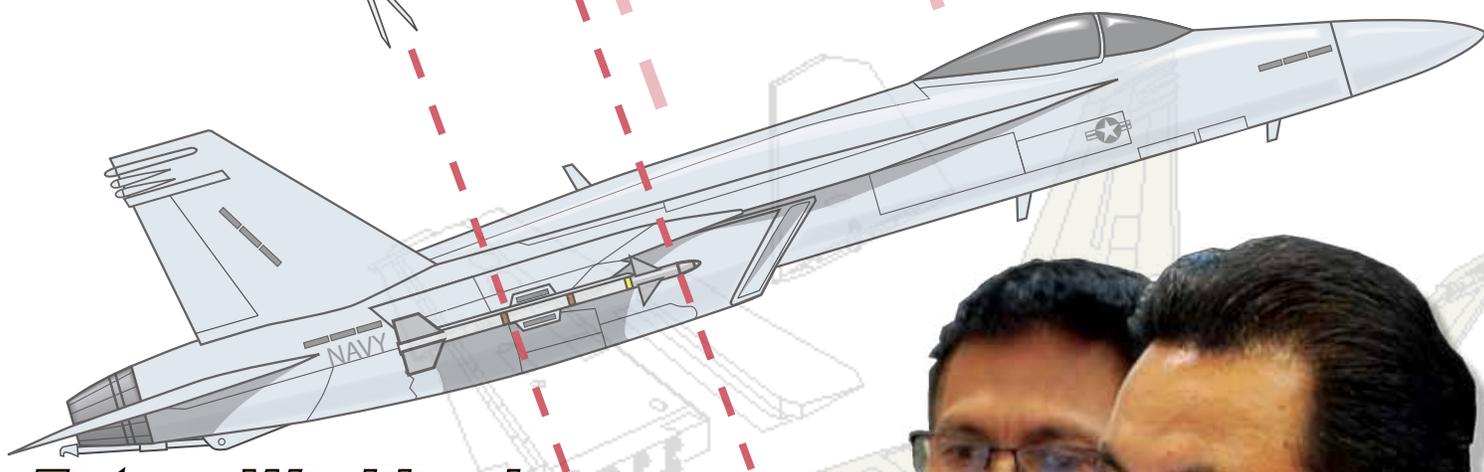




**FRC SW**

# ALMANAC

Volume 6 - Issue 3



## *Future Workload:* **Super Hornet Splice**



# Skipper's Corner: Resolutions

## Corner



**Capt. John Smajdek**

Every year typically kicks-off with resolutions. But before I touch on a few ideas for resolutions this year, some highlights from last year:

- We delivered 227 aircraft to the fleet and our warfighters.
- Of our aircraft, about 30 percent were returned to the men and women of the Marine Corps.
- We provided approximately 50,000 components in support of the warfighter.
- We completed 2,636 in-service repairs, ensuring the timely return of vital assets to the warfighters.

This list reflects the success of the ongoing teamwork between all of our support and production groups. These results would not be possible without a solid base in teamwork, which leads to our first resolution:

***Improve upon the teamwork within your work center.***

Every FRCSW work center operates under a series of procedures to meet its goal to either create a product or provide a service. A fundamental metric of AIRSpeed is taking ownership of these procedures. Improving how you operate as a team will inherently increase efficiency in your processes, and improve the way your work center conducts business.

Last year, FRCSW jumped feet first into the UAV business. Specifically, we were tasked by PMA-268 to manufacture a tail hook point for the X-47B Unmanned Combat Air System (UCAS). Under a strict deadline, teammates from engineering to manufacturing met and completed this request in superb fashion. Their achievement leads to our second resolution:

***Prepare now to meet the challenges of the future.***

Because the expertise of our civilian and military workforce is second to none within the Naval Aviation Enterprise, we are sometimes called upon to develop solutions to very unique aviation problems.

In addition to the UCAS X-47B example, this issue of Almanac provides details on FRCSW teammates who are developing processes to repair an E-model F/A-18 Super Hornet by using the section of a fuselage from a donor F-model Super Hornet. And like the first Center Barrel Replacement, this procedure has never been attempted.

The 90-plus-year-old tradition of this command is, without question, based upon a spirit of innovation that cannot be found anywhere else in the Navy. The future of MRO naval aviation will be created right here, through the solutions you devise to the future challenges you face.

My last resolution is to ***Remain focused on our customers.***

According to a report released a few years ago, only 25 percent of young people are qualified for Naval service. Our Sailors and Marines are truly an elite group. They are volunteers who fulfill our Constitution's call to service: "To provide for calling forth the militia to execute the laws of the Union, suppress insurrections and repel invasions."

From delivering humanitarian assistance to their steadfast determination to complete those missions on behalf of the American people, they enter harm's way primarily relying upon each other, their training, and their tools.

But they also rely on each and every one of you. You have a hand in supplying and maintaining those tools; tools that enable them to safely and decisively accomplish their missions.

These resolutions will help improve our service to the fleet, to our Navy, and to our warfighters.

**JOHN SMAJDEK**  
Captain, U.S. Navy  
Commanding Officer



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**FRCSW MISSION, VISION & VALUES**

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

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

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

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**FRCSW**

# ALMANAC

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### *About the Cover*

Toolmaker Manuel Mesina, and jig and fixture builder Luis Quiambao Adjust the laser tracking system in Building 379 on an engine mount aligning fixture.

*Photo by Leandro Hernandez. Illustration by Chuck Arnold*

The nose of an F/A-18 Hornet fighter used to commemorate the Centennial of Naval Aviation, faces an E-2 Hawkeye surveillance and airborne early warning aircraft outside of Building 460. The two aircraft served as displays for the Toys for Toys donation ceremony December 10.

