

# The Flyer

Aviation Logistics Center  
Elizabeth City, North Carolina

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## CO's MESSAGE

It had been a fairly quiet hurricane season until Dorian decided to spin-up into a dangerous Cat-5 that completely annihilated the northern Bahamas, killing 43 and leaving hundreds homeless after losing everything. Dorian held the U.S. East Coast hostage for over a week, ruining Labor Day and then, fortunately for us, weakening to a Cat-1 prior to making landfall just 77 miles from ALC; way too close. We dodged a bullet with this storm as most of us experienced only minor damage and power interruptions; as you know the damage was much worse in southern Dare and Hyde counties. This storm is a stark reminder that we all live and work in a hurricane prone area, and we're only half-way through the season, actually still at the peak.

I ask that you remain as ready and resilient for the next storm or emergency as you were for Dorian. Take this time to replenish any consumed hurricane supplies, rebaseline family plans in case of emergency, evacuation or separation, and recheck with local emergency management regarding supplies or special procedures – for example Dare County requires a resident permit for reentry following an evacuation. Remember that ALC and the Coast Guard are counting on you to maintain your personal readiness – that's the only way that we can meet our mission. We need all hands on deck to get ALC ready for an approaching storm, and many active duty may be required to fly aircraft to a safe staging area. I was very impressed with all of our Product Lines and Divisions' ability to efficiently and effectively move from Hurrcon-5 to Hurrcon-1, all the while continuing exceptional customer service executing ALC's mission. Notable examples include: expediting as many parts shipments as possible before closing the Warehouse; continuing the ALMIS help desk service throughout the storm; receiving 3 operational MH-65s at the SRR End-of-Line for D5 SAR response; and assisting Airsta Miami with HC-144 drop-in maintenance to max operational readiness. These along with numerous other examples directly enabled CG Aviation to respond to Dorian's devastation in the Bahamas and save 290 people and 6 pets. Thank you for all that you do for the ALC, the Coast Guard, and the United States of America. Stay safe and Semper Paratus.



A U.S. Coast Guard Air Station Clearwater MH-60 Jayhawk helicopter crew evacuates displaced adults and children to safety in Marsh Harbour, Bahamas, Sept. 5, 2019. An Air Station Miami HC-144 Ocean Sentry crew transported the survivors from Marsh Harbour to Nassau. (Hunter Medley/ U.S. Coast Guard)

## CMC'S MESSAGE

This summer I had the great honor to sit in the left seat of one of our great SRR products. It was the experience of a lifetime, but then I had a lot of those here at the ALC. This is just another reason why I am so very proud of what you all do here every day. Always grateful for all you do, thank you!

Far left photo was taken before former ALC XO, CDR Matthew Farnen's second to last flight.



# MH-65E FIRST LIFE SAVED

## LCDR Christian Polyak, SRR Projects

On the afternoon of Tuesday 13 August 2019, while on a routine training flight near Pensacola, FL, CGNR 6556, based at ATC Mobile, was contacted by air traffic control to divert and search for a small general aviation aircraft that had just crashed.

After locating the remote crash site, CGNR 6556 landed on a nearby sandbar and transported the badly injured pilot to Sacred Heart Hospital for advanced medical care. While fairly benign by most Coast Guard search and rescue standards, this event marks the first life saved in an MH-65E. CGNR 6556 was delivered to ATC Mobile in December 2018 after undergoing conversion from MH-65D to MH-65E using organic SRR Product Line support and served as the Low Rate Initial Production Aircraft for the upcoming fleet conversion.

Since CGNR 6556's delivery, ATC Mobile has been using their two MH-65E aircraft exclusively for Operational Test & Evaluation and not in an active role as a search and rescue asset. This "target of opportunity" search and rescue case immediately showcased the enhanced capabilities of the MH-65E. To arrive at the crash scene, the crew relied heavily upon the newly integrated Primus-700A digital search weather radar to navigate around nearby convective storms and strong rain cells. Prior to landing, the crew employed the full capabilities of the Collins Aerospace Common Avionics Architecture System (CAAS) flight management system to compute power requirements associated with the additional weight of the injured pilot and on scene paramedic.



