



# The Flyer

## CO's Message

To the men and women of the Aviation Logistics Center, it is a great honor and 25-year career milestone to serve as your Commanding Officer! As I mentioned during Change of Command, I have always been in awe of the amazing capabilities and achievements by the collective ALC workforce. In my short time at the helm I have been very impressed with your absolute dedication to our core mission of ensuring the airworthiness and operational effectiveness of our diverse mix of fixed and rotary wing aircraft. Most recently, you have directly enabled Coast Guard Aviation Force's capability and readiness to

respond to the historic hurricane Harvey disaster. As I write these comments, over thirteen thousand survivors have been rescued from the disastrous flooding in the Houston, TX area, many of those enabled by Coast Guard aviation. Your efforts positively impact our Nation on a daily basis, from extreme natural disaster response, to rescuing a lost boater in distress, to keeping illicit drugs off Our streets. You are ALL critical to our mission.

Your continued dedication and remarkable resourcefulness have enabled us to effectively sustain an ever aging fleet of fixed and

rotary-wing aircraft. You have done it so well that the Coast Guard is counting on US to sustain our rotary fleet another 30 years! We have come to rely on organic initiatives by our product line and support division leaders to develop highly innovative service life extensions, incorporating a comprehensive avionics "Echo" upgrade for the MH-65, and we plan to build "new" MH-60T's from "sundowned" Navy aircraft to shore-up our fleet and convert traditional MH65 air stations to MH-60's, freeing up assets for special mission employment to best support our Cutters. LRS continues to manage



the conversion of meticulously maintained C-130H aircraft for transfer to the Forest Service, and MRS is doing an amazing job of supporting our newest C-27J aircraft as they continue operational implementation and transition to traditional sustainment. You have made our Nation proud - keep up the good work!

## CMC's Intro

Hello All, my name is Master Chief Ann Logan and I am proud to have been selected as ALC's Command Master Chief. I am a Marine Science Technician by trade, but I could not be more thrilled to have finally made it into the Aviation community. I had my first ride on a Coast Guard HH-65 in Antarctica during my tour on the CGC POLAR STAR, and I was hooked on flying! My next flights were just as memorable. I

caught a 65 at Air Station Brooklyn (pre-9/11) and got a great tour of New York City flying through the Twin Towers of the World Trade Center and right over the Statue of Liberty. My next ride was in a 60 flying over glaciers in Valdez, Alaska and the Prince William Sound. My last Coast Guard flight was on a C-130 after hurricane Rita from our evacuation point in Huntsville, Alabama to the Forward Operating

Base in Baton Rouge, Louisiana. I am originally from New Hampshire, but have been stationed everywhere from Alaska to Maine. My husband is a retired MK Chief originally from Chesapeake, and my stepson (19) is working toward his welding certification at the College of the Albemarle. After our last 2 tours in northern California and south east Texas, we are all very happy to be back here on the East Coast. I

am really looking forward to meeting all of you (and doing some more flying, of course!).



### HC-130J Carbon Brake/Wheel Assembly Upgrade

AMTC Mathew Shackleford and LCDR Jesse Hyles, LRS On June 20<sup>th</sup>, 2017, the C-130J Carbon Brake and Wheel contract was signed, initiating this long desired upgrade for the C-130J fleet, providing LRS aircraft with increased landing performance and a reduction of landing gear maintenance. With improved heat dissipation characteristics compared with the multi-

disk steel brake assemblies, the carbon brake assembly has enhanced braking efficiency and lower cooling times. The new carbon brake and wheel assembly results in an 80% reduction in tire change time resulting in increased aircraft availability to support operational mission requirements. With a fatigue life six times longer than the legacy as-

sembly, the new wheel assembly has a 25,000 mile replacement interval resulting in lower overhaul costs, increasing operational usage and essentially eliminating brake changes outside of the 48 month PDM cycle. Moreover, with a 17% weight reduction per assembly, fuel costs are reduced while payload capacity is increased. The first aircraft

planned to receive this upgrade is the CGNR 2001 which is finishing up its Progressive Structural Inspection (PSI) at the LRS Product Line. The outfitting of the rest of the fleet will soon follow in support of Air Station Elizabeth City, NC and the C-130J transition in Kodiak, AK scheduled for 2018-19.

