Fleet Readiness Center Southeast
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FRCSE EA-6B Prowler Fleet Support Team and Integrated Program Team representatives gather with FRCSE Commanding Officer Capt. Chuck Stuart (seventh from left) in front of the last EA-6B aircraft during a rollout ceremony Dec. 17.

Workers say goodbye, reminisce at ceremony for last Prowler

FRCSE held a bittersweet ceremony Dec. 17 to honor the workers of the EA-6B line as the last Prowler neared completion.

The ceremony, marking the end of more than 20 years of Prowler work, signified the end of one era, but also the birth of another as most of the artisans of the Prowler line transition to trainer aircraft.

"I just want to thank each and every one of you here," FRCSE Commanding Officer Capt. Chuck Stuart told the hundreds in attendance. "Though the last one of these amazing beasts is leaving us, the culture of teamwork and dependability you all have built here will stay.

"That will continue no matter what aircraft you're working on."

The first EA-6B came to FRCSE in October 1994. Many workers from Norfolk, Virginia came too, after their depot was shut down during the Base Realignment and Closure (BRAC) process.

While many of the workers are transitioning to training aircraft, others will hang up their tool belts along with the plane they've kept in the air for decades.

"None of us wanted to see it go," EA-6B Supervisor Greig Tatum said. "I've been on the EA-6B for about 24

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Skipper's *Corner*

Capt. Chuck Stuart
Commanding Officer

FRCSE Team,

The New Year is well underway, and we are already at full throttle. I hope each of you had the opportunity to relax and recharge during the holiday break. We need to carry on the production gains we've made and expand on our expertise and capabilities. We've put a lot of effort into improving our processes and communication throughout the plant and I am optimistic we can meet and even exceed our goals.

We are striving to remove barriers and increase transparency within the command and are seeing the results. For example, production levels are increasing due to rightsizing our workforce. We continue hiring new employees to handle workload requirements ensuring our fleet gets the products and services needed for their missions.

NAVAIR is looking to sustain our capability superiority in the future with Vision 2020 which will increase our technological edge, and create and deliver new integrated warfighting capabilities that work together across platforms. This will reduce costs and increase efficiencies without disrupting readiness.

Your strong commitment on improving safety throughout the plant is definitely making a difference. Last year's safety stats dropped to an all-time historic low. Our hearing protection program resulted in an astounding 47 percent decrease in hearing loss cases. Being proactive and voicing your concerns is key to a safe working environment.

Remember, you are our #1 asset. So please take care of yourselves and your shipmates. We all have stressors in our lives; please don't let stress push you over the top. If you need assistance, call DONCEAP at 1-844-366-2327. Help is available 24/7.

We had a phenomenal year in 2015. Please take a moment to think about what that means to you. Each and every one of you contributes to our success, not only to the command, but to the success of our nation as a whole. So thank you and let's make 2016 another phenomenal year!

CHARLES M. STUART
Captain, U.S. Navy
Commanding Officer

Fair Winds & Following Seas

Capt. Stuart, left, presents the Navy Meritorious Service Medal to FRCSE Safety and Compliance Officer Cmdr. Dirk Hart, during his retirement ceremony Nov. 24 at the NAS Jacksonville River Cove Catering and Conference Center. Hart retired after 20 years of honorable naval service.

FRCSE Detachment Jacksonville Officer in Charge Cmdr. Scott Carter, left, presents ATC(AW) David Steiner with the Navy and Marine Corps Commendation Medal during his retirement ceremony Jan. 13 at the NAS Jacksonville All Saints Chapel. Steiner retired after 23 years of honorable service.

FRCSE Detachment Jacksonville Officer in Charge Cmdr. Scott Carter, left, presents AD1 (AW) Robert Thomas with the Navy Commendation Medal during his retirement ceremony at the NAS Jacksonville All Saints Chapel Nov. 13. Thomas retired from the Navy after 20 years of honorable naval service.

Black Belts

Capt. Stuart, center, stands with FRCSE Chemist Kami Downey, left, and Air*Speed* Champion Tim Duncan after presenting them with their Black Belt certifications Nov. 24. Downey earned her certification after completing three projects to reduce down time on process tanks in the industrial process surface finishing, cleaning and electroplating shops; improve turnaround time for TF-34 high pressure compressor delivery to the fleet and improve on-time delivery of F/A-18 aircraft by reducing engineering delays. She successfully completed all projects. Duncan's projects included reducing the turnaround time for the material master request process to get material to product lines faster and streamline the hiring recruitment process for the F/A-18 industrial production line.

Union Signing

Capt. Stuart signs a new Collective Bargaining Agreement Nov. 19. After four months of negotiations, the depot, National Association of Government Inspectors (NAGI) and Quality Assurance Personnel Unit One were able to reach a legal agreement. The new agreement will be sent to the Department of Defense for review and approval. Seated (from left) Darrell Adams, NAGI chief negotiator; Capt. Stuart, and James Yadon, management chief negotiator. Back row (from left) Dennis Deciancio, union representative; Earl Bishop, union representative; Timothy Carlyn, management representative; Kelsey Mundy, management representative, and Shawn Gay, facilitator and admin support,

Stephen Chandler, a painter at FRCSE, applies masking to the aircraft skin of an F/A-18 Hornet at the engine finish shop. The masking protects a desired area from the effects of chemical milling.

