



FRC SW

ALMANAC

Volume 6 - Issue 4

Capt. Simmons
Takes the Helm:
**Change of
Command**



Skipper's Corner:

Mission, Vision and Values



Capt. Don B. Simmons, III

During the Change of Command ceremony, I talked about the Mission, Vision and Values statements for FRCSW.

Our Mission is to: Deliver responsive maintenance, repair and overhaul products and services in support of Naval Aviation and National Defense objectives.

Our Vision is to: Be the provider of choice for aviation maintenance, committed to customers, partners, workforce and community.

Our Values are:

Honor: Conducting ourselves in the highest ethical manner in all relationships.

Courage: Having the moral and mental strength to do what is right, even in the face of adversity.

Commitment: Dedicated to positive change and constant improvement which will enhance the quality of our work, our people and ourselves.

The common thread to these statements, simply, is that each must be attained. None supersedes the other; they are equally important in balance and scope within the command.

A range of private enterprise companies, including those in the aviation industry and ones we partner with, also have Mission, Vision and Values statements. These are for their own operational purposes and many are readily available via the internet.

The major difference between our statements and those of private enterprise is that FRCSW is not a private company. We are a U.S. Navy command, subject to naval and federal instructions, guidelines, regulations and performance expectations.

This has been the case for almost 95 years and today our job is the same as it was then.

FRCSW has a rich, innovative history of MRO support to the warfighter.

Thousands of civilian and active duty folks have worked here; each, as you today, playing a vital role to ensure that the aircraft flown by our pilots in the fleet perform safely and effectively thus allowing them to complete their missions.

Over the next few years as the Defense Department adapts to the changing world, we will face challenging times requiring financial flexibility, innovation to increase the throughput of our products, and a greater demand to ensure that the quality of our processes remain the best in naval aviation.

We have an exciting future that is well defined by our Mission and Vision statements. But it is truly our Values statement: "Honor, Courage, Commitment" that defines each of us, and how we will get there.

DON B. SIMMONS, III
Captain, U.S. Navy
Commanding Officer



Fleet Readiness Center Southwest

COMMANDING OFFICER

Capt. Don B. Simmons, III

EXECUTIVE OFFICER

Capt. Timothy Pfannenstien

COMMAND MASTER CHIEF

CDMCM (AW/SW) Pablo Cintron

COMMAND ADDRESS

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

FRCSW WEBSITE

<http://www.navair.navy.mil/frcsw>

FRCSW PUBLIC AFFAIRS OFFICE

619-545-3415

OMBUDSMAN

Alyson Martinez
Phone:
Email:

Arlette Mendoza
(619) 301-7091
FRCSWombudsman@gmail.com

WORK SCHEDULE STATUS &
SPECIAL INSTRUCTIONS IN EMERGENCIES
1-866-269-6590

FRCSW MISSION, VISION & VALUES

MISSION

DELIVER RESPONSIVE MAINTENANCE, REPAIR AND OVERHAUL PRODUCTS AND SERVICES IN SUPPORT OF NAVAL AVIATION AND NATIONAL DEFENSE OBJECTIVES.

VISION

BE THE PROVIDER OF CHOICE FOR AVIATION MAINTENANCE, COMMITTED TO CUSTOMERS, PARTNERS, WORKFORCE AND COMMUNITY.

VALUES

HONOR, COURAGE, COMMITMENT.

FRCSW
ALMANAC

Staff

PUBLIC AFFAIRS OFFICER
EDITOR
GRAPHIC ARTIST
PUBLIC AFFAIRS SPECIALIST
PHOTOGRAPHERS

Mike Furlano
Jim Markle
Chuck Arnold
Leandro Hernandez
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.

America's Navy – A Global Force for Good

FRCSW

ALMANAC

Volume 6 - Issue 4

Features

- 9 **NEW XO FOR FRCSW**
Capt. Timothy Pfannenstein
- 12 **F/A-18 HIGH FLIGHT HOUR**
Extension Granted
- 14 **FRCSW SAFETY OFFICER**
Speaks at USD Symposium

Departments

- 4 **COVER STORY**
- 19 **AWARDS**

An overhead shot of three carriers in port at NAS North Island; Top to bottom; USS *Carl Vinson* (CVN 70), USS *Ronald Reagan* (CVN 76) and USS *Nimitz* (CVN 68)

Photo by MC2 Shannon Renfro, Fleet Combat Camera Pacific.

Aircraft support by Helicopter Maritime Strike Squadron 41 (HSM-41) "Seahawks"



About the Cover

Capt. Don B. Simmons, III relieves Capt. John Smajdek as commanding officer of Fleet Readiness Center Southwest.

Photo by Joe Feliciano



Capt. Don Simmons, III, right, relieves Capt. John Smajdek as commanding officer of Fleet Readiness Center Southwest. Photo by Joe Feliciano

Simmons Assumes Skipper's Chair

Capt. Don Simmons, III relieved Capt. John Smajdek as Fleet Readiness Center Southwest (FRCSW) commanding officer on April 18 in ceremonies held at the FRCSW Test Line Support Facility on Naval Air Station North Island. Capt. Simmons previously served as the command's executive officer.



Guest speaker Rear Adm. C.J. Jaynes delivers her opening remarks at the FRCSW Change of Command.

Photo by Mike Furlano

Following the arrival of the official party and national anthem, Capt. Smajdek opened the ceremony with welcoming remarks and introduced the presiding officer and guest speaker, Rear Adm. “CJ” Jaynes, commander, Fleet Readiness Centers.