## C-130 WHEEL & BRAKE HISTORY

1950s



Older Single-Disk Steel Brake

1970s



Current Multi-Disk Steel Brake

2012



New Multi-Disk Carbon Brake and Lock Ring Wheel

### SEHO Updates

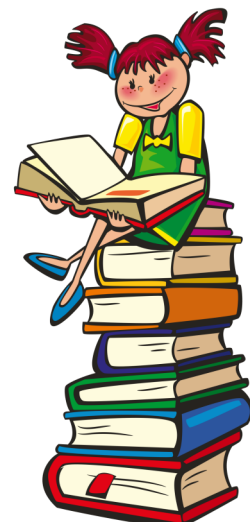
The SEHO completed the state Hazardous Waste inspection with full compliance and no deficiencies. Great job to Ms. Melinda Lewis and the environmental team! Also welcome aboard to LT Ray Carter, SEHO Industrial Hygienist and Mr. Kevin Crain, Ground Safety Specialist.

In addition, see the following safety tips recommended by the National Safety Council.

<http://www.nsc.org/learn/safety-knowledge/Pages/back-to-school-safety-tips.aspx>

<http://www.nsc.org/learn/safety-knowledge/Pages/back-to-school-safety-tips-for-drivers.aspx>

<http://www.nsc.org/learn/safety-knowledge/Pages/safety-at-home.aspx>



## **Larry D. Foust - WG Civilian Employee of the Year (CY) 2016**

Mr. Foust volunteered his services in support of the MH60T's RNP/NAV upgrade. This effort has required him to conduct installation field trips to Air Stations Elizabeth City, Cape Cod, Kodiak, Sitka and Clearwater, as well as Sector San Diego. His dedication to the project has equipped the MH60T to stay in line with the latest FAA navigational requirements and avert possible obsolescence issues when legacy NAVAIDS are retired. In addition to modifying the aircraft, he personally provided instruction to fleet avionics shops on wire repair, wire lacing, boot shrinking, software loading

and system operational check procedures. His guidance increased the organic capability of field units and ensured the system's integrity as the aircraft's life expectancy is extended to 2039.

Mr. Foust established himself as a subject matter expert within the field of avionics on the Medium Range Recovery (MRR) Product Line and is routinely called upon to troubleshoot some of the most complex discrepancies when encountered on End of Line aircraft. Displaying a grasp of the big picture and branching beyond his immediate sphere of influences, he assisted with

various tasks outside his specialty within the Assembly Phases of production. His extra effort has enabled PDM throughput to stay on track and allowed the Command to attain its strategic objective of a 48 month induction schedule.

With the completion of the Joint Depot Level Maintenance Program being placed on the MRR workforce, he played a key role in successfully troubleshooting various avionics discrepancies on aircraft 6775. His knowledge and efforts helped bridge a proficiency gap as the MRR staff completed the last three aircraft with little experience working US Air

Force avionics systems. His team approach to his duties here at the ALC is appreciated and sets an example to be emulated by all. Please thank Larry for his dedication to the MRR Product Line, the ALC and the United States Coast Guard.



## **Tony Twiddy - GS Civilian of the Year (CY) 2016**

Mr. Tony Twiddy is a Senior Contract Specialist in the Medium Range Recovery (MRR) Product Line (PL). The Supervisory Contracting Officer (SKO) position in MRR has been vacant since this past summer. Since the vacancy, Mr. Twiddy assumed a leadership role above and beyond what is required for his position.

In the absence of an organic Supervisor within the MRR contracting cell, he voluntarily stepped forward to act as the lead Contract Specialist for that area. In that endeavor, he took (and continues to take) responsibility for tasks such as the distribution of

work assignments, monitoring completion of work products versus deadlines, customer and vendor interfaces.

On his own initiative, he has taken time to provide training to his juniors and peers alike on subjects where he identified deficiencies through the contract review process or on subjects requested by the group. He has consistently provided valuable input to MRR Customers to facilitate award of all Purchase Requests in a timely manner.

Mr. Twiddy was instrumental in awarding numerous procurement actions for

MRR. During the first quarter, MRR Procurement Staff awarded over \$15M in procurement actions.

