F-35 Lightning II in 2015. There are opportunities to partner with the 27 suppliers, not only in the area of component repair, but also in assembly and manufacturing of sub-systems. There are 736 components that the Business Office will actively engage with the OEM to facilitate early coordination of Performance Based Logistics (PBL) relationships.

The FRCSW Business Office continues to assess current and future capability, commensurate with resources needed to satisfy the short, mid and long-term health of FRCSW.

Bring Home MIAs *from page 5*

camp. From there, the team traveled by helicopter to the recovery site where, she said, she could walk to the border of Vietnam. JPAC operates an average of 30 missions yearly within Southeast Asia. "I thought Laos was amazing; the area was beautiful and the hospitality was very warm. The people are so interested in learning everything, especially the villagers who don't really go to big cities. Even though there's a communication barrier, after 30 days you have a bond that grows," she recounted.

On her first mission, from March through June last year, Cossio worked a burial site. "We were trying to pinpoint the site from a witness who said he had buried someone." If remains are found at any recovery site, they are transported to the JPAC Central Identification Laboratory for further analysis. Once an identification has been completed, which could take months to years, the appropriate service mortuary affairs office will personally notify next-of-kin family members.

Her latest recovery operation, which concluded in February, involved two sites of downed aircraft. Because wreckage may be spread out for miles, and crew ejection may have taken place miles prior to the crash, Cossio pointed out it was not unusual for sites to be visited multiple times.

"The aircraft spread can be so large that we don't have time to dig in those 30 days. The way we dig is just like at a crime scene. Everything is treated like evidence. We dig down to specific units - it's all measured, very specific. And the prior reports we read are very detailed, too. You have to know where the last team dug, where they stopped, and what they found," she said. "From all the wreckage, we had to make sense of how the crash happened. And we did find some life support in this instance."

JPAC's permanent life support team is strictly Air Force personnel. "If they had a Navy spot there, I'd be there in a heartbeat, or at least try to be there permanently. As far as going to the sites, there are so many PRs who want to go. I think it's the opportunity of a lifetime. And the fact that I was able to go twice just shows how lucky I was," she said.

On average, JPAC identifies six MIAs monthly.

"Tech Refresh"

NMCI "Tech Refresh"

More powerful computers coming to users

By Chuck Arnold

By now, many people have seen the latest desktops and laptops issued by the Navy/Marine Corps Intranet (NMCI) under the Technology Refresh Program, or simply "Tech Refresh". These machines are faster, more robust, and have more memory and storage capacity than older computers.

For the initial FRCSW run, approximately 800 computers were replaced April 2007. More than 1,500 computers are scheduled for Tech Refresh in August and the effort is to run through September.

Here are some tips and lessons learned from the previous Tech Refresh that might help smooth the transition:

People might ask, "My machine works fine! Why are we spending money on new computers?" Under the contract terms for NMCI, desktop computers are to be refreshed every four years (three for laptops), in an effort to stay current with technology and advances that come with new computers and software. Just as the Navy constantly improves aircraft, components, processes, and other technology, computer systems must also improve.

> These machines are faster, more robust, and have more memory and storage capacity than older machines.

Stay Informed

Information on the Tech Refresh is available on the "Homeport" intranet website (http://homeport). The link is on a secured website at:

https://www.homeport.navy.mil/training/techrefresh/

On homeport there is training, a checklist, and a "Ready, Set, Go" guide available for more information. The basic events for a Tech Refresh are as follows:

Users are notified by their NMCI Point of Contact (POC) that their machine is designated for Tech Refresh and provided a target date. This date can shift; staying flexible, informed and prepared is best.

A new computer is delivered to the desk or office area a day or two prior to the refresh date. Do not open the box. If anything is missing or damaged, the technician will verify this, but complete the swap the box has been tampered with.

The then technician installs the new computer and moves all data files and recent profiles (those profiles that have been accessed on the machine within the past 60 days) over to the new machine, this usually takes place at night while workers are away, to reduce the work delay that might be caused if it occurred during regular business hours. For most users, it's a matter of leaving work one day, and returning the next to a brand new computer!

Users should verify their data files have been copied to the new computer and note discrepancies during the Automated User Orientation (AUO), a program designed to provide a brief familiarization and verification process, which tells the Tech Refresh Team when problems or difficulties arise.

After that, it's business as usual, except the new computer should provide faster, more efficient and effective service.

Physical Preparations

Some of the things that need to be done prior to a Tech Refresh are simple, but are often overlooked.

