



FRC SW ALMANAC

Volume 3 No. 1

Published for members of Fleet Readiness Center Southwest

May - June 2009



Foundry and Drop Hammer
Making an Impact on Production

From the Skipper:

Dear FRCSW Teammates:

As I'm typing this column I'm listening to "The Heat is On" by Glenn Frey and thinking that it describes this time well.

Memorial Day will be here soon and that kicks off the "101 Days of Summer." If that's a time when you head to the beach, the zoo, or the desert, please pause a moment and remember those members of the Armed Forces who have made the ultimate sacrifice--for that is the true meaning of the holiday.

For all of us, it's important to remember that the onset of summer means we need to take measures to ensure we safely enjoy our free time. Use caution around the barbecue, don't forget the sun screen, check tire pressures, use life preservers, make sure you stay hydrated--you get the idea. We know what to do, let's make sure we do it.

There's also a reason to keep our energy level high around the plant. We have entered our official evaluation period for AS9100/AS9110 certification and registration. Our registrar was on site for the initial document review and will return in July with a team for a week-long evaluation. We are making great progress toward our goal but our registrar gave us a "to do" list of items that must be corrected prior to July. I know we'll pull together and make it happen.

How special is this goal? There are only three military activities in the United States with an AS9110 certification--and none of them are Navy. This certification is a "must do" to ensure we maintain our "world-class" reputation.

It's also a busy time across the product lines.

Hornets are ramping to create capacity for the High Flight Hour bulletins, the E-2/C-2 team is doing a new glass cockpit mod on the C-2 and will receive a crash damaged E-2 in the future to repair.

The helo line is growing as the H-60 population grows and as the Marines send more products our way. We are also working to establish new partnerships for the Components Program, and at the same time, dynamically dealing with workload adjustments due to the reduced funding in the Flying Hour Program.

Manufacturing and Defense Logistics Agency North Island are working through challenges to ensure we have a high velocity manufacturing process and stocked Focus Stores.

Field Service is in the spotlight with their innovative Harrier work in Yuma and doing a superb job. Like the music says, "The heat is on!"

As we learned in our High Performance Organization training, leadership is required in each of us to create a high performance outcome. It's also a good time to take an assessment in this area, both personally and professionally:

- Personal leadership -- am I taking care of myself (physically, emotionally, spiritually) and ensuring I'm prepared today and for the future? How am I doing in upholding the Navy's Core Values of honor, courage, and commitment?
- Professional leadership -- am I working together with my team toward a common goal and are we embracing the shared values we've discussed and developed? Am I honing my management and technical skills for the future? Am I working with my team to identify areas where we need to use the tools we've learned to drive change and ensure a "world class" outcome?

Great answers come from great questions. Let's continue to ask great questions--and lead our teams at all levels to great answers.



Capt. Michael Kelly

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

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

FRCSW ALMANAC

May - June 2009

Features

- 7 ENVIRONMENTAL SOLAR CART**
Solar cells aid in cost savings
- 8 AVIATION MAINTENANCE COMPETITION**
Team FRCSW at Aviation Expo in Vegas
- 10 MH-60 SEAHAWK COMMON COCKPIT**
FRCSW chosen to service avionics suite
- 16 DLA NORTH ISLAND STAND-UP**
Focus on centralized support

Departments

- 4 COVER STORY**
- 6 SPOTLIGHT**
- 18 AWARDS**

Photo by Jim Markle

FLEET READINESS CENTER



COMMANDING OFFICER

Capt. Michael Kelly

EXECUTIVE OFFICER

Capt. Fred Melnick

COMMAND FRAUD, WASTE AND ABUSE HOTLINE
(619) 545-3719

COMMAND PRICE CHALLENGE HOTLINE
(619) 545-4175

DoD FRAUD, WASTE AND ABUSE HOTLINE
1-800-424-9098

JOB INFORMATION

(619) 545-1819

WORK SCHEDULE STATUS/ SPECIAL INSTRUCTIONS IN EMERGENCIES

1-866-269-6590

BUSINESS ETHICS/ STANDARDS OF CONDUCT COUNSELOR

(619) 545-2929

COMMAND ADDRESS

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

FRCSW WEBSITE

<http://www.frCSW.navy.mil>

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

FRCSW ALMANAC

Staff

PUBLIC AFFAIRS OFFICER

Steve Fiebing

EDITOR

Jim Markle

PUBLIC AFFAIRS SPECIALIST

Terry Moran

GRAPHIC ARTIST

Chuck Arnold

PHOTOGRAPHERS

Joe Feliciano
Scott Janes

FRCSW ALMANAC is an authorized publication for members of the Department of Defense. Contents are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of Defense, or the U.S. Navy. Contributions are welcome, but the Commanding Officer and editor reserve the right to correct, edit, and omit material as necessary to conform to editorial policy. FRCSW ALMANAC is printed from appropriated funds in compliance with NPPR P-35 Rev. Jan. 1974.

About the Cover

Aircraft sheet metal mechanic Charlie Greer operates a drop hammer in the foundry shop in Building 65 to create an aluminum alloy exterior "skin" for an F/A-18 Hornet.

Photo Illustration by Chuck Arnold



Aircraft sheet metal mechanic Charlie Greer prepares an olive sand mold.



To create a die, metal forming machine operator Earl Smith, left, and aircraft sheet metal mechanic Ken Redman III pour Kirksite, an alloy of aluminum, copper and zinc, into a sand mold.



Metal forming machine operator Earl Smith skims the Kirksite in the sand mold.



Aircraft sheet metal mechanic John McDonald lines the frame of the drop hammer with a metallic protective cushion.



Made from Scratch: FRCSW Foundry Shop Creates Vital Aircraft Parts

By Jim Markle, Photos by Joe Feliciano

Some aircraft inducted into Fleet Readiness Center Southwest (FRCSW) require more than routine maintenance and repairs. The immediate replacement of parts like rudders and brackets are equally crucial to keeping the fleet's aircraft mission ready.

Because many aircraft parts are not readily available, FRCSW boasts a manufacturing program that enables it to reproduce parts, often within a couple of weeks.

"Almost any aircraft part that's metal and can be manufactured, can be made here," stated aircraft sheet metal mechanic Charlie Greer. "We can manufacture components from metals like aluminum, titanium, steel, and stainless steel."