Speaking of Smajdek’s tenure as FRCSW commanding officer, Rear Adm. Jaynes said: “The work accomplished at the command under your stewardship has not only met standards, but exceeded them.”

She cited the command’s Vertical Lift Program which was nominated for the fiscal year 2012 Robert T. Mason Award for Depot Maintenance Excellence.

The award is presented to the outstanding program from a major organic depot-level maintenance facility that exemplifies responsive, transformed, depot-level maintenance support to Defense Department units.

Addressing Level Two achievements during Smajdek’s leadership, Jaynes noted the Secretary of Defense’s selection of FRCSW as co-winner of the Phoenix Award in 2011 for field-level maintenance performed by a medium-sized organization.

The Level Two shop gained a cost savings of more than \$34 million in the past two years.

“We are justifiably proud of our Level 2 organization as it is our closest contact with our Fleet customers,” Jaynes said. “This group of 1,000 skilled Sailors, artisans and contractors refurbishes aircraft components and engines for the Fleet and the 23 tenant commands between Naval Air Station North Island and Naval Air Station Point Mugu.”

Jaynes turned her focus to recent FRCSW innovative and environmental projects. She spoke of the command’s LM2500 “green engine” project that began in March 2011 to reduce fuel consumption by increasing engine compressor efficiency.

“FRCSW is also involved in exciting 3-D printing technology; you created a new hook point for the X-47B unmanned aircraft which is the future of naval aviation; and ground has been broken for a new repair facility for H-60 helicopters,” Jaynes said.

She also mentioned the command’s outstanding energy program which earned the Secretary of the Navy (SECNAV) and Chief of Naval Operations

(CNO) Environmental Award in the Individual Sustainability category for Fiscal Year 2012.

Following her remarks, she presented Smajdek with the Legion of Merit Award for outstanding achievement as FRCSW commanding officer.

To incoming-FRCSW commanding officer Capt. Simmons, Jaynes said, “You have seen this organization up close and I know you are well qualified to be its new commander. FRCSW, you are in good hands. Your support to the Fleet is second to none.”

In his farewell remarks, Smajdek thanked FRCSW teammates for their steadfast work during his tour.

“You haven’t let the budget chaos, sequestration, changing fiscal guidance, or even the threat of furlough, distract you from your mission of providing readiness to the fleet. For that, I and the Navy are forever grateful,” he said.

Afterward, Smajdek read correspondence he’d received from an array of squadron commanders praising the work and quality of services provided by the command.

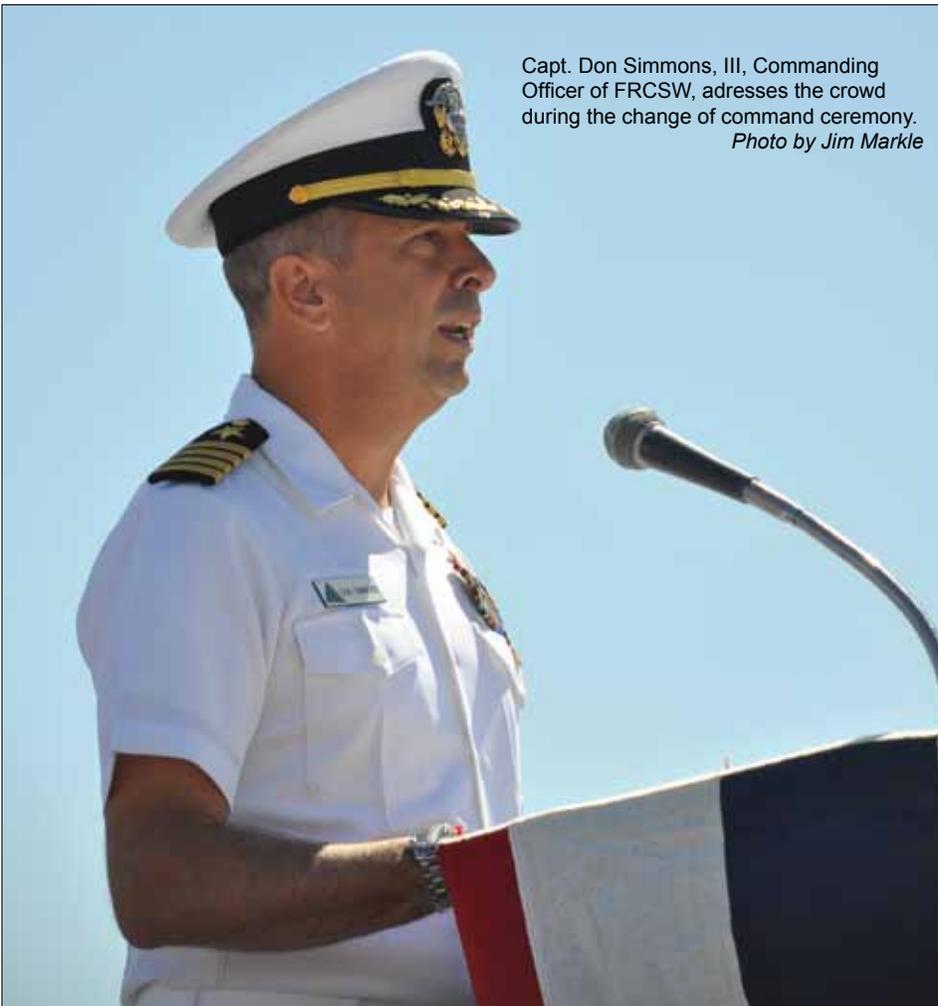
“We have been accomplishing Naval Aviation maintenance here for over 90 years...but the buildings and facilities have never fixed anything... it is the people, the men, women, artisans, contractors, and Sailors of this organization that have overcome the

Rear Adm. CJ Jaynes presents Capt. John Smajdek with the Legion of Merit award. Photo by Jim Markle





Capt. John Smajdek, left, congratulates Capt. Don Simmons, III on becoming the 60th commanding officer of Fleet Readiness Center Southwest.
Photo by Joe Feliciano



Capt. Don Simmons, III, Commanding Officer of FRCSW, addresses the crowd during the change of command ceremony.
Photo by Jim Markle

engineering challenges, material challenges, financial challenges and many other types of challenges to move Naval Aviation forward,” he said.