*Photo by Jim Markle*

*Another Historic Procedure in Naval Aviation:*

# **FRCSW Engineers, Artisans to Splice Super Hornet Fuselages**

**In** 1991 a group of Fleet Readiness Center Southwest (FRCSW) engineers and artisans were faced with a daunting task: How to repair the center fuselage of a crash-damaged, low-flight hour F/A-18C Hornet fighter. Less than two years later, with millions of dollars at stake, the repair was successfully completed and a historic procedure in MRO naval aviation was born — the Center Barrel Replacement program.

Now, over 20 years later, that same innovative spirit is being tested once again by yet another damaged F/A-18.

This time, the FRCSW team will repair one of the next generation Super Hornets by installing an existing section of fuselage from a donor aircraft, not a factory new replacement. And like the work that created the Center Barrel program, this procedure will be the first of its kind.

The donor aircraft is a stricken 'F' model Super Hornet (F-079). The receiving aircraft is an 'E' model Super Hornet (E-060) assigned to Strike Fighter Squadron (VFA) 137 stationed at Naval Air Station (NAS) Lemoore, Calif.



## A Mid-Air Collision

On March 15, 2010, the E-060 was involved in a mid-air collision with another 'E' model Super Hornet during a night training mission over NAS Fallon, Nev. One aircraft was lost, its pilot rescued. The other, severely damaged, managed a safe return.

The E-060 sustained major impact damage between the Y383 bulkhead located just behind the cockpit, and midway through the starboard wing. The outer half of the right-hand wing and a major section of the right leading edge extension and inlet assembly were torn away. The right-hand wing fuel cell was ruptured and leaking, as well.

Further, the upper fuselage carbon epoxy skin running the length of the fuselage was severely buckled and delaminated in the damage area. The right-hand vertical tail assembly absorbed shrapnel damage from the impact. And two of the carry-through bulkheads that both of the wings and main landing gear attach to were shifted up and forward.

The fuselage section, as well as other portions of the aircraft, needs to be replaced or repaired due to the major damage sustained by the large number of critical structural pieces.

FRCSW engineering and production considered repairing the aircraft by ordering new fuselage components, but decided a fuselage splice would be an easier and quicker way to fix the aircraft.



An F/A-18E Super Hornet, assigned to the "Kestrels" of Strike Fighter Squadron One Three Seven (VFA-137), flies off the wing of a F/A-18F Super Hornet, assigned to the "Bounty Hunters" of Strike Fighter Squadron Two (VFA-2), during a training flight over the Pacific Ocean near the Southern California coast.

*Photo by Midshipman John Ivancic.*



FRCSW aircraft mechanic crew leader Rudy Bagtas, left, and aircraft mechanic Peter Bacal perform maintenance on the main landing gear of an F/A-18F Super Hornet in Building 94.

*Photo by Leandro Hernandez*

## The Aircraft and Repair Procedures

“The primary difference between the two aircraft is that the donor ‘F’ model is a tandem-seated fighter, while the damaged ‘E’ is a single-seat model. The entire fuselage of the F-079 donor is in good shape and the nose section (Y383 and forward) of the E-060 is also undamaged. So, we’ll take the fuselage from F-079 (Y383 and aft) and splice it with the nose section of E-060, which includes the cockpit and avionics,” said F/A-18 Hornet structures aerospace engineer Dan Collins.

To repair this aircraft,

approximately 200 structural and electrical parts, and more than 10,000 fasteners will be ordered from Boeing and Northrop Grumman.

Engineering has reviewed and inspected drawings to find all differences between both aircraft. The bulkheads and formers, for example, are essentially identical between the E and F models, but a lot of the wiring, fuel plumbing, and subsystems differ, so FRCSW has engineering teams from all disciplines involved in this project to investigate and find repair options for all issues.

Both the E-060 and F-079 aircraft were manufactured in

2002 under Boeing production Lot 25. Repairing the E-060 is of paramount concern because only 14 were manufactured under that Lot number, while 25 F models were made.

“The difference between lots is kind of tricky: Some parts haven’t changed since the first engineering and manufacturing jet rolled off the production line, and other pieces are different in every Lot. When damage occurs to parts unique to only one jet in a squadron, it can down that asset until the correct parts arrive. And if that situation occurs during a cruise, it may be extremely difficult to get parts to the carrier,” Collins explained.



Aircraft mechanic Peter Bacal installs a component in the hogback area of an F/A-18F Super Hornet. *Photo by Leandro Hernandez*

“VFA-137 is made up of all Lot 25 E aircraft, and they’re short one airplane. The goal is to staff that squadron with all lot 25 E aircraft, so that when repairs are made or parts are ordered, they are all interchangeable within the squadron. It’s a good way to avoid potential problems while deployed.”

Aerospace engineer Derrick Pettit said that FRCSW engineers will depend mostly on 3-D modeling to assemble and disassemble the E-060.

“The aircraft disassembly and assembly instructions will be solid model-based definition, meaning there will be little-to-no traditional paper blue prints,” Collins said.

“Certain parts need to be removed to gain access to the splice areas, and using 3-D models, we can ensure there is clearance to remove those parts by repairing the entire aircraft in a virtual repair facility on a computer prior to removing the first fastener. We will prepare as best we can, but the true test of our method will come when the physical repair process begins,” he said.

**A Global Force for Good**

## The Fixture

Meanwhile, prior to starting the repair of this aircraft, an alignment fixture must first be designed and built to hold the aircraft in position.

This fixture must be able to hold a damaged aircraft and allow the artisans to disassemble the fuselage structure, and then be able to rebuild it back to factory specifications.

The fixture will be of a modular-design. Not only will it be required to repair E-060, it is being built to also accommodate all F/A-18E/F and EA-18G aircraft.