New *"Chem milling"* process garners positive reaction by producing parts quickly

Bubbles of hydrogen gas boiled and rolled as electroplater Marissa DeMent dunked a new piece of what will become an F/A-18 Hornet's aluminum exterior component into a chemical bath at FRCSE.

The process, known as chemical milling, or "chem milling," makes it possible to manufacture new aircraft parts of varying thickness quicker and more efficiently. Traditionally, grinders and bits are used to shave or thin areas of aluminum out of a larger piece. Chem milling uses chemicals to do the work.

FRCSE engineers and chemists started the program nearly from scratch in the short span of six months.

"When we started this, it wasn't so much about just getting chem milling at the facility," Senior Materials Engineer and Chem Mill Lead Jack Benfer said. "It was about producing parts rapidly for the F/A-18."

Instead of waiting months for parts like panel covers or exterior panels, known as "skins" to be located and shipped by a supplier, virtually any aircraft part made from sheet metal can now be produced at the facility in just days.

Materials Engineer Jack Benfer, left, and Dale Holt, an aircraft tooling maker, go through parts templates that Holt and his team produced at FRCSE's Pattern and Layout Shop.

"Before we started, we did an assessment to see if people were just wishing we had the ability to chem mill or if there was a true need," Benfer said. "We noticed there were a lot of requests from our production guys to manufacture items for the F/A-18. We found out there were dozens of parts they needed that we could chem mill.

"So there was a big push for this capability – and there still is."

Once Benfer and his team realized the need, they went to work. However, the group made up of chemists and engineers had almost no experience with chem milling. Their main roll is running FRCSE's Corrosion program.

Chemist Ruben Prado began the task of designing the process in June 2014.

"It was basically a blank sheet of paper," Benfer said. "After he wrote it up, everyone just went full force to get it done.

"The team went from nothing, to a production work order in six months."

Now that the parts are beginning to move, a dedicated group of painters, tooling makers and other artisans have swung into motion. But before a part can begin its route down the production line, a metal template has to be made.

"That's why pattern and layout has been so crucial in all this," Benfer said. "All they have is a two-dimensional print of a certain part and, somehow, they have to take that and make it into a template.

"That's what they do and they're really good at it."

The templates at the pattern and layout shop hang like an art gallery for machinists and engineers. With neat, white lettering and measurements on a black surface, the template is like a road map that walks artisans through every step of the part's manufacturing. It's especially crucial with chem milling. The tiniest detail has to be right, exactly right, from the bend to taking into account how the chemicals mill not only down but out.

"These templates really have to be precise for chem milling," Dale Holt, an FRCSE tooling maker, said. "But most of the time, chem milling works better

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"Chem milling"

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Electroplater Marissa DeMent lowers a part into a rinsing solution after it comes out of the chemical milling solution as Engineer Technician Rodney Williamson looks on. The upper half of the panel has been chemically milled.

than milling mechanically. It's better for stress relief on the material, better for milling formed parts, and it doesn't distort during the heat treat process.

"Mechanical grinding can cause heat from the friction of the bit and warp the material."

Part of the reason the chemically milled parts hold up so well is in the metal itself. The F/A-18 exterior panel that DeMent dunked in the tank began as raw stock – sheets of a special aluminum called MRS, or minimal residual stress. Regular sheets of aluminum can't handle the stress and bends or warps when material is milled out of it.

After a brief stop at pattern and layout to be cut down to smaller sections, the part's first stop is the FRCSE Engine and Finish shop where painters like Stephen Chandler spray them with a special masking. Artisans spray the green masking over the entire piece to protect everything engineers want to keep from being milled.

After the piece is sprayed, it moves to the plating shop. There, DeMent used Holt's template to etch away the masking from the parts to be milled. A steady hand is a must for tracing the outline of the template with a razor knife. The slightest mistake can cause the whole piece to be scrapped.

"I'm glad she's doing it and not me," Engineer Technician Rodney Williamson said. "She can make a light scribe into it, but it has to be very light. She has to be able to go through until she feels the knife pierce the masking and touch the metal. If you don't go through far enough, when you peel that masking off, it'll mess up the part.

"Anywhere there's a gap, the chemicals will find that gap and get in there."

When DeMent finished cutting away the masking, the part was ready to be milled. As soon as the metal hit the chemical bath, it began to boil like an Alka-Seltzer in water.

"The tanks etch pretty fast – at about one mil (0.001 inches) per minute," Benfer said. "So if you left a .060-inch piece of aluminum in there for 30 minutes, there'd be nothing left."

With a timer set and the chemical bath at precisely 190 degrees, Williamson and DeMent each did the math to determine how much time the piece needed to stay submerged – then they checked their math against the others. When the time was up, DeMent pulled it out.

Using an ultrasonic thickness gauge, it was time to see if their math was right. The result was exactly .040 inches, precisely where it needed to be.