Remove Personal Belongings from the Desk/Workstation

Notes, photos, or other desktop items on or around the computer, keyboard, mouse, or monitor, should be moved to a safe location. The technician will need access to the cables and wires, and might inadvertently damage things nearby.

Secure Classified Materials and Information

As always, classified materials, personal or Privacy Act information should be secured in a safe location.

Clear Access to Electrical Outlets

Gaining access to electrical plugs and power strips is essential to the installation of the new computer. Both machines need to be connected to electrical power to transfer data files from one machine to the other.

Ensure Peripherals are Plugged into NMCI Seat

Printers, speakers, PDAs, scanners, ergonomic keyboards and mice need to be attached and available for the technician to ensure the proper driver programs are installed to operate these devices and that they are attached to the NMCI machine correctly. If the devices are not connected, they cannot be verified as operational.

Data Files - Back them up!

Users should always back up their personal data using writeable or rewriteable CDs (CD-Rs or CD-RWs), external hard drives, thumb drives (also known as memory sticks or flash drives), or the "H" drive (if space permits). Better to back up than to try to recreate these files from scratch.

Don't use 3-inch floppy disks or Zip drives for backing up data; the new machines won't support these types of drives.

Make backup copies of "Favorites" and "Cookies" from Internet Explorer so that all useful links to websites are preserved. Save created files to your external drives or on the "H" drive. PST files from Outlook are saved in a similar manner. Ensure PST files are under 1 GB in size, or they could become corrupted. Save them the same way as other data files.

Files stored in "non-standard" folders on the hard drive should be moved to the "My Documents" folder on the desktop. This is the default location for saving and copying data files.. If files are elsewhere, they may not be copied to the new computer.

After the New Computer Arrives

Users who obtained a new CAC card within the past six months may not be able to log in properly due to software conflicts. Those who have trouble logging in with their CAC card following a Tech Refresh should call the NMCI Help Desk to get the problem resolved.

When users first log into their new machine, a program called the Automatic User Orientation (AUO) will start. It is important to run this program, and go through all the steps; it helps to configure the machine to access email and network drives, and has a reporting tool that feeds information directly to the "Sweeper" team that follows up after the Tech Refresh installation to help fix any problems. They generally respond within hours, instead of days.

Make sure to check all applications during the AUO process, and avoid the temptation to skip ahead or ignore the AUO. It is there for the user's benefit and is designed to help make all the proper connections to email, applications, shared and network drives, and data work properly. What might seem a tedious process will save a great deal of time and frustration if something is wrong.

The process for Tech Refresh isn't complicated, but can be intimidating if users are not prepared. Knowledge is the best tool and being prepared is the best safeguard to keep everything running smoothly, with minimal interruption.

All problems with NMCI computers should be reported to the NMCI Help Desk at 1-866-843-6624.