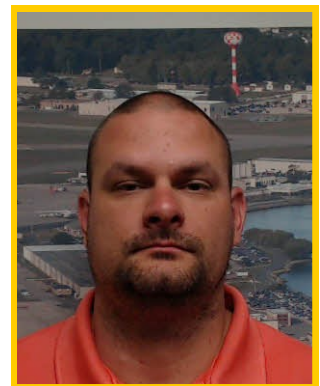
He worked extensively with vendors to resolve issues that could impact the mission. An example includes a weekly teleconference that he set up with the prime manufacturer for the aircraft to discuss reducing the number of late due-ins.

Mr. Twiddy actively engages with the Product Line Manager, Deputy, and customers keeping them informed on contracting issues within MRR. This includes developing reports, answering data calls and attending PL meet-

ings. The PL has been kept well informed and has been impressed with Mr. Twiddy's performance.

All of Mr. Twiddy's contributions have proven to be extremely beneficial to the group and the MRR Product Line.

Great job Tony!





### What is a GCQA?

*Joe Sump, ESD*

Government Contract Quality Assurance or “GCQA” is an inspection that can be described as the first line of defense in preventing suspected unapproved or counterfeit parts from entering our supply chain. The inspection procedures are outlined in ALCINST 4855.4 (series), and its purpose is to ensure prop-

erly documented components are accepted into the Coast Guard aviation supply chain and that government contract Quality Assurance requirements are met. Although this is not a technical or product conforming type of inspection, it is an added layer of protection within the “product lifecycle” of aviation components. Product

Line and IOD Engineering personnel determine what items they require to have GCQA inspections, thus enabling screening of specific components and/or vendor performance. GCQA inspections are comprehensively documented and kept as records electronically for a minimum of 3 years. Documenting GCQA inspections, identify-

ing failed acceptance inspection rates, and determining trends by component type, or vendor assists us in building and sustaining airworthiness continuity throughout the aviation fleet. On average, 70 items are inspected daily. Pictured are Mike Wheeler, SRR; Joe Sump, GCQA Inspector; and Dan Beals, Investigator.



### Greetings from the ALC Ombudsman

*Lauri Jopp*

[alc.ombudsman@gmail.com](mailto:alc.ombudsman@gmail.com)

This is a very busy time of the year for many families with home projects, kids heading back to school, sports events, and of course upcoming holidays. It is very easy to become overwhelmed with everything life throws at us, and it is extremely important to find an optimal work-life

balance. The Coast Guard recognizes September as Personal Readiness Month. I challenge each of you to think about how you and your family members can remain physically, emotionally, and financially ready, as well as how to ensure your home, property, and legal documents are ready for any unforeseen circumstances. As your ombuds-

man, I can be a great source for referrals and will confidentially provide guidance pertaining to the resources that will be the most beneficial to your needs. Please feel free to send me an email if there’s anything you would like to discuss. Additionally, the CG SUPRT Program also provides confidential professional counseling, edu-

cation, and referral services to you and your family members. Help is available for issues such as marital and family problems, drug abuse, depression and anxiety, work/life balance, work related concerns, and career counseling. For your convenience, please find a list of family resources on page 5 to help you achieve personal readiness.

### Calvin Thatch—WG Civilian Employee of the Quarter—1st Quarter (CY) 2017

Calvin Thatch was selected as the ALC WG Civilian Employee of the Quarter for the first quarter of 2017.

He was recognized for his exemplary work as the Sandblast Work Leader for Industrial Operations Division. During this quarter he was instrumental in facilitating Shop 121's continual process improvement, incorporating a wealth of knowledge into division-level documents, ensuring all specified processes were followed by shop per-

sonnel.

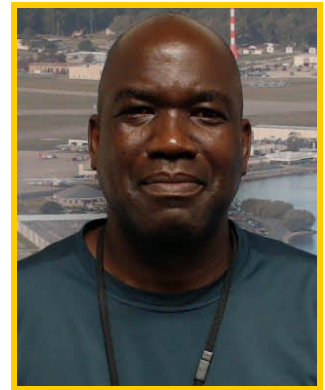
Calvin's development of an entrance package containing the most relevant trade-specific documents provided guidance for new shop employees. He expertly drafted documents for performing daily and weekly maintenance on blast equipment ensuring compliance with ISO external auditor certification requirements. He also revised both daily and weekly blast cabinet logs, improving maintenance account-

ability.

