

The Flyer

Coast Guard Aviation
Logistics Center

Volume 5, Issue 3
September 2012

ALC Employees in the Pit

This week ALC employees will see how the extreme efficiency achieved by pit crews can be used to promote lean initiatives and teambuilding. Participants will learn from professional pit crews and instructors how to perform multiple tasks in just seconds using lean concepts that can be adapted to any operation. Instructors will provide a review of pit activities, discussing how to apply the lean principles to ALC operations for improvements in productivity, decreased time, reduced work-in-process inventory, improvements in quality, reducing floor space and cutting costs.



Stop wasting paper is a new theme in the Coast Guard. ALC is in the process of defaulting all printers to printing on both sides. This will be happening in the near future.

Oliver F. Berry Maintenance Award Nominees

Congratulations to (left to right) AETI Pete VanSicklen of MRR, AETC James Brewton of MRS, and AMTC Joel Fish of SRR, on their nominations for the Chief Oliver F. Berry Maintenance Award. This prestigious award, sponsored by the Pterodactyls, recognizes exceptional performance in Coast Guard Aviation. Their character and dedication should serve as an inspiration to us all.



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The Reason ALC Security is Different than an Average Air Station

AMTC Mike Siniard, OPS

Every Coast Guard air station, cutter, and unit is assessed by the Office of Security Policy and Management (DCMS-34) as to that unit's impact and importance to the Coast Guard. All units are then ranked in order of importance from Level A (most important) to Level D (least important). The Aviation Logistics Center (ALC) is a Level A unit thanks to the nature of the work we do here. Keeping Coast Guard aviation functioning by supporting everyday missions, as well as, contingency operations, is no small task. Our impact on national security is vital and directly related to the work we do at ALC, on a daily basis. We need to be vigilantly aware of that fact at all times.



Last year ALC recycled 4,903 pounds of Toner cartridges from our copiers. Please continue to be involved in the program, as every little bit not going to the landfill is an improvement. If you have any questions please contact Mike Hanson at 335-6451.

MRR Host's Supply Training

Sam Vigo, MRR

It is much better to be proactive than reactive. That's why the MRR Supply Cell is hosting Air Station AMO and Supply personnel from each H60 air station from 11-13 September, 2012. The purpose of the training is to better align supply requirements between the ALC, the MRR Supply Cell and each individual unit. Personnel from all seven H60 air stations and the Aviation Training Center will attend. While here, personnel will meet with members of ALD and H60 Inventory Managers. Topics of discussion include Logistics Compliance Inspections (LCIs), Initial Issues, Parts Pooling, OGA Direct Shipments and other related material. Refresher AM-

MIS training will be provided by ALD personnel to cover modules and functions specific to field units. To wrap up the visit, a walk around of the warehouse, IOD shops and the MRR hangar will be conducted to improve awareness of ALC's capacity and capabilities. Anyone with information that they feel would be beneficial to the training should contact Sam Vigo at x6724.



Out with the Old—In with the New Process



Old—removed from previous sites



New Recycling Containers

Michael Hanson, BOD

We have all heard the line "if it isn't broken, don't fix it" that line simply shouldn't be repeated at ALC. We can always find a way to make improvements to any process. The command has embraced continued support for reducing the environmental footprint through its ISO 14001 certification. As the new Environmental Management Representative, one of my first year goals is to get a quality recycling program in place. North Carolina house bill 1465 requires recycling of plastic drink bottles throughout the command. The old recycling containers that were located outside of various buildings simply were not the correct answer to the problem for a variety of reasons.

Working with SKILLS and Base Elizabeth City we have developed a plan that should be more effective and less of a burden to our shop artisans. The forty

bottle recycle bins that are currently located around the campus will now be emptied on a weekly basis by SKILLS.

Paper is a product that is an easy target for this program, and was actually collected in the big green bins that were removed. We have identified approximately sixty locations for paper that will now be picked up on a weekly basis. You can help make this a better program by doing a few simple things. Please reconsider using the large paper recycling containers located in your areas. These containers are for paper only (copier, catalogs, newspapers, junk mail, or phone books are examples).

If you have any issues with the new recycling efforts or other environmental improvements you think improve our working conditions email Mike Hanson at Michael.I.hanson@uscg.mil or give me a call at X6451.

It's A Small World and Even Smaller Coast Guard

CDR Steve Fachko, OPS

There are three key factors to any successful ferry flight: planning; contingency planning; and most importantly, patience. Regardless of one's ego, whether conducting a ferry flight to deliver a newly overhauled and significantly upgraded MH-60T or inducting an operationally worn and tired MH-60J, there is no life hanging in the balance of the mission other than that of the ferry crew.