Special Act

Earl Abalos
Memandro Abueg
Victor Acosta
David Adams
Danny Adao
Salvador Adona Jr.
Joan Agustin
Harris Aldridge
John Alferos
Alvin Aman
Royce Amuan
Clyde Anderson
John Anderson
Rick Anderson
Terry Anderson
Noah Apgar
Dante Aquino
Mark Archuleta
Charles Arnold
Ken Ausdemore
Jeffrey Ayers
Victor Baez
Gilbert Babcock
Malaquias Baca
Joey Baesas
Steve Bailey
Steven Baker
Efren Ballestamon
May Barbera
Brent Barnes
Robert Barrett
Ricardo Barron
Weldon Bass
Gayle Baugher
Bruce Beesley
Frank Bellville
Russell Bemis
Gilbert Benitez
Robert Berglund
Servillano Bernardo
Shanna Berry
David Bickford
Joe Biederman
Gregory Binde
Mary Anne Blaum
Travis Boecker
David Boehm
George Boerke
Timothy Bolden
Michael Bonner
Daniel Borja
Keith Borror
Leon Boykin
Larry Bradshaw
Bridget Breidenbach
Martha Breuer-Johnson
Reynaldo Brito
Douglas Brown
Jimmy Brown
Steven D. Brown
James Brustmaker
Cynthia Bucaro
Benjamin Bunag
Matthew Bunker
William Burrow
Donald Butler
Kurt Butler
Robert Cameron
David Cantu
Robert Carrasco
Manuel Castro
Restyx Catatasan
Joselito Cervante
Geraldo Chacon
Edward Chan
Ernesto Chavez
Mercedes Cheeseboro
George Chevalier
Ichien Chow
Bernadette Chudy
Leroy Chung
David Clark
Michael Collins
Luis Colon
Arthur Cortez
Michael Cossey
Daniel Crawford
Alfredo Cruz
Cyrill Dalmida
George David
Stella Davies
Jerry Davis
Donald Deandrade
Jorge Dearmas
Rene Decastro
Benjamin Delacruz
Isagani Delacruz
Orlando Delacruz
Willard Delagardelle
Dean Delano
Lewis Delaware
Gil Deleon
Louis Diaz
Webster Dizon
Cameron Dollick
Duane Domingo
Nestor Dominguez
John Doren
Thomas Drake
Robert Drew
Gil Duenas
Ben Dullos
Stevie Dunson
Pedro Duran
Joshua Duryea
Stephen Early
Tim Eang
Lino Ecle
Joseph Eldridge
Renee Eller
Eugene Ellis
James Engel
Eva Escalante
Edward Evers
Victor Farinas
Fernando Feliciano
Moreno Flores
Joseph Foster
David Fullbright
Aquilino Ga
Edward Gadson, Jr.
Anita Gaeta
Wesley Galapir
Matthew Galaski
Michael Galaz
Sebastian Galvante
Vincent Galzerano
Claudia Garcia
Joseph B. Garcia
Kathy Garcia
Thomas Garcia
Teresito Generoso
Cody Gholston
Robert Gijon
William Glazewski
Justin Glines
Jeffery Glover
Linda Goelze
Daniel Gogue
John Goldsworthy
Norman Gomes
Louis Gonzales
Mark Gonzales
Michael Gonzales
Richard Gonzales
Frank Gordon
Robert Gourdin
Craig Graham
William Greer
Gary Grela
Maurice Griggs
Michelle Grundy
Randy Gunderson
Richard Gurley
Robert Halberstadt
James Hardie
Steven Hardy
Harry Harmer
Mark Harper
James Hart
Edward Harris
Donald Harrison
Mark Hawkins
Claudie Henry
Daniel Hernandez
Cary Hershberger
Mitsuko Hew
Randi Hewitt
Dan Hicks
Joshua Hill
Willie Hillsman
Otis Hines, Jr.
Richard Hogan
Terrisson Hogue
Richard Holland
John Holliday
Alister Horton
Ollie Hubbardwright
David Hudson
Berti Humphrey
Wilfredo Ibay
Wilfredo Icban
Roger Izon
Donald Jackson
George Jaime
Lee James
Scott Janes
Robert Jewell
Rudy Jimenez
Vince Joco
Mary Johnson
Manuel Jotie
Timothy Kaminski
Frank Kaparic
Vincent Kaparic
Steven Kelly
Timothy Kennedy
Nalani Keopuhiwa
Gary Kern
Jae Kim
Paul King
Steven King
Leslie Kinsey
Jerry Kittrell
Erik Knowles
Jeffrey Koehler
Allen Kosmalski
Paul Kozar
George Kozlik
Michael Kremer
Stephen Krolik
Perry Kuey
Andrew Kurup
Denton Labar
Hung Lai
James Landry
Geoffrey Langford
Christopher Lapid