Assigned under the Industrial and Mobile Facilities Branch (IMFB), Greer is joined by fellow aircraft sheet metal mechanics John McDonald and Ken Redman III, and metal forming machine operator Earl Smith in the foundry shop in Building 65.

The artisans use two primary hydraulic tools to manufacture aircraft parts: the drop hammer and the hydropress.

"A customer will give the part number of what they want made to their evaluator and examiner. That person contacts the IMFB planning and estimators in Building 472 who determine if the part is made with the drop hammer or hydropress," Greer said.

Redman said a part commonly created by the drop hammer method is the exterior "skin," or aluminum alloy, of an F/A-18 Hornet which has undergone the Center Barrel Replacement Plus Program.

To make aircraft components using one of the foundry's three drop hammers, the artisans create a plaster mold using a sample part. The procedure is less expensive and time consuming than creating the part from a blueprint.

The plaster mold is cast into an olivine sand mold. Olivine, a mineral, is used because its expansion characteristics create a smoother casting as opposed to common silica sand.

"We use Kirksite, an alloy of aluminum, copper and zinc, that's heated to about 700 degrees and pour that into the sand mold. This produces a metal mold that is called the 'die,'" explained Redman.

Another die, made of lead, is created and attached to studs at the top portion of the drop hammer. A piece of sheet metal, or other material the part is to be made of, is placed between the dies and the drop hammer adjusted to the impact needed to form the part.

"One die is 'male' and the other 'female.' Most of the parts made this way aren't size critical, so they're slightly larger and trimmed because each aircraft is different and needs a custom fit," Smith said.

"If we receive a discrepancy note on a part from the customer, which is rare, then we contact the engineers here who make the determination as to how best to correct the issue," McDonald noted.

Once cast, the dies are stored and used to make reordered parts. Last year 60 new dies were made, increasing the shop to more than 750 varieties. Some dies weigh up to 15 tons and are moved via overhead crane.

To make smaller items, like brackets and angles, the artisans use the hydro press machine. The machine is typically used to make copper, aluminum, steel, and titanium parts.

"The hydro press makes parts over a form block which is made from a blueprint that is converted on a computer-aided-design to a flat pattern," Greer said.

"Artisans in Building 472 make the form blocks from wood. The metal to make the part will be placed on the formed block and a piece of sheet metal is placed over that as a precaution. The top half of the hydro press has four inches of rubber attached to it and can exert up to 2,800 pounds of pressure per square inch on the block," McDonald said.

"When the part is made it goes to the clean shop, then to heat treatment. From there, it goes to the sheet metal shop where final adjustments are made to get the part to blueprint specifications. When that's done, it goes back to the clean shop before going to the paint shop for priming and painting. Then it is sent to the customer," said McDonald.

"Everything the Navy has on its aircraft carriers is what we work on. We've also made parts for the mobile facility vans, and we've made the dies and aluminum parts for the large shrouds that house the fans of the hydroplane landing craft at Camp Pendleton," Greer said.

In addition to aircraft parts, the foundry shop also makes plaster dies for tool creation at the fiberglass shop in Building 250, Redman said.

Fall Protection Harnesses

FRCSW Safety Bolsters Fall Protection Program

By Jim Markle

To repair and perform maintenance on the airframes they service, Fleet Readiness Center Southwest (FRCSW) artisans must have access to all areas of an aircraft, including the top of the fuselage and tailfins.

The fuselage height of some aircraft, like the C-2 Greyhound transport, is over 16 feet. To safely reach these areas, the FRCSW fall safety program focuses on developing safer and better workstands.

A recent directive from Commander, Fleet Readiness Centers, addressed an Occupational Safety and Health Administration (OSHA) standard that requires the command safety program to install safety harnesses to minimize the risk of injury to artisans who work atop or climb on aircraft in the performance of their jobs.

Specifically, the OSHA standard mandates that some type of fall protection be required for workers when they are at a height of four feet or more above the ground.

FRCSW occupational safety and health director Tommy Dowdy said, "We're increasing the fall protection every place where we have aircraft, including the flight line. Though we're still working to improve and get additional workstands, we needed to look at an avenue to meet the OSHA standards as an acceptable practice that would be short term."

Safety harnesses are earmarked for artisans who service the F/A-18 Hornet in Buildings 94 and 378; two bays in the paint facilities; and Building 460 for work on the E-2C Hawkeye and C-2A Greyhound, according to certified fall protection specialist Dina Koza.

"The facility staff is installing the harnesses, and we'll have more than 100 positioned throughout the work centers. Building 308 has adequate wrap-around stands for the SH-60 Seahawk helicopter, so they aren't slated for these," Koza stated.

"These (harnesses) may be used long-term in some areas, like in Building 94, for example, where there isn't room to accommodate stands due to lack of space," Dowdy noted.

The full-body harnesses are made of nylon and polyester, and can handle up to 420 pounds including tools, according to harness manufacturer DBI-SALA.

Harnesses are available in two configurations: a retractable device, or safety rope.

AIRSpeed teams assigned to work centers scheduled to receive the harnesses will work with Koza to determine the most efficient installation and type for their environment.



Aircraft electrician Joe Ellis tries out the fall protection harness as he climbs atop the fuselage of an F/A-18 Hornet in the Building 94 Hangar. *Photo by Joe Feliciano*

Inspections to the retractable and rope harnesses will be performed every six months, Koza said.

"We have six safety specialists. Each one is assigned to specific buildings and they look at all safety aspects when they are in a space. If fall protection is in their building, then part of their normal routine will be to inspect those areas or related equipment," Dowdy noted.

Artisan training in the use of the harnesses will include a safety inspection routine which will be a standard procedure prior to each use, Dowdy said.

"There's risk in everything. In the last five years we've had four falls with minor injuries. We're not saying that this will keep them injury free if someone falls while working on top of an aircraft. What we're saying is that this is designed to keep them alive," Dowdy said.

Installation of the harnesses should be completed by late summer.

"In some areas, this will be a change of work habits," Dowdy added.

According to the U.S. Department of Labor, more than 1,600 American workers lost their lives in work-related falls in 2006 and 2007. ▲

FRCSW Environmental Cart Gets Solar Powered Kick

By Jim Markle, Photos by Joe Feliciano

The environmental program office within the Industrial Relations Compliance Department has gone “green.” In January, the environmental program installed a solar panel atop one of its two electric carts to decrease the amount of time and money spent recharging the vehicle’s battery.