The fixture will be roughly 60 feet in length, 24 feet wide and over 11 feet in height, and will weigh approximately 91,000 pounds. The fixture will be able to separate, realign, and then rejoin the fuselage in several different locations. It will look similar to the FA-18 A-D Center Barrel Plus fixture, but have much more capability.

The fixture is being designed by D3 Technologies, the same company that designed the Center Barrel Plus fixture in the 1990s.

“This tool will be the first of its kind,” said Pettit, who will oversee and check all technical requirements associated with the fixture.

“It will be able to disassemble the aircraft into its seven major fuselage modules, which are the factory assembly modules. The subsections, that when put together, make the fuselage of the F/A-18 E/F/G model aircraft,” Pettit said.

Completion and installation date of the fixture aboard FRCSW is tentatively scheduled by the end of 2013. The targeted repair date of the E-060 is early 2015.

“Once we’re done, we’ll have several perfectly good aircraft sections left over. There will be a mostly intact “F” model nose, vertical tail, aft fuselage, and left inlet. These parts will be preserved and probably used in repairing other aircraft in the future,” Collins said. ▲



# Navy's Rotodome Radar System Exclusively Serviced by FRCSW

Visitors to Fleet Readiness Center Southwest (FRCSW) who pass the confined spaces behind Building 463 probably do a double take. What they see may make them wander if they're really in California, and not Groom Lake, Nev., home to the Air Force's fabled "Area 51" base.

Sorry. It's California. And these aren't UFOs.

They are a 24-foot-round radar system called the rotodome.

Exclusively serviced for the Navy by FRCSW, the command also provides rotodome services to the U.S. Department of Homeland Security (DHS) and its Customs and Border Protection Agency, and four foreign militaries.

Weighing approximately 2,500 pounds and with more than 33,000 parts, the rotodome houses two

primary components: UHF radar antenna array and Identification Friend or Foe (IFF) antenna system.

The IFF signal scans and interrogates other aircraft. When the aircraft receives the signal, it answers back via a transponder which sends identifying information back.

In U.S. naval applications, the rotodome is "piggybacked" on E-2C Hawkeye aircraft to serve as an airborne early warning system against enemy aircraft and surface threats to aircraft carrier strike groups.

In DHS use, the rotodome is fixed to the P-3 Orion, a patrol and anti-submarine warfare aircraft, and used for reconnaissance and law enforcement purposes.

FRCSW completed a rotodome overhaul for DHS this past November.

An overhauled rotodome is lowered onto a P-3 Orion belonging to the U.S. Department of Homeland Security.  
*Photo by Dennis Campbell*



The procedure takes from six to nine months per unit, according to Dennis Campbell, pneudraulics work leader and performance based logistics coordinator for the DHS rotodome project.

“The rotodome overhaul is done in three phases: the gear box and mounting shaft are built in Building 472, while the dome and its internal components are handled in Building 463,” said Campbell.

The radar systems gear box is completely overhauled, its shaft re-plated, and the internal antenna are bench-tested for proper operation and repaired, as required, he said.

Testing of the antenna configuration is conducted in two stages: low power and high power.

“The difference between low power and high power testing is that this is high power radar, and we don’t have the facilities to test that. It’s a special test range in itself due to the radiation output. We conduct the first stage, or low power,” Campbell said.

“Randtron Antenna Systems in Menlo Park, Calif., performs the high power testing on the rotodomies. Afterward, the units are returned to us for final preparations including painting and re-installation to the customer’s aircraft,” said Mike Talton, rotodome and in-service repair supervisor.

The DHS P-3 Orion arrived at Naval Air Station North Island on November 13 and departed with its new rotodome two days later.

“We work on three DHS rotodomies a year,” Campbell said. “There are two Customs P-3 aircraft in Jacksonville, Fla., and two in Corpus Christi, Texas.”

The next DHS rotodome was scheduled for induction in February.

Overall, the FRCSW rotodome staff of five artisans overhauls and repairs about 10 units per year, Talton said. ▲

# GROUND BREAKING CEREMONY LAUNCHES NEW FRCSW HELO FACILITY



Fleet Readiness Center Southwest Commanding Officer Capt. John Smajdek (3rd from left) leads the ground breaking ceremony December 10 to mark the construction of the new rotary aircraft depot maintenance facility on the corner of Saufley and Utgoff Roads. Pictured are (from left) Naval Facilities Engineering Command Southwest (NAVFAC) Public Works Officer Cmdr. Steve Jackson, Naval Base Coronado Executive Officer Capt. Christopher Sund, Capt. Smajdek, NAVFAC Supervisory Architect/Team Leader Jean-Claude Chamaa, NAVFAC Lead Architect Jack Carter, RQ Construction, LLC., Project Manager Jesse Gonsalves, NAVFAC Project Manager Tommy Baniquet, NAVFAC Coastal Integrated Products Senior Design Manager/Architect Billy Sandros, NAVFAC Construction Project Manager Lt. Russell Glass, and RQ Construction, LLC., President Mike Patterson. *Photo by Joe Feliciano*





NAVFAC artist's rendering of the P-880 Rotary Aircraft Maintenance Depot Facility. The ground breaking ceremony was held December 10, 2012; scheduled completion of the facility is March 2015.

**F**leet vertical lift squadrons can look forward to getting their assets returned much faster in the coming years as Fleet Readiness Center Southwest (FRCSW) begins construction on its new 100,000 square-foot helicopter maintenance facility on the corner of Sauffley and Utgoff Roads.

FRCSW held a ground breaking ceremony December 10 to celebrate the construction of the hangar, which has a scheduled completion date of March 2015.

Costing almost \$50 million, the facility will be used to support and service H-60 Seahawk multi-mission helicopters.

FRCSW Commanding Officer Capt. John Smajdek said the design of the new hangar is the result of a collaborative effort between Naval Base Coronado, Naval Facilities Engineering Command Southwest (NAVFAC) – who will lead the construction project – and the artisans and staff of FRCSW.

