FRCSW gains NAVFAC SOUTHWEST Technical Services Machine Shop

FRCSW Training Department
New Yellow Belt Course Targets AIRSpeed Essentials

Creative Innovation: Improving Landing Gear Processes
Happy Holidays
Teammates!

With the upcoming events of the holiday season upon us, I have two things to share with you as we close out our first full year as the new Fleet Readiness Center.

First, my most sincere congratulations go out to each of you for contributing to the most successful year ever in fleet readiness and financial virtue. By every measure you have exceeded expectation/goal, delivering high quality products to our men and women on the front lines: 289 aircraft, 76 engines, and over 65,000 components. Whether you work with a tool in your hand or at a computer screen, you are a vital part of delivering products to fleet customers. None of these eye-watering results would be possible without the determined cooperation of civilian/military product line and support employees working to solve the many challenges we face every day.

You’ve heard me say it before: it’s not our high tech tools, or the nearly 100-year-old plant, but it’s the PEOPLE here that make the competitive edge difference. You are the problem solvers for Naval Aviation, leading the way for innovative change in the demanding Maintenance, Repair, and Overhaul (MRO) world.

And while we change the world, speeding quality products at cost-wise rates, let’s stick to doing it right the first time and every time.... these basic “blocking and tackling” procedures require 100 percent verbatim compliance! Pilots’ lives depend on it. No Short Cuts team. . . Follow the book, don’t go around it, then fix the book!

Secondly, we remain a country at war. Our contribution to those on deployment is essential. While we are safe at home each night with our loved ones, let us pause to thank the thousands of uniformed military and civil service forces in harms way. Those brave souls and their families are sacrificing daily, so we might continue to enjoy freedom in our home land, because it surely is not free. I’m thankful for the officers, enlisted and civilians who returned to us safe and sound from Iraq and Afghanistan this past year. Also, for those of our shipmates continuing that service, you are the brave ones!

For all of us fortunate enough to call the USA home, Happy Holidays to you, and remember to do something good for the fleet everyday.

GO NAVY! BEAT ARMY!
Features

9 Creating the Yellow Belt: A Navy (and AIRSpeed) First
10 Generators and Starters: The New Generation
12 Primary Standards Lab: Radiation and You
15 VRT: The Latest Flight Deck Challenge

Departments

5 Cover Story
8 SPOTLIGHT
20 Safety
26 Awards

About the Cover
Instrument maker Frank Morales wires a piece of the AN/APG-73 digital radar test program set system used to calibrate targeting radar on F/A-18 Hornets.

Photo by Scott Janes
The manufacturing capabilities of Fleet Readiness Center Southwest (FRCSW) grew recently as the former Naval Facilities Engineering Command (NAVFAC) Southwest’s Technical Services Machine Shop (TSMS) joined the command. Located at the Space and Naval Warfare (SPAWAR) Systems Center on the Point Loma Naval Submarine Base, acquisition of the specialized machinery shop was completed in October.

The integration was possible due to an August 2005 merge between Public Works Center San Diego and Southwest Division Facilities Engineering, according to
Stephen Worthington, NA VFAC Southwest Facilities Management and Sustainment Production Line coordinator.

NA VFAC Southwest re-evaluated its production capabilities following the merge and concluded that the Technical Services Machine Shop no longer fit within its product line. One of the shop’s primary customers was FRCSW, and because of TSMS’ proximity to Naval Air Station North Island, FRCSW was approached last spring to consider absorbing the work center, Worthington stated.

Assigned under the Manufacturing Department in Building 472, TSMS’ 59 artisans will remain at their Point Loma location where they operate five shops: sheet metal and weld, machining and engraving, electronic, metal finishing and painting, and contract support services.

“Technical Services will provide enhanced capabilities and services in direct support of the FRCSW mission,” said JB Thurmond, Jr., Manufacturing, Mobile Facilities and LM2500 Engines deputy program manager.

By sharing artisan knowledge and materials, customer need and response times will improve, Thurmond noted.

“Their reduced labor rate will help offset some of the costs for our projects. Shared workload should help reduce the rate. If we find that we can reduce our turnaround time by utilizing TSMS, the customer will be satisfied, and consequently, give us more work,” he said.

TSMS is International Organization for Standardization (ISO) 9001:2000 certified and adheres to an established set of quality management practices for service providers. Standards include demonstrated success to consistently provide products that meet customer and regulatory requirements.

Since the 1940s, TSMS has manufactured parts for an array of customers including Naval Air Station North Island, SPAWAR, Naval Surface Warfare Center in Crane, Ind., and the Canadian air force.

“We make everything here from raw stock all the way to the finished item that will get bolted to an aircraft or a ship,” said Jim Pollard, machine shop supervisor.

From manufacturing deep diving vessel portholes to stainless steel tubes used in launching countermeasures off submarines, the shop boasts the versatility to handle all aspects of fabrication, Pollard
Utilizing more than 100 pieces of machining equipment, fabricated aircraft parts include E-2/C-2 oil cooler doors, E-2 tail fittings, Forward Looking Infrared Radar (FLIR) mounts and reverse lite panels for SH-60 Seahawk helicopters.

Pollard said current aircraft work includes a $6.5 million contract from Naval Air Systems Command (NAVAIR) for manufacturing complete Operational Test Program Sets (OTPS) for F/A-18 Hornets to test the calibration of radar and targeting systems.

In addition to aircraft components, antenna production is another fabricating specialty. The shop manufactures Joint Tactical Information Display System (JTIDS) and tactical air command and navigation (TACAN) antennae, which support communications between ships and aircraft.

“SPAWAR has several different antenna-type shops whose hardware we manufacture. They’ll do their assembly and testing in their own facility. Recently, we worked on a Tapered Slot Array (TSA) antenna that they’re (SPAWAR) working with the Navy on. It’s being designed as we go,” said Pollard.

Steven Abercrombie, TSMS Division director, said that the shop’s journeymen-level artisans work with SPAWAR scientists and engineers to assist, develop, and determine the feasibility of other prototype projects.

He added that the shop’s work is not limited to scientific applications. The shop recently completed installation of desks, file cabinets and bench seating with storage onboard the aircraft carriers USS Nimitz (CVN 68), USS Ronald Reagan (CVN 76), and USS John C. Stennis (CVN 74) to enhance shipboard life for Sailors.

“We pride ourselves in the precision and level of quality work that we put forth. Our customers come here because they choose to,” Abercrombie said.
FEET READINESS CENTER SOUTHWEST ARTISANS are known for their creativity and ability to solve complex challenges. Teammates from shop code 93706, in Building 472, who work with landing gear systems, exemplified this innovativeness by creating ‘kits’ to ‘lean’ and significantly improve the landing gear maintenance process.

The artisans sought ways to use available materials and equipment rather than incur costs to purchase prefabricated carts. These creative minds utilized surplus carts, available materials, and Lean / A/R Speed methods to “kit” materials for rebuilding components.

They achieved outstanding results.