After the reading of orders, Jaynes officiated the transfer of authority.

Following the exchanges of salutes, Simmons opened his remarks by citing a Chinese saying: “May you live in interesting times.”

“We certainly live and work in interesting and challenging times,” Simmons said. “Throughout its history, the Navy has successfully met all of its challenges. Ever since those early days of naval service, we have relied on certain bedrock principles or core values.”

“At FRCSW, our core values are the exact same as those of the United States Navy: Honor, Courage, and Commitment,” he stated.

- In defining Honor, Simmons said: “We will conduct ourselves in the highest ethical manner in all relationships with peers, superiors and subordinates. Illegal or improper behavior or even the appearance of such behavior will not be tolerated.

- Of Courage: “We will have the courage to meet the demands of our profession and the mission;

The FRCSW Color Guard presents Old Glory and the U.S. Navy ensign for the National Anthem.

Photo by Leandro Hernandez



be loyal to our nation, ensuring the resources entrusted to us are used in an honest, careful, and efficient way. Courage is the value that gives us the moral and mental strength to do what is right, even in the face of personal or professional adversity.”

- **Of Commitment:** “We will demand respect up and down the chain-of-command; care for the safety, professional, personal and spiritual well-being of our people. Show respect toward all people without regard to race, religion, or gender. Treat each individual with human dignity. Be committed to positive change and

constant improvement; and work together as a team to improve the quality of our work, our people and ourselves.”

In his closing remarks, Simmons said the FRCSW mission will remain as it has for more than 90 years: Delivering responsive maintenance, repair and overhaul products and services to the fleet.

“Our mission will not change with the challenges we face today. In fact, adherence to that mission is even more important,” he said.

“To address these challenges and accomplish our mission we will need to focus on innovation and agility, yet demand strict adherence to our processes and procedures.”

“By-the-book maintenance is the block and tackle of our business. We will need to improve the cost, schedule and quality of our products. And we can never lose sight of our core values. Our future is in our hands,” he said.

Also contributing to the ceremony were the FRCSW Color Guard and the Navy Region Southwest Band.

Smajdek assumed command of FRCSW on August 4, 2011. His next assignment will be as Force Aviation Maintenance/Material Officer at Commander, Naval Air Forces, U.S. Pacific Fleet. ▲

Meet the New XO:

Captain Timothy H. Pfannenstein, USN

Executive Officer, Fleet Readiness Center Southwest

Captain Pfannenstein was born and raised in Saint Cloud, Minn. and enlisted in the Navy in August, 1978. Following Recruit Training in Great Lakes, Mich. and Aviation Electronics training in Millington, Tenn., he reported to Patrol Squadron One (VP-1) in Barbers Point, Hawaii. Subsequent tours included Instructor Duty at Naval Air Technical Training Center (NATTC) and assignment to Patrol Squadron Twenty-Six (VP-26) in Brunswick, Maine.

In May 1990, then Senior Chief Pfannenstein reported to Aviation Officer Candidate School in Pensacola, Fla. and following graduation and technical training reported to Fleet Air Reconnaissance Squadron One (VQ-1) in Agana, Guam serving as Maintenance Material Control Officer (MMCO) and Detachment Maintenance Officer during operations Desert Storm/Desert Watch. In February 1994, he reported to Sea Control Squadron Three One (VS-31) in Cecil Field, Fla. completing work-ups and deployments on both the USS George Washington (CVN-73) and USS John C. Stennis (CVN-74). Upon completion of his VS tour, Capt. Pfannenstein reported to Commander, Sea Control Wing, U.S. Atlantic Fleet as the Wing Assistant Maintenance Officer (AMO). In 2001 he reported to Aircraft Intermediate Maintenance Department (AIMD) at Naval Air Station, Jacksonville serving as MMCO, AMO and Officer-in-Charge (OIC) and in June 2003, reported to USS John F. Kennedy (CV- 67) deploying in support of Operation Enduring Freedom.



Following these successful operational tours Captain Pfannenstein reported to the E-2/C-2 Program Office (PMA-231) at Naval Air Systems Command in Patuxent River, Md., serving as Engine Deputy Assistant Program Manager for Logistics and Product Support Integrated Product Team Lead for the E-2D Advanced Hawkeye Aircraft. In September 2006, Captain Pfannenstein returned to sea duty as Aircraft Intermediate Maintenance Department Head aboard Stennis. In October 2008, he reported as Quality Director and Production Officer at Fleet Readiness Center, Southeast (FRCSE) Jacksonville, Fla., and in 2011 continued serving as Director of Depot Operations (6.2) and Aviation Maintenance and Material Readiness Assistant Chief of Staff (N42) at Commander, Fleet Readiness Centers, Patuxent River, Md.