## CDR Craig Murray, SRR

With less than three months until the MH-65E enters full rate production, the SRR Product Line in partnership with all ALC Support Divisions, is working diligently to ensure readiness for this historic modernization effort. Full rate production of 98 new MH65E aircraft will be a first-ever event for the SRR Product Line and will take four and a half years to complete. We are proud of the product that will soon be produced at ALC and immediately used in the fleet to execute these types of missions on a daily basis.

# WHAT THE HECK IS MUOS?

**CWO2 Travis McGregor, ESD**

ARC-210 Generation 6 (RT-2036)  
Mobile User Objective System (MUOS)

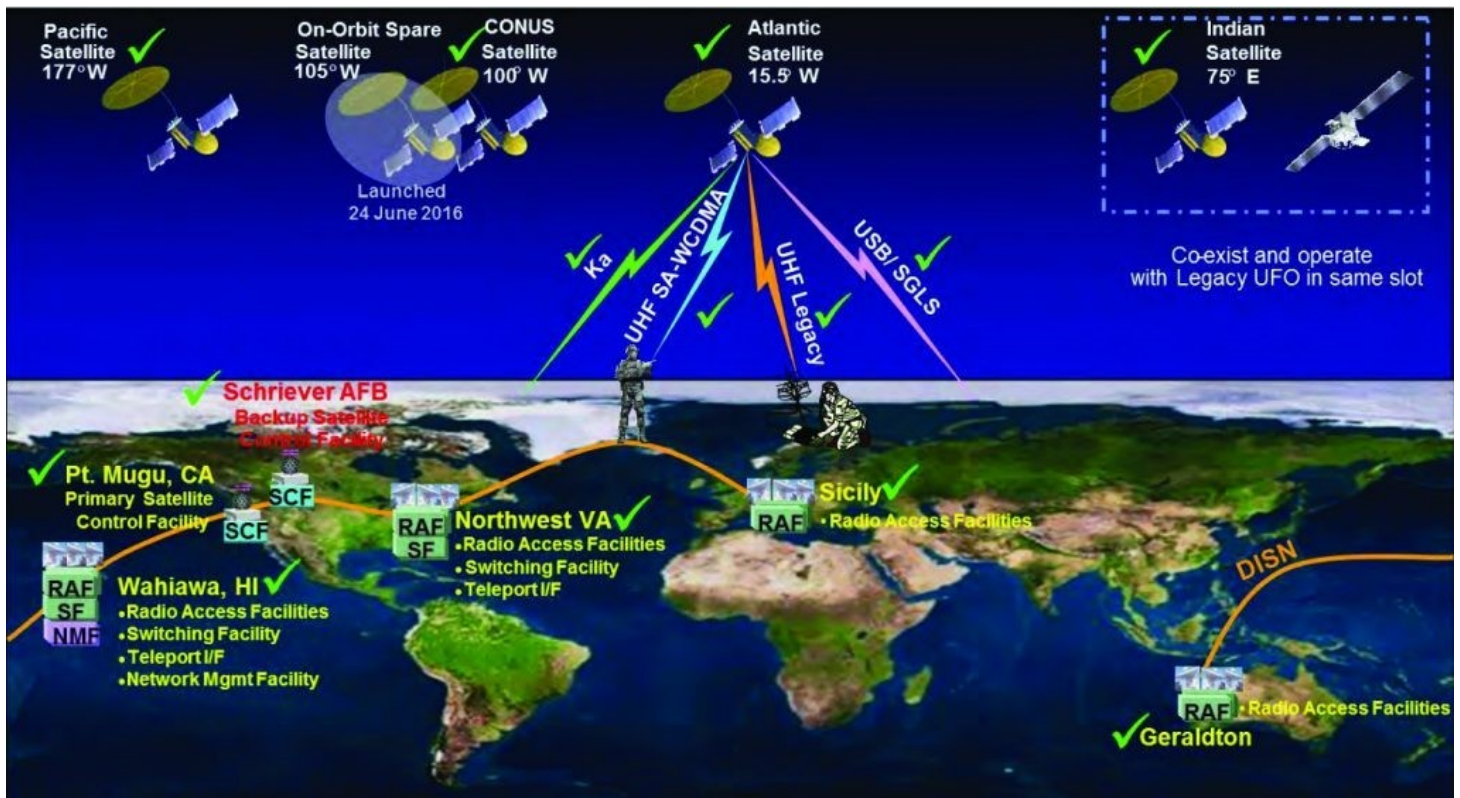
MUOS 101

Legacy MILSATCOM satellites are past life expectancy and are fast becoming obsolete. In order to maintain reliable over the horizon (OTH) Type-1 encrypted communications for DoD, DHS and partners, the next generation of satellites utilizing the Mobile User Objective System (MUOS) waveform has arrived. Concurrently, the Chairman Joint Chiefs of Staff (CJCS) have enacted a mandate for integrating “modern” cryptographic Type-1 equipment into our aircraft replacing legacy equipment. The ARC-210 Generation 6 (RT-2036) will replace the legacy ARC-210 Gen 4 (RT-1851) and will be the USCG Aviation enterprise solution to providing MILSATCOM capabilities.

MUOS is the Department of Defense next-generation narrowband military satellite communications system. It will support a worldwide, multi-service population of Ultra High Frequency (UHF) band users, providing increased communications capabilities to smaller terminals while still supporting interoperability with legacy terminals.

Implementation of MUOS capability is required as part of USC Title 14 Section 3 (Requirement to be Inter-operable with Navy/DOD) and is the only way to mitigate the loss of legacy UHF satellite communications beyond the Classified NSA cease key date outlined in CJCS instruction. The system will provide greater than 10 times the system capacity of the current UHF constellation. This implementation will meet interoperability needs with the Navy/DoD and, more importantly, ensure USCG aviation assets are inter-operable with USCG surface and shore units (all moving toward MUOS capability).