The artisans, Chris Walls, Dave Reyes, Ancito Rosales, Dave Pearson, and Lee Davidson, obtained a number of handcarts from the former Naval Aviation Depot at Alameda, Calif., that were intended for use with S-3 Viking landing gear, and created the basis for this significant improvement.

The carts were sitting unused and rusting at Naval Air Station North Island when the Viking workload ended. By cleaning and modifying the carts to hold F/A-18 Hornet, E-2C Hawkeye, and C-2A Greyhound landing gear parts, they found an effective method to store, transport, and hold the large landing gear cylinders at a comfortable work height, along with all required “kitted” materials.

“Kitting” is done by placing foam inserts into boxes or trays and cutting-out holes shaped to hold each part for a specific repair item. The parts easily fit into their respective spots, which makes it visually obvious when an item or items are missing. Additionally, the foam cushions the parts to help reduce damage from incidental contact with other objects.

Sheet metal mechanic Chris Walls and welder Dave Reyes – both from Shop 93707 – acquired remnant materials from other projects to create the cut-outs/totes, and modified the handcarts to hold parts and support the heavy cylinders of the E-2 and C-2 main landing gear struts. Modifications to the carts were performed between regular production work.

“For example,” Walls said, “when we needed pieces painted for the carts we took them into the paint shop with production parts at the same time; it doesn’t matter what color the carts wind up, as long as they’re painted. This way, there’s no need to schedule a special job just to paint carts, and it takes only a few minutes and a minimum amount of paint.”

Rosales, Pearson, and Davidson, all landing gear mechanics, were instrumental in developing these improvements. Rosales was inspired by the “bread carts” used to kit parts in the F/A-18 program in Building 94, and worked at home to design the kitting totes and carts.

Determining shortages or damaged components was the biggest problem in the previous method of kitting.

“Previously, inventorying and evaluating the kits took several man-hours before it reached the shop,” said Components Deputy Program Manager Liz Padgham. “Now, the kitting process is much more efficient and the kits will not be loaded for assembly if the slots are not full.”

When the carts arrive “kitted-out” at the workstation, the artisan can quickly determine what components are ready for assembly and go straight to work building the landing gear cylinders with less time inventorying and evaluating materials. The results are reduced man-hours, fewer chances for errors in assembly, and reduced costs for the production of these vital components.

And the innovation continues.

Modifications to similar handcarts have been used for bomb ejector racks; and there are plans to use a harder, less absorbent material in the totes to reduce wear and fluid absorption.

“Similar carts are in the works for Pneudraulics,” Walls said, “as well as other areas in Components to improve productivity and reduce the time spent kitting and evaluating materials that are needed to assemble components.”
Apprentice program coordinator/instructor Jack Braun and instructor/facilitator Miguel Delrosal of the Fleet Readiness Center Southwest (FRCSW) training department drafted and taught their first AIRSpeed (continuous process improvement) class three years ago, at the then-Naval Aviation Depot (NADEP) North Island.

It was the first time the term “Lean” was applied to a NADEP-developed course.

The command’s initial “Lean” training program began the year prior, in 2003, when a contractor was hired to teach Lean theories to employees.

But by December 2004, the need for additional training classes was identified to help ensure that all employees understood this innovative way of conducting business.

A culture of change

A lot has changed in three years since that decision to add more training: NADEP is now FRCSW. “Lean” is now an industry lexicon, and that new NADEP training course is now known as AIRSpeed “Yellow Belt” training.

“After leading a number of teams, the decision was made that we needed some type of basic (AIRSpeed) knowledge throughout the plant; so people could understand how to apply the tools, and be productive team members,” Delrosal stated.

By March 2006, the basic ‘Lean’ course evolved, adding other industry best practices known as Six Sigma and Theory of Constraints to the curriculum; giving workers several “tools” to choose from in finding production efficiencies, and thereby creating the AIRSpeed toolset, which is the basis for the AIRSpeed Yellow Belt course.

AIRSpeed Toolset

The AIRSpeed toolset combines the best business practices of three major continuous process improvement techniques used in industry: Lean, Six Sigma, and Theory of Constraints. The ‘Lean’ business process identifies waste (time, material, etc) in a production process an effort to implement remedies that find efficiencies and reduce time. Six Sigma strives to produce near perfect products and services by driving out variation in a process. Theory of Constraints identifies restrictions to a process and works to resolve/remove those inherent conflicts found in the organization to optimize system flow.

The “Belts”

The term “Yellow Belt” is modeled after the Six Sigma methodology of labeling skill and training levels: “Yellow Belt,” for basic skill and training, “Green Belt” for intermediate-level training, and “Black Belt,” for advanced skills. The FRCSW Training Department named the course “AIRSpeed Yellow Belt,” training to reflect the basic skill level.

“In May 2006, we embarked on a quest of writing a Yellow Belt course for the department of the Navy. We took the existing material, which Jack and Mike had done, and created the standard Yellow Belt course. It took us about four months to develop the two-day course,” said FRCSW Training Director Brant Brockett.

Delrosal explained, “Because we had been using what the contractors provided, we had to develop our own specific simulations due to intellectual property issues. So, we developed our own simulations to work within the course that were unique to the Navy.”

Training the Fleet

As a pilot project to gauge the marketability of the Yellow Belt training product, the FRCSW Training Team traveled to Naval Air Engineering Station Lakehurst, N.J.

“The first Lakehurst trip was just to see if the program was worth money: if what we had to sell was worth it,” said Braun. “We were surprised to learn that we were victims of our own success. They started requesting more training than we could provide.”

continued on page 16
The Fleet Readiness Center Southwest (FRCSW) Generator Shop, in Building 378, is undergoing a major remodeling project.

Assigned under FRCSW Instruments and Rotating Electric Components Department, the repair center is undertaking a multi-million dollar renovation of its facilities and test equipment in response to anticipated future workload increases. The facilities portion of the remodel is under way in preparation for scheduled workload increase.
expected to be completed in 2008, with equipment upgrades scheduled for completion in 2009.

When finished, the “New Generator Shop” will consist of nine computerized test stations capable of assessing any aviation generator or starter in the military inventory.

The new, automated test stands are vital to establishing a rotating electric shop, “Center of Excellence”. This upgrade will replace 1960s technology with equipment that will carry the shop well into the 21st century.

The new test stands increase ease of component testing. Older stations required more operator “hands-on” use including the hooking up of external test equipment. The new stands need less operator intervention, and deliver quicker and more accurate testing. Furthermore, they provide a comprehensive test of generators and offer an improved product to the customer.

Future workload projections for the shop include the V-22 Osprey and F-35 Joint Strike Fighter (JSF) generators. These aircraft contain highly sophisticated electronic components that require electrical power with very little distortion. Computerized testing is the best way to ensure these test parameters are met.

As they are currently deployed, the Osprey workload may begin next year. The JSF is tentatively scheduled to come online in the next few years, and once operational, that workload is projected to begin around 2015.

By incorporating AIRSpeed and Six Sigma concepts, the shop manages a steady flow of components “out-the-door” to its numerous customers.

Customers include the U.S. Navy, Marine Corps, and Army; Foreign Military Sales, and Boeing.