When Safety and Environmental Health Office sampling results were received for the newly acquired Pauli Abrasive blasting cabinets, he modified standard operating procedures for painting and stripping decontamination procedures to include changes to personal protective equipment. His extensive efforts resulted in all standard operating procedures being quickly approved and implemented for immedi-

ate use in production.

Please take a minute to congratulate Calvin on his dedication, technical knowledge, and teamwork!



### Bill Briggs—GS Civilian Employee of the Quarter—1st Quarter (CY) 2017

Bill Briggs was selected as the ALC GS Civilian Employee of the Quarter for the first quarter of 2017.

Bill was recognized for his exemplary work as the Visual Information Specialist in the Industrial Graphics Shop, Industrial Operations Division. During this quarter he was individually responsible for all industrial graphics work orders at ALC while also supporting numerous service requests for Facilities Management

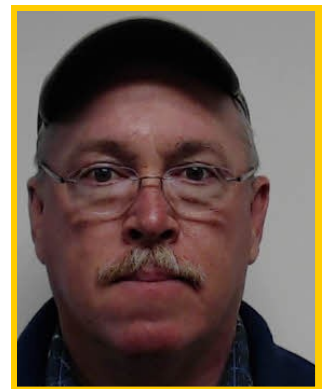
and other tenant commands of Base Elizabeth City. Through his superb work ethic and organizational capabilities, all Product Lines and support shops received superior industrial graphics support.

During the first quarter of 2017, he processed 517 Service Requests and work orders, including 20 for prototype work. A direct impact of his work was evident when he was challenged with competing

expedite requests, including a C-144 stencil set, critical for an aircraft to meet its off-site scheduled paint contract. Moreover, in support of the ALC Enterprise Production System, he managed the Work in Process (WIP) priority schedule of work orders and service requests, maintaining an impressive 91% WIP efficiency rating. Not only did he achieve the highest of any shop during this period, but also attained 100% efficiency for

the first week of January 2017.

Please congratulate Bill, the next time you see him!



### Family Resources from the ALC Ombudsman

CG Support: [www.CGSUPRT.com](http://www.CGSUPRT.com) 1-855-CGSUPRT

Sea Legs: [www.uscg.mil/sealegs](http://www.uscg.mil/sealegs)

Morale, Well-Being, & Recreation: [www.uscg.mil/mwr](http://www.uscg.mil/mwr)

Chaplain: [www.uscg.mil/comdt/cocg/](http://www.uscg.mil/comdt/cocg/)

Coast Guard Mutual Assistance: [www.cgmahq.org](http://www.cgmahq.org)

Coast Guard Institute: [www.uscg.mil/hq/cg1/cgi](http://www.uscg.mil/hq/cg1/cgi) (links to college and tuition assistance)

Tricare: [www.tricare.mil/](http://www.tricare.mil/)

ALC's Community Links External Webpage: [www.uscg.mil/alc/links.asp](http://www.uscg.mil/alc/links.asp)

Civilian Personnel: [www.uscg.mil/civilian](http://www.uscg.mil/civilian)

Spouses' Club: join them on Facebook "Coast Guard Spouses' Club of Elizabeth City, NC."



### Antonio Returns to ALC to Shadow Quality Program

Antonio Vaughan is an Accounting Technician with the U.S. Coast Guard Finance Center. He started as a Sandblaster in the stripping shop at the Aviation Logistics Center back in 2005. In 2009, he became civil service and decided to go back to school and get his Bachelor's degree. Since then Antonio has earned both his Bachelor's and Master's degree in Quality Systems Management.

Most recently, he was selected to be a student in the New Leader program sponsored by the USDA Graduate School. While a student in the New Leader program, he was required to complete a 30-day de-

velopmental assignment involving shadowing a supervisor or manager. He decided to do his 30-day developmental assignment with the Business Performance Branch where he shadowed Michael Schnoebelen. When asked how his developmental assignment went and he said "I am honored to be able to work with Michael Schnoebelen and Steve Chesson again. These guys have inspired me to want to be a leader and I have enjoyed working with them. Also, ALC has really grown since I left in 2014 and I think the Business Operations Division has and will continue to be a very valuable asset to the Aviation Logistics Center."