“We had this (solar panel) idea around last November; so (environmental engineer) Dan Conley researched it and found a solar panel conversion kit on the internet. It cost \$1,500. Different kits are available for the most common golf cart brands,” said FRCSW deputy director for Industrial Compliance Operations Department Michele Marien.

According to its manufacturer, Sunray, a standard electric cart with a solar panel conversion will gain approximately 30 percent in distance on a single battery charge.

Previously, the golf cart required charging at least once a week; but that dropped to just once in the first five weeks of operation following the conversion, Marien noted.

The solar panel has a 20-year lifespan and can provide up to three amps to the cart’s 48-volt battery.

Weighing approximately 34 pounds and about six feet in length, the panel was installed on the cart in roughly four hours by electricians from the support equipment shop (SE).

“The only issue we had was using a different mounting bracket than what came with the kit. That was really no problem at all,” said SE shop project officer Lee Gochnour.

Marien said the modified cart, “can do the same speed as any electric cart and doesn’t require any special maintenance. So far, this (solar panel) seems to be working really well and we’re very happy with it.”

“I think we may buy another one,” Marien added. ▲



Environmental engineer Mark Weir parks the environmental program office’s golf cart which was recently augmented with solar power. The solar conversion is expected to gain a 30 percent increase in distance from a single battery charge.

Photo by Joe Feliciano



FRCSW Teammates Join Top Finishers in Maintenance Competition

By Jim Markle, Photos by Brant Brockett



AM2 Saamar Elliott inspects an aircraft flight control cable during the Aircraft Maintenance Professionals Society's 2nd Annual Maintenance Skills Competition held at the Las Vegas Convention Center in March.

Competing against some of the best in the aircraft maintenance industry, Fleet Readiness Center Southwest (FRCSW) captured third place in the Aircraft Maintenance Professionals Society (AMPS) 2nd Annual Maintenance Skills Competition March 10-12 in Las Vegas, Nev.

The event was held in conjunction with the AMPS-sponsored Aviation Industry Expo at the Las Vegas Convention Center. The AMPS promotes the craft of professional aircraft maintenance technicians, and opens the competition to student and licensed airframes and power plant mechanics and U.S. military personnel.

The FRCSW team made up of three Sailors and four artisans went head-to-head with aircraft technicians from Continental, American and American Eagle Airlines; Aviation Institute of Maintenance; Crimson Technical College; Transport Workers Union Local 565 of Bedford, Texas; the Aeronautics Division of the Colorado Department of Transportation; and the U.S. Air Force. The competition was divided into 12 maintenance events spread over the three-day period.

Organizations were allowed to have more than one team. The Air Force and American Airlines had three teams each.

“We were the only team from the Navy, and there were a total of 15 teams from nine separate organizations. Each team had five members and two alternates,” said FRCSW team captain Chief Aviation Structural Mechanic Steve Flemens.

Flemens said the FRCSW team was established about two months prior to the competition. They used that time to prepare for the various events, which were posted on the AMPS website.

“The maintenance skills handbook on the AMPS website gave a brief outline of the requirements, the different events of the competition, and related manuals,” said Flemens.

“Other than referencing those manuals, we had no training on the auxiliary power unit inspection or the Gulfstream IV main wheel and brake assembly. And in some other areas, like flight control rigging, our training was minimal,” said Flemens, “but our team had an enormous amount of maintenance experience.”

Because the competition solely targeted the commercial aircraft industry and focused on Boeing and Gulfstream platforms, the FRCSW team did not have access to components used in the events to train on prior to the competition.

Training for the competition covered all events including the safety wire and Charles E. Taylor portion. The teams were quizzed on the life and accomplishments of Taylor, who designed and built the first engine used by the Wright brothers, and is considered by many to be the first aviation mechanic.

“Teams were given 20 minutes to complete a task. Tasks were assigned to one technician and the team coach. If the task was completed properly and 100 percent correct within the allotted time, the goal was achieved; but if something was missed, time was added,” explained advanced composite fabricator Renee Eller, who served as the team coach.

“Our safety wire training included hard wire identification. We were given an ‘A-N’ or identification number, then tasked to find the corresponding part. Scoring for all of the events was based on speed. For example, in the hardwire ID, time was added to the team’s score for every part that was mismatched. On the Charles E. Taylor exam, three minutes were added for every wrong answer,” said Eller.

Of the 12 events, only the hydraulic pump and tachometer generator removal and installation were judged as a team effort.

With a 40-minute time limit, it was the longest event; but not the most difficult, according to Flemens.

“The most difficult competition was the technical publications research; we were completely out of our element because these dealt with federal aviation regulations, and we don’t deal with those. The second most difficult was the rigging,” Flemens said.

The rigging event involved attaching and adjusting cables of rudders and ailerons (hinged controlled portions of aircraft wings that control an aircraft’s roll, pitch and yaw), Eller said.

“We don’t do this (rigging) on a daily basis at FRCSW. Some of the Sailors here may have experience with this on the P-3 (turbo-propelled patrol aircraft) and similar platforms,” Flemens said. “But we were 100 percent savvy on safety wiring, hardware identification, composite repair, and electrical troubleshooting.”

Joining Flemens and Eller, FRCSW team members AE1 Robert Padilla, AM2 Saamar Elliott, aircraft mechanic Leo Asis, and avionics technicians Derek Urch and Pete Sickinger completed the competition in five hours and seven minutes, approximately two hours behind the first place finishing team from American Airlines.

FRCSW training director Brant Brockett said the command will send another team to the competition next year, with the possibility of sponsoring a composite crash test event.

“Next year we’re pushing to incorporate some military aspects; perhaps a T700 engine, or components from military platforms,” Flemens said, “And we want to have the team established six months prior to the event.

“Hopefully we can start networking before the event to get hands-on practice on specialty items, like tachometers. If we can tap into more sources that we’re not so familiar with, that will really help.”

“When we return, we want to personify the professionalism that the integrated military and civilian U.S. Navy workforce has, and to show what the military service provides,” Flemens added. ▲



Aircraft mechanic Leo Asis, left, and AE1 Robert Padilla inspect the auxiliary power unit of a Gulfstream IV jet aircraft as part of the Aircraft Maintenance Society’s 2nd Annual Maintenance Skills Competition held at the Las Vegas Convention Center in March.

FRCSW Gears Up to Service Seahawk Common Cockpit

By Steve Manganeli

Based on its avionics repair work record, Fleet Readiness Center Southwest (FRCSW) was recently chosen by the Navy to service the common cockpit (CC) avionics of the MH-60R and MH-60S multi-mission Seahawk helicopter series.