Captain Pfannenstein holds a Bachelor of Science Degree in Business Management, a Master of Arts Degree in Education, is JPME Phase 1 certified and holds Level III certifications in both Life Cycle Logistics and Production Quality Management. Additionally, he is a certified Electronics Mechanic Journeyman and is a member of the Defense Acquisition Corps.

Captain Pfannenstein's awards include four Meritorious Service Medal, six Navy and Marine Corps Commendation Medals, six Navy and Marine Corps Achievement Medals, three Battle "E" Efficiency Awards and numerous Navy/Civic organizational, personal and unit commendations.





MH-60R Seahawk from HSM-77 "Saberhawks".

Photo ©2013 Raymond Rivard, used with permission



Legacy Hornet HFH Program Issues 100th Authorization Message

1,000 Flight-Hour Extension Granted

Photos by Jim Markle

Aircraft mechanics Saeng Visounnaraj, foreground, removes door panel 94 from a legacy F/A-18 Hornet C model in Building 27, while, from atop the aircraft, Josh Garcia removes door panel 18. The aircraft is undergoing Planned Maintenance Interval-Two in conjunction with the F/A-18 High Flight Hour program.

The F/A-18 Hornet fighter has served as one of the Navy's most formidable weapons for over 25 years. Originally manufactured by McDonnell Douglas, the legacy airframes (A-D models) were built with an intended service life of 6,000 flight hours.

Since the vast majority of legacy Hornets have exceeded their initial service lives, and to keep the aircraft mission ready, the Service Life Assessment Program (SLAP) was developed in 2002 by the F/A-18 and EA-18G Program Office (PMA 265) in Patuxent, Md.

The goal of SLAP was to determine the feasibility of the airframe to surpass its service life; specifically analyzing the stress that catapult and landing cycles had on the airframe.

"SLAP is not necessarily an assessment of every Hornet in the fleet. It's not a one-by-one assessment," said Jim Elgie, F/A-18 structural engineer.

"It was how they were flying in the fleet compared to how they were tested. We held a full scale test of an airplane and hooked up actuators to it and defined what a 300-hour block of loads would be: It would see X number of arrestments, catapults, and so many 7-G maneuvers. It was tested to two life times, and we wanted to know how we were flying compared to that test."

"We were actually flying less severe in most places (points on the aircraft), but more severe in a few places. So we needed to do some inspections on those areas that concerned us."

The High Flight Hour Program (HFH)

A second phase of SLAP was created in 2005 to include flight-hour issues and dual seat landings of the B and D Hornet models. The results were the basis for stand-alone (B and D specific) and basic High Flight Hour (HFH) inspections designed to ensure operational safety of the aircraft beyond the intended service life, to 8,000 flight hours.



Aircraft mechanic Athene Deguzman disassembles the leading edge flap from a legacy F/A-18 Hornet C model in Building 27. The aircraft is undergoing Planned Maintenance Interval-Two in conjunction with the F/A-18 High Flight Hour program.

The basic HFH program began the following year and included disassembly of the aircraft to identify corrosion, cracks and fatigue-related issues.

Aircraft scheduled for the basic HFH program typically undergo the procedures in conjunction with routine Planned Maintenance Interval-One cycle (PMI-1).

Examiners and evaluators (E&E) perform the PMI-1 cycle, and determine the scope of repairs or replacement to the aircraft's major components and other crucial parts. They also perform the basic HFH inspections, which are separate from the PMI-1 inspections.

Results of SLAP phase two indicated that if the service life of the legacy Hornets were to be extended further --- to 10,000 flight-hours --- then significant improvements were required. To that end, the Service Life Extension Program (SLEP) was created in 2008.

The Service Life Extension Program (SLEP)

The cornerstone to the SLEP is the basic HFH inspection and the Center Barrel Plus procedures that target fatigue issues of the A-D legacy Hornets.

“In 2009 the basic version of six (procedural) bulletins of SLEP were released. Those would permit an aircraft to exceed 8,000 flight hours, with a service life extension of 600 hours,” Elgie noted.

In 2011, the first revision to the HFH program, Revision A, added two more bulletins which increased the inspection locations from 83 to 126.

Areas inspected include a myriad of exterior and interior components including skins, formers, bulkheads and doors.

In addition to visual analysis, detailed non-destructive inspection methods are used to locate minuscule cracks, warping and separations within laminates.

“Now we can go 1,000 flight hours if the aircraft passes the Revision A bulletins,” Elgie said. “There are recurring inspections required, so it’s not a completely free issue to go to 9,000 flight hours.”

“We have inspection safety nets in place, as well. Some are as often as 200 flight hours; some are 400 hours; and some are 600 hours. These are based on location analysis; like how quickly a

crack, for example, could grow on the aircraft. If it grows quickly, we’ll put it on a 200-hour inspection, or if the crack is in a different location and grows slowly, we can put it on an 800-hour inspection cycle.”

“We assess the inspection results at the 200, 400, and 600 inspection intervals, and then determine if we will grant another 1,000 flight hour extension,” Elgie stated.

Including fatigue cracks, Elgie said that many legacy Hornets suffer from corrosion; specifically in the doors of the vertical tail sections of the aircraft.

“Doors 100 and 124 have about 95 fastener holes to hold them in place. Almost all of them end up getting new bushings due to corrosion; and only about 10 percent of these cases can be attributed to cracks. We oversize the fastener holes to put in the bushings,” he said.

“We have a corrosion action team and people who are investigating ways to possibly prevent the corrosion. One idea is to put a rain erosion type tape over the doors after they put the screws in to try and keep the water out. This is still in work.”

To augment its corrosion action team, Elgie said that FRCSW created a speed line about two years ago solely devoted to HFH work.