**Antonio discussing his shadowing experience with CDR Farnen**



**ALC recently hosted members of NORTHCOM and the Mexican Navy. NORTHCOM is assisting the Mexican Navy with developing a logistics management system.**

## AET1 Sal Leone—Enlisted Person of the Quarter—2nd Quarter (CY) 2017

Petty Officer Salvatore Leone was recently recognized as the Enlisted Person of the Quarter for the 2nd quarter of CY 2017.

Despite being staffed to maintain 1 End Of Line (EOL) aircraft and with limited supervision PO Leone used his encouraging attitude and team based positive leadership style efficiently to organize peers and civilian employees through the completion of 2 aircraft regular Programmed Depot Maintenance cycles, 1 Navy conversion aircraft in addition

to maintaining the MRR testing and evaluation aircraft, for a total of 4 aircraft during the month of April, all while staying ahead of schedule.

As a member of the MRR Enlisted Flight Examining Board (EFEB) he made himself available to train personnel on MRR practices and aircraft vibration system operations during each aircraft depot maintenance evolution. He also compiled 12 hours of training flights, conducted 2 Basic Aircrew STAN checks and completed 6 instructor

flights holding the unit to a high standard of standardization and excellence.

Upon receipt of CG6045, PO Leone identified, thoroughly troubleshot and repaired 7 abnormal electrical discrepancies. He also facilitated the removal and replacement of 2 faulty engines and an auxiliary power unit, while simultaneously managing the End of Line process on CG6019 and CG6048.

AET1 Leone served as the Assistant Tiger Den Leader for Cub Scout Pack. As the

Den Leader he taught the scouts, the Scout Oath and the Scout Law which are similar to the Coast Guard's Core Values, instilling honor, a moral code, and a duty to the nation. BZ PO Leone!



## Ocean Sentry Refresh/B Model

*CWO Josh Lininger, MRS*  
The Ocean Sentry Refresh (OSR) resolves obsolescence issues of the internal processing components of the Flight Management System (FMS). It consolidates required engineering changes with increased Communication, Navigation, Surveillance and Air Traffic Management (CNS/ATM) functionality to operate in the NEXTGEN 2020 FAA airspace.

OSR will include Automatic Dependent Surveillance - Broadcast (ADS-B). This sophisticated surveillance technology determines aircraft position via satellite navigation which is periodically broadcasted by the system allowing it to be tracked. The informa-

tion can be received by air traffic control ground stations as a replacement for secondary radar and can be received by other aircraft to provide situational awareness.

OSR will transform the commercial technologies into a military-hardened

package and offer reduced maintenance and increased reliability. It will also provide enhanced safety with the addition of IFF Mode V and WAAS/LPV approach capability while paving the way for the upcoming MINOTAUR mission system.

The Medium Range Surveillance (MRS) division is preparing to roll-out its 4<sup>th</sup> B-model aircraft at the end of the year. With this change the Coast Guard HC-144 aircraft officially changes from HC-144A to HC-144B.





# IOD Engineering Eliminates 36 Hours of Rework on Each MH-60T PDM Aircraft

*CDR Craig Murray, IOD*  
 During the MH-60T PDM, a special tool is used to check the alignment of the tail drive shaft. This alignment tool is a thin "piano wire", which is tightly strung between two end fixtures. Part of the tool is a small fixture, which is mounted at different points along the tail drive shaft path, through which the piano wire runs. The hole in the small fixture, where the wire runs through, is 5mm in diameter and not allowed to contact any edges; thus, requiring plus or minus 2.5mm of wire clearance from the main

gearbox, all the way down the tail cone, to the auxiliary gearbox. This allows for very accurate placement of bearing brackets, and the oil cooler fan mount.

The problem was to resolve how to reinstall the oil cooler fan mount while ensuring drive shaft alignment. The mount is reinstalled well before the tail pylon, auxiliary or main gearboxes are installed. There was no way to string the piano wire without a tail pylon or gearbox installed. Quite often, the when the Assembly crew

attempted to install the tail drive shaft and all associated equipment, they would discover a misalignment. This would require sheet metal mechanics from the Hull crew to break off their job and perform rework and realignment in Assembly 2. Typically, this rework requires two full shifts for two sheet metal mechanics to make the necessary adjustments, delaying the aircraft in the Assembly Phase, as well as the aircraft in Hull Phase, due to the absence of the sheet metal mechanics for rework.