The CC avionics suite is a group of 13 avionics items common to the two helicopter platforms, and should not be confused with the legacy SH-60B or SH-60F Seahawks which are often seen undergoing planned maintenance interval work in Building 306 aboard FRCSW.

The MH Seahawk avionics suite will be FRCSW's first foray into modern "glass cockpit" avionics repairs, and will bring the command to the forefront of electronics repair technology. Lockheed Martin Systems Integration will provide all CC special test equipment.

Once funding, workload priority, and sub-tier supplier cooperation is established, FRCSW will receive the flight management, mission, and audio management computers; the CC relay assembly and the communications system controller as the first of the 13 CC items to be serviced.



FRCSW artisans will use the Consolidated Automated Support System to test the weapons replaceable assemblies (WRA), or the “boxes” that hold circuit cards, of the flight management, mission and audio management computers. The computers relay data from components that indicate airspeed, heading, engine, and other vital information to the flight crew.

A bench top PC-based tester identical to that used by Lockheed Martin will test shop replaceable assemblies (SRA), typically circuit cards, of the flight management and mission computers.

To isolate primary faults within the audio management computer, artisans will use general purpose test equipment, and to test the computer’s circuit cards, a Terrydyne Spectrum automatic test set will be used. All equipment is the same used by the computer’s manufacturer.

There are key advantages to utilizing the same testing equipment and procedures as those of the manufacturer: The hardware and software needed to run the equipment already exists, as does the technical data required to run the tests, and there is no need to develop these or the associated manuals and instructions.

As the CC avionics program progresses from deployment through obsolescence, the advantage of using the manufacturer’s testing procedures allows for manufacturer support to FRCSW to continue in a manner not possible had an alternative testing program been selected.

Since many electronic elements and microprocessors have a design life of three years, components of the audio management computer, for example, are already undergoing modifications, even though fewer than half of the units have been installed in the helicopters.

The micro-miniature repair area in Building 463 has been refurbished to receive the CC workload and is awaiting the installation of new, state-of-the-art equipment for circuit card repairs which should be completed by late summer.

In addition to equipment, personnel training is also critical to achieving depot capability for these complex systems.

Three, four-week training sessions will educate three artisans and engineers at each of the CC testing equipment manufacturers. The training will target equipment operation, troubleshooting, and repairs.

The training teams will return to FRCSW for two more weeks with diagnosed, but unrepaired, components to verify the findings on duplicate equipment installed here and perform the repairs.

The final repairs will also prove-out router documents used to identify items for repair and the procedures and steps used in the repair, verify workload standards, and allow quality assurance and other support groups to “walk the process” to ensure FRCSW is ready to assume CC repairs.

FRCSW anticipates the CC workload to begin next summer. ▲



An MH-60R Sea Hawk helicopter from the “Raptors” of Helicopter Maritime Strike Squadron (HSM) 71 prepares to land aboard the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74).

*U.S. Navy photo by Mass Communication Specialist 3rd Class
Walter M. Wayman*

Fleet Readiness Center Personnel Lead River Cleanup

By Eiji Yamashita, Illustration by Chuck Arnold

Rick Krick is a sentimentalist. As he strolls along the shrubby banks of the Kings River north of Lemoore, Krick likes to recall and tells a story about his favorite spot where he and his wife, Deborah, watched the sunset together on their first date many years ago.

That was long before the river became a prime location for illegal dumping.

No matter where they turned, visitors were greeted with heaps of trash -- anything from broken mattresses to hydraulic oil cans to discarded tires.

To Krick, the issue is personal.

"My wife and I still come to the river often to watch the sunset -- it's our time alone," said Krick, a Lemoore resident. "But when you're watching it next to (trash), it's not very pleasant. Not only does it make me angry, but it also makes me want to get involved."

So Krick decided to take matters into his own hands.

With the blessing of his boss, Krick, an aircraft examiner at Naval Air Station Lemoore, spends much of his spare time -- on and off work -- recruiting volunteers to help clean up a stretch of Kings County's only river and natural scenic route.

On March 14, the cleanup took place. Krick urged community residents to join sheriff's deputies and Navy personnel in sacrificing their Saturday morning for a good cause.

Just six weeks into organizing, Krick already received widespread support.

Kings County Sheriff Chris Jordan agreed to dedicate deputies to help.

Support also came from the Board of Supervisors. Kings County's waste management authority agreed to provide containers, and waived fees for trash that was collected during the cleanup, as long as it was segregated.

And his own boss, Jameson Montgomery, F/A-18 production manager, Fleet Readiness Center Southwest, also a Lemoore resident, was fully on board with Krick's cause. In fact Montgomery said he was so motivated that he had gotten Cmdr. Lance Massey, commanding officer, Fleet Readiness Center West, involved.

"People think to themselves, 'If I just flick this cigarette butt over here, it's not going to be a big deal.' Multiply that by 10,000, and all of a sudden, you've got an issue," Montgomery said. "Everybody contributes to the problem whether they realize a lot of times or not. People toss out Coke cans or paper bags. That contributes to the whole problem."

Krick and Montgomery's efforts are registered with the American National River Cleanup, with an eye toward making it an annual event.

In the long term, they want to influence the county to provide more surveillance, putting out larger signs to increase public awareness, and discourage illegal dumping and stricter enforcement.

"This was a chance for the community to come together, not point any fingers, to clean up the mess that some of us inside the community have caused," Krick said. "And from here, we'll go for prevention and an annual cleanup."

Editor's note: Reprinted with permission. Mr. Eiji Yamashita is the senior reporter for The Hanford Sentinel.

Your Link to FRCSW Information: "All Hands"

Fleet Readiness Center Southwest personnel are reminded that the "All Hands" link on the Horizon website serves as an immediate source to a variety of information from human resources issues to Morale, Welfare, and Recreation announcements.

The site may be accessed through any FRCSW computer at:

https://horizon.navair.navy.mil/all_hands/index.html

Almanac Readership Survey

Here's your chance to tell us how we're doing.

Two years ago, the Public Affairs Office created the Almanac to replace the DepotTalk.

We want to know what you think about the Almanac and our efforts to bring you interesting stories with plenty of visuals. We're interested in knowing more than just the cosmetic differences; we want to know what you think about the content, how you receive the publication, and much more.