“I’m really impressed with the way we put this project together,” Capt. Smajdek said. “It’s been a true partnership using what our artisans know about production to make a better product for both us and the fleet. This is going to further solidify Naval Air Station North Island as a master helicopter base.”

NAVFAC Public Works Officer Cmdr. Steve Jackson noted that the hangar’s construction will result in the demolition of 10 buildings, three of which are currently used to maintain the H-60s.

The new hangar’s design, Jackson said, is energy efficient, using natural light to the fullest extent where possible, and using “exterior building skins which sandwich the insulation for both cool and heat reducing energy costs.”

Capt. Christopher Sund, executive officer of Naval Base Coronado, said new hangar will enhance the quality of service to warfighters within the helicopter aviation community.

“Today, we host 16 helicopter squadrons and more than 180 helicopters on Naval Base Coronado,” he said. “The construction of this new hangar will allow FRCSW to repair more helicopters; and return them to the fleet faster and more efficiently which is absolutely necessary with the increase of squadrons and airframes.”

Last fiscal year, FRCSW completed scheduled maintenance and repairs to 44 Seahawk helicopters. ▲

# FRCSW Rewires Last C-2A Greyhound



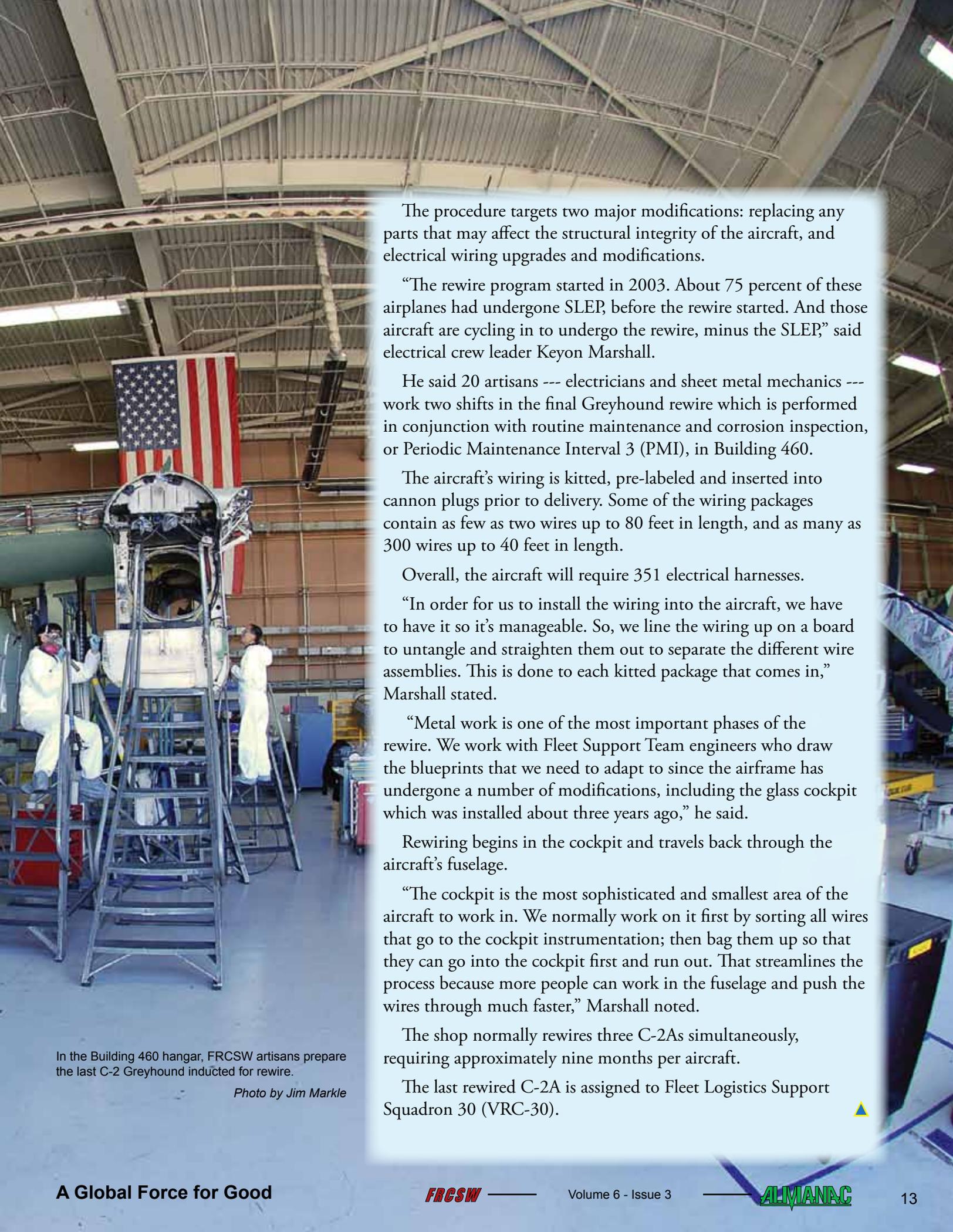
Last October, Fleet Readiness Center Southwest (FRCSW) inducted a very special aircraft: The final C-2A Greyhound transport to undergo a comprehensive rewire.

With its ability to launch and land from aircraft carriers for emergency parts, provisions, medical transportation and even the mail, the versatile Greyhound boasts a 10,000 pound cargo capacity, and has served fleet aircraft carrier battle groups for over 30 years.

Now, the aging airframe is scheduled to be phased out by 2027. Only 33 remain active.

FRCSW artisans perform the comprehensive rewire and a Service Life Extension Program (SLEP) overhaul to extend the aircraft's life to meet the 2027 phase-out period.