With the right portions of the part milled to the right depth, the part was ready to be finished off. Dale Holt cut the final outline of the piece and smoothed down the edges. After being chemically pre-treated and primed, the part will be ready for installation – all in the course of a few days.

And that's key.

"Until we stood up our chem milling capability, it really limited our ability to get some of the parts we needed," F/A-18 Production Lead Monty Pearce said. "Typically, we discover a part is damaged, beyond limits or corroded.

"That used to be a show-stopper that would've delayed an aircraft for an excessive period of time, but now we have an internal FRCSE solution and it makes a tremendous difference."

Aircraft Tooling Maker Dale Holt cuts off the excess aluminum from a chem-milled part in the layout and manufacturing shop Nov. 16. After it is sanded, pre-treated and primed, the part will be ready to return to the fleet.

FRCSE 2015 Senior Sailor of the Year made most of bid for freedom

Arguelles

"...For me, there is no greater honor than to represent such professional and committed Sailors from Fleet Readiness Center Southeast."
AS1 Francisco Arguelles

On a summer day in 1994, Francisco Arguelles and his mother helped push a makeshift boat fashioned from six tractor tire tubes and wood off Havana's Malecón sea wall and into the Florida Straits – he was 16.

Twenty-one years later, now AS1(AW) Arguelles, an FRCSE Detachment Key West Sailor from Miami by way of Santiago de Cuba, has made the most of that desperate bid for freedom. In December, he was named FRCSE Senior Sailor of the Year.

"Being recognized as the FRCSE Senior Sailor of the Year is a great honor and I feel like I was awarded this recognition due to the hard work and dedication of our Sailors," Arguelles said. "For me, there is no greater honor than to represent such professional and committed Sailors from Fleet Readiness Center Southeast."

What Arguelles and his mother knew laid just 90 miles of ocean away was a stark contrast to their isolated, island home.

"There is no future in Cuba because the government controls everything," Arguelles said. "When it comes to elections, it's like a closed election. The people don't choose who runs the city or who is elected president. So really, there's no way out."

That changed briefly after a tragic incident on July 13, 1994. A group of Cuban emigrants seized an old tugboat, 13 de Marzo, which sunk after being rammed by government ships – killing 41 out of 72 passengers aboard, according to the Inter-American Commission for Human Rights.

"So Castro came out on the news and said that if you wanted to leave, you could leave. He would no longer try to stop you," Arguelles said. "So my mom and I went to Havana during the summer because we had relatives there, and we started building a raft. We put it down right in the middle of the Malecón and we just took off.

"We spent two days out in the ocean and the U.S. Coast Guard picked us up about 30 miles off the coast of Key West and took us down to Guantanamo Bay."

The U.S. granted political asylum to Arguelles and his mother. They left Guantanamo Bay for Homestead Air Force Base in February 1995. He wanted to join the military, but the language barrier was almost insurmountable.

"In 1996, I went into the Job Corps in Kentucky, where they taught us English," he said. "I did carpentry and building maintenance, but I didn't know any English. I took the test to come in the military four times, but I kept failing it."

Finally, in August 2001, he passed and attended Boot Camp at Great Lakes, Illinois. The following year, he was granted full U.S. citizenship. Arguelles has continued to excel throughout the years. In addition to serving in Bahrain, Iraq, Kuwait and Qatar, he also earned an associate's and bachelor's degree from the University of Maryland.

After reporting to FRCSE Detachment Key West in October 2012, he was named Sailor of the Quarter and has been recognized as Senior Sailor of the Quarter four times.

In addition to his regular job assignment, Arguelles is also responsible for several collateral duties within the detachment. As the command volunteer coordinator, he organized and led 36 volunteer functions, personally devoting 236 hours of volunteer service time and led the accumulation of 1,122 command-wide volunteer hours for nine Key West organizations. He's also a member and career counselor for the Command Career Development Team, Command Mentorship Program coordinator, a Sexual Assault Prevention and Response victim advocate and is the coordinator for the detachment's continuous process improvement training, known as AIR*Speed.*

Though Arguelles himself may deflect all the recognition for the award to his Sailors, FRCSE Detachment Key West officer in charge Lt. Cmdr. Paul Douvier praises him highly.

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AS1(AW) Francisco Arguelles, FRCSE Detatchment Key West conducts preventive maintenance on a portable light cart. Arguelles is FRCSE's 2015 Sailor of the Year.

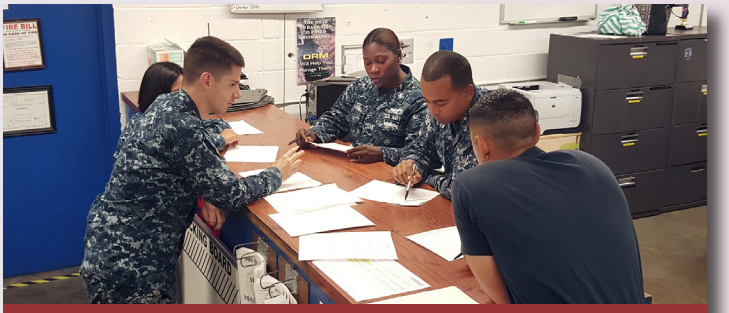
Sailor of the Year *(from page 6)*

"AS1 Arguelles is a leader among his peers," Douvier said. "He is my subject matter expert and go-to first class petty officer who completes all tasks with outstanding results regardless of complexity. Leading Sailors comes naturally to him and he consistently goes above and beyond to plan, organize and facilitate maintenance while incorporating safety into all taskings.