We need customer feedback and want to make sure we are meeting our goal of keeping you informed. If Almanac doesn't meet your needs, let us know. We'll publish survey results in the summer issue.

Please take a moment to complete this survey. We'd appreciate your response by June 15, 2009.

Return the survey to:

Fleet Readiness Center Southwest

Public Affairs Office, Code 7.5

NAS North Island

Bldg 90 - 2nd Floor

Or scan the survey Email to: FRCSW_PAO@navy.mil

Or mail to:

Fleet Readiness Center Southwest

Public Affairs Office, Code 7.5

Box 357058

San Diego, CA 92135-7058

Or Fax to: 619-545-0730

1. I am: (Please check appropriate category)

- a civil service employee
- active duty military or reservist assigned to FRCSW
- a contractor conducting work for the Navy
- not employed by FRCSW

2. How often do you read Almanac?

- Every issue
- Frequently
- Infrequently
- Never (or almost never)

3. How do you receive Almanac?

- As a PDF file downloaded online via Horizon: (<https://horizon.navair.navy.mil>)
 - As a PDF file via military/work email account
 - As a PDF via my personal email account
 - As a PDF from a friend
 - Printed copies mailed to my home/work center
 - Other
-
-
-
-

4. If you receive Almanac electronically via PDF:

- Do you prefer the PDF format?
 - Can you find the electronically posted Almanac?
 - Is there a better way you would like to receive Almanac?
 - Do you prefer an electronic copy instead of a printed copy?
 - Would you like to receive Almanac via personal email account? If so, please write your email here:
-

5. When do you receive Almanac?

- Second week of the published issue period
- Third week of the published issue period
- Fourth week of the published issue period
- Inconsistent
- Never

6. Please rate the following:

Content of overall publication:

- excellent
- very good
- good
- needs improvement
- don't like

Timeliness of stories:

- excellent
- very good
- good
- needs improvement
- don't like

Commanding Officer's Perspective (page 2):

- excellent
- very good
- good
- needs improvement
- don't like

Feature stories:

- excellent
- very good
- good
- needs improvement
- don't like

Almanac layout/graphic design:

- excellent
- very good
- good
- needs improvement
- don't like

Photography:

- excellent
- very good
- good
- needs improvement
- don't like

CNO Award Recognizes FRCSW Environmental Programs

By Jim Markle

In recognition of its consistent and effective environmental operations, Fleet Readiness Center Southwest (FRCSW) was selected to receive a Chief of Naval Operations (CNO) 2008 Environmental Award in the Environmental Quality Industrial Installation category. The command will be recognized in a ceremony at the United States Navy Memorial in Washington, D.C., on June 2.

A total of 29 recipients were selected to receive awards in ten categories.

Joining FRCSW in the Environmental Quality Industrial Installation category was Fleet Readiness Center East at Cherry Point, N.C., and Naval Weapons Station Seal Beach, Calif.

The CNO environmental quality category recognizes "...efforts to ensure mission accomplishment and protection of human health through the implementation of environmental management systems and pollution prevention that promotes sustainability in the areas of environmental planning, waste management, and safe drinking water."

The FRCSW Environmental Program Office (EPO) is a branch of the Industrial Compliance Operations Department (ICOD), and oversees the command's environmental programs ensuring that local, state, and federal regulatory requirements are met, said FRCSW deputy director for ICOD Michele Marien.

The EPO employs 13 individuals including environmental engineers and specialists, who inspect production areas, provide environmental training, obtain environmental permits and manage environmental improvement projects.

The ICOD also employs 13 hazardous material handlers who implement the collection of hazardous and industrial wastes from the production shops in addition to chemical additives and chemical cleaning.

To ensure its programs are created and conducted in a manner to achieve the best results possible, FRCSW is registered with the International Organization for Standardization (ISO) 14001.

"The ISO 14001 standard provides a framework for business processes that link environmental concerns and issues into an organization's management process. It infuses the idea that where business decisions are created and made, environmental concerns will be addressed," Marien said.

In fiscal year 2008, FRCSW achieved a 36 percent reduction in air pollutant emissions; a 25 percent reduction in hazardous materials usage; reduced containerized hazardous wastes by 15 percent; and cut its energy consumption by seven percent over the 2002 baseline, Marien noted.

Further gains and environmental improvements were realized using AIRSpeed concepts. A \$90,000 reduction in utility costs was achieved by consolidating FRCSW's bearing refurbishment workload to Building 472. The move also eliminated 12 solvent degreasers, and about four tons of volatile organic compounds (organic chemical compounds found in paint thinners, cleaning agents and adhesives) emissions yearly.

Other AIRSpeed applications streamlined hazardous waste collections by introducing lighter containers and consolidating waste. These procedures reduced disposal costs by \$10,000 per year.

To reduce the use of hazardous materials and waste in the painting complex in Buildings 467 and 468, the EPO removed an aged solvent and stripper delivery system. The system was comprised of several storage tanks, a manifold valve control system, and more than 5,000 feet of pipe.

"The pipes were removed from inside of the bays as well as the exteriors of the buildings, underground vaults, and the 35-foot tall catwalks. The stripper and solvents are now dispatched on an as needed, small quantity basis, greatly reducing the use of hazardous materials," said environmental engineer Daniel Conley.

The pipes were decontaminated and were a portion of the more than 930,000 pounds of metal FRCSW recycled last year.

The command also recycled more than 156,000 pounds of paper; 4,400 pounds of batteries; 33,600 pounds of jet fuel; 24,500 pounds of oil; 30,800 pounds of solvent; and 174,000 pounds of plastic media blast, Marien said.

To sustain its energy reductions, FRCSW signed a utility service contract with Naval Facilities Engineering Command and San Diego Gas and Electric last year. The agreement provides financing for energy projects, such as efficient lighting, and the energy savings from the projects are used to pay off the loan. The command has roughly \$5 million of projects that will generate savings of more than \$800,000 annually when completed, and gain approximately \$300,000 in energy-related rebates.

"Winning the CNO Environmental Award is a team effort. This includes everyone in the EPO, and everyone who works at FRCSW," said environmental engineer Raymond Paulson. ▲

Farewell Steve!

FRCSW and the Public Affairs staff wish Public Affairs Officer Steve Fiebing continued success in his career and recent selection as the Deputy Public Affairs Officer for Commander, Naval Air Forces. Steve crafted the FRCSW PAO program into the successful team it is today.