The SLEP, which began in 1998, is done only once to the aircraft and extends its service life from 10,000 to 15,000 flight hours; and 3,000 catapults and trappings to 4,100.



The procedure targets two major modifications: replacing any parts that may affect the structural integrity of the aircraft, and electrical wiring upgrades and modifications.

“The rewire program started in 2003. About 75 percent of these airplanes had undergone SLEP, before the rewire started. And those aircraft are cycling in to undergo the rewire, minus the SLEP,” said electrical crew leader Keyon Marshall.

He said 20 artisans --- electricians and sheet metal mechanics --- work two shifts in the final Greyhound rewire which is performed in conjunction with routine maintenance and corrosion inspection, or Periodic Maintenance Interval 3 (PMI), in Building 460.

The aircraft’s wiring is kitted, pre-labeled and inserted into cannon plugs prior to delivery. Some of the wiring packages contain as few as two wires up to 80 feet in length, and as many as 300 wires up to 40 feet in length.

Overall, the aircraft will require 351 electrical harnesses.

“In order for us to install the wiring into the aircraft, we have to have it so it’s manageable. So, we line the wiring up on a board to untangle and straighten them out to separate the different wire assemblies. This is done to each kitted package that comes in,” Marshall stated.

“Metal work is one of the most important phases of the rewire. We work with Fleet Support Team engineers who draw the blueprints that we need to adapt to since the airframe has undergone a number of modifications, including the glass cockpit which was installed about three years ago,” he said.

Rewiring begins in the cockpit and travels back through the aircraft’s fuselage.

“The cockpit is the most sophisticated and smallest area of the aircraft to work in. We normally work on it first by sorting all wires that go to the cockpit instrumentation; then bag them up so that they can go into the cockpit first and run out. That streamlines the process because more people can work in the fuselage and push the wires through much faster,” Marshall noted.

The shop normally rewires three C-2As simultaneously, requiring approximately nine months per aircraft.

The last rewired C-2A is assigned to Fleet Logistics Support Squadron 30 (VRC-30).

In the Building 460 hangar, FRCSW artisans prepare the last C-2 Greyhound inducted for rewire.

*Photo by Jim Markle*

# FRCSW Completes ISO 14001 Audit, SDAPCD Inspection

By Shelia Ya-Ting Tsai

**F**leet Readiness Center Southwest (FRCSW) recently completed its semi-annual inspection by the San Diego Air Pollution Control District (SDAPCD). The SDAPCD inspects FRCSW twice yearly, and the latest inspection included reviewing every air permit held at FRCSW.

Air permits are issued to preserve clean air and limit the number of sources and the quantity of air contaminants emitted. They are a valuable asset which enables the command to perform its mission of repairing aircraft and manufacturing components.

The nearly two-month long inspection began on September 12, 2012, and was completed by November 8, 2012. Approximately 15 buildings with 110 permits containing over 2,000 conditions were inspected.

The air pollution branch at FRCSW prepared for this inspection by using a three-pronged approach: First, they prepared an exhaustive checklist of all items that were to be inspected and the standards of the work to meet compliance. Second, they enlisted the audit sortie program of ISO 14001 to evaluate the air program. Lastly, they collaborated with a Naval Supply Systems Command local command environmental program to hold a mock three-day inspection.

These efforts yielded many opportunities for improvement which enabled the air compliance team to polish its program prior to the inspection. This approach to compliance was summarized and shared with other FRCs in an effort to share best practices.

“Air quality is regulated by federal, state, and local agencies. You need to comply with all of these conditions and it’s not an easy job. This was a great inspection considering the size of the (FRCSW) operation,” said SDAPCD inspector Peter Crayne.

Having a third party inspector imbedded in an organization for such an extended period of time bears witness to the level of effort in which the employees and shop personnel put toward operating in compliance and making FRCSW’s commitment to excellence a reality.

“I view Peter’s (Crayne) visits an opportunity to improve our processes. Any outside party evaluating our compliance efforts gives us a unique perspective that we can use to better ourselves,” noted Daniel Conley, Air Program Branch Head.

During the inspection one minor Notice of Violation (NOV) and Notice to Comply (NTC) were issued. Both issues were corrected upon discovery, and are considered a constructive review of the program.

The NOV was issued for allowing less than one ounce of solvent to pool in an end cap after it had been cleaned in a remote reservoir solvent degreaser. The parts containing the solvents were emptied immediately and additional training was given to ensure that shop employees are aware of the permit requirements.

In addition, further engineering solutions will be evaluated to prevent any future reoccurrence. The NOV and FRCSW’s response were considered by the air district and it was determined that no further action was required.

An NTC was received which asked FRCSW to provide further detail on its aerospace solvent recordkeeping. The minor product categorization issue in the database was remedied right away.

“We manage a unique database system to track all emission sources, material and their compositions, permits, regulations, pollutants, emission factors and equations, and production data,” said Nancy Scott, who maintains the database. “It is important to have good communication with the shops so we can capture all of the production data to satisfy the regulatory requirements.”

FRCSW Environmental Specialist Linda Goelze said the vigilance of shop personnel was germane to the successful semi-annual inspection: “SDAPCD inspections focus on permitted sources and the inspector uses the permits to guide the inspections. The permits are a legal document. The conditions on these permits are as legal and enforceable as a statutory law. Without shop support and the reps’ attention to detail, we wouldn’t have done as well as we did; shop support is the key. The guys in the shops see things day in and day out; it is very important that when they see something wrong, they ask us for guidance since we can’t be everywhere at once.”

FRCSW considers environmental stewardship to be equally important to productivity and product quality. In recognition of this responsibility to our stakeholders, customers, neighbors and others, FRCSW is committed to improvement of environmental performance on a continual basis.