A recent PDM induction delivery from Clearwater, FL to ALC went from being a 5-hour non-stop sortie to an overnight trip. Due to a shortage of 80-gallon external fuel tanks, AIRSTA Clearwater received their last MH-60T minus one 80-gallon external tank. Consequently, the 6018J was going to have to be inducted to PDM with only two of the three external fuel tanks. This necessitated a fuel stop between Clearwater and ALC. The first leg of our flight was from Clearwater to Charleston, SC, with the typical summertime weather along our route. Upon our departure from Charleston, however, my weather briefing revealed a line of significant thunderstorms developing to the west, but the storm's progress was forecast to arrive at ALC well after we would. Nearly three quarters of the way home from Charleston as the western horizon evolved from blue to grey and then black, it became evident the line of severe thunderstorms was moving faster than forecasted. In an effort to avoid being engulfed by the fast moving line of severe storms, we diverted east along the Pamlico Sound toward the Outer Banks. The plan was to get around the line of storms and approach Elizabeth City from the east or northeast. As we navigated the shore line northbound beneath clear skies, it appeared this plan was going

to work. As we approached Manteo from the south, the sky was once again black as night with multiple lightning strikes in every direction except behind us. Fortunately, I always have a backup plan (or three), so we turned tail and headed for Cape Hatteras to wait out the weather.

Upon arrival at Billy Mitchell Airport on Cape Hatteras, the cheerful voice of Mr. Dwight Burrus, USCG retired, greeted us over the radio and subsequently looked after us as if we were family. As the storm rapidly closed in over Cape Hatteras and sealed our fate that we'd be spending the night, Mr. Burrus arranged transportation, lodging, and dining for us on his own initiative. There were no rooms available at a government rate, as this was peak tourist season and we had no reservation, but Mr. Burrus knew who to talk to and arranged some very nice rooms at the government rate. There was also no taxi or shuttle service available, so Mr. Burrus personally ensured we had transportation. After checking into our hotel, we were given the grand tour of the town of Frisco.

The following morning Mr. Burrus was already at the airfield waiting at the gates and offering to assist us with anything we needed to get airborne. There was also a small group of locals and tourists whom we treated to an impromptu static display of the mighty MH-60J before we departed.

To show our appreciation for Mr. Burrus' extreme generosity, we decided to present him with a framed patch and photo of the 6018J on deck at Billie Mitchell Airport. Serendipitously, CDR Fachko was planning to spend time with family in nearby Salvo,

NC, in early August and offered to make the presentation to Mr. Burrus.

Double surprise. Mr. Dwight Burrus is surprised to receive a plaque for his assistance to the Crew of MH-60J CGNR 6018. Mr. Burrus returned the favor and surprised CDR Fachko when he stated, "J.J. Fachko, (USCG retired and CDR Fachko's father) was responsible for my CG aviation career."



“Continuous improvement is not about the things you do well - that's work. Continuous improvement is about removing the things that get in the way of your work. The headaches, the things that slow you down, that's what continuous improvement is all about.”
~Bruce Hamilton

Coast Guard Recruiter

Congratulations to AMT2 Heath Day on his selection to join the prestigious ranks of Coast Guard Recruiting. After contributing for five years to the success of the Medium Range Recovery Product Line, AMT2 Day was one of only four AMT2's to be selected for this special assignment duty. Starting the summer of 2013 he will be at the forefront of the service guiding and selecting the newest generation of Guardians.



CGA Cadets' Project

During June and July, the Airworthiness Sustainment Branch (ASB) sponsored two US Coast Guard Academy cadets for their summer internship. Both cadets are studying engineering in their undergraduate degree programs. I/c Pitcairn and I/c Wadsworth, spent 6 weeks at ALC focused on composites and standardizing composite shops across CG air stations. During the course of the internship/project, the cadets conducted in-depth research on

private sector and government composite facilities, received hands-on training in the ALC composite shop completing repairs and traveled to the NASA Langley Research facility to speak with subject matter experts on the leading edge of composite technology. They used their research, practical experience and information provided by selected CG air stations to create a proposed standard composite shop for all

CG air stations. The cadets put forth an exceptional effort compiling the vast amount of information which culminated in a flawless presentation to the command on their findings and proposal. I/c Pitcairn and I/c Wadsworth demonstrated a superb work ethic, genuine commitment to their project and made significant contributions to the ASB.