"He constantly motivates Sailors to better themselves through higher education and volunteer opportunities. His level of selfless dedication to the command and our Sailor's personal and professional accomplishment is a benchmark for FRCSE."

Arguelles acknowledged he's come a long way from that day in 1994 on the raft with a makeshift sail and improvised rudder.

"That was my first time on the ocean. When I came in the Navy, it took a little getting used to after that experience," he said. "I always wanted to be in the military. The difference is that, in Cuba, I didn't agree with what was going on with the government and neither did my family. When I came to the states and learned that we stand for freedom, I was all in."



AS1(AW) Francisco Arguelles, second from right, conducts a production control meeting Nov. 19 with his team of Sailors to determine the priorities of the day at FRCSE Detachment Key West.

DET Key West volunteers for cleanup

MIKE HENTZ/The Key West Citizen

Above: Natasha Green, left, and AM2 Shannon Radney do some planting while volunteering at the Tropical Forest & Botanical Garden in Key West Nov. 13. Sixty members of FRCSE Detachment Key West, all based out of Naval Air Station Key West, devoted their time to help plant, paint, weed and do much needed work at the gardens. The group makes an effort about four times a year to volunteer for organizations that need help. The outings allow the military members to be part of the Key West community and help with positive causes.

Above: ASAR Mellisande Lampley rakes some mulch along the paths at the Key West Tropical Forest & Botanical Garden.

Left: AS3 Norris Green paints handicap parking lines on the parking lot at the Key West Tropical Forest and Botanical Garden Nov. 13.

electronic Consolidated Automated Support System

eCASS

Jason Bell, left, and Tony Conard, right, stand beside the new eCASS machine at Cecil Commerce Center. The photo they hold shows the men, 25 years ago, standing in front of the legacy CASS when it was first delivered to the command.

FRCSE Engineers install new eCASS system to aid fleet readiness

At the end of a long, sterile hallway deep inside a non-descript building at Cecil Commerce Center, lies a chain of mammoth rooms, lined with daunting electronic equipment that blinks and hums from floor to ceiling.

Employees of FRCSE's Support Equipment, Aircraft Launch and Recovery Equipment Division speak in terms like "capacitor," "transducer," "electro-optical" and "test program sets," but the end-game of their job is a simple one: Keep the planes flying.

A new addition to their arsenal came in June in the form of the electronic Consolidated Automated Support Systems machine, or eCASS. The legacy CASS first deployed in the early 1990s, and the eCASS' arrival means planes will be back in the air faster and, many times, cheaper.

Think of it as the diagnostic machine auto mechanics hook up to a car – on steroids.

"Say a power supply on an aircraft's radar goes out and all they know is that the radar doesn't work," said Jason Bell, supervisor of electronics engineers and writing test program sets at the Cecil facility. "It's a $1 million-plus radar. Maintainers take it over to the test equipment and our program runs and diagnoses it as the power supply, which would only be a fraction of the radar's cost.

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eCASS

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"So now they have a $1 million asset up and running in the airplane at the cost of a few thousand dollars."

The eCASS can quickly diagnose problems with nearly any aviation platform in the fleet, but it wasn't always that way.

"Before 1990, the Navy recognized every time they bought a new aircraft, they'd get four or five testers with it," Bell said.

In other words, Lockheed-Martin planes came with Lockheed-Martin testers. Grumman planes came with Grumman testers, etcetera, etcetera, etcetera.

"It was almost becoming unmanageable," FRCSE Acquisition Branch Head Bill Heyn said. "If you have 20 to 30 different testers and each one has maintenance issues, different program languages and different training requirements, it just becomes too much."

That's where the original CASS came in during the early 1990s.

"The idea behind CASS was to take all those old test sets and load all their codes and tests onto one system," Bell said. "Slowly, the old test sets went away, but the data and test codes they contained continued here."

Jason Bell, supervisor of electronics engineers at Cecil Commerce Center, explains how his engineers are testing a targeting pod from a MH-60R.

A quarter-century ago, it was Bell and Conard – both a little younger, with a few less gray hairs – who were Test Program Set (TPS) engineers and responsible for getting some of the programs from various testers onto the original CASS. Now both are doing it again for eCASS, with Bell as the TPS Development lead, developing new capability, and, Conard as the Program Management lead.

"I've been here since 1985," Conard said. "Jason and I were part of the team that decided we could do this just as well as the contractors, so we started putting in bids to bring in the organic capability to FRCSE."

That organic capability has proven useful.

Many of the complex components used on Navy aircraft have parts from multiple manufacturers. In order to run diagnostic checks on the equipment as a whole, codes and test sets from the different manufacturers must be brought together. Because of their trade secrets, companies often won't share data with each other.

"That's one of the ways we got involved in this," Bell said. "Company A wouldn't trust Company B, but both would trust us.