Currently, the shop produces more than 1,400 starters, generators, generator control units and other miscellaneous components annually.

Editor’s note: McBrayer is foreman of the generator shop.
In the world of radar systems and microwaves, what can’t be seen can be dangerous. Protecting those who work with or near radio frequency (RF) and microwave producing devices, is one of the functions of the Navy Primary Standards Laboratory located in Building 469 aboard Naval Air Station North Island.

The lab is the Navy’s highest level echelon for metrology calibration (the science of measurements) and provides technical assistance and training to fleet and shore metrology and calibration program personnel.

Electronic engineer Jim Sharp said lab calibration work is compliant to the National Institute of Standards and Technology (NIST), a non-regulatory agency of the U.S. Department of Commerce. NIST provides measurement standardization for a myriad of devices including automated teller machines, atomic clocks and semiconductors.

“My job is in the microwave region. We provide calibration services that are traceable to NIST for microwave parameters from 10 megahertz to 50 gigahertz,” Sharp stated. “As part of that, I also calibrate power density probes that are used to measure RF radiation.”

The probes and monitors that Sharp tests are used to detect leakage from microwave and RF generating devices.

According to the Occupational Safety and Health Administration (OSHA), there are “no specific standards for radio frequency and microwave radiation issues.” However, OSHA states, the effects of RF on health are the subject of ongoing research specifically tied to the production of carcinogenic agents and reproductive and neurological changes. Of particular interest are sources that include radar traffic equipment, wireless communications with cell phones and radio transmission.

“Ships have a lot of RF radiation around them so it’s good that they have the probes there to make sure that the areas are shielded properly and that equipment is only being used when it’s safe,” he stated.

“We make sure that the tools used in the fields are within specifications. We generate a known electro-magnetic field that’s traceable through our check standards through NIST, and we put the probe in the field and verify that it reads the correct field stream. For example, the microwave oven is limited to five milliwatts per centimeter squared, so when you put the probe around it while it’s working, you make sure it doesn’t exceed that limit,” Sharp said.

Magnetic probes are tested using transverse electro-magnetic cells which generate a low-frequency magnetic field and electric probes are tested in an anechoic chamber for high frequency fields.

Sharp said the Navy is updating its probes to newer models which combine the probe with its monitor. The older models will gradually be replaced as they breakdown. And though calibration of the new devices is not expected for another two years, Sharp said the lab is already exploring the most cost-effective ways to modify its equipment to accommodate the new probes.
FRCSW Site Pt Mugu artisan reaches milestone as blood platelet donor.

A Real Life Saver

PHOTO AND STORY BY VINCENT SPECIOSO

E

every other week Kevin McClelland helps up to three people who may be fighting for their lives.

A sheet metal mechanic at Fleet Readiness Center Southwest (FRCSW) site Point Mugu, McClelland donates blood platelets which are crucial to the treatment of leukemia and other cancer patients. Platelets are colorless, irregularly-shaped blood components which clot to stop bleeding.

When it comes to donating, McClelland is quite unique. Not only because he has been donating platelets regularly for more than 20 years, since he was first tested for a platelet count while attending a blood drive in Vallejo, Calif., in 1986; but because the local blood bank knew they had struck gold when they discovered that he had a high platelet count.

McClelland’s platelet count is so high, that every one of his donations actually equals two to three life-saving donations! He became a regular platelet donor the following year.

Donors undergo a process called apheresis, which only extracts specific blood components, including platelets. The remaining blood is returned to the donor. The entire Apheresis process typically takes 90 minutes to two hours.

“Because of my high platelet count, I know I can do something many people can’t. And it’s a chance for me to read a book or watch a movie to get away from my hectic life for a couple of hours while I’m hooked up to the machine,” the 51-year-old said.

After transferring to FRCSW site Point Mugu in 1995 from Mare Island Naval Base following its deactivation, McClelland continued donating platelets through United Blood Services in Ventura, Calif., where he has lived the past 12 years.

In honor of his substantial lifesaving donations, McClelland was recently recognized by the City of Camarillo for his 400th platelet donation, and received a certificate of appreciation from Camarillo Mayor Jan McDonald.

When asked if he had one message to share with the public, McClelland said it would be fitting to recognize all who donate blood and platelets, whether they donate once or hundreds of times. They are all unselfishly taking the opportunity to save a life!

Fast Facts about Apheresis Donations

- Individuals can donate frequently because their platelets are rapidly replaced, usually within one day.
- Apheresis donations can be made every four days, or up to 24 times a year.
- Platelets only last for five days and are usually transfused within three days.
- Bone marrow transplant, cancer, and leukemia patients benefit from single-donor platelets, which greatly reduce the chances of rejection from the patients’ bodies.
- Single-donor platelets also reduce the risk of transmitting a cold or influenza, which can kill patients undergoing radiation or chemotherapy.

Interesting Facts about Blood

- One pint of blood can be separated into three components: red cells, platelets and plasma.
- Every two seconds, someone in the United States needs blood.
- Approximately four million patients receive a blood transfusion each year.
- Blood is perishable; red blood cells must be used within 42 days. Platelets must be used within five days.
- 97 percent of the population will receive a blood transfusion by the age of 75.

Platelets with red blood cells

Source: American Red Cross website http://chapters.redcross.org/midatlanticblood/index.html. Illustration by Chuck Arnold.
HORNETS SUSTAIN DAMAGE — An F/A-18 Hornet with vertical fin damage awaits repair in the Hornet’s Nest Building 94 at Fleet Readiness Center Southwest (FRCSW). The aircraft, involved in a mid-air collision with another Hornet which sustained fuselage damage, was assigned to USS John C. Stennis (CVN 74) when the accident occurred in August near Guam. Both aircraft are from Strike Fighter Squadron 146 aboard Naval Air Station Lemoore (Calif.) and were delivered to FRCSW by USS Nimitz (CVN 68) in October. The pilots were not injured. The aircraft are expected to be returned to the fleet within three to four months after repair funding is approved.

Photo by Joe Feliciano

TOPS IN THEIR TRADE
Fleet Readiness Center Southwest Field Service aircraft sheet metal mechanics Edmund Sanocki (left) and Manual Lozano work on the F/A-18 Hornet center barrel in Building 378. Sanocki, and Lozano who retired in October, recently returned from a six-month assignment to Al Asad Airfield and Al Taqaddum Airbase, Iraq, respectively, where they serviced a variety of aircraft including the CH-53 Super Stallion and AH-1W Super Cobra helicopters, and F/A-18 Hornets.

Photo by Joe Feliciano
The Voyage Repair Team (VRT) in Building 249 aboard Fleet Readiness Center Southwest (FRCSW) is adding overhaul service of the Improved Fresnel Lens Optical Landing System (IFLOLS) to its catalog of maintenance offerings to fleet aircraft carriers.

VRT artisans recently completed training to begin overhaul of IFLOLS aboard USS Carl Vinson (CVN 70).

