



Fleet Readiness Center Southeast **NETWORK**

Issue 1, 2015



**FRCSE
celebrates
75 years
service to
the fleet**



(In the beginning...page 14)

NETWORK

Fleet Readiness Center Southeast

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Skipper's Corner

FRCSE Team,

Happy 75th Anniversary to the entire FRCSE team!

For the past three and half years as I've walked around the plant, I clearly see how proud you are of the work that you do every day. Many of you have also shared precious memories about this place, including numerous changes that have occurred over the years within the facility. I recently had the honor of kicking off our yearlong anniversary celebration with the first of a four part documentary highlighting our incredible 75 year history. Part 1 shows the very beginning of the depot through the 1960s. As I watched, I was amazed at how much has changed over the years, but I quickly realized what has remained the same is our mission to provide warfighters aviation readiness to keep our great country safe. You continue to do a great job each and every day. Look for the next three segments in the series to air throughout the year as we continue to explore our rich history in naval aviation. Several special events to celebrate this banner year are scheduled throughout 2015.

I've recently implemented the new Skipper's Safe Site Challenge. Safety is everyone's responsibility and this initiative will require the commitment of the entire workforce. Every team member will have the opportunity to report hazards and take actions to reduce or resolve safety concerns within their work areas. Workcenters are divided into application areas that will be championed by a manager who is responsible for oversight to ensure issues are resolved. Remember, safety impacts all of us on a daily basis. Every one of you on the team is important and our number one goal is your safety. There is nothing more important!

I'd also like to recognize the employees both past and present who contributed to the success of the J52 Engine Repair Program. The program officially sundowned on Feb. 4, after 50 years of service to the fleet. The J52 Team repaired 7,500 engines and more than 21,500 engine components. Thank you for a job well done!

What you all do at this facility or while deployed around the world truly enhances mission readiness and has a direct impact on the warfighter. You are making a difference and I am honored to be your Skipper.



Capt. John Kemna
Commanding Officer

JOHN G. KEMNA
Captain, U.S. Navy
Commanding Officer

FRCSE announces

SAILOR of the YEAR

Aviation Support Equipment Technician 1st Class (AW) Daniel Catala has been selected as the FRCSE 2014 Sailor of the Year (SOY).

He is currently attached to FRCSE Detachment Key West Ground Support Equipment (900) Division where he works as maintenance production control leading petty officer.

"It is an honor to be selected as FRCSE Sailor of the Year," said Catala. "I would not be in this position without the help of my shipmates especially the 900 Division technicians. I am proud of all we accomplish here at FRCSE Detachment Key West which is demonstrated by the hard work and dedication of our Sailors."

Catala reported to FRCSE Detachment Key West in 2012. He was selected as SOY for successfully managing the division's Individual Material Readiness List while overseeing a \$1 million budget in support equipment (SE). Under his leadership, 56 Sailors effectively expended 6,518 man-hours completing 2,874 maintenance actions on 479 SE items achieving a 94 percent SE availability rate. Catala consistently reviews maintenance and performance practices to improve SE availability to customers crediting his success to using Continuous Process Improvement.

In addition to his work responsibilities, Catala's collateral duties include Junior Enlisted Association mentor, command senior section leader, Navy and Marine Corps Society representative, command casualty assistance calls officer, command indoctrination leader,

and First Class Petty Officers Association master at arms. He also volunteers for Habitat for Humanity and the Lion's Club Literacy Association.

A native of Angeles City, Philippines, Catala moved to the United States in August 1998 and joined the U.S. Navy the same year. After completing boot camp at Recruit Training Center, Great Lakes, Ill., he attended Aviation Support Equipment "A" School in Pensacola, Fla.

In 1999, Catala reported to Aircraft Intermediate Maintenance Department (AIMD) at Naval Air Station (NAS) Lemoore, Calif. where he was advanced to third class petty officer. In December 2001, he transferred to Naval Support Activity (NSA), Naples, Italy where he was selected as NSA

Naples Junior SOY and promoted to second class petty officer.

In February 2005, Catala reported to AIMD Brunswick, Maine where he completed his collateral duty inspector qualification, a designation that requires him to inspect all maintenance work within the shop. During this tour, he was recognized as AIMD Sailor of the Quarter (SOQ). Three years later, he reported to USS NASSAU (LHA 4) in Norfolk, Va. where he worked as a quality assurance representa-

tive in the Quality Assurance Division. During his tour, Catala was recognized as a USS NASSAU SOQ.

In 2010, Catala received orders to USS WASP (LHD 1) in Norfolk, Va. During an extensive shipyard period, he volunteered to support the maiden deployment of

USS GREEN BAY (LPD 20) homeported in San Diego. While aboard USS GREEN BAY, Catala stood up the SE division and all required maintenance programs. He was promoted to first class petty officer

and was awarded the Navy and Marine Corps Achievement Medal for his efforts.

Catala is married with two children. While off duty, he enjoys spending time with his family, playing a variety of sports, riding his motorcycle, fishing and snorkeling. He has earned an associate's degree in computer science from Baguio College in the Philippines and is currently working on another associate's degree from Coastline Community College.

His future plans are to make chief petty officer and continue his naval career.

"I am proud of all we accomplish here at FRCSE Detachment Key West which is demonstrated by the hard work and dedication of our Sailors." - AS1(AW) Daniel Catala



AS1(AW) Daniel Catala of FRCSE Detachment Key West, center, identifies a component on a MSU-200 air start unit with AS3 Kelsey Pate and AS3 Heather Torres during routine maintenance on the ground support equipment. Catala, the Ground Support Equipment (900) Division maintenance production control leading petty officer, is the FRCSE 2014 Sailor of the Year. (Photo courtesy of FRCSE Detachment Key West)

Fleet Readiness Centers address Hornet challenges

By Andrea Watters



An F/A-18C Hornet assigned to the VFA-113 Stingers flies over southern Afghanistan in 2009 during Operation Enduring Freedom. (Photo by Cmdr. Erik Etz)

From his NAS Patuxent River, Md., office, Rear Adm. Paul Sohl, Commander, Fleet Readiness Centers (COMFRC), shared the Naval Aviation Enterprise's (NAE) collaborative effort to address the aging Hornet fleet maintenance and repairs.

If you ask COMFRC about the aging legacy Hornet fleet, he will tell you about his production line, his talented artisans and the collaboration across the NAE to increase the number of F/A-18A-Ds returning to the flight line. He will also explain how the number of "out of reporting (OOR)" legacy Hornets accumulated over several years.

