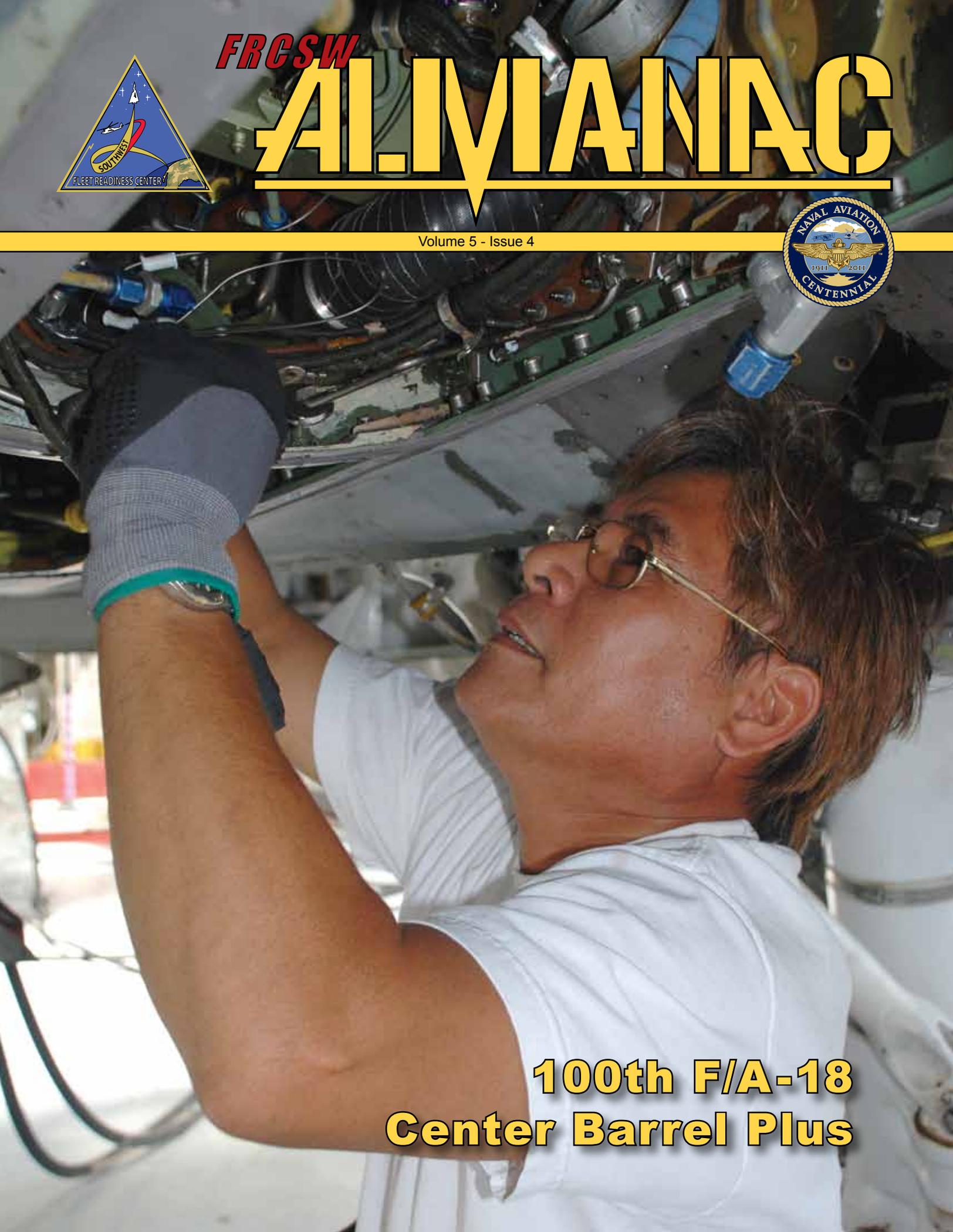




FRCSW

ALMANAC

Volume 5 - Issue 4



**100th F/A-18
Center Barrel Plus**

Skipper's Corner:

100th F/A-18 Center Barrel



Capt. John Smajdek

Because we deal with some of the most complex aviation systems ever made, it is essential that we keep not only a technical eye on what we do when servicing our aircraft, but a creative one, as well.

Twenty years ago, a group of FRCSW artisans and engineers decided to “think outside of the box” and try a grand experiment: to salvage a relatively new F/A-18 Hornet which had crash landed and was deemed beyond repair due to the damage it sustained to the center fuselage section.

It took the team about two years to get the crash-damaged Hornet back in service, but they completed it at a price tag that was millions of dollars under that aircraft’s replacement value.

The culmination of their effort eventually resulted in the Center Barrel Plus (CBR+) program, which revolutionized the way naval aviation approached prolonging the service life of the legacy Hornet aircraft.

November 18, 2011 marked the selling of our 100th Center Barrel aircraft. All of us should be proud of this milestone. CBR+ reflects the spirit of innovation throughout our facility, and has saved the Navy and the American taxpayer millions of dollars since its inception.

Over the years, AIRSpeed initiatives have reduced the cost to perform the CBR+ procedure by approximately \$1 million per aircraft, and have garnished greater savings as the program expanded in 2003 to our sister FRC in Jacksonville, Fla.

The future of our continuing success, in many ways, lies in our past. It lies in the primary lessons we learned when developing the CBR+ program: That continuous improvement and the principles of AIRSpeed are born of original thought, creativity, and the gumption to try something different.

The same qualities and mission that defined this depot 20 years ago, define it today: Leadership in innovation within the naval aviation MRO community begins here, and is ours to carry on.

JOHN SMAJDEK
Captain, U.S. Navy
Commanding Officer



Fleet Readiness Center Southwest

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Capt. John Smajdek

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FRCSW MISSION, VISION & VALUES

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

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

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

FRCSW ALMANAC

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America's Navy – A Global Force for Good

FRCSW

ALMANAC

Volume 5 - Issue 4

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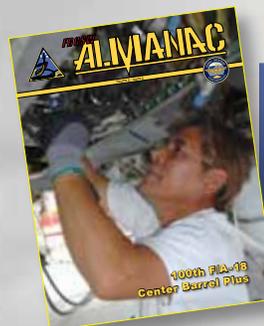
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Aircraft electrician Ed Sorano inspects the tail pylon and coaxial connectors to a multi-mission SH-60 Seahawk helicopter outside of Bldg. 306.

Photo by Jim Markle



About the Cover

Eli Estacio, an aircraft mechanic, installs components in the centerline of an F/A-18 aircraft during the repair of a center barrel in Bldg. 94. This repair marks the 100th center barrel to be performed at FRCSW.

Photo by MCSN Destiny Cheek

Milestone in Innovation: FRCSW Completes 100th F/A-18 Center Barrel Plus

Fleet Readiness Center Southwest (FRCSW) celebrated a milestone in naval aviation maintenance this fall, with the completion of its 100th Center Barrel Plus (CBR+) procedure to a legacy F/A-18 Hornet fighter.

The initial procedure was created in 1991 when a crash-damaged F/A-18 aircraft with minimal flight hours was brought to FRCSW (then Naval Aviation Depot North Island) for analysis. The area damaged was the center fuselage section – the center barrel – where the wings and main landing gear attach.

Aircraft RA02, the 100th Center Barrel flown by Lt. Cmdr. Timothy Tuschinski makes a low pass over the FRCSW Test Line during a test flight.

Photo by Joe Feliciano



Aircraft mechanic Henrico Fulgencio inserts fasteners into the drag load during a repair of the center barrel of an F/A-18 aircraft in Building 94. This repair marks the 100th center barrel to be completed at FRCSW.

Photo by MCSN Destiny Cheek

Fuel mechanic Aaron Vivar assembles the conduit housing to the aircraft's fuel cell bladder.

Photo by Joe Feliciano



With a price tag of close to \$46 million per aircraft, scrapping the plane for parts was deemed the final option. Instead, the engineers and artisans of FRCSW were challenged to find a way to make the repair. After a thorough examination, it was determined that replacing the center barrel was the most viable option. In less than two years the project was complete, and at a cost of \$4 million, it totaled less than 10 percent of the aircraft's replacement value.

The capability later evolved into the CBR+ program, which addresses the fatigue life expectancy (FLE) of the legacy A-D Hornet aircraft. The FLE reflects the use history of an individual aircraft and is based upon stress-related factors affecting key areas of the

airframe, such as the wing attachment points. An FLE designation of 1.0, for example, indicates an aircraft that has reached its full fatigue life.

“The F/A-18 was originally designed with a 6,000-hour-flight life. But the aircraft also go on a 1.0 FLE. The plane has sensors that calculate its fatigue life,” CBR+ deputy manager Walt Loftus said. “So, you may use up to the fatigue life without having the flight hours. The airframes weren't getting to the full fatigue life; they were getting about 20 percent below that.”

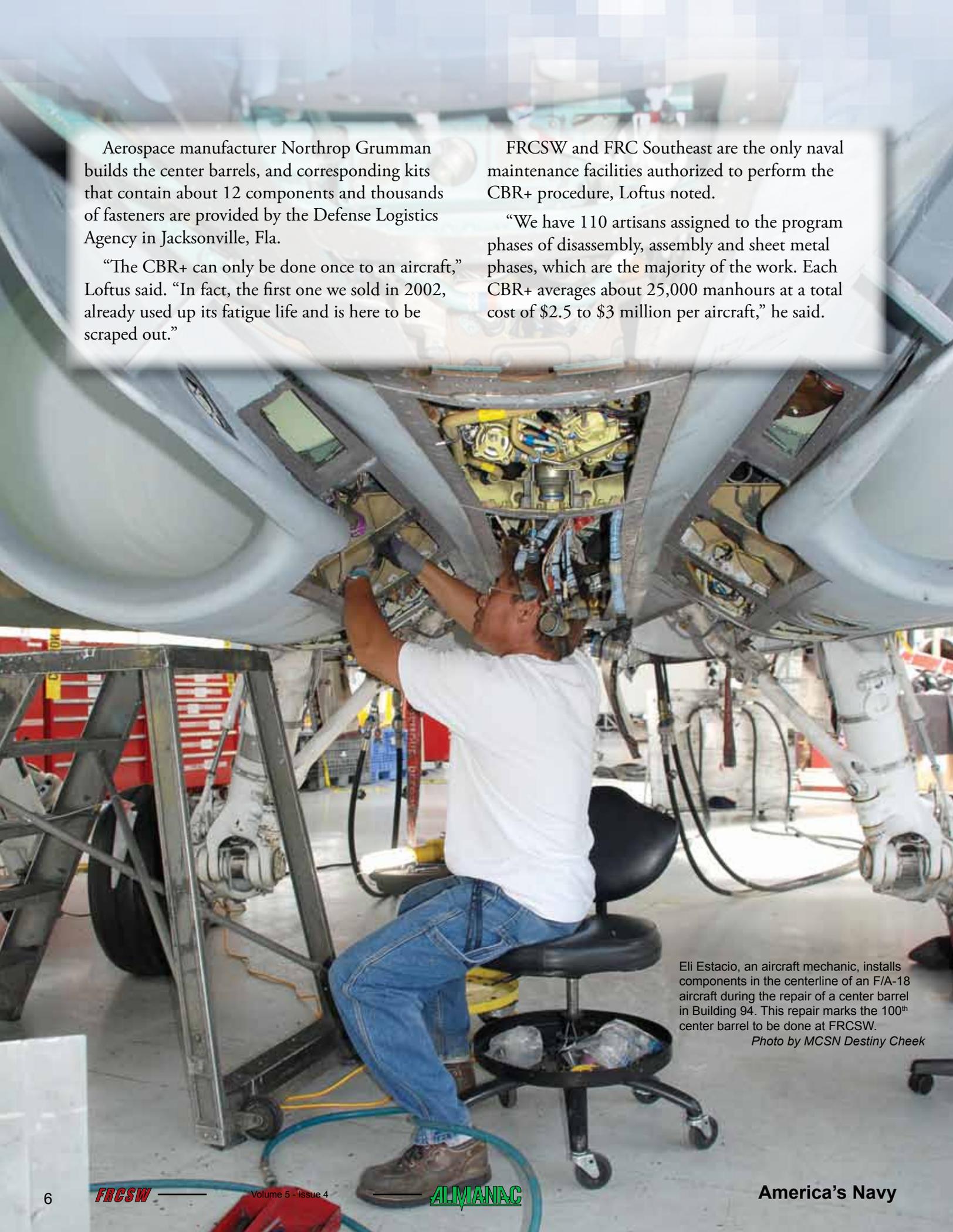
The CBR+ also differs from the original center barrel replacement in that the forward and aft dorsal decks, and forward, aft, and keel longerons (structural beams) are replaced.

Aerospace manufacturer Northrop Grumman builds the center barrels, and corresponding kits that contain about 12 components and thousands of fasteners are provided by the Defense Logistics Agency in Jacksonville, Fla.

“The CBR+ can only be done once to an aircraft,” Loftus said. “In fact, the first one we sold in 2002, already used up its fatigue life and is here to be scrapped out.”

FRCSW and FRC Southeast are the only naval maintenance facilities authorized to perform the CBR+ procedure, Loftus noted.

“We have 110 artisans assigned to the program phases of disassembly, assembly and sheet metal phases, which are the majority of the work. Each CBR+ averages about 25,000 manhours at a total cost of \$2.5 to \$3 million per aircraft,” he said.



Eli Estacio, an aircraft mechanic, installs components in the centerline of an F/A-18 aircraft during the repair of a center barrel in Building 94. This repair marks the 100th center barrel to be done at FRCSW.

Photo by MCSN Destiny Cheek



Aircraft RA02, the 100th F/A-18 center barrel replacement performed at FRCSW, taxis out to the runway at NAS North Island in preparation for a test flight.
Photo By Joe Feliciano

FRCSW gained the \$1 million savings per aircraft since the first center barrel procedure through *AIRSpeed* projects that targeted cost structures such as turn-around time and point-of-use tooling issues.

A point-of-use tooling *AIRSpeed* project in 2007 resulted in the creation of three 16-foot aluminum stands in Building 378 where the CBR+ procedure is done. The two-tiered stands enable work from atop and below the aircraft and provide direct access to materials and tools used by sheet metal mechanics, saving approximately 2,000 manhours.

FRCSW completes about 14 CBR+ procedures per year.

“No Super Hornet (F/A-18 E and F models) has had a center barrel replacement done yet,” Loftus said. “But we have one here which may possibly need the procedure. The program engineers are in the process of looking at it.”

“Meanwhile, there’s about 435 legacy Hornets in need of having the CBR+ done, and between us and Jacksonville, we’re not even half way there yet,” he added.

The 100th CBR+ aircraft was inducted in October 2010, and delivered on November 18, 2011 to Marine Fighter Attack Squadron 323, based at Marine Corps Air Station Miramar.

The CBR+ program is currently scheduled to end in 2017. ▲



FRCSW Artisans Repair Battle Damaged Super Stallion

The impact area from a rocket propelled grenade (RPG) which struck aft of the main landing gear of the CH-53 Super Stallion while on combat operations in Afghanistan.

Photo by Joe Feliciano

“The rocket propelled grenade (RPG) hit (the CH-53E helicopter) behind the main landing gear and blew a hole through the bulkhead to underneath the fuselage. It’s incredible that nobody was killed,” said sheet metal aircraft inspector Brad Hayes.

The Super Stallion cargo helicopter suffered the RPG attack in Afghanistan during Operation Enduring Freedom, and was transported by an Air Force C-17 Globemaster III aircraft to Fleet Readiness Center Southwest (FRCSW) for repairs and maintenance.



Sheet metal aircraft inspector Brad Hayes enlarges a rivet hole in the CH-53 bulkhead. *Photo by Joe Feliciano*

“These were the first CH-53E battle damaged repairs that we’ve made at North Island. We’ve repaired plenty of crash-damaged aircraft, but not battle damaged,” stated aircraft overhaul supervisor Jamie Riddle.

The helicopter, assigned to Marine Heavy Helicopter Squadron (HMH) 361 at Marine Corps Air Station (MCAS) Miramar, was inducted on April 12.

Sheet metal mechanics Tony Collins and Son Pham were paired with Hayes and aircraft mechanic Dana Bernth in the special rework to the damaged aircraft.

“The talent and accomplishments of our artisans was pretty amazing,” Riddle said. “Their approach was systematic, completed early, and under budget. We couldn’t have accomplished this without everyone’s input.”

The extent of structural repairs included web, skins, and shrapnel damage to major structural components including the landing gear and cargo bay.

To help expedite the process, FRCSW contacted the Aerospace Maintenance and Regeneration Group (309 AMARG), a joint service facility managed by the Air Force Material Command at Davis-Monthan Air Force Base in Tucson, Ariz., that stores and maintains salvaged aircraft. *(See CH-53 Battle Damage Repair on Pg. 15)*

FRCSW American Heritage Day Celebrates Diversity

Story and photo by MCSN Destiny Cheek



Fleet Readiness Center Southwest (FRCSW) celebrated its annual American Heritage Day September 29 to recognize the diversity, heritage, and many cultures which comprise its active duty and civilian employees.

“We have an outstanding diverse community here at FRCSW. Just about every nationality is represented in our workforce. Because we work side-by-side every day, this gives us the opportunity to talk to each other, and to break some bread together,” FRCSW Commanding Officer Capt. John Smajdek said following the presentation of the colors.

FRCSW teammates enjoyed a wide range of food from barbeque to Asian and Mexican cuisine.

This year’s theme: “Diversity, Leadership, Empowerment and Beyond,” was exemplified by informational booths sponsored by Federally Employed Women, Blacks in Government, Asian Pacific Association, North Island Hispanic Association, Federal Asian Pacific American Council, Southwest, and the Federal Managers Association.

A booth sponsored by Operation Promise introduced FRCSW employees to the challenges of non-medical caregivers of Wounded Warriors in San Diego.

Other festivities during the 90-minute long event included an interactive performance by the Orlando-Ward Theatrical Group, complimentary massages from Muscle Vacation Inc., a classic car display, and music was provided by the Mariachi Real San Diego.



FRCSW/KANDAHAR CREWS LOAD F/A-18 SUPER HORNET ONTO C-5

By Senior Airman David Carbajal

451st Air Expeditionary Wing Public Affairs

For the first time in history, a U.S. cargo aircraft transported a U.S. fighter jet back to the United States after sustaining damage to its fuselage.

The 451st Expeditionary Logistics Readiness Squadron aerial port flight assisted the C-5 Galaxy's loadmaster crew in successfully loading an F/A-18 Super Hornet into the Galaxy's cargo bay Aug. 18, 2011, on Kandahar Airfield, Afghanistan.

In March, while supporting Operation Enduring Freedom, the Hornet experienced malfunctions which caused it to divert and land at Kandahar Airfield.

Upon landing, the aircraft experienced hot brakes and upon stopping, both brakes were engulfed in flames. The Kandahar, Fire and Rescue extinguished the fire, but the right fuselage was severely damaged.

Charles Miller, the Fleet Readiness Center Southwest (FRCSW) F/A-18 deputy program manager, and a team of four Defense Department civilians recovered the aircraft in order to bring it back to the U.S. to FRCSW to perform the necessary repairs.

The preparation included coordinating with senior leadership from Commander, Naval Air Forces and the Air Force's Air Mobility Command, to obtain the required certification to transport the aircraft back on a C-5 to Naval Air Station North Island in San Diego, Calif.

"Typically, an aircraft would be flown back to the states if the damage was minor," said Miller. "But this F/A-18 sustained substantial damage which our engineering support team determined to be critical and un-flyable."

"Having it transported back to the States and repaired will most likely cost a third of what a new aircraft would cost," said Miller.

The production cost of a new Super Hornet is about \$65 million.

Since this transportation task had never been attempted before, the plan to load the aircraft was not taken lightly.

"Being that this is the first time we've ever done anything like this, the coordination and extensive planning to get the aircraft loaded and transported has been ongoing since March," said Miller.



Once the plan was approved, the C-5 aircrew was eager for the opportunity.

“We’re willing to help any of our sister services who need it,” said Air Force Maj. Steven Hertenstein, the pilot of the C-5 who is deployed from Travis Air Force Base, Calif. “Carrying cargo is what this aircraft was designed to do, and we’re glad to be a part of this.”

Even before the crews began the upload, Hertenstein was confident that it would be successful.

“These loadmasters will get it done. They have the skills to take different loads and find a way to get it on the aircraft safely and effectively,” said Hertenstein.

The load crew and aerial port weren’t the only units to contribute to this successful load.

“Units from all across the base came together to make this happen,” said Miller.

The Air Force’s “Red Horse” unit built the tiered wooden ramps called “shoring” which were used to get the fuselage up the C-5’s ramp. The Marine Aviation Logistics Squadron 40, Detachment Bravo, assisted Miller and his team with the necessary support equipment in order to disassemble of the aircraft. The NATO Base Operations Command provided hangar space in the Kilo Ramp which allowed them to perform the task out of the elements.

“I want to thank all the units that contributed to this mission,” said Miller. “We couldn’t have done this without them.”

Editor’s Note: The C-5 landed at Naval Air Station North Island on September 1, and at publication time, the Super Hornet was awaiting induction for evaluation.

Helicopter Engines Serviced in T700 Engine Shop



Aviation Machinist Mate Second Class Rupert Wint installs an Accessory Gear Box (AGB) on a T-700 engine in Building 333. Installing an AGB takes approximately 30 minutes.
Photo by MCSN Destiny Cheek

The majority of maintenance Fleet Readiness Center Southwest (FRCSW) performs on the five models of the H-60 Seahawk helicopter targets the airframes structural integrity. But when the helicopters experience engine trouble, the 23 Sailors and two civilian artisans in Building 333 are standing by.

Weighing about 450 pounds and 46 inches in length, the turboshaft 401C model of the T700 engine class is manufactured by the General Electric Co. The engine was selected for Seahawk production in 1988.

“These engines are not under a planned maintenance interval schedule, per se,” said T700 engine floor supervisor Aviation Machinist Mate 1st Class Albert Anders. “They come to us under a specific discrepancy; like low power or high oil consumption.”

Maintenance and overhaul is performed in three sections or cells, which are based upon the modular design of the engine: a compressor cell, power turbine cell, and engine cell.

“We’ll determine what needs to be done,” Anders said, “We have a pool of power turbine modules and compressor section modules, and take newly repaired modules from each pool to build up the engine.”

The number of operating hours is a determining factor as to when an engine may require an overhaul. Some 401Cs may operate trouble free for more than 1,500 hours, while others only 500 hours, Anders noted.

Overhaul typically takes about six days to complete and during this fiscal year, more than 110 engines had been repaired and over 100 issued, he said.

Workload source expanded approximately one year ago, when the

FRCSW T700 engine shop assumed the engine workload from Naval Air Facility Atsugi, Japan.

“There wasn’t anything special we had to do to accommodate the move, and it didn’t really increase our workload too much. We’re doing the same maintenance, requisites are the same, but we’re just supplying more activities,” said Anders.

FRCSW supplies 401C engines to squadrons assigned on the West Coast and Japan, and to Fleet and Industrial Supply Center.

Anders said that the command may also provide maintenance services to the 401C engines earmarked for the Marine Corps’ UH-1Y Super Huey helicopters that are replacing its aging UH-1N fleet. ▲

CH-53 Battle Damage Repair

(Continued from Pg. 9)

“We called AMARG and they said they had a Navy minesweeper (MH-53E). We pulled parts – from bulkheads to landing gear – and a fitting that ties in one of the framing members that needed to be reworked to fit our aircraft,” Riddle said.

“We evaluated these through our QA, and sent them to manufacturing to make sure there weren’t any cracks. Sikorsky, who is the original equipment manufacturer of the CH-53E, doesn’t stock the particular parts,” he said.

FRCSW artisans also manufactured brackets and “stringers,” components similar to longerons, which tie in frame-to-frame and serve as the point where rivets hold the aircraft’s exterior skins.

“It was a significant challenge in forming and making the parts work. Each aircraft is a little different; so things don’t always mesh according to a blueprint,” stated Riddle.

Approximately 4,600 manhours were devoted to the special rework of the aircraft and, with that complete, the CH-53E will enter the 175-day integrated maintenance program (IMP).

FRCSW inducts approximately 12 Super Stallions annually for the IMP.

The IMP affects fleet CH-53s once every 48 months. The program targets structural repairs to the fuselage, and includes replacing the skin, transition bulkhead, cockpit floor boards, KAPTON electrical wiring upgrades and any corrosion repair throughout the fuselage.

The CH-53E will be returned to HMH 361 when the IMP is complete, probably next spring.

“Our next project will be a CH-53E crash-damage from MCAS Yuma,” Riddle said. “The link to the nose gear on that one went through the cabin from the nose wheel well.” ▲



Aircraft mechanic Steven Armour installs components in the main landing gear wheel well. The CH-53 was hit by a rocket propelled grenade (RPG) aft of the main landing gear during combat operations in Afghanistan.

Photo by Destiny Cheek

Out & About



FRCSW receives the Secretary of Defense Phoenix Award for field-level maintenance performed by a medium-sized organization during fiscal year 2010 at the DOD Maintenance Symposium in Fort Worth, Tex., on November 16, 2011. The Phoenix Award is presented for excellence in intermediate-level maintenance.

Pictured are (from left): FRCSW Executive Officer Capt. Don Simmons, AD1 Michael Sabia, AD1 Jose Rayamojica, PR1 Jemal Williams, AO2 Nicholas Gravesande, AM1 Bryan Flowers, AE1 Jesus Mendoza, FRCSW Commanding Officer Capt. John Smajdek, FRCSW Maintenance Officer CDR Tony Jaramillo, ATCS Shawn Ross, ATC Ruben Fernandez, and AS1 Jesus Vargasantiz.



FRCSW riggers join Sailors from USS *Ronald Reagan* (CVN 76) in removing an E-2C Hawkeye airborne early warning aircraft from the ship. The Hawkeye will be transported to FRCSW for an evaluation of its electrical systems.

Photo by Jim Markle

FRCSW Selects First Intermediate Maintenance Pro of the Month

Aviation Machinist's Mate 2nd Class Aaron Gischer from Division 400 received the first Fleet Readiness Center Southwest (FRCSW) Intermediate Maintenance Professional of the Month Award during ceremonies October 4 in Building 333.

FRCSW Maintenance Officer Cmdr. Tony Jaramillo presented Gischer with the award.

The award recognizes an FRCSW intermediate level Sailor who exemplifies the dedication and excellence required to excel among his or her peers.

"AD2 Gischer is a squared-away Sailor who completes all of his tasks on time; his performance is outstanding," said ADC Chris Calcagni, 400 Division chief petty officer.

A native of St. Louis, Mo., Gischer transferred to FRCSW from Helicopter Sea Combat Squadron 12 on Naval Air Station North Island and currently works in the auxiliary power unit (APU) shop in Building 333.

The APU is typically used to power the electronics and provide bleed air to start the T700 engines on the multi-mission H-60 Seahawk helicopters.

"We get the APUs from squadrons and the supply system. If there's an issue with a unit that can't be repaired on the organizational level, then it's brought here. We'll make the repair and run it in the test cell and make sure it's operating within the required parameters. Afterward, we place the unit as ready-for-issue for the fleet," Gischer said.

The shop of three Sailors and one civilian artisan repair approximately 20 APUs annually, he said.

On the advice of a friend who was a Sailor, Gischer spoke to a Navy recruiter in St. Louis and enlisted in 2005 at the age of 24. He also has a cousin who is an Aviation Ordnanceman Petty Officer 1st Class currently stationed in Maryland.

"I joined the Navy because I wanted to go back to school and didn't have a way to pay for it. And I wanted to get away from my hometown, because I was stuck in a dead-end job," Gischer said, "I started college right out of high school, and student debt was piling up. I didn't have a decent way to pay for it, so I decided it was time for a change."



Aviation Machinist's Mate 2nd Class Aaron Gischer attaches the power cable to an auxiliary power unit of a T700 engine. Gischer is the first recipient of the FRCSW Intermediate Maintenance Professional of the Month Award.

Photo by Jim Markle

Holding an associate degree from Embry-Riddle Aeronautical University, Gischer said he is pursuing a bachelor degree in accounting at National University and will attend fulltime through the GI Bill when he separates in February after more than six years of service.

"I'm separating because my wife Jolie has a good job here in San Diego and I don't think it is fair to her to have to move and start a new life if I had to change duty stations. I enjoy San Diego, and would like to stay here," he said.

"I was happy to get the maintenance pro of the month award. I appreciate being recognized for my work," he stated. "Awards to me are good for my self-confidence, but when it comes to somebody's career, I want to see all of my co-workers do well and have the opportunity to advance."

To that end, Gischer remains an active member and asset of the APU shop by passing his experience and knowledge along to the other Sailors who will handle the shop's future workload.

"Although he is separating, AD2 Gischer still cares about what he is doing here and how he can help train-up the Sailors in the shop before he leaves," mechanic Wilfredo Yee said. "He will do very well in whatever field he enters." ▲

Awards

Applause

Retirements Years of Service

Michael Bell
Marco Carvalho
Felix Dolor
Leovino Dulce
Margerie Dus
Rodolfo Evalobo
Benjamin Flores
Lillian Grant
Gary Knepper
Richard Lozano
Thomas McCrary
Mark Molohon
Michael Parsons
Raul Torres
Earle Uhrich

Promotions

Jeffrey Althof
Randall Baker
Juan Blount
Timothy Bolden
Steven Bosset
August Cade
Simeko Christenson
Andrew Crump
Daniel Cuniff
Richard Daniels
Orlando Delacruz
Daniel Demilio
David Dielman
Lakeyta Edwards
Hector Fitz
Joseph Foster
Pedro Fuentes
Michael Galaz
Brandon Gemlo
Arturo Go
Richard Gurley
Ronald Hale
Aaron Hansen
Brad Hayes
Claudie Henry
William Icban
William Jung
Craig Kane
Steven King
Robert Kohl
Allen Kosmalski
Richard Krasko
Michael Kremer
Jonathan Lacy
Fergeline Lane
Hanh Le
Van Le
Sarah Lott
John McDaniel
Christopher McElfresh
Rogan McIntyre
Luisito Napalan
Daniel Ngo
Benjamin Noble
Xavier Ovando
Donald Potenza
Edmundo Ramirez
Edward Rasp
James Russell
Timothy Sinclair
Michael Smith
Alexander Sykes
Francis Szeto
Alexander Tortoles
Christopher Venable
Floyd Vialpando
Colter Wasson
Grazyna Waters

5 Years

Leroy Chung
Robert Jestes
Richard Juarez
Michael Larson
William Newborn
Ricky Roy

10 Years

Steven Baker
Matthew Bunker
Ruel Dionisio
David Hutchinson
Todd Lamoureux
Gregory Mann
George Nacker
Hector Romero
Alberto Ruvalcaba
John Santos
Maziar Sefidan
Carl Shelley
Jung Yang

15 Years

Farzad Baban
Alexander Humilde
Leonardo Ilog
Allen Kosmalski
John Niebisch
Efren Ray
Anthony Sardina

20 Years

Stepahnie Bye
Chad Fraser
Keith Glassman
Vincent Zacrias

25 Years

Richard Ayala
Thanh Banh
Vicki Harkins
Michele Marien
Sandra Mims
Minh Nguyen
Lucia Sapien
Jeffrey Stephenson
Liem Phan
Thomas Phan
Levetta Williams

30 Years

Robert Baldwin
Cedaree Barnett
Thomas Drake
Alexander Mejia
Joseph Metzendorf
Alexander Oliver
David Pearson
Petronilo Sanvictores
Richard Smith
Jeffrey Suazo
Thomas Thornton

35 Years

Michel Bell
Eileen Carmen
Felix Dolor
Donald Coles
Fernando Feliciano
Robert Frasier
Frank Johnson
Samuel Murphy

Robert Navarro
Ronald Tillman
Floyd Vialpando

40 Years

James Compagnon
James Kubala
Rafael Navarro
Patrick Valentino
Chris Walls

45 Years

Josephine Quince

On the Spot

Michael Cossey
Lydia Ensor
Dave Fajardo
Roy Gaines
Christopher Gibson
Daniel Hernandez
Michael Isyasa
Felix Mercado
Constancio Neri
Eric Pham
Jennette Riley
Leo Romero
James Russell
Khamphoune Soimany
Mark Vezzani

Time-Off Award

Josh Alfasy
Ronny Cobb
Chu Fang
Jeffrey Freedman
Tina Haurer
Donald Hill
Wilfredo Ibay
Sharon Leonard
Victor Pledger
John Roberts
Heather Stoll
William Winne
Bruce Woll
Jimmy Yeh

Beneficial Suggestion

Eugene Ellis
Julie Gordon
Albert Robles
Joseph Sorrels
Seth Winkelman

Productivity Recognition

Quarter

Carlos Alarid
Paulo Arandia
John Atlas
Steven Baker
Jesse Ballesteros
William Bernard
Rolando Beronilla
Gregory Binde
Leon Brillion
Abraham Cabal
Nora Campbell
Patrick Colchin
Charles Cox
Arthur Cross

Andrew Crump
Gil Deleon
Anthony Delgadillo
Timothy Doyle
Thomas Drake
Michael Evans
Karen Garipey
Julie Gordon
Michael Hall
Keith Herrick
Linda Hirschman
William Icban
Romeo Jimenez
Jathaniel Johnson
Richard Juarez
Marcus Kelly
Ronald Kidwell
Hayward Lee
Anthony Lewis
Michael Lopez
William Ly
Gavin Mackenzie
David McAdams
Trajano Melchor
Manuel Mesina
Carl Moraleja
Michael Morasco
Wesley Morgan
John Munnoch
Alvin Nakao
Quy Phan
Henry Pickers
Mark Pohlman
Dennis Reeves
Jeffrey Reiman
Alfredo Santiago
Javier Sida
Matthew Sison
Earl Smith
Aaron Soto
Rolando Telebrico
Nicholas Thompson
Michael Tong
George Turner
Michael Turner
Amir Walker
Reginald Young

Sick Leave is Money

Nestor Barrera
Albert Buenaventura
Randy Burkard
Jeffrey Calalay
Paula Coleman
Daniel Demilio
Megan Denton
Giong Duong
Hue Duong
Joshua Duryea
Gary Frazier
Russell Green
David Harach
Claudie Henry
Shelia Hubbard
Robert Keim
Carl Moraleja
Man Nguyen
Jose Noverola
Charles Parker
Charles Peterson
Brian Powell
Larry Rhodes
Julia Ann Rivera
Michael Rigney
Jose Villafuerte
William Wiginton

Special Act

Kevin Abercrombie
Menandro Abueg
Charles Adair
Salvador Adona
Robert Albon
Harris Aldridge
Sean Alexander
Josh Alfasy
Allen Allen
Romero Almerol
Brian Carr
Henry Casstrence
Cesar Castillejos
Roger Castillejos
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Johnny Lam – September 2011

Thanlon Nguyen – September 2011

Kham Thai – December 2011

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Cynthia Zimmerman
Kyle Zust

Shore Senior Sailor of the Quarter

LS1(SW) Verleo D. Quinajon

Shore Junior Sailor of the Quarter

AM2(AW) Joshua T. San
Agustin

Shore Blue Jacket of the Quarter

AM3 James T. Morris

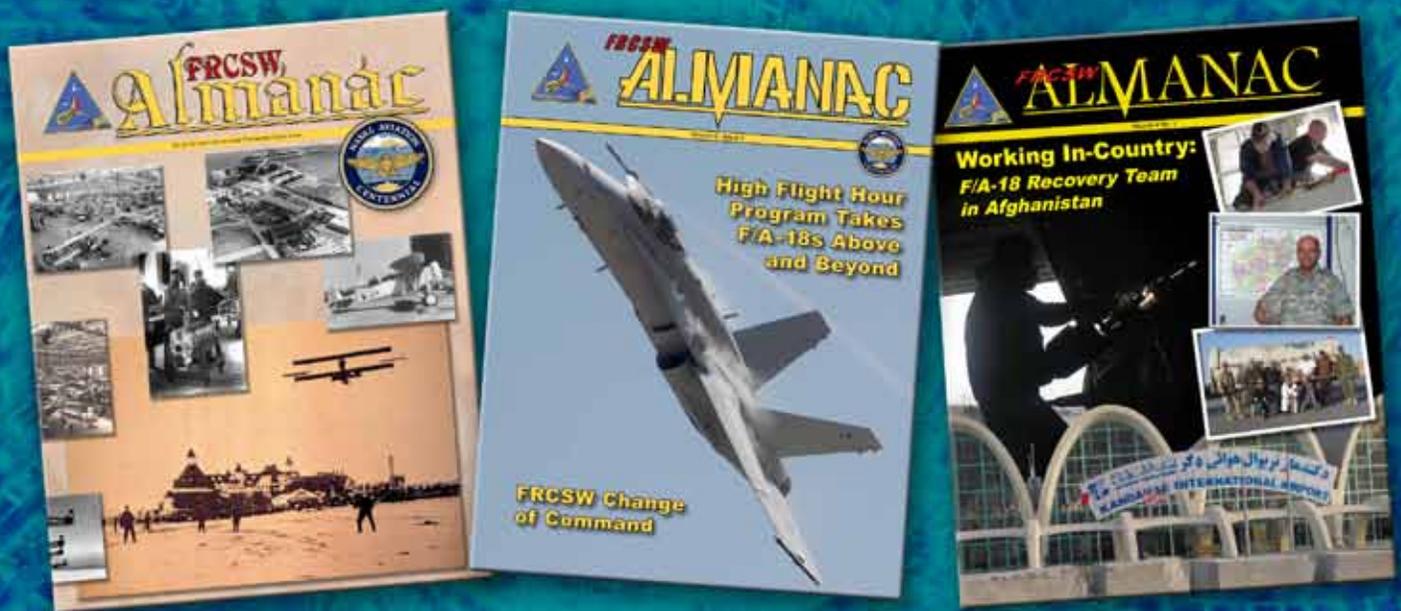
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