The MUOS program for Aviation assets is currently funded through FY21. ESD/ESB/COMMS has partnered with DoD and USCG surface and shore programs to leverage engineering data and strategies. ESB has been attending MUOS working groups, operational and provisioning training, and consolidating this information for use during ACCB1 implementation on our platforms. We are currently awaiting a decision for strategic guidance and how to best integrate this new technology platform by platform.



## IT'S GO TIME

### Deputy Al Radtke, MRR

Navy Conversion Ready to Fly

The MRR Product Line has been busy adding to both its production capabilities \*and\* the Coast Guard's MH-60T fleet. Over the past 10 years, MRR has fully converted six Navy H-60F models into MH-60Ts now flying in the field, and a seventh is ready for final assembly. But we have added a new capability: MRR has now converted two Navy H-60H hulls into "ready for final assembly" MH-60Ts, and three more are in work. And there are more yet to come!

As ADM Ray, Vice Commandant said recently at ALC, MRR is getting the Coast Guard "trade space" by giving us the organic capability to extend the service life of the USCG's H-60 fleet, as well as provide the ability to expand the fleet. Here's how we do it: the US Navy has been "sun downing" its H-60F and H airframes as they reach the 10,000 hour flight time limit the Navy imposes. But the Coast Guard flies its H-60s for 20,000 hours – which means the Coast Guard could operate the planes for up to 20 additional years. We've accepted from the Navy, at no cost, over 70 H-60s. Most are stored at Davis-Monthan AFB in Tucson, AZ, but many of you have seen others here at ALC.

Each airframe the Coast Guard converts starts with disassembly, blast & strip, then undergoes hull modifications to match the "T" configuration. They then go to an extended "Hull" phase, where we've gained the experience to make the modifications necessary to both "H" and "F" models ("F" models require more modifications than do "H" models). Each conversion goes through early assembly, and is then stored.