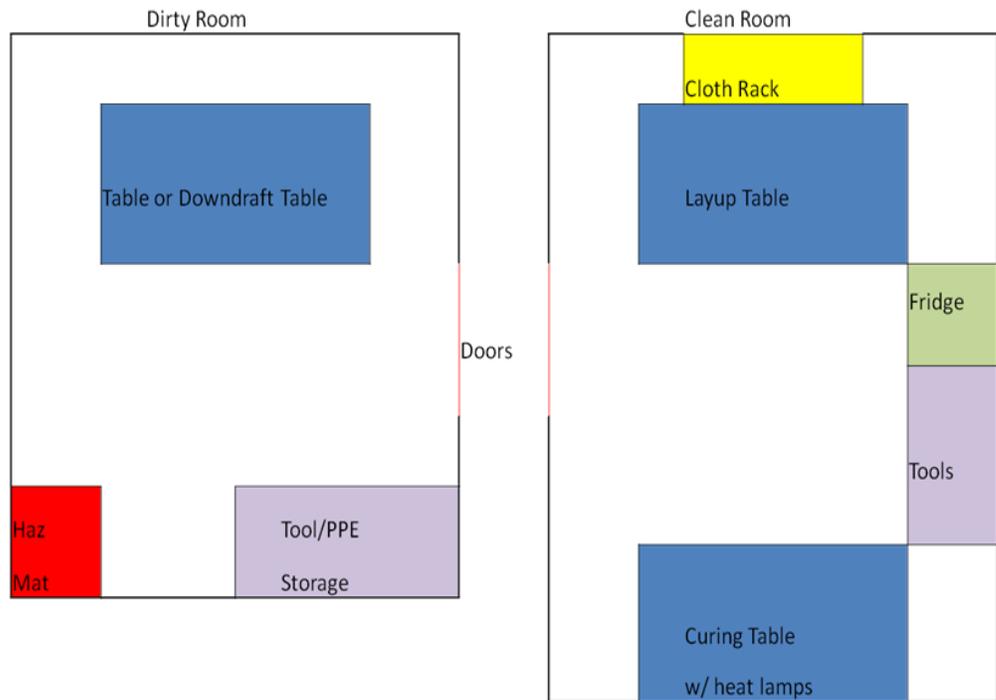


I/c Pitcairn

Proposed Standard Composite Shop



I/c Wadsworth



September Training

Continuous Process Improvement Awareness 2012 training is an annual ALC requirement for both military and civil service employees. This presentation is located on the ALC website (CG Portal) under WMS, Training and Education/Training/General Mandated Training/ALC Training. The link is below. Click on the course title to open the presentation. The last slide of the presentation contains a link. Click on the box to automatically open an email addressed to Susan Hiner. Click Send to notify Susan of your completion. This training is not documented

in the Learning Portal. https://cgportal.uscg.mil/delivery/Satellite/ALC/Article/ALC_WMS_GENMAN_TRNNG

502448 DHS Emergency Preparedness Part 2, IS547 Intro to Continuity, is a requirement for all civil service civilian employees. This training is located under Mandated Training, Category B, in the Learning Portal. <https://elearning.uscg.mil/>

All civil service employees should have already completed DHS Emergency Preparedness Initial Training (one time re-

quirement) and DHS Emergency Preparedness Part 1.

The Safety and Environmental Health (SEHO) Training topic for September is "Confined Space Awareness" and is available on the CG Portal at: https://cgportal.uscg.mil/delivery/Satellite/ALC/Article/ALC_SEHO_MONTHLY_TRAINING

CONGRATULATIONS

ISD

WINNER OF THE 2012
CDR JOEL MAGNUSSEN

INNOVATION
AWARD FOR
MANAGEMENT

Student EOs are Coming

ESD's Airworthiness Sustainment Branch (ASB) will host the Student Engineering Officer's Indoctrination 17 - 21 September 2012. The week at ALC is the culmination of the two week indoctrination commencing with a visit to CGHQ/CG-41 the week prior. During their time at ALC, the student EOs will receive briefings from each division, conduct product line and shop tours, cover key aeronauti-

cal engineering program metrics (e.g. NMC, FTFR, Pri2:RFI turn in rate, etc) as well as complete Maintenance Resource Management initial training. The ASB looks forward to the opportunity to demonstrate the vast resources and capabilities the ALC provides field units and start the student EOs out on the right foot as they embark on a rewarding career as an Aeronautical Engineer.

"Human Rights for everyone is the necessary foundation upon which all of us may build a world where everybody may live in peace and serenity and plenty."

Michael Douglas

The Backbone of the Coast Guard's Sexual Assault Prevention Program

ALC's volunteer Victim Advocate's recently attended a Three-Day Sexual Assault Victim Advocate (VA) Training Course that the Health Safety and Work Life Field Office, Portsmouth hosted from 17-19 July at Elizabeth City, NC.

The Victim Advocate team is a group of Coast Guard Members that assist other CG members after a sexual assault has oc-

curred. VA's are the backbone of the Coast Guards Sexual Assault Prevention Program. A Victim Advocate's (VA) primary role is crisis response, support, and referral. A Victim Advocate's role is not to discern whether or not or how a victim has been sexually assaulted, but to concentrate on what victims feel they have experienced. VA's do not engage in counseling, however, they are there to support and inform, to act as a com-

panion in navigating investigative, medical, and recovery processes, and to ensure the victim's safety. The role as a Victim Advocate is fundamental to the success of the sexual assault support program, and they represent the key response tripwire for the restricted reporting avenue.



Left to right: Harlan Parchment, AMTCS Stan- icki, Shelly Stonehocker, ASTI Allsworth, SKC Cockfield

Know Your Sexual Assault Victim Advocate (VA)

VA's are trained volunteers who provide additional first line advocacy for victims supplementing existing medical and legal resources.

Speaking with a VA is voluntary and confidential.

You may contact any VA for more information on:

- Reporting options for victims of sexual assault
- Getting to a safe environment
- Learning more about the VA program
- Previously unreported incident (regardless of time frame)
- Resources available to victims



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