"So they send us their codes and we bring it all together."

That's the benefit of having that organic capability within the Navy, Conard said.

"A lot of people don't realize the capability that FRCSE has here," he said. "We compare our efforts to any DOD contractor out there.

"We're doing the same thing they're doing and coming under cost."

Currently, the eCASS is still in low-rate, initial production. Engineers at FRCSE are busy bringing over all the old test program sets so the new eCASS can test legacy components in support of fleet aircraft. But soon, they'll be taking over.

It'll be a big job.

"The CASS is on every L-Class ship, every carrier and at shore maintenance sites," said the department's site lead, David Rolke. "So pretty much every fighter, attack and patrol aircraft are tested and diagnosed by the CASS and that will all convert to the eCASS."

Over the years, as technicians added capabilities to the old CASS, add-ons had to be designed, built and attached to it like appendages.

"As CASS got older and they needed to add new features, they did this," Bell said as he pointed to a box attached to a CASS with wires. "They built a box, hung it underneath and now it could do this new trick.

"Anything that used to be added on – 'ancillary is the word they use – is now built in to the eCASS."

In addition to added capability, there's also another benefit.

"The eCASS is much, much faster," Bell said. "This can do anything the CASS can do and more."

FRCSE establishes a ‘reeling’ capability

A team of FRCSE Sailors and civilians are landing the Navy a sizeable catch in both time and money with their work on reeling machines for Navy sonars.

The reeling machines, used by helicopters to lower and raise the AN/AQS-22 Airborne Low Frequency Sonar into and out of the ocean to detect submarines, are produced in France. That used to mean that machines in need of repair had to make a transatlantic voyage.

“When you do that, the beyond capability of maintenance cost – what it costs to send something to a contractor because we can’t fix it – was astronomical,” FRCSE Avionics Officer CWO5 Mike Guertin said. “It was $489,000 to have them shipped to France to be repaired.

“We’re expecting to repair three to five reeling machines per week, so that’s a savings of nearly $20 million – at least – in the first year.”

The sonar that the reeling machine deploys into the water has become a powerful tool in the Navy’s anti-submarine warfare arsenal. It can locate and identify – down to the name – potential enemy submarines under the waves wherever the Navy operates. So keeping them in the water searching for submarines is crucial.

To do that, FRCSE’s Sailors and civilians team up to get the job done. Sailors are trained to do Intermediate-Level, or “I-Level,” work that will get the reeling machines back to the fleet quickly. “I-Level” work on any Navy asset is akin to taking an automobile with a broken fuel pump to a mechanic, and having the mechanic quickly replace the fuel pump and get the car back to its owner.

CWO5 Michael Guertin, left, and AT1 Timothy Christian examine the reeling machine FRCSE Detachment Jacksonville Sailors recently tested and sent to Naval Air Facility Atsugi, Japan.

Civilian workers at FRCSE do the in-depth work of actually repairing the broken part so it can be reissued to the fleet – known as Depot-Level work.

FRCSE will be the Navy’s only depot-level maintenance site – able to test and repair broken reeling machine parts, known as subassemblies.

“We’re looking at reaching initial operating capability by the end of the year,” FRCSE Business Management Specialist Mike Minton said.

Though the money saved is meaningful, perhaps more important is the precipitous drop in the time it takes to get a broken reeling machine back to the fleet.

It used to take more than a year to send the machine to France, get it repaired, and logistically ship it back and reissue it to the squadrons, according to Guertin. “Here, in most cases we’re going to be looking at one week to analyze the problem, fix it and return it.”

Starting the program nearly from scratch took Sailors learning a new set of skills to get the program up and running, Guertin said.

“It’s extremely technical, and there are a lot of small tolerances,” division member AT2 Cody Hagewood said. “We’re kind of pioneering a lot of the engineering, even with the test bench itself.”

One of the biggest obstacles for the team to overcome, Hagewood said, was that all of the manuals were in French.

“We’ve been working with the manufacturer and the field support teams to basically rewrite the publication,” he said. “All the schematics were in French and used metrics.

“Instead of measuring pressure by pounds per square inch (PSI), every-

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AT2 Cody Hagewood shows some corrosion on a grounding strap for the reeling machine that military depot Sailors and artisans will repair.

FRCSE environmental strides recognized with manufacturers award

FRCSE marked another milestone in environmental excellence when it received the First Coast Manufacturers Association's 2015 Environmental Protection Award.

The honor was announced Oct. 19 at the association's Excellence in Manufacturing awards banquet in St. Augustine, Florida. It is awarded to local manufacturers who show a commitment to environmental protection by continuously improving processes and educating employees. For FRCSE, a charter member of the Northeast Florida Environmental Compliance Partnering Team, the honor comes on the heels of other environmental achievements, including the CNO Environmental Award in May.

"FRCSE has continued its environmental improvements by reducing industrial waste water by more than 80 percent, resulting in a savings of over $720,000 since 2008," the association's spokesman, Les Loggins, said.

FRCSE also reclaimed more than 16 tons of Rhenium – an extremely rare metal used in aircraft engine production from scrap metal, and recycled 280 tons of used motor oil for energy recovery and reduction.