As of March, 87 legacy Hornets have completed HFH procedures: 50 basic and 37 Revision A. Two B model Hornets and 28 D models have completed the SLEP, according to aerospace engineer Angela Crenshaw.

PMA 265 confirms completed HFH work, and sends a release message to the respective squadron. The message relays the interim flight extension hours granted; usually 1,000 flight hours, and the next maintenance interval for the aircraft.

The 100th HFH authorization message granting a 1,000 flight hour extension was released earlier this year.

To return the Hornets faster to their squadrons, Elgie said FRCSW is in the process of HFH work confirmation and directly releasing the messages, tentatively by the end of this year.

FRCSW is currently scheduled to induct more than 200 HFH Revision A Hornets between fiscal years 2013 and 2017. ▲

FRCSW OFFICER SPEAKS AT USD ENGINEERING SYMPOSIUM

“I loved the concept of flight since ever I was a little kid. I yearned to understand it at a fundamental level, so, I chose aerospace engineering as my major in college,” Lt. Julia Foerster told her audience at the University of San Diego (USD).

Foerster, a graduate of California Polytechnic State University, was one of three keynote speakers February 22 in celebration of National Engineers Week (NEW) at the USD-hosted event.

She has served as the Fleet Readiness Center Southwest (FRCSW) Aviation Safety Officer and Flight Check Officer for the past year.

“The NEW event recognizes engineers and how engineering affects the world,” Foerster said. “They wanted me to focus on how young people need to be aware of career paths and the different options they can pursue through engineering.”

In addition to USD students, the NEW audience included members from an array of national engineering clubs who listened as Foerster described how engineering applications affect aircraft flight and weapons employment.

She also summarized her years of naval training; training very few will ever experience. Training that earned her the naval designation as a Naval Flight Officer (NFO).

NFO’s typically operate the advance systems of naval aircraft, and may act as tactical coordinators, radar intercept officers, or airborne electronic warfare specialists.

According to the Navy Personnel Command there are 11,087 active and reserve female officers in the Navy today, and of that number just nine percent, or 288, are NFOs.



“An NFO in an F/A-18 Super Hornet is referred to as a Weapons System Operator. The Super Hornet was my operational aircraft and its back seat is usually ‘missionized,’ meaning that there is no stick and throttle. Instead it’s retrofitted just to have hand controllers for the systems displays and weapons suites,” she explained.

“At a young age I decided that I wanted to serve my country by operating in a combat support role. When I got a little older I realized the way to do it was through a superior aircraft equipped with a weapons system. In short, I wanted to support our troops on the ground,” Foerster said.

Joining the Navy in 2004, she was commissioned in Pensacola, Fla., following Officer Candidate School (OCS).

Afterward, she remained in Florida to attend Navy flight school and spent approximately 18 months flying a variety of trainer aircraft including the twin engine T-1 Jayhawk, the single-engine T-6 Texan, and the T-2 Buckeye intermediate trainer.

She spent the next 10 months at the Fleet Replacement Squadron in Lemoore, Calif., where she was assigned to learn F/A-18 Super Hornet strike fighter tactics and employment at



Lt. Julia Foerster, FRCSW aviation safety officer and flight check officer, delivers her opening remarks as a keynote speaker in observance of National Engineers Week February 22 at the University of San Diego. Foerster, who holds a bachelor's degree in aerospace engineering from California Polytechnic State University, spoke of naval aviation engineering applications and encouraged others to pursue their career and engineering professional goals.

Photo by Joe Feliciano

Strike Fighter Squadron (VFA) 122.

“In September 2007 I was sent to my first fleet squadron, VFA-22, where I was fortunate enough to accomplish my goals I had set out prior to commencing my career in the Navy,” Foerster said.

She deployed in 2008 and 2009 aboard USS Ronald Reagan (CVN 76) in support of Operation Enduring Freedom, and flew over 40 combat sorties.

“Each deployment was arduous and challenging in a very real way, but hugely rewarding, as I was able to aide our brethren on the ground by providing close air support through a robust platform,” Foerster recalled to the audience.

“A culmination of an engineering product at its finest, the Super Hornet is capable of being both a fighter and an attack aircraft. However, during my Western Pacific deployments which supported Operation Enduring Freedom, my platform was primarily used as an attack platform.”

“Another awesome thing is the orchestration of man and machine on the carrier deck,” she added. “Both the aircraft carrier and the aircraft aboard are engineering masterpieces.”

“It’s important for young Navy and civilian people to realize that they are not restricted in life to do what a stereotype tells them to do.”