His insight, leadership, and professionalism will be sorely missed. "Fair Winds and Following Seas!"

DLA NI Employees Welcome Collaborative Working Environment

By Heather Paynter

With a focus on integrating and centralizing support functions for Fleet Readiness Center Southwest (FRCSW), Defense Logistics Agency North Island (DLA NI) employees celebrated the official opening of a new collaborative office area April 7.

Spaces in Building 334 house former Fleet and Industrial Supply Center (FISC) San Diego employees who transitioned to DLA NI in February and are now centralized in one space as opposed to being spread throughout myriad offices at Naval Air Station North Island (NASNI) and from other locations such as the Navy Broadway Complex located in downtown San Diego.

The DLA NI staff provides support to FRC-SW production, data analysis and continuous process improvement. FISC San Diego provides logistics, business and support services to fleet, shore, and industrial commands of the Navy, Coast Guard, Military Sealift Command, and other Joint and Allied Forces.

“Our ability to place our inventory managers and process improvement staff in the same space as the aviation forward presence staff has improved the level of communication between all areas, resulting in real time improvements in how we support the warfighter,” said Cmdr. James Goudreau, commander, DLA NI. “The increased daily interaction we have already seen will continue to allow us to tackle more support challenges proactively and rapidly.”

The need for a more collectively-focused working environment was recognized in the fall of 2008 when business processes and technology requirements were changing and the separation between staff members was becoming increasingly difficult to manage.

Communication was conducted primarily through e-mails and telephone with some employees never actually seeing each other face-to-face. In an e-mail and texting world, employees in the new office spaces are achieving success by mixing current technology with a renewed propensity toward personal interaction and coordination.

“We can now visit the person we would be calling or e-mailing and we can receive an answer immediately,” said Larry Smith, wholesale customer account specialist. “It is a great working environment.”

As the Navy and DOD adapt to change and examine ways to increase efficiency and streamline processes as a whole, the supply and logistics function is no exception.

“The future almost certainly includes a greater level of integration and coordination that will blend retail and wholesale support,” Goudreau said.

Though the team is DLA NI, it was not so long ago that they fell under the auspices of FISC San Diego, an organization that took on the building renovations in preparation for the Base Realignment and Closure-mandated employee transition.

According to Goudreau, Capt. Glenn Robillard, commanding officer, FISC San Diego, knew the importance of co-locating inventory managers and production while providing a clean and safe working environment.

“The employees deserved a first-class workspace, which is exactly what they got,” he said.

Editor's note: Heather Paynter is the Corporate Communications Director for FISC San Diego.



Col. Gary Wiest, deputy commander for operations, Defense Supply Center Richmond, (left), passed the Defense Logistics Agency flag to Cmdr. James Goudreau during a Feb. 20 ceremony at Naval Air Station North Island. Goudreau will serve as commander of DLA North Island. He previously served as site director for FISC San Diego detachment at FRCSW.

Photo by Debra Bingham

Test Line Work Shelters Protect Artisans, Increase Maintenance Ability

By Jim Markle, Photo by Scott Janes

To provide better protection for its artisans and increase capability and efficiency in servicing F/A-18 Hornet aircraft, the Fleet Readiness Center Southwest (FRCSW) Test Line Program recently constructed seven maintenance shelters on its aircraft ramp.

The custom-made, 70-by-78 feet structures will reduce artisan and aircraft exposure to direct sunlight and its UV rays. The open design of the structures will enable test line personnel to perform all maintenance on the Hornet including engine and high-power/afterburner runs, said deputy Test Line Program manager Terry Timm.

"It also gives us additional maintenance options. For example, we can open a fuel cell out on the line now because the aircraft will be covered. In the past, we would have had to move the airplane inside of a hangar to open a fuel cell because it's located at the top of the aircraft. If opened and unprotected outdoors and it rains, the fuel system can become contaminated," Timm said.

The explosion of an F/A-18 parachute drogue rocket motor (PDRM) at Naval Air Weapons Station China Lake approximately two years ago served as a catalyst to purchase the shelters. Because the aircraft was positioned in direct sunlight and its canopy was closed, the ensuing interior heat activated the parachute's rocket and damaged the cockpit, Timm said.

"The result of this incident was that we needed to build covers for the PDRM or place the aircraft in shelters out of direct sunlight during the hotter months of the year. We don't have enough



hangar space to accommodate these aircraft, and without the shelters, it would prevent us from performing the maintenance we need to do," Timm said.

To gain an understanding of existing flight line maintenance shelters and their lay out, FRCSW facility and test line staff visited Fleet Readiness Center West at Naval Air Station Lemoore, FRCSW Site Yuma, and Naval Air Facility El Centro.

Timm said the FRCSW shelters were modeled after those at Naval Air Station Lemoore.

"Their maintenance shelters were already proven. They withstood winds to 100 mph; the frames are made of galvanized steel; and the shelter's fabric is guaranteed for 20 years. We capitalized on their research and contacted the manufacturer (Big Top Manufacturing)," Timm said.

Cost of the shelters was more than \$780,000 including construction, welding, electrical, and grounding requirements, according to FRCSW facility manager George Fernandez. ▲

DOD Issues New Retiree ID Card

DOD Issues New Retiree ID Card

Civilian Retiree

Cards Will Be Chipless, Plastic IDs

Civilian Retiree Card Identification Chart

For more information regarding the S/N Reduction Plan, please visit www.dmdc.osd.mil/smartcard

The Department of Defense Civilian Retiree Identification card is now available to all civilian retirees of Fleet Readiness Center Southwest (FRCSW), and all other DOD service components and agencies.

The new card is similar in appearance to the common access card, and serves as an official credential to establish retiree identity and affiliation with the DOD.

Retirees may apply for the cards free of charge when they receive DOD retirement pay. The optional identification cards are renewable every four years, and may be obtained by making an appointment with the FRCSW Security Department by calling (619) 545-5928 or (619) 767-7081.

The cards are also available in the San Diego area at the Naval Base San Diego ID Lab or Pass and Decal Office at (619) 556-9249 and (619) 556-6982, respectively; and the Naval Base Coronado PSD or Pass and Decal Office at (619) 545-9501 and (619) 545-4464, respectively.