Manufactured by the Raytheon Company under the engineering authority of Naval Air Systems Command (NAVAIR), IFLOLS is a visual landing aid which uses lights to assist pilots in establishing the proper glide slope when landing on a flight deck or airfield. System warning lights also alert pilots if their approach is off course.

The unit is comprised of two parts: an aluminum-framed display which houses the lights that are located on the edge of the flightdeck, and a computerized control center located in a protected area of the ship.

The first Fresnel Landing System was designed more than 45 years ago to replace the bulky Mirror Optical Landing System (MOLS). MOLS used a large curved mirror in conjunction with a series of three source lights. Pilots determined their glide slope by the position of a reflected light off the mirror.

Today, the IFLOLS boasts a number of refinements including a much more stable optic stand than its predecessor, said VRT electrician John Goldsworthy.

“The older lens used a plastic type Fresnel lens that was subject to age from weathering. This system uses fiber optics and glass lenses that aren’t as subject to age or degradation under extreme weather conditions,” he said.

Still, for those landing systems that have been in the fleet seven or more years, the corrosive effects of salt water remain the greatest detriment to the deck edge portion, noted VRT planner Mike Young.

The IFLOLS maintenance cycle is five and one-half years, and VRT will assign three artisans to overhaul duties.

“The number of people we have working on these may change according to the workload because we aren’t fully stood up on this system,” Young said.

Complete unit overhaul may require up to 2,000 man-hours and include refurbishment of the light optics stand, its electronics and electrical wiring, and approximately 70 subassemblies, Young said.

“Alignment of the lights and overhaul of the internal computer control center components will be added when the equipment is purchased,” he said.

“Depending on the level of failure, we will perform maintenance in the fleet on the IFLOLS. We do technical repairs through our carrier airfield support unit which directly works with NAVAIR, and right now, they’re the ones doing those repairs,” Goldsworthy said.

VRT will receive its next IFLOLS for repair in 2009.
GETTING A BOOST - PR2 (AW) Charles Ballard (left) and PR2 (AW/SW) Aaron Burdt, with Fleet Readiness Center Southwest site Point Mugu, were both selected for the Navy’s Seaman to Admiral Program and will leave for BOOST (Broadened Opportunity for Officer Selection and Training) in February. Ballard, 21, has been in the Navy for three years and hails from Grand Junction, Colo. Burdt, 25, joined the Navy five years ago and comes from Woodland Hills, Calif. Presently Site Point Mugu has three Sailors who are currently attending Officer Candidate School, Newport, R.I.

HONORED SAILOR – Personnel Specialist 3rd Class John Stanton, with Fleet Readiness Center Southwest’s military administration office, was one of 200 enlisted service members who were honored recently during the San Diego Rotary Enlisted Recognition Luncheon as part of the San Diego Fleet Week 2007 Celebration. FRCSW recognized Stanton for being the command’s Blue Jacket of the Quarter. He was privileged to be seated on stage and spoke to the group. While at the dais, he told the audience about his role while deployed aboard USS Comstock (LSD 45). “I’m humbled by nature, but for me it’s an honor to be able to show up here and represent my command and be able to talk about some of the things that we do,” Stanton said. “It’s great what this luncheon is doing, to help show some of the military members in the area, how well they are thought of by so many people in the community.”

SAILOR LAUDED – AE1 (SW) Patrick W. Gidley, a quality assurance representative at Fleet Readiness Center Southwest Site Point Mugu, was honored by the Oxnard Chamber of Commerce for tutoring Ocean View Junior High School students for a year.

AIRSpeed Training
continued from page 9

Since the initial Lakehurst visit, more than 500 Navy and Marine Corps personnel outside of San Diego, from E-1 to O-6, have attended the training, Brockett said.

Clients include Fleet Readiness Center (FRC) Southeast, FRC East, FRC Mid-Atlantic, Naval Air Technical Data and Engineering Service Command, Naval Facilities Command, Naval Air Systems Command, and Marine Corps personnel throughout the country and in Japan.

Best Practices = Best Training Value

When conducting this type of training, typical contractor courses are one-day workshops covering Lean and Six Sigma training. The FRCSW course is a two-day event encompassing Lean, Six Sigma, and Theory of Constraint applications, Braun said.

Thus far, more than 2,600 personnel have completed AIRSpeed courses, Brockett said.

And as AIRSpeed gains popularity throughout the Navy, so does the demand for affordable training.

“Our cost is about a 67 percent savings over a contractor. We charge about $2,300 whereas they charge around $6,300 per course,” Brockett said. After labor expenses, the program generated approximately $70,000 for FRCSW this year, he said.

Now employing three full-time instructors, Green Belt training is also offered at FRCSW in addition to Yellow Belt.

continued on page 17
Fleet Readiness Center Southwest volunteers won two honorable mention certificates in the Commander Navy Region Southwest Navy Community, Service Awards program. Volunteers comprising Team FRCSW took honorable mention honors in Project Good Neighbor and Environmental Stewardship categories.

“Congratulations Team! This is huge,” said FRCSW Commanding Officer Capt. Fred Cleveland. “You are making a difference in the Navy and in our community. My best to everyone who helped (to win these awards).”

Command volunteers and their families donated thousands of hours and their talent to many San Diego County community events over the past year including Habitat for Humanity, National City’s Christmas in July, Operation Handclasp, Chula Vista’s Relay for Life, Paint Imperial Beach Project, El Cajon’s Lend a Hand Project, the Homeless Veterans’ Standdown, I Love a Clean San Diego, the Morale, Welfare and Recreation’s Coronado Bay Bridge Run Walk, and many more.

FRCSW Sailors also worked a self-help project and refurbished a classroom in Building 501 that is used to hold the Sailor of the Quarter boards.

In his message, Commander Navy Region Southwest Rear Adm. Len Hering said, “The Navy Community Service Program is a vital part of our outreach efforts in the communities where we live, work and play. Your efforts were truly impressive. Everyday our Sailors are serving with great distinction – at sea, ashore, and in their communities.”

ASC Bert Pacleb (left), AT1 Amy Baker (center), and ASC Giovy Balingit paint a home in Imperial Beach for an elderly and disabled resident.

Hering said, “The Navy Community Service Program is a vital part of our outreach efforts in the communities where we live, work and play. Your efforts were truly impressive. Everyday our Sailors are serving with great distinction – at sea, ashore, and in their communities.”

**AIRSpeed Training**

*continued from page 16*

**The way ahead**

“We were being stretched so thin that we actually created a training course for Black Belts and Master Black Belts on how to teach this course,” said Braun. The training department has plans to hire three additional instructors to accommodate the growing course demand.

As a part of their training, Black Belts and Master Black Belts receive reusable kits included in their course fees. The kits contain all of the materials needed for conducting one Yellow Belt course. When used to train additional personnel, the kits save thousands of dollars in training expenses vice the recurring expense of contractor training, according to Delrosal.

“Impact cost from the training applied Navy-wide could potentially be in the tens of millions of dollars,” said Brockett. “This program is now the Department of the Navy’s Yellow Belt course. We’re going to be the standardized instructor’s instructor. So, anybody who needs instruction, Marine Corps or Navy, has to come through us,” Brockett added.