Training has paid off as well. Environmental 4D training resulted in a 90 percent decrease in environmental nonconformities for production operations.

The facility's success is a result of a combination of the command's emphasis on environmental care and employees' dedication to that standard, FRCSE Commanding Officer Capt. Chuck Stuart said.

From left, First Coast Manufacturers Association (FCMA) Co-chairman Abe Alangadan, FCMA President Lake Ray, FRCSE Commanding Officer Capt. Chuck Stuart, and FCMA Co-chairman Tom Jody, gather as Stuart is presented the Environmental Protection Award Oct. 19 at the association's Excellence in Manufacturing awards banquet in St. Augustine, Florida.
(Photo courtesy of First Coast Manufacturers Association)

"FRC Southeast has placed environmental stewardship and employee safety at the top of our priority list," Stuart said. "I could not be more proud of the FRCSE Environmental Team, and of all our employees who work to make our community a better place to live, every day."

Reeling *(continued from page 10)*

thing was measured per square centimeter, or bars."

Another petty officer on the team, AT3 Austen Seamans is studying electrical engineering in college. He was able to come up with a solution to a computer glitch in the test bench that could've taken months to resolve.

"We found there was a glitch with the computer software," Guertin said. "He was able to diagnose the problem and help engineers up in Lakehurst, New Jersey find a solution we could share."

The petty officers at Hangar 1000 are setting the standard, said Senior Chief Aviation Maintenance Administration Jerome Crawford of the Avionics Division.

"The way we're going, these guys are writing the book on how to work and establish troubleshooting procedures on these machines," said Crawford.

For Guertin, who remembers the first handheld calculators being introduced to his math class in the early '70s, the leap in naval technology is mind blowing. But the advancements are a bonus for both the Sailors, and the U.S. Navy as a whole.

"What this is bringing to the Navy is a new era of leaders of the future," said Avionics Division leading chief petty officer, Maintenance Master Chief Petty Officer Fred Flaherty. "Our Sailors will get the Navy and the United States where they want to go for the next 20 years."

AT1 Timothy Christian, left, AT3 Austin Seamans, center, and AT2 Cody Hagewood of FRCSE Detachment Jacksonville, display a reeling machine for an H-60 helicopter they completed work on and is now on its way to Naval Air Facility Atsugi, Japan.

Prowler

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years going back to my days in Norfolk.

"It hurts, but it's a good sign to me because I'm retiring with it."

The pilot who delivered the first Prowler to undergo maintenance at FRCSE came back for the ceremony. Cmdr. Mark Nye flew the "Flying Frying Pan" in the Navy's fleet for 10 years before coming to FRCSE as the EA-6B product officer.

"Even today, the electronics are modern but the airframe they're loaded on is a little dated," Nye said. "It's pretty amazing when you think of how long the A-6 has been gone now and they're still flying the Prowler."

The A-6 Intruder, from which the EA-6B descended, entered service in March 1963 with Attack Squadron 42, according to the Intruder Association's website. When the Navy saw the need for electronic attack aircraft, they returned to the A-6's rugged design. In fact, in at least some cases, they used the actual plane itself.

"The first three Prowlers that were built, were built from A-6 Intruders," said Burt Hood, who was FRCSE's EA-6B program manager in the mid-'90s.

"They cut it right there at fuselage station 139 where the top fit is, and they brought in that whole front section," Hood said as he pointed to a seam on the plane just behind the rear cockpit. "The first three that were built, were built with an A-6 back and an EA-6B nose."

Perhaps the worker with the longest time on Prowlers at the ceremony was Ken Ball, a logistics management specialist at FRCSE. Ball worked for the plane's original manufacturer, Grumman, for 35 years.

"I started with Grumman in 1967," Ball said. "I was in the flight test department, so I worked on some of the early prototypes. What really made this aircraft special was its ability to loiter over the battlefield for extended periods of time and jam enemy signals and communications."

The team that maintained the aircraft is special as well, Stuart said. Perhaps that's why so many turned out. From retirees with decades on the Prowler, to relative newcomers, more than 100 current and former workers showed up for the ceremony.

"It really was like growing up together, and I think we all enjoyed ourselves," Tatum said. "It was like a family."

The men and women of the Prowler line shared laughs and recounted old stories – and looked longingly at the last one.

"When the Prowler gets in your blood, she's in your blood," Nye said. "You end up working on a bunch of different planes, but this was always home."

Capt. Stuart, right, recognizes some of the program managers and team leads who managed the EA-6B Prowler program at the depot since 1994 during the aircraft's rollout ceremony. From left, former Navy Test Pilot Mark Nye, former Fleet Support Team lead Roger Burmiester, Fleet Support Team lead Tim Sloop, former EA-6B Integrated Product Team Lead Monty Pearce, former EA-6B Program Manager Burt Hood and current EA-6B Integrated Product Team Lead Rob Aceves.

Former Navy Test Pilot Mark Nye, signs a banner during the EA-6B Prowler Rollout Ceremony. Nye was the first test pilot to fly the aircraft at the depot in October 1995.