— Lt. Julia Foerster,
FRCSW Aviation Safety Officer

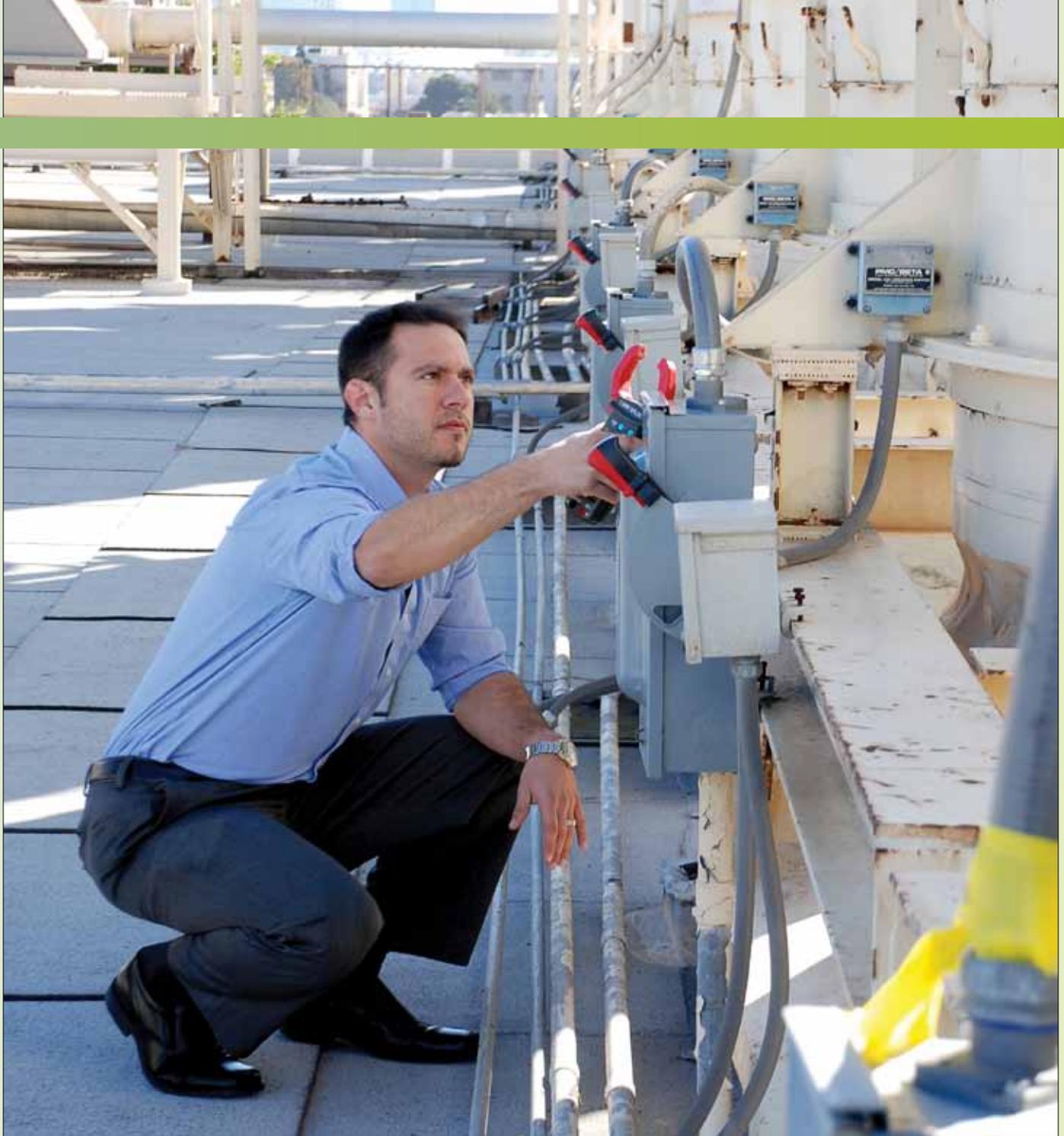
Prior to a detailed explanation to the engineering forum of FRCSW’s F/A-18 maintenance and repair program, she gave an overview of the command’s function and how it relates to the preparedness of the fleet and warfighters.

“For me, this (FRCSW) is where my training in the fleet as an operator, and my training in college as an aerospace engineering student came ‘full circle,’” she told them.

“It’s important for young Navy and civilian people to realize that they are not restricted in life to do what a stereotype tells them to do,” Foerster said of her message to NEW audience.

“I wanted to make sure that the young people in the audience understood that through engineering, you can do all of these things, and that regular people who are willing to work exceptionally hard can do what they pursue in life.”

Foerster reported to FRCSW during the winter of 2011 before attending Aviation Safety Officer School in Pensacola, Fla., she is scheduled to transfer in 2015. ▲



FRCSW Teammate Earns FY 2012 CNO Environmental Award

FRCSW command energy and water conservation manager Matthew Schreck prepares to monitor the electrical output of one of the industrial exhaust fans belonging to the paint facility atop Building 466. Schreck is the recipient of the FY 2012 SECNAV and CNO Environmental Award in the Individual Sustainability category. *Photo by Jim Markle*

The Chief of Naval Operations (CNO) has selected Matthew Schreck, Fleet Readiness Center Southwest (FRCSW) energy and water conservation manager, as the Fiscal Year 2012 recipient of the CNO Environmental Award in the Individual Sustainability category.

Divided into 10 categories encompassing conservation, quality, resources management and sustainability, the CNO Environmental Awards recognize commands and individuals who have demonstrated significant accomplishments promoting environmental stewardship.

During FY 2012, FRCSW realized more than \$800,000 in energy rebates; cut water usage by 120 kilo-gallons; cut over 6,400 British Thermal Units (MMBTU); and saved more than \$517,000 in energy. MMBTU is an energy measurement for steam, electricity or natural gas.

The savings were gained through an array of more than 20 energy-savings projects directed by Schreck.

A certified energy manager and auditor, Schreck is responsible for overseeing \$10 million in Energy Conservation Investment Program (ECIP) and command funded projects. The ECIP is Congressional funding for renewable technologies.

“Of the \$10 million investment funds, the FRCSW command funded \$7.7 million under a utility energy services contract (UESC), and the remaining funding was from the ECIP and command funds known as (PIP) funding,” Schreck stated.

“Respective to the ECIP, we integrated daylight harvesting projects in Buildings 250 and 65 and integrated the FRC’s first renewable generation, or solar panels, atop Building 65,” he said.