"The design life for a legacy Hornet was originally 6,000 flight hours," said Sohl. "Those aircraft are being extended past 8,000 flight hours, with some being extended to 10,000 flight hours. The engineering, material and production efforts required to achieve such life extensions on a tactical aircraft are unprecedented."

As of 1 December, there were 616 legacy Hornets in the Navy/Marine Corps fleet with 541, or 88 percent, operating above 6,000 flight hours, according to the F/A-18 and EA-18G Program Office's (PMA-265) monthly flight hour and inventory report. The following lists the number of aircraft above the 6,000-flight-hour service life:

- 158 are between 6,000 and 7,000 hours
- 293 are between 7,000 and 8,000 hours
- 89 are between 8,000 and 9,000 hours
- One aircraft is operating above 9,000 hours and is on its way to the service life extension goal of 10,000 flight hours.

According to PMA-265, 114 aircraft have completed inspections and are designated for service life extensions beyond 8,000 flight hours, with an additional 102 aircraft undergoing high-flight-hour inspections at Fleet Readiness Center (FRC) Southeast, aboard NAS Jacksonville, Fla., and FRC Southwest, aboard NAS North Island, Calif., facilities in addition to other field sites as of 26 November.

"One of the big challenges we face is, the more the fleet flies them, the faster they're coming to the FRCs," said Sohl. "In addition, the sequestration-related hiring freeze and furloughs during fiscal year 2013 slowed down the FRCs' 12 million man-hour-a-year production machine. It is taking time to reverse that trend."

"The six furlough days and overtime restrictions equated to six weeks of reduced work hours. In addition, attrition and the inability to hire replacements slowed us down even more," he said. "We made progress hiring engineers, logisticians and artisans during fiscal year 2014 and are continuing that trend in 2015. The FRC workforce is returning to pre-sequester numbers."

Sohl added that the fleet will see an increase in Hornet deliveries during fiscal years 2015 and 2016 as the FRC F/A-18 production lines continue to ramp up. Engineering analysis and instructions, parts and materials and trained artisans also had to be put in place.

"Meanwhile, the inductions do not stop," said Sohl. "Aircraft keep coming into the FRCs, particularly at the 8,000-hour mark when additional depot-level maintenance is required. What excites me is that it is now time for the FRCs to step up and produce. It is a challenge I absolutely know the FRCs are ready to undertake."

Recovery Plan

The NAE is working toward a comprehensive recovery plan, which includes a service life extension program (SLEP), a collaborative inspection process, and a list of fleet priorities from Commander, Naval Air Forces (CNAF) based on the DoN's deployment requirements.

One aspect of the recovery plan is led by PMA-265, which created a team of stakeholders to track integration efforts. This undertaking is managed by Marine Corps Lt. Col. David Smay, the PMA-265 F/A-18 OOR integrated product team lead.

The OOR Drumbeat is an integration effort between the FRCs; Naval Air Systems Command (NAVAIR); Naval Supply Systems Command; Headquarters, Marine Corps; Deputy Assistant Secretary of the Navy for Air Programs; the original equipment manufacturers (Boeing and Northrop Grumman); the Defense Logistics Agency; and CNAF.

Sohl compares the process of extending the service life of a legacy Hornet to keeping a high-mileage car on the road. There are standard work procedures at the FRCs similar to changing the oil in a car, which is a standard service for mechanics with a set price. And then there are high-flight-hour aircraft arriving at an FRC for major structural repairs.

"It is similar to a car needing major bodywork," said Sohl. "At the body shop, the car is examined by an insurance adjuster, an estimator determines which parts to order and a body mechanic performs the work."

"The similarity stops there because parts are available for your car, but that is not the case for some of our legacy Hornets," he said. "Historically, the system was not able to absorb that new requirement."

(continued on page 5)

Aircraft Inspections

“FRC artisans extensively inspect each aircraft, often disassembling it down to the fuselage bulkheads and formers while scrutinizing parts based on the ‘hot spots’ described in associated inspection bulletins,” said Smay. “The panels are removed, the engines are removed, the cockpit is dismantled; each step is taken to ensure the aircraft will be safe to fly upon return to the fleet.”

In addition to the routine findings that require repair or replacement of an affected part, aircraft are often found to have corrosion or damage in adjacent areas not immediately covered by the inspection protocol. These unexpected findings are becoming increasingly prevalent as the aircraft continue to age and require the procurement or manufacture of a part that has rarely — if ever — been previously procured.

“The drumbeat facilitates an open line of communication between the subject matter experts doing the work,” said Smay. “The artisans, engineers and supply specialists, each working for various entities, all come together to address each complex case as a unit.”

Engineering

When the artisans find unexpected damage or corrosion, they look to NAVAIR engineering for a solution.

“NAVAIR’s Air Vehicle Engineering Department has developed several ‘engineering levers’ to streamline the requisite engineering analysis in the form of request for engineering instructions (REIs) at the FRCs,” said Tom Rudowsky, the department head for NAVAIR’s Air Vehicle Engineering Department.

Rudowsky compared the engineering role at the FRCs to a carrier backstop to ensure aircraft return to service. “When standard work and repair manuals are exhausted and there is unusual or unexpected damage, we get the 911 call in the form of REIs,” he said.

One initiative improving the speed it takes to triage an aircraft is the building of a closer relationship between production artisans and engineers, resulting in higher quality and first-pass yields of REIs.

“About 15 percent more engineering capacity was made available by shifting the fleet’s in-service repair work from NAVAIR engineers to Boeing engineers in August,” said Rudowsky. In-service repairs have the highest priority because they are needed to return flight line assets to service.

COMFRC’s implementation of the Theory of Constraints Critical Chain Project Management across the F/A-18 FRC enterprise is also playing a major role by helping prioritize REIs. Another FRC priority is to continually develop its engineering workforce talent.

“We are continuing to grow our engineering talent with a structured skills-development program and active recruitment,” said Rudowsky. “We have the most capable engineering workforce the Navy has ever known. We can save



Machinists Lonnie Conditt, left, and Naron Orr measure holes to ensure alignment of an F/A-18 part on the production line.

just about any jet given time and money, but that’s not our task. Our task is to return mission capable aircraft back to our warfighters as quickly as possible.”

“From the engineers to the artisans, we rely on skilled people,” Sohl said.

While visiting FRC East at MCAS Cherry Point, N.C., Sohl was impressed with an artisan who applied best practices from his time working on F-4 Phantom structural repairs. By adapting aspects of the Phantom structural wing modification process to the F-35 Lightning II, processing time was reduced from seven days to two days.

“That to me epitomizes the talent we have in the FRCs,” Sohl said. “Those kinds of people are worth their weight in gold.”