John Larkin
Ronald Laughlin
Donald Lavigne
Tinh Le
Dennis Lee
Wade Lewis, Jr.
Benjamin Liemandt
Andrew Lima
John Lindsay
Lynzetta Lindsey
William Lofton
Jesse Loftus
Daniel Lopez
German Lopez
Gerardo Lorenzo
James Lovell
Michael Lyons
Danny Macahilas
Matthew Macelt
Alvaro Macias
Conrad Macy
Kevin Maguire
Gregory Mann
Ramon Marquez
Scott Martin
Arnold Martinez
Frank Martinez
Janie Martinez
Ronald Martinez
Thomas Martinez
Rowell Mateo
Billie Sue Matchke
Keith Maurice
Hugh McCowat
Anne McCoy
Rebecca McDaniel
Daniel McFadden
Charles McFry
Allen McKey
Lorenzo Medina
Louis Medina
Laurel Mendoza
Celestino Menguita
Xavier Mercado
John Merino
Joseph Metzendorf, Jr.
David Miller
Larry Miller
Jessie Mina
Bryant Mitchell
Troy Monaghan
Dennis Moniz
Dominic Montes
Mario Monzon
Eric Moon
Blaine Moore
Gladys Moore
Timothy Moore
Tommy Moore
Carl Moraleja
Andrew Morales
Loderico Morales
J. Daniel Morin
Eric Movido
Ryan Multerer
Henry Mundwiller, Jr.
Joshua Murphy
George Nacker
Johnny Napalan
Josef Neumyer
James Nielsen
Hue Nguyen
Steve Nguyen
Ben Noble
Carlos Normandia
Bryan Ochoa
Bruce Odell
Andrew Ortiz
Juan Otamias
Joselito Pangilinan
David Parrish
Francisco Pasallo
Kenneth Passerrelli
Gail Patacsil
Reynaldo Patricio
Clifford Patterson
Raymond Paulson
Larry Payoyo
Peter Perez
Frank Petruzzi
Richard Pfeiffer
Thong Pham
Liem Phan
Rustico Pizarro
Mark Pohlman
Joseph Pollard
Kevin Porter
Milandro Portillo
Michael Potts
Michael Prochnow
Florentino Quisay
Brigido Ramos
Efren Ramos
Remigio Ravalo
Sergio Rayle
Titus Reed
Michael Rhoney
Emelito Ricasta
Robert Richardson
Jamie Riddle
Steven Roberts
Melony Robertson
John Robinson
Tommy Rocha
Joann Rodgers
John Rodriguez
Scott Rogerson
Ronald Rolka
Debra Rosen
Alex Rosete
Karl Roundy
Arthur Ruiz
James Russell
Richard Samonte
Gregory Samplawski
David Sanchez
Jerry Sanchez
Christina Sandoval
Dustan Sandoval
Guillermo Sandoval
John Santos
Ray Santos
Noly Sapinoso
Steven Satterthwaite
Timothy Savage
Maziar Sefidan
Eugene Shade
Carl Shelley
David Shrigley
Everett Silva
Andrew Simon
David Smith
Michael Smith
Peter Solari
James Sorrells
Michael Staggs
Carl Stevens
Karyes Stockdale
Ralph Stroud
Gerald Swope
Julie Tastet
Alice Taylor
Rolando Telebrico
Michael Tena
Kham Thai
Michael Their
William Thibedeau
Anthony Thompson
Gary Thompson
Russell Timothy
Duane Tipton
Irvin Torian
Teodoro Torres
Brian Trout
Clemente Tumbaga
Wilfredo Tuscano
Joseph Uybungco
Cesar Valdivia
Charlie Valenzuela
Karen Vallario
Daniel Vega
Ray Velunta
Charlie Verdejo
Hector Victa
Maria Villagomez
Luis Villagran
Celesti Villalpando
Jodi Visosky
Benjamin Vitug
Phillip Vu
Deborah Warburton
Donald Ward
Steven Weigelt
John Weitz
Elizabeth West
Lincoln Westerlund
Gerald Westphalen
James Wheeler
Philip Wilkins
Leroy Williams
Sandy Williams
J. Steve Williford
Donald Willis
Seth Winkelman
Brent Wolf
Russell Wong
Terry Wong
William Wooldridge
James Yakes
Denzil Younce
Craig Young
Ralph Ziegler

Productivity Recognition Program

Employee of the Month

Robert Amaichigh
Steven Banks
John Brenner
Richard Burris
Shannon Covington
Eduardo Crescini
David Dielman
Rogue Dixon
Giong Duong
Pedro Fuentes
Donald Harrison
Gaylord Holck
George Houser
George Jaime
Michael Johnson
Jerry Kittrell
Benjamin Liemandt
Robert Locke
Jaime Nickel
Marshell Owens
Marcelino Reyes
Scott Rogerson
Guillermo Sandoval
David Schiffner
Stephen Swall
Michael Talton
William Tang
Susan Tran
Theodore Williams

Employee of the Quarter

John Brenner
Linda Guerra
Robert Locke
Ian Okada
Kenneth Plunkett
Terri Reynolds
Ruben Terrones
Ken Washburn