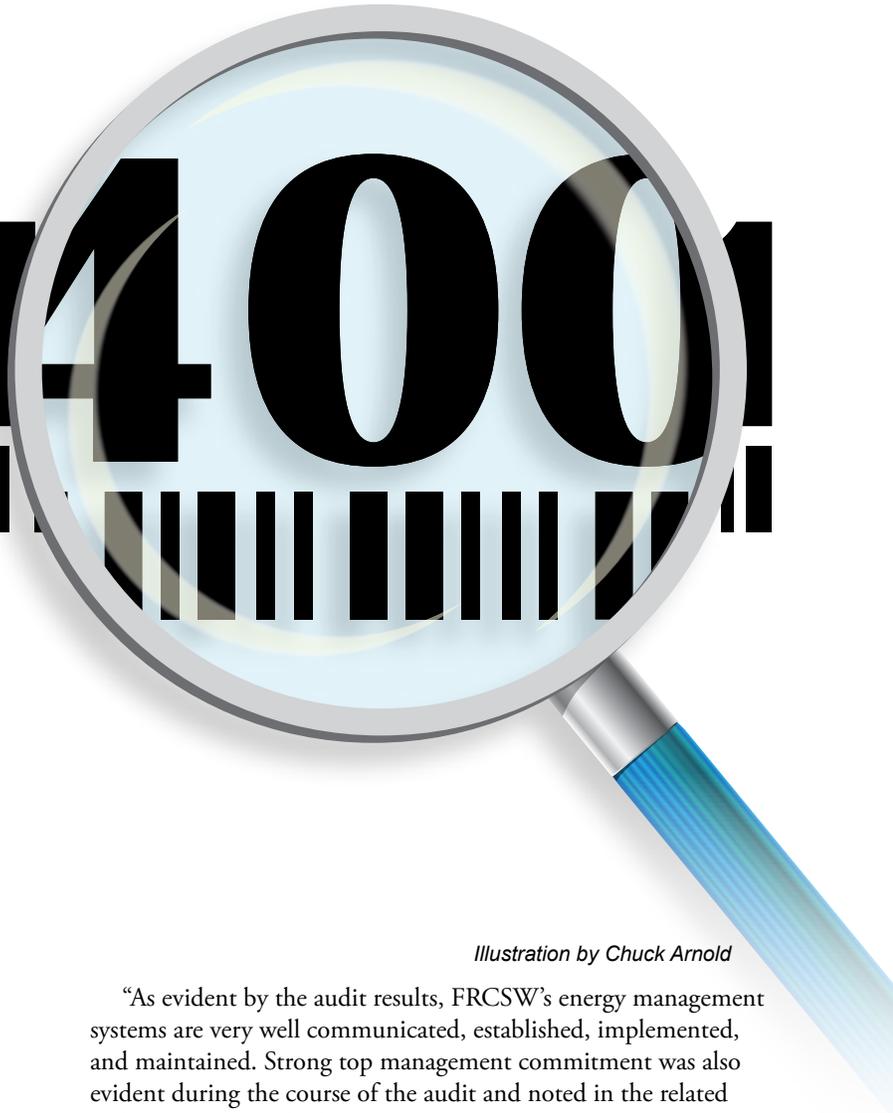
The next inspection is scheduled to start around March 2013 and will look at 10 percent of the operating permits.

ISO 14001:2004 QMI Audit Targets Environmental Management System

Approximately one week after completing its semi-annual San Diego Air Pollution Inspection, FRCSW underwent a third party, International Organization for Standardization (ISO) 14001 six-month surveillance audit. The audit was conducted by Quality Management Inc. (QMI) from Nov. 14-16, 2012.

The ISO14001:2004 is the standard specification Fleet Readiness Center Southwest uses for its Environmental Management System (EMS).

# ISO 14001



*Illustration by Chuck Arnold*

This standard is applicable to any type of business in the world, and is pursued by organizations to document their commitment to environmental quality. FRCSW has been registered to the ISO 14001 international environmental standard since May 1999 as part of its commitment to improve environmental performance on a continual basis.

“The results from this audit were the best FRCSW has had since being registered in 1999,” said Richard Pfeiffer, ISO 14001 Lead Auditor. “The audit had zero non-conformances and zero area-of-concerns. Our command’s environmental program has not had a non-conformance issued since November 2007. We have not received a non-conformance since 2009.”

The purpose of the audit was to evaluate the extent of conformance to ISO 14001 standards and verify the effectiveness of the system.

“Each audit conforms to all the requirements of the ISO standard including audit plans, execution of audit criteria, comprehensive audit reports, internal communications to the artisans, shop supervisors, and the EPO staff and command top management at management review,” explained Pfeiffer.

The six primary areas of concern of the audit were: air, water, waste, recycling, pollution prevention and energy management.

Areas audited included the Central Berm Storage Facility/ Chemical Handling; Metals Recycling Yard; Material Issue Centers (DLA/URS) in buildings 94, 472, 250, 378, and 379; Environmental Management System; and Hazardous Materials Management System.

“As evident by the audit results, FRCSW’s energy management systems are very well communicated, established, implemented, and maintained. Strong top management commitment was also evident during the course of the audit and noted in the related auditor records,” Pfeiffer stated.

Some positives noted during the audit included FRCSW’s effort in developing a “Desktop Guide” to ensure continuity of the audit process; improvements in management review; improvements in waste stream contamination management and air emission monitoring; and improvements in organization housekeeping and segregation for Metal Recycling, Central Berm, and material issue centers.

Advantages to being ISO 14001 registered include improved environmental compliance, greater environmental awareness among employees, improved identification and execution of pollution prevention opportunities, a positive and constructive relationship with stakeholders, and reduced environmental operating costs. These all lead to a competitive edge FRCSW has over private aerospace and manufacturing firms that are not ISO 14001 registered.