“An important part of the Yellow Belt course is that a lot of these people won’t go on to become Green Belts and Black Belts; but they will now know how to work in this new environment and help change the culture of the Navy,” Delrosal said.
Providing top quality products and services at the best value in the fastest time.

Fix it once, fix it right, fix it on time.

Delivering Cost-wise Readiness to the Fleet

Fleet Readiness Center
Southwest
Fleet Readiness Center Southwest Sailors are joined by KSON Radio personality Morgan Thomas in celebration of the Navy’s 232nd birthday on October 12, at the Family House of Pancakes in Chula Vista, Calif. Courtesy Photo

TRICARE Prime
for New Families

BY CICI MOORE
TriWest Healthcare Alliance

ew parents covered under TRICARE Prime have many priorities competing for their attention, but TRICARE enrollment should be near the top of their checklist. Parents have 60 days from the date of birth or adoption to enroll their new bundle of joy in TRICARE Prime. Otherwise, on the 61st day, the child will be covered by TRICARE Standard.

TRICARE beneficiaries should follow two simple steps for Prime enrollment:

Step 1: Enroll Child in DEERS. To register a new child in DEERS, obtain a copy of: the child’s birth certificate or certificate of live birth or adoption papers and complete a DD Form 1172 (Application for Uniformed Services Identification Card and DEERS Enrollment). The form should be notarized if the new enrollee does not live with the sponsor, and the forms should be filed with the base personnel office. The other parent or guardian should be prepared to show power of attorney to register the child if the sponsor is deployed or on temporary additional duty.

Step 2: Enroll the child in TRICARE Prime. Once the child is enrolled in DEERS, the child may be enrolled in Prime. Parents should complete a DD Form 2876 – TRICARE Prime Enrollment Application and Primary Care Manager (PCM) Change Form – for the new child. Select first and second preferences for a PCM, because the final PCM assignment depends upon the availability of a provider and the local Military Treatment Facility (MTF) policy.

Active-duty family members who wish to receive medical care from a Primary Care Manager at a Military Treatment Facility should contact the Managed Care Office at their MTF before submitting the enrollment application. MTF provider assignments are coordinated by the Managed Care Office at the MTF. MTF providers are not listed in the online Provider Directory.

Sign and date the form in either blue or black ink. Forms that are not signed and dated are considered as incomplete and will be returned, thereby delaying the enrollment process. Mail the completed form to: TriWest Healthcare Alliance, P.O. Box 41520, Phoenix, Ariz. 85080-1520.

Beneficiaries who have questions or who need more information on Prime enrollment should visit the beneficiary services section of www.triwest.com or call 1-888-TRIWEST (874-9378).
Question: What is GERD?
Answer: Nearly everyone experiences heartburn at some point. Heartburn (gastroesophageal reflux) is a burning sensation in your chest and throat caused by acid backing up into your food pipe (esophagus).

Occasional heartburn is normal. Forty-four percent of Americans experience heartburn at least once a month. However, when heartburn is frequent, it can be a symptom of acid-reflux disease (GERD). The existence of GERD becomes more likely with heartburn occurring more than twice a week for a prolonged period.

Question: What are the symptoms of GERD?
Answer: The most common symptoms of GERD are heartburn and acid regurgitation, a sour acid taste in the back of your throat. Other signs and symptoms may include:
- Indigestion
- Difficulty swallowing
- Chest pain
- Coughing
- Choking while lying down
When heartburn and acid regurgitation become chronic, the acid can irritate or inflame your esophagus (esophagitis) and even cause an ulcer on your esophagus. Stomach acid can also erode dental enamel. If you have GERD, you’re at greater risk of Barrett’s esophagus, a chronic inflammation of the lining of the esophagus that may lead to cancer.

Question: Who’s at risk for GERD?
Answer: Anyone can develop GERD. But you’re at greater risk of GERD if you’re age 40 or older. More than half the people with GERD are between ages 45 and 64. In addition, symptoms worsen with age.

Question: What causes GERD?
Answer: The most common cause of GERD is the weakening of the valve at the lower end of the esophagus (lower esophageal sphincter). This valve normally opens to allow food to enter your stomach and closes to prevent food from moving up your esophagus. If you have a weakened valve, it may not close completely once food enters your stomach, allowing stomach acid to move up your esophagus. You experience chronic heartburn (burning, churning feeling in your chest) and acid regurgitation (a sour taste in the back of your throat). If your doctor tells you that you have GERD your treatment plan may include lifestyle changes and medication. But you should discuss with your doctor the over-the-counter (OTC) and prescription drugs to avoid — because they can aggravate your GERD symptoms.

Question: When does GERD happen?
Answer: GERD typically occurs when the valve at the lower end of your esophagus (food pipe) weakens. When you eat, food moves down your esophagus to your stomach. A ring of tissue called the lower esophageal sphincter (LES) at the base of your esophagus serves as a valve. This valve opens to allow the food into the stomach and closes to prevent the food and stomach acid from backing up into your esophagus. If you have a weakened valve, it may not close completely once food goes into your stomach — allowing acid and other digestive juices to back up into your esophagus. Eventually, the acid can cause irritation, inflammation and even erosions of the esophagus (esophagitis). In some cases, chronic exposure to acid scars esophageal tissue, causing a narrowed esophagus (esophageal stricture). This can make swallowing difficult. Some drugs can hinder your LES function. Because these drugs are intestinal muscle relaxants and the LES is a muscle, they can reduce your sphincter’s ability to completely contract and close. These include:
- Anticholinergics for treating digestive disorders
- Sedatives or tranquilizers, such as benzodiazepines
- Theophylline for treating asthma
- Calcium channel blockers for treating high blood pressure
- Progesterone for hormone replacement
- Opioids for relieving pain
Some drugs can damage your esophagus. These prescription and OTC medications can further inflame an already damaged esophagus. This is especially true if you use any of these drugs regularly. Frequent contact of the medication with the inner lining of your esophagus probably causes the damage. Dosage of the drug is NOT a factor. These drugs include:
- Potassium supplements
- Iron supplements
- Antibiotics, such as tetracycline
- Nonsteroidal anti-inflammatory drugs (NSAIDS), such as aspirin and ibuprofen
- Alendronate (for treating osteoporosis)
- Quinidine (for treating heart rhythm disturbances)
If you have GERD and you’re taking any of these drugs to treat other conditions, talk to your doctor. Together you
can find a solution that addresses both your GERD symptoms and any other condition that requires drug therapy.

Question: What can I do if diagnosed with GERD?
Answer: It has become an all-too-familiar routine. You gobble a handful of heartburn pills after a meal to alleviate the burning sensation in your chest. You must use antacids (such as Rolaid and Maalox) and over-the-counter H-2-receptor blockers (such as Pepcid and Zantac) repeatedly to get relief from frequent bouts of heartburn. You may reduce the frequency and intensity of heartburn by making a few simple modifications to your diet and lifestyle.