Additional information is available online at: <http://www.dmdc.osd.mil/smartcard>

Awards

Applause

Civilian Awards

Promotions

Tomas Barber
Blitz Barrera
Victor Bayani
Michael Bennett
Steven Bosset
Robert Brinkmeier
Richard Daniels
Donald Deandrade
Carina Degenkolb
Isagani Delacruz
Dean Delano
Jose Del Real
John Dunn
Jesus Estrada
Robin Famador
Oussam Filali
Earl Frazier, III
Daniel Gogue
Joel Hartt
Cara Hayward
Shawanda Henderson
Gabriele Howard
Tracy Hunt
Valerie Isales
Morrell King, Jr.
Robert King
Alvin Koehler
Christopher Lacroix
Christopher Lapid
Larry Lewis
Rhea Linck
Sarah Lott
Robert Martinez

Lisa Morin
Daniel Nguyen
Khoa Nguyen
Vidal Nuno, Jr.
Daniel Olson
Danilo Panganiban
Gail Patacsil
William Penn
Florentino Quisay
Jose Ramirez
Ed Roberson
Stephen Roberts
Richard Rojas, Jr.
Harold Ross, III
Ricky Roy
Carlos Sais
Jerry Schultz
Timothy Schupp
Tony Shelly
Roger Smith
Joseph Sorrells
Robert Symonds
Dennis Taylor
Paul Tyler
Thea Vargas
Celestino Villalpando, Jr.
Paul Weintraub
Samuel Woodberry

Special Act

Gary Adams
Robert Akins
Edward Alonzo
Timothy Amerine
John Anderson
Charles Ankerberg
Eugene Array
Mark Atanasoff
Zolito Ballester

Bruce Beesley
Gilbert Benitez
Ro-Anne Bermio
Robert Bersamira
Alejandro Brisenio
Raymond Buckman
Matthew Bunker
Jeffrey Calalay
Michael Callanan
Nora Campbell
David Cantu
Jovencio Cenina
Allen Chang
I-Chien Chow
James Chudy
Archivald Clemente
Lyn Coffey
Luis Colon
Daniel Conley
Marilyn Contreras
Shannon Covington
Dennis Crowley
George David
Laurie Davies
Percy Davis
Dan Debroux
Rick DeFend
Jose Del Real
Ted Dial
Allan Diaz
Michael Dinkins
Phong Do
Luc Doan
Tommy Dowdy
Steve Duryea
Rex Ellis
Edward English
Edward Evers
George Fernandez

Edward Fisher
David Giesenschlag
Robert Glance
Linda Goelze
Scott Goldberg
Victor Gonzales
Frank Gordon
Gerald Green
William Greer
Maurice Griggs
Gayle Grover
Nestor Guingab
Khanh Ha
Sidney Han
Charles Haynes
Jennifer Hickman
Jim Hill
Paul Hobbs
Donald Icamen
Jose Inigo
James Jackson
Celso Jamito
Jaya Janabajal
Robert Jewell
Paul Johnson
Theresa Jones
Manuel Jotie
Chau Ke
Nalani Keopuhiwa
Greg Kerr
Jae Kim
Leslie Kinsey
Lawrence Lai
Rolando Lapuz
Jennifer Lattuca
Tinh Le
Xu Li-Jones
Thomas Longstreth
Cesar Lotero

Michael Luster
Than Luu
Edwin Manasala
Jake Manry
Jose Maravilla
Michele Marien
Raymond May
Brad McNamee
Scott Meacham
Allan Mitschelen
Walter Mohyi
Edgardo Molina
Alejandro Monge
Andrew Morales
Michael Morasco
Carter Morgan
Noman Morgan
Geoffrey Munsell
Toan Nguyen
Tuong Nguyen
Carlos Normandia
Jean Nunamaker
Kevin Odel
Terence Ongtawco
Gary Paetow
Reynaldo Pena
Geoffrey Pre
Jason Price
Ramon Ramirez
Jose Ramos
Oscar Ramos
Robert Richardson
Jaime Riddle
Joann Rodgers
Eliseo Rodriguez
Richard Rojas
Edgar Romero
Hector Romero
Ricky Roy
Thomas Sablan
Wedad Schlotte
Nancy Scott
Daniel Shockley
Paul Sierra
Michael Smith
John Syktich
Benton Tam
Emily Taylor
James Taylor
Albert Teruel
Irvin Torian
Alexander Tortoles
Tim Truong
Ricardo Valentino
Karen Vallario
Larry Vega
Gabriel Velasquez
Richard Ventura
Mark Vezzani
Mike Young
Mike Warren
Edward Whited
Leroy Williams
Steve Wilson

College Graduates

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

AM2 David Albertson: bachelor's degree in organizational management from University of LaVerne

SK1 Ronald Belfort: master's degree in business organizational management from University of LaVerne

AM2 Richard Downs: associate's degree in liberal arts from Coastline Community College

AT3 Thomas Frantz: bachelor's degree in organizational management from University of LaVerne

PS2 Guillermo Guzman: bachelor's degree in criminology from University of LaVerne

AT2 Christopher Gumminger: bachelor's degree in organizational management from University of LaVerne

AM2 Marco Herrera: bachelor's degree in business administration from University of LaVerne

AS2 Menh Luc: bachelor's degree in professional aeronautics from Embry-Riddle Aeronautical University

AM2 David Martinez: bachelor's degree in business administration from University of LaVerne

AT2 Benjamin Moore: bachelor's degree in technical management from Embry-Riddle Aeronautical University

AD2 Huytuan Nguyen: bachelor's degree in professional aeronautics from Embry-Riddle Aeronautical University

AD1 Edgardo Ocampo: master's degree in management from American Military University

ADCS Juan Rubio: associate's degree in applied technology from Central Texas College

Productivity Recognition

Year

Robert Hill

Quarter

Stephanie Archer
David Dielman
Nalani Keopouhiwa
Richard Krasko
Lucas Low
George Nacker
Thanh Nguyen
Tammy Reed
Harold Williams

Month

David Adams
Robert Akins
Leonel Asis
David Cantu
Joseph Caruso
Amor Delrosario
Thomas Drake
Gil Duenas
Michael Evans
Carol Ann Flanagan
Norman Gomes
Nestor Hernandez
Marcus Kelly
Kathryne Lacy
Lucas Low
Gregory Mann
Lou Morales
Rafael Navarro
Phillip Nelson
Andy Oliva
John Rey
Ed Soriano
Dennis Taylor
Michael Tena
Gary Thompson