AWARDS Applause

Sick Leave Is Money

Mohsen Ahmed
Michael Albert
Paulo Arandia
Frederic Asuncion
Richard Ayala
Richard Bitting
Joseph Bonilla
Kenneth Boone
Shawn Bowe
Chad Bright
Joseph Caoile
John Casey
Kurt Caudy
Christopher Clayton
Steven Coffey
Christopher Colvin
Marilyn Contreras
Michael Cooper
Mark Corbilla
Arthur Cross
James Davis
Albert Delmar
Joseph DeMartino
Reginald Donaldson
Gil Duenas
Margerie Dus
Rex Ellis, Jr.
Douglas England
Michael Evans
Evangelina Everhart
Daniel Fischer
Matthew Fort
Gregory Gemlo
Gene Graves
Russell Green
Frank Guerrero
Tedskip Guinto
Peter Guzman
Duane Halfman
Glenda Hall
Steven Hardy
Donald Harmston
Earl Hatch
Horace Hill, Jr.
Leandro Hocson
Richard Holland
James Horsfall
Danny Howard
Leonardo Ilog
David Jackson
Thomas Jarvis
Jose Jimenez
Victor Juarez, Jr.
Frank Kaparic
Robert Keim
David Kelly
Morrell King
Audrey Lane
Don Lee
Kam Leung
David Lindsay
Jesse Martinez
Marites Martinez
Martin McKay
Jerry Mendiola
Kenneth Moen
Arturo Montalvan
Jameson Montgomery
Gilbert Moreno
Arthur Morton
James Mundell
Eric Munson
Charles Niergarth
Bruce O'Dell
Mark Ohler
Sean O'Leary
Charles Parker, Jr.
Roy Parkhurst
Kenneth Passerrelli
Erleen Paus
Gene Peters
Frank Petruzzi
David Pham
Harris Pham
Thomas Phan
Richard Plant
Karen Polk
Christine Resch
Jarvis Ringstad
Larry Rhodes
John Rodriguez
Christopher Root
Naidl Rowena
William Russell
Marcos Salazar
Danny Sanares
Eddie Simmons, Jr.
James Simon
Edward Smith
Robert Stephens
Hao Thai
JB Thurmond, Jr.
Donald VanGundy
Patrick Walker
Diane Waltman
Edward White
Allan Williams
Martin Wolk
James Yaeger
Craig Zulim

Time-off Award

Richard Alvarez
Charles Ankerberg
Noah Apgar
Mark Atanasoff
Ernesto Avina
Zolito Balleser
Gilbert Benitez
James E. Davis
Edward Fisher
Anthony Giles
Kyla Griffin
Jose Inigo
James Jaggers
Antonio Julio
Wendell Labran
Jennifer Lattuca
Donald Lavigne
Dina Koza
Ernesto Martin
Roberto Martin
Dorothy Mason-Dain
Michael May
Robie Meeks
Richard Miller
Royce Moke
Arturo Molina
Henry Montoya
Norman Morgan
Antonio Nery
Howard Rodgers
Joann Rodgers
James Tapetillo
Arnaldo Taya
James Taylor
Richardo Valentino
Daniel Vega
Gabriel Velasquez
Celestino Villapando

Civilian Promotions

Alvin Apilado
Paulo Arandia
Patrick Archer
Stephanie Archer
Raymond Arellano
Amado Aviles
William Baez
Nestor Bariuan
Blitz Barrera
William Baughman
Christopher Bentley
Rainier Bernardo
Jonathan Black
Keith Borror
Shawn Bowe
David Brown
August Cade
Darrell Carlton
Allen Chang
Johnny Diaz
Romeo Dumlao
Renee Eller
Javier Escobales
Joseph Espinoza
Rebecca Ferguson
Alfonso Fernandez III
Oussam Filali
Bobby Fitzsimmons II
Earl Frazier III
Dean Frazine
David Fulbright
Ryan Galapir
Linda Garcia
Brandon Gemlo
Adam Gergen
Kyla Griffin
Julie Gordon
Quirino Gutierrez
Duane Halfman
Kristopher Helsing
Albert Hewitt
Ollie Hubbard
David Hutchison
Leonardo Ilog II
Darylle Jackson
James Jackson
Jennifer Jenkins
Craig Kane
Vincent Kaparic
Timothy Kennedy
Terrance Kenney
Adam Kimmerly
Donald Klass
Jonathan Lacy
Todd Lamoureux
Audrey Lane
Jennifer Lattuca
Sean Lee
Michael Lemley
Jimmie Little
Raymond Lujan
Matthew Macelt
Lorie Macias
Gavin MacKenzie
Maryann Manalili
Jorge Mancilla
Philip Manzano
James Markle
Frank Martinez
Jennifer Martinez
Rowell Mateo
Shawn McSweeney
Alexander Mejia
Jerry Mendiola
Roger Mikulec
Alexandere Mladenov
Cary Mocanu