The next ISO 14001 audit will be a 12-month surveillance audit beginning April 22-24, 2013, and will include the FRCSW Safety Office, LM2500/Test Cell, Pneudraulics, and Instruments/ Rotating Electric.

# FRCSW Sailor Chosen COMFRC 2012 Sea Sailor of the Year

**A** Fleet Readiness Center Southwest (FRCSW) Sailor has been selected as the best performing sea Sailor within all of Commander, Fleet Readiness Centers (COMFRC).

Aviation Electronics Technician 1st Class (AT1) Cuonh Phung was named the COMFRC 2012 Sea Sailor of the Year during the annual competition held November 5-9, in Jacksonville, Fla.

COMFRC employs more than 5,700 active duty personnel.

While assigned to FRCSW Site Pt. Mugu, Phung served as the avionics division leading petty officer where he supervised 97 maintenance technicians from seven work centers. During that time, the command enjoyed a 92 percent ready-for-issue rate of avionic components for the fleet.

FRCSW Commanding Officer Capt. John Smajdek said that Phung's leadership and dedication to mentoring junior Sailors were germane to his selection for the COMFRC award.

"Petty Officer Phung exhibits a strong attitude of 'Junior Sailors first,' which is evident by his daily mentoring and sincere concern for their success," Capt. Smajdek said.

Looking to increase the success of junior Pt. Mugu Sailors, Phung established a weekly routine targeting the completion of professional military and in-rate training. He also promoted greater communication between senior mentors and junior personnel through monthly meetings and goal sheets.

"AT1 Phung possesses a rare blend of humility and dedication not often displayed at the 1st Class Petty Officer level. He consistently puts his Sailors' needs above his own. He brought the Junior Sailor Advancement Workshop to our command, and made an immediate impact on advancement and unit morale," said Avionics Branch Chief Petty Officer ATC (AW/SW) Soma A. Miwok.

Thanks to Phung's efforts, 29 FRCSW Pt. Mugu Sailors were advanced to higher pay grades, and 30 Sailors within the avionics division were nominated for FRCSW Sailor of the Quarter.

A native of Garden Grove, Calif., Phung joined the Navy in 2000 because he wanted, "to travel around, learn new jobs, and get an education."



The 30-year-old Sailor said he intends to make the Navy a career, and holds an associate degree from Vincennes University. When FRCSW Site Pt. Mugu was short a financial specialist, he volunteered to attend the Navy's training to qualify for the position, enabling him to assist and advise his fellow Sailors on financial matters.

His next voluntary assignment took him to the jungles of Vietnam as a member of the Joint POW-MIA Accounting Command (JPAC), where he was a vital link between the mission leader and local government officials.

Phung also served as a translator between the nine-member JPAC team and 60 local workers. The mission was successful, providing closure for the family of a U.S. service member who had been missing-in-action for over 40 years.

The father of three, Phung is an active volunteer at Patton Elementary School in Garden Grove, and has led an array of community events from beach cleanups to combating alcohol and drug abuse.

"AT1 Phung was a pleasure to work with," stated FRCSW Site Pt Mugu Avionics Leading Chief Petty Officer ATCS (AW/SW) Lori A. Nunez. "He continually displayed a positive attitude of 'Mission First, Sailors Always'. He is dependable, reliable and his drive and dedication is nothing short of superb."

Phung is currently assigned to USS John C. Stennis (CVN 74), where he reported in August 2012 as the Sea Operations Detachment Petty Officer in Charge.

"My selection for the (COMFRC) award was unexpected due to being deployed. But I was given the opportunity to board through video conferences and just did my best," he said. ▲

# Stewards of the Environment

AM2 John Villen, foreground, lends AS1 Paulo Santos a helping hand in pulling a discarded tire from the banks of the Tijuana River. The tire was one of 130 that were removed by FRCSW Sailors who volunteered in early October during the Tijuana River Action Month. FRCSW Sailors returned later in the month to paint signs on storm drains to discourage the illegal dumping of trash in the area.

*Photo by AM1 David Meador*



Fleet Readiness Center Southwest (FRCSW) Sailors help Will Anderson, San Diego Canyon Lands Project Manager (3rd from left) remove a palm tree from Bell Canyon in San Diego January 5. The canyon is being renovated to create a park to benefit the students of Bell Middle School, which lies adjacent. In addition to removing non-indigenous vegetation, the FRCSW Sailors also laid the framework for future trails through the area. The long-term renovation is funded by the non-profit organization San Diego Canyon Lands. Picture are (from left) AD3 Ken Nepomuceno, assigned to Helicopter Sea Combat Squadron Three (HSC-3), AS1 Joel Estrella, Will Anderson, AM2 Marc Allen, AM1 David Meador, AS1 Sostenes Cuello, and AS1 Palmer Carreon.

*Courtesy photo*



## MCPON Mike D. Stevens Visits FRCSW

Master Chief Petty Officer of the Navy (MCPON) Mike D. Stevens points out the "Zeroing in on Excellence" initiative posted on the Navy's website to AZ2 William Hixon in Building 463. The initiative, crafted by the MCPON in November as a framework for Chiefs' Messes, targets three areas of concern: leadership development, order and conduct, and control and ownership. During his December tour, the MCPON spoke to Sailors assigned to the command's avionics and calibration division.

*Photo by Scott Janes*



## FRCSW Helps Toys for Tots

Fleet Readiness Center Southwest (FRCSW) Commanding Officer Capt. John Smajdek presents a ceremonial \$5,000 check to FRCSW Systems Components and Calibration Division Product Manger JB Thurmond, a former U.S. Marine, who accepts the donation on behalf of the Marine Corps Reserves' annual Toys for Tots campaign. In addition to their financial donation, FRCSW employees also provided more than 30 new bicycles and dozens of toys to benefit the needy children of San Diego County. For the 53rd consecutive year, the toy drive was sponsored by the North Island Superintendent's Association.