The command’s utility rebates are strictly awarded through San Diego Gas and Electric’s (SDGE) Energy Savings Bid program, which encourages large, nonresidential, energy-saving natural gas and electrical retrofit projects.

Schreck cited lighting improvements to the metrology lab as an example of the SDGE rebate program.

“We put in a new lighting control system integrated with direct digital control which is saving about \$30,000 per year in electricity; with another \$20,000 rebate from SDGE. That was funded from FY 2012 rebates.”

Energy improvements to Building 378 which included the heating, ventilating and air conditioning (HVAC) systems, chilled and hot water boiler plants, and vacuum systems control, totaled more than \$250,000 in annual savings and over \$175,000 in SDGE rebates.

High bay lighting replacement throughout Buildings 378, 460, 443, 94, and 397 gained over \$170,000 in annual energy savings, and more than \$80,000 in SDGE rebates.

Reductions and upgrades to air handling units along with chiller plant upgrades in Building 472 captured over \$150,000 in annual savings, and more than \$62,000 in SDGE rebates.

“We use strict criteria of life cycle costs analysis to determine our return on investment,” Schreck said. “It calculates how long it will take for the equipment to pay back from the energy savings. This has resulted in a 14 percent annual return on those investments.”

Among his current projects, Schreck is targeting energy efficiency moves at the FRCSW paint complex.

“The air optimization energy project at the paint complex integrates Variable Frequency Drives on large ventilation units with advanced Energy Management Systems, and has saved over \$500,000 in steam and is projected to save another 665,600 kilowatt-hours per year; yielding a savings of over \$100,000 annually,” Schreck said.

Looking ahead, a large project designed to improve the operational energy standards of 20 FRCSW buildings has been formulated.

The program will devote millions of dollars in energy efficiency and renewable projects to be implemented using standard and advanced technologies.

“We’ve developed the scope of work, the life cycle cost analysis, and now it just has to be run through management who will approve the most fiscally solvent option to mitigate those utility bills,” Schreck said.

“Even though I help to develop, design and execute these projects, it is the managers and artisans in the buildings who continue the energy conservation measures,” he stated.

“The actual sustainability in this CNO award is relied upon the artisans. They are the ones who really make it a strong fortitude to keep the conservation measures going.”

There were 30 FY 2012 CNO Environmental Award winners. All will advance to the Secretary of the Navy level of competition.



The Maintenance Behind the Maintenance

By Mike Furlano

Whether it's an F/A-18 center barrel replacement, C-2 rewire, or H-53 PMI it is easy to identify Fleet Readiness Center Southwest (FRCSW) personnel rising to the challenge. What is harder to notice are the people "behind the scenes".

The FRCSW Industrial Production Support Department (Facilities) are the artisans that support the artisans. The team encompasses three departments; Plant Technical Services, whose personnel deal with engineering and technical needs; Plant Production Support Services overseeing tool control and industrial infrastructure; and the Plant Maintenance Services department which manages corrective maintenance, plant services and general plant support.

Plant Maintenance Services personnel perform a variety of functions such as pipefitting, electronic and mechanical maintenance, installation of electrical wiring systems and welding services. One of the most important functions of the code is to evaluate buildings for deficiencies that can potentially cause harm to employees or the environment.

The work performed by this department is often overlooked since the team ordinarily fixes an issue before it becomes a problem. A recent example of this occurred at the FRCSW Site Pt. Loma blast booth facility.

The blast booth is a 40' X 25' enclosed room in which an operator blasts paint from marine parts with a substance called red garnet. "Due to the metal content in the paint, the resulting spent blast media is a hazardous waste" said Dan Conley, FRCSW environmental program office. In order to ensure this material is not released into the environment all emissions from the blast booth are passed through a baghouse filter.

On January 18, 2013, while preparing for an upcoming inspection, FRCSW environmental specialist, Linda Goelze, and Pt Loma shop lead, Joseph Bailey noticed that the base of the booths metal skin had rusted and the door seals had dried. In order to keep the spent blast media from exiting the structure in an environmentally unsafe manner a trouble call that sent notification to the plant maintenance office was initiated.

An inspection by plant maintenance determined the building would most likely require a complete demolition and rebuild with a total price tag of more than \$250,000. This meant a long term work stoppage for the blast booth causing a dramatic increase in turnaround time (TAT) and increased cost to FRCSW customers.



Sheet metal mechanic Jeffrey Dubin (right) and production machinery mechanic Matthew Sison install a filter lock bar after inspecting filters in the blast door at FRCSW Site Pt. Loma. Photo by Leandro Hernandez

Plant maintenance personnel Jeff Dubin and Matt Sison devised a plan to repair the building using stainless steel sheets, room temperature vulcanizing (RTV) silicone and foam sealant. All the materials were supplied by the command decreasing both the time needed to complete the repairs as well as the cost.

Durbin and Sison worked 10 hour days, seven days a week removing the deteriorated material and applying 250 linear feet of RTV sealant to steel sheets which were used to strengthen the structural integrity of the wall. Finally, a filter wall made of aluminum was created to provide an extra barrier and prevent media leaks through the intake louvers.

The blast booth work was completed in nine days (five days ahead of schedule); saving the command hundreds of thousands of dollars and allowing the blast booth to return to normal production levels.