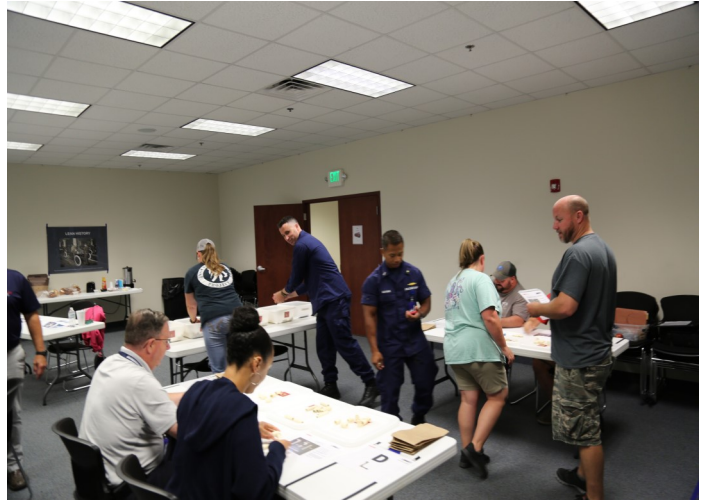
MRR currently has 3 converted airframes (one "F" and two "Hs") ready for final assembly. This gives the Coast Guard the ability to stand up a new H-60 unit (once approved), and shows that MRR and ALC have the production capability to extend H-60 fleet life into the 2040s.



## ALC's Quarterly CPI Training

### Steve McDyer, BOD

Continuous Process Improvement, or Lean, has become an integral part of ALC's business processes. Ensuring that our CPI efforts continue to provide positive results across ALC requires a knowledgeable workforce that understands and embraces Lean. Enthusiastic participation from the bottom up, coupled with solid support from the top down is what makes this work so well. The BOD's Business Performance Branch hosts Quarterly CPI Training, which gives a very broad and in-depth overview of the principles and tools of Lean, and features countless examples from both local and outside events. This quarterly training is designed to cover two days and is open to all employees of ALC. It blends a traditional presentation format with fun and interactive exercises. All the participants get involved and see firsthand how these principles relate to practical applications. Topics cover Lean history, the "8 Deadly Wastes", the "Ten Commandments" of continuous process improvement, 5S, Value Stream Mapping, Standard Work, Pull, Production Leveling, Theory of Constraints and the Enterprise Production System. All of these things are elements of a successful Lean enterprise, and are used here at ALC. After some recent changes within the BPB, we are back on our quarterly schedule and have had 26 participants trained this Year. Our next planned training event will take place in mid-November, so please work through your supervisors to get a seat at the next session, and we hope to see you there!



## CO Visit to Land Gear and Flight Control Stations



### CDR Craig Murray, SRR

Don Nivens gives CAPT Hartnett a quick review of landing gear and flight control rod work. Don was also recognized by Tech Services for his helpful input with MH65 brake evaluations and problem resolution research.

## STRIP SHOP INNOVATION PAYS OFF IN A BIG WAY



Strip Tanks

### Steve McDyer, BOD

Kuwarn Dance, from the Strip Shop in Bldg. 77, designed a set of tanks for the strip shop that help to contain the run-off from the stripping process. These tanks are big enough to accommodate large pieces and the stripping agent, paint residue and rinse water which collects in the bottom, is easily drained into the waste-water collection system.

Previously, parts were laid out on sheets of barrier paper across the shop floor to undergo the stripping process. The Barrier paper would become extremely slippery and a tremendous amount of waste was generated. The paper had to be rinsed clean before being disposed of, and the sheer volume quickly filled waste containers over a regular work week. The tanks eliminated this problem, and cleanup went from 1 hour, down to 10 minutes!

With the increase in parts being released and the addition of new A/C platforms, the current wash tanks were the best solution. Some additional unintended benefits were quickly realized. Because the tanks have wheels, they can be loaded with parts, have the stripper applied and then be wheeled out of the way to keep the floor space open. No more tripping hazards. In the shop, the tank lids helped to contain some of the vapors from the stripping compound. A third tank will soon be introduced into the flow, allowing for increased shop throughput, while still taking up less floor space than the original process!

## IOD WORKING WITH THE COMMUNITY



### Deputy Greg Rakes, IOD

(Photo below)

IOD provided tours of the Prototyping, 3-D Printing and Machining shops on August 5 and 7, to groups of high school teachers from various counties in northeast North Carolina. The tours, coordinated by the College of the Albemarle, were designed to introduce teachers to the various trades and technologies used at the Aviation Logistics Center. Above, Thomas Simpson explains various processes in the water jet shop and welding lab.