Additive Manufacturing

The FRCs also employ additive manufacturing — cutting-edge technology using 3-D modeling to create prototypes that are “printed” from digital files — to improve quality and accelerate production of aircraft and components. NAVAIR has applied additive manufacturing technology in its prototyping facilities since the early 1990s and the capabilities continue to expand across NAVAIR’s warfare centers and the FRCs.

“All of our FRCs use polymer-based additive manufacturing systems to rapidly produce form blocks and tooling for sheet metal parts, validate 3-D models and fit check parts, produce work aids, and directly manufacture plastic ducting for aircraft systems,” said Sohl. “In the future, the FRCs will be producing additive-manufactured metal parts for our aircraft.”

Looking Ahead

The Navy is now evaluating the opportunities to extend the service life design limits of the F/A-18E/F Super Hornet, according to the program office. Upon determination that the F/A-18E/F service life can be extended beyond the original 6,000-flight-hour design limit, a SLEP will be implemented to increase the service life to 9,000 flight hours.

Andrea Watters is a public affairs specialist for the NAVAIR Corporate Communication Department and Naval Aviation News editor in chief.

FLEET READINESS CENTER SOUTHEAST

MENTOR *of the* YEAR

FRCSE Production Director Holly Martinez is the military depot's 2014 Mentor of the Year, an honor received for her commitment to the Naval Air System Command's (NAVAIR) iMentor Program.

Martinez earned the recognition for mentoring FRCSE employees by offering professional growth and development guidance, assisting with resumes and interview preparation, and sharing her successful career roadmap. She also mentors on an unofficial level through the Journey Leadership Development Program and by talking with artisans in workspaces.

"I believe in mentoring," said Martinez. "I think the higher you get within the organization, mentoring becomes a bigger part of the job because you have the responsibility to make sure your employees are developed and that you have highly talented people in the workforce."

A native of Glen Ullin, N.D., Martinez's federal service career began in the Navy Comptroller Financial Intern Program after graduating from the University of North Dakota. "I majored in accounting and ended up with an internship at Naval Air Station Patuxent River, Md., working for the Defense Industrial Financial Management System Central Design Agency as a systems accountant," she explained. "I came to FRCSE in 1995 as a computer specialist."

Martinez quickly moved up the ladder at FRCSE by expanding her knowledge about the various command departments and programs.

She has worked as a program analyst, supervisory program analyst supporting the FRCSE production line, and Navy Depot Maintenance System functional guidance team lead. Other supervisory positions that Martinez has held were head of production control, H-60 integrated product team lead, and deputy production director.

Her current position as production director consists of overseeing integrated product teams, resolving production line issues, interacting with leadership and customers, and making policy decisions.

"I've worked in a lot of different areas at the military depot," said Martinez. "It's great that I've had all these opportunities because it really broadened my perspective. That's exactly why we rotate leadership in our command."

According to FRCSE P-3 Program Manager Donna



FRCSE Executive Officer Capt. Chuck Stuart presents Production Director Holly Martinez with a letter of appreciation recognizing her as the military depot's 2014 Mentor of the Year.



Production Director Holly Martinez offers career advice to Industrial Engineering Technician Paul Stone during a mentoring session. Martinez, the military depot's 2014 Mentor of the Year, mentors employees through the Naval Air System's Command iMentor Program, Journey Leadership Development Program and on an informal basis.

Walsh, Martinez has played a significant mentorship role in her career path. "Holly has been my mentor for the past 16 years," said Walsh. "I have worked with her on and off over the years, most recently as her program management analyst. She has been responsible for my professional growth and development and because of her guidance and advice I recently accepted a position as a program manager on the P-3 production line."

"She leads by example. As an executive leader at FRCSE, she is a great role model for everyone, especially our young professional women," continued Walsh.

Martinez has spoken at several Women's Advisory Group events. She is officially mentoring seven FRCSE employees through the iMentor Program, guiding them through promotional opportunities and expanding their workplace knowledge.

"I meet with them when they need advice or just need to talk," she said. "I try to share some of my own experiences to help them come up with solutions. I've seen how our mentoring sessions have expanded their knowledge and affect how they deal with others. That's the rewarding part. People want to learn and achieve their goals. And, I also learn a lot from my mentees."

Martinez is quick to acknowledge her mentors as well. "I am thankful for the many mentors throughout my career, especially my current mentors, Don Nedresky and Dora Quinlan who continue to provide professional and personal guidance," she said.

As for being recognized, Martinez humbly stated, "It's very flattering to receive this award however, I really don't think I've done anything special. I think this is what I am supposed to do. We all need reassurance if we are on the right or wrong path and I think it's my job to help other's achieve this."

In her free time, Martinez enjoys working in her flower garden. "It is so gratifying to be outside away from the phone calls and emails digging in the dirt and seeing the physical results of watching plants grow," she said. "It's a great place to be."

Speed mentoring promotes knowledge sharing at FRCSE

The Speed Mentoring program at FRCSE allows employees to interact with management and experienced personnel to gain insight about different career fields available and to discuss job path options.

Speed mentoring is a concept created by the Workforce Engagement and Inclusion (WEI) Team, where a protégé is briefly paired with a mentor to discuss work-related topics before moving on to another person. The military depot's training department manages the program.

"Our mentors come from a broad variety of skill sets, such as engineering, advanced maintenance or logistics," said FRCSE Training Specialist Mike Walter, who coordinates the program. "We try to diversify our networking mentors because our protégés may not want to stay in their job path. They may be looking for information about a new job in a different field and working on their degree."

"Speed mentoring is an important networking tool to learn about our manager's roadmaps and what it took for them to achieve a successful career," said Tisa Wilson, FRCSE WEI program manager. "This program has been extremely successful. It's not about every employee getting a promotion, but it gives them an idea of what they need to do to move up within the organization. And, they will learn what developmental training they need to be more marketable for other positions."

The sessions are offered throughout the year targeting employees in different work centers. To continue the success of the program, new mentors are always needed. "We are always looking for new mentors and we try to tailor the sessions based on employee needs," added Wilson.

To date, about 150 employees have signed up for the program since it started in 2013. "We've had more than 60 mentors who have participated in at least one event," said Walter. "Many have participated multiple times. Volunteer mentors are the key to the success of this program."

The military depot also offers employees formal mentoring through the Naval Air System Command's (NAVAIR) iMentor Program, an online tool used to partner mentors

and protégés based on specific criteria. Employees can choose mentors from various NAVAIR departments and locations expanding learning and networking opportunities.

For FRCSE Engines Fuel and Accessories Facility Production Support Supervisor Rosa Mitchell, engaging the help of a mentor has been instrumental in her career development.