It could not be known if the solution to manufacture two fixtures would accurately simulate the location of the drive shaft until the Assembly 2 Phase, when the oil cooler fan and drive shaft were installed. When the prototype fixtures, designed by IOD personnel were tested, the result was a perfect alignment. This is quite an accomplishment, considering the size of the new fixtures, and that only a few thousandths of an inch of error at either end would have thrown the entire alignment off.

**ALC DRAFT**

DATE ISSUED: 8/23/17  
 WORKORDER #: PFG-1441  
 MODIFICATION: 100 SHOP  
 ISSUED BY: 100 SHOP 103

PROTOTYPE ONLY

ITEM	PART NO.	NON-IDENTIFIABLE	MATERIAL	QTY.
15	M5814120-9	WASHER	-	4
14	M8C1344-88	LOCK NUT	-	2
13	61-554-5204	HEX BOLT	-	2
12	S5809-06	SELF-LOCKING NUT	-	8
11	NAS6324-6	SHEAR BOLT	-	8
10	7005128159-00	TAIL TAKEOFF MODULE FLANGE	-	1
9	100-1-135-4	FIN 2	D2	2
8	100-1-135-3	FIN 1	D2	2
7	100-1-135-2-4	TAB	6061-T6 .250 THICK	2
6	100-1-135-2-3	GUSSET	6061-T6 .250 THICK	2
5	100-1-135-2-2	MOUNT PLATE	6061-T6 .250 THICK	1
4	100-1-135-2-1	TAIL PYLON HINGE FITTING	-	1
-	100-1-135-2	MGB TOOL	-	1
3	100-1-135-1-3	SUPPORT	1.500" X 1.500" X .035 6061-T6 ANGLE	1
2	100-1-135-1-2	MOUNT PLATE	6061-T6 .250 THICK	1
1	100-1-135-1-1	BASE PLATE	6061-T6 .250 THICK	1
-	100-1-135-1	MGB TOOL	-	1
-	100-1-135	TDS ALIGNMENT TOOL	-	1
-	-	NON-IDENTIFIABLE	MATERIAL	-



**CG Day Photos**



**XO taking his turn in the dunk tank at CG Day!**



**Chauncey Furges' kids on one of the rides**



**CWO Armijo's kids on the climbing wall**



**Tom McCormick's grandson with Dennis Anderson, Grave Digger**

**ALC Awards**  
(May 31—August 30, 2017)



**Coast Guard Meritorious Service Medal**

CDR Jeffrey Graham

**Coast Guard Commendation Medal**

AMTC Murray Bryant  
AETC Domingo Mercado  
LCDR Edward Aponte  
LCDR Ian Hurst  
LCDR Mark Pototschnick

**Coast Guard Achievement Medal**

AMTC Murray Bryant  
AETC Domingo Mercado  
LCDR Edward Aponte  
LCDR Ian Hurst  
LCDR Mark Pototschnick

**Coast Guard Good Conduct Medal**

AMT2 John Anderson 3rd  
AMT2 Christopher Duncan 4th  
AMT1 Miguel Arellano 4th  
AET1 Derek Freed 4th  
AET1 Kevin Garcia 4th  
AMTC Matt Youngs 4th  
AMT1 Ryan Burns 6th

**Letter of Appreciation**

John Berry  
Gabe Hodges  
LCDR Frank Wolfe

**Civilian Length of Service Awards**

Martha Spicer	40 yrs
Rodney Ambrose	35 yrs
Craig Deen	35 yrs
Mark Midyette	35 yrs
Christopher Vallas	35 yrs
Zachary Ward	35 yrs
Kirk Perry	30 yrs
Joseph Riggs	30 yrs
Brian Tiffany	30 yrs
Danny Hale	25 yrs
Jamie Jenkins	25 yrs
Todd Pelton	25 yrs
Ron Quigley	25 yrs
A J Bohn, Jr.	20 yrs
Melvin Sisk	20 yrs
Vernice Bradley	15 yrs
Kevin Floyd	15 yrs
Chauncey Furges	15 yrs
Thomas Hodges	15 yrs
Gordon Oliver	15 yrs
John Sugimoto	15 yrs
Steve White	15 yrs
Travis Elmore	10 yrs
Nathan McKethan	10 yrs
Joseph Moxley	10 yrs
Rhonda Hupper	5 yrs
Christopher Stefanowich	5 yrs