Eight Ways to Reduce Heartburn:
1) Quit smoking. Smoking dries up saliva, which normally protects your esophagus from stomach acid.
2) Avoid problem foods. Chocolate, garlic, onions, peppermint, spearmint, cinnamon, carbonated beverages, alcohol and just about any high-fat food can make your esophageal valve relax inappropriately. In addition, citrus fruits and juices, coffee (regular and decaffeinated) and anything containing tomatoes can irritate your esophagus.
3) Eat small meals. Any large meal can expand your stomach and force open the valve between your stomach and esophagus, allowing stomach acid to escape.
4) Don’t lie down right after you eat. When you lie down, gravity stops working in your favor. Wait at least three hours after a meal before lying down so that your food can digest.
5) Avoid exercising immediately after eating. Strenuous exercise may force stomach acid back into your esophagus. Wait at least one hour after eating before engaging in a strenuous physical activity.
6) Lose excess weight. Heartburn is more likely to occur when there is added pressure on your stomach from extra weight.
7) Make gravity work for you when you sleep. Stuffing a big pillow under your head isn’t enough. You have to raise the upper part of your torso as well. There are pillows designed to give the proper amount of head and torso elevation. You can also buy an under-the-mattress foam wedge or stick a board under the legs at the upper end of your bed. The head of your bed needs to be raised six to nine inches.
8) Don’t wear tight-fitting clothes. Squeezing into a tight pair of pants can put pressure on your stomach, forcing stomach acid upward.

Talk to your doctor about which of these tips may be appropriate for you. If you suffer from persistent heartburn that has occurred for at least three months on two or more days a week, you may have GERD.

If you have GERD, diet and lifestyle changes may help but your doctor probably will also prescribe medication. Left untreated, GERD can cause serious health problems, so don’t ignore your symptoms.

**Lighting Up the Holidays**

Reprinted from UCSD website

Decorating the workplace adds to the joy of the approaching holiday season. The Environmental Health and Safety Office at UCSD has these safety guidelines for decorating:

For office decorating use indirect lighting whenever possible. Electric lights should not be used on metallic trees.

If individual tree lights are to be used, whether they are family heirlooms or new out of the box, examine them carefully for broken or frayed wires or loose connections. If the lights do not meet these conditions, do not attempt to repair them. Discard the lights immediately. The cost of new equipment is minimal compared to the increased risk of fire from damaged (or repaired) wiring.

Open flames and candles should not be used as decorations in the workplace.

Using extension cords is discouraged; but if they are used, be sure that they are in good condition. The extension cord wire should be equal to or larger than the wire you plugged into it. If in doubt, use a heavy-duty cord.

Never tack or staple an extension cord to the wall or woodwork because it could damage the cord and present a fire hazard. Make sure cords do not dangle from counters and table tops where they can be pulled or tripped over. If the cord lacks safety closures, cover any unused outlets with electrical tape to prevent the chance of a child making contact with a live circuit.

Use decorative lights only when someone is present. Outside, use only lights that are designed for exterior use.

And be sure to check smoke detector batteries.

**Greenery in the Scenery**

Office decorations must not be used in exit corridors, nor placed in such a manner as to obstruct view of exit signs, fire alarm pull stations, fire extinguishers, or hose cabinets.

Best locations for decorations include reception areas, lobbies, foyers, and break rooms.

Artificial greeneries should be made of fire retardant materials for office decorating. All decorative materials should be either noncombustible, inherently flame retardant (the label will say so), or have been treated with a flame retardant solution by a licensed treatment vendor.

When using live evergreens, select a fresh tree. One freshness test is to lift the cut tree a couple of inches off the ground and bring it down abruptly on the stump end. The outer needles should not fall off in substantial numbers. Inner needles do turn brown and shed naturally each year.

**Poisonous decorations**

If decorating with live plants or greeneries, be aware of which plants are poisonous and be sure to keep them out of the reach of curious children and pets. Some poisonous holiday plants are mistletoe, Boston and English ivy, and holly berries. Holly shipped for decorating purposes often has the berries removed, sometimes being replaced with artificial berries.

According to California Poison Control, poinsettias are not poisonous as is commonly believed by many people. If someone accidently ingests a poisonous plant, contact poison control at 1 (800) POISON-1 (764-7661).
Hispanic Heritage Month
FRCSW Site Point Mugu Celebrates Diversity

BY ADC ARMANDO ANAYA
FRCSW SITE POINT MUGU

Fleet Readiness Center Southwest (FRCSW) site Point Mugu observed Hispanic Heritage Month in September with an outstanding celebration complete with displays, food, and a guest speaker.

The event observed the many contributions made by Latin and Hispanic Sailors and citizens not only to the U.S. Navy, but to the country as a whole. The celebration was organized by the FRCSW site Point Mugu Multicultural Team which included Aviation Machinist’s Mate Chief Petty Officers Charlie Rowland and Aviation Maintenance Administrationman 1st Class Derek Novak.

The event featured displays and photographs of Medal of Honor recipients and historic Hispanic figures who contributed to the development of the United States, personal heirlooms of FRCSW site Point Mugu service members, and maps of Hispanic countries many Sailors used to identify their countries of origin.

The menu was spectacular. Aviation Electronics Technicians 2nd Class Anthony Zavala and Charles Harper led a team that cooked 140 pounds of carne asada. All divisions offered dishes to bolster the diversity and amount of food served. Storekeeper 2nd Class Jeremy Fratella captured honors for creating the “Best Salsa in FRCSW” from 11 entries that were submitted.

The guest speaker, Professor Anthony Rodriguez, who teaches English at the University of La Verne, Embry-Riddle University, and Oxnard College, delivered a compelling speech which cited the importance of diversity in our culture and the strengths that Hispanic and Latin cultures bring to the Navy and to the nation.

Rodriguez also spoke of the courage of Navy Lieutenant Everett Alvarez, the first Hispanic American prisoner of war during the Vietnam War. Alvarez was shot down over Vietnam in 1964 and remained a POW until 1973.

The celebration closed with a one-hour performance by “Mariachi Camarillo,” who thrilled the attendees with Hispanic music.

"This was not a 'one-of-a-kind' event, but it exemplified the standard by which FRCSW and the Navy supports diversity within its ranks. Diversity is the key to success in any organization. It requires everyone’s contributions and acceptance of ethnic backgrounds, heritages and viewpoints to create a cohesive environment," Novak said.
HOLIDAY SHUTDOWN SCHEDULED

The holiday season is fast approaching and Fleet Readiness Center Southwest personnel are reminded that the command will shutdown at the end of the year. The shutdown days are Dec. 24, Dec. 26 to 28, and Dec. 31. Personnel will be placed in a leave or LWOP (Leave Without Pay) status on these days. Dec. 25 and Jan. 1 are paid holidays.