Retirements

John Delaney
Maria Morgan
Eliseo Rodriguez

Length of Service Pins

40 Years

Michael Howard
Marlow Martinez
Roger Mikulec
Joseph Perez
Michael Potts
Donald Tate
William Villanueva

35 Years

Salvador Adona, Jr.
Kurt Caudy
Donald Deandrade
Diana Delgado
Joseph Eldridge
Johnny Franklin
Roy Gaines
Robert Glance
Robert Gonzales
Joe Henry
Cary Hershberger

Cheryl Hespenshede
James Horsfall
Loren Hoskins
Gregory Howard
Gary Hunter
Robert Hutchison
Luther Jackson
Charles Jacobs
Michael Kane
Allan Kozakiewicz
Wade Lewis, Jr.
Mitchell Mireles
Mark Molohon
Norman Morgan
Steven Painter
Benjamin Pizarro
John Proffer
Christine Resch
Henry Rimoldi
John Ritch, Jr.
William Robinette
Elizabeth West
Edward White
Mark Williams
Terry Wong

30 Years

Mario Avilez
Craig Bledsoe
Michael Bolt
David Bye
Joe Cortez
Robert Ferrell
John Goldsworthy
John Griego
William Hardie
Kenneth Harper
Jose Inigo
Theresa Kenniston
Jose Maravilla
Merry Marthlamb
Lorenzo Medina
Lewis Meyer
Lewis Miller
Bertha Mitchell
Kenneth Moen
Kenneth Passerelli
Epifanio Penera
Terri Reynolds
James Sorrells
Larry Walker

25 Years

Carl Aquino
Lee Brock
Jerome Cabanilla
Kimberly Gaar
Mark Gonzales
Donald Klempel
Eleazar Lopez
Danilo Mercado
Anthony Motte
Cynthia Piekarski
Robert Reynolds
Lee Strother
Alice Taylor
Alex Verdugo
Ruben Villa
David Walston
Bryan Wilson

20 Years

Danette Baker
Thomas Bedania
Alexander Castro
Thanh Duong
Marianito Endozo
Lourdes Felix
Eric Geilenkirchen
Mike Holder
Tan Huynh
Michael Jacobs
Robert Jewell
Larry Le
Sardik Lelham
Delia Maciasdill
Terence McDowell
William Moore
Maria Morgan
Cheryl Nelson
Elias Tebcherani
Kevin Thompson
Susan Tran

15 Years

Kevin Abercrombie
Gregory Arias
Kevin Brunson
Michael Cartaciano
Keith Jackson
Gary Kern
Jeffrey Mallery
Derrick Pettit
Brian Powell
Jesse Robles
Francis Szeto
Sandy Williams

10 Years

Robert Amaichigh
Phong Do
Stephen Gamberale
Tedskip Guinto
German Lopez
Matthew Macelt
Cary Mocuano
Ryan Multerer
Gregory Pane
Mark Pohlman
Jamie Prater
Brian Rice
Ed Roberson
Harry Simpson
Philip Wilkins

5 Years

Noah Appar
Christopher Aveo
Ro-Anne Bermio
Alfredo Casillas
Kelvin Chau
Bethany Harris
William Icban
Brian Johnson
Christopher Lozano
Kiet Luc
Jerry Mendiola
Dominiq Montes
Anthony Ngo
Christopher Painter
Hien Pham
Joaquin Romero
Jose Torres
Eric Vigilia
Damon Willson

Sick Leave Is Money

Kevin Abercrombie
Moshen Ahmed
Michael Albert
Michael Alderman
Joshua Alfasy
David Allison
Richard Ayala
Kenneth Boone
Chad Bright
Thomas Bryant
Joseph Caoile
Robert Carrasco
Geraldo Chacon
Jason Day
Sam Delrio
Duane Domingo
Daniel Fischer
Linda Guerra
Tedskip Guinto
Mark Heacock
Claudie Henry
David Jackson
Thomas Jarvis
John Maloney
Douglas Mason
Larry McBrayer
Martyn McKay
Jameson Montgomery
Ronald Moten
James Mundell
Eric Munson
Rowena Naidl
Kevin Okerman
Robert Oxley
Sandra Painter
Albert Robles
Richard Schnereger
Soams Shifflett
Jeffrey Stephenson
Margaret Winbury
James Yaeger
Joseph Yuzon

Military Awards

Meritorious Service Medal

CW05 Eusebio Quinonez

Commendation Medals

ATC Jeffrey Altohf
AM1 Rodolfo Aradanas
AT1 Victor Cruz
ASC Joselito Enriquez
AD1 Andrew Fischrup
ASC Gualberto Pacleb
PRC Thomas Sanders

USN/USMC Achievement Medals

AS2 Jimmy Ballard
AS2 Mark Barthieume
PRC Garrett Binder
AO2 Colt Clodius
AM2 Christopher Colley
AS1 Edward Cook
AS2 Allan Estrada
AD1 Jimmie Fadness

PR2 Trisha Ferguson
AO2 Marcos Flores
AM2 Marco Herrera
AO2 Matthew Jenkins
AM2 William Kepke
AS2 Ernest Moralez
PR2 Derrick Nichols
AM1 Stephen Nunnally
AT1 Michelle O'Briant
AD1 Edgardo O'Campo
AS2 Oscar Ochoa
AM2 Andrew O'Reilly
AZ2 Valerie Roberts
AS2 Thomas Rower
AZ2 Mariko Sai
AZ2 Jeromey Sand
AM2 Jonathon Schmarje
AZ2 Randall Smith
AE1 Aram Zakarian

Good Conduct Medal

AFCM Ricardo Aricheta
AS2 Clarissiana Block
AT1 Victor Cruz
PR2 Krista Dominguez
AM2 Juan Escobar
AM2 Arcy Espineli
AT2 Michael Kubicki
SK2 Vincent Lopez
ASC Ryan Manglicmot
AT2 Colette Regalado
AS2 Bradley Smith
PS2 John Stanton
AM2 Cesar Torresmedrano
AM2 Daniel Zuniga

Flag Letter of Commendation

AZ2 Arlyce Barefield
AT2 Jonathon Elliot
AS3 Shane McAlister
AZAN Matthew Mendoza

Letter of Commendation

AD2 Martin Rioja

AMAN Trenton Warren conducts post flight checks in the cockpit of an MH-60S Seahawk from Helicopter Squadron HSC-8 aboard USS John C. Stennis (CVN 74). For related story, see page 10.
Photo by MC3 Walter M. Wayman