The last EA-6B Prowler aircraft being reworked at FRCSE dries in the paint hangar after receiving a fresh coat of paint Jan. 20. After flight checks, the aircraft will be returned to Marine Tactical Electronic Warfare Squadron 2 in Cherry Point, N.C.

New 'communication station' up and running at Crinkley Engine

FRCSE Commanding Officer Capt. Chuck Stuart, center, and Workforce Engagement and Inclusion Team member Francine Juhlin cut the ribbon to officially open the Crinkley Engine Facility's new "communication station." The station consists of eight new computers available to improve workers' access to training and job opportunities. Pictured from left, Carlos Lagrule, Eugene Mackey, Roger Wright, Stuart, Juhlin, Peter Millard and Kyron George.

The cafeteria at FRCSE's Crinkley Engine Facility roared to life Dec. 2 when the ribbon was cut on a set of eight new computers there.

FRCSE commanding officer Capt. Chuck Stuart and Workforce Engagement and Inclusion (WEI) Team member Francine Juhlin cut the ribbon, marking the culmination of the WEI Team's exhaustive effort to bring new desktops to a facility where most workers don't have regular computer access.

"One of the challenges our workforce has is that many employees don't have ready access to computers," Stuart told the men and women in the crowded cafeteria. "It's not like our artisans and mechanics are sitting in a cubicle all day and have this capability."

The computers meet a serious need for workers at the Crinkley, Stuart said. Artisans at the facility perform maintenance and repair work on engines for Navy aircraft, a trade that doesn't require full-time access to computers.

"There are two main reasons why we needed this: access to career opportunities and access to training," Stuart said. "You have to be connected to those things to know what's going on."

Juhlin and engines production controller Eugene Mackey, both WEI Team members, took on the challenge to get the computers as part of an AirSpeed Green Belt project. But another team member, Roger Wright, an engine welder at the facility, helped bring the need to their attention.

"I wasn't the only one experiencing a lack of access to computers, though I was probably the most vocal about it," Wright said. "There were several other people so we put suggestions in our WEI Team box about getting computers."

From there, the team went to work.

"We began by scouting locations and then started talking with IT to see if we had any computers available – and there weren't," WEI Team member Peter Millard said. "So we talked with Richard Eveson, the engines integrated product team lead, he purchased them and we brought them over.

"It was a long process."

The project is an example of why the WEI Team was formed in 2011, WEI Team leader Tisa Wilson said.

"The concept of the WEI team is to bridge the gap between leadership and the workforce, and to improve communication," Wilson said. "Projects like this are why we're here, but it takes more than just the WEI Team.

"Richard Eveson was very supportive with the computer area planning, and approving the furniture and computers for the employees in his division. General Foreman Reginald Valentine and Management Analyst James Wiggs were vital to this project as well."

Douglas Bohn, left, a welder at the Crinkley Engine Facility, and sheet metal mechanic Norwood Simons take the first crack at the facility's new "communication station." FRCSE leadership and Workforce Engagement and Inclusion Team members initiated the project to improve workers' access to training and career opportunities.

The Crinkley Engine Facility computer station is only the first step in improving workers' access to information, Stuart said.

"What you're looking at here is a pilot project," Stuart said. "We hope to increase more computer access throughout the facility."

Douglas Bohn, a welder at the facility, was the first employee to make use of the new computers after the ribbon cutting.

"We have two computers in our shop but, much of the time, they're both tied up," he said. "This is really nice."

Kevin Powe, a pneudraulics systems worker, examines a piece of the power level control he's reassembling at the FRCSE Fuel and Accessories Facility.

Pneudraulics systems mechanics Steve Thomas, right, and Laura Smith examine an air filter for a T-34 engine at the FRCSE Fuel and Accessories Facility.

Fuel and Accessories Facility keeps FRCSE running on full tank

An F/A-18 is agile in the air, but it doesn't get off the ground without fuel.

To make sure that fuel makes it from the tanks to the combustion chamber, is the job of artisans working in the Fuel and Accessories Facility at FRCSE.

"We work on all the fuel accessories that come off the engine, like the fuel control, fuel pump, oil coolers, heat strainers and gear boxes," Anthony Cook, the facility's production support supervisor, said. "We tear them down, inspect them, build them up, test them and make the parts ready for issue to send back to the fleet."

Cook should know. He first came to Jacksonville as part of the USS Saratoga's air wing in 1979 where he worked on the S-3 Viking's TF-34 engine. He went on to write engine maintenance courses and train new Sailors before coming to the Fuel and Accessories Facility in 2000.

Much of the work here is made up of fuel components from F-404 engines for F/A-18 Hornets and TF-34's, now nearly exclusive to A-10 Thunderbolts. In FY15, the facility sold more than 2,100 fuel accessories back to the fleet.

From the time a part hits the facility, production controllers track it and schedule what parts are worked on first.

"We schedule all the components that are coming here for rework," said Annie Williams, a hub scheduler and production controller. "We schedule it by how many people we have in the shop and the part's priority."

C.J. Carroll, a pneudraulics systems mechanic at Fleet Readiness Center Southeast Fuel and Accessories Facility, reassembles a fuel control system for a TF-34 engine.