### Deputy Greg Rakes, IOD

(Photo above)

IOD work leaders Kuwarn Dance (center) and Darnell Chamblee (right) spoke at the weekly breakfast of the Elizabeth City Rotary Club, Friday August 9. Both spoke about their work experiences at ALC, and about how various community resources (particularly the College of the Albemarle) had assisted them in their career development. The speaking engagements are part of community outreach efforts organized by Mr. Ed Gibbons, ALC Executive Director, and are occurring weekly at the Rotary Club throughout the month of August.





## A MESSAGE FROM ISD

**CDR Jeremy Courtade, ISD**

Our ISD team, pictured above, continues to advance and update our local industrial information technology, expand system functionality for our surface community, and build out our own aviation systems.

If your shop has been visited by ISD client services team in the past few months it has been part of our effort to discover, document, and update your Special Use Information Technology running critical industrial equipment to Windows 10. These non-standard assets are required to be updated to Windows 10 to ensure that they are secure and supportable. This project requires extensive hardware, software, and compatibility investigation from our small team. If you have any stand-alone, non-Workstation-III systems that haven't received recent ISD attention, please contact our help desk to report your equipment with a specific call-out to its location and your request for Windows 10. Any equipment not identified or updated by ISD may run the risk of mandated-removal from our inventory. Help us help you by reporting your equipment to 1-855-243-4948 option 6!

Accomplishing a major win for our Surface Logistics team ISD released on Saturday July 20th version-one of the Surface Technical Information Portal (STIP), a module of CG-LIMS. Fleet feedback in the last month is that it is faster than the legacy system and the interface is easy to use. Next, the ISD team is planning Phase II of STIP which includes working with SFLC to prioritize over 100 stories describing additional STIP functionality found during the first phase design work and building out updates in an agile approach to match ALMIS periodic upgrades. In addition, the same team has completed extensive coding for the aviation side of this CG-LIMS Technical Information site and is working hard to converge both communities into one software suite.

On the horizon is also a transition for the Technical Manual Application System (TMAPS) to the Aviation Technical Information Portal (ATIP). TMAPS, the Navy run application made to store, view, search, and manage technical documents such as MPCs, TCTOs, publications, and CG-22s, will be integrated into the CG-LIMS Technical Information. This project has 92% of the coding complete and ISD team members are currently refining security requirements, coding, correcting bugs and writing additional tests. ISD is also working to resolve risk items such as hardware and architecture requirements to meet increased user loading when TMAPS is migrated to ATIP. This project is on track for a mid-February 2020 production release and it too represents a major convergence effort for ISD to build out the CG-LIMS Technical Information portal.

# A MESSAGE FROM SEHO

Deputy Gwen Ray, SEHO

## THUNDERSTORMS & LIGHTNING

Lightning is a leading cause of injury and death from weather-related hazards. Although most lightning victims survive, people struck by lightning often report a variety of long-term, debilitating symptoms. Thunderstorms are dangerous storms that include lightning and can include powerful winds over 50mph, create hail, and cause flash flooding and tornados.

### **IF YOU ARE UNDER A THUNDERSTORM WARNING, FIND SAFE SHELTER RIGHT AWAY**

When thunder roars, go indoors.

Move from outdoors into a building or car.

Pay attention to alerts and warnings.

Unplug appliances.

Do not use landline phones.

### **HOW TO STAY SAFE WHEN A THUNDERSTORM THREATENS**

#### **Prepare NOW...**

- Know your area's risk for thunderstorms. In most places, they can occur year-round and at any hour.
- Sign up for the local warning system. The Emergency Alert System (EAS) and National Oceanic and Atmospheric Administration (NOAA) Weather Radio also provide emergency alerts.
- Identify nearby, sturdy buildings close to where you live, work, study, and play.
- Cut down or trim trees that may be in danger of falling on your home.
- Consider buying surge protectors, lightning rods, or a lightning protection system to protect your home, appliances, and electronic devices.