"I was recently accepted into NAVAIR's Journey Leadership Development Program (JLDP) and was given a flyer on mentoring," said Mitchell, who began her federal service 30 years ago as a technical librarian in Pensacola, Fla. "I realized that if I want to advance and obtain experience within other departments to further my career, I needed a mentor to help guide me towards that accomplishment."

Mitchell teamed up with FRCSE Director of Logistics and Industrial Operations Don Nedresky, who is currently mentoring three employees through the iMentor Program.

"He has been extremely helpful by allowing me the opportunity to attend Integrated Product Team meetings and

shadow personnel to learn about the business office, workload planning, government contracting and logistics management," Mitchell added. "Sometimes you don't know what path to follow career wise so you explore different areas to get an idea of what's a good fit. Right now, I'm still exploring where I'd like to be and Mr. Nedresky is helping me develop structure and avenues to figure that out."

Mitchell spends much of her free time volunteering in the community and completing her requirements for the JLDP. She plans to graduate from the program in August. "I plan to work

here awhile longer and would like to challenge myself professionally and provide maximum value to the Department of Defense," she said. "The iMentor Program is helping me get there. I think it's an exceptional program that employees should take advantage of."

JLDP is a NAVAIR program for civilian and military personnel. It is part of an ongoing commitment to leadership development allowing participants to enhance productivity skills, develop a more robust personal network, increase organizational knowledge, and gain opportunities for professional growth and advancement.

FRCSE also promotes informal mentoring within work centers. "We have so many supervisors and workers here who offer guidance and training to their peers," said Wilson. "In fact, we are looking for those 'unsung hero mentors' within the command, who have unofficially mentored someone. We would like to recognize those who have gone above and beyond."

To make a recommendation to recognize those 'unsung hero mentors,' please contact Wilson at tisa.wilson@navy.mil.



Director of Logistics and Industrial Operations Don Nedresky provides career development guidance to Engines Fuel and Accessories Facility Production Support Supervisor Rosa Mitchell during a mentoring session. Nedresky mentors Mitchell as part of the Naval Air Systems Command iMentor Program.

FRCSE Sailors repair armament equipment to protect warfighters

NESTLED IN A SMALL SHOP ABOARD NAS JACKSONVILLE, FRCSE Sailors work diligently to ensure warfighters flying military aircraft have the capabilities to use weapons needed in combat.

In the FRCSE Aircraft Armament Equipment (700) Division, 15 Sailors disassemble, clean, inspect, repair and troubleshoot P-3C Orion bomb rack units, SH-60R/S Hellfire missile launchers, wing pylons used to mount weapons on military aircraft and various other components.

“Our division is made up of Sailors in the aviation ordnanceman (AO) and aviation maintenance administrationman ratings,” said AO2 Debra Zamora, 700 Division production leading petty

officer. “We repair all bomb racks, missile launchers and wing pylons for the P-3 aircraft and SH-60 helicopter. When a bomb rack comes in, we completely strip it down, clean it, inspect all components, rebuild the equipment and electrically test it to ensure the components work accurately. Each process and component is inspected by our collateral duty inspectors.”

This equipment consists of suspension, release and launch assemblies required to fire weapons from aircraft. Each piece of gear is specifically calibrated, checked for corrosion and wiring issues. The items are tracked through a meticulous recordkeeping process and either reissued to a squadron once the repair process is complete or packed for



AO2(AW/SW) John McMinn of FRCSE Aircraft Armament Equipment (700) Division, uses a common rack and launcher test set to check the operability of components of a bomb rack unit 14 (BRU-14). The BRU-14 uses a suspension and release system for conventional and special weapons on the P-3C Orion aircraft and H-60 series helicopters.

preservation and storage at the facility.

(continued on page 9)

AO2(AW) Wendell Wooten cleans corrosion off a bomb rack unit during the inspection process.



AO3(AW) Crystal Alvarado, left, and AO3 Reyna Cruz store adapters used for hoisting bomb racks being overhauled and repaired for use by patrol and helicopter squadrons.

AO2(AW/SW) Brandon Bates, left, uses a heat sealer to pack a bomb rack unit for preservation as AO2(AW) Justin McHale assists with the packaging process. The equipment is packaged and stored for reissue at a later date to squadrons based at NAS Jacksonville.





Rows of bomb rack units, missile launchers and aircraft pylons are ready for reissue to NAS Jacksonville based patrol and helicopter squadrons.



AO2(AW) Justin Carr, left, checks Naval Air Systems Command publications to ensure his co-worker, AO2(AW/SW) Cristina Fernandez removes a pin correctly while repairing a bomb rack unit at FRCSE Aircraft Armament Equipment (700) Division.

Armament

(continued from page 8)



The Sailors perform scheduled and unscheduled maintenance on more than 4,000 components yearly. They turnaround an average of 10-20 pieces of equipment each week but if a squadron requires a faster repair time, the team works around the clock to complete the task.

To better serve the fleet, the Sailors also deploy with the P-3 squadrons and aboard ships ensuring the armament

equipment is mission ready.

“This tour is considered shore and sea duty for our Sailors,” said Zamora. “We are always ready to deploy when needed.”

She also stressed the importance of the division’s mission. “As AOs we are usually responsible for loading weapons on the aircraft but we do so much more,” Zamora explained. “We not only build weapons and load

them onto aircraft fleet wide, but there is also our side of the house where we fix the components that these weapons are loaded on. If a component fails, then we fail altogether as AOs because we are one team.”

“I am truly impressed on a daily basis on how all our young technicians have consistently provided exceptional repair

and replacement services on all assigned missile launchers and bomb rack units to the fleet,” added AOCS Mark Sarna, 700 Division leading chief petty officer. “We are a small piece of the naval aviation enterprise, but without the important services we provide at our level, the squadrons at NAS Jacksonville would be unable to provide armament mission capable aircraft to meet their assigned operational goals.”



AO3(SW) Aldriick Kittles checks connectors during an inspection of an aircraft pylon at FRCSE Aircraft Armament Equipment (700) Division.

AO3(AW) Justin McHale, left, and AO3(AW/SW) Cristina Fernandez use a load testing machine to check the pressure weight of a bomb rack unit suspension hook. The suspension equipment is designed to accommodate a specific maximum weight of weapons based on the structural strength of the aircraft.



AO2(AW/SW) John McMinn (front) and AO2(AW) Justin Carr carry an aircraft pylon to a storeroom at FRCSE Aircraft Armament Equipment (700) Division after repairing the equipment.