It is this "can do" attitude that has driven FRCSW to be one of the top MRO facilities in the world, and it shows how the command's employees strive to achieve the highest performance level possible. ▲

Awards

Applause

Retirements

Juan B. Bamba
Lawrence D. Calhoun
Joseph A. Davies
Armando J. Demara
Gary A. Donnelly
John R. Gartrell
Robert Gonzales
Nestor P. Hernandez
Shelia B. Hubbard
David C. Johnson
Napoleon Julienne
Robert E. Lacy
Rex E. Lofton
Roger M. Manzano
William H. Nelson
Gail A. Patacsil
James D. Renfro
Richard A. Renfro
Son V. Tran
George E. Turner

Years of Service

5 Years

Jeffrey R. Althof
Jeffrey T. Clem
Jessica A. Gore

10 Years

Earl P. Abalos
Edward D. Alonzo
Christopher P. Amend
Rodiaro C. Bagtas
Christopher W. Bentley
Arthur M. Comandante
Daniel Conley
Alfredo Cruz
Ryan J. Drake
William K. Fields
Ricky L. Gabrielson
Matthew Galaski
John C. Kim
Jason E. Kubitz
Modesto P. Mendoza
Michael J. Smith
Stanley G. Syzowski
Michelle M. Webb

15 Years

Dindo P. Alarcon
Mark S. Pelayo

20 Years

Blitz V. Barrera
Roberto S. Comer
Rebecca R. Ferguson
Brett G. Gardner
Joshua D. Malish
Ronald D. Pangilinan

25 Years

Rolando T. Durano
Walter Johnson
Claudia Schupp

30 Years

Louis G. Acosta
John H. Cofey, Jr.
Erma Q. Deloviar
Michael F. Holleron
Sharon L. Leonard
Ronald E. Moten
Larry J. Vega

40 Years

Jose E. Ramos
Hector B. Vicia

On the Spot

Lloyd R. Apgar
Jeffrey L. Ayers
Aida M. Basco
Cecil Bell
Nestor B. Dominguez
John H. Goldworthy
Julie Gordon
Joe L. Henry
Gary J. Rice
James Russell
Christopher Venable
Seth Winkleman

Beneficial Suggestion

Daniel E. Ngo
Luis L. Quiambao
Time-Off Award
Josh A. Alfasy

Productivity Recognition

Frederick B. Abano
Ernesto Arce
Mark L. Atanasoff
Emiterio F. Bumbasi
Alfredo Castro
Shannon Covington
Martin Crespo
Daniel Crist
Daniel D. Cunniff
Debora R. Curry
Florante C. Faustino
Samson C. Garcia
Timothy Grunseth
Larry D. Hayes
Barry A. Hespenshide
Isaac Llamas
Rafael F. Magayanes
Lamberto A. Mangat
Robert Pugeda
Victor C. Reyes
Matthew P. Sison
Robin Springer
Arnaldo N. Taya
Alice A. Taylor
Michael L. Turner
Wilfredo A. Tuscano
Douglas E. West
Rufus J. Williams

Sick Leave is Money

Katerina L. Chau
Sinh D. Han
Manuel S. Jotie
Mona L. Russell
Hao Thai
Percival C. Tomas
William Ly

Special Act

Michael E. Anthony
Andrew L. Applegate
Francis R. Asuncion
Alberto S. Balaguer
Nestor A. Barrera
Renato A. Benitez
Jeffrey S. Bennett
Charles Carrasco
Michael Cartaciano
Kelvin S. Chau
Stewart A. Cheek
Joseph A. Collins
Michael J. Cooper
Charles L. Cox
Daniel D. Cunniff
Tuoc B. Dao
Jorge E. Dearmas
Jeffrey R. Deshazer
Alvaro R. Diaz
Erik G. Doepke
Jeffrey A. Dubin
Raymond D. Duncan
Bernard Duysings
Robin H. Famador
Oussam Filali
David C. Fulbright
Kimberly Y. Gaar
Nicholas J. Garnett
Richard Gonzales
Joseph A. Guillory
Shane B. Hanson
Vicki L. Harkins
Mark D. Heacock
Barry A. Hespenshide
Oscar P. Hilario
Michael F. Holleron
Michael Howell
Jalwin Yuchongtian
David E. Jarvis
Richard L. Johnson
Walter Johnson
Kenneth Jordan
Richard E. Kennedy
Perry A. Keuy
Dennis M. Latza
Armando A. Macias
Rafael F. Magayanes
Michael H. Magee
Luisito Melchor

Antonio V. Mino
Carl Patrick A. Moraleja
Eric T. Movido
George J. Nacker
Thanhlan H. Nguyen
Jay Noblin
Vidal E. Nuno, Jr.
Gene L. Peters
Howard E. Pippen
Alden Porcadas
Frank A. Ramirez
John D. Refoy
Emelito T. Ricasata
Alcide L. Richards
Merlyn F. Richards
William T. Richards
William L. Robinette
Joseph C. Rodr
John E. Santos
Ronald L. Senesac
Jennifer Showalter
Matthew P. Sison
Roger S. Stensland
William F. Struiksma
Vaughn Suret
Kham V. Thai
William P. Thibedeau
Michael L. Turner
Todd H. Uzzell
Patrick J. Valentino
Patrick Vaughn
Merissa E. Venegas
Curtis J. Witherspoon
Russell B. Wong
Michael L. Woodruff
Timothy R. Woods
David K. Yee
Greg J. Zulim
Fernando A. Zuniga
Laurie R. Zuniga

In Memorium

Shanna Berry, a long time FRCSW employee, passed away on April 5, 2013.

Arthur Montoya, retired from FRCSW in June 2011, passed away on March 20, 2013.

Jacques "Jackie" Sandifer, retired from FRCSW in December 2012, passed away on February 9, 2013.

To Capt. John Smajdek, USN
– Fair Winds and Following Seas!

Story on Page 4.