HELPING OUT

Sailors assigned to Fleet Readiness Center Southwest lend their support to the Bonita, Calif., Fire Station in support of the 2007 wildfire victims’ erosion control program. Kenneth Brazell, project manager for San Diego County’s Public Works Department credited the Sailors and thanked them for setting a one-day record and filling nearly 3,900 sand bags. Left to right: AS1 Ronald Rimorin, ASC Giovy Balingit, AT1 Ladel Cassidy, ASAN Dehussa Moran, AS1 Romano Ancheta, AS3 Jonathon Stone, and AS1 Theo Iman. Photo by AT1 Paul Keough

CHRISTMAS IN OCTOBER

Thejuana Wilson, deputy director for information technology at Fleet Readiness Center Southwest, paints a home in Chula Vista. The National Association of Superintendents (U.S. Naval Shore Establishments) and FRCSW managers volunteered their time and talent for a day and participated in the Christmas in October Program where they painted a home and performed minor repairs for a needy family. Photo by Linda Garcia

A SPECIAL VETERAN’S DAY

ASC(AW) Ricky Betts from Fleet Readiness Center Southwest Site Point Mugu receives a “high five” from a Tierra Linda Elementary School student in Camarillo, Calif., following a Veteran’s Day celebration hosted by the school on Nov. 9. Chief Betts and more than 25 other Sailors were joined by U.S. Air Force personnel who enjoyed an afternoon of songs and skits performed by the students. Photo by ADC(AW) Armando Anaya
WE HAVE TO BE GOOD.
There’s more than dollars and cents riding on our work.

Combat Readiness...
Our Commitment to the
Warfighter

Fleet Readiness Center
Southwest
The Fleet Readiness Center Southwest Beneficial Suggestion Program is:

- A formal process by which employees may submit ideas for improvement
- Program objective is to stimulate and encourage submission of ideas that will improve operations and/or decrease costs
- Ideas with merit are recognized monetarily

Prior to 2004, the review process in place was tedious, cumbersome and very time consuming. When a suggestion was submitted to the Awards Office, it would be:

- Assessed to determine basic requirements for processing under the Beneficial Suggestion Program
- If it met the basic criteria, the suggestion was sent to suggestor’s supervisor for review/approval/determination of job responsibility
- If disapproved at this step in the process, a memo would be drafted and sent to suggestor explaining why the suggestion would not be implemented
- If suggestion had merit, it would then be routed to subject matter experts and if necessary, would be sent to other Government agencies for review
- At each change in the disposition of the suggestion, the suggestor was notified
- Each time suggestion was routed, it was given a new due date. If the suggestion was implemented, the savings would then be determined
- Spent most of our time trying to gather data for the suggestion package as the suggestion gathered dust - average processing time was anywhere from 6 months to 1.5 years depending on complexity of the suggestion!

In 2004, to revitalize the program, the command developed a new approach for processing suggestions:

- Created a Beneficial Suggestion Review Board chaired by the Executive Officer and made up of senior level managers representing all functional areas
- Purpose of Board was to determine merit of each suggestion
- Suggestions adjudicated based on that review and those with merit are designated a monetary award
- Suggestion form on line in a fillable format
- Utilize automated tracking and apply much tighter controls for routing
- New approach assists in timely responses to the suggestor as well as reduced turn around time – average turn-around-time is 2 to 3 weeks

The suggestion program is alive and well and your ideas on improving processes and reducing costs are welcome!
Civilian Awards

Promotions

- Joan Agustin
- Rick Anderson
- Pail Antonopoulos
- Ronald Avera
- Jack Bailey
- Paul Boucree
- Michael Capelle
- Leroy Chung Jr.
- James Compagnon
- Angela Crenshaw
- John Doren
- Chad Fraser
- Julie Gordon
- Peter Guzman
- Barbara Harris
- Michael Harrison
- Alan Helton
- Michael Highhouse
- Michelle Hoeschen
- James Jackson
- Evan Jimenez
- Gregory Kerr
- Jason Kubitz
- Kathryn Lacy
- Thanh Lai
- Geoffrey Langford
- Rolle Legaspi
- Andrew Lima
- Gavin MacKenzie
- Rafael Magayanes
- Ronald Martinez
- Michelle McCormick
- Johnny Napalan
- Pete Negrete
- Esteban Nicolas
- Albert Nguyen
- Nnaemeka Nnamani
- Primitivo Ovalle
- Aaron Rains
- Emelito Ricasata
- Carmen Ricoschielg
- Jerry Sanchez
- Benito Santos
- Ricardo Santos
- Soams Shifflett
- James Sorrells
- Quyen Tonnu
- Donald Van Gundy
- Guillermo Ventura
- Ronald Waller
- Brian Wiemken
- Tena Webb
- Ralph Ziegler III

Special Act

- William Lofton
- James Lovell
- Virginia Lovell
- Manuel Lozano Jr.
- Lina Macias
- Conrad Macy
- Ramon Marquez
- Lemoine McManis
- Loderico Morales
- John Mowery
- Eric Movido
- Charles Niergarth
- Bruce Odell
- Mark Ohler
- Jesus Padilla
- Gail Patacsil
- Craig Patton
- Manuel Perez-Preve
- Joseph Pollard
- Kevin Porter
- Max Prince
- Loretta Qualls
- Steven Randell
- Sergio Rayle
- Rosemary Reece
- David Reyes

Curtis Vanatta
- Chris Waits
- Tena Webb
- Gerald Westphalen
- Peggy Williams
- Russell Wong
- James Yeager
- Michael Young
- Greg Zulim

Length of Service

- 50 Years
  - Harris Aldridge
  - John Alferos
  - Clyde Anderson
  - John Bailey
  - Aida Barbera
  - Ricardo Barron
  - Robert Bersamia
  - Rick Bitterling
  - Stephen Early
  - Eugene Ellis
  - Nestor Dominguez
  - Louis Dail
  - George Fernandez
  - Nelson Advincula
  - Robert Cameron
  - DEcember 2007

- 45 Years
  - José Alvarenga
  - Nelson Custodio
  - Joseph Munz
  -cdot
  - James Yeager
  - Russell Wong
  - James Yeager
  - Michael Young
  - Greg Zulim

- 40 Years
  - Robert Frazier
  - Jose Godoy
  - Michael Harrison
  - Nalani Keopuhiwa
  - Audrey Lane
  - Phuong-Chi Ly
  - Edwin Manansala
  - Gary Thompson
  - Derek Urch

Productivity Recognition

Quarter

- Cynthia Craig
- Gaylord Holck
- Jerry Kittrell
- Kathryne Lacy
- Gregory Mann
- Joseph Munz
- Dixon Roque
- Joseph Yuzon

Month

- Nelson Advincula
- Charles Broadnax Jr.

In Memoriam

Ferrl Davis, a 22-year federal employee, passed away unexpectedly Oct. 22. He is survived by his wife, two daughters, a stepdaughter, a stepson, a brother, two sisters, and nine grandchildren.