After the component is delivered, its first stop is Evaluation and Examination (E&E). Sometimes the problem is obvious and documented. Sometimes it's not.

"This one says, 'Transfer valve will not accept fuel from tank five,'" said E & E worker Kevin Jackson. "Obviously this is something internal, but a lot of times they just want us to bring it in and have it looked at."

If a specific problem isn't noted, it's up to the E&E worker to get the part steered in the right direction.

(continued on page 15)

Production controllers Anthony Davis, left, and Rudolph Drake discuss work orders at the FRCSE Fuel and Accessories Facility.

Fuel and Accessories

(continued from page 14)

FRCSE Examination and evaluation worker Kevin Jackson, left, checks work orders for F404 fuel pumps with production control hub scheduler, Annie Williams at the Fuel and Accessories Facility.

"First we check for anything obvious externally," Jackson said as he picked up a fuel pump for an F-404 engine. "This one has an open port, so there might be foreign object debris in there.

"So now we'll skip the check and test, and go right to disassembly."

Should a component or part need to be tested, it might go to Charles Kresol or Norman McCormack, both pneudraulics systems workers who run test machines at Fuel and Accessories.

"Right now I'm testing this actuator for an F-404," Kresol said as he plugged away at the large machine, replete with knobs, dials and switches.

The actuator, one of two on an F/A-18, Kresol said, tells the engine to what degree the plane's "turkey feathers" are open or closed.

"I'm checking for any leaks and to make sure there is no binding or chattering," Kresol said. "I have to heat the oil to a specific temperature to make sure it can hold up during flight conditions."

Once a component returns from E&E, it goes to Room 20, where mechanics continue to overhaul and reassemble the whole. Mechanics stay vigilant to catch any problems, as pneudraulics mechanics Steve Thomas and Laura Smith found.

"We're figuring out what's wrong with this TF-34 air filter," Smith said. "It's been overhauled and tested, but it's still not working."

After parts are completed and tested, they head off to Packing and Preservation, where they're wrapped and packaged. The parts are then sent back to the fleet to support the war fighter.

"We also work on parts for U.S. allies like Spain and Canada," Cook said as he pointed to a rack of fuel controls for TF-34s. "Anyone who needs anything done with fuel accessories, we can do it."

Pneudraulics mechanic Charles Kresol fine-tunes the settings on an F-404 Actuator Test Stand at FRCSE's Fuel and Accessories Facility.

NLDP

Naval Air Systems Command Leadership Development Program (NLDP) graduates Roger Collamati, left, and Barbara Lochner, center, gather with Production Officer Capt. (Sel) Wes Joshway after receiving their certificates for completing the program.

NLDP provides mid-to-senior grade participants the opportunity to expand their leadership, management, organizational knowledge and networking throughout the command and Department of Defense. Congratulations!

JLDP

A group of Naval Air Systems Command Journey Leadership Development Program (JLDP) graduates gather after being presented their certificates from Production Officer Capt. (Sel) Wes Joshway, right, during a ceremony Jan. 13. From left, Marilyn Brazell, Alan Cain, Shawn Pillsworth, Richard Barineau and Joshway. Not pictured: Kristin Granato.

JLDP graduates are mid-level employees who work to develop leadership capabilities, gain foundational knowledge of the organization and network with peers and senior leaders. The program consists of classroom courses, online training and developmental activities within the command. Congratulations!

Meritorious Civilian Service Award

Executive Director of the Navy International Programs Office Rino Pivirotto, SES, left, presents the Department of the Navy Meritorious Civilian Service Award to Chuck Cramer, Foreign Military Sales (FMS) case manager, Specialized and Proven Aircraft Program Office at FRCSE, for outstanding service in support of the NAVAIR FMS program. As the Greek FMS program manager, Cramer supported the Hellenic Air Force's 18 A-7, 30 T-2, and 45 T-6 aircraft with 10 active FMS cases over the past four years. He also took on duties in support of the Argentina A-4/J52 FMS program and led a team of experts to survey the Taiwan Air Force T-34C depot level support. Congratulations!

Length of Service

35 Years
Lawrence Decaires, Eugene Ellingson, Jay Greenwood, Ernest Mattison, Patty Waggy

30 Years
Judy Alexander, Myron Bolling, Marilyn Brazell, Celita Cole, Joseph Fordham, David Kandalaji, Rosa Mitchell, Larry Park, Morris Poythress, Damian Ryan

25 Years
Sadell Crump, Leslie Lewis, Kevin Lindquist, Seve Melendez, Joyce Smith

RETIREMENT LANE

Jay Ault - 37 Years
Jeff Felts - 43 Years
William Ferri - 41 Years
Willie Glover - 40 Years
Joann Graham - 37 Years
David Hallums - 38 Years
Timothy Hayes - 34 Years
Jeanne Horton - 41 Years
Avie Johnson - 41 Years
Kenneth Kinard - 36 Years
Bobby Knox - 38 Years
John Lavergne - 13 Years
Frederick Nelson - 37 Years
Gail Nelson - 42 Years
Michael Perry - 36 Years
Terry Walker - 35 Years