Kenneth Moen
Fausto Molina
Jonathan Moore
Charles Morris
Devonie Morrow Jr.
James Mundell
Sarah Mundwiller
Khoa Nguyen
Thanhlan Nguyen
Mark Ohler
Patrick Orcales
Philip Ostrander
Gregory Patterson II
Jason Payne
David Perko
Derrick Pettit
Donald Potenza
Lilibeth Quijencio
Jonathan Ramba
Fernando Ramirez
Efren Ray
Kenneth Redman
Paul Reschke
Alejandro Reyna
Shirley Rodgers
Edgar Romeo
Hector Romeo
Jeoffry Ross
James Russell III
Marcos Salazar
Brian Sanders
Dustan Sandoval
Nayarit Santoyo
Kenneth Sanzotera
Noly Sapinoso
Jennifer Showalter
Michael Stanley
Dennis Tagulao
Rick Talamantes
Mark Thaidigsman
Joymarie Thomas
Richard Thompson II
Kenneth Ticaric
Crystal Tijerina
Brianna Timothy
Paul Toledo
Michael Tomas
David Triglia
Mary Vilicich
Phillip Vu
Mark Watkins
Heidi Wilson
Ashley Young
John Young
Greg Zulim
Fernando Zunigasandoval

Civilian Retirements

Wayne Beach
Richard Brady
Lee Cowling
Roseanne Craddick
Esteban Cruz
Stevan Diamond
Dominador Domil
William Goodwin
Harry Harmer Jr.
Adam Henderson Jr.
Leo Ibasco, Warren Johnson
Kevin Kearns
Thomas Mitch
Babgaunda Patil
Earl Smith
Melvyn Stewart
Guy Theriault
Charles Tomlinson
Quang Trieu
Linda Vasquez
James Wheeler
Jerry Yakel

Military Retirement

PRC Jose Arendon
ET1 Joaquin Arivzu
AZ2 Kevin Oneil.

Team Members Receive Sheepskins

These Fleet Readiness Center Southwest members have received or will receive their college sheepskins this year. The Class of 2007 includes:

AZ1 (AW) Joshua Alcazar: bachelor's degree in business administration management, University of La Verne.

SK1 (SW) Arturo Baluyut: bachelor's degree in criminology, University of La Verne.

ASCS Pablo Contron: bachelor's degree in business administration, National University.

Lt. Peter Crescenti: bachelor's degree in organizational management, University of La Verne.

AT2 (AW/SW) Tyler Davies: bachelor's degree in organizational management, University of La Verne.

AW1 (AW) Joshua Dietrick: bachelor's degree in professional aeronautics, Embry-Riddle Aeronautical University.

AD1 (AW) Jasper Garcia: bachelors degree in professional aeronautics, Embry-Riddle Aeronautical University.

SK2 Kirby Harrison: bachelor's degree in workforce education and development, Southern Illinois University.

AT3 Paul Hipolito: bachelor's degree in professional aeronautics, Embry-Riddle Aeronautical University.

AD1 Phouvilay Insixiengmay: bachelor's degree in professional aeronautics, Embry-Riddle Aeronautical University.

AT2 (AW/SW) Richard Maylone: associate's degree in electronic technology, Coastline Community College.

AS2 Candice Moore: associate's degree in aviation electrical technology, Coastline Community College.

Mr. Alexander Oliver: bachelor's degree in business management, University of Phoenix.

AMCS (SW/SW) Teodorico Presbitero: bachelor's degree in professional aeronautics, Embry-Riddle Aeronautical University.

Mr. Charles Soper: bachelor's degree in business administration, University of Phoenix.

Lt. Roy Turner Jr.: master's degree in business administration, Naval Postgraduate School.

AS3 Eric Seyller: associate's degree in professional aeronautics, Embry-Riddle Aeronautical University.

AS2 (AW) Joselito Velasquez: bachelor's degree in professional aeronautics, Embry-Riddle Aeronautical University.

Lt. Eric Walker: bachelor's degree in organizational management, University of La Verne.

AEAN Matthew Wilcox, bachelor's degree in organizational management, University of La Verne.

Mr. Reginald Woods: bachelor's degree in business management, University of Phoenix.

SK2 (AW) William Wright: bachelor's degree in criminology, University of La Verne.

ATC (AW/SW) Matthew Zupetic: bachelor's degree in applied technology in electronics engineering technology, Thomas Edison State College.

Fleet Readiness Center Southwest &
In Service Support Center North Island
present

Teammate Appreciation Event

June 29, 2007
1000 - 1300
Building 460 Tarmac

- Lunch
- Chili Cook-off
- Entertainment
- Recognition items
- Information booths
- and much more!

(Badge required to participate)

Also celebrating FRCSW's workforce diversity
by combining with

American Heritage Day

"Diversity - Foundation of our Nation"