Lorie Reyes
- James Richards
- Melony Robertson
- William Robinette
- Beverly Robinson
- Shirley Rodgers
- Eliseo Rodriguez
- Harold Ross
- Edmond Sanocki
- Ray Santoz
- Timothy Savage
- Michael Shea
- Rolando Telebrico
- Michael Tena
- Eugene Tolbert
- Mahealani Tolbert
- Tanya Valenzuela
- Albert Cabusi
- Cesar Castillo
- Nelson Custodio
- Jorge Dearmas
- Robert Frazier
- Jose Godoy
- Michael Harrison
- Nalani Keopuhiwa
- Audrey Lane
- Phuong-Chi Ly
- Edwin Manansala
- Cary Mocanu
- Michael Potts
- Aaron Rains
- Marcie Smith
- Gary Thompson
- Derek Urch
- Ruben Villa
- Maria Villagomez
- Dennis Wagner
- William Coleman
- Howard Minor Jr.
- Edward Chandler
- Charles Moore
- Robert Tedeschi
- Reynold Alhambra
- Kenneth Boone
- Robert Cameron
- Deborah Chappell
- Robert Crawford II
- Nelson Custodio
- Jose Dalit
- Roberto Diaz
- James Dushane
- Richard Erickson
- Kenneth Faulkner
- Jesse Gomez
- Ross Kirk
- Joseph Munz
- Karen Polk
- Louis Ramsey
- Donna Russell
- Mark Sena
- Matthew Stanley
- Eugene Tolbert
- Arthur Trumple
- Frank Widick Jr.
- Mark Archeleta
- Nils Balfag
- Ernest Beckett
- James Bray
- Emilio Bumbasi
- Napoleon Calimquin
- Christopher Colvin
- Carmella Devera
- William Freeman III
- David Hudson
- James Jaggers
- Robert King
- John Kuhl
- Simon Lozano
- Arthur Montoya
- Soans Shifflett
- Jacqueline Smith

26

ALMANAC

November/December 2007
NEW CHIEF PETTY OFFICERS

Fleet Readiness Center Southwest Command Master Chief John M. Roberts, back row (left) is joined by the FRCSW’s newest members of the chief petty officer community. They are from left of Roberts: ATC Jason Upchurch, ASC Eleazar Garcia, NCC Damien Perry, and ATC Brian Hughes; front row (from left): ATC William Martinez, ASC Glennese Concepcion, SKC Vonneta Beale, and AMC Steve Flemens. Not in photo: ADC Armando Anaya. Photo by Scott Janes

Gisele Zeffaro
Walter Zumstein
25 Years
Kimberly Barber
Joseph Cruz
Julian Dela Cruz
Ronald Davis
Debora Legarreta
Jacqueline Liberman
Mary Moore
Johnny Napalan
Josile Reigle
Rodamar Santiago
Marvin Slay Jr.
Vickiann Struthers
Johnny Napalan
Josile Reigle
Rodamar Santiago
Marvin Slay Jr.
Vickiann Struthers

20 Years
Harris Aldridge
Aida Basco
Joselito Cervantes
Cynthia Champagne
Mercedes Cheeseboro
Teresita Dionisio
Conchita Espinosa
Pricilla Ford
Anita Gaeta
George Guay
Khanh Ha
Victoria Haug
Liwayway Hernandez
Elena Lopez
Janie Martinez
Elizabeth Muna
Ann Nguyen
Nicholas Onners
Gene Peters
Quy Phan
Ruth Richardson
Dan Vu
Danny Abbott
Charles Broadnax Jr.
Sinh Han
Tommy Rocha
Thomas Sablan
Ronnie Sisto
15 Years
10 Years
Ken Ausdemore
Marcia Chinn
Stephen Roberts
Fernando Estrada
Hung Lai
Tuan Le
Jessie Loftus

Jessie Mina
Edgardo Molina
Arturo Montalvan
Danilo Panganiban
Richard Rojas Jr.
Edgar Romero
Scott Thornton
Todd Uzzell
Muoi Vuong

Time-off
Thomas Frye
Tina Hauer

Ildefonso Balce
Thomas Becker
Russell Bemis III
Andre Callahan
Theresa Cappello
William Chappell Jr.
Nolen Childress
Nancy Coker
Antonio Cruz
Alan Dawson
Manuel Deguzman
Larry Docuyanan
Stanley Durda
Donald Eccker
Frank Gollan

Retirements

Bonwook Goo
Tedskip Guinto
Jeffrey Hancock
Robert Hedrick
AT1 Sean Jones
George Lattuca
Manuel Lozano Jr.
Benjamin Manansala
Danny Manson
Edwin Mullin
Glen Nascimento
Domingo Pasis
AFCM (SW) John Pena
Glen Plumlee
Horst Rauch
Randall Ray
Gary Spears
Cmdr. Larry Straub
Guillermo Toribio
John Torcellini
Laurence Turner
Stephen Vash
Patricia Walker
Jimmy Walther

Sick Leave
Is Money

Paul Aguilar
Timothy Amerine
Mark Atanasoff
Kenneth Ball
Dana Blair
Robert Carrasco
Edward Chandler
Daniel Crawford
Robert Cress
Daniel Cummins
Jorge Dearmas
Brian Delaney
Diana Delgado
Giong Duong
Eugene Ellis
Javier Escobales
Linda Garcia
Scott Goldberg
Robert Halberstadt
Mark Hawkins
Ollie Hubbardwright
Charles Jones
Michael Lindke
Manuel Lozano Jr.
Frank Martinez
Leonard Martinez
Larry McBrayer
Lawrence McCann
Kevin McClelland
Thomas McGovern
John McJunkin
Ronald Meuller
Timothy Moore
Tommy Moore
Marlin Morgan
James Murphy
Alvin Nakao
Man Nguyen
Carlos Normandia
Kevin Okerman
Sean O’Leary
Elizabeth Padgham
Edward Padilla
David Parrish
Neil Petkow
Dean Pittsley
Michael Plank
Brian Powell
Efron Ramos
Kenneth Ritchey
Irene Rivera
Tranquili Rodriguez
Miriam Salcedo
James Sorrells
Vincent Specioso
Kham Thai
John Tolentino
Quyen Tonnu
Russell Touchette
James Trowsdell
Carol Waters
George Werner
Dorothy Wheeler
William Wiginton
Irvin Williams

Military Awards

USN/USMC
Achievement Medals

AM2 Emmanuel Adjasu
AM2 Ricardo Amon
AD2 Marcial Bramasco
AM2 Otoniel Causor
AM2 Jeffrey Crossland
AS3 William Davis
ATC Mark Kisielwski
AS1 Paul Lazo
AD2 Roberto Lara
AS1 Gilberto Magday
AM2 Shawn Margotta
AZ2 Rickiesha Marshall
AS2 Amado Peralta
AS2 Jesus Rivera
AS3 Johnathan Stone

Supporting the Warfighter
Donations thru Dec. 14
New unwrapped toys
Contributions tax deductible
Please make checks payable to:
CWR - Toy Drive

Toy collection box locations:
Building 94 lobby
Building 378
Building 463
Main Collection Center Bldg 9 CWR

For more information please contact your Toy Drive Representative or any Superintendent:
Linda Fitzsimmons 619-545-3813
Elizabeth Hernandez 619-545-5406
Bill Dormus 619-545-1450
Shawnie Meeks 619-545-7660