#### **Survive DURING...**

- When thunder roars, go indoors. A sturdy building is the safest place to be during a thunderstorm.
- Pay attention to weather reports and warnings of thunderstorms. Be ready to change plans, if necessary, to be near shelter.
- When you receive a thunderstorm warning or hear thunder, go inside immediately.
- If indoors, avoid running water or using landline phones. Electricity can travel through plumbing and phone lines.
- Protect your property. Unplug appliances and other electric devices. Secure outside furniture.
- If boating or swimming, get to land and find a sturdy, grounded shelter or vehicle immediately.
- If necessary, take shelter in a car with a metal top and sides. Do not touch anything metal.
- Avoid flooded roadways. Turn Around. Just six inches of fast-moving water can knock you down, and one foot of moving water can sweep your vehicle away.

#### **Be Safe AFTER...**

- Listen to authorities and weather forecasts for information about when it is safe to go outside.
- Watch for fallen power lines and trees. Report them immediately.



## ALC GS-CIVILIAN EMPLOYEE OF THE 2ND QUARTER 2019

### ROBERT WISEMAN

Mr. Robert Wiseman has given superior performance as the Standards and Security Branch Chief and his efforts were critical especially during the external financial audit. Mr. Wiseman is the Security Officer that manages and submits the Privilege User Management Program (PUMP) users and access request forms, a critical artifact that is audited by CG Cyber and external financial auditors because of required separation of duties within the IT systems. He reviews and submits the forms for the command representative and authorizing official to approve for all of ALC. He is one of the trusted agents (TA) for all ALC's on-boarding contractors and for the renewals, while being a COR over two contracts. During this quarter, Mr. Wiseman worked closely with ISD's management on ideas that will benefit the command on the check-in/check-out process. Mr. Wiseman has been instrumental in refining change management within ISD and is currently working on a new process guide to document the changes.



## ALC WG-CIVILIAN EMPLOYEE OF THE 2ND QUARTER 2019

### STEPHEN FORBES

As a Work Leader in IOD's Paint Shop 141, Mr. Forbes has demonstrated the knowledge and ability to lead the shop through multiple aircraft, Interim and Final Paint processes, delivering aircraft on or ahead of schedule in every case. Mr. Forbes has demonstrated the ability to lead multiple crews on multiple aircraft, while not negatively impacting delivery dates. An example of this took place while working on WO#'s 1092 Final Paint, 1094 Interim Paint, and WO# 1131 Interim Paint, all three in the Paint Hangar during the same week. Mr. Forbes was able to manage the Shop's workforce to accomplish a (3) day early delivery of WO# 1092 while also achieving a (2) day early delivery of WO# 1094 and WO# 1131 Interim Paint. This allowed not only gains for the product lines, but also allow for WO# 1133 Interior Sand to be processed without impact, by eliminating the (4) Aircraft constraint scheduled for that week in the Paint Shop.



# ALC AWARDS

JULY THROUGH AUGUST 2019

## CG Air Medal

AET1 Eric Beck

## CG COMMENDATION MEDAL

AETC Kevin Duryea

## CG ACHIEVEMENT MEDAL

AMTCS Jason Upshaw

AMTC Brian Bishop

AET2 Brian Puhl

AMT1 Joseph Hrupsa

AMT1 Katrina Cooley

AMT1 Eric Wood

AMT1 Stuart Williard

AMT1 Miguel Arellano

## CIVILIAN LENGTH OF SERVICE

Joel Allan 5 yrs

Samuel Benavides 5 yrs

Benjamin Lowe 5 yrs

William Windhorst 5 yrs

Marcus Williams 10 yrs

Kuwarn Dance 15 yrs

Gilbert Lee 15 yrs

Undray Swann 15 yrs

Stephen Williams 15 yrs

Mark Travelpiece 20 yrs

Gwen Ray 30 yrs

Robert Wallace 35 yrs

## COMMANDANT'S LETTER OF COMMENDATION

LT Heather Bove

AET1 Erik Benken-Behnken

## CG GOOD CONDUCT

AMTC David Corcino

AMTC John Wolfen

AMT1 Joseph Hrupsa

AET1 Jarrod Pickering