FRCSE Jet Engine Mechanic Hugo Rodriguez checks a safety wire on the last J52 engine at the Crinkley Engine Facility Jan. 29. The J52 Engine Program, which began at the depot in 1965, officially came to a close during a ceremony Feb. 4.

Successful J52 engine repair program ends at FRCSE

AFTER 50 YEARS OF SERVICE TO THE FLEET, the J52 Engine Repair Program officially ended during a ceremony Feb. 4 at FRCSE.

With the U.S. Navy's transition of the EA-6B "Prowler" to the EA-18G "Growler," engine overhauls are no longer required to support the platform. The U.S. Marine Corps will continue to fly the aircraft until its final sundown in 2019.

FRCSE Commanding Officer Capt. John Kemna, along with J52 Production Program Manager Mary Rehfeldt, FRCSE Engines Integrated Product Team Head Rick Eveson, and Pratt & Whitney (P&W) United Technologies Company J52 Program

Manager Dan Berardo, commemorated the history of the program during an awards presentation for artisans at the Crinkley Engine Facility.

"The FRCSE team has produced reliable, safe J52 engines for our fleet customers since 1965," said Kemna. "Over the years, we've had a cadre of highly skilled team members who have provided a wide range of expert services to make the J52 program successful. You have been steady and consistent in providing the most cost effective and



Lee Peyton, an engine mechanic and test cell operator at the Kemen Test Cell Facility, checks components on one of the last J52 engines built by depot artisans. FRCSE has been repairing the J52 engines since 1965.

efficient solutions for processing and maintaining the high performance gas turbine engines. I want to personally thank the entire team for your hard work and dedication."

Rehfeldt stressed the importance of the program over the years. "I think we have repaired approximately 7,500 engines at the military depot," she said. "It is a bittersweet time in the history of this facility that we gather to celebrate the completion of the final J52 engine overhaul.

Today, we also celebrate and commemorate the friendships we've made, skills we've learned and the sense of pride in our workmanship for a job well done."

"We have more than 100 engines ready for issue to support the fleet," continued Rehfeldt. "This is quite the departure from 1965 when we first starting supporting the engine. This core workforce has consistently overhauled and supported



Capt. Kemna commemorates the successes of the J52 engine repair work during a ceremony to formally end the 50-year-old program Feb. 4. With the sundown of the EA-6B "Prowler" aircraft, J52 engine overhauls are no longer required to support the platform.

(continued on page 11)



From left, Aircraft Engine Examiner James Henderson, Business Operations Tactical and Engines Program Manager Michael Schoonover and Chief of Naval Air Training/Program Manager Air 273 Logistics Lead Kevin Rockwell sign a banner commemorating the end of the FRCSE J52 Engine Repair Program.

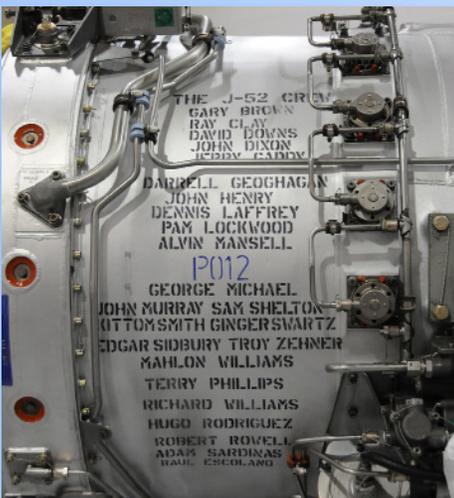


Dan Berardo, Pratt and Whitney J52 program manager (second from left) presents a plaque, accepted by Aircraft Engine Mechanic Don Tenbusch on behalf of the J52 workforce, for the extraordinary service and dedication of all FRCSE artisans working on the J52 engine as Engines Integrated Product Team Head Rick Eveson (left) and Capt. Kemna look on.

J52 (continued from page 10)

the J52 engine during the Vietnam War, Department of Defense draw-down in the 1970s, expansion of the U.S. Navy during the Reagan years through Desert Storm/Desert Shield and Operation Iraqi Freedom.”

“This is the last turbojet engine in military service,” added Eveson. “I think this is the workhorse of all jet engines and although we will no longer work on the J52, we will continue



A J52 engine displays names of the ‘crew members’ who made the program a success. The J52 engine program officially came to a close Feb. 4.

to lead the way forward for engine repair and rework into the future.”

During the ceremony, artisans working on the final J52 engine were recognized with certificates of appreciation. Berardo also thanked the FRCSE J52 team for their extraordinary service and dedication in supporting the 12-year partnership to repair the engines and components.

“Pratt & Whitney is proud to have helped support Fleet Readiness Center Southeast in maintaining J52 engines and keeping Prowlers flying in support of our freedom,” said Berardo. “We have had a great relationship with the entire depot team since 1965, and especially during the successful joint U.S. Navy and Pratt & Whitney Component Repair program that delivered more than 21,000 parts since 2002.”

As the ceremony concluded, guests gathered to sign a banner



Capt. Kemna presents J52 Hub Scheduler Robin Miller with a certificate of appreciation for her support of the J52 Engine program during a ceremony Feb. 4 to formally end the 50-year old engine overhaul program.

that identified the former J52 Engine Shop and participated in a cake-cutting while reminiscing about the history of the shop.

Capt. Kemna cuts a cake to celebrate the success of the military depot’s J52 Engine Repair Program after a ceremony to formally end the 50-year-old program Feb. 4 as J52 team members look on.



FRCSE artisans integrate additive manufacturing into processes



ARTISANS IN THE FRCSE PLASMA SPRAY SHOP are forging the way of the future using additive manufacturing (AM) to create parts that make their jobs easier, saves thousands of taxpayer dollars and gets products back to the warfighter in record time.

AM is a popular cutting edge technology that is being incorporated into industrial processes to reduce cost and improve efficiency. In the past, artisans used milling equipment to create parts from solid block. Today, programmers are using computer-aided design files to “grow” aircraft components, fixtures and tools using a special three-dimensional (3D) printer. The printer uses a plaster-like powder and binder to build 3D-shaped objects layer by layer.

The team recently used the AM process to create a small toy-like plastic gun mount that solved

an expensive and time-consuming repair problem.

The part is an essential replacement for the 6P thermal spray gun extension tool which is used to apply a thin, protective metal coating on front and rear aircraft engine casings. This coating protects the part from damage as the engine blades rotate inside the casing.

“We determined an issue with the thermal spray gun a few months ago when the extension piece, used to apply the coating at a 90-degree angle within the casing, kept blowing out,” explained Mike Allen, work leader of the FRCSE plasma spray shop. “We couldn’t get the spray gun far enough into the casing to spray the coating at the required specifications. The extensions we tried were not compatible for the job.”