*Photo by Joe Feliciano*



## Delaware Appointed as Head of FRCSW Industrial and Logistics Group



Shawn Delaware was recently appointed to serve as the Fleet Readiness Center Southwest (FRCSW) Industrial and Logistics Group Head.

Mr. Delaware is originally from Poughkeepsie, New York, relocating to Southern California after graduating from the University of Buffalo. He began his career with Naval Air Systems Command in 1989 and has held various engineering, logistics and production positions within the command.

He was formerly the Senior Civilian at the Naval Air Technical Data and Engineering Service Command, providing the Naval Aviation Enterprise with engineering support solutions through knowledge management of technical data and engineering services.

His prior experience with FRCSW was as the F/A-18 Production Manager, leading the heavy maintenance program (depot level) on the F/A-18 Hornet aircraft. This included the implementation of Integrated Maintenance Concept (IMC) into the Fleet Squadron operational sites, initial operation capability

and full rate production of the Center Barrel Plus modification program, and depot level capability of the Super Hornet Depot rework program. In this capacity, Mr. Delaware had the opportunity to lead international depot level repair programs with the Spanish Air Force and the Royal Malaysian Air Force program.

Previously, Mr. Delaware was the F/A-18 Fleet Support Team Lead for PMA 265 providing acquisition and in-service solutions improving the reliability and maintainability of the Navy's premier strike fighter aircraft.

He holds a Master of Science in Strategic Studies from the Army War College, a Masters in Business Administration from San Diego State University, and an Aerospace Engineering Bachelor of Science degree from the University of Buffalo.

He is also a graduate of NAVAIR's Senior Engineering Management Development Program and the DoD's Defense Leadership And Management Program (DLAMP).

# Awards *Applause*

## Retirements

Manolito F. Cabanilla  
Reginald R. Donaldson  
James A. Duschane  
Rodolfo D. Garcia  
Donald Jackson  
Miles T. Kurashima  
Marlow B. Martinez  
Stanley K. Meldrum  
Melanie E. Mercado  
Joe L. Mock  
Robert J. Paul  
Oscar A. Ramos

Jacques Sandifer  
Martin P. Torres

## Promotions

Seth E. Abercrombie  
Mitchell L. Applegate  
Randall Baker  
Myrabel L. Balina  
Brent W. Barnes  
Lloyd A. Bjurman  
Robert C. Brinkmeier  
Melinda M. Bullwinkel  
Leslie Cabral

August E. Cade  
Michael V. Cartaciano  
Travis J. Cooper  
Alan R. Diaz  
Gaybie J. Drinko  
Pedro J. Duran  
Lakeyta S. Edwards  
Joseph M. Foster  
Brandon W. Gemlo  
James D. Gilbert  
Terry J. Gonzales  
Joseph A. Guillory  
Joel E. Hartt  
Khristopher C. Helsing

Claudia L. Henry  
James J. Hickey  
William B. Jung  
Craig M. Kane  
Jason N. Kern  
Steven A. King  
Richard Krasko  
Jonathan L. Lacy  
Todd A. Lamoureux  
Fergeline Lane  
Rolando C. Lapuz  
Yuehfeng T. Lee  
Fernando P. Loera  
Sarah D. Lott

James P. Maples  
Matthew C. Mcgovern  
Manuel P. Mesina  
Arturo M. Molina  
Vidal E. Nuno  
Shane A. Paredes  
Jose A. Pintor  
Victorino D. Poyaoan  
Merlyn F. Richards  
Romeo B. Trinidad  
Sammie L. Williams  
Kenneth E. Wilson  
Fernando A. Zuniga

## Meet the New FRCSW Command Master Chief: CMDCCM(AW/SW) Pablo Cintron



Command Master Chief Cintron enlisted under the Delayed Entry Program in December 1987 and completed basic training at Recruit Training Command, San Diego, Calif., in September 1988.

Following recruit training Command Master Chief Cintron reported to NATTC Millington, Tenn., where he completed Aviation Support Equipment Technician "A" school. Upon completion of "A" school, he reported to his first command, USS Abraham Lincoln (CVN 72), where he commissioned the ship and is a Plankowner. His follow-on tours include: AIMD Alameda, Calif.; USS Saipan (LHA 2), Norfolk, Va.; AIMD Norfolk, Va.; USS Kearsarge (LHD 3), Norfolk, Va.; Fleet Readiness Center Southwest, San Diego, Calif.; USS Harry S. Truman (CVN 75), Norfolk, Va.; USS Carl Vinson, San Diego, Calif.

Command Master Chief Cintron was selected into the Command Master Chief Program in February 2011 and reported to Strike Fighter Squadron EIGHT SIX (VFA 86), Beaufort, S.C., as the Command Master Chief. He led the squadron's successful move to Lemoore, Calif., and their transition to the F/A-18E Super Hornet.

He reported to Fleet Readiness Center Southwest as the Command Master Chief in December 2012. He is a 2006 graduate and Honor student of the Senior Enlisted Academy, Newport, R.I., Class 122 (Blue) and CMC/COB Course, Class (86). Command Master Chief Cintron holds a Master of Business Administration from National University with a focus on Leadership.

His personal awards include the Navy and Marine Corps Commendation Medal (five); Navy and Marine Corps Achievement Medal (four); Navy Good Conduct Medal (eight); and various campaign/operational awards.



# Fleet Readiness Center S o u t h w e s t

## Change of Command



**Captain John C. Smajdek**



**Captain Donald B. Simmons, III**

**Captain John C. Smajdek**

*will be relieved by*

**Captain Donald B. Simmons, III**

*at*

**10:00 AM on April 18, 2013**

*at the*

**FRCSW Test Line (Building 785)**

*For more information, contact your supervisor*