



FRC SW

ALMANAC

Volume 5 - Issue 5



EDM Tool:
Technological
Advances at
FRC SW

Skipper's Corner:

Staying the Course, Navigating the Future



Capt. John Smajdek

I would like to begin by thanking each of you for your efforts and accomplishments last year.

FRCSW performed above and beyond in 2011, providing the quality products and support to the fleet which enabled our Navy to accomplish its missions and goals throughout the world.

Last fiscal year, we delivered 240 aircraft and approximately 50,000 components in support to the warfighters at the front lines. And of those aircraft, more than 29 percent were delivered to the men and women of the Marine Corps.

Whether you are assigned to production or support, your skills and responsibilities are paramount to delivering those products to our fleet customers.

We also have civilian-based customers developed through our on-going program to develop commercial service agreements. This "business side" of our command is instrumental to providing us with the opportunity to compete for work in the private sector.

These partnerships, with companies like Lockheed Martin and Rockwell Collins, enable us to use our manpower and facilities to offset operational and other expenses. Overall, commercial service agreements now account for 24 percent of our workload.

While we develop and expand our services within the MRO enterprise, we may also anticipate a year that will signal new periods of transitions in many facets of our nation, our military and the world.

As the wars in Iraq and Afghanistan wind down our Armed Forces will undergo the standard adjustments that mark the end of such prolonged engagements. Meanwhile, growing economic concerns are being addressed from the Pentagon to Wall Street, to the European Union and elsewhere; issues that demand resolutions not only for our generation, but for generations to follow.

I will notify you of any information pertaining to budgetary modifications within the naval aviation enterprise, and how those adjustments may potentially affect FRCSW.

Because these changes and challenges may be viewed by some as indications of weakness to be exploited through terrorism or other means, it is essential that we remain vigilant.

Our Navy will assume its global missions this year and as our warfighters enter harm's way, I ask each of you to remain mindful of their sacrifice and dedication to duty.

Meanwhile, whether they are assigned onboard the command or out of CONUS, FRCSW Officers and Sailors are doing their share. A few examples:

- SEAOPDET total: 50, Deployed: 32
- IA executing orders: 13, IA under orders: 3
- Divisions 400-900 currently employ more than 450 Sailors working in over 40 work centers comprised of components repairs and other services directly supporting the maintenance to our airframes.

Thanks to the combined efforts of our Sailors and artisans, FRCSW is at the forefront of supplying the fleet those assets which ensure our warfighters are equipped to safely and decisively accomplish their missions. Remember: They depend on you.

JOHN SMAJDEK
Captain, U.S. Navy
Commanding Officer



Fleet Readiness Center Southwest



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FRCSW MISSION, VISION & VALUES

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

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

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

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America's Navy – A Global Force for Good

FRCSW

ALMANAC

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Features

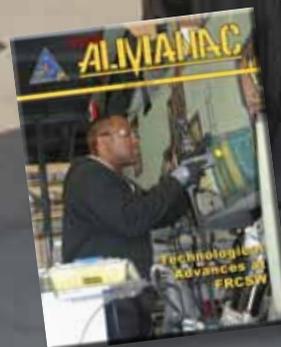
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Aircraft mechanic Nick Gannon prepares to make a seal for the in-flight fueling probe of a CH-53 Super Stallion in by measuring the probe's circumference.

Photo by Jim Markle



About the Cover

Center Barrel Plus crew leader Mike Smith uses an electrical discharge drill (E-Drill) to remove the head of a fastener from the skin of an F/A-18 Hornet.

Photo by MCSN Destiny Cheek



Electrical Discharge Machining Technology Takes Off at FRCSSW

Center Barrel Plus crew leader Mike Smith uses an electrical discharge drill to remove the head of a titanium Hi-Lok fastener from the aluminum skin of an F/A-18 Hornet fighter undergoing the Center Barrel Plus procedure in Building 378. *Photo by MCSN Destiny Cheek*

Removing fasteners from F/A-18 Hornet fighters undergoing the Center Barrel Plus procedure in Building 378 will soon be much easier and safer for the Fleet Readiness Center Southwest (FRCSSW) artisans assigned there.

Artisan training on the “E-Drill,” an electrical discharge machining (EDM) tool that creates an electric arc to erode metals, began last November and will replace conventional drilling of titanium button and flush head fasteners from the alloy aluminum skins of the Hornets.

Weighing less than three pounds, the E-Drill is equipped with a touch-screen control pendant that is pre-selected for the type and corresponding depth of the fastener, a power console, drill electrodes for removing fasteners according to diameter, and enough cabling and extensions to reach fasteners from atop an aircraft.

“There’s an electronic ground inside of the drill that makes the contact in the center of the fastener, and a collar that goes around the outside of the drill,” explained Mike

Smith, Center Barrel Plus floor crew leader.

“When the ground touches the center, the collar completes the electrical connection and burns into the metal.”

“When the drill is removed there’s a burned ring which is a result of the head of the fastener being cut-off. Then, we go back with a punch and knock the fastener out.”

Water acts as the medium between the drill’s electrode and fastener head, and approximately 2.5 gallons of water are used in the tool’s operation. The water runs between 60 and 80 PSI, and the unit also holds a sediment tank which collects metal shavings as the fastener head is eroded. The tank is changed about every 1,500 cuts, while filters are changed every 2,500 cuts.

“With conventional drilling the chips must be vacuumed and the vacuum must be emptied everyday; so this is a lot less messy. And it’s much easier. The E-Drill just needs to be held steady. It’s much more ergonomic because pressure is much lower and isn’t applied through



the shoulders or wrists as in conventional drilling, and there's no vibration," Smith said.

In addition to its ergonomic qualities, the E-Drill is far safer for artisans to use than conventional drills. Should the tool slip while in use, the center electrode disengages and interrupts the electric power.

And because the drill only activates when in contact with metal, it will not pose a hazard even if the electrode is applied directly to the skin and the tool activated.

The ease of use and safety features of the drill may only be exceeded by its efficiency. The tool is suitable to remove two of the most common, and most difficult, fasteners in the aerospace industry: the alloy steel Jo-bolt, and the titanium Hi-Lok.

"One person can operate this machine and accomplish in a half-day what ordinarily requires two days," Smith stated.

"That would equate to about \$175,000 per year in labor savings when removing the Hi-Lok fasteners," added Alcide Richards, industrial engineer and new technology manager for Code 600.

"But just because the drill is fast and ergonomic, doesn't mean we could begin using it immediately," Richards noted.

"It had to undergo testing and evaluation."

"In our analysis, the materials lab cut many fasteners out of a

scrapped Center Barrel and looked at the microstructure underneath the burn section to see how far the EDM damage went. We found that the worst it would do was .002 inches past the edge of the cut. Fortunately, all of our Hi-Lok holes are oversized by .008 inch on the radius, cleaning up the burn damage with room to spare," Richards said.

"Though the heat created by the tool's electric current doesn't affect an aluminum panel, it may cause disbonding in the application area if used on a composite panel. So, we can't use it on composite panels that will go back onto an aircraft, but to get aluminum panels off, it is ideal," Smith said.

"We plan on pilot drilling keel longerons eventually, but that will take a bit more analysis since they are titanium, not aluminum, plus they are critical parts and a mechanical alignment system must be incorporated to ensure accurate drilling every time. If it's successful, it will save a considerable amount of time," Richards said.

FRCSW purchased three E-Drills at the cost of \$60,000 each, including the tools electrodes. The tool is manufactured by 'Perfect Point, Inc.,' located in Long Beach, Calif.

Artisan training on the E-Drill requires a one and one-half day course, plus 80 hours of on-the-job training. Approximately one-quarter of the Center Barrel Plus force, or 22 artisans, will be trained.

"Right now, only 10 people on the west coast are certified to use the machine --- one at Naval Air Station Whidbey Island, two at NAS Lemoore and seven here," Smith said.

"While it is catching on with private industry on the East Coast, we have the only E-Drill-certified people working for the Department of Defense," Richards said.

"Normally, private industry leads innovation and the depots follow," he said. "In this case we were the first to use the machine.

FRCSW was involved in every step of the process --- from concept to prototype, to first production, to testing and evaluation."

Illustration by Chuck Arnold

FRCSW ADVANCES HEXAVALENT CHROMIUM SAFETY PROCEDURES



Sandblaster Alex Castillo exits one of the sandblasting booths in the blast shop in Building 472.

Photo by MCSN Destiny Cheek

Management and safety personnel from Fleet Readiness Center Southwest (FRCSW) traveled to Warner Robins Air Force Base in Georgia last August to gain insight into safety and protection improvements for dealing with hexavalent chromium, a liquefied primer coating used as a corrosion inhibitor on aircraft and aircraft components.

Safety specialist Felicia Garcia said that more than 150 FRCSW artisans work with hexavalent chromium as part of their daily jobs. The chemical compound is found at some FRCSW facilities on Naval Air Station North Island, and other locations on the command's nine satellite sites.

Used in the aerospace industry for over 50 years, minimizing and containing air-borne exposure to hexavalent chromium is fundamental to safety procedures during application and removal of the compound.

“We currently use the normal personal protective equipment (PPE) typically found throughout the plant, like gloves, Tyvek coveralls (protective clothing) and full face respirators,” said specialty coatings paint complex supervisor Tom Sapien.

“In the past we’ve improved the PPE, but as people become more aware of the hex chrome, the engineering controls are actually becoming much better. We’re doing a

Sandblaster Alex Castillo removes paint from a horizontal stabilator fitting of an F/A-18 Hornet in the blast shop in Building 472.

Photo by Jim Markle



lot more of long-term planning for our facilities,” Garcia said.

After the visit to Warner Robins AFB, FRCSW established a team comprised of managers, safety personnel, union representatives, and artisans who reviewed a list of equipment to test and the best procedures to advance hexavalent chromium safety initiatives.

Initial procedures and equipment will first be applied at the paint complex in Building 466; then, indoctrinated throughout the command and its off-sites.

“We’ll start by establishing ‘industrial safe zones’ where the artisans must decontaminate prior to entering the cleaning zone, and then continue the cleaning process there,” Garcia said. “We’re also getting Hygenol wipes to remove lead and metals, and personal vacuums to remove any particulates.”

The safe zones will include hygiene stations and cabinets stocked with PPE such as gloves and Tyveks, Material Safety Data Sheets and brochures

on lead, cadmium and hexavalent chromium.

Garcia said the cost for the initial setup of the paint complex procurement plan should be under \$200,000.

“We’re doing all of the things that we can do immediately. As soon as we get the paint complex underway, and everything’s on order and the safe zone is complete, we’ll begin looking at the long-term engineering controls,” she explained.

The engineering controls include air showers as part of the decontamination stations; installation of pull-down vacuum hose reels that are hepa-filtered in the paint bays; and an outside, hepa-filtered fanning air system as opposed to the 55-gallon vacuums inside of the bays.

“These moves will equate to long-term cost savings for the command as well, such as not having to change out filters in the paint bays so often due to the dust reduction,” Sapien said. “We will also be generating less hazardous

water due to that process, and will reduce our water waste disposal costs also.”

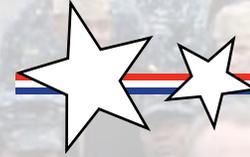
Garcia said that the paint complex will be supplied with 12 personal kits for decontamination purposes that include vacuums, and 15, 55-gallon vacuum and sander kits.

“In Building 466, the sanders will be attached to vacuum hoses that will capture a large percentage of the contaminants being generated. These are items that the painters tried themselves and want the rest of the employees to use and become familiar with,” Garcia said.

“I believe that 100 percent protection is possible,” Garcia said. “When the PPE that we have is combined with the tooling that we’re getting, there shouldn’t be any dust on the artisans when they’re sanding and grinding,” Garcia said.

Artisan training on the new tooling and hexavalent chromium began in February. ▲

FRCSW Celebrates 25th Annual MLK Commemoration



Gospel recording artist Ms. Lanee' Battle sings the National Anthem to open FRCSW's 25th annual commemoration honoring Dr. Martin Luther King Jr. in the Naval Base Coronado Station Theatre.
Photo by Joe Feliciano

Hundreds of military and civilian personnel from Fleet Readiness Center Southwest (FRCSW) and Naval Air Station North Island (NASNI) joined together January 12 to celebrate the life of Dr. Martin Luther King Jr.

Sponsored by the FRCSW Equal Employment Opportunity Advisory Committee, the 25th annual commemoration kicked off with a unity walk from the NASNI Chapel to the base theatre, site of the festivities.

Opening remarks were offered by FRCSW Commanding Officer Capt. John Smajdek who spoke of King's legacy and enduring impact upon the evolution of American society.

Addressing this year's theme, "The American Dream: Freedom, Democracy, and Opportunity for All," Capt. Smajdek said, "Dr. King's ideas are deep-rooted in the American dream, not separate and distinct from it."

"The life and legacy of Dr. King is to not rest on past achievements or prior



Guest speaker Ms. Steffanie Easter, Assistant Deputy Chief of Naval Operations Manpower, Personnel, Training and Education, gestures to the audience during her opening remarks January 12 at the FRCSW annual commemoration honoring Dr. Martin Luther King Jr.

Photo by Joe Feliciano

efforts, but to challenge us everyday to be an example and prepare future generations to do likewise,” he said.

Guest speaker Steffanie Easter, assistant deputy Chief of Naval Operations and Manpower, Personnel, Training and Education, followed Smajdek and referenced King’s “American Dream” speech delivered at Drew University in 1964.

“Three underlining principles were covered in this speech,” Easter said.

“The first is the concept of brotherhood which means we are to take care of each other. The second is the concept of partnership. We have, and need, the ability to partner with others to bring about change. Even if we don’t share the same background or culture, we have to figure out a way to partner to bring about the type of change he was trying to bring about in the 1950s, and still trying to bring about today,” she said.

“The last is the concept he called

‘geographical oneness.’ King noticed that technology allows us to no longer use geography as a barrier. The point was that technology, even back in 1964, allowed us to reach out and accomplish things on a global scale,” Easter said.

Since 1986, the holiday honoring King is observed the third Monday of each January, and serves as a reminder of the struggle achieved through peaceful means to ensure racial equality and civil rights for all Americans.

(See MLK Commemoration on Pg. 12)

FRCSW Artisans Travel to Afghanistan, Support Warfighters

Photos courtesy of Sal Adona

When the opportunity arose to take a first-hand look at the global war on terrorism in Afghanistan, Sal Adona took it.

“I wanted to see what it was all about, and I learned quite a bit. The active duty there are helping the local people --- training the Afghans to defend themselves, and training the police and the military to defend against the Taliban,” Adona said.

A sheet metal crew leader from Fleet Readiness Center Southwest’s (FRCSW) Vertical Lift Program in Building 378, Adona left San Diego in June with fellow sheet metal mechanic Art Montalban.

Adona returned September 14. Montalban returned in December.

“I didn’t know what to expect. Your whole lifestyle changes when you go over there. I volunteered out of curiosity to see what it was like, and of course, to support our military,” Adona said.

Adona and Montalban were assigned to Camp Bastian in Helmand Province, located in the southwestern portion of the country, where daytime temperatures during July and August range from 115 to 125 degrees Fahrenheit.



Sal Adona, a sheetmetal crew leader from FRCSW chats with Marines performing maintenance on an aircraft tow tractor while stationed at Camp Leatherneck, Afghanistan.



Sheetmetal mechanic David Ng, from Fleet Readiness Center Western Pacific (FRCWP), and Sal Adona of FRCSW pause before a sunset in Afghanistan.



Sheetmetal mechanic David Ng, from FRCWP, repairs the cargo ramp of an H-3 helicopter while in Afghanistan. Ng was previously employed at FRCSW.

The FRCSW artisans were housed in Camp Leatherneck, which is conjoined with Camp Bastian. Built by the British in 2006, the base accommodates more than 20,000 personnel and can support up to 600 fixed and rotary-wing aircraft.

“The people who work on the base are from all over the world,” said Adona. “I met two Afghans who worked as interpreters, and they told me that they were happy that the U.S. came in to help.”

The two artisans repaired battle-damaged aircraft that included AH-1 Super Cobras, CH-53 Super Stallions, and UH-1 Huey helicopters.

Marine Corps personnel would disassemble the aircraft, and remove doors, lines, and electrical connections to allow the artisans access to the work areas of the aircraft to make repairs.

“We had something different every day,” Adona said. “There were so many work orders, that for six weeks, it was non-stop. We just tried to keep the pace going and repaired about 30 aircraft during that time.”

Adona noted that the FRCSW artisans were well supported with exceptional turn-around times for tooling and parts.

“We patched up bullet holes in Hueys, while the work on the Cobras was mainly stress cracks. When these aircraft are being continuously flown, the frames, fuselages and skins show the wear and tear. The military were going 24 hours-a-day, including night flights, so the aircraft downtime was at a minimum. The flight hours were amazing,” he said.

In addition to battle damages and stress repairs, the artisans also handled mishaps.

“We had a few mishaps with the Super Stallions. One hit a berm and the nose took a lot of damage. The tail pylon flew off and landed about 25 yards away. There were 16 Marines in the cabin at the time, and luckily none were hurt. It could have been much worse,” Adona said.

Though he celebrated his 57th birthday while assigned at Camp Bastian, Adona said that it was the “action alarms” that he’ll remember most.

“The alarms told the ground crew and pilots that something was going on. They’d run to the helos and have them flying in five to 10 minutes. And when I saw see them take off, I felt really proud to have supported in getting them off the ground. They can’t defend our base without those helos,” he said. ▲

MLK Commemoration *(Continued from Pg. 9)*



Fleet Readiness Center Southwest civilian employees and active duty members conclude the commemorative unity walk as they enter the Naval Base Coronado Station Theatre January 12 to celebrate FRCSW's 25th annual commemoration honoring Dr. Martin Luther King Jr.
Photo by Joe Feliciano

Born January 15, 1929, in Atlanta, Ga., King skipped the ninth and 12th grades and enrolled in Morehouse College in Atlanta at the age of 15. Ordained a minister while still an undergraduate, he served as assistant pastor of Ebenezer Baptist Church at age 18.

The following year he earned a Bachelor of Arts degree from Morehouse. King's scholastic achievements continued when, at age 21, he received a Bachelor of Divinity degree from Crozer Theology Seminary in Pennsylvania, and a doctorate in theology from Boston University at 25.

As he pursued his studies, black Americans in some cities were forced to sit in the back of buses and forfeit their seats to whites. But in 1955, black seamstress Rosa Parks took a front seat on a Montgomery, Ala., bus. When told to vacate the seat for a white passenger, she refused. Parks, who died at age 92 on October 24, 2005, was arrested for violating the transportation segregation laws of Montgomery.

Saying the lives of black Americans were "sadly crippled by the manacles of segregation and discrimination...", King used the incident to inspire others to peacefully boycott the bus company.

Parks' arrest and the resulting boycott gained national attention and in less than six months, the federal courts had declared transportation segregation laws unconstitutional.

King's methods in this historic protest were used as a model by other civil rights activists throughout the country, and the Civil Rights Movement had begun.

In the ensuing years, as he made equal rights his life's work, King would use his own assets and nonviolent philosophy to organize hundreds of rallies and marches across the nation.

Though abused and imprisoned, he continued teaching and practicing



nonviolence. Overall, King was arrested 30 times for his participation in civil rights activities.

While imprisoned in Birmingham, Ala., he addressed his critics who had condemned his work as “unwise and untimely.” Using bits of paper and margins of newspapers King responded: “We have waited for more than 340 years for our constitutional and God-given rights. The nations of Asia and Africa are moving with jetlike speed toward gaining political independence, but we still creep at (a) horse-and-buggy pace toward gaining a cup of coffee at a lunch counter.”

On August 28, 1963, more than 250,000 people of all races, religions, and political affiliations gathered in Washington, D.C., for the “March for Jobs and Freedom.” Speaking from the Lincoln Memorial, King delivered what was to become his most famous speech – “I Have a Dream.”

The march far exceeded the expectations of its organizers, bridging the gap between competing groups of Americans and addressing the conscience of a nation.

According to its planners, the march succeeded because it embraced the essence of equality and justice – the most enduring and basic of American values.

The following year, at the age of 35, King was awarded the Nobel Peace Prize. He was the youngest man in history, and the third black man, to receive the award.

On April 4, 1968, James Earl Ray assassinated King who was standing on a motel balcony in Memphis, Tenn. He was to lead sanitation workers in a protest for better working conditions and wages. ▲

Out & About

FRCSW Celebrates Black History Month

Members from the Greater San Diego Chapter of Blacks in Government (BIG) prepare for the 12th Annual Black History Month Food Celebration February 29 at Bldg. 379. The two and one-half hour event also featured literature and artifacts pertaining to African-American history.

Photo by MCSN Destiny Cheek



FRCSW Artisans Support Toys for Tots

FRCSW artisans assigned to the 93306 Landing Gear Shop in Building 472 took up supervisor Harris Aldridge's matching dollar-for-dollar challenge to benefit the 2011 U.S. Marine Corps' Annual Toys for Tots campaign, by donating more than \$600 worth of gifts for needy children of San Diego County. From left, pictured are: Lee Davison, Angel Huapaya, Efren Cruz, Jose Ordillas, Ernie Arce, Richard Mills, Richard Stroback, John Mamuyac, Michael Loggs, Jake Bedon, and Chris Walls.

Photo by Terry Neil

Clower Receives Australian Government Commendation

Rear Adm. Randolph Mahr, research and engineering assistant commander, Naval Air Systems Command, and Sylvia Buhay, recently retired aviation support equipment team leader for the FRCSW Fleet Support Team Foreign Military Sales, (right), presents Pat Clower, aviation support equipment Fleet Support Team Foreign Military Sales, with a certificate of commendation on behalf of the Australian government in Building 317 November 3, 2011. Clower served as the Consolidated Automated Support Systems upgrade project manager to the Australian government's F/A-18 Super Hornet project to replace its F-111 Aardvark tactical fighter aircraft. *Photo by Scott Janes*



Awards

Applause

Retirements

Larry Bratton
Leon Brillon
Cynthia Bucaro
Sylvia Buhay
Benjamin Bunag
Randy Burkard
Donald Butler
Arnel Cabrera
Cesar Caramanzana
James Carranza
Manuel Castro
Harold Celeste
Hazel Childress
Kathy Cobb
Daniel Crawford
Willard Delagardelle
Dean Delano
Teresita Dionisio
Douglas England
Napoleon Francisco
Quirino Gutierrez
Peter Guzman
Tina Hauer
Michael Howard
James Hudson
Frank Inga
Rolando Jiao
Ronald King
Ronald Laughlin
Soai Le
Walter Loftus
Carlos Martinez
Leonard Martinez
Shawnie Meeks
Danilo Mercado
Noah Miller
Allan Mitschelen
James Page
Michele Palmer
Saturnino Penaloza
Jennie Pierron
Francis Pitman
James Pollard
John Proffer
Angelo Quialang
Ely Ramos
Louis Ramsey
William Reschke
Steve Robles
Holly Roehl
Gary Rolling
Frank Saludado
Mark Todd
Michael Tong
Ngoc Trieu
Richard Vintayen
Elizabeth West
Kevin Wholey

Promotions

Edgardo Abellar
David Admas
Justin Andrews
Andrew Applegate
Matthew Araiza
Jeffrey Ayers
Jesse Ballesteros
Nestor Barrera
David Belger
Michael Bennett
Douglas Bradford
Leslie Cabral
Ferdinand Capacia
Edward Casiple
Marcio Chinn
Cynthia Champagne
Patrick Corrigan

Charles Cox
Thane Coxon
Stanley Crescioni
Dwayne Crooks
Manuel Degracia
Benjamin Delacruz
Richard Delgadillo
Jonathan Dell
Alvaro Diaz
Ruel Dionisio
Reynaldo Dominguez
Mario Elias
Rick Farmer
George Fernandez
Keith Fitch
Linda Galley
John Gartrell
Dave Geilenkirchen
Christopher Gibson
James Gilbert
Douglas England
Napoleon Francisco
Quirino Gutierrez
Peter Guzman
Tina Hauer
Michael Howard
James Hudson
Frank Inga
Rolando Jiao
Ronald King
Ronald Laughlin
Soai Le
Walter Loftus
Carlos Martinez
Leonard Martinez
Shawnie Meeks
Danilo Mercado
Noah Miller
Allan Mitschelen
James Page
Michele Palmer
Saturnino Penaloza
Jennie Pierron
Francis Pitman
James Pollard
John Proffer
Angelo Quialang
Ely Ramos
Louis Ramsey
William Reschke
Steve Robles
Holly Roehl
Gary Rolling
Frank Saludado
Mark Todd
Michael Tong
Ngoc Trieu
Richard Vintayen
Elizabeth West
Kevin Wholey

Maryann Marques
David Martinez
Marites Martinez
Ronald Martinez
Gauntlett McBean
Rolando Mercado
Joseph Metzendorf
Troy Monaghan
Carl Moraleja
Daniel Morin
Henry Mundwiller
Daniel Ngo
Hue Nguyen
Khanh Nguyen
Thanhlan Nguyen
Jeffrey Norton
Matthew Obregon
Mark Ohler
Patrick Orcales
Samson Panganiban
William Penn
Ian Poole
Brian Powell
Laurence Puckett
Luis Quiambao
Florentino Quisay
Dennis Reeves
Jason Rice
Steve Robles
Buenaventura Ronquillo
Louis Sena
Eugene Shade
Michael Smith
Clifford Starkey
Willie Stroud
Donald Sturman
Timothy Thompson
Jose Torres
Russell Touchette
Derek Urch
Linda Ulrich
Benito Valdez

Charles Valenzuela
Ronald Waller
Colter Wasson
Alice Wesely
Linda Wicker
Jessie Williams
Matthew Williams
Michael Williams
Curtis Witherspoon
David Wolfe
Michael Woodruff
Michael Young
Andrew Zablocki

Years of Service

5 Years

Paul Breniser
Anthony Delgadillo
Oussam Filali
Dmitriy Glozman
Mike Mejia
Robin Sluder

10 Years

Michael Lee
Michael Rube

25 Years

Servillano Bernardo
Mark Corbilla
Linda Goelze
Bryant Mitchell
Gary Nelson
Ming Ma
Keith White
David Yee

30 Years

Bernadette Chudy
Gary Fulbright
Henry Galvan
Jose Godoy
Richard Hughes
Donald Jackson
Ron Schwarz
John Sohl

35 Years

Frederick Ascunio
Dennis Campbell
Peter Chin
Peter Hampton
James Helpingstine
Laurel Mendoza
Gary Middlebrook
Armando Montoya
Paul Reschke
William Richards
Stephen Roberts
James Simon

40 Years

Walter Loftus
Lila Toussignant
William Walker

45 Years

Jose Quinena

On the Spot Recognition

Hai Le
Eric Geilenkerchen
Robert Greer
Mary Johnson
Charles Kelly
Nancy Thompson

Beneficial Suggestion

Lawrence Lausin
Larry Puckett
Luis Quiambal
Benito Valdez

Productivity Recognition

Quarter

Alberto Balaguer
Sheila Hubbard
Robert Greer
Evan Jimenez
Harvey Jones
Lawrence Lausin
Huy Le
Thomas McGovern
Phillip Nelson
Primitivo Ovalle
Richard Pedrena
Merlyn Richards
Larry Sandstede
Edwin Soriano
Alice Taylor
Melchor Trajano
Mark Trevino
Maria Villagomez

Sick Leave is Money

Eric Benjamin
Lina Macias-Dill
Scott Goldberg
Frank Guerrero
Richard Howard
Victor Juarez
Ben Lee
Marites Martinez
Gary Middlebrook
Alvin Miller
Carlos Normandia
Tranquili Rodriguez
John Sohl
Donald Sturman
Alexander Tortoles
Dorothy Wheeler
Jimmy Yeh

Special Act

Carl Aquino
Rick Bitterling
Donald Butler
David Deck
Brian Frank
Duane Halfman
James Jackson
Van Le
Royce Moke
David Smith



FRCSW Plant General Manager William "Bill" Reschke retired on December 23, 2011, after 38 years of federal service all of which took place at FRCSW. Mr. Reschke was appointed as Plant General Manager/Senior Civilian in July 1996, and served the command well in the ensuing years. Bill started at FRCSW as a mechanical engineer in 1973, progressed to supervisor of engineering (78-84), branch head for support equipment engineering and logistics (84-86), director support systems engineering division (86-92), technical director for the product support directorate (92-93), director of production, planning and workload division (93-94), and finally director of industrial planning operations (94-96) prior to moving into his final position. Bill has been an excellent steward for the command's mission over the years and has been a mentor to many FRCSW personnel. Fair winds and following seas, Mr. Reschke, your intelligence and demeanor will be missed.



Ms. Cynthia "Cindy" Bucaro retired from federal service on December 23, 2011. Cindy began her career at FRCSW in January 1981 as a clerk/typist for the awards program (code 111). Ms. Bucaro then moved to code 930 from 81-84, code 970 (84-86), code 113 (86-89), code 530 (91-92), and code 520 (where she began working with Mr. Bill Reschke) from 1992-1995. She then worked in Bldg. 94 from 1995-2001, and finally progressed to the position of Executive Assistant to the Commanding Officer where she completed her career. Throughout her career Ms. Bucaro provided outstanding support to the command, and specifically, to Mr. Reschke. Fair winds and following seas, Cindy!



FRCSW ground support personnel await the arrival of Lt. Julia Foerster (left) and Lt. Cmdr. Timothy Tuschinski as the pilots prepare to deliver the F/A-18 Hornet to the Blue Angels flight demonstration squadron. The aircraft underwent maintenance procedures to replace a damaged vertical stabilizer. Photo by Mike Furlano