“Each extension costs nearly \$1,800 to replace and we were going through three to four each month,” said Allen. “We went to several manufactur-

ers to try to purchase better quality 90-degree extensions but none were available.”

This drove Allen and his co-worker, Brian Veek, FRCSE metalizing equipment operator, into action to re-design a standard 6P spray gun mount to eliminate the need for the extension

part. Veek drew a template and Allen had the gun mount fabricated by welding pieces of scrap metal, drilling fittings, and installing hoses.

“We used the modified 6P gun to spray all of the F404 and F414 stator cases as well as the TF-34 rear cases,” said Veek. “These programs were enduring tremendous set-backs due to our inability to produce produc-

tion parts. The F414 program actually contracted out the front and rear stator cases, which have since been returned to FRCSE due to the modified gun we designed and built. We have not had any issues with malfunctioning since utilizing the new gun design.”

“Furthermore, we were able to substantially reduce the discrepant rework due to test failures from the materials lab because the modified 6P gun can run a more robust flame than the 6P extensions,” Veek added. “This has saved a substantial amount of money due to rework and associated costs, as well as reduced turn-around-time and restored our ability to provide for the war fighter.”

Shop workers continued processing engine casings using the new metal mount until FRCSE Industrial Engineering Technician Randy Meeker collaborated with the team through Dale Perry, FRCSE industrial processes general foreman, to use the new AM process.



Plasma Spray Shop Work Lead Mike Allen holds a metal part he and co-worker Brian Veek built to use on the 6P thermal spray gun. The spray gun is used to apply a protective metal coating on aircraft engine casings.



Milena Carter checks the hoses on a 6P thermal plasma spray gun while using a heated spraying technique to apply a thin metal powder coating on engine casings in the plasma spray shop.

(continued on page 13)

Plasma

(continued from page 12)

"I was asked if I could help out with some ideas the plasma shop workers had regarding AM," stated Meeker. "After meeting with Brian to discuss the metal plasma gun mount, we came up with a process to manufacture them using their original prototype. We are currently building three mounts, so the shop will be able to use three machines to increase output capacity. The machines can run continuously through the night for even more efficiency."

"We created a model and redesigned an AM plastic plasma gun mount similar to the metal mount," said Meeker. "The mount made on our 3D printer needed to be thicker to support the spray gun being used on the robotic arm. We produced several lightweight prototypes to ensure the spray gun specifications were ac-

curate. Once we determined it was correct, I added strength to the design by attaching gussets and flanges to the mount. The beauty of prototyping with AM is that you can change your design and print it in hours rather than weeks."

"We now have another prototype in production to create the part using a stronger material," added Meeker. "It has been a very successful project and I'm currently in the process of documenting and certifying the mount in the Configuration Management Professional (CMPRO) system. CMPRO is a product lifecycle management software used by the Navy to manage engineering, configuration, inventory and product data."



A plastic thermal spray gun mount is created in the 3D Fortus printer. The part holds the spray gun used to apply protective metal coatings on front and rear aircraft engine casings.

According to Allen, the new AM spray gun mount enables the shop to continue providing quality service to the fleet. "The part is working beautifully and is saving us a lot of money in spray gun extension replacements," he said. "It has definitely been a great collaborative effort."

In appreciation



Capt. Kemna, right, presents a plaque of appreciation from the U.S. Naval Sea Cadets Corps to AD1(AW/SW) Marisel Andino-Laboy, FRCSE Power Plants (400) Division leading petty officer. Andino-Laboy accepted the plaque on behalf of the many 400 Division Sailors who worked with the cadets as part of their annual training. FRCSE 400 Division Sailors identify engine and propeller discrepancies, repair and replace components, and reissue them to NAS Jacksonville squadrons.



'Doghouse' repair

AMAA Michael Saffel, left, and AM3 Lonson Becker of FRCSE Detachment Mayport, display the finished H-60 main rotor pylon forward sliding cover assembly "Doghouse" they repaired through advanced composite fabrication training. Det Mayport artisans William Bush and Rex Ledford conducted the training to enhance the Sailor's skillsets and reduce turnaround time to the customer.



Fleet Readiness Center Southeast

In the beginning . . .

How much did the facility cost to build in 1940?

In March 1940, the architectural drawings for the \$1 million aircraft maintenance facility were approved. The building was designed to cover seven and a half acres, accommodate 1,500 workers and house one and a half million dollars worth of machinery. Construction was started in July 1940 and today it remains the largest art deco structure in Duval County.



It all started in 1939 when the citizens of Jacksonville voted a \$1 million bond issue to purchase the site for Naval Air Station (NAS) Jacksonville, the only military installation in the nation established by a direct gift of the people. The Navy officially commissioned the air-training base Oct. 15, 1940, on the site of Camp Joseph E. Johnston, an army base leftover from World War I, during the era of biplanes and Model T's.

How much do you know about FRCSE history? Test your knowledge with the following questions:

Who were the first employees at the facility?

The first 50 employees to work at what would become FRCSE transferred from Norfolk, Virginia, and NAS Pensacola. Only some of this all male workforce were trained aircraft mechanics.



When did the facility receive its first award?

At the end of World War II, the Assembly and Repair (A&R) Department received the Secretary of the Navy's Certificate of Achievement Award for its outstanding and efficient accomplishment of aeronautical maintenance in the war.

What was the first aircraft worked on by artisans?

In August 1941, artisans overhauled and rolled out for test the first "Yellow Peril," a Stearman N2S biplane, followed closely by a newly reworked North American SNJ single-engine trainer aircraft. The Stearman was usually the first airplane a student would fly when becoming a U.S. Naval Aviator or Army Air Corps Cadet. The Stearman's simple steel tube fuselage, and wood and fabric wings made the aircraft a durable trainer capable of taking lots of abuse.

How many aircraft did the A&R department repair during World War II?

During the war, A&R overhauled or repaired, and delivered (in most cases ahead of schedule) enough airplanes to equip an estimated 200 fighter squadrons.





When did women first enter the A&R workforce?

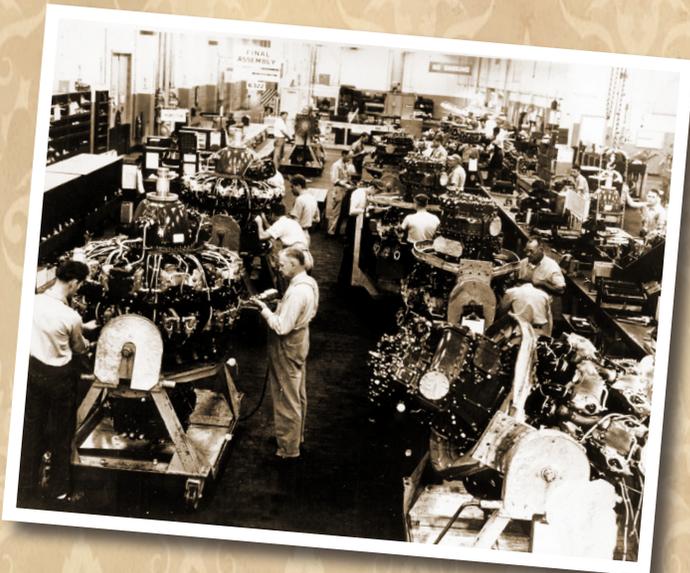
Because of labor shortages caused by the war, 400 women took the civil service examination for the position of mechanic learner in 1942. The job paid \$.50 an hour (\$26.00 a week). The first contingent of enlisted WAVES (Women's Auxiliary for Volunteer Emergency Service) reported to NAS Jax in 1943. Before the end of the war, more than 1,500 WAVES, enlisted and officers were on duty at the air station.

When did the facility surpass an established overhaul schedule for the first time?

The spring of 1947 was the first time A&R production exceeded the Bureau of Aeronautics aircraft overhaul schedule. But, in May of 1944, the Engine Overhaul Division set their first record of 287 engines completed. Early that year, the Division had overhauled 31 types of engines, including the Continental 670 used in the N2S Stearman.

Who furnished the tools for the first mechanics?

The first mechanics provided their own tools or borrowed what they could from the trade schools. Because the Supply Department had not begun to stock the parts and tools needed for the overhaul of aircraft on the station, most of the work the A&R did at this time consisted of acquiring all of those items. Mechanics also had to salvage parts from airplanes damaged beyond repair to keep planes in the air.



When did the name change from A&R to O&R?

The department underwent a name change in July 1948 when it went from the Assembly and Repair Department to the Overhaul and Repair Department. The facility was getting into the jet business by November 1949 as the first McDonnell FH-1 Phantom arrived for overhaul. It was the first all-jet airplane ordered into production by the Navy and the Navy's first airplane to fly 500 mph.

Today, FRCSE occupies over 100 acres on NAS, Jacksonville. It is the largest industrial employer in Northeast Florida and Southeast Georgia, employing over 2,900 civilian employees, 900 military personnel and 600 contractors. For 75 years FRCSE has maintained, repaired, modified and overhauled nearly every type of Naval aircraft: attack strike fighter, maritime patrol and reconnaissance, surface and antisubmarine warfare, transport, trainer and helicopters.



PAMO pinning



FRCSE Det Jax Officer in Charge Cmdr. Scott Carter pins the Professional Aviation Maintenance Officer (PAMO) insignia on Maintenance Material Control Officer Lt. Clement Smith during a ceremony Jan. 16. The PAMO designation serves as a significant milestone in the career of a naval ground officer and is normally attained at the lieutenant commander grade level. To qualify, the officer must have completed two operational 24-month sea and shore duty tours, an in-depth training syllabus and pass a comprehensive oral board consisting of mid- and senior-grade officers.

Naval Hospital Jax tours facility

FRCSE Aircraft Strip Supervisor Dale Schwartz (left,) explains how artisans adhere to strict safety guidelines while sandblasting the paint off aircraft to (from right) Naval Hospital Jacksonville Commanding Officer Capt. John Le Favour, Executive Officer Capt. Christine Dorr and Director for Public Health Occupational Medicine Cmdr. Jesse Geibe during a visit to the depot Jan. 30.



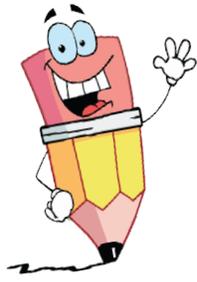
Senior enlisted judge Science Fair



Above: AEC(AW) Antwan Stanfield, center, and AVCM(AW) Eddy Sisneroz listen as a Ridgeview High School ninth grade student explains how frustration levels differ between genders in certain situations during the school's annual science fair Jan. 13.

Below: AEC(AW) Amanda Carpenter, center, and ADCS(AW) Joshua Bastin learn how bacteria grows after being removed off a cell phone from a ninth grade student at Ridgeview High School in Orange Park, Fla. Several FRCSE senior enlisted personnel were on hand to judge the competition.





J52 Word Search Puzzle



- Axial Flow
- Combustion
- Components
- Compressor
- Diffuser
- Inlet
- Intruder
- Nozzle
- Overhaul
- Propulsion
- Prowler
- Skyhawk
- Thrust
- Turbojet
- Workhorse

S X C W J S T N E N O P M O C
P I H F K V U S O T C H I K Y
P R O W L E R I U K Y X W Q N
M W O N S O T M N R F A L C Y
F O X P H S M U C T H S Y X J
M I H K U Y W I R Y R T A S V
W S R B E L O E K B S U D E G
C O M P R E S S O R O X D U Q
W O L W B U K I R J F J N E B
C I G F F U A N O Z Z L E D R
X W C F L H M L E N G Y K T E
H T I L Y A N E X U R N P T T
M D L I X K I T J N U Y S C L
A O S M F E F X D D C Y V V Z
Q U X O V E R H A U L B O A R

"Thumbs-up" from Southpaw

Jacksonville Suns Mascot Southpaw gives a big "thumbs-up" to Fleet Readiness Center Southeast Feb. 6 at the Baseball Grounds of Jacksonville in celebration of the command's 75th anniversary.



Retention Excellence Award

FRCSE Command Retention Team Sailors gather Feb. 17 to celebrate the announcement of the team winning the Commander, Fleet Readiness Centers 2014 Retention Excellence Award for assisting members of the FRCSE Sea Operational Detachment "Stay Navy." The team prides themselves on providing current and accurate career information and investing in their Sailors' personal and professional development.



Workforce Engagement & Inclusion Team (WEI)

WEI Team suggestion boxes are located at FRCSE and its Detachments. Suggestion boxes provide an additional method to enhance feedback and communication.

The following are a few suggestions/questions received along with responses and resolutions.

Responses & Resolutions Corner:

WEI Suggestion: Can we re-examine the policy of not allowing family members to visit and eat lunch in the cafeteria at Cecil Commerce Center (Bldg. 6201, rm. 206)?

Response: In accordance with FRCSEINST 5500.5A, all non-official visitors must be given permission in writing by the Commanding Officer or his designated representative. All request should be made in advance.

WEI Suggestion: Mega Center #9 does not carry NDI Hazmat products to perform penetrant and acid etch inspections.

Response: Material has now been made available for use in Mega Center #9.

WEI Suggestion: All employees should be drug tested. WG's get tested but not GS employees.

Response: Some GS positions are tested, depending on the type/job series. The Department of the Navy has determined that drug testing will be done on specifically designated GS and WG series. Every four years all positions are reviewed to determine if testing is required.

Please refrain from putting EEO complaints, union grievances or legal issues in the suggestions boxes. Protecting your personal identity is important, personal information such as your Social Security Number should not be included in your suggestion/question. For additional information, contact Tisa Wilson at (904)790-4820 or email tisa.wilson@navy.mil.



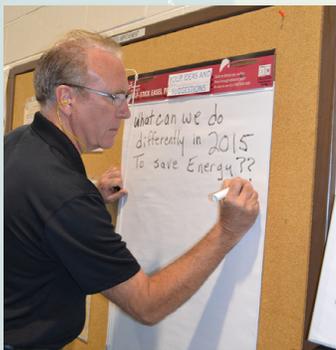
Haire selected as NAS Jax Building Energy Monitor of the Year

WHEN FRCSE MANAGEMENT ANALYST JEFF HAIRE volunteered as the building energy monitor (BEM) for the Crinkley Engine Facility, he found the job challenging, but looked forward to the results of energy conservation.

Haire was recently selected as the 2014 NAS Jax BEM of the Year for his efforts in promoting energy conservation awareness, training and overall energy reduction.

He accepted the collateral duty in December 2012. "The FRCSE Engines complex has nearly 300,000 square feet of real estate," said Haire. "I wear many hats in this position but I really enjoy the challenge of coming up with solutions to reduce our energy use. I think it's important to conserve energy."

During Energy Awareness Month in October, NAS Jax held a competition for BEMs, encouraging them to come up with new



FRCSE Crinkley Engine Facility Building Energy Monitor Jeff Haire continues to challenge and inspire his co-workers with innovative ideas to promote energy awareness and incorporates their input on ways to promote better conservation efforts.

conservation ideas while documenting their strategies and energy efficiency progress. Of the 27 station BEMs competing, six divisions from FRCSE made the top 10.

"The FRCSE Engine division saw a nine percent reduction in energy use in October 2014, when compared to October 2013," said NAS Jax Installation Energy Manager Mike Chmura. "Jeff's energy conservation efforts in October helped put more than \$3,655 back into the FRCSE Engine Facility's operating expense coffers. He is also lauded for his outstanding strategies in promoting energy awareness."

When he's not assisting with administrative and information technology duties, Haire can often be found talking with FRCSE artisans about energy conservation and gathering ideas on ways to reduce energy costs in the plant.

"I solicit employee ideas and suggestions on a large easel pad located in a prominent area," explained Haire. "I titled the paper, 'What can Engines do to Save Electricity?' Our top suggestion



Naval Air Station Jacksonville (NAS Jax) Commanding Officer Capt. Roy Undersander, left, presents FRCSE Management Analyst Jeff Haire with a letter of appreciation for his selection as the 2014 NAS Jax Building Energy Monitor of the Year during a ceremony at the Crinkley Engine Facility Jan. 27. Haire earned the award for promoting energy conservation awareness, training and overall energy reduction.

was to perform lighting upgrades to the facility which is currently in progress. We've also installed motion detector lighting in all restrooms and the cafeteria, and removed lighting in the vending machines."

He promoted energy conservation awareness by displaying informational flyers and posters in what he calls high traffic, captive audience areas. "Borrowing an idea that is typical in restaurant bathrooms, I created what I call 'The

Porcelain Press' in our restrooms to offer information and ideas for conserving energy," he said.

Haire also disseminated information by posting messages in elevators, near copy machines and microwaves, outside gathering areas, and via email. "I wanted to find locations that our employees visit for short periods of time, where

they would notice the messages and not just walk past them," said Haire. "I also provided briefs and training when we were having nighttime energy audits to check for lights left on that were not in use during non-working hours and on weekends."

Another role the BEM plays is to identify and eliminate energy waste, and assist in the development of new energy saving projects. Haire surveyed nighttime outdoor lights looking for sensors that didn't allow the light fixtures to power off during the day. He submitted repair requests to have the sensors adjusted or replaced. Haire also ensured leaky faucets were repaired throughout the facility.

Other future projects include changing the bay lighting in the facility with new, high efficiency lighting. "We are researching the options on the project and hope to have our building even more energy efficient in the future," said Haire.



Curtis Kimbler - 50 Years

Capt. Kemna presents a certificate of recognition to Aircraft Engine Mechanic Supervisor Curtis Kimbler during a Length of Service ceremony Dec. 10. Kimbler is acknowledged for his 50 years of dedicated federal service to the U.S. Government.

Length of Service Milestones

50 Years

Curtis Kimbler, Clay Townsend

40 Years

Larry Lee, Thomas Ohagan, Rickey Paradise,

35 Years

Glen Bennett, Barry Dean, Carl Fuller, David Golz, Charles Hagler, Jeanne Horton, Dennis Richardson, Deborah Shanks, Freddie Spates

30 Years

Myra Clark, Wesley Cromer, Tony Dennis, Rickey Doucette, Charles Gilbert, Christopher McAdams, Edwin Rios, Danny Roberson

25 Years

Stephen Hyatt, Charles Lightfoot



Clay Townsend - 50 Years

Capt. Stuart presents Electronics Mechanic Clay Townsend with a certificate of appreciation recognizing 50 years of dedicated federal service. Townsend began his federal service when he joined the Navy in 1962. He started working at the Naval Air Rework Facility in 1983 and currently works in the FRCSE avionics division multi-target surveillance shop.



Electronics Mechanic Purchase Wood explains his Vision suggestion to Capt. Kemna. Wood reduced tooling cost and improved repair of the Airborne Low Frequency Sonar (ALFS) reel and cable assembly. He suggested using a less expensive tool design originally developed by FRCSE Process Engineering. The new tool, which was made by modifying a spare splined socket, allows artisans to remove the pressure cap from the cable assembly with less effort than before.



Do you have an idea that will save FRCSE time and/or money?

Visit VISION on the web:

<https://mynavair.navy.mil>
or contact the VISION Program Office
at 790-IDEA (4332)

Submit a VISION Today!



RETIREMENT LANE

Michael Dyer - 37 Years
William Masewicz - 20 Years
Hung Nguyen - 30 Years
Ray Noe - 36 Years
Ernest Page - 32 Years
Hank Simms - 34 Years
Cindy Tribble